

# THE NORTH COASTER

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

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**YELLOWSTONE-BOUND**—this early Northern Pacific train steams toward Cinnabar, Mont., in 1886 to deliver tourists to Yellowstone, our first National Park. Cinnabar was the end of NP's Yellowstone branch line prior to the establishment of the Gardiner station on the Park boundary in 1902. For 24 years, NP was the only railway providing direct service to the Park.

## Northern Pacific Completes 80 Years of Yellowstone Service

Eighty years ago this August—in 1883—Northern Pacific constructed a branch line to Cinnabar, Mont., near the north entrance of Yellowstone Park and introduced the first rail service to our nation's original National Park.

Both the NP and Yellowstone, which at last had a mass transportation system serving it after 11 years of existence, grew rapidly following that early union. Interest in Yellowstone's many wonders was so great on the NP, in fact, that the slogan "Yellowstone Park Line" was incorporated into its trademark in 1893 and used for many years.

Before the Railway could open the Park to train service, though, it had to find a way to deal with a colorful old mountaineer named James George. "Yankee Jim," as he was called, had taken possession of the only available pass to the Park through Yellowstone Valley some years before Northern Pacific reached the scene. He shrewdly built some 27 miles of wagon road into the park through the pass, and

established a toll gate at the narrowest point. All who entered or left Yellowstone were required to pay him tribute.

All went well until the NP began construction of its branch line from Livingston, Mont., to Cinnabar. Then,

### Yellowstone Line

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## Historic Dakota Town Will Be Restored

A \$500,000 to \$1 million project is underway to restore the once-famous Badlands cowtown of Medora, N.D., to a semblance of what it was when Theodore Roosevelt lived there in the early 1880's.

Medora is on Northern Pacific's line near the Montana border.

Harold Schafer, a Bismarck, N.D.,

### Dakota Town

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## Seattle Hydroplane Race Highlights '63 Seafair Celebration

The exciting 1962 World's Fair is long since over in Seattle, but it's anticipated that the city's 14th Annual Seafair celebration, held this Aug. 2-11, will pick right up where the Century 21 Exposition left off.

Thousands of tourists are once again expected to arrive for the maritime fun and the U. S. Navy's visiting Pacific fleet will turn some 5,000 bluejackets ashore for Seafair liberty.

Big draw of the celebration, of course, is the nationally-famous Seafair hydroplane trophy race held on Lake Washington the final day of festivities. A quarter-million spectators annually line the shore to watch



'62 Queen Gail Reid

the nation's fastest racing boats compete in a thrilling test of speed and endurance.

Events leading up to the big race, however, are almost as engrossing. Parades, street dances, band concerts and other water and land events keep the 10-day Seafair moving at a rollicking, Mardi Gras-like pace. The

### Seafair

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## NP Announces Four Traffic Promotions

R. T. Kealy, City Ticket Agent for Northern Pacific in St. Paul, has been appointed City Passenger Agent at the railway's downtown ticket office there.

Kealy succeeds E. J. Trettel, who has retired after more than 50 years of service with the company. Named to succeed Kealy is R. G. D'Andrea, who has been in charge of ticket stock



Kealy



D'Andrea

distribution in Northern Pacific's St. Paul general office.

Kealy joined the railway's freight claim department in 1951 and transferred to passenger traffic four years later. He was appointed Chief Clerk to the General Passenger Agent in 1959 and the following year was named City Ticket Agent.

Trettel began his half-century of Northern Pacific service at Little Falls, Minn., in 1912. After serving as Ticket Clerk and Special Representative in Buffalo, N. Y., and Minneapolis, he came to St. Paul in 1941. Four years later he became City Passenger Agent.

D'Andrea came to the railway's accounting department in 1955 and moved into traffic three years later. He was named to the ticket stock post last year.

### TACOMA CHANGE

L. E. Downey, former City Freight and Passenger Agent for the NP at



PLANS ANNOUNCED—for the construction of a \$12 million Hilton Hotel in St. Paul's loop area are now underway. The 500-room hotel is expected to augment a Capital Center revitalization program now underway in the city and generate an additional \$7 million in business to St. Paul.

Walla Walla, Wash., has been appointed Traveling Freight and Passenger Agent with headquarters at Tacoma. He was succeeded by R. E. Luckey, Chief Clerk in the railway's Yakima traffic office.

Downey joined Northern Pacific at Portland in 1955 and was named Chief Clerk at Aberdeen, Wash., in 1957. He was promoted to the Walla Walla post two years later.

Luckey came to the NP's traffic department at Seattle in 1957 and became Chief Clerk at Lewiston, Idaho, in 1960. A year later he was transferred to that position at Yakima.

