



**BRIDGER BOWL CHALET** offers hot lunches and snacks for the hungry skier and is the favorite gathering place to relax. The modern new chalet is open daily for the comfort of the skiers and visitors to the Bridger Bowl ski area, located just a short scenic drive from Bozeman, Montana.

## NP Ski Packages Offer More Variety With Addition of Fourth Ski Area

Serving some of the finest ski areas on the North American continent, Northern Pacific railway offers ski enthusiasts a variety of interesting and economical ski packages.

NP package tours to Red Lodge, Missoula Snow Bowl and Bridger Bowl in Montana and to Schweitzer Basin in Idaho, promise to treat east and westbound skiers to some of the finest skiing available in the nation today. The Bridger Bowl ski area near Bozeman, Montana, will inaugurate its first ski package with NP this fall, according to F. G. Scott, NP passenger traffic manager.

### Bridger Bowl

High in the Rocky Mountains, nestling in the lee of Bridger Range, Bridger Bowl has been acclaimed by world-known experts as one of the finest ski areas.

Just a short drive on Bridger Canyon road from Bozeman, Bridger

Bowl offers skiing for skiers of all stages of development. Snow bunnies can revel in more gentle slopes; downhill and slalom racers can delight in precipitous drops and long clear runs, and even deep-powder enthusiasts can enjoy their speciality. Good "touring" is available.

Featured at Bridger Bowl is a new, mile long Riblet double chairlift with a 1,530-foot vertical rise to the top of the run. From here, it's down hill all the way. A 2,700-foot Doppelmeier double T-bar and 2,000-foot platter pull with a combined vertical rise of 1,700 feet make lift lines practically non-existent. Uninterrupted downhill runs of over two miles are readily available.

Skiing at Bridger starts in mid-November and continues to April. The area is open seven days a week and

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## Ribbon Cutting Opens New NP Granite to Athol Line Change

When the Northern Pacific's east-bound Mainstreeter rolled into the station at Athol, Idaho, September 24, NP railway company officials were on hand for a ribbon cutting ceremony marking the official opening of a major rail line change begun in the spring of 1964.

The new route between Athol and Granite, Idaho, was constructed at a cost to the railroad of \$3,000,000. The new line, 1.8 miles shorter than the old route, is highly significant in that it eliminates a 434-foot tunnel, which imposed severe clearance restrictions, as well as a steel viaduct 1200 feet long and 107 feet high at its highest point.

The relocated line crosses a valley on what is probably the highest railroad fill in the United States, if not in the world. Approximately two and one-half million cubic yards of earth were required for the fill.

At another point on the new line, a cut 70 feet deep and 600 feet long had to be dynamited out of solid rock for the new roadbed.

The new line embodies the most modern advances in railroad construction. Rails are welded together to form a continuous ribbon of steel, eliminating the familiar clackety-clack of bolted joints. Traffic over the new line is controlled from a central

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## D. Tinney, NP Coast Agent, to Head Traffic Club

Daniel Tinney, general agent for the Northern Pacific in San Francisco, Calif., will assume the presidency of the Pacific Traffic Association in January, the Association recently announced.

Tinney has been associated with the NP for over 40 years and general agent in San Francisco since 1940.



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## NP Adds Six Modern Passenger Cars to Present Fleet

Northern Pacific has served further notice that it intends to stay in the long-haul passenger business for some time to come. This was made clear recently as the Railway purchased six modern, light-weight deluxe coaches to add to its present passenger fleet.

When ready for use, the six stainless-steel coaches will meet the requirements necessary to maintain the high standard of excellence and service provided by the NP.

"This is another example of the positive approach by the Northern Pacific to serve the needs of the traveling public," said F. G. Scott, NP passenger traffic manager.

Seating capacity of the deluxe coaches is comparable to the ones now in operation in NP passenger service.

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point at Spokane, 50 miles away. Modern signal installations and Centralized Traffic Control make it possible to keep an accurate electronic check on the position of all trains in the CTC area.

A marked contrast between the old and the new was provided by the antique NP steam locomotive, 684, parked on the siding at Athol. The old steamer, fresh from display at the National Railway Historical Society Convention in Portland, was one of the first used to pull NP trains across the old route between Athol and Granite which was originally laid out in 1880, relocated in 1892 and is now replaced by the new route.



**WELCOME ABOARD!**—Greeting Kermit Holt, Chicago TRIBUNE travel editor, is NP stewardess-nurse Susan Rathburn. Holt recently traveled on the eastbound **Vista-Dome North Coast Limited** from Seattle to Chicago upon completing a travel tour of the Pacific Northwest.

## Chicago Travel Editor Acclaims NP Service Aboard North Coast Limited

In one of a series of articles about the great trains serving Chicago, Kermit Holt, Travel Editor for the Chicago TRIBUNE writes, "One of the too-few railroads that continues to woo passengers avidly, the Northern Pacific railway takes steps to make them so happy that repeat business is assured."

