



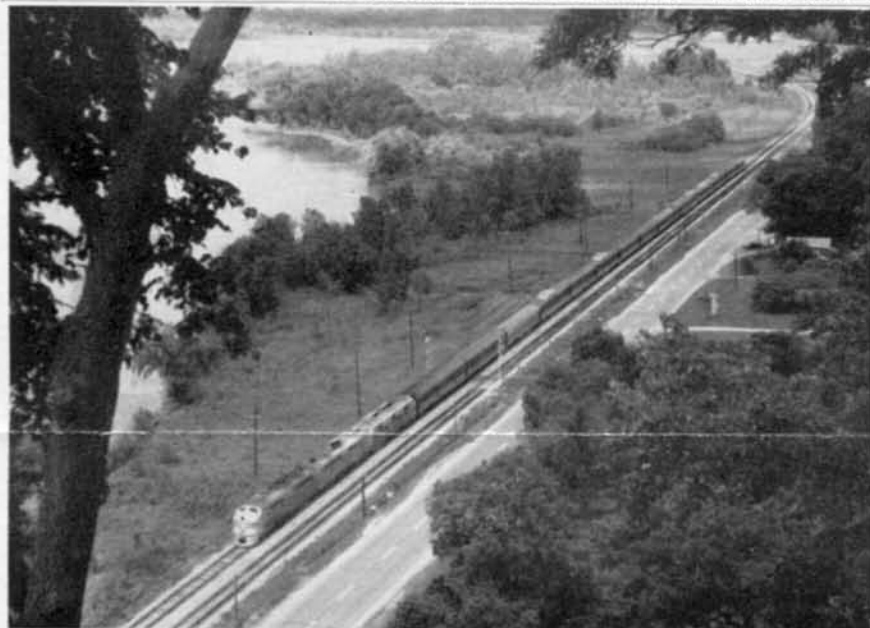
The North Coaster



Vol. XXXII Number 5

NORTHERN PACIFIC RAILWAY—Main Street of the Northwest

September-October, 1961



TIME: AUTUMN; PLACE: THE NORTH COUNTRY; Scene: Changing. Mother Nature is presenting another act in her theater-of-seasons spectacular along Northern Pacific's "Scenic Route Across America." Here the Vista-Dome North Coast Limited glides along beside the Mississippi river, offering passengers "balcony" dome seats for panoramic views of the display. Beside the river and up on the high bluffs in Illinois, Iowa, Wisconsin and Minnesota, forest greens are giving way to deep maroons, fiery reds and brilliant yellows. All across the Northwest, in fact, the countryside is breaking out in autumn raiment for this, the most colorful scenic display of the year.

Century 21 Structures Shaping up on Schedule

Construction for Seattle's 1962 Space Age World's Fair is now 63 per cent complete and moving ahead on schedule, according to Century 21 officials.

Some buildings are virtually finished, and the fabulous Space Needle has risen to the 405-foot level. A certainty to become one of the exposition's trademarks, the towering structure will be 600 feet high when completed.

Pre-fabricated walls for the many exhibit and activity buildings are being assembled in various parts of the state. Upon their arrival at the site, they can be erected in place almost immediately.

By the time the fair opens—it will run from April 21 to October 21, 1962—nearly \$80 million will have been spent in construction of the exhibit halls, exposition center, plazas with dancing waters, theaters, high speed monorail from downtown Seattle, the Space Needle, a gigantic midway and a monorail taxi service on the grounds.

How to Get Lots of Attention

Attention to their comfort from a smiling attendant and the rest of a friendly crew is in store for Vista-Dome North Coast Limited passengers. An NP attendant displays his smile in an ad (see Page 4) which ran recently in national publications.



LEADING A DELEGATION of 40 Oregon and Washington members of the Degree of Honor Protective Association aboard the Vista-Dome North Coast Limited to Saint Paul and the group's national convention were Mrs. Clara Gertson, left, and Mrs. Esther Morgan, Oregon and Washington State Directors, respectively. Chatting with Stewardess-Nurse Karen Walt, they were snapped by the photographer at Billings, Mont., during a brief stopover in the Midland Empire city. A new home office building for the fraternal order was dedicated in Saint Paul as one of the major orders of business of the convention.

