



ISSUED MONTHLY BY THE SAFETY DEPARTMENT, NORTHERN PACIFIC RAILWAY

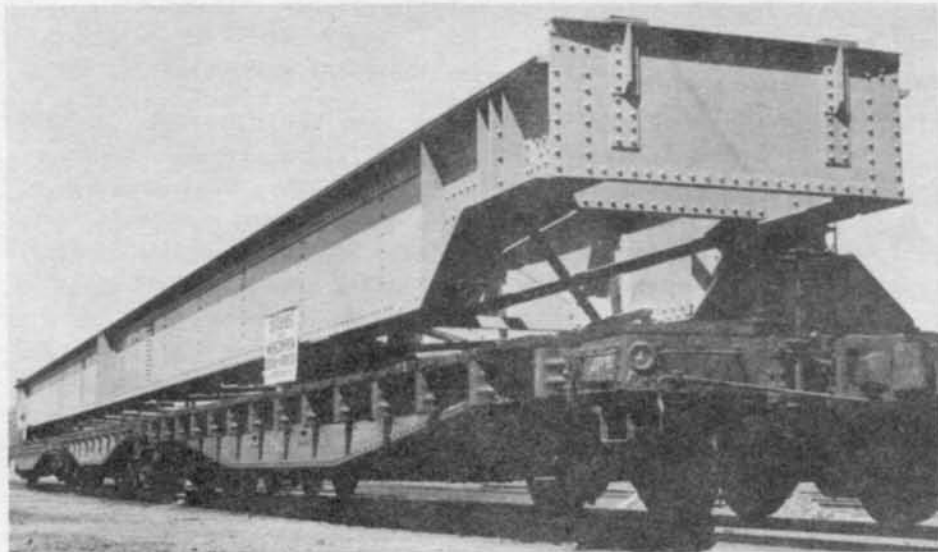
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No. 10

135 FOOT TURNTABLE AT HELENA, MONTANA, TO HANDLE LARGEST LOCOMOTIVES EVER BUILT

N. P.'S NEW TURNTABLE TO BE LARGEST IN U. S.



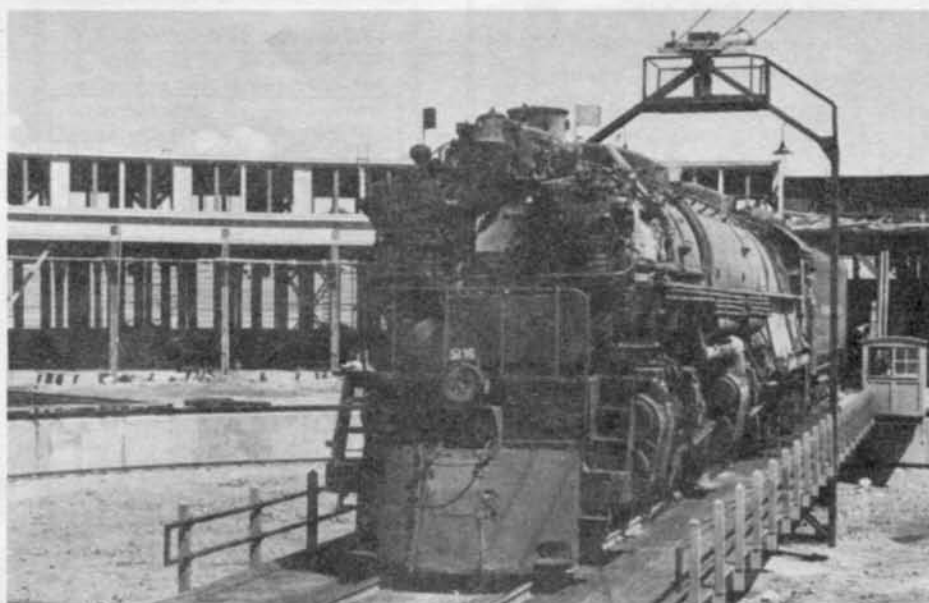
Northern Pacific Ry's new turntable at Helena, Mont., will be the longest in the United States, according to builders of this giant girder which will be installed in the turntable pit. The girder is 135 feet, $3\frac{1}{2}$ inches long, weighs 157,000 pounds and required three flat cars for shipment to Helena. The new turntable will exceed by $3\frac{1}{2}$ inches record-sized Northern Pacific tables at Pasco, Wash., Parkwater, Wash., and Livingston, Mont.

