



The North Coaster



Vol. XX Number 4

NORTHERN PACIFIC RAILWAY—Main Street of the Northwest

July-August, 1949

NORTHERN PACIFIC DAY AT CHICAGO RAILROAD FAIR



On July 2, 1864, President Abraham Lincoln signed a bill passed by the Congress creating, by direct charter, the Northern Pacific Railroad Company. On Saturday, July 2, at the Chicago Railroad Fair, the 85th anniversary of the creation of the N.P. was observed as "Northern Pacific Day". The photograph shows signing of the charter as re-enacted by Aristidis Copulos who portrays the martyred President in the "Wheels-a-Roll-

ing" pageant at the Fair. In the background is Northern Pacific's first locomotive, the Minnetonka, which appears in the pageant.

The original charter called for "construction of a railroad and telegraph line from Lake Superior to Puget Sound, on the Pacific Coast, by the Northern Route", now known as the "Main Street of the Northwest."

Northern Pacific Traffic Offices in Cincinnati to be Moved to Carew Tower

Northern Pacific's Cincinnati Traffic offices will be moved to 2011-13 Carew Tower, Fifth and Vine streets, late in September. Present location is 615 Gwynne building.

The 45-story Carew Tower is the newest large office building in Cincinnati and is located in the heart of the downtown section.

All N. P. Passenger Offices Close Saturdays Starting Sept. 3

In compliance with the 40-hour week agreement, all Northern Pacific ticket offices, except depot ticket offices, will be closed Saturdays beginning Sept. 3.

General passenger department offices in St. Paul and Seattle also will close Saturdays.

North Idaho Land of Running Water

The 46-mile-wide strip of Idaho extending up between Montana and Washington to Canada and crossed by the main transcontinental line of the Northern Pacific, reputedly contains more running water than any region of similar size in the nation.

NCL-Shasta Daylight Connection is Perfect For Calif. Travelers

North Coast Limited Arrives at Portland at 7:15 am and New S. P. Train Leaves at 7:45

Inauguration of Southern Pacific's new Shasta Limited streamliner between Portland and San Francisco provides ideal connections at Portland for California-bound travelers arriving from the east on the Northern Pacific North Coast Limited. The "North Coast" arrives Portland at 7:15 am and the Shasta Daylight leaves at 7:45 am.

Connection with the North Coast Limited at Portland also is excellent for east-bound travelers from Oregon and California. The Klamath arrives at Portland at 8 pm and the North Coast Limited leaves for Spokane, Twin Cities and Chicago at 9 pm.

Freight train performance in 1948 was the highest on record, tons of freight moved one mile for each hour of freight train operation having been 18,779 tons, or an increase of 84.4 per cent compared with that for 1928.

Ellen Bennewitz, N. P. Ticket Clerk, Wins Courtesy Award



Courtesy in performance of her duties as ticket clerk won Miss Ellen Bennewitz of the Northern Pacific a special award recently by the St. Cloud, Minn., Chamber of Commerce. She is shown being presented with the award by Lionel Spaniol of the Chamber of Commerce Tourist Committee.

Miss Bennewitz, who has sold tickets at the N.P. St. Cloud Passenger Depot for the past 32 years is a member of the American Association of Railroad Ticket Agents and has attended numerous sales meetings of the organization.

Releasing Racing Pigeons is Part of N. P. Agents Work

The Northern Pacific agent at Terry, Mont., used to unusual requests for service, gained a little inside dope on pigeon racing, according to the Terry Tribune.

R. K. Malcolm, depot agent, received about 150 pigeons in several crates, with instructions to release them early one morning for the St. Paul Racing Pigeon club. The agent dutifully released the pigeons, a crate at a time, and the birds circled Terry waiting for their fellow travelers. Two of the pigeons, still short on sleep, parked in the depot rafters and refused to budge. The remainder of the birds dutifully circled Terry and awaited the tardy ones.

The agent finally dislodged the tardy racers and the flock took off for St. Paul.

Yellowstone Visitors to Aug. 1 15% Ahead of Record 1948

Visitors to Yellowstone National Park through July 31 totalled 640,027, which was 85,029 or 15% more than for the same period in 1948. The 1948 season set an all-time record with 1,013,531 entries.

