

THE NORTH COASTER

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

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GIRL SCOUT ROUNDUP—Mrs. Holton R. Price, Jr., (center) National President of the Girl Scouts, greets a delegation of girls from her home city of St. Louis, Mo., as they arrived by train for the International Roundup at Camp Farragut, Idaho. Some 5,000 Girl Scouts departed at Northern Pacific's Athol, Idaho, depot for the encampment.

Girl Scout Trains Travel Over NP to '65 Roundup at Camp Farragut

The little Northern Pacific Railway station at Athol, Idaho (pop. 214), hadn't seen anything like it since World War II days when thousands of sailors were pouring in for training at nearby Camp Farragut.

But in mid-July, 1965, some 20 years after the heyday of the tiny depot, another mass train movement hit. This time it was more than 5,000 Girl Scouts, arriving in eight special trains to attend their Senior Roundup at the same Camp Farragut, now a park area.

At Athol, the girls had a rousing reception committee. National Girl Scout directors, television cameramen, newspaper reporters, railway officials and many others jammed the station platform. Band music from a nearby loudspeaker car added to the girls' exciting arrival.

They weren't alone in the excitement of their cross-country trip, though, according to F. G. Scott, Passenger Traffic Manager for the Northern Pacific.

"Handling a train movement of that many individuals," Scott said, "has been a mighty exciting experience for our people as well. From all reports, our train crews say they've never served a more splendid group of youngsters."

Counting the eight return Girl Scout trains to Minneapolis-St. Paul, the 16 specials represented the largest group passenger movement (over 9,500 persons) over the NP line since the War, Scott pointed out.

"Despite the unusually heavy load of traffic over our line," he added, "we maintained our regular transcontinental *North Coast Limited* and *Mainstreeter* schedules without a hitch."

Seven of the special trains, which originated at such divergent points as New York, Atlanta, Cincinnati and Chicago, converged onto the NP line in the Twin Cities. Another, a special

Girl Scouts

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Luchsinger Retires; NP Names Stevenson as New Traffic VP

E. M. Stevenson, former Assistant Vice President-Traffic for the Northern Pacific, has been appointed Vice President-Traffic with headquarters in St. Paul.

He succeeds W. J. Luchsinger who retired June 30 after nearly a half-century of railroad service.

Stevenson joined the NP at Spokane in 1935, and was transferred to Seattle two years later. There he was, successively, City Freight Agent, Commercial Agent, Foreign Freight Agent and General Agent, Freight Department.

Transferred to Tacoma, Stevenson



Luchsinger



Stevenson

subsequently became General Freight and Passenger Agent before going to New York in 1960 as Eastern Freight

Stevenson

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Camp Farragut is Picked for Boy Scout Jamboree

The 12th World Boy Scout Jamboree has been scheduled for Farragut State Park, Idaho, during Aug. 1-9, 1967, according to K. A. Wells, Research Service national director for the Scouts.

It will be the first World Jamboree held in the U. S. and is expected to draw 17,000 boys from all over the globe. A total of 9,000 Girl Scouts attended their 1965 Roundup at the same Camp Farragut.



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COMING
EVENTS

IN NP TERRITORY

MINNESOTA

Aug. 28-Sept. 6 - Minnesota State Fair, St. Paul

NORTH DAKOTA

Aug.-Sept. - Custer Drama, Mandan, (Wed. thru Sun.)

MONTANA

Aug. 30 - AAU Horseshoe Tournament, Virginia City

Sept. 18 - Jaycee Air Fair, Billings

Oct. 21 - Turkey Shoot, Helena

WASHINGTON

Sept. 4-6 - National Rockhound Convention, Yakima

Sept. 4-6 - Ellensburg Rodeo, Ellensburg

Sept. 4-6 - National Gem and Mineral Show, Yakima

Sept. 17-26 - 14th Annual Interstate Fair, Spokane

Sept. 18-26 - Western Washington Fair, Puyallup

Sept. 29-Oct. 3 - Central Washington Fair, Yakima

OREGON

Aug. 29-Sept. 6 - Oregon State Fair, Salem

Sept. 15-18 - Pendleton Round-Up and Happy Canyon Days, Pendleton

Sept. 18 - Potato Festival, Redmond

Stevenson

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Traffic Manager. He came to St. Paul a year later as Assistant Vice President-Traffic.

Luchsinger began his 49-year NP career in 1916 as a telegrapher in Ypsilanti, N. D. Promoted to Traveling Freight Agent in 1920 he rose steadily through various positions in the Midwest. In 1951, he became Eastern Freight Traffic Manager in New York. Five years later he came to St. Paul as General Freight Traffic Manager, and was promoted to Vice President-Traffic in 1961.