The Helena turntable is part of an improvement program which includes a 16-stall roundhouse. The new plant will service big articulated road locomotives used in that district.

Length of 135 feet will enable it to handle both a dead engine, less tender, and a switch engine, thus saving considerable time when extensive locomotive repairs are necessary.

The old roundhouse, which was damaged in the earthquakes several years ago, was too small to serve the new power adequately.

The roundhouse and turntable is being constructed at a cost of approximately \$480,000.



WAIT SEVEN SECONDS - AND LIVE!

A fast train passes a road crossing in about seven seconds, according to recently compiled figures. Those motorists to whom time is so valuable that they persistently refuse to look out for trains at railroad crossings might, therefore, be said to have adopted the slogan. "Save Seven Seconds or Die."

There is no more tragic waste of human lives, no more unnecessary background to human suffering, no more needless source of economic loss than traffic accidents. If there was ever a need for unselfish devotion to a single cause it exists today in our quest for safety.

Most of our employes and their relatives operate automobiles and it might be well for them to mention to their associates and members of the organizations to which they belong, the time that it takes a train to pass a road crossing.

The mental processes of the motorist who tries to get over a crossing ahead of a train are hard to understand. If taken ill, the same person would willingly stay quietly in bed for months to regain his health. Under such circumstances, time is of no consequence. But behind the wheel of an automobile, time seems to become the most important thing in the world, and the seven seconds required to allow a train to pass a crossing seems to him valuable enough to risk life itself to save.

If proper care is taken, a railroad crossing is just as safe as a street crossing. But automobile drivers who habitually slow down at street crossings to prevent possible collision with other automobiles, dash thoughtlessly over railroad crossings without a thought of the greater danger of being struck by a train.

Nobody who stopped to look and listen was ever killed at a railroad crossing.

WHO FOOTS THE BILL?

AIR LINES have free use of the skies and lighted airways. Their airports are built by cities at taxpayer expense. Already a billion has been spent, and two billion dollars more has been asked. Their beacons and radiobeacons are built and maintained at government expense. Yet all the air lines pay is nominal rental for use of airports.



The taxpayer foots the bill.

WATER CARRIERS have benefited by 2½ billion dollars spent by the government to improve and maintain inland waterways. Boats and barges contribute practically nothing for the maintenance of these waterways.



The taxpayer foots the bill.

HIGHWAY TRANSPORT has benefited by over 25 billion dollars of taxpayer money for the building and improving of American roadways. Our highways have become routes for huge transport trucks which - with few exceptions - pay only gasoline taxes and license fees.



The taxpayer foots the difference.

RAILROADS have put 25 billion dollars into their systems. In 1944 they spent \$2,548,622,212 on tracks, roadways, bridges, and equipment. Every cent came out of their own pockets. In addition, they paid taxes for the support of schools, public health, police, and fire protection. They even pay taxes to build and maintain airports and highways.



The Railroads Pay Their Own Way.

The railroads ask no favors, no subsidies, not a cent of the taxpayer's money. What they ask is only equity and fair pay - all transportation on an equal footing, with equal opportunity.