A new record for a single day's entry was set on July 3 with 20,046 visitors. Over the Independence Day Weekend—July 2, 3 and 4—49,472 persons entered the park. This also was a new record.



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Butte H. S. Band Wins Honors at Portland; Hit of Rose Festival

Montanans Travel To and From Oregon on 12-Car Northern Pacific Special

Folks at Portland, Oregon are still talking about the Butte High School Band, feature attraction of the 1949 Rose Festival in June, which traveled to and from the coast on a 12-car special Northern Pacific train. The famed organization of musicians, majorettes and twirlers, captivated the hundreds of thousands of persons who saw them perform in the Rose Festival parade and in the pageant at Multnomah Stadium.

A writer for the Portland Oregonian reveals why the band is the pride of Butte and is fast establishing a national reputation. Here is his description of the organization:

"Butte's band full of bounce. Take the Northwest Mounted Police, cross them with a band of wild horses and throw in a touch of Vesuvius and you've got the Butte Band, honor band for the Rose Festival.

"Even their tamest routines are done at a tempo that would wear out a team of fire horses. These kids know some 72 musical scores by heart. They can play them on signal, breaking from one score into another with but a moment's pause. That goes for the girl twirlers, too. There is no visible limit to their energy or their versatility. Harness these kids and you wouldn't need atomic energy."

Death Takes Molly DiCecca, N. P. Chief Clerk in Boston

Mrs. Charles DiCecca, chief clerk in Northern Pacific's Boston traffic office, died June 23 after several weeks illness. She had been employed intermittently in the N. P. office since 1929 and had been a regular employe since January, 1944. Reporting her death, the Boston Post said:

"She was familiarly known as 'Molly' by her many friends in transportation work and her connections in the past included service with the Rock Island, Soo Line, Rutland and others maintaining offices in Boston.

"Undoubtedly no woman has been more of an outstanding figure in local railroad circles and in addition to her many friends in the industry, she was well known to many of the traveling public."



PRIDE OF BUTTE, Montana, is the Butte High School Band, which won new laurels recently at the Portland Rose Festival. Pictured above is the band at Multnomah Stadium in Portland.

TICKET AGENTS ARE "WORLD'S CALMEST MEN", SAYS HERB GRAFFIS, CHICAGO NEWSPAPER WRITER

Herb Graffis, Chicago SUN-TIMES columnist, devoted a recent article in his paper to high praise for the railroad ticket agent. The article is presented herewith:

Every time I go into a railroad station I marvel at the sublime poise of the men behind the ticket windows.

I have been pushed around, stalled, insulted, sneered at and held in indifference or contempt by representatives of almost every trade and profession that gets my money, but never by a railroad ticket seller.

Some of the treatment I've received from others who are paid out of my income I may have had coming. I probably have stretched the patience of the railroad ticket guys plenty, but they've never let me know it.

My experience with railroad ticket sellers has covered about 40 years. Even during the war when the almost universal policy of salespeople was "the customer is a nuisance" and even in New York where the American code of good manners in public has virtually vanished, the railroad ticket sellers' performance has been consistently polite, competent and helpful.

I simply cannot understand why these fellows should be so far ahead of most of the rest of the country as gentlemen in business. The railroads don't make things any too easy for them by providing arrangements for assuring "first come, first served." Any rude or thoughtless person who crowds into the window may shove away someone who's been waiting longer. Often an agile, eager and thoroughly ill-mannered person will play two or three adjoining windows to beat the lineup.

A few of the happiest moments of my life have been when I have had the honor of grabbing such offenders by the slack of their pants and skidding them deep into the outfield. I now am getting too old for that educational and corrective work.

With patience that makes Job's reputation look third-rate the gentlemen at the ticket windows take care of the con-

fused and weary. Some worried mother, surrounded by kids, luggage and trouble and with little experience in travel or the English language, comes up to the window to buy tickets to Auk Roost, Idaho, with stopovers at Ypsilanti, Mich., Keokuk, Iowa, and Nothing, Okla.