SAN FRANCISCO PARTY—The singing of Scotty Ogg (standing), special representative for Gray Line, amuses Daniel Tinney, General Agent for Northern Pacific Railway, during a recent Travellers' party to which they were invited in the Press Club in San Francisco. The 25-year-old Travellers organization is composed of 150 women from various transportation companies in the Bay area.

New Steam Railway Offers Tourists Sunday Excursions Outside Portland

One of the most interesting new summer tourist attractions in Oregon these days is a tiny railway that offers steam locomotive excursions on Sundays just outside Portland.

The old-time train, known as the Vernonia, South Park & Sunset Steam Railroad, operates over a 42-mile section of SP & S railway trackage between Banks and Vernonia, about 25 miles west of Portland.

The Railway is the dream child of Charles Hayden, who spotted old locomotive No. 105 on a siding in Vernonia in 1960. With the help of other steam locomotive fans (among them Harold Mehlig, who is largely responsible for the Portland Zoo railway), Hayden was able to get the engine in working order for the Vernonia Friendship Jamboree that year.

The idea of establishing a steam excursion line developed within the group that refurbished the engine. In Jan., 1961, however, over 300 rail fans were called at the Sunset Hall in Banks to make steps in forming the present Sunset Line.

With money not available to buy coaches, individual rail fans secured contributions. Land was provided and numerous volunteers supplied labor and materials. Harold Mehlig was appointed general superintendent of the line in 1963, and, under his direction, the locomotive and train were brought

up to operating standards of the I.C.C. and SP & S railway. Hayden became president of the line.

When the train made its maiden run last May, it was a "dream come



Old No. 105 in action

true" for those who had worked nearly four years to make the excursion run a reality.

Between Banks and Vernonia, the old Prairie-type steam engine pulls

Steam Excursions

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NP Wins Golden Spike Award for Outstanding Safety

The Northern Pacific Railway has been named a Golden Spike award winner for outstanding safety in 1964, it has been announced by the National Safety Council in Chicago.

The 12th annual Public Safety Activities awards recognize such varied activities as participation by railroad personnel in community safety activities, off-the-job safety programs for employes, cooperation with local safety and civic groups and attention to public safety in institutional advertising and public information work.

Oregon Dunes Area Nears Park Status

Secretary of the Interior Stewart L. Udall has announced that his Department has endorsed legislation now pending in Congress to establish a 30-mile-long section of Oregon's scenic coastal region as the Oregon Dunes National Seashore.

Secretary Udall pointed out that earlier this year President Johnson, in his message to Congress on the natural beauty of our country, recommended establishment of the area as a unit of the National Park System.



NOW ON BOARD Northern Pacific's North Coast Limited as new "Sues" are these three trained nurses: **Delores Correll** (upper left) of Whitnel, N. C., became a registered nurse at Charlotte, N. C., Memorial School of Nursing in 1962. She was employed at the hospital there, and at the Valdeese, N. C., Hospital prior to becoming an NP "Sue". **Susan Conlon** (upper right) is a 1964 graduate of Good Samaritan Hospital School of Nursing in Portland, Ore., (her hometown). She remained there as a staff nurse until joining the Northern Pacific as a stewardess-nurse. **Kathleen O'Hara**, (lower right), from Lackawanna, N. Y., trained at Mercy Hospital, Buffalo, N. Y. She was head nurse at West Seneca, N. Y., State School for Retarded Children and a staff nurse at Buffalo's Emergency Hospital before joining the Railway.



Regional Forest Survey Reveals Huge Skier Increase in Northwest

A record number of skiers visited 16 National Forest winter sports areas in eastern Washington, northern Idaho and Montana last season, Neal M. Rahm, Northern Region forester reported in Missoula, Mont., recently.

A total of 259,131 skier visits represents a 37 per cent increase over the previous year's mark of 188,881 for the areas. Rahm says the increase in skiing activity in this region compares with a 15 to 20 per cent national annual increase.

"While 1964-65 was a good snow year," Rahm admitted, "this is not the primary explanation for the sharp increase. This increase reflects the growing popularity of skiing and the improved facilities at the winter sports areas in this region."

Recreational visits to Northern Region National Forests for winter sports have increased more than five-fold over the 45,000 visits recorded in 1951.

"From all indications," Rahm said, "there will be more than 300,000 skier visits to the 16 Northern Region National Forest sports areas this winter."

Northern Pacific Railway serves eight of these areas. In Montana they are: Grizzly Peak near Red Lodge; Bridger Bowl, Bozeman; Grass Mountain, Townsend; Cable Mountain, Anaconda; Snow Bowl, Missoula; and Baldy Mountain near Plains, Mont. Two NP-served areas in Idaho are Lookout Pass at Mullan and Schweitzer Basin near Sandpoint.