Grizzly Peak Improves Slopes for Ski Season; Names New Manager

Construction Advances Upward on New Road and Lift to Summit of Mountain

Rock removal, smoothing and seeding operations were completed this summer on all existing ski runs at Red Lodge Grizzly Peak in preparation for the Montana ski resort's third season.

These improvements will assure winter sports enthusiasts the best skiing possible, according to Paul E. Duke, newly-appointed general manager of the area.

Work is going forward, too, on a project which eventually will provide runs all the way from the top of 9,416-foot Grizzly Peak. A 3-mile-long swath for an access road is being cut from the Midway area to the top through heavy timber which covers the summit slopes. The road, 1½ miles of which have been cut already, will permit erection, beginning next spring, of a new chairlift to the crest.

After two years of unusually light snows, it is expected that, this year, normal conditions will prevail and permit uninterrupted operation. Adding to snow woes last year, uncommon winds either melted or blew away much of the snow that did fall. Already this year an unseasonable 3-foot snowfall during the last week of September enabled Duke to throw open the runs to free public use

(Continued on Page 3)



Paul E. Duke

No Change in NCL Service Would Result from Merger

Northern Pacific anticipates no change in the service offered by the Vista-Dome North Coast Limited in the event of a merger with the Great Northern; Chicago, Burlington & Quincy, and Spokane, Portland & Seattle railways, according to Carl H. Burgess, NP's Vice President-Operating Department.

Testifying before Examiner Robert H. Murphy of the Interstate Commerce Commission during the initial merger hearing in St. Paul, Burgess said that "the streamlined North Coast Limited passenger trains will continue to operate over this territory on their present fast schedule as long as public patronage warrants."

Similar assurances for the CB&Q's line of Zephyr trains and the GN's Empire Builder were given in the testimony of other witnesses.



The North Coaster

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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

NP Names Nelson GA at Walla Walla to Succeed Irving

George B. Nelson, Traveling Freight and Passenger Agent for the Northern Pacific at Seattle, has been appointed General Agent at Walla Walla, Wash. He succeeds Frank L. Irving, who retired Sept. 1 after nearly 50 years of railroad-ing, more than 40 of them with the NP.



Mr. Nelson

In changes which resulted from the move, H. J. Bond, City Freight and Passenger Agent at Seattle, succeeded Nelson and R. L. Everson, of NP's Spokane traffic office, moved up to Bond's former post.

Nelson began his NP career in the operating department at Seattle in 1928 and joined the traffic department the following year. He went to Tacoma in 1937 and became Traveling Passenger Agent in 1945. Three years later he was named CF&PA at Seattle and rose to TF&PA in 1957.

Irving spent nine years with the Grand Trunk Pacific and Canadian Northern lines before joining the NP as City Freight Agent at Winnipeg, Man., in 1920. After 20 years in Spokane as TFA, he went to Eugene, Ore., in 1946 as Commercial Agent. He was named General Agent at Walla Walla two years later.

Bond joined the company at Duluth, Minn., in 1926 and moved into the traffic department at Walla Walla in 1942. After his appointment as TF&PA in 1943, he served in Spokane and Yakima, then went to Seattle as CF&PA in 1957.

Seattle Tourist Business Records Fall

Seattle area tourist business this summer broke all previous records, according to F. G. Scott, Northern Pacific's Western Passenger Traffic Manager, who also is chairman of the tourist division of the Chamber of Commerce convention and tourist bureau.

NP Traffic Department Women—No. 6 of a Series

Vancouver, B. C., Steno Gets Fan Mail

Olive Marten and Northern Pacific are practically synonymous as far as passenger service is concerned in Vancouver, B. C., and she has a heap of fan mail to prove it.

Olive is a stenographer-clerk in NP's Vancouver traffic office, but that's for the record. Actually, according to her boss, General Agent J. N. Channing, "she is the Vancouver passenger department."

She was born near Edmonton, Alberta. But while the rigors of the Canadian northland can become quite severe, they haven't succeeded in "chilling" her warm personality. Her pleasant "May I help you?" as she answers the telephone or greets a customer at the counter is a sincere offer to be of assistance, not entirely because that's her job, but because that's the kind of person she is.

