



The North Coaster



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NORTHERN PACIFIC RAILWAY—Main Street of the Northwest

July-August, 1961



THREE-MONTH-OLD Mike Wikstrom stole the spotlight from his mother, former Stewardess-Nurse Shari Lynn Fain, when they were met at St. Paul's Union Depot by Leonard Holmstrom, Northern Pacific's General Passenger Agent. Mrs. Wikstrom, who now lives with her husband, Robert, at Grand Rapids, Mich., was en route with Mike in the Slumbercoach on NP's Vista-Dome North Coast Limited to visit her parents at Walla Walla, Wash. Holmstrom was on hand during the brief stopover in St. Paul to greet her and to present her son with a cake on Aug. 4, the day he became three months old. Mrs. Wikstrom, a former queen of the Spokane Lilac Festival, served with the staff of stewardess-nurses on Northern Pacific's streamliner in 1957 and 1958.

NP Passenger Revenue Reaches 15-Year High During Month of June

Jan. to June Long-Haul Travel, Average Load, Revenue Top First Six Months of '60

Northern Pacific's June passenger revenue of \$937,566 was the highest in any month since October, 1946, and exceeded that of June, 1960, by \$121,238, or 14.85 per cent, according to G. W. Rodine, NP's Passenger Traffic Manager.

At the same time, Rodine said, the \$2,991,163 of passenger revenue for the first six months surpasses the total for a year ago by 6.1 per cent.

Continuing a trend noted at the end of 1960, Northern Pacific's long-haul passengers and the average constant load on its transcontinental trains both have shown large increases. Long-hauls at the end of six months totaled 31,755, up 4,784 or 17.7 per cent above 1960, and the average constant load of revenue passengers has increased by 10.4 per cent.

Among the factors contributing to
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CENTURY 21's 600-foot Space Needle restaurant and observation tower is pointed out by F. G. Scott, Northern Pacific's Western Passenger Traffic Manager, to H. B. Siddall, Chicago, Vice Chairman of the Trans-Continental, the Western and the Southwestern Railroad Passenger associations. Siddall was in Seattle to attend a regional meeting of the National Association of Travel Organizations at which delegates received a progress report on construction and planning for Century 21, Seattle's 1962 "space age world's fair." Scott has been named by Century 21 President Joseph E. Gandy as chairman of a special committee to coordinate the exposition activities of various tourist organizations and to create a welcoming and information service for visitors to the 1962 world's fair.

Century 21 May Solve U. S. Transit Problems

Space age population booms are over-populating our cities and metropolitan areas, resulting in one of the knottiest problems that has ever confronted state and municipal officials—the growing traffic jam on our city streets and access highways.

This problem may be in for a ready solution through the use of high speed monorail trains, an idea which will get thorough testing at the 1962 Seattle World's Fair, Century 21.

According to fair officials, Century 21 may long be remembered as the place where a solution to the pressing transit problems in this country were solved.

Construction is moving ahead rapidly in downtown Seattle on the first commercial monorail designed to serve a U. S. city. Its erectors are stressing the fact that it is neither a miniature model nor a fun ride but full-sized, operational trains with interior comfort and eye-catching design.

Utilizing a T-bar support system, the aluminum trains will roll quietly on rubber tires under electrical power. They are being built for the Alweg transit

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VILLARDS VISIT HISTORIC SITE—

The eldest grandson and a great grandson of Henry Villard, pioneer president of the Northern Pacific railway, paid a visit in July to the scene of the ceremony which, on Sept. 8, 1883, marked completion of the first northern transcontinental railroad—an historic event in which President Villard played the leading role. Shown beside the last spike marker, which is along the NP right of way near Gold Creek in western Montana, are Henry Serrano Villard, distinguished American diplomat, and his son, Dimitri. Mr. and Mrs. Villard, Dimitri, and their daughter, Sandra, enjoyed a holiday at Flathead Lake Lodge, north of Missoula, Mont., before proceeding on to the Pacific Coast on the Vista-Dome North Coast Limited.



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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

Mainstreeter Passenger Coins NP Ad Headline

Mrs. Joyce Lang, of Hebron, N. D., was a passenger on Northern Pacific's transcontinental Mainstreeter recently.

Her trip convinced Mrs. Lang, who, with her husband, Irvin, edits and publishes the Hebron *Herald*, that train travel is, for her, the most relaxing way there is to travel. In a subsequent issue of the *Herald* she noted in her weekly column "Jottings":

" . . . After a restful and comfortable trip both ways (we) have come up with a new slogan we are going to pass along to the railroad people.