The philosophy of excellent service emanates from the top executive officer of the railroad. Robert S. Macfarlane, NP president says, "We will not run anything less than a first-class railroad, and we'll continue to run passenger trains as long as there is a demand for them."

Holt, in an article about a trip from Seattle to Chicago aboard the Northern Pacific Vista-Dome North Coast Limited, leaves no doubt that the policy of excellent service has been enthusiastically adopted by NP personnel operating the trains. He writes, "A Pullman passenger aboard the North Coast Limited isn't asked if he would like a pillow; he is given pillows. He isn't asked if he needs a bag for his hat; he is given a bag for his hat. He isn't asked if he wants his shoes shined; they're shined."

"There is no waiting in line for a seat in the dining car. The steward comes thru the train in early afternoon and takes reservations for the three sittings—at 5, 6, and 7:15.

"There are four Vista-Dome cars, two for Pullman passengers and two for coach passengers, each with 24 unreserved seats at no extra charge.

"There is a stewardess-nurse (she must be a registered nurse) always available in an emergency; always within call to answer questions."

Commenting on coach accommodations, Holt writes, "Coach passengers are fans of the North Coast Limited, too. There are many other extras in addition to their two Vista-Dome cars. Seats in all coaches, all reserved on the North Coast, recline to an almost-horizontal position and have leg rests so that a coach passenger can stretch out and sleep comfortably.

"In addition, the Northern Pacific is the only railroad serving the Pacific Northwest providing Slumbercoaches,

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## Yellowstone Records 2 Millionth Visitor During 1965 Season

A milestone in the history of Yellowstone National Park was passed on Monday, September 20. On this date, the season's 2,000,000th visitor entered the nation's first national park, marking the first time that the historic 93-year old park has recorded two million visitors for one season, park officials announced recently.

In spite of inclement weather with temperatures hovering near 20 degrees and snows causing temporary closures of park roads, Mr. and Mrs. Larry Rabe of Toppenish, Washington, entered Yellowstone's West Entrance to become the park's first 2,000,000th season visitors.

Greeted by park superintendent John S. McLaughlin and other park officials, Mr. and Mrs. Rabe were honeymooning through the Northwest, and almost bypassed the park when the weather became stormy. But they decided to brave the cool temperatures to see Old Faithful and the park. This was their first trip to Yellowstone.

The National Park Service, Yellowstone Park Company, Hamilton Stores, Inc., and Haynes Inc., all park concessioners, hosted the Rabes during their visit. The Yellowstone Park Company provided overnight accommodations and meals for them at Old Faithful Inn; Hamilton Stores, Inc. honored the two millionth visitors with a \$50 gift certificate, and Haynes Inc. presented them with a packet of gift mementos from their Park Photo shops.

Commenting on this occasion, superintendent McLaughlin said that the 2,000,000th visitor entered the park right on schedule of an earlier prediction made in August. "We thought possibly the two millionth would be reached by mid-September," he said, "but our estimate was based on last year's travel figures and optimum weather and travel conditions."

It was just 17 years ago, in 1948, that the million mark was reached. Since that time visitation has grown steadily. Last year's total visitation to Yellowstone was 1,929,316. Park officials expect annual travel to reach 2,750,000 by 1972, the centennial year of the world's first national park.



**RIBBON CUTTING CEREMONY**—N. M. Lorentzen, Northern Pacific general manager lines west, cuts ribbon officially opening the new Granite to Athol, Idaho, line change. Holding the ribbon is D. H. King, superintendent of the Idaho division.

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there is always an abundance of snow to provide a long season.

A fine new chalet, open daily for the comfort of skiers and visitors, offers good hot lunches and snacks.

Other ski attractions include a daily ski school, staffed by certified instructors, and a nationally registered Ski Patrol on duty at all times.

Accommodations for skiers are ideal in Bozeman. There are four hotels, twelve motels and numerous restaurants to provide housing and excellent meals.

### Red Lodge

Red Lodge, Montana's ski area in the Beartooth Rockies, opens its seventh season this year. Location of the well-established ski area near the northeast entrance to Yellowstone Park and just 60 miles south of Billings, Montana, continues to make Red Lodge, the Midwest's nearest major western mountain ski area. It is reached in less than a day from the Twin Cities via Northern Pacific and NP bus services.

Skiing at Red Lodge normally begins around Thanksgiving as snow comes early on the lofty peaks. Installation of snow-making equipment last season virtually assures fall through springtime skiing on the lower runs of the ski area.

A double chairlift carries skiers over a full 2030-foot vertical rise to the summit of the mountain. The area has

over 10 miles of ski trails awaiting the expected onrush of skiers.

Lodging and a variety of off-slope entertainment is available for visiting skiers in the little mountain city of Red Lodge, just 15 minutes away from the ski slopes.