Among her favored possessions are numerous letters of thanks from passengers who have completed trips which she has helped them plan. Frequently the letters are accompanied by small gifts such as handkerchiefs—tokens of appreciation from grateful and satisfied customers.

Olive joined the company in 1943 as a temporary employee. Soon she was doing more than her job requires and grew proficient in all phases of traffic office operation. She handles reservations, correspondence, rate information and ticket sales with the general public and the travel bureaus, as well as her stenographic work and freight reporting.

Similarly, her outside activities cover



Olive Marten, of NP's Vancouver office, sells two round-trip tickets, with Slumbercoach, between Vancouver and Toronto via NP, to the Misses W. and L. Dunlop, of Vancouver.

a wide range of subjects. Keenly interested in sports, Olive skis, swims and plays tennis and golf. She also is fond of dancing, music, reading and travel.

Somewhere she finds time for the meetings and activities of a number of women's organizations. Not a half-hearted "joiner", Olive is a long-time member of the Vancouver Travel Women's association and serves on its reception committee; she's a charter member of the Vancouver Women's Transportation club and is chairman of its reception and courtesy committee, and she is a member of the Order of Eastern Star and its affiliated social club.

Although she was graduated from North Vancouver high school and attended the Duffus School of Business before the outbreak of World War II, Olive is still an eager student, a firm believer in the idea that one never should consider his education completed. Currently she is studying Spanish at high school. Doubtless this is a clue to her next vacation.

An inveterate traveler, Olive has visited Great Britain, Holland, Belgium, France, Mexico, the eastern U. S., eastern Canada and California. Despite these wanderings afar, she is still a great booster for her adopted province of British Columbia, of which she has seen a great deal. There can be little doubt that Olive is an expert at travel, both as a way of living and a way of making a living.

Cincinnati Club Elects Connor to 'Reciprocity Table' Office

M. F. (Mert) Connor, General Agent for Northern Pacific's Cincinnati traffic office, has been elected vice president of the Cincinnati Club's "Reciprocity Table." The organization is comprised of Cincinnati business and professional leaders. Edwin G. Groll, Vice President of Fifth Third Union Trust Co., is the group's new president.



SOUTHPAW JIM O'Toole, ace of the National League champion Cincinnati Reds' pitching staff, may have had better luck in the World Series had he had lunch with NP General Agent M. F. (Mert) Connor just before the Series began. Following a "Meet the Reds" luncheon on opening day last spring, he sat at the Northern Pacific table. He is shown at the event flanked by brothers Tommy, left, and Eddie Richmond, sons of NP Traveling Freight and Passenger Agent J. M. Richmond. That day he pitched and won. Recently he wrote to Connor, in part: "I am inclined to believe that our brief acquaintance and the picture we had taken at the opening day banquet has brought the team and myself 'good luck' this season."

Yellowstone Visits Exceed Park's 2nd Highest Total

With 1,497,350 visitors recorded in Yellowstone National Park through the month of September, it is virtually certain that the final total will surpass the 1½ million mark to establish the second highest number of visitors in a year in the park's history.

The present record total of 1,595,875 was set in 1957, and the previous second high was attained in 1956 when 1,457,782 persons went through the gates.

A possible new record attendance was still within reach at the end of August, when 1961 travel was ahead of last year by 9 per cent. However, early fall snow storms hit the central and northern Rocky Mountain region beginning Sept. 1 and brought an immediate slump in park visitations. The northeast entrance to Yellowstone had to be closed for the season on Sept. 19, nearly a month ahead of schedule.



AMERICA'S SPACE AGE WORLD'S FAIR will look like this when construction is completed early next year in Seattle. Dominating the scene is the 600-foot-high Space Needle with its revolving "Top-of-the-Needle" restaurant. To the right of the Needle in the picture is the U. S. Science Exhibit, a program financed by the Federal Government at a cost of \$9 million. Below this is the World of Century 21 building and exhibits, sponsored by the State of Washington. Arrow to left of the Needle indicates route to be followed by a high-speed monorail from a downtown station, 1.3 miles from the exposition grounds. (See Story on Page 1)

NP Resumes Low-Cost Plan in Mainstreeter Sleeper Cars

Coach-class tickets are being honored for the purchase of space in standard sleeping cars between St. Paul and Seattle on Northern Pacific's Mainstreeter for the fourth straight year, according to G. W. Rodine, NP's Passenger Traffic Manager. The plan became effective Oct. 5 and will be in force through May 15, 1962.