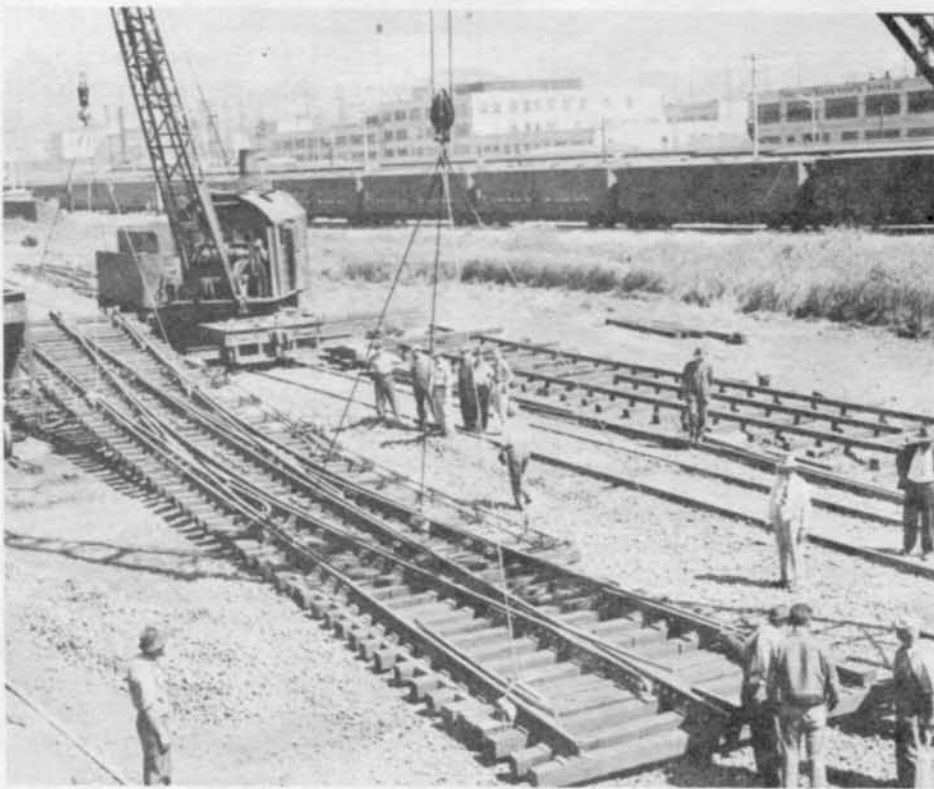
—Condensed from ERIE R.R. MAGAZINE.



Arthur B. Smith, retired passenger traffic manager of the Northern Pacific railway and former traffic officer of the Burlington and New Haven railroads, died July 15 at his home in Southwest Harbor, Maine, at the age of 85.

Neil Baird, who served the Northern Pacific 41 of his 61 years, died Aug. 15, at Washington, D.C., where he had been general agent, Passenger department, since the office was established in 1940. He had been ill for several months.

SWITCH SWIFTLY SWITCHED



(Seattle Post Intelligencer Photo)

RUSH JOB - The above picture shows two of the B. & B. cranes lifting a 112 lb., #9 double slip switch in place on the Northern Pacific main line just south of King Street Depot in Seattle.

MEDALS

"This war which has just finished was won through the combined efforts of every segment of American life. Each one contributed its share, but tying it all together was the vital component—transportation.

"...So I hope that, while all the medals are being passed out and all the flowery speeches are being said, someone will remember to give honor to one of the greatest civilian soldiers the world has ever seen, the American railroad man." — John P. Davis, Long Beach, Calif., Chamber of Commerce.

American (newly arrived in England): What's the difference between shillings and pence?

Briton: Well you can walk down the street without shillings.

Thompson Falls, western Montana, was named for David Thompson, geographer and explorer for the North West company, a firm of British fur traders. In November, 1809, he built a trading post near the mouth of Prospect creek, opposite the site occupied now by the town, Thompson Falls.

N. P. COMPLETED 63 YEARS AGO

Sept. 8 marked the 63rd anniversary of the driving of the Last Spike at Gold Creek, Mont., marking the completion of Northern Pacific's transcontinental line.

