



The North Coaster



Vol. XXIII Number 1

NORTHERN PACIFIC RAILWAY—Main Street of the Northwest

January-February, 1952

Seattle History Began February 15, 1852; Big Celebration This Year

Queen City of Pacific Northwest Known as Youngest City of Its Size in the World

Under the direction of Greater Seattle, Inc., unique civic promotion organization, the Queen City of the Pacific Northwest is staging a year-round celebration of the 100 years of progress throughout 1952. The calendar is studded with an exciting array of expositions, concerts, theatrical and sports events.

History began for Seattle 100 years ago. A granite shaft at Alki Point marks the spot where in November of 1851, the schooner "Exact" dropped her hook with the pioneer party of 24 white settlers aboard.

On February 15, 1852, after the rigors of a first winter, these pioneers pulled stakes to move across Elliott Bay to begin hewing out their homesteads in the tall timber of the hilly site where the towers of a proud Washington state metropolis stand today.

Seattleites face the challenge of a new century convinced of the indestructible destiny of their city. As they review the heroic annals of the first century of a town which at one point in the 80's arose from an all-consuming fire the conviction grows that "nothing can stop Seattle."

This confidence is reflected in exuberant slogans: "The Youngest City of its Size in the World," "The Boating Capital of the World," "Gateway to Alaska," and the "Shortest Route to the Orient."

CENTENNIAL HIGHLIGHTS INCLUDE:

- March 25-26—National Collegiate Athletic Association Basketball Tournament, Edmundson Pavilion.
- March 27—Margaret Truman Concert.
- March 27-28-29—National Badminton Tournament, Civic Auditorium.
- March 29 through April 6—Auto Show, Field Artillery Armory.
- April 19 through 27—Centennial Home Show, Field Artillery Armory.
- May 1-2-3—"Know Your City" Exposition, Civic Auditorium.
- June 28 through July 5—Regatta Week, combining Pacific Coast and Pacific International sailing regattas with

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New N. P. Appointments at Portland

New appointments made at Portland by the Northern Pacific are: F. F. Wittenberg, Jr., Traveling Freight and Passenger Agent, and C. E. Moehring, City Freight and Passenger Agent.

Many Events in 1952 Mark Seattle's 100th Anniversary



Seattle's new Alaskan Way Viaduct, spectacular two-level traffic overpass, stretching the length of the Puget Sound port's bustling waterfront, will be dedicated for use late in 1952—the Centennial Year of the Pacific Northwest's Queen City. (Seattle Times photo.)

N. P. Appoints Havens G. A. in Buffalo, N. Y.

Succeeds John M. "Doc" Doyle Who Retires After 31 Years With Northern Pacific

W. C. (Bill) Havens, who entered railroading via the Lehigh Valley in 1924 as a stenographer in New York City, and has been with the Northern Pacific since 1926, was promoted to General Agent of the Northern Pacific at Buffalo, effective Jan. 1. He succeeded John M. (Doc) Doyle, who retired because of ill health after 31 years with the N. P.



W. C. Havens

Doc entered Northern Pacific service in 1920 as chief clerk in the New York Freight office. He was successively Traveling Freight Agent at Buffalo and Philadelphia and Commercial Agent at Buffalo before becoming Buffalo General Agent in 1940.

Succeeding Mr. Havens as Traveling Freight and Passenger Agent at Buffalo is Charles C. Gardner of Detroit. Mr. Gardner's first railroad job was with the Canadian Pacific, from 1935 to 1941, when he entered the Royal Canadian Navy. In 1946 he returned to civilian life and joined Northern Pacific's Toronto Traffic office as a steno-clerk. He transferred to N. P.'s Detroit office in 1950.

Bill Havens entered N. P. service in 1926 as a stenographer in the New York Passenger office. From ticket clerk at New York, he went to Buffalo in 1941 as Traveling Freight and Passenger Agent.

