

THE NORTH COASTER

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

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Scott



Rodine



Holmstrom

G. W. Rodine Retires; F. G. Scott Assumes Duties as NP's PTM

G. W. Rodine, Passenger Traffic Manager of Northern Pacific since 1949, retired Aug. 1 to terminate a half-century of railroad passenger work. He is succeeded in St. Paul by F. G. Scott, formerly NP Western Passenger Traffic Manager at Seattle.

In the resulting series of appointments, Leonard Holmstrom, General Passenger Agent in St. Paul, became Assistant Passenger Traffic Manager. M. L. Thomson, General Agent in NP's Portland passenger department, has moved up to Scott's former post, and A. T. Mercer, City Passenger Agent in Portland, succeeds Thomson.

W. O. Forsten, Traveling Passenger Agent in Tacoma, has been appointed to Mercer's past position, and L. D. Lippert, Chief Clerk at Portland, moves up to Forsten's post.

Rodine began his 50-year rail career in his native Chicago with the Santa Fe railroad and came to Northern Pacific in 1921. Subsequently, he served as traveling passenger agent in Cleveland and Milwaukee, special passenger agent in St. Paul, and then

Rodine

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N. D. Badlands Wildlife, Cowtown Restored to 1880-Like Environment

"I have always said I would not have been President had it not been for my experience in North Dakota."

—Theodore Roosevelt

Teddy Roosevelt made that statement in reference to his short, but eventful, hunting and ranching career near Medora, N. D., in the Badlands during the mid-1880's. At that time, western North Dakota was teeming with buffalo and other wild game, and Medora, on Northern Pacific's main line, was a bustling cowtown.

Today, through the efforts of our National Park Department and the concern of private individuals, the area has retained much of its hardy, Old West flavor that gave our 26th President a new outlook on life before his return to politics. The Badlands have become a prime tourist attraction.

Theodore Roosevelt National Memorial Park was established in the Badlands in 1947, and its 70,000 acres provide an important sanctuary for wildlife. Park Superintendent Warren Hotchkiss has referred to it as a "living museum." Here, he says, wildlife and nature exist in a balance much as it was before the frontier was settled.

Buffalo, nearly extinct in the Badlands by 1890, were reintroduced to



BUFFALO can be seen roaming the plains of Theodore Roosevelt National Memorial Park in North Dakota's Badlands.

the Park in 1956 and now number some 150 head. Antelope, bighorn sheep and sage grouse were also restocked in the Park in the 1950's.

Tourists find the Park itself an area of weird beauty. Red-baked buttes, table-tops and coned hills found along the Little Missouri River contrast with the flat plains in the Park's eastern sector.

Medora, where the Park's Visitor

Badlands

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Road Contract Awarded for Work in Yellowstone

The Department of the Interior has announced that a \$222,222 contract has been awarded to the Long Construction Co. of Billings, Mont., for construction of seven miles of road approaching Yellowstone River Bridge in Yellowstone National Park.

The new bridge has been under construction since December, 1961, and is almost finished, the Department said.

This contract—to be completed in 125 days—calls for grading, base and bituminous surfacing on the Park's northeast entrance road near Tower Falls Junction.



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F. G. SCOTT - - - Passenger Traffic Manager
L. HOLMSTROM - - - Asst. Pass. Traffic Mgr.
M. L. THOMSON - - - Western Pass. Traffic Mgr.
R. H. PERRIZO - - - - - Editor



MADE IN U. S. A. 6250

Karen K. Laumbach Named to Head NP Stewardess-Nurses

Karen K. Laumbach, stewardess-nurse on Northern Pacific's Vista-Dome North Coast Limited, has been named Supervisor of the Railway's Stewardess-Nurse Service with headquarters in Seattle.

She succeeds the former Charlotte Hanes, who resigned to become the



Miss Laumbach

bride of Don Meek in Seattle on May 26.

Miss Laumbach, a native of Lake City, Iowa, was graduated from nurses training at the University of Iowa, Iowa City, in 1961. Prior to joining the NP she was employed at the University of Minnesota Hospital in Minneapolis as a staff nurse.

The new supervisor is the fourth member of the stewardess-nurse staff to be promoted to the top post since the service was inaugurated in 1955.

Mrs. Meek, supervisor since September, 1960, is a native of Tucumcari, N. M., but attended grammar and high school in Colorado Springs,



OFF TO EUROPE—25 Portland area high school teenagers prepare to board NP's Vista-Dome North Coast Limited in Portland on the first leg of their American Field Service trip to Europe. They were chosen on the basis of scholarship, adaptability and all-around Americanism to represent the U. S. as "junior ambassadors abroad."

Colo. She was graduated from Beth-El School of Nursing there in 1957. Before entering Northern Pacific's Stewardess-Nurse service she supervised the Contractors' Chapel Dispensary at U. S. Air Force Academy in Colorado Springs. She also served as relief night operator at Memorial Hospital there.

In the eight years of its existence, Northern Pacific's Stewardess-Nurse staff—whose members must be registered nurses—has become one of the most popular features on the Vista-Dome North Coast Limited.

