



The North Coaster



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NORTHERN PACIFIC RAILWAY—Main Street of the Northwest

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RACING ALONG CANYON bottoms or scaling mountain crests, Northern Pacific's Vista-Dome North Coast Limited treats its passengers to a colorful panorama of some of America's most rugged scenery. Here, the popular streamliner wends its way through Rocky Canyon, a few miles east of Bozeman, Mont. NP's scenic route brings into view some 28 different mountain ranges from the Wolf Range to the Olympics.

NP Names H. P. Wohld New DF&PA at Pasco

H. P. Wohld, Traveling Freight and Passenger Agent for the Northern Pacific at Tacoma, has been named District Freight and Passenger Agent at Pasco to succeed the late A. R. Johnson.

L. H. Holloway, City Freight and Passenger Agent at Tacoma, moved up to Wohld's post and F. L. Pugliese, Service Agent at Seattle, succeeded Holloway. R. D. Bartell of NP's foreign freight office in Seattle, took over Pugliese's former post.

Wohld, who joined NP at Centralia, Wash. in 1942, was CF&PA at Spokane and Tacoma before he became TF&PA



Mr. Wohld

in 1956.

Johnson, a 39-year veteran at the time of his death March 30, started with the Camas Prairie Railroad—a jointly-owned subsidiary of NP and Union Pacific—at Lewiston, Idaho in 1921. He joined NP's traffic department there three years later, went to Yakima as TF&PA in 1927 and was named DF&PA at Pasco in 1953.

NP's Moe Named to Head Winston-Salem Rail Club

L. O. Moe, Commercial Agent for the Northern Pacific at Winston-Salem, N. C., has been elected president of the Railroad Traffic Agents' Association in that city for 1960-61.

Other new officers of the association are L. G. Bergman, MKT, vice president; G. G. Ebert, Southern, secretary, and E. R. Brown, CRI&P, treasurer. The newly-elected directors are W. H. Hartman, D&H, chairman of the board; L. W. Grote, GN, and W. K. Plummer, C&NW.

NP's Slumbercoaches Lure New Patronage, Increase Trip Mileage

Slumbercoach Patrons Travel 45% Farther in June Than When Service Started

The number of passengers carried on Northern Pacific trains has increased nearly 6 per cent for the six months between Dec. 1 last year and June 1, compared to the same period a year ago, according to G. W. Rodine, NP's Passenger Traffic Manager, who credits the growth to the addition of Slumbercoaches to the Vista-Dome North Coast Limited.

The total of coach passengers is nearly 4 per cent above the period a year ago, he said, but passengers using parlor and sleeping cars—which includes Slumbercoach service—increased 21 per cent for the same period.

Revenue passengers carried one mile, another yardstick for measuring rail travel, have increased 10.5 per cent. Part of this growth is accounted for in the greater number of passengers riding NP trains. However, it was implemented to a large extent by the fact that Slumbercoach travelers ride farther than the standard sleeping car passenger did last year.

During the first week of this new service, its patrons made an average trip of 979 miles. This has risen gradually to 1421 miles, which was the average trip length of Slumbercoach passengers for

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Hadley Gets Park Post Vacated by Joe Joffe

L. C. Hadley, National Park Service planning official in Washington, D. C., has been named assistant to the superintendent of Yellowstone National Park, it was announced by Lon Garrison, park superintendent.

He succeeds Joseph Joffe of Livingston, Mont., who retired last March after 43 years in government service, 37 of them in Yellowstone.

Hadley, a graduate of the University of Maine in 1950 with a degree in wildlife conservation, was a seasonal park ranger from 1947 to 1950 when he received a permanent appointment at Shenandoah National Park. He was named district park ranger in 1953 and was promoted to the Washington post in 1956.

And He Knows His Onions, Too!

A chef who "has a way with an egg" headlines a Northern Pacific advertisement which appeared recently in national magazines and the Wall Street Journal. Our chef, who still knows his onions, too, is shown in a reproduction of this ad on Page 4.



The North Coaster

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NORTHERN PACIFIC RAILWAY, ST. PAUL, MINN.

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L. HOLMSTROM - - General Passenger Agent
F. G. SCOTT - - Western Pass. Traffic Mgr.
WILLIAM A. MCKENZIE - - Editor

MADE IN U. S. A. 6250



AN ADVERTISEMENT on wheels for the Portland Zoo railway (see story on Page 3) at Portland's Union Station makes a good prop for this farewell picture of two Pacific Northwest high school students who, with 114 fellow students from Oregon, Washington and California, rode Northern Pacific's Vista-Dome North Coast Limited to Chicago en route to the East and its historic shrines as members of the American Heritage Tour. Left to right are Mrs. M. Reymers of Ashland, Ore., chaperon; Mary Pripp, Seattle, and Ila Herland of Bend, Ore.