Saturday Evening Post Prints Wilderness Trail Riders Story

The Saturday Evening Post, Jan. 5 issue, contains a story, illustrated with color pictures about the Trail Riders of the Wilderness. More than 1700 vacationists have made the horseback rides into the National Forests since 1933, when the program was originated by Max Goodsill, General Passenger Agent of the Northern Pacific, as a traffic promotion enterprise of the railroad.

Mr. Goodsill made the first plans and sold the program as an annual event for the American Forestry Association in cooperation with the U. S. Forest Service.

N. P. Puts Traffic Man in Winston-Salem N. C.

Jack Moe is Appointed TF & PA with Headquarters in North Carolina City

Ticket agents and shippers in Winston-Salem, N. C., and surrounding area, are now able to obtain quick on-the-spot traffic and travel information regarding Northern Pacific railway's 6,900 miles of transcontinental line between the Midwest and the North Pacific coast.



L. O. "Jack" Moe

L. O. "Jack" Moe of St. Paul has been appointed traveling freight and passenger agent, with headquarters at Winston-Salem. Mr. Moe has been with the Northern Pacific since 1928, except during World War II, when he was a captain in the office of Chief of Transportation at Washington.



The North Coaster

Published by the Passenger Traffic Department
NORTHERN PACIFIC RAILWAY, ST. PAUL, MINN.

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MADE IN U. S. A. 6250

Eat 1 1/2 Million Meals in Yellowstone Park

1,166,346 Visitors Set New All-Time Record in Park

Yellowstone National Park guests and employees consumed a tremendous amount of food during the 1951 vacation season with the serving of more than a million and a half meals in the park.

Hotel guests consumed 282,975 meals, lodge guests 295,818, and 493,340 meals were served in the several cafeterias, or a total of 1,072,133 meals served. Employees of the largest concessionaire were served 448,355 meals.

Yellowstone set a new all-time record with 1,166,346 visitors in 1951, compared with 1,109,926 in 1950, an increase of 5.08 percent.

A total of 620,001 persons were accommodated in the various hotels, lodges and tourist cabins in the park during the summer, 147,551 using the hotel facilities, 168,092 the lodges and 304,358 the tourist cabins.

More than seven and a quarter million dollars was spent by 1951 visitors to the park, including some \$620,000 collected for the motor vehicle license fee for entrance into the park by private automobiles and buses. Motorists purchased more than two million gallons of gasoline during their stay in Yellowstone.

1952 is expected to be another record-breaking year for Yellowstone unless the international situation changes radically to interfere with travel and vacations, as it is evident that each year since World War II, an increasing number of American people are visiting their national parks for relaxation, recreation and rest.

Russ Gustavson 1952 Head of Detroit Passenger Men

The Detroit Passenger Traffic Club at its annual election held in the ballroom of the Fort Wayne Hotel, elected Russ Gustavson, Santa Fe, president for 1952. Other officers are Hal Sindles, American Air Lines, 1st vice president; Glenn Welker, Pennsylvania RR., 2nd vice president; and Newt Ambli, Milwaukee Road, secretary-treasurer.

The Board of Governors are Arnold Schaumberger, Ford Motor Co., Ogdon Heyl, Great Lakes Steel Co., Gordon Young, Young Travel Service, Joe Winne, Pennsylvania RR., Harry Mercier, New York Central, and Ralph Evans, chairman, CN-GTW.

Passenger Clubs Elect Officers for 1952

Boston Passenger Men Elect

F. Just President for 1952

The Boston Passenger Club held its annual election of officers with a dinner at the Touraine Hotel and the following were elected for 1952: F. G. Just, Union Pacific, president; H. R. Cummings, New York Central, vice president; and S. C. Rablin, Southern Pacific, secretary-treasurer.