Monorail from Alweg, Inc. If plans go through as expected, the center will own and manage the \$4.5 million system this summer, and perhaps permanently.

Alweg would like to see the 1.3-mile Monorail stay in operation to convince other major cities that the system is an answer for modern rapid transit problems.

The Monorail carried over seven million persons during the run of the Seattle World's Fair.

## Seattle Center Gets New Appropriations

Seattle's city council has approved an additional \$850,000 for further renovation of Seattle Center, site of the 1962 World's Fair.

Over half of this will go toward improving seating at the old Ice Arena. About \$50,000 has been earmarked for improvement of acoustics at Exhibition Hall.

Other expenditures will be: \$80,000 for an expanded sound system at the Center's Opera House; \$125,000 for air conditioning of smaller buildings around the Coliseum and \$75,000 for air conditioning and a baffle ceiling for the display hall joining Exhibition Hall with the Opera House underground.

At the same time, Century 21, Inc., has made plans to take over the



CONVENTION PARTY—of Ladies Oriental Shrine from Seattle are greeted by NP's Minneapolis City Passenger Agent H. E. Boyer as they get off the Vista-Dome North Coast Limited for a recent Shriners' Convention. From the left are: High Priest Mildred Stevens, Lorna Mae Olson, Alma Herr and Doris Willits of the group.



CHICAGO AREA SUES—now serving on board the NP's Vista-Dome North Coast Limited are Kay Troutwine, left, and Maureen Halle. Miss Troutwine became a registered nurse in 1962 after training at Holy Cross Central in South Bend, Ind. She worked for her father, a doctor in Crown Point, Ind., prior to joining Northern Pacific in Seattle. Miss Halle, from Niles, Ill., was graduated from nursing at St. Elizabeth Hospital in Chicago in 1961. She was employed at the Visiting Nurse Association there before becoming an NP Stewardess-Nurse.

## Yellowstone Line

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the Railway found "Yankee Jim" sitting on the right-of-way with his rifle across his knees. In order to get through the pass, the NP had to make a deal with the cagey frontiersman and rebuild his wagon road along the mountain sides above the railroad.

After that episode, the track was completed and Park business began to flourish. Cinnabar remained Northern Pacific's Yellowstone terminal for 19 years, then, in 1902, it extended its line three more miles to the present gateway at Gardiner.

The Gardiner station soon became a popular transportation center. Northern Pacific trains from Livingston began hauling thousands of eager tourists to Gardiner where stagecoaches were waiting to take them into the beautiful park.

At one time, the Yellowstone Park Company owned more than 160 stagecoaches and 3,000 horses. It wasn't until 1916 that open-top touring cars appeared at the NP station to handle tourists.

As the only railway to serve Yellowstone directly until 1907, Northern Pacific figured in much of the early activity at the Park. In 1886, when management of the Park was turned over to the War Department, NP trains carried U.S. Army units and their equipment into their "Wonderland" headquarters. Yellowstone

rangers replaced the soldiers in 1916.

Through the years, Northern Pacific started service to three other Yellowstone gateways besides Gardiner. It opened the Cody, Wyo., gateway in conjunction with the Burlington Railroad in 1912, began service to the Red Lodge, Mont., entrance in 1937, and, for some years, operated to the Bozeman-Gallatin Gateway in Montana.

Last year, a record 1,925,227 visitors entered Yellowstone. Old "Yankee Jim" would have had a field day if he could have stuck around to collect his toll from that crowd.



STAGECOACH SERVICE—was available at Northern Pacific's Gardiner, Mont., station to transfer the railway's passengers into Yellowstone Park for touring in 1902. Stage travel remained the only means of public transportation in the park until 1916, when open touring automobiles were introduced.

## Dakota Town

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businessman who now owns about 40 per cent of the town, says the project will be on the order of the Virginia City restoration as a tourist site.

"Actually I have no financial limitations for the project," Schafer said. "You can't do this thing overnight—it'll take a long time."

The town was founded on April Fool's day, 1883, by a Frenchman, the Marquis de Mores, who had dreams of making it a meat-packing center. The first cattle were killed and sent out on NP refrigerator cars in July of that year, but the plant eventually failed. The Marquis became involved in the murder of a cowboy. After his acquittal, he returned with his family to France. His leaving marked the end of Medora as an industrial center.

Roosevelt came to Medora to escape from New York politics after the death of his first wife, but stayed to go into cattle ranching for a time.

In its heyday, the town prospered. It had a newspaper—"The Bad Lands Cowboy"—several saloons and a stage line to Deadwood. Plans now are to reconstruct the old Ferris store, a sod house, the first NP railway depot and bring in the stump of the old "Hanging Tree" for display.