A saving of about 20 per cent is possible for patrons who prefer Pullman accommodations, Rodine said. This is the difference between a coach fare and the first class fare usually required in standard sleeping cars, he explained.

The service thus provides economical sleeper travel on both of NP's transcontinental trains. Coach-class tickets may be used to secure space in the all-room Slumbercoaches on the Vista-Dome North Coast Limited between Chicago and Seattle.

GRIZZLY PEAK (Continued from Page 1)

while the snow lasted. In his mind, this early blast augurs well for the season.

Duke was named to the general manager's post to succeed Kermit Johnson, who was at the helm of the Grizzly Peak organization from its birth.

The new head man began his close association with skiing in 1938 and taught at such leading ski areas as Big Bromley and Stowe, Vt., and Aspen and Winter Park, Colo. Prior to moving to Grizzly Peak he had managed the Mount Hood Ski Bowl near Portland, Ore., for the past two years.

Grizzly Peak, six miles from Red Lodge, Mont., is about 60 miles southwest of Billings on Northern Pacific's main line. NP Transport company buses provide twice daily service between Billings and Red Lodge and special service for groups of 20 or more.

The Vista-Dome North Coast Limited offers one-day service to Billings from Chicago or the Pacific Northwest, and 18-hour service from the Twin Cities.



BLUEBELLS and heather have been only a somewhat obscure theme of the Vista-Dome North Coast Limited since the addition of all-room Slumbercoach service nearly two years ago. The link was provided by naming the thrifty, coach-class sleepers after Scottish lochs. But now there is a more tangible connection in the person of new Stewardess-Nurse Gladys Stewart.

A newcomer to this country, Miss Stewart is a native of Banffshire, Scotland, where, in the town of Keith, her parents operate the Fife Arms hotel. Following her graduation from the Royal Infirmary school of nursing at Greenock, Scotland, she was a nurse in the hospital at Greenock and at the Maternity hospital in Aberdeen.

She came to the U. S. a little more than a year ago and served as a staff nurse at the Community hospital at Bonners Ferry, Idaho, before joining the Northern Pacific.

U. S. Travel Service Chief Prepares Program for '62

Operations of the new U. S. Travel Service will be in full swing by next year, according to its first director, Voit Gilmore.

Within a few weeks, probably by the beginning of December, Gilmore expects to have overseas promotion officers already at work in London, Paris, Frankfurt, Caracas, Sydney and Tokyo, even while a search for suitable office locations goes on in these cities.

Aim of the new government office will be, of course, to sell this country abroad as a prime tourist attraction. Gilmore said he will seek the help of private industry through a combining of their efforts with those of the Travel Service in the program to increase the volume of foreign travel in this country.

New, Wider Span to Replace Historic Yellowstone Bridge

The National Park Service has announced letting a contract to replace 58-year-old Chittenden bridge in Yellowstone National Park with a new, two-lane span across the Yellowstone river at its entrance into Grand Canyon.

Completed in 1903, the historic one-way bridge was built in a day when automobile traffic in the park was practically non-existent. The new one will be named Chittenden Memorial Bridge in memory of the builder of the existing monolithic concrete structure.

Capt. Hiram M. Chittenden, of the U. S. Army's Corps of Engineers, designed and built the original span. He was responsible, too, for the massive stone arch at Gardiner, first gateway to the park, and which was dedicated in April, 1903, by Theodore Roosevelt. He also built the first Fishing Bridge where Yellowstone Lake empties into the river.



Where in the world does Northern Pacific find those helpful people who serve you on the Vista-Dome North Coast Limited? No train crew was ever more friendly, quicker to please, more genuinely interested in a passenger's comfort. There's something special about this magnificent train that goes beyond fine food, fine equipment, or even the route that takes you through some of America's finest scenery. It's a happy train with happy people . . . the kind that makes travel fun again!

NORTHERN PACIFIC RAILWAY

Route of the Vista-Dome

NORTH COAST LIMITED