E. A. Connell, American President Lines, and R. F. Cowan, Boston & Maine were elected to the executive committee.

Cincinnati Passenger Traffic Club Selects 1952 Officials

Harry Sur, New York Central, was elected president of the Passenger Traffic Club of Cincinnati at its annual election at the Alms Hotel. Other officers will be Frank Bowman, Cincinnati Union Terminal, vice president; and Ken Wisenbaugh, Baltimore and Ohio, secretary-treasurer.

The Board of Governors is made up of John Bischoff, Cincinnati Post, Charley Heinz, Pennsylvania RR., Jim Sawyer, Louisville & Nashville, and Bill Tavel, Missouri-Kansas-Texas RR.

Stan Thorson New President of St. Paul Passenger Club

The St. Paul Passenger Association elected the following to serve as officers for 1952: Stan Thorson, GN., president; Eddie Bruers, Union Depot, vice-president; Mel Skogmo, Union Depot, treasurer; and Marty Schember, CB&Q, secretary.

Directors are: Dick Mossman, NP., Paul Nikolai, Milwaukee Road, L. J. Bartholomew, Pullman Company, Jack Warner, PRR., Denny Collins, Minnesota Mining, and Ray Steiner, C&NW.

C. S. Stevens Chosen President of Des Moines Passenger Club

The Des Moines Passenger Club elected the following officers to serve for 1952: C. S. Stevens, TPA., AT&SF Ry., president; Ben Mendenhall, CTA, CRI&P., and Ned Leonard, GAPD., NYC Ry., Omaha, vice-presidents; and Ray McCormick, CC., UP Ry., secretary-treasurer.

Chicago City Passenger Men Elect Throntveit President

T. M. Throntveit, PRR., was elected president by the City Passenger Agents Association of Chicago at the annual election. Other officers for 1952 are: D. A. Keller, first vice-president, Milwaukee Road; J. M. Forsha, second vice-president, Union Pacific RR., and M. C. Saxton, secretary-treasurer, Northern Pacific Railway.

New York Passenger Agents Elect Hunt 1952 President

At the annual meeting of the New York City Association of Passenger and Ticket Agents, the following officers were elected for the year beginning March 1, 1952:

President, Russell B. Hunt, TA., Erie Road; first vice-president, Daniel W. McCloskey, P&TA., Milwaukee Road; second vice-president, Robert L. Tiedgens, CP&TA., Northern Pacific; secretary, Charles E. Milik, PR., Baltimore & Ohio; treasurer, Charles J. Andrews, PR., New York Central.



Chicago Passenger Club 1952 officers are L to R: E. E. "Eddie" McDaniels, TPA, MP, Sec-Treas., L. D. "Don" Cary, CPA, NC&StL, 2nd VP, G. S. "Jerry" Pitts, ATA, NYC, president, and John H. "Duke" Otten, TPA, NP, 1st VP.

Minneapolis Passenger Traffic Club Names W. A. Kelch President

The Minneapolis Passenger Traffic Club recently elected the following officers for 1952: W. A. Kelch, GAPD., C&EL., president; E. M. Petschl, AGPA., C&NW., vice-president; Ray Conaway, TC., CN., secretary; and S. A. Swanson, AGPA, M&StL., treasurer.

The new directors are: Cliff Lipsett, CTA., CN., and T. B. Dove, NWP Rep., B&O RR.

66th Election Held by Ass'n of Railroad and Steamboat Agents

The Association of Railroad and Steamboat Agents held their 66th annual dinner and election of officers at the Statler hotel, and selected the following as officers for 1952: W. C. Daly, B&M Ry., president; G. R. Beckham, B&O Ry., vice-president; A. B. Lynch, C&N Ry., secretary-treasurer.

W. T. Sampson, NP., H. E. Evans, GN., and F. G. Just, UP., are on the executive committee, elected for two years.

Louisville Passenger Club Selects Officers for 1952

Earl Baumgarten, L&N Railroad, was elected president of the Louisville Railroad Passenger Club at the annual meeting. Johnny Oehler, IC Railroad, is vice-president; and Miss Barbara Kirk, Pennsylvania RR., secretary-treasurer.