"Take the Train and ease the strain."

With Mrs. Lang's permission, NP's advertising department and its agency adapted an advertisement to the phrase. The ad, which features a picture of Mrs. Lang at her typewriter and which is headlined by her slogan, is running currently in a number of North Dakota newspapers, including, of course, the *Herald*.

Yellowstone Road Contract Goes to Billings, Mont. Firm

Secretary of the Interior Stewart L. Udall today announced the award of a \$743,306 National Park Service contract to the Long Construction Co., Inc., of Billings, Mont., for reconstruction of nearly 12 miles of the Grand Loop Road in Yellowstone National Park.

The contract calls for grading and bituminous-stabilized base coursing of 11.95 miles of the road between Arnica Creek and Bridge Bay.

National Park Service Director Conrad L. Wirth said that the contract is one of several needed to continue the reconstruction and paving of obsolete roads under the 1957 roads and trails program for the park. He added that the work, a phase of the Mission 66 conservation and development program, will bring up to park standards a section of road which was rebuilt in the mid-1920's without base-course reinforcement.

Affected by the contract is the mid-section of the 21 mile road between West Thumb and Lake Junctions on the west shore of Yellowstone lake.

NP Traffic Department Women—No. 5 of a Series

Oakland Would Be Lost Without N. P.

Lest that headline seem a bit pretentious to the uninitiated, let it be understood that what "N. P." really stands for is Nellie Pauline. And for those who don't know their way around Northern Pacific's traffic office in Oakland, Calif., Nellie Pauline is Nell Doucette, secretary to Spencer A. Jewell, NP's General Agent.

Groping for words to adequately describe Miss Doucette's contribution to the office's accomplishments, Jewell shook his head, shrugged his shoulders, threw his hands up and said, "We simply could not keep house without Nell."

History tells us, of course, that the only truly indispensable woman who ever lived was Eve, but it is evident that as far as Spence Jewell is concerned, Nell is well nigh irreplaceable, too. While she carries the title of stenographer-clerk, he said, and thus performs all the usual duties of that position, she also handles all passenger reservation requests placed with the NP by other railroads and the travel bureaus in the office's territory and assists passengers who call at the office in working out their itineraries, making reservations and arranging other details of their trips.

As with most Northern Pacific traffic offices, the Oakland general agency handles freight as well as passenger business, and here, too, Nell is master of the situation. She successfully handles diversions, tracers and tonnage reports and is ready to dispense rate information whenever it is required.

Some years ago she participated in a freight rate correspondence course which was conducted by the railway. Significantly, Nell finished in the top one-third of a class of 1,570, of whom only 110 were women. It is even more interesting to note that more than half of the



Miss Doucette

participants received a score of 96.3 per cent or higher.

Nell attended schools in Richmond, Calif., and was graduated from the Legal School for Secretaries in San Francisco. She started her railroad work with the Rock Island in 1946 and has been with Northern Pacific for more than 12 years.

Outside the office, Miss Doucette is equally active. She is a member and former officer of the Native Daughters of the Golden West and a member of the Eagles and the Fratellanza Club. Nell is the proud owner of a five-room house in Richmond where she spends much time in the kitchen—cooking is her chief hobby, with Italian dishes her specialty.

The summing up: Jewell has a gem in Oakland.



BOUND FOR FOREIGN SHORES and foreign experiences were these 25 Portland teenagers who posed for pictures just before boarding the Vista-Dome North Coast Limited to begin their long journey. A total of 37 from the Portland area eventually sailed from Montreal to one South American and 13 European countries where they are now living in private homes as members of those families. This venture, sponsored by the American Field Service International Foundation, is part of an exchange program which includes visits by foreign high school students to homes of those cooperating in the program in Oregon and southwest Washington. Begun during World War I, the program was originated by American volunteers in the British army's ambulance corps for the purpose of fostering closer relations among the peoples of Europe and the United States. Portland Regional Director of the American Field Service is Maurice Binford, Jr.

NP Names C. J. Ryan AGF&PA at Tacoma; Four Others Advance

C. J. Ryan, General Agent for the Northern Pacific at Spokane, Wash., has been promoted to Assistant General Freight and Passenger Agent at Tacoma. He succeeded C. E. Moehring, who became General Freight Agent at Seattle.

