



## Yellowstone Pullmans Start from Chicago, Seattle to Gateways

### Through Cars to Cody, N. P. Bus Connections to Gardiner and Red Lodge Gateways

Burlington-Northern Pacific Yellowstone Park service for the 1949 season will be inaugurated June 18 when the first daily Chicago-Cody Gateway Pullman will leave Chicago Union Station on the North Coast Limited.

On June 20, special daily Park service will start from the Pacific Coast when the Seattle-Livingston Pullman car leaves Seattle on the North Coast Limited.

The first Chicago-Livingston car for Gardiner Gateway will leave Chicago July 1, but prior to that date Gardiner passengers will be accommodated in regular line cars operating between Chicago and the North Pacific Coast.

Between Livingston and Gardiner, passengers make the spectacular mountain highway trip in new, de luxe buses of the Northern Pacific Transport Co.

Passengers entering Yellowstone via the Red Lodge Highroad are accommodated either in the St. Paul-Billings Pullman, which operates the year 'round, or in the Chicago-Cody car as far as Billings. Between Billings and the Park entrance (Silver Gate), N. P. Transport buses are used. The first bus leaves Billings June 20.

Beginning June 19 from St. Paul and June 20 from Livingston, the North Coast Limited, N. P. Trains 1 and 2, will operate in two sections between those points. The first section will carry the standard Chicago-Seattle and Chicago-Portland sleeping cars, dining car and Pullman-Observation lounge car and the Chicago-Livingston Park car (beginning July 2 from St. Paul and July 3 from Livingston).

The second section will carry all regular coaches and Tourist car equipment, dining car, Chicago-Cody and St. Paul-Billings standard sleeping cars and a full lounge car for standard sleeping car passengers.

Complete NP-Burlington Yellowstone sleeping car service is shown on Page 3.

## Annual Bozeman Roundup Will be Staged July 22-24

The tenth annual Bozeman, Mont., Roundup will be staged July 22, 23 and 24. Leo J. Cremer, veteran rodeo producer, will be in charge of the event.

This year's show will be "the greatest ever staged in Bozeman", according to Ken Conzelman, manager.

Texas has the greatest amount of railway mileage of any state, with Illinois second, and Pennsylvania third.

## THEODORE ROOSEVELT MEMORIAL PARK IS DEDICATED; NORTH DAKOTA BADLANDS AREA IS ALONG N. P. MAIN LINE



A typical scene in the North Dakota Badlands which are part of the new Theodore Roosevelt National Memorial Park, dedicated on June 4. Northern Pacific's main transcontinental line runs through the Badlands for some 30 miles.

Nearly 66 years ago—in September, 1883—a few days after completion of Northern Pacific's transcontinental line, a young easterner stepped off an N. P. train at the cow town of Medora, in the western North Dakota Badlands. He was Theodore Roosevelt, later to become the 26th president of the United States and to gain further fame as a writer, big game hunter, leader of the Rough Riders in the Spanish-American War and presidential candidate of the Bull Moose Party.

On June 4, 1949, 58,000 acres of the Badlands area were dedicated as Theodore Roosevelt National Memorial Park, the first national memorial park in the nation. One of the largest crowds ever to assemble in North Dakota attended the dedication. It was held in a natural amphitheater on the south wall of the Painted Canyon, with a majestic backdrop of an immense sunken garden, dotted with colorful buttes.

A distinguished group of visitors included Julius A. Krug, Secretary of the Interior, who made the principal address; Governor Fred G. Aandahl of North Dakota, who presided; Newton B. Drury, Director, National Park Service, and several congressmen and senators, including Senator Milton Young of N. D., and Rep. William Lemke, who fathered the Memorial Park bill in Congress. Also present were five of T. R.'s Rough Riders, one of whom was Henry Prather Fletcher, a trustee of the Roosevelt Memorial association; former Undersecretary of State and former U. S. ambassador to Chile, Mexico, Belgium and Italy.

The Memorial Park is made up of two units. The south unit is just north of Medora, which is on the main transcontinental line of the Northern Pacific, and N. P. passengers obtain an excellent view of the Badlands for some 30 miles. The north unit is southwest of Watford

City. Park headquarters are Peaceful Valley Ranch, six miles from Medora.