Directors are: C. H. Pergrim, C&O RR., Joe Birchler, L&N RR., Jim Taylor, PRR., Ed Rothgerber, Pullman Co., and B. Q. Slaughter, B&O RR.

Cleveland City Passenger Agents Elect Tilton Head

The City Passenger Agent's Association of Cleveland elected the following members of their organization to office for 1952: John P. Tilton, Rock Island Lines, president; William L. Daly, Southern Railway, vice-president; and Fred R. Frayer, Jr., Northern Pacific, secretary-treasurer.

General Agents Council of Boston Elect W. T. Sampson

Walter T. Sampson, Northern Pacific General Agent for New England, Boston, was elected chairman of the General Agents Council of Boston at the annual meeting at the Hotel Manger recently.

Other officers for 1952 are Harold D. Bovee, Pennsylvania RR., vice-chairman; Ray A. Hasenstab, Canadian Pacific, treasurer; and W. Douglas Goss, Milwaukee Road, secretary.

N. P.'s Pittsburgh AGA, Cliff Penn, is Ardent Woodworker



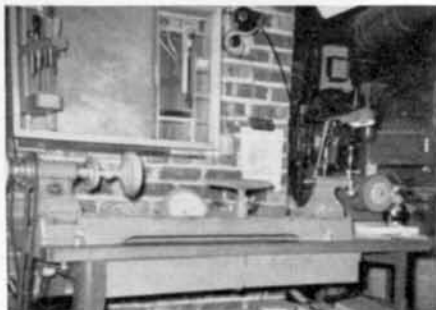
This picture shows Cliff Penn at his basement work bench. Back of him is the cabinet which houses tools for hand work.



This shows the band saw, drill press and flexible shaft equipment in Woodworker Penn's unique shop.



Here Cliff is shown operating the bench saw. Sander and sanding disc are in the foreground.



Here pictured is Cliff's woodworking lathe. Above is cabinet which contains the tools for this machine.

C. T. (Cliff) Penn, Northern Pacific's Assistant General Agent at Pittsburgh, has taken seriously the oft-heard admonition that every man should have a hobby.

Cliff's hobby is woodworking and he has been at it for 38 years. He started out by building a work bench in the basement of his home at 208 Fifth avenue, Carnegie, Pa. Then at the beginning of World War II when rationing of tires and gasoline kept him close to home, and gave him more time for shop work, he began adding power equipment, some of which is pictured in the next column. Each machine has a cabinet to house the tools for that particular machine.

An interesting angle of his hobby, Penn relates, is the large number of railroad ticket agents, ticket sellers and other passenger traffic men he has discovered who also are interested in woodworking. Here are some of them:

E. A. Hoffman, DPA, B & O, Wheeling, W. Va.; A. C. Wilcox, TA, B & O, Youngstown, Ohio; Harry Boyd, TA, B & O, New Castle, Pa.; M. W. Grove, TPA, and George Porter, TC, both of the B & O at Cumberland, Md.; H. O. Willison, CTA, Pennsylvania, Pittsburgh; Paul Heinze, ticket seller, Pennsylvania, Johnstown, Pa.; William Schenkel, Pennsylvania Agent, Dravosburg, Pa., and D. A. Coffeen, TPA, Burlington, Pittsburgh.

"My workshop activities," Cliff told The North Coaster, "are confined entirely to woodworking—making of furniture, lamps, bowls, candle stick holders and various toys—in fact, most anything that is made from wood. I make various time-saving jigs to be used on tools to speed up the work and, of course, do a lot of experimenting on such gadgets."

SEATTLE'S ANNIVERSARY

(Continued from Page 1)

Seafair Trophy hydroplane races on July 4th.

July 28 through August 2—National Lawn Bowling Tournament.

August 1 through 10—Seattle Seafair—lavish water carnival, brings nightly performances of "Aqua Follies", dazzling swimusical in the unique Aqua Theatre; the glittering Centennial Grande Parade; regattas and races climaxed by the Gold Cup Race, pitting the world's fastest speedboats; Navy Day; pageantry; sports competitions; gala events throughout ten days of fun in "The Boating Capital of the World".

SEAFAIR PROGRAM FEATURES:

July 31—Membership Premiere, "Aqua Follies", followed by performances nightly through August 10 in the Aqua Theatre.

August 1—Royal Banquet and Crowning of King Neptune III.

August 2—Official Seattle Centennial Grande Parade.

August 3—Navy Day.

August 6—Centennial Torchlight Parade.

Big Grand Coulee Dam Celebration Features Farm-In-A-Day To Vet

87,000 Acres of Million Acre Columbia Basin Project to be Irrigated

Thousands will participate in the spectacular Columbia Basin Water Celebration May 22-June 1 when water is taken from the Columbia river at Grand Coulee dam to the first large sector, 87,000 acres of the 1,000,000-acre Columbia Basin Irrigation project. In every part of the new area, as large as Rhode Island, there will be celebrating.

In Pasco, Washington, there will be a great water pageant with colorful illuminated floats depicting the history of the region in a giant water parade. Sunday, May 11, 50,000 persons are expected to assemble in an impressive church service of thanksgiving. Other towns are scheduling equally unusual and outstanding events.

The highlight of the celebration will be the spectacular transformation in 24 hours of an 80-acre piece of sagebrush land into a completely developed irrigated farm, with an attractive furnished home, livestock, farm buildings, planted crops, farm machinery and other equipment and supplies. It is to this farm that the first water will be delivered from the project works, bringing to a glorious climax the 40-year dream of the people of the state of Washington.

Valued at \$50,000, the "Farm-In-A-Day" will be located on land recently obtained from Northern Pacific Railway by merchants of Moses Lake and it will be awarded to the most deserving war veteran in the United States, as selected by local posts of the Veterans of Foreign Wars in that organization's current search throughout the nation.

All material, equipment and labor going into this tribute to the most deserving veteran will be donated by various businessmen and organizations in the Columbia Basin and elsewhere throughout the nation.

The rich Columbia Basin project has been likened to a forty-ninth state about to be added to the Nation. Following this year's delivery of water to 87,000 acres, additional blocks of some 60,000 acres each will be brought under irrigation in succeeding years until 1,000,000 acres in the project will be provided with a supply of water.

August 8—Kid's Seafair Day.

August 9—Gold Cup Race.

August 10—Fireworks Show—Re-enactment of Indian attack on Seattle.

August 18-20—U. S. Amateur Golf Tournament.

A season of Summer opera in the Aqua Theatre, a colorful Spring Flower Show and scores of other attractions are in the making to round out Seattle's glorious Centennial Year.

Fort Lewis Observes Its 35th Anniversary; Trainees Top Million

Fort is One of Nation's Most Important Defense Links; Ideal For Training

In the last 35 years more than 1,000,000 men and women, including Generals Dwight D. Eisenhower and Mark W. Clark have received military training at Fort Lewis, Washington, located on the Northern Pacific Railway, near Tacoma. General John J. Burns is the present commander.

In January the Fort observed the 35th anniversary of its establishment. It is one of the nation's most important defense links. Fort Lewis, with an estimated value of more than \$60,000,000, covers an area of more than 85,000 acres on the westside of the Cascades and 161,000 acres across the mountains at its vast sub-post, the Yakima firing center.

Some of the natural features that make Fort Lewis an outstanding training post are lakes and streams where engineer troops can tackle field problems involving their varied equipment, and broad rolling prairies and thickly wooded forest which afford ample space for artillery units to use weapons of almost every caliber and for tank and motorized problems.

The area is ideal for the training of infantry troops and supporting contingents, including aircraft from Gray field, which is a part of the military reservation.