Schafer has retained an architect and a contractor to start with a Rough Riders Hotel project and construct the Rough Riders Motel, which will be modeled after Roosevelt's cabin.





BUTTE-ANACONDA TRAFFIC CLUB—elections in Montana recently found L. R. Behrens, (center) Northern Pacific's TF & PA at Butte, installed as president. Posing with him during the Club's observance of National Transportation Week are past Traffic Club President James Smitham (left) of the Anaconda traffic department and William A. Pesanti, terminal manager of Garrett Freight Lines and chairman of Transportation Week publicity.

## Friends Don't Forget NP Waiter's Courtesy

Northern Pacific probably has a dining car "first" on its train—one of the NP waiters has been commissioned a Kentucky Colonel.

He is Frank Morrow, a former Kentuckian and an NP waiter for 26 years. Morrow was apparently singled out for the honor by his many friends in Kentucky to show their appreciation for the service he gave them during the 1962 Seattle World's Fair.

"Among them were college professors, doctors and high school principals and their families," Morrow explained. "All I did was write them letters inviting them to the fair and then help them after they got here."

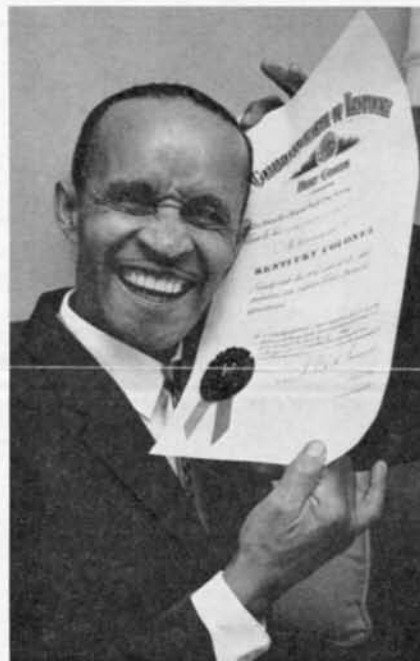
His sister-in-law in Kentucky said Frank is only the third Negro ever to be so honored since the first commission in 1812.

Morrow, who is a waiter and personal business-car attendant for Dean Eastman, Western vice president of Northern Pacific, and for F. L. Steinbright, NP's Western general manager, was greatly surprised to receive the commission—signed by Kentucky Gov. Bert Thomas Combs—in the mail recently.

Eastman and Steinbright were not

surprised.

"He's one of the most considerate and well-liked men I've ever met," Steinbright said. "He always seems to be thinking about other persons. Dur-



—Seattle Times Photo

'Colonel' Morrow

ing the fair he spent many many hours of his own time as sort of a self-appointed ambassador of good will to Kentuckians."

## COMING EVENTS IN NP TERRITORY

### WASHINGTON

Aug. 2-11—Seafair Celebration, Seattle  
Aug. 11—Hydroplane Race, Seattle  
Sept. 11-15—Interstate Fair, Spokane

### OREGON

July 2-4—World Championship Timber Carnival, Albany  
July 20-21—Salem Art Festival, Salem  
July 27-Sept. 7—Oregon Shakespearean Festival, Ashland  
Aug. 2-4—Emerald Empire Round-up, Eugene

### MONTANA

July 2-4—Roundup Rodeo, Livingston  
July 4—Home of Champions Rodeo, Red Lodge  
July 4—Parade and Celebration, Butte

### NORTH DAKOTA

July 3-5—State Dairy Show, Jamestown  
July 10-11—Miss N.D. Pageant, Bismarck  
July 13-19—Red River Valley Fair, Fargo  
July & Aug.—Custer Drama, Mandan (Wed. thru Sun.)  
July & Aug.—"Teddy Roosevelt's Life in N. D.," Medora (Wed. thru Sun.)

### MINNESOTA

July 19-28—Aquatennial, Minneapolis  
Aug. 24-Sept. 2—Minnesota State Fair, St. Paul

## Seafair

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Grande Parade alone draws over 200,000 people.

Throughout the celebration, a court of pretty queens and princesses share the limelight with a crew of outlandish pirates, all part of the Seafair theme. Reigning Seafair Queen is pert University of Washington coed Gail Reid.

Other attractions, such as the nightly aqua follies at Seattle's Aqua Theater, whisk the time away until it is time for the climactic \$25,000 Seafair Trophy Race. Interest runs high at the event, as the powerful unlimited hydroplanes reach speeds up to 180 miles-per-hour on the three-mile course. Defending champion boat is Miss Thriftway, driven by veteran Bill Muncey.

In addition to Seafair, Greater Seattle, Inc., has unveiled plans for top-flight musical productions and name Hollywood and Broadway entertainment to fill out its million dollars summer season.