W. J. Riddell, General Agent at Vancouver, B. C., succeeded Ryan, and J. N. Channing, Traveling Freight and Passenger Agent at Winnipeg, Man., moved up to Riddell's post. In other changes, John Kolody, City Freight and Passenger Agent at Winnipeg was advanced to Channing's position, and D. G. Teel, Chief Clerk in the Winnipeg office succeeded Kolody.

In another move, the NP elevated its Edmonton, Alta., traffic office to a general agency. K. R. Rue, who has headed the Edmonton office as Commercial Agent since 1954, was appointed General Agent.

Ryan went to work for Northern Pacific at Tacoma in 1921, where he held positions as City Freight Agent, Travel-



Mr. Ryan



Mr. Riddell



Mr. Channing



Mr. Rue

ing Freight Agent and City Freight and Passenger Agent. He was District Freight and Passenger Agent and General Agent at Aberdeen, Wash., before he became General Agent at Spokane four years ago.

Riddell joined NP's Vancouver, B. C., office in 1931. Then, after working in the traffic offices at Spokane and Aberdeen, he went to San Francisco in 1944 as City Ticket Agent. He was CF&PA there before his return to Vancouver as GA in 1953.

Channing, who has been TF&PA at Winnipeg since 1952, joined the NP at that Canadian office in 1946. He was CFA and CF&PA between those dates.

Kolody went to work in the Winnipeg office in 1949 and has been CF&PA since 1952, while Teel joined the railway at



MEETINGS, MEAL PLANNING and money matters were set aside momentarily as Montana and Washington State members of the Future Homemakers of America posed for their picture during a brief stopover of the Vista-Dome North Coast Limited at Billings, Mont. The young women and their chaperones were riding Northern Pacific's de luxe streamliner on their way to St. Louis and the Future Homemakers' national convention.

Texas Association Elects L&N's Hawkins President

R. L. Hawkins, District Freight Agent for the L&N at Dallas, was elected president of the Passenger, Ticket and Freight Agents' Association of Texas at the group's 55th annual meeting in San Antonio.

E. A. Chapman, GM&O District Passenger Agent, Dallas, was named first vice president, and Frank Slattery, General Agent for the NYC, also at Dallas, became second vice president.

Named to the executive committee were W. T. Rutherford, Vice President of the Frisco; E. A. Cassell, NP's Traveling Freight and Passenger Agent, both of Dallas, and Roy Kimble, Fort Worth, General Passenger Agent for the Fort Worth and Denver.

Yellowstone Travel Increases; New Record Appears Probable

Travel to Yellowstone National Park for the month of June reached 296,128 persons, a nearly 19 per cent increase over the same month a year ago, it has been reported by Lemuel A. Garrison, Superintendent of the park.

The monthly travel report showed also that visitors since Jan. 1 numbered 369,994 as of June 30. This represents a more than 21 per cent jump over the total for the first six months of 1960. Too, this total is 6 per cent greater than that recorded from January through June, 1957, the year when nearly 1,600,000 persons entered the park's five gateways to set an all-time record.

Park officials are confident that, with continued good weather, visitors to Yellowstone probably will establish a new record in 1961.

Winnipeg in 1954 and has been Chief Clerk for the past five years.

Rue, a native of Winnipeg, joined the Northern Pacific in his home town in 1945. He was Chief Clerk and CF&PA before going to Edmonton seven years ago.



NEW OFFICERS and board members were elected by the Cleveland Transportation club at its annual meeting, which featured also a celebration of the group's 25th anniversary. Shown in the first row are, left to right, William C. Busch, CF&PA, Illinois Central, secretary; Herbert E. Treadwell, Car Distributor, NYC, president; Norbert C. Metz, TM, Acorn Chemical, vice president, and George R. Klamert, ATM, Master Builders Co. In the second row, from left, are new board members Thomas N. Richmond, Tank Car Coordinator, Standard Oil of Ohio; A. Jack Lawson, CFA, Santa Fe; Robert L. Charles, Northern Pacific's CF&PA in Cleveland; Leland S. Triplett, F&PA, Union Pacific, and Henry E. Bruno, of Standard Oil of Ohio's rate department. Also named to the board, but not shown, were Steve R. Foley, Traffic Specialist, GE, and L. Jay Orr, C&NW Freight and Passenger Agent.

CENTURY 21 MONORAILS (Continued from Page 1)

system which will service the fair from downtown Seattle—a distance of 1.2 miles with 90 seconds traveling time and a capacity of 10,000 passengers an hour.

Another and altogether separate monorail will provide taxi service about the fairgrounds themselves. It will differ from the Alweg system in that it is a suspension monorail system. It will make scheduled stops at key exhibits.