THE MAN AT THE WINDOW has to look up more dope than the editors of the Encyclopedia Britannica, figure out equations that would drive atomic scientists daffy, then write out a ticket two-thirds the length of the trip by rail.

The mother is frightened and embarrassed by the irritated mutterings of others awaiting to buy tickets. The kids are running wild around the station or springing leaks in their lingerie, and all is storm and confusion except with the man behind the window. You don't see him blowing his top.

I wish I knew his secret of keeping calm.

Blueback Salmon Most Popular With Lake Pend Oreille Anglers

Most popular fish with anglers at Lake Pend Oreille, Idaho, is not the fabulous big Kamloops rainbow trout, as might be supposed, but the lowly blueback salmon. This tasty panfish is so abundant there is no bag or possession limit.

Fishermen out of one resort took a total of 1500 one day recently and from another resort 831. Some boats had as many as 200 fish, with the average per boat being nearly 90.

Fall is Time to See Salmon at Bonneville Dam Fish Ladder

When Indian summer is in the Oregon air and salmon come up from the sea for fall runs, visitors may observe chinook and silverside salmon ascending streams to reach spawning grounds. One of the popular observation points for watching this phenomenon is the fish ladder at Bonneville dam along the Columbia river east of Portland. Here salmon are counted as they dart across a white board at the head of the ladder, within easy sight of observers.

Railroad Fair Still Attracting Crowds at Rate of 25,000 Daily

With Six Weeks to Go, Attendance is Well on Way to Two Millionth Visitor

The Chicago Railroad Fair which, with its 2,500,813 visitors in 1948 set a record for any exposition ever staged by a major industry, seems destined to repeat its high attendance in its encore performance this summer. The Fair will close Oct. 2.

Already, with six weeks to go, the big transportation spectacle on Chicago's lake front is well on its way toward its two millionth visitor. Of this multitude who have been flocking into the Fair's gate at an average of more than 25,000 daily, more than 50 per cent have come from areas at least 100 miles beyond the Chicago city limits.

Secret of the Fair's unusual pulling power, is the wealth of entertainment and education it offers spectators at almost no cost. For a 25 cent gate admission the visitor is assured at least ten hours free diversion. All the cost of putting on the thrills of the major exhibits is paid for by the railroad and railroad supply industries as a mass good-will gesture to the public.

More than half of the exhibits this year are either completely new or represent major revisions of last year's features. Typical are the free ice ballet sponsored by the railroad supply companies; Gold Gulch, a reborn gold mining town of the 1880s in Colorado; the Chicago and North Western Railway show, headlined by a gigantic Paul Bunyan said to be the largest robot ever built; and the transplanted San Francisco cable car that furnishes free rides for thousands daily up and down the sloping shores of Lake Michigan. The car was brought to Chicago by the Western Pacific railroad. An all-new "Wild West" show is attracting thousands to the "Old Corral" at the Burlington-Northern Pacific-Great Northern exhibit.

The only two major attractions at the Fair for which a charge is made are the mammoth pageant "Wheels a-Rolling" and the Cypress Gardens water ski show.

So far this summer "Wheels a-Rolling", a colorful re-enactment of transportation in this country from the days of the Indian travois to the Train of Tomorrow and said to be the biggest spectacle ever staged outside of Hollywood, has played to a total audience of nearly half a million.

The three railroad diners on the grounds report that their servings for the first half of the Fair totaled some 27,500 meals. The Eastern Railroads Vitarama Show has been seen by approximately 127,000 persons, while the Indian ceremonial dances have been staged before an estimated 300,000 spectators.

The pageant's locomotives, all of which play leading roles in the 300-year history of American transportation, have logged their 10,000th mile of travel across the



Thousands of visitors daily are passing through the gateway to "Vacationland", Burlington-Northern Pacific-Great Northern exhibit at the Chicago Railroad Fair. In the background may be seen the chalet and the corral where "Wild West" shows are staged hourly each afternoon and evening.

huge lakefront stage. The 33 antique and modern engines of varied type and style move an estimated 265 miles a day.

The three Diesel engines burn some 300 gallons of fuel oil a day and seven old-time wood burners, including such famed locomotives as the "DeWitt Clinton" and Northern Pacific's "Minnetonka", each consume a ton of firewood.