Girl Scouts

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out of Kansas City and Omaha, reached Northern Pacific trackage at Billings, Mont.

On the outbound and return trips, eight of the trains made daytime stopovers at Livingston, Mont., to allow the girls to make a side-trip into Yellowstone National Park. In all, NP dining crews served over 46,000 meals as the trains traveled to and from the encampment.

If the girls were tired from their cross-country junket to camp and their subsequent "roughing it", they didn't show it when the Roundup concluded. As they boarded their outbound trains at Athol station, they sang and strummed guitars and exchanged camp notes with new friends.

Behind them they left a silent little depot and a wonderful impression.



EUROPEAN TOURISTS—Eight Oregon and Washington teenagers boarded NP's **North Coast Limited** in Portland in June on the first leg of their American Field Service trip to Europe. Chosen on the basis of scholarship, adaptability and all-around Americanism, the "junior ambassadors" spent the summer in various assigned European homes under the auspices of the AFS International Scholarship Foundation.



CAPITOL VISITORS—Two delegates to the American Legion Boys Nation in Washington, D. C., get a warm send-off from American Legion officials on boarding the **North Coast Limited** at Seattle. Left to right, are: Legionnaires H. J. Stewart and Joe Lum, Porter James Berry, Delegate Douglas Earl of Moses Lake, Wash., Delegate Gerald Joshua of Vancouver, B. C., Washington State Commander Vernon Hill and Adjutant Bill Dunn.

NP's Thomson Gets '65 Tourism Award

M. L. Thomson, Western Passenger Traffic Manager for Northern Pacific Railway, recently received the "Top Promoters of Tourism" award on behalf of the Washington Council of the Pacific Northwest Travel Association.

Thomson, who is president of the Washington Council, accepted the award from Lt. Gov. John A. Chergberg during the Washington Community Festival in Seattle.

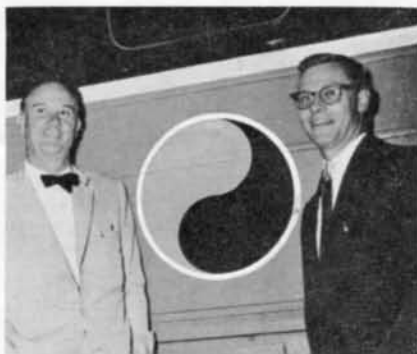
The Washington Tourism Council, in association with the Washington Community Festival, Greater Seattle, Inc., and other tourism organizations, gives the award annually for outstanding contributions made to the development of tourism in the state.

NP Passenger Revenue Shows Increase in July

A total of \$3,297,774 in Northern Pacific Railway passenger revenue was reported for the first six months of 1965, according to F. G. Scott, Passenger Traffic Manager.

This figure represents an increase of \$223,535—or 7.3 per cent—over the comparable period of last year.

The recent movement of Girl Scouts to Camp Farragut, Idaho, helped to bring about this increase in revenue, Scott said.



ON TOUR—Leavitt F. Morris (left), travel editor of the **Christian Science Monitor** in Boston, and Al Lewin, famous as the "Paul Light" columnist in the **St. Paul Pioneer Press**, meet in St. Paul prior to boarding the **North Coast Limited** into Montana. The two were guests of the Pacific Northwest Travel Association during a recent tour of Montana.

Steam Excursions

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four antique coaches, a baggage car and an open-top sightseeing car. Along the way it climbs tall timbered foothills, crosses two high trestles and bridges a number of mountain streams.

The cannon salute by the First Oregon Volunteer Artillery prior to the inaugural run has now become a weekly attraction. Members of the organization ride the train in Civil War uniforms to "assist and protect passengers."

Although the train has only two scheduled runs on Sundays, arrangements can be made for groups to take the train at other times.

Congress Recognizes Montana Landmark

Pompeys Pillar, a landmark for the Lewis and Clark Expedition of 1806—and for wagon trains and settlers years afterward, is now a registered National Historic Monument in eastern Montana.

The announcement was made by Montana Senators Mike Mansfield and Lee Metcalf after confirmation by Interior Secretary Stewart Udall.

The massive sandstone landmark, located 28 miles northeast of Billings, Mont., bears the only existing record of the famous Lewis and Clark expedition through the Northwest nearly 159 years ago. It was here in 1806 that Captain William Clark carved his name during their homeward journey from the Pacific.

The inscription, "Wm. Clark, July 25, 1806," was unprotected until the Northern Pacific Railway placed a heavy iron grating over the stone in 1882. The grating was replaced with heavy bullet-proof glass in 1956.

Mayor Willard Fraser of Billings called the Interior Department action "an achievement of a goal many have worked long and hard for." He said all those interested in marking and preserving Montana history will feel their efforts amply rewarded.