



The North Coaster



Vol. XXXI Number 6

NORTHERN PACIFIC RAILWAY—Main Street of the Northwest

November-December, 1960



Grizzly Peak Ski Runs Open for 2nd Season Near Red Lodge, Mont.

Newest Rocky Mountain Winter Sports Area Has More and Longer Runs for 1960-61

Nestled high in the rugged Beartooth range of the Montana Rockies, in the shadows of the state's highest peaks, the exciting new Red Lodge Grizzly Peak ski resort has opened its second season with more facilities, longer runs and deeper snows than it had during its initial, 1959-60 season.

Despite a lack of early promotion, in addition to a late opening date, skiers throughout the Northwest flocked to the new winter sports area last season in numbers which made optimistic Grizzly Peak officials even more optimistic. This year, aided by heavy snows and participation in several Midwest ski shows, the operators are looking forward to a highly successful year, according to Kern Carlson, general manager of Red Lodge Grizzly Peak.

Helping to spread the word about Grizzly Peak's modern facilities is an attractive new Northern Pacific brochure, which promotes group and independent travel to the new resort. It illustrates and describes the chalets, lifts, ski school and runs, which are among the highest in the state. Distribution is being made to ski clubs throughout Minnesota and Wisconsin and in the Chicago and Twin Cities areas.

At the 7,400-foot level at Grizzly Peak sits a modern, split-level Alpine Chalet with a complete ski and rental shop, cafeteria, two cozy lounges with fireplaces, large rest rooms, ski patrol and first aid quarters. Too, construction is well under way on the Midway Chalet

(Continued on Page 2)

ROCKY MOUNTAIN HAZE ADDS a mirage-like touch to the snowy Montana panorama that is revealed to skiers and chairlift riders on the slopes of the new Red Lodge Grizzly Peak winter recreational area southwest of Billings. One of the runs (out of view at right of picture) has been dubbed "The Limited," after the Vista-Dome North Coast Limited, because it is the fastest run from the top of the lift to the bottom of the slope.

NP Trio End Careers Dec. 1 After 150 Years Total Railroad Service

Three veteran Northern Pacific traffic men retired Dec. 1 after completing a combined total of 150 years of railroad service, 121 of them with the NP.

They are C. T. Penn, Assistant General Agent at Pittsburgh; L. W. Tuttle, City Passenger and Ticket Agent at Tacoma, Wash. and N. L. MacLean, General Agent at Butte, Mont.

Penn spent nearly 11 years on the Pennsylvania System before coming to the NP as a Traveling Passenger Agent at Pittsburgh in 1921. He rose to General Agent, Passenger Department, in 1934 and was promoted to Assistant General Agent for

(Continued on Page 3)



INTRODUCING Stewardess-Nurse Joan Reitz, who came from Lancaster, Pa. to become the newest member of the staff of stewardess-nurses who serve on the Vista-Dome North Coast Limited. Miss Reitz was graduated from St. Joseph's hospital school of nursing at Lancaster in 1957. After a short stint as a nurse there she went to Duke University hospital at Durham, N. C. where she was a staff nurse until late last year. She returned then to St. Joseph's where she remained until joining the Northern Pacific.

Slumbercoaches Carry 30,000 in First Year

Some 30,000 passengers had enjoyed the comfort and economy of riding in Northern Pacific Slumbercoaches at the end of their first year in service on the Vista-Dome North Coast Limited, according to G. W. Rodine, Passenger Traffic Manager. The thirty, all-private room sleeping cars were added to NP's premier streamliner Dec. 1, 1959.

As a result of this great popularity the luxury streamliner's total passenger revenues have risen 10 per cent during the same period, Rodine said. Regular coach and first class business has remained the same, which leads to the conclusion that the cars have attracted much new business. More than 25 per cent of the cars' users reported that they ordinarily travel by automobile, bus or airplane.

Occupancy of space has averaged nearly 70 per cent, rising from a total of just over 50 per cent in the first few months to well over 80 per cent more recently.

I Mean, It's Like Doves, Man

Upon seeing in a national magazine the Northern Pacific advertisement which appears on Page 4, R. W. Bouslough, an NP fan at Aurora, Ill., was reminded of a comment made 50 years ago by author Arnold Bennett, apropos of European trains. Bennett wrote, "... (they) start with the imperceptible stealthiness of a bad habit ... and come to rest with the softness of doves settling on the shoulders of a young girl." In his note, Bouslough insists this eloquence can be applied to the Vista-Dome North Coast Limited. I mean, it's like way out, man.



The North Coaster

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

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

MADE IN U. S. A. 6250

'Drawing Board' Trains Move on Carpet of Air

Trains that shoot along at speeds of from 200 to 500 miles an hour and ride on thousands of tiny columns of air may well be one of the popular modes of travel within 40 years, according to the Association of American Railroads.

Research is being pushed right now on this entirely new concept of land travel, and it is possible that by the year 2000, trains will literally flow over track, a few thousandths of an inch above the rails without noise or vibration. This is the "levitan" principle. Huge compressors will maintain a steady flow of air under high pressure to keep the train above the track, while jet engines at the rear move it along at immense speeds.

The researchers assure us that the trains will have wheels, but they will be used only at low speeds to bring the streamliners to safe stops at destination.

NP Traffic Department Women—No. 1 of a Series

Georgian 'Jill of All Trades' in N.Y.

A man in New York City picked up his telephone one morning not long ago and dialed a number. He heard the ring and then a click as his call went through. A voice at the other end of the line, in soft but unmistakable accent, answered with a melodious, "Good mo'nin'; No'then Pacific." After the briefest of pauses the man asked, "Are you sure this isn't Southern Pacific?"

To Janice DeLoach, telephone operator-receptionist, this reaction was typical of those she has heard during the six years she has been handling the PBX chores at Northern Pacific's New York traffic office. Seven years away from her native Georgia has had no appreciable effect on her speech, much to the satisfaction of co-workers and customers.

Miss DeLoach came to the Northern Pacific early in 1955 as a temporary employee. The way things look now, she'll have the job as long as she wants it. An educated woman of many talents—she studied accounting at Valdosta State College and the University of Georgia—she found little challenge in being simply an operator-receptionist. The result? She helps the passenger side of the office by working out itineraries for the customers, handles the board and writes letters. Over on the freight side she has learned how to trace cars, enters controlled cars on the tonnage books, writes tonnage tickets and types letters.

There's a domestic side to Miss DeLoach too. When she's not at the office, chances are she's tracking down a recipe or a pattern in her Thunderbird. Pies, cakes and cookies top the list of her culinary specialties, and she bought an



Janice at Her Switchboard

electric sewing machine recently so she could make most of her own clothes.

What does Janice do in her spare time? What spare time?

GRIZZLY PEAK SKI AREA (Continued from Page 1)

which sits at the foot of the summit run and at the head of 3½ miles of runs above the lower chalet.

Other facilities include a Baby Poma-lift, 1000 feet long on a 165-foot rise and a Riblet Double Chairlift, 4000 feet long with a rise of 910 feet. The upper double chairlift, when completed, will be 3,300 feet long with a rise of 1,070 feet right to the top of the 9,416-foot Grizzly Peak.

Veteran ski instructor Curt Chase personally directs a staff of eight certified and experienced instructors in teaching the most modern technique. The ski school provides daily class and private lessons.

Lodging is readily available in and around the town of Red Lodge, which is six miles from the peak. Transportation to and from the ski area is included in package plans offered by the motels, inns, lodges and hotels, which provide accommodations for more than 600 persons. Billings, 59 miles north of Red Lodge on Northern Pacific's main line, is the gateway to Red Lodge, and Northern Pacific Transport company buses operate on a twice-a-day schedule between the two cities. Also, special service can be arranged for groups of 20 or more.

Northern Pacific's Vista-Dome North Coast Limited provides one-day service to Billings from Chicago or the North Pacific Coast, and 18-hour service from the Twin Cities. From the East it arrives Billings at 10:31 a.m., and from the West at 1:13 p.m. the day following departure, and the buses reach Red Lodge late the same afternoon.

Interested in skiing? If you'd like a copy of NP's new ski folder, please address G. W. Rodine, Passenger Traffic Manager, Northern Pacific Railway, St. Paul 1, Minnesota.



A STEWARDESS-NURSE "FAMILY REUNION" grew out of a farewell party held in Seattle to honor Elaine Rath, former Supervisor, Stewardess-Nurse Service, who resigned to become Mrs. James Gregerson. Attending the party were 16 former "Sues" and seven members of the present staff. Seated left to right, are: Joann Serwold, Mrs. Marilyn Sanden Gocka, Karen Walt, Marilyn Parsons, Carol Ann Bell, Irma Weberling, Mrs. Rita Hamilton Cunningham and Mrs. Barbara Persons Hancock. Standing are: Mrs. Patricia Poole Unger; Mrs. LaVaughn Jurgensen Therriault; Charlotte Hanes, who succeeded Mrs. Gregerson as supervisor; Elizabeth Ramsey; Doris Podhorn; Audrey Simpson; Sylvia Davis; Nona Whittendale, who was NP's first stewardess-nurse; F. G. Scott, Western Passenger Traffic Manager; Mrs. Joelle Zabel Thomassen; Mrs. Viola Barich Graham; Mrs. Patricia Collins Ryan; Mrs. Eileen McGough Orse; Kathy DeLeury, and Mrs. Gregerson.

Gaunt and Barker Get Washington TPA Posts

R. L. Gaunt, Traveling Passenger Agent for the Northern Pacific at Spokane, has been named TPA at Tacoma to fill the vacancy created by the retirement of City Passenger and Ticket Agent L. W. Tuttle. W. W. Barker, NP's District Passenger Agent for California in San Francisco, moved into Spokane to take over the TPA duties there.

Gaunt joined the company's operating department at Wapato, Idaho, in 1951 and entered the traffic department as Chief Clerk to the DPA at Spokane in 1957. He was appointed Traveling Passenger Agent the following year.

Barker spent 12 years in operating department positions before moving to San Francisco as City Ticket Agent in 1956. Eight months later he became City Freight and Passenger Agent. He was promoted to District Passenger Agent in 1958.

Here's Statistician's-eye View of the Railroads' Competition

Motor vehicles, by far the railroad's greatest competitors for freight and passenger traffic, have increased an estimated 3.3 per cent in 1960 to a record high of nearly 74 million registrations, according to Federal Highway Administrator Bertram D. Tallamy. More than 61.5 million of these are passenger cars, and the remainder are trucks and buses.

If all of these vehicles were placed end-to-end, their combined length would exceed the total miles of railroad operated in the United States today (at the end of October, 209,000 miles were in operation).



PUTTING THE CLASS IN CLASSROOM are these three members of the staff of stewardess-nurses who serve aboard Northern Pacific's Vista-Dome North Coast Limited, where part of their duties is to answer passengers' questions about the scenic attractions in the territory served by NP's premier streamliner. Joan Holacek, Supervisor Charlotte Hanes and Mary Lou Cascadden, left to right, are shown here getting the facts about Portland and its environs, the better to answer some of those questions. "Teacher" for the course is M. L. Thomson, NP's General Agent, Passenger Department, in Portland, and chairman of the Visitor's Service Committee in the Chamber of Commerce.

Reduced Furlough Fares Extended Again

Reduced furlough fares, providing savings of up to 1.9 cents per mile on round trips for military personnel traveling at their own expense, have been extended to June 30, 1961 by the nation's railroads. The special rates were to have expired on Dec. 31.

NP TRIO RETIRE

(Continued from Page 1)

passenger and freight in 1941.

Tuttle closes out a railroading career that spans 53 years and employment with four railroads. He started with the Nickel Plate in 1907 and, 17 years later joined the Northern Pacific in Los Angeles as a TPA. He was appointed City Passenger and Ticket Agent at Spokane in 1925 and went to Tacoma in 1930.

MacLean, a 46-year veteran with the Northern Pacific in Montana, spent his first 14 years with the company in the operating department at Missoula. He entered the traffic department at Helena in 1928, became agent there in 1930 and General Agent in 1953. He has made his headquarters at Butte since 1957.

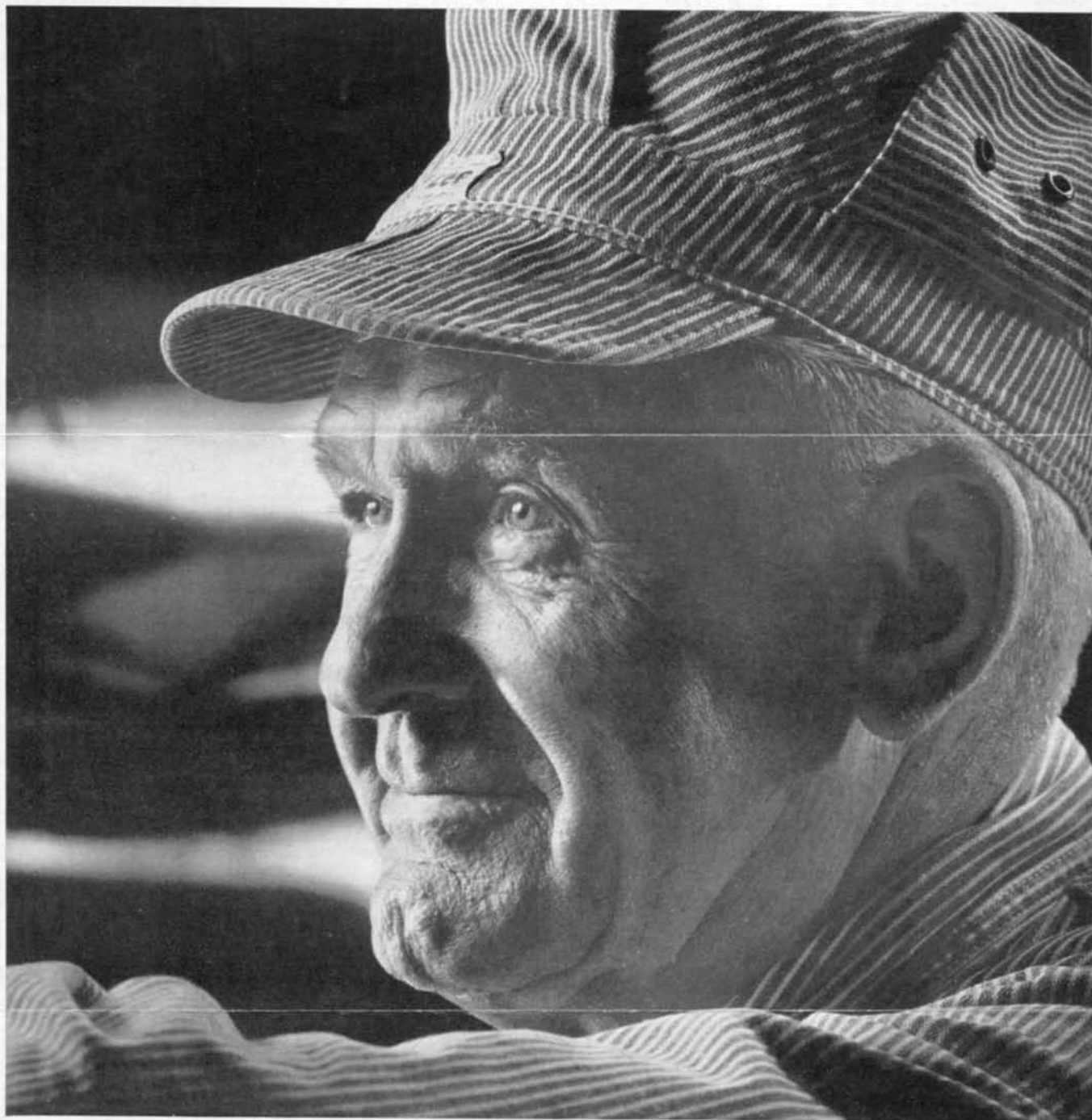
A Train Ride Is Still the Safest Ride

Passenger miles traveled in 1959 for each passenger fatality numbered 1,842,000,000 for railroads, 153 million for domestic air carriers, 514 million for city and intercity buses and only 44 million for passenger autos and taxis, according to the Association of American Railroads. Thus, rail travel last year was about 42 times safer than automobile, 12 times safer than air and 3½ times safer than bus travel.

PLEASE SAY YES TO THE NEW MARCH OF DIMES



THE BEGINNING OF A "GRAND TOUR" of the United States looked like this as 26 Japanese students posed at King Street Station in Seattle prior to boarding their Slumbercoach on the Vista-Dome North Coast Limited for the trip to Minneapolis. F. G. Scott, NP's Western Passenger Traffic Manager, third from left in front row, and Stewardess-Nurse Karen Walt, near center of group, were on hand to greet the happy travelers. H. Kinoshita, Japan Travel Bureau, Tokyo, extreme left in front row, and Professor Kisuke Nagasugi of Gumma University near Tokyo, standing at Miss Walt's right, escorted the group on their circle tour of this country. Standing next to the professor is Tetsunosuke Chaki, Consulate-General of Japan in Seattle, who came to the station to see them off. The students won their places on the trip in contests sponsored by the Japanese government.



Your coffee stays in the cup when the engineer of NP's Vista-Dome North Coast Limited puts his hand to the brake. And his start is so smooth you think the train on the next track is moving instead. Taking a little extra care, giving a little more than you expect, seems to be the motto of the entire crew of this magnificent train. Welcome aboard! Welcome to the train you'll never forget—the train that makes travel fun again!

NORTHERN PACIFIC RAILWAY

Route of the Vista-Dome

NORTH COAST LIMITED