McBurney and DeWalt Named in NP Traffic Dept. Changes

A succession of promotions in Northern Pacific's traffic department resulted in changes of position for two passenger men recently.

R. J. McBurney, City Freight and Passenger Agent at Butte, Mont. was transferred to Duluth, Minn. to succeed CF&PA W. H. Egan who became Special Representative for Piggyback Traffic at the railway's general office in St. Paul.

P. S. DeWalt, Chief Clerk at NP's Kansas City office, succeeded G. E. Stuart as CF&PA when the latter went to Chicago as Commercial Agent in the company's freight traffic office.

On NP the Stewards Write Diners' Orders

The usual practice on railroad dining cars is to require the passenger to write his choice of food items on the meal check himself. But not on the Northern Pacific.

For more than half a century, stewards on NP diners have taken down the patron's order personally.

W. F. Paar, superintendent of NP's dining car service, points to a number of advantages in this custom.

First, he says, it gives the steward a better chance to make folks feel at home—to let them know that they are genuinely welcome aboard.

Then, if the patron is on a diet or for any other reason wishes a special dish or special cooking of a steak or chop, he is more apt to get what he wants if he can talk it over with the steward.

Mothers traveling with children are delighted to have the job of writing meal checks taken off their hands, Paar says.

And, finally, Paar feels there is less chance for error when the steward writes the check.

"Besides," as one steward puts it, "on a moving train it is much easier to write while standing. Try it and see!"



MARJORIE KELLER of Cataldo, Idaho has been appointed to the staff of stewardess-nurses who serve aboard the Vista-Dome North Coast Limited. Miss Keller received her degree in nursing from the Deaconess hospital school of nursing at Spokane in 1958. She was an office nurse in Cheney, Wash. and, later, a psychiatric nurse at Northern State hospital, Sedro-Woolley, Wash. before she joined the railway.

"Bouquets" for the Vista-Dome North Coast Limited

A Pleasure to Report

It's a pleasure to report how much I enjoyed your wonderful, smooth riding train. Employees were most accommodating, pleasant and friendly.—Mr. E. W., Seattle.

Service Was Excellent

The service given by all employees on the North Coast Limited was excellent; everyone was very polite and courteous and made the round trip a pleasure.—Mr. E.J.G., Richland, Wash.



NEW OFFICERS and guests posed for the photographer before the annual dinner at the Passenger, Ticket & Freight Agents' association of Texas convention in Fort Worth. Seated, left to right, are R. B. Weaver, PTM, GM&O, St. Louis; B. C. Pate, GPA, GM&O, St. Louis, and Leonard Holmstrom, GPA, NP, St. Paul. Standing are J. G. Hatcher, GA, Milwaukee Road, Dallas, secretary-treasurer; E. A. Cassell, TF&PA for Northern Pacific at Dallas, president; P. A. Hardin, DPS Mgr., NYC, St. Louis, and T. E. Keating, FTM, M&StL, Dallas, a new director.

Splendid All the Way

Everything just splendid all the way. Enjoyed the trip; the train crews were very helpful.—Mr. P.J.H., Youngstown, O.

Marvelous—the Finest

Marvelous—good service—courteous employees. The finest—especially the Slumbercoach!—Mr. and Mrs. L.E.F., Minneapolis.

Employees Were the Best

It was a great pleasure to ride on the Northern Pacific and all the employees were the best, the most courteous.—Mr. J. V., Philadelphia.

A Distinct Pleasure

This is the most beautiful train I have ever been on; immaculately clean and comfortable; courteous, well-trained crew . . . a distinct pleasure to ride.—Miss M.M.P., San Francisco.

Scenery Was Terrific

Enjoyed the trip . . . The scenery was terrific. Especially enjoyed the hearty friendship of the Stewardess-Nurse. Thank you for your complete services.—Miss B.T., Minneapolis.

Finest in the Country

Well-managed. Clean. Consider this finest train in the country. Scenic route. Good roadbed. Comfortable sleep.—Mr. S.F. and family, Darien, Conn.

Will Urge Our Friends

We'd like to urge our friends to come this route when going to the Northwest or wherever NP service is available. We hope to go with you to West Coast in near future.—Mr. and Mrs. E.R.P., Bloomfield, Ind.

Portland Zoo Railroad, with New Branch, Is "Railroading Man's Railroad" for Sure

Local railroaders, rail fans and "visiting firemen" are singing the praises of Portland's unique zoo railroad which, this summer, began operating a new 1.4-mile "mountain branch" along with its 2.5 miles of "main line" trackage.