### Missoula Snow Bowl

Less than a 16-hour NP train ride from Seattle and Portland is the Missoula Snow Bowl in western Montana. Snow Bowl, so-called because it's situated in a natural bowl surrounded by beautifully-timbered mountains, claims one of the Northwest's greatest vertical ski drops, a full 2,600 feet down Big Sky Mountain. Missoula Snow Bowl has been selected as the site for the 1967 National Alpine championships.

Eight miles of ski trails cross the area. Uphill facilities include a Poma-lift, five rope tows and a Riblet double chairlift which carries skiers to High Park, 7,102 feet above sea level.

A central A-frame chalet, housing a ski shop, is at the foot of the runs with another chalet at the High Park plateau for off-slope relaxation.

Ski-minded Missoula, a city of 50,000 people, is only 12 miles away and has ready-made lodging and recreational facilities for vacationing ski

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## NP Fruit Cake Again Featured During Holiday Season

Specially baked fruit cake, an NP holiday tradition, will once again be served to patrons aboard Northern Pacific trains during the upcoming Christmas season. W. F. Paar, NP dining car superintendent, announced recently. Holly corsages will also be presented to women passengers during this time.

Serving holiday fruit cake samples on NP trains during the Yuletide season is a tradition dating back over 50 years. The original recipe, adopted in 1873 and still used today, calls for generous amounts of raisins, currants and candied fruits. The delicious cakes are baked at NP's St. Paul Com-



**COLORFUL YULETIDE CONTAINER** covers are decorated with attractive winter scenes in keeping with the holiday season.

missary. They are packed in colorful Yuletide tins and make delightful Christmas gifts.

Once again, the fruit cakes are available for sale to the public. Orders should be addressed to W. F. Paar, dining car superintendent, Northern Pacific Railway, St. Paul, Minn. 55101.

Prices remain at \$3.90 for the three-pound tins and \$6.50 for the five pounders, express or parcel post prepaid. Add an additional \$1.75 if you wish shipment outside the continental United States.

During the two weeks preceding Christmas, holly corsages will be presented to all women passengers on both the Vista-Dome North Coast Limited and the Mainstreeter.

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



**NEW MEMBERS** of the NP stewardess-nurse staff serving aboard the Vista-Dome North Coast Limited are **Carol Conant**, left, and **Norma Brown**. Miss Conant, from Springfield, Ill., received her nurse's training at Peoria Methodist Hospital, Peoria, Ill., graduating in 1964. She stayed on there as a staff nurse until joining the NP. Miss Brown, of Baldwin Park, Calif., became a registered nurse at Mt. San Antonio College, Walnut, Calif., in 1963. She earned an Associate in Arts degree in May, 1965, from the Pasadena College, Pasadena, Calif. Prior to becoming an NP stewardess-nurse, she worked at the Huntington Memorial Hospital in Pasadena as a staff nurse.

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privacy for economy-minded passengers in both single and double rooms that may be purchased on a coach ticket. All rooms have toilets and wash basins, luggage space, full length mirrors, and heat controls. Single rooms have one bed and one seat; double rooms have two beds and two facing seats. For mother and baby, there's a unique Slumbercrib available at no extra cost—reserved in advance on single rooms only.

"The Northern Pacific used to be known as 'The Route of the Great Big Baked Potato'—now the slogan is a more dignified 'Main Street of the Northwest'—but that great big baked potato (it's a mealy monster, so big that most diners put only a small dent in it) is still very much a feature of the North Coast Limited's great dining car service.

"Soft, soothing background recorded music is played over the train's public address system during lunch and dinner hours, and the stewardess-nurse provides a periodic commentary on the sights along the way.

"The North Coast Limited, the oldest 'name' train west of the Mississippi (it began regular service in 1901) strives to maintain its first position in passenger service, too."

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crowds. Frequent bus service is offered to the ski area.

### Schweitzer Basin

Schweitzer Basin ski resort, 11 miles from Sandpoint, Idaho, enters its third year of operation with new lodging facilities built this past season in and near Sandpoint. With new lodging facilities to house skiers, it is expected that a record number of ski enthusiasts from nearby Pacific Coast towns will visit Schweitzer Basin which is just an overnight train ride on NP's Mainstreeter from Seattle, Portland and Tacoma.

Schweitzer's scenic location, overlooking beautiful Lake Pend Oreille, nearly overshadows its impressive slope facilities. Fully 1,200 acres of varied ski terrain are served by a 5,264-foot double chairlift, a 1,410-foot T-Bar lift, a 3,100-foot T-Bar lift and two rope tows.

The north Idaho resort offers ski instructions and has a ski patrol covering its many trails.

Northern Pacific has prepared a new ski folder on these four attractive ski areas on its line. Copies of the free folder, "Northern Pacific Ski Country," may be obtained by writing F. G. Scott, passenger traffic manager, Northern Pacific Railway, St. Paul, Minn. 55101.