The park is an area of weird beauty. In contrast to the flat plains to the east are the conical hills, buttes and tablelands found along the Little Missouri river. The sands, shales and clay are gray, blue, buff and yellow interspersed with these pastel shales are black coal beds and thin red and brown bands of iron-stained sand and clay. Camp grounds are available in the park, but there are no cabins or meal service. Such accommodations will be found in nearby towns and villages.

Theodore Roosevelt's first trip to the Badlands was ostensibly to hunt buffalo, but before returning East he had become associated in the cattle business with two Dakotans. In 1884, both Mr. Roosevelt's wife and mother died unexpectedly and Mr. Roosevelt, broken in

(Continued on Page 2)

## Livingston's Annual \$1,000 Trout Derby Will be Held Aug. 14, in Yellowstone River

Fishermen from all over America will participate in the annual National Trout Derby at Livingston, Mont., Sunday, August 14. The contestant who lands the largest trout by weight wins a cash prize of \$1,000. There also are special prizes for women and juvenile contestants.

The contest will be held in a designated area in the Yellowstone river near Livingston between the hours of 9 am and 1 pm. It is open to any American citizen who has a resident or non-resident Montana state fishing license. The entry fee is a dollar. Entrance certificates may be obtained in advance from the National Trout Derby Committee, Livingston, Mont.



## The North Coaster

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## '48 Safety Record on Passenger Trains Was Best in 12 Years

Passenger Fatalities Were Only  
One to Each 980,000,000  
Miles Traveled

The best passenger safety record in 12 years, and the best employee fatality record in the 50 years in which records have been kept, were made by the nation's railroads in 1948, according to William T. Faricy, president of the Association of American Railroads.

Mr. Faricy said that fatalities to railroad passengers as a result of collisions, derailments and other train accidents last year numbered only one to each 2,166,000,000 passenger-miles traveled, and passenger fatalities from all causes were only one to each 980,000,000 miles traveled.

Although the railroads performed an estimated 41,150,000,000 passenger-miles of service in 1948, there were but 19 passenger fatalities resulting from train accidents and only 42 fatalities from all causes, the A.A.R. president declared.

The fatality rate for railroad employees in 1948, Mr. Faricy added, was 0.17 per million man-hours worked, which is the lowest for any year on record.

The 1948 passenger fatality rate of 0.1 for each 100,000,000 passenger-miles from all causes, Mr. Faricy stated, represents a decrease of 28 per cent under 1947, and compares favorably with the averages during the depression period of the 1930's when passenger traffic was less than half what it was in 1948.

## Pittsburgh Passenger Club Names T. R. Smith President

T. R. Smith, manager, Eastern Time Table Distributing Co., was elected president of the Pittsburgh Passenger Club at its annual meeting recently. H. W. Oles, traffic manager, Pittsburgh Railways, was elected vice president, J. S. Gunner, CPA, Union Pacific, second vice president, and C. F. Bird, passenger representative, Pennsylvania, secretary-treasurer.

These men make up the executive committee: D. Bucy, TPA, Seaboard Air Line; D. A. Coffeen, TPA, Burlington; G. W. Cook, DPA, Union Pacific; J. S. MacDonald, TPA, Great Northern; R. M. McNab, Jr., passenger representative, Pennsylvania; T. J. Nolan, TPA, D. & R. G. W., and J. Shastka, CF&PA, Southern Railway.

## R. C. MURPHY HEADS N. P. TRAFFIC IN NORTH DAKOTA



This is a candid camera shot of Ray C. Murphy who on May 1 became head of Northern Pacific freight and passenger departments in the state of North Dakota, except the territory Grand Forks to Pembina. His title is assistant general freight and passenger agent and his headquarters remain at Fargo.

That "saucer" on his lapel is a souvenir button put out in connection with the dedication on June 4 of Theodore Roosevelt National Memorial Park in the North Dakota Badlands, which he attended.

Mr. Murphy began railroading at Butte, his native city, in 1919. He traveled out of Miles City, Billings and Grand Forks before becoming general agent, Freight department, at Fargo in 1942.

## BADLANDS PARK DEDICATED

(Continued from Page 1)

health, returned west, bought a ranch near Medora and took up his residence in the Badlands. He spent much of the next three years in the area, supervising his cattle ranch, hunting big game and writing. Much of his "Life of Thomas Hart Benton" was written at his Elkhorn ranch. His experiences and observations were later utilized in his volume, "The Winning of the West."

In later years, Mr. Roosevelt in recalling his life in the Badlands, wrote:

"I have always said I would not have been President had it not been for my experiences in North Dakota. Peace came to me where blood-red hills stand sentinel above the canyon's maw".

The lowest point reached by any railroad in the United States is at Salton, Calif., which is 199.2 feet below sea level.

An average freight locomotive when in road service consumes approximately one ton of coal for each seven miles of travel.

President Lincoln has been the only President of the United States for whom a special railroad car was ever built.

## Washington Editor Lauds Improvements in Railroad Service

Trip on Northern Pacific Like  
Riding on Rubber Tires, Says  
J. M. McClelland, Jr.,  
of Longview

First hand observation of modern railroad passenger equipment and facilities inspired John M. McClelland, Jr., editor of the Longview Daily News, Longview, Wash., to comment editorially in his paper recently following some 5,000 miles of travel by rail. The last lap of his journey, Chicago to the West Coast, was on the Northern Pacific North Coast Limited. Mr. McClelland's article follows:

"American railroads since the end of the war have spent \$2,500,000,000 on new equipment and facilities. Back home after riding on railroads for some 5,000 miles, we can say that the money was well spent. Travel by railroad generally is quieter, cleaner and more comfortable in the new model Pullman cars pulled by diesel locomotives than on the equipment used during the war or before.

The last leg of our trip was by Northern Pacific from Chicago in cars that seemed to have rubber tires. The bumpety-bump that makes pouring a cup of coffee or writing a letter quite a feat on most trains was noticeably absent. So the railroads have a right to crow about the amount of money they have spent on improvements, reminding the public that in the last 25 years they have expended two dollars on bettering their services and facilities for every one dollar paid to owners of railroad stock.

"The rate of return on money invested in railroads has been about 3½ per cent, we are told, so the improvement program has been possible only because locomotives and cars can be bought on the partial payment plan. One can still find occasion to use the old phrase, 'what a heck of a way to run a railroad,' but there is also plenty about the railroad business the public should appreciate, not the least of which is a restful night's sleep through the Rocky mountains."

## Austin Passenger Club Secretary

John C. Austin, chief clerk in Northern Pacific's St. Louis traffic office, has been appointed secretary of the Passenger Club of St. Louis. He succeeds Hugh Spangler of the N.C.&St.L., who has been transferred to Jacksonville, Fla.

## Hynes Heads Traffic Club

J. E. Hynes, Northern Pacific agent at Grand Forks, N. D., has been elected president of the Red River Valley Traffic Club. Other officers are R. A. O'Leary, general agent, Minneapolis, Northfield and Southern Railway, vice president, and H. W. Whicker, traffic manager, North Dakota Mill & Elevator Association, secretary-treasurer. Mr. Hynes formerly was secretary-treasurer of the club.

# N. P. Starts End-to-End Radio on Thru Freight Trains Over Cascades

## New Communication Service Between Auburn and Yakima, Wash., Covers 139 Miles

The Northern Pacific railway inaugurated on June 6 the first large-scale end-to-end train radio communication service in the Pacific Northwest when Train 602, "hot shot" transcontinental freight, headed east out of Auburn, Wash.

The new installations have been made in locomotives and cabooses for through main line freight trains over an entire subdivision between Auburn and Yakima, Wash., a distance of 139 miles. To accomplish this required installation of radio equipment on 13 diesel road locomotives, including diesel helper engines, and both radio and power units on 11 cabooses. These units operate over the Cascade mountains where end-to-end communication will facilitate operation, especially under adverse weather conditions.

Ground radio stations have been installed at Auburn and Yakima for communication with freight trains approaching or departing from terminals. All sets operate on either of two frequencies—one for end-to-end communication and the other for communication between fixed points and trains.

The Auburn-Yakima operation is Northern Pacific's second extensive utilization of space radio. In 1947, the company installed equipment on diesel switch engines in the Seattle industrial area, including a fixed station atop the 42-story Smith Tower in downtown Seattle, which is used by the yardmaster over a remote control circuit for instant communication with the switchers.

Radio research and installations are under supervision of F. L. Steinbright, N. P. Superintendent of Telegraph.

### Park Pullman Reservations

Requests for sleeping car reservations for Yellowstone Park passengers from the following points may be addressed to the agents at those places, as follows:

Chicago, Ill., J. C. Van Loon, Mgr. Reservation Bureau, C. B. & Q. R. R.

St. Paul, Minn., M. R. Johnson, General Agent, Northern Pacific Ry.

Cody, Wyoming, J. W. Green, C. B. & Q. R. R.

Billings, Mont. (for passengers out Red Lodge), R. B. Utley, Ticket Agent, Northern Pacific Ry.

Livingston, Mont., (for passengers out of Gardiner) T. T. Thorson, Agent, Northern Pacific Ry.

Spokane, Wash., L. M. Ackerman, General Agent, Northern Pacific Ry.

Seattle, Wash., C. R. Throckmorton, General Agent, Northern Pacific Ry.

Portland, Ore., A. C. Stickley, General Agent, Northern Pacific Ry.

## Northern Pacific-Burlington Yellowstone Pullman Service

**CHICAGO—ST. PAUL—MINNEAPOLIS—LIVINGSTON—GARDINER**  
Daily Pullman service between Chicago and Livingston, Beginning July 1 from Chicago, July 3 from Livingston

WESTBOUND		EASTBOUND	
Lv. Chicago (Union Station) ..11:00 pm	North Coast Limited	Lv. Gardiner (N. P. bus) .....	7:30 pm
Lv. St. Paul (1st morning) ...	9:00 am	Ar. Livingston (N. P. bus) ...	9:00 pm
Lv. Minneapolis .....	9:35 am	Lv. Livingston N. P. ....	10:35 pm
Ar. Livingston (2nd morning) ..	7:50 am	North Coast Limited	
Lv. Livingston (N. P. bus) ...	8:10 am	Ar. Minneapolis (2nd evening) ..	9:27 pm
Ar. Gardiner (N. P. bus) ...	10:15 am	Ar. St. Paul .....	10:00 pm
		Ar. Chicago (next morning) ..	7:45 am

**CHICAGO—ST. PAUL—MINNEAPOLIS—CODY**  
Daily Pullman service between Chicago and Cody, Beginning June 18 from Chicago, June 20 from Cody

WESTBOUND		EASTBOUND	
Lv. Chicago (Union Station) ..11:00 pm	North Coast Limited	Lv. Cody (CB&Q Station) ....	7:45 pm
Lv. St. Paul (1st morning) ...	9:00 am	Ar. Minneapolis (2nd evening) ..	9:27 pm
Lv. Minneapolis .....	9:35 am	North Coast Limited	
Ar. Cody (2nd morning) .....	11:00 am	Ar. St. Paul .....	10:00 pm
		Ar. Chicago (next morning) ..	7:45 am

**CHICAGO—ST. PAUL—MINNEAPOLIS—RED LODGE—COOKE CITY**  
Passengers entering or leaving Red Lodge Gateway will occupy Chicago-Cody car to and from Billings, Mont. Between Billings and Cooke City, via Red Lodge, service is provided by N. P. Transport Co. At Cooke City connection is made with Yellowstone Park buses.

WESTBOUND		EASTBOUND	
Lv. Chicago (Union Station) ..11:00 pm	North Coast Limited	Lv. Cooke City .....	2:20 pm
Lv. St. Paul (1st morning) ...	9:00 am	Lv. Red Lodge .....	4:45 pm
Lv. Minneapolis .....	9:35 am	Ar. Billings .....	6:15 pm
Ar. Billings (2nd morning) ...	*5:00 am	Lv. Billings .....	*1:00 am
Lv. Billings .....	7:30 am	North Coast Limited	
Ar. Red Lodge .....	9:15 am	Ar. Minneapolis (2nd evening) ..	9:27 pm
Ar. Cooke City .....	12:45 pm	Ar. St. Paul .....	10:00 pm
* Cody Pullman may be occupied in Billings until 6:45 am		Ar. Chicago (next morning) ..	7:45 am
		** Passengers may board Cody Pullman at 11:00 pm	

**SEATTLE—TACOMA—PORTLAND—SPOKANE—LIVINGSTON—GARDINER**  
Daily Pullman service between Seattle and Livingston, Beginning June 20 from Seattle, June 22 from Livingston

EASTBOUND		WESTBOUND	
Lv. Seattle .....	10:00 pm	Lv. Gardiner (N. P. bus) .....	7:30 pm
North Coast Limited		Ar. Livingston .....	9:00 pm
Lv. Tacoma .....	9:40 pm	Overnight in Pullman in Livingston	
Lv. Portland .....	8:45 pm	Lv. Livingston .....	8:00 am
Lv. Spokane (1st morning) ...	8:50 am	North Coast Limited	
Ar. Livingston (2nd evening) ..	10:25 pm	Ar. Spokane .....	8:25 pm
Overnight in Pullman in Livingston		Ar. Portland (2nd morning) ...	7:35 am
Lv. Livingston (N. P. bus) ...	8:10 am	Ar. Tacoma .....	7:30 am
Ar. Gardiner (next morning) ..	10:15 am	Ar. Seattle .....	7:30 am

### DENVER—CODY

Daily Pullman between Denver and Deaver, Wyo., thence bus

NORTHBOUND		SOUTHBOUND	
Lv. Denver (CB&Q Train 29) ..	8:15 pm	Lv. Cody (Burlington bus) ...	9:30 am
Ar. Deaver, Wyo. ....	3:30 pm	Ar. Deaver, Wyo. ....	11:00 am
Lv. Deaver (Burlington bus) ..	3:45 pm	Lv. Deaver (CB&Q Train 30) ..	11:30 am
Ar. Cody (2nd afternoon) ....	5:25 pm	Ar. Denver (2nd morning) ...	7:15 am

### CHICAGO—OMAHA—LINCOLN—KANSAS CITY—BILLINGS

Daily Through Pullman service between Chicago and Billings

WESTBOUND		EASTBOUND	
Lv. Chicago (Union Station) ..11:30 am		Lv. Cody (CB&Q) .....	7:45 pm
Lv. Omaha (CB&Q) .....	10:20 pm	Ar. Billings .....	11:00 pm
Lv. Kansas City (CB&Q) ....	6:30 pm	Overnight in Billings	
Lv. Lincoln (2nd morning) ..	12:05 am	Lv. Billings (CB&Q) .....	8:00 am
Ar. Billings (2nd evening) ...	8:45 pm	Ar. Lincoln (2nd morning) ...	7:00 am
Overnight in Billings		Ar. Kansas City .....	1:20 pm
Lv. Billings (3rd morning) ..	7:05 am	Ar. Omaha (2nd morning) ...	8:55 am
Ar. Cody (CB&Q) .....	11:00 am	Ar. Chicago (Union Station) ..	9:30 pm

If coupled together the 10,556 new private-controlled refrigerator car companies, would have made a train about 86 miles long.

## New Wild West Show for Q-NP-GN Chicago Rail Fair This Year

Old Faithful Geyser and Minnetonka Locomotive Will be on Exhibit Again

An all-new "Wild West" show, featuring a galaxy of rodeo performers in thrilling bronco-busting, bulldogging and calf roping events, as well as trick and fancy riding exhibitions, will attract thousands to the "Old Corral" at the Burlington-Northern Pacific-Great Northern exhibit at the Chicago Railroad Fair, which opens its second season June 25, and runs through Oct. 2.

Featured stars will include Shirley and Don Biron, Hank Kunen, and Jimmy Johnson, and a troupe of other performers, who will appear from the opening day through July 31, to be followed by completely new shows commencing August 1 and August 22.