"Say, old man, what caused the explosion at your house last night?"

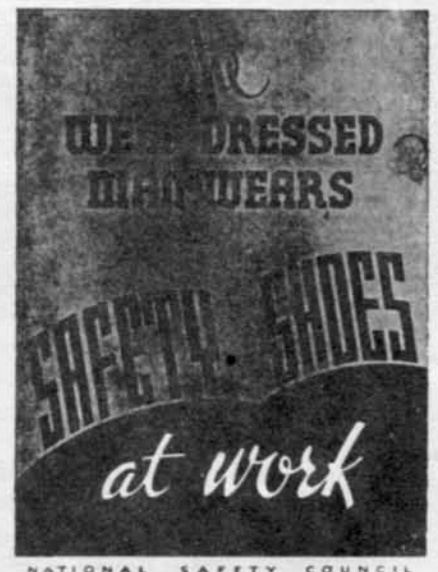
Well, I'll tell you — it was a little powder on my coat sleeve."

MAY BE 'PUZZLE', BUT CRANES AND TRACK GANGS WORK OUT FAST SOLUTION

To enable heavier and longer locomotives to operate in and out of King St. Station and adjoining freight yards, a new "puzzle switch" with easier curvature was installed recently on the main line south of King St. Yard near Holgate St.

It was a ticklish job. The work had to be accomplished between the departure and arrival of the morning trains and the departure and arrival of the evening trains. While it was underway there was no access to the station from the south except through the coach yard.

Two Northern Pacific cranes picked up the 35-ton puzzle switch, which had previously been assembled, ties and all, near the right of way, and inserted it bodily into the gap left by the old switch. Three track gangs accomplished the changeover in record time without delaying any trains.





(Mpls Star Photo)

T. M. Flynn

On October 1st, Superintendent T. M. Flynn of the St. Paul Division, retired after 55 years of continuous railroad service, the past 38 with the Northern Pacific,

Mr. Flynn, who stayed on past normal retirement age because of the war, was born at Urbana, Ill., in 1873 and began his railroad career with the Chicago & Northwestern in 1891. He was with the Great Northern from 1896 to 1904 and with the Chicago, Great Western from 1904 to 1908 before joining the Northern Pacific in January 1908, as chief clerk to the General Superintendent at Livingston, Mont. He was superintendent of the old Dakota Division at Jamestown before becoming Superintendent at Minneapolis in 1928.

On September 26th, at the Minneapolis Athletic Club, Mr. Flynn was honored at a dinner given by his friends and railroad associates.



Policeman: "Why didn't you stop when I yelled back there?"

Driver (with great presence of mind): "I thought you said, 'Hello, Senator.'"

Policeman: "Well, you see Senator, I was going to warn you about going too fast in the next town."



Dan Healy

A railroad career which began in the last century ended on August 31st with the retirement of Dan Healy as Division Superintendent at Missoula, Mont. He had been with the company for more than 47 years.

Mr. Healy was born on June 10, 1880, at Mazomanie, Wis., and began his railroad career in 1898 in the bridge and building department of the Northern Pacific at Livingston, Mont. He served as a brakeman, and later was a conductor before being advanced to trainmaster at Livingston in 1926. He was promoted to assistant superintendent there in 1933, and in 1944 was advanced to superintendent at Missoula.

About a hundred officials, fellow workers and friends from all over the system, along with Missoula civic leaders, gathered to do him honor at a farewell banquet held at the Florence Hotel on August 24th.

The man who's afraid to do too much for people he does business with needn't be afraid of having too much to do.

PERSONALS

Effective September 1st, C. W. Coil was appointed Division Superintendent at Missoula, Mont., succeeding Dan Healy who retired.

Effective October 1st, the following changes in personnel were made.

W. D. Pearce was appointed Superintendent of the St. Paul Division, with headquarters at Minneapolis, vice T. M. Flynn, retired.