WHAT'S IT LIKE TO SIT in the "driver's" seat of a 3-unit diesel passenger locomotive? The only way to find out is to clamber up to that lofty perch and try it for yourself. And that's exactly what Alan, 13, and Bruce Darr, 11, of Chicago did. The boys, sons of Milton Darr, vice president of LaSalle National Bank, Chicago, were in Seattle with their father who was attending the annual convention of the American Institute of Banking. After their arrival at King Street Station, Seattle, aboard the Vista-Dome North Coast Limited, they were escorted by Stewardess-Nurse Joan Reitz to the head end of the streamliner where Engineer J. A. Darker greeted them and opened the magic door for their exciting experiment.

PASSENGER REVENUE (Continued from Page 1)

these increases is the still growing popularity of the all-room Slumbercoaches on the Vista-Dome North Coast Limited, Rodine pointed out. The average constant load for both ways between Minneapolis and Spokane (NP's long-haul index points) has jumped 20 per cent since a year ago, and the total number of passengers carried in these economy sleeping accommodations between Chicago and Seattle during the first six months is up by 13 per cent over the same period of 1960.

Rodine recalled that the total number of long-haul passengers carried on NP trains last year was the greatest in 11 years, a 77 per cent increase over 1950. With the months of heaviest rail travel still ahead, he added, Northern Pacific will almost certainly close the year with a significant gain over last year.

"What all of this means," he said, "is that more and more travelers are becoming aware of the ease, comfort, security and greater sightseeing possibilities they can enjoy when they travel by train, or, more specifically, by NP trains. The formula—a successful one by practically any standard—is plain to see in the Vista-Dome North Coast Limited: A variety of accommodations to suit a wide variety of tastes and a constant striving to provide the ultimate in friendly services to all."

Secretary Udall Names Montana Sites Eligible for Landmark Status

Butte, Virginia City and Bannack, Mont., are among 43 additional sites commemorating America's historical heritage that have been declared eligible for the Registry of National Historic Landmarks by Secretary of the Interior Stewart L. Udall.

The Registry is an outgrowth of the National Survey of Historic Sites and Buildings program of the National Park Service. The program was authorized by the Historic Sites Act of 1935. To date, there have been 377 sites recommended, of which 255 have been found eligible for landmark status.

Four new studies in the Park Service series describe the 43 newly-eligible sites. Montana's fall into the subtheme **The Mining Frontier** in the study **Westward Expansion and Extension of the National Boundaries to the Pacific, 1830-1898**, and are described as follows:

Butte is the center of the largest copper mining region in the world. Since 1864, an area of less than five square miles has produced more than \$2 billion in mineral wealth. Mining began with silver, but in the 1870's the copper discovered proved to be the area's great mineral wealth.

The gold strike at Alder Gulch in 1863 was one of the greatest in the West. Virginia City grew up on the spot, and at its peak (1865-1875) had a population of about 10,000. One of the best known vigilante groups came into existence at Virginia City and Bannack to deal with the notorious Henry Plummer gang of outlaws which plundered gold shipments. The lower and more historic part of Virginia City is owned and has been restored by Charles A. Bovey.

Bannack, Montana's oldest town (now a ghost town), was the first territorial capital. Gold was discovered there in 1862 and a mining camp of 1,000 persons



MOVING SIDEWALKS TAKE the huff-and-puff out of hill climbing. Shown is one of two Escalades recently installed at Tacoma in a half-finished project that will divide four king-size, 625-foot blocks in the city's loop to "stimulate business in the mid-block areas by increasing the free circulation of pedestrian traffic," it is reported by the city manager's office. Each ramp can carry 7,200 persons an hour over its 92-foot length. Average incline of the ramps is 11 degrees, with an average rise of 16 feet over all, steeper than many a Midwest ski slope. Two more units are being built, which will bring total cost to \$875,000 upon their completion in November.

quickly arose. The Alder Gulch discoveries, 90 miles away, however, soon eclipsed those of Bannack . . . (which) had the first quartz and stamp mill in Montana Territory. The place retains the atmosphere of a frontier mining camp. It has a large number of original buildings and has undergone little change since its earliest period.



FAMOUS VIRGINIA CITY, Mont., fabulous gold mining town of the 19th century, former capital of Montana Territory and now a tourist attraction noted for its reconstructed shops and homes. It has been estimated that \$100,000,000 in gold was taken from Alder Gulch (upper left in photograph) following a chance discovery in 1863. This site is one of those made eligible for National Historic Landmark status. (See story above.)