Comely Miss Biron, although only 19, is a veteran performer. She will demonstrate her versatility by participating in bronco-busting, trick riding and trick roping contests.

Don Biron, a prize-winner in such tough competitions as the Cheyenne Frontier Days and the Calgary Stampede, will appear in bronco-busting and bulldogging contests with Jimmy Johnson, recently returned to rodeo after wrangling tanks for General Patton. The comedy touch will be provided by Hank Kunen, a noted bronco rider now turned clown.

A replica of Old Faithful Geyser, which entertained thousands at the 1948 fair, will resume its methodical eruptions. The grounds are being landscaped with trees, shrubs and flowers redolent of the West; new Indian tepees will be pitched; authentic totem poles will be erected, and the lodge-chalet made ready to tell the story and answer questions about the Western vacationlands served by the streamlined trains of the three railroads.

Northern Pacific's No. 1 locomotive, the wood-burning, balloon-stack Minnetonka, purchased in 1870, again will take part in "Wheels a-Rolling", the spectacular outdoor pageant which played to 1,200,000 spectators last year. Also for a period in July, one of N. P.'s giant Mallet locomotives will participate in the pageant.

### July 2 Northern Pacific Day at Chicago Railroad Fair

July 2, a memorable date in the history of the Northern Pacific, will be Northern Pacific Day at the Chicago Railroad Fair.

It was on July 2, 1864, that President Abraham Lincoln signed the charter creating the First of the Northern Transcontinental Railroads. Actual construction did not begin until Feb. 15, 1870.

Railroads use about twelve per cent of all petroleum consumed in this country.

## Astoria's Annual Salmon Derby Opens August 30; \$2,400 in Prizes to be Awarded in Six-Day Contest



Astoria, Oregon, will play host to thousands of sport fishermen from all over the nation August 30-31 and Sept. 1-5, when the annual Salmon Derby will be held in the Columbia river at that historic spot.

The Columbia is the habitat of the famed Royal Chinook and, as a sports writer exclaimed after landing a big fellow, "if you have never fished the Columbia for Royal Chinook, mister, you haven't fished!"

This year the prizes will total \$2,400 and will be sought by 25,000 fishermen. The grand prize of \$1,000 in cash is presented to the lucky fisherman—man or woman—catching the largest salmon during the contest. Daily cash prizes of \$100 for largest fish caught; \$50.00 each day for the second largest fish. To create even further interest a daily cash prize of \$50.00 is presented to the boat operator in whose boat the largest fish is caught.

Commercial fishing boats, as well as local sport cruisers are available for hire during the Derby period and visitors will find the operators of such craft very courteous and eager to make their fishing trip an unforgettable adventure. The Astoria Chamber of Commerce handles boat reservations in advance for contestants entering the Derby. As many as 3,500 boats in one day have been counted on the river during the contest.

The Derby is open to everyone upon payment of a registration fee of \$2.00 which entitles the contestant to compete for all prizes for the full seven days.

Although the Derby starts August 30th and ends September 5th, sport fishing continues on through September 10th—and of course, thousands will stay on to enjoy some of the finest sport fishing in America.

The fuel bill of the Class I railroads in 1948 was more than 833 million dollars, an increase of \$141,410,000 compared with that in 1947.



An aerial view of Astoria, Oregon, and the Columbia river, scene of the annual Astoria National Salmon Derby, Aug. 30-31 and Sept. 1-5. Below are two ardent participants in the 1948 Derby, Jay Ogden, Carlsbad, N. M., left, and Dr. J. R. Brown, Cawker City, Kan.

### F. L. Mumford of NYC Heads Indianapolis Passenger Club

Frank L. Mumford, New York Central, passenger representative, is the new president of the Indianapolis Passenger Traffic Club. Elected to serve with him are Fred Priestler, TPA CMStP&P, vice-president, and Carl Hubbard, Burlington, secretary-treasurer.

Retiring President John B. Conway, TPA CB&Q, becomes chairman of the board of directors, with these elected to serve as board members: Paul R. Hardin, PR NYC; Matt Kauman, TPA UP; and Howard M. Hauskins, TPA NP.