Portland Will Hold '65 Basketball Finals

Portland has been selected as the site of the 1965 National Collegiate Athletic Association basketball finals, the Portland Chamber of Commerce has announced.

The NCAA tournament will draw the nation's top four college basketball teams to Memorial Coliseum on March 19-20, 1965.

In addition, more than 600 NCAA basketball coaches and a large number of National Basketball Writers Association members are expected in Portland at that time for their respective annual meetings.

The decision to hold the '65 Tournament in Portland was based on the fine presentation made by the City's delegation and the excellent facilities available there, the NCAA's Time and Place Selection Committee said.

West's Dude Ranches Having Good Season

Member ranches of the Dude Ranchers' Association are having an above average year, according to Conna G. May, the organization's executive secretary in Billings, Mont.

"The guests this year seem to have more leisure time," May said. "They're staying longer and enjoying it more. Last year's hurried pace may have been due to the Seattle fair. Many families tried to work in a day or two on a dude ranch while traveling to and from the fair. It takes several days to adjust one's pace to ranch life and a hurried two day stay does not do justice to the rancher and could hurt the guest's impression of the ranch."

August is traditionally a busy month on western dude ranches, but Conna May expects facilities to loosen up with the coming of September.

"September, incidentally, is a beautiful time of year for a mountain-country vacation," he said.

Northern Pacific's main line runs directly through the heart of dude ranch country in Montana. A directory of member ranches in nine Western states can be obtained by writing the Dude Ranchers' Association in Billings, Mont., zipcode 59101.

The 1963 Dude Ranchers' Association Convention will be held Nov. 20-22 at Laramie, Wyo.

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returned to Chicago as assistant general agent in 1926.

Five years later he was named general agent, a post he held until his appointment as general passenger agent in Seattle in 1941. He was promoted to western passenger traffic manager in 1947, then received the NP's top passenger post in St. Paul two years later.

Scott was born in Ohio, but grew up in Billings, Mont., where he began his more than 43 years of service with Northern Pacific in 1917. After service at various points on the Rocky Mountain Division, he became city passenger agent at Cleveland in 1927. He went to Chicago in 1931 and was



Mercer

Thomson

named general agent there 10 years later. He received the Seattle appointment in 1949.

Holmstrom spent 12 years with the Northern Pacific Terminal Company at Portland before joining the Railway in 1949. The following year he was named traveling passenger agent in Seattle, then went to Spokane in 1952 as city passenger and ticket agent. In 1954 he was named assistant general passenger agent in St. Paul and three years later became general passenger agent.

Thomson started his NP service at St. Paul in 1926 and went West as city passenger agent at Spokane in 1937. After eight years in the Inland Empire City he went to Portland, where he was named general agent in 1956.

Mercer joined NP's operating department at Yakima, Wash., in 1948, then he went to Portland and began his traffic department service in 1954. He returned to Yakima as traveling passenger agent the following year, then became city passenger agent at Seattle in 1957.



PERT AND PRETTY—new Stewardess-Nurses on board NP's Vista-Dome North Coast Limited are Marifran Kelly, left, and Susan Rathburn. Miss Kelly, from Seattle, was a Homecoming Princess and St. Patrick's Day Colleen in her freshman year at Gonzaga University, Spokane. She completed her nurses' training at Sacred Heart School of Nursing there in 1962. Prior to becoming a "Sue," Miss Kelly was employed at King County Hospital in Seattle and pursued further studies at the University of Washington. Miss Rathburn, a native of Angola, Ind., became a registered nurse after training at Parkview Methodist School of Nursing in Fort Wayne in 1962. She was employed at Cameron Hospital in her home city before joining Northern Pacific.

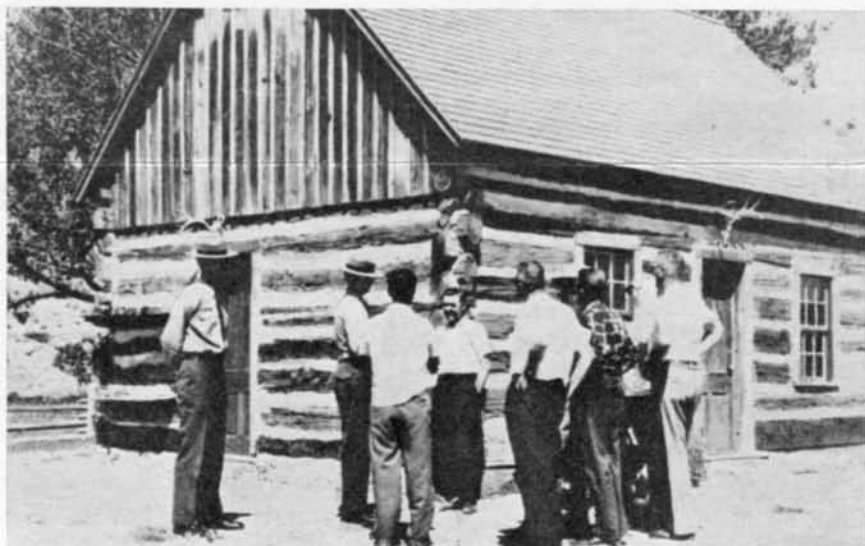
Badlands

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Center is located, will soon be the newest tourist attraction. It was here that Roosevelt and French Nobleman Marquis de Mores made Badlands history, and the once-famous cowtown is now being restored to its original appearance. A crew of workmen, architects and other building experts are being retained by Bismarck businessman Harold Shafer to complete the restoration project on several Medora buildings.

Roosevelt's Maltese Cross ranch cabin is located just behind the Visitor Center in Medora. It is built of Northern Pacific railroad ties that caught in the sand bars of the Little Missouri River, and contains many historical artifacts actually used by Roosevelt in his ranching days.

Another interesting feature in the Badlands is the colorful scoria-baked slag from burning coal veins—that is in evidence throughout the area. In 1951 a vein of coal caught fire by lightning and has burned ever since.



TEDDY ROOSEVELT'S CABIN—one of many historical attractions preserved near Medora, N. D., on Northern Pacific's main rail line through the Badlands. With the current restoration of Medora to its original 1880-like appearance and the presence of unusual wildlife, such as the buffalo, in surrounding Theodore Roosevelt National Memorial Park, the area is becoming a prime tourist site.



SERVICE on board NP's Vista-Dome North Coast Limited. Here, Stewardess-Nurse Lois Shirley checks to see if newscaster Ted Bryant of KING-TV, Seattle, and his family are comfortable. One of NP's give-away engineer's caps has the interest of one-year-old Kathy Bryant. The Bryants, their four children and a niece, took Northern Pacific out of Seattle recently on a vacation trip that would take them to Nashville, Tenn., Mrs. Bryant's former home.

COMING EVENTS IN NP TERRITORY

WASHINGTON

Sept. 11-15—Interstate Fair, Spokane

OREGON

Aug. 23-25—Regatta & Fish Festival, Astoria

Aug. 30-Sept. 7—Oregon State Fair, Salem

Sept. 11-14—Pendleton Round-Up, Pendleton

NORTH DAKOTA

Thru Sept. 1—Custer Drama, Mandan (Wed. thru Sun.)

Thru Sept. 1—"Teddy Roosevelt's Life in N. D.," Medora (Wed. thru Sun.)

MINNESOTA

Aug. 24-Sept. 2—Minnesota State Fair, St. Paul

World's Largest Geyser Area Lies in Yellowstone

Yellowstone National Park, with some 3,000 geysers and hot springs within its boundaries, is the world's largest geyser area, according to the Department of the Interior.

Yellowstone, where outdoor recreation activities run the full gamut from camping to mountain climbing, is also one of the most heavily visited units of the National Park system. It was created on March 1, 1872, and contains 2,221,772 acres in Wyoming, Montana and Idaho.

Passengers Are Still Big Business 80 Years After NP's Completion

When Northern Pacific completed the "first of the northern transcontinental rail lines" at Gold Creek, Mont., 80 years ago on Sept. 8, 1883, it paved the way for large-scale colonization of the vast, largely uninhabited frontier between Lake Superior and Puget Sound.

Passengers were important business as NP moved hordes of settlers to their new homes in the Northwest. Free colonist sleepers were even placed in service in the 1880's between the Twin Cities and the Pacific Coast to encourage travel by rail. Within seven years after the driving of NP's last spike, the entire tier of Northwest territories had sufficient population to join the Union.

In 1900 Northern Pacific pampered its patrons with the introduction of what is now the oldest "name" passenger train in continuous service west of the Mississippi—the North Coast Limited. The NP's first premier streamliner was credited with introducing such luxuries as electric lights, barber shops, observation-club cars and even tub baths on trains in its territory.

Today, at a time when railways are supposedly becoming disinterested in passenger business, Northern Pacific is catering more than ever to its travelers. To prove it is "the train that likes passengers," NP went ahead in 1954 and added attractive dome cars to its crack streamliner, making it the Vista-Dome North Coast Limited.

Stewardess-Nurse service, an NP exclusive in the Northwest, was introduced to its patrons a year later, along with the unique Lewis and Clark Travelers' Rest buffet-lounges. Thrifty slumbercoaches were put on the NP in 1959. With these bright additions to travel comfort came consecutive increases in NP passenger revenue the past four years.

Northern Pacific President Robert S. Macfarlane looks forward to making the Railway's passenger service even more attractive and efficient.

"I think of our passenger trains," he says, "as incubators of good will for our entire railroad. The hatch will be in direct proportion to the effort put forth by our employees to make train travel a pleasant experience for our passengers."



SKAL CLUB—an international association of travel and transportation executives, had these men elected as officers of its Detroit chapter. Rear, from left, are George Kiba, Greater Detroit Board of Commerce, secretary; Clunet Lewis, Eastern Air Lines, president. Front, left, Ted Quell, Northern Pacific Railway, treasurer, and John Connington, United States Lines Co., vice president.