A different kind of fuel keeps the "hay-burners" moving in the giant spectacle.

The 90 head of livestock, including Percheron draft horses, saddle horses, fillies, goats and a brace of oxen, each day consume a ton of hay, 50 bushels of oats, 150 pounds of corn, 150 pounds of bran and 30 pounds of salt.

One pageant fuel item gives the Railroad Fair management no worries at all. A calf born backstage satisfies all of its fuel requirements directly at the source—the mamma cow.

Northern Pacific's New Passenger Office in New York



This is a corner of Northern Pacific's new Passenger office in the International building, Rockefeller Center, New York City. The address is Room 534, 630 Fifth avenue. In the left foreground is a lounge for patrons and in the left background is the receptionist's desk and telephone switchboard. The Freight department is located in the opposite end

of the spacious office, with a separate entrance directly opposite the Passenger department entrance shown in the picture. The Freight department number is Room 537. Verne L. BeDell, General Agent, Passenger department, and George L. Reinhardt, General Eastern Freight Agent, occupy private offices. The offices are all air-conditioned.

N. P. Veterans Name Ellsworth President; Underwood Director

Association in Annual Convention at St. Paul has Membership of 2,263

Howard H. Ellsworth, Assistant General Freight and Passenger Agent of the N. P. in Montana, was elected president of the Veterans Association of the Northern Pacific Railway at the annual meeting in St. Paul in June. Another traffic department man, Otis H. Underwood, General Agent at Wallace, Idaho, was re-elected a director. Other officers are H. J. Councilman, Duluth, vice president and G. J. Conners, St. Paul, secretary-treasurer. Additional directors are Otto Anderson, Spokane, and J. R. Kennedy, Fargo.



Mr. Ellsworth

Thirty years of service with the N. P. are required for membership in the Veterans Association. Secretary Conners reported a membership of 2,263, of whom 65 per cent are in active service.

Military to Continue to Move By Rail at 10% Fare Reduction

Military agencies have accepted the bid of the railroads to carry all military passenger travel at fares 10% under the regular commercial fares for the fiscal year ending June 30, 1950. E. B. Padrick, chairman of the Railroad Interterritorial Military Committee, announces.

Similar agreements for discount on military travel have been in effect since 1914. Mr. Padrick explained, and the 10% reduction just agreed upon is the same which has been in effect since the end of the second World War. Under this agreement, the railroads during the second World War handled 97 per cent of the military travel, and since the war have handled more than 90 per cent. Mr. Padrick estimated that substantially this percentage of military travel will move by rail under the new agreement.

Lewis and Clark Salt Cairn Historic Site at Seaside, Oregon

First evidence of white men in Oregon is the salt cairn built on the northern Oregon coast during the winter of 1805 and 1806 when the Oregon country was explored by the famous pathfinders, Lewis and Clark. The cairn, built to extract salt from ocean water, is now an historic site at the well known resort city of Seaside, 80 miles from Portland.

Railroads in 1948 handled an average of 1,176 tons of freight per train, the highest for any year on record, and an increase of 30 tons above the average for 1947.

Family favorite...



CONNECTING DOUBLE ROOMS

on new NP all-room Pullmans!



DAY-TIME: One big living-room! Slide back the partition dividing these two double rooms . . . and see what a slick solution the **North Coast Limited** has to the family traveling problem. Privacy?—your family would hardly have more if they owned the train! Convenience?—you have ice-water on tap . . . complete toilet facilities . . . your own "weather" controls . . . full-length sofa, double seat, a chair. Most everything is here, except Northern Pacific's famous meals . . . and we'll even bring *them* if you'll ring your buzzer! Now see what happens later . . .



NIGHT-TIME: Two double rooms! In each, you'll find lower and upper beds ready for occupancy when the family's ready for sleep. Once again in the morning, you'll appreciate having two separate toilets and two lavatories in the two separate rooms for the personal use of your family. And here's good news. Luxurious as these connecting double rooms are, they're not expensive. Whenever you travel, go Northern Pacific for comfort at low cost.



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