Ski troops can be trained for mountain fighting at Mount Rainier, and desert fighting may be simulated in Eastern Washington, little more than 150 miles from Fort Lewis and reachable by motor convoy. The gravelly shores of Puget Sound and the not too far distant beaches of the Pacific ocean are quickly accessible for practical amphibious training.

A mock village, used for training troops in city and town fighting, has attracted wide attention throughout the Army because of its unique features that are found in no other similar training course in the country.

The Fort Lewis village is controlled entirely from a booth located 60 feet above the ground that commands a full view of the area. Other villages are controlled from the ground, with umpires tripping targets and firing mines and booby traps as troops move through the streets.

Fort Lewis was named in honor of Capt. Meriwether Lewis, commander of the Lewis and Clark expedition to the mouth of the Columbia, 1805, according to War department general orders No. 95, dated July 18, 1917.

In 1937 the Northwest's biggest concentration of troops in years were massed for one of the largest reviews held at Fort Lewis up to that time. Brig. Gen. George C. Marshall, later a general of the Army and Secretary of Defense, commanded the troops during the review.

Two officers who were to become famous World War II generals were stationed at Fort Lewis in 1940 and 1941.

Famous Entrance to Fort Lewis Where Million Have Trained



Post Landmark—Fort Lewis' main gate as it stands today. The gate was a gift from the workmen who built the Camp Lewis cantonment in 1917. They subscribed \$4,000 for the project. The structure is one of the oldest on the post. (U. S. Army Photo)

Gen. Mark W. Clark, chief of Army field forces, had been stationed at Fort Lewis as a major from the Army War college, until March, 1940, when he returned to the war college as an instructor.

General of Army Dwight D. Eisenhower, commander of SHAPE, was assigned to the 15th Infantry at Fort Ord, Calif., in February, 1940, as a lieutenant colonel and accompanied his regiment to Fort Lewis a few weeks later. He was promoted to colonel the following month and was made chief of staff of the 3rd Division Nov. 30, 1940. General Eisenhower served as chief of staff of the IX Army Corps at Fort Lewis from March 1, 1941 to June 24, 1941, when he went to San Antonio, Tex., to be chief of staff of the 3rd Army.

Fort Lewis was given to the government by the citizens of Pierce county, who with an enthusiasm and uniqueness that was unparalleled in its day, voted 8 to 1 on Jan. 6, 1917 to bond themselves for \$2,000,000 in a far-sighted plan to buy 70,000 acres of the Nisqually plains to establish a permanent military post.

BOTH RAILS MUST MATCH



Portland to Astoria Trains Discontinued

Passengers and Baggage to be Handled Via Bus Service

Passenger service on the Spokane, Portland & Seattle Railway between Portland, Astoria and Seaside, Oregon, was discontinued Jan. 15 because of lack of patronage. Passengers and ordinary baggage are now handled by Oregon Motor Stages when rail tickets read to or from points on the S. P. & S. west of Portland to Seaside.

The suspension of these passenger trains has aroused nostalgic memories of many former patrons. For more than half a century, since April 3, 1898, when the last spike was driven near Clatskanie, passenger trains have operated between Portland, Astoria and Seaside.

For a short time from 1915 to 1917 before the United States entry into World War I stopped it, the road was an important link in a combination rail and steamship operation, the fabulous "boat trains" which left Portland at frequent intervals to connect with San Francisco-bound steamers at Flavel, near Astoria. One of the palatial liners was the SS Northern Pacific.

The building of the lower Columbia highway marked the beginning of the railroad's decline in passenger business. Private cars and, later, busses began cutting into the passenger traffic. Then the Sunset highway cut the transportation time to the beaches and Astoria in half.

The line has been losing money on its passenger run for many years. In 1949, for instance, the loss was \$95,200; in 1950, \$78,732. And in 1951, at the present rate, the loss will come out at \$100,000, according to H. W. Shields, Portland, general passenger agent.

The railroads of the United States served approximately 37,446,000 meals in dining cars during 1950.