Tourists too are finding that this narrow-gauge line stands far above the usual amusement park train and even surpasses the celebrated Disneyland and Detroit Zoo lines. There is a "kiddie" train at the Portland zoo, but the sleek diesel-powered, vista-dome streamliner and the live-steam replica of an 1870 woodburner train which operate over the Zoological Gardens and Washington Park trackage have an immense appeal for adults.

The zoo railway is a complete railroad in miniature—not that the 24-foot diesel locomotive is a toy, of course—and has an authentic electric signal system, radio, telegraph, depots, spurs and a passing track, a hand car, trolley car, 26 pieces of rolling stock, trestles, a tunnel, a roundhouse and yard, in fact, everything that typifies a standard operating railroad.

A run over the new branch line dispels any notion that this is a mere plaything. This line runs through a dense forest and "mountain" area with 300-foot gorges, steep canyons, high rock fills and deep cuts. Deer and other wildlife abound in the timber.

Portland's railroad people are proud of their "local." Many of them helped build it, and the zoo line's staff of officers and personnel is comprised, for the most part, of representatives from the railroads

which serve Portland, the Northern Pacific, Great Northern, the Spokane Portland & Seattle, and the Southern Pacific.

Rides over the line take about 30 minutes and the fares are 30 cents for children, 50 cents for adults. Officials report that more than 13,000 "revenue" passengers rode the two trains during the first 17 days of operation this summer. All of which points to at least one passenger train operation in the country that should stay "in the black."



At Washington Park turn-around, Portland Zoo trains stop so passengers can alight for leisurely viewing of Portland panorama before the return run. Tinted skylights and side windows reduce glare and heat of sun; rear and doorside windows turn down for ventilation. Cars are large enough to seat adults in comfort.

NP'S SLUMBERCOACHES

(Continued from Page 1)

the month of June (total distance between St. Paul and Seattle is 1892 miles). Reflecting this trend, passenger miles for all parlor and sleeping car customers jumped 37.8 per cent for the period against a year ago.

A comparison of revenues for these two six-month periods shows an overall increase of 5.25 per cent, with parlor-sleeping car revenues up a respectable 33 points over a year ago.

Teddy's Saddle Is Back in Dakota

A saddle that once belonged to Theodore Roosevelt was presented to Theodore Roosevelt National Memorial Park recently in ceremonies at Medora, N. D. The saddle, made by Gallatin & Co., of Cheyenne, Wyoming, Territory, in the 1880's, had been used by Roosevelt on a hunting trip in Dakota Territory. It was loaned to the park, along with other memorabilia from his Elkhorn Ranch days, by the Theodore Roosevelt Association of New York.



GOING WEST FOR the first time, Tandy Neuse, assistant travel editor for Mademoiselle magazine, New York City, rode the Vista-Dome North Coast Limited to Portland for an Oregon visit as a guest of the Pacific Northwest Travel Association. Here she chats with Elaine Rath, Supervisor of Stewardess-Nurse Service for the Northern Pacific, on the platform at St. Paul's Union Depot. Miss Neuse is one of more than 20 travel editors and writers who are visiting five Pacific Northwest states and British Columbia as guests of the Association.



NOBUKO YAMAGUCHI, representative of the Japanese-American Culture Center, Kokura, Japan, was greeted by G. W. Rodine, Passenger Traffic Manager of the Northern Pacific, when she arrived in St. Paul aboard the Vista-Dome North Coast Limited. Miss Yamaguchi, an English teacher in a Kokura school, was returning to Tacoma, Wash., and Japan following a tour of this country. While observing American customs and folkways during her visit, she was preparing for her appearance with a Tacoma display at a forthcoming fair in Kokura, recently chosen by Tacomans as their "sister" city in Japan.



JACK FROST HIT Florida in mid-summer, but the Chambers of Commerce didn't mind at all! In fact, the Miami Beach Chamber was happy to welcome him to its city, no doubt. Frost, Pacific Northwest Kiwanis District Governor from Scappoose, Ore., is shown, left, with Past Lieutenant Governor Gregg Purser in one of the dome cars on Northern Pacific's Vista-Dome North Coast Limited prior to their departure from Portland with 39 other Kiwanians to attend the Kiwanis International convention in Miami Beach.



Sunny side up? The chef of the Vista-Dome North Coast Limited has a way with an egg. In fact, just about everything he puts his hand to seems to have a special distinction. He takes a little extra care—that's his secret. And that's the secret of this most unusual train—the *spirit of the crew*—a spirit of helpfulness and interest many passengers say is unique today in travel. Welcome aboard! Welcome aboard the train that makes travel fun again!

NORTHERN PACIFIC RAILWAY
Route of the Vista-Dome
NORTH COAST LIMITED