D. A. Thomson was appointed Superintendent of the Fargo Division, with headquarters at Fargo.

C.C. Price, Assistant Superintendent, St. Paul Division, was appointed Superintendent Twin City Terminals, with headquarters at Minneapolis.

R. W. Davis was appointed Assistant Superintendent, Yellowstone Division, Billings.

J. T. Stotler was appointed Assistant Superintendent, Fargo Division, Fargo.

A. E. Anderson was appointed Superintendent of Ore Operations, Superior.

Donald A. Angle was appointed Assistant General Air Brake Inspector, with headquarters at Livingston.

(cont. on page 5)



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Harry R. Cotton, district passenger agent in Montana, headquarters Missoula, has been appointed district passenger agent in the St. Paul general office.

Walter C. Widenhoefer, passenger agent, Missoula, succeeds Mr. Cotton.

Walter A. Brouelette, ticket clerk, succeeds Mr. Widenhoefer.

Robert E. McElroy, ticket clerk, Duluth, is now traveling passenger agent, Chicago.

W. L. Brouelette, traveling passenger agent, Seattle, is now in the same capacity at Yakima, Wash. Succeeding Mr. Brouelette as TPA, Seattle, is J. A. Givens, city ticket agent. J. G. Gibson, passenger agent, succeeded Mr. Givens.

Ray C. Castle, who was stenographer in the St. Paul City ticket office before serving in the Navy, is now city ticket agent in the Minneapolis office in place of Leonard Fjellman, on leave of absence.

Lloyd E. Schmoll, former soliciting passenger agent in the St. Paul ticket office and train auditor during the war, is now selling tickets in the Minneapolis City office.

D. F. Walker, general agent, Oakland, is now general agent, Los Angeles, and J. C. Spracklin, general agent, Los Angeles, succeeded Mr. Walker at Oakland.

W. C. Wilson has succeeded W. H. Jaynes as general agent at Bellingham, Wash. Mr. Jaynes retired under the company pension rules.

G. A. R. CHIEF, 101, TRAVELS N. P. TO NATIONAL CONVENTION

Hiram Gale, 101 years old of Seattle, grand national commander of the Grand Army of the Republic, headed a delegation from the North Pacific coast which traveled on the North Coast Limited en route to the annual encampment in Indianapolis in August.

With Mr. Gale was Theodore A. Penland, 98, of Portland, national vice-commander.



After a long, colorful career spanning almost a half century, 49 years and 5 months to be exact — James A. Baldwin retired July 31st as Supervisor of Bridges & Buildings for the Camas Prairie R.R.

A banquet at the Lewis-Clark Hotel, Lewiston, Idaho, in Mr. Baldwin's honor was attended by 200 of his friends and co-workers. Mr. Hugh M. Tremain, District Engineer, N.P.Ry., Spokane, was the principal speaker. Mr. I. M. Lagerquist, Mr. Baldwin's successor was introduced, as well as Mr. John Rudfelt, the new assistant.

IF ANY traveler still nurses a grumble, let him in fairness remember that it was on American railroads the soldiers and guns and tanks moved in the first stage of the drive to victory. It was the railroads' priority job, and they did it magnificently.

—Cincinnati Post

**STOP
ACCIDENTS
SAVE LIVES**

This Bullhead Is Flop As 'Electric' Eel



DARNED IF YOU CAN'T FIND FISH MOST ANYWHERE IN WEST MONTANA

This is a fish story.

When one of the Northern Pacific railway's telegraph circuits in western Montana went dead recently, the wire chief at Livingston dispatched a troubleshooter to determine the cause.

He found it, near Lombard. A nine-inch bullhead was lodged on the crossarm of a 30-foot pole in such a manner as to connect the live wire with a grounded wire, thus killing the circuit.

How did it get there? Probably dropped by a fishhawk or osprey, whose diet is largely fish, according to the report of the incident to F. L. Steinbright, Superintendent of N.P. Telegