

THE NORTH COASTER

NORTHERN PACIFIC RAILWAY

Route of the *Vista-Dome* NORTH COAST LIMITED

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Yellowstone Has Its Second Best Season

Even without a Seattle World's Fair attraction to help lure fair-bound tourists to its gates, Yellowstone National Park has reached at least its second all-time high number of visitors in 1963.

Yellowstone attendance through Sept. 30 this year was running just 3.5 per cent below that of record-breaking 1962 for the same time period, according to figures released by Park officials.

The total of 1,824,412 visitors counted this year has already surpassed the Park's former second high season mark of 1,595,875 set in 1957. This also marks the 16th straight year that Yellowstone Park has recorded over one million visitors.

The Park's season attendance record is 1,925,227 set last year.

Magazine Features North Coast Limited

Northern Pacific's crack streamliner, the North Coast Limited, was the subject of an illustrated, 18-page feature story by Arthur Dubin in the August issue of *Trains* magazine.

"Since its inauguration in 1900," the article stated, "the North Coast Limited—one of the oldest name trains in the land—has consistently ranked among the finest trains in North America."

In the article, Dubin traced the train's 63-year history from its first run right through to the rash of NP travel improvements — addition of dome cars, stewardess-nurse service, etc. — in the mid-1950's.

"In November 1959," the story went on, "the North Coast introduced the popular Slumbercoach to the Northwest. During a year marked by a general decline in passenger service, the Northern Pacific served notice that it was actively seeking long-haul passenger business."



RED LODGE ski area in the Beartooth range of the Montana Rockies. Here, U.S. Olympic Biathlon team tryouts will be held Dec. 19-21-23. Officials say the Red Lodge mountain terrain is very similar to that of Innsbruck, Austria, site of the 1964 Winter Games.

On NP Line

Missoula, Red Lodge Ski Areas Could Boost Travel into Montana

Northern Pacific Railway could find itself bringing crowds of skiers into Montana from both east and west this winter for skiing at two major Rocky Mountain ski areas on its line.

Missoula Snow Bowl in western Montana is less than a 16-hour NP train ride from Seattle and Portland on the Pacific Coast. Westbound from the Twin Cities, Northern Pacific rail and bus service through Billings reaches popular Red Lodge ski area in south central Montana in 18 hours.

Following are reports on the two ski areas for the 1963-64 season:

Missoula

Missoula Snow Bowl in western Montana continues its rapid move (since 1961) into the skiing big time this winter, claiming one of the Northwest's greatest vertical ski drops — a full 2,600 feet down Big Sky Mountain.

Snow Bowl, so-called because it's situated in a natural bowl surrounded by beautifully-timbered mountains, is located especially well for nomadic

Missoula

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Red Lodge

An added attraction for early season skiers at Red Lodge ski area in the Montana Rockies this December will be watching Olympic Biathlon ski hopefuls in training for the 1964 Winter Games in Austria.

The Biathlon, a military event and one of the most rugged of Winter Olympic trials, is a combination 12½-mile ski race and target-shooting contest. Each competitor carries a rifle

Red Lodge

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NP Features Holly and Fruit Cake Again

Northern Pacific Railway will once again present holly corsages to its women patrons and serve fruit cake on its trains during the upcoming holiday season.

It's a tradition with the NP. The holiday fruit cakes, made from a special 1873 recipe, which includes generous amounts of raisins, currants and candied fruits, have been Christmas season treats on the Northern Pacific for over 50 years.

As usual, the fruit cakes have been made available on order from the Railway's St. Paul Commissary. Orders are being taken by W. F. Paar, dining car superintendent, Northern Pacific Railway, St. Paul, Minn., (zipcode 55101). They're packed in colorful Yuletide tins and make excellent Christmas gifts.

Prices remain at \$3.90 for the three-pound cakes and \$6.50 for the five-pounders, express or parcel post prepaid. For shipment outside the U.S., \$1.75 is added.

Presentations of the holly corsages, an NP custom since 1946, will be made to female passengers on both the Vista-Dome North Coast Limited and the Mainstreeter during the two weeks prior to Christmas.

Fittingly, the Northern Pacific gets the holly from the St. Nicholas Holly Grove, an industry developed along the route of the NP near Bremerton, Wash.

Japan Trade Fair Will Feature 3,500 Firms

The Osaka International Trade Fair, largest in the Orient, will be held April 9-29, according to the Japan National Tourist Association.

Official estimates say that some 3,500 firms from 30 countries will participate.

Yellowstone's 'Beeping Bears' May Hold Key to Survival of Grizzlies

Somewhere in the remote sections of Yellowstone Park, a number of hulking grizzly bears are stalking about the wilderness looking for food and preparing for winter hibernation. Although they don't know it, they're also relaying "beep" radio signals to scientists, who are tracing their moves from miles away.

The "beeping" is coming from tiny radio transmitters attached to collars on the bears, and the head scientist tracing them is Dr. Frank C. Craighead of Montana State University.

Radio tracking of the grizzlies, it's hoped, will provide the scientists with enough information about the bears' habits to protect them from extinction.



MARKING BEAR—Dr. John Craighead, left, and Maurice Hornacker weigh a drugged Yellowstone Grizzly Bear before attaching a radio transmitter on it for tracking.

Unlike the more docile black bears—Yellowstone's famed roadside beggars—the grizzly seems unable to live peacefully near humans. Their numbers have been steadily dwindling for years, and now the grizzly bear has all but vanished from most sections of the West where they were once so abundant.

Yellowstone Park is one of the few remaining areas where a substantial number of grizzlies still exist, although only about 200 are believed to be prowling within the Park's confines. It is here, then, that Dr. Craighead and his brother, John, have conducted their grizzly-tracking proj-

ects in an effort to preserve the animal.

Although the Craigheads began trapping and tagging the bears with ear markers in 1959, this is their first all-out effort to trace their moves by radio beacons. In the current government-supported project, Park grizzlies were stalked in July, knocked out with drugged darts, and then "equipped" with the two-pound radio transmitters around their necks. Their signals will be best traced when they go into their dens to hibernate.

The radio equipment has battery life of 90 to 120 days. It can be monitored at a range of three-to-four-miles with portable equipment in heavy forest. Heavy receivers make it possible to pick up the signals at up to ten miles.

While Dr. Frank Craighead stalks the grizzlies with a portable direction-finder in the forest, his brother is busy monitoring the faint radio signals from their Yellowstone laboratory.

They're hoping these "beeping bears" will provide an answer to maintaining the grizzly bear in our national forest and wilderness areas without any further conflicts with man.

North Coaster Is Now 35 Years Old

The *North Coaster*, voice of Northern Pacific's passenger traffic department, recently completed its 35th year of existence.

It was created in Aug., 1928, by L. L. Perrin, retired NP advertising manager, and was originally a four-column newspaper. Perrin served as editor from its founding until 1952.

Through the years, the publication's pages have undergone three color changes—first white, then yellow and now soft blue. The paper's content, however, has always been concerned with news of rail passenger equipment, service, personnel and tourist attractions and scenery along Northern Pacific's line.

The present bi-monthly *North Coaster* has a circulation of some 13,000 among rail passenger department and travel agency personnel throughout the country.



MISSOULA SNOW BOWL skiers take the chairlift up to High Park, where beginners get mountain ski experience on gentle, contoured slopes. Higher up, from the summit of Big Sky Mountain, experts ski exciting runs over a 2,600-foot vertical drop.

Missoula

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Pacific Northwest skiers. Northern Pacific Railway reaches Missoula overnight during convenient weekend hours from Seattle, Portland and points between.

The area, however, is hardly gauged merely for weekend skiing. Ski-indoctrinated Missoula, home of Montana State University and a city of 40,000 people, is just 12 miles from the ski area and has ready-made lodging and recreational facilities for vacationing ski crowds. Scheduled buses provide daily service from overnight accommodations in Missoula to the ski area.

Introduction of a new Riblet double chairlift has not only served to establish the Snow Bowl as a major ski area, but was also a boon to first-year skiers. At 7,012 feet above sea level, both beginning and advanced skiers step off the chairlift onto a plateau at High Park. Here, there are a variety of gentle dips and rolls right for beginners. A charming A-frame chalet is also located here for off-slope relaxation.

Expert skiers, however, transfer to electric tow ropes at High Park and continue in two stages to the top of Big Sky Mountain. From this point, skiers can drop the full 2,600 feet over the expert slopes to the bottom, or take somewhat easier trails the same distance down Spartan and Grizzly trails.

In all, the area has eight miles of

ski trails. A Pomalift and five rope tows complete the uphill facilities, assuring light lift lines and uncluttered slopes. A central A-frame chalet at the foot of the runs contains the ski shop, ski school headquarters, lunch facilities, ticket sales and plenty of room to stretch and relax.

Head Ski Instructor Gerald Askevold, fresh from a year of teaching in world-famous Courcheval, France, heads the Snow Bowl Ski School.

Snow Bowl special attraction this year will be Winter Carnival week, starting Jan. 18 with an intercollegiate ski meet. The meet will kick off a week-long snow frolic — heavy with social activities — and ends with the important Hellgate Cup downhill and slalom races on Jan. 25-26.

Red Lodge

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while skiing and fires 20 times at targets ranging from 100 to 250 meters. Each missed shot means two minutes added to the skier's time.

Biathlon Committee Chairman James E. Russell has spoken highly of the Red Lodge area and the group of citizens there who have arranged to provide living accommodations for the ski camp.

"We are fortunate," said Russell, "to have access to such an excellent area under such favorable conditions. Red Lodge is magnificently equipped to conduct the training and trials. The terrain is varied, so we can set courses of many kinds at various altitudes.

The snow comes early. And the fact that the squad's main expenses will be met means that any qualified American will have a fair chance to compete."

Time trials are set for Dec. 19-21-23. Spectators will be able to watch the contestants from several roped-off areas.

Reached in less than a day from Chicago and the Twin Cities via Northern Pacific Railway and NP bus, Red Lodge—just 60 miles south of Billings—is now the Midwest's nearest major western mountain ski area.

It emerged as a prime western mountain ski area last winter upon completion of a series of wide, sprawling runs down the face of 9,416-foot Grizzly Peak. Two Riblet double chairlifts and a Pomalift service approximately 10 miles of ski trails, including a well-contoured beginner's area. Lodging is available in the city of Red Lodge, just 15 minutes away from Grizzly's slopes.

Northern Pacific has arranged special \$60 weekend ski bargains for students traveling in groups from the Twin Cities to Red Lodge, according to F. G. Scott, NP passenger traffic manager.

"The package includes round-trip rail passage to Billings," Scott said, "along with bus service between Billings and Red Lodge, seven meals, two nights' lodging in Red Lodge, bus service to the ski area and unlimited chairlift privileges. We think it's quite a deal."

Japan Passes New Tourist Industry Law

The Houses of Representatives and Councillors in Japan recently enacted a new law aimed at making tourist travel in their country more inviting.

This fundamental tourist industry law is designed to further induce foreign visitors to Japan, encourage domestic travel, improve existing tourist facilities, develop more sight-seeing routes and increase the number of tax-free goods for foreign visitors.

The new law will also relax currency exchange limits among other important steps.

Seattle, at the terminus of Northern Pacific's rail route west, is a prime jumping-off point for travel into the Orient.



OFF TO THE ORIENT—thirteen members of Chicago's Konkokyo Church pose in St. Paul Union Depot with Dick Kealy (far left), Northern Pacific's CPA in St. Paul, and Stewardess-Nurse Maureen Halle. The church delegation took the North Coast Limited to Seattle, where they embarked—in a group of 110—on a two-week pilgrimage to Japan to commemorate the 80th Anniversary of the death of their church's founder.



REGISTERED NURSES recently added to Northern Pacific's Stewardess-Nurse staff are Lucille Mitrovich (upper left), Joan Clink (above) and Judith Seaton (lower left). Miss Mitrovich, from Masury, Ohio, completed her nurse's training at St. Elizabeth School of Nursing in Youngstown, Ohio. Prior to joining the NP, she was employed as a surgical staff nurse at General Hospital in Sharon, Penn. Miss Clink is from Chippewa Falls, Wis., and attended Wisconsin State College and the University of Minnesota during her nurse's training. She held staff nurse positions at University Hospital in Minneapolis and at Lakewood General Hospital in Tacoma, Wash., before becoming a Stewardess-Nurse. Miss Seaton, a native of Victor, Iowa, became a registered nurse after training at St. Luke's Methodist School of Nursing in Cedar Rapids, Iowa. She was employed as a medical staff nurse there before joining the NP.

Steelhead Fishing Is Oregon Winter Fun

The fighting Steelhead, one of the nation's most challenging game fish, will be luring fishermen to Oregon's hundreds of forested streams during the upcoming winter fishing seasons.

Each year, following the first heavy rains of the Pacific Northwest winter, the Steelhead enters the rivers and heads upstream to spawning grounds. By mid-December, rivers and creeks are teeming with the husky fish.

An average Steelhead is 24 to 30 inches long and weighs between four and ten pounds.

Winter fishing season in most areas is November to March 31, although the Columbia River is open to angling the year around.

Visitors will find many winter fishing resorts open for the season. Professional guide services are available for anglers wishing to head into the more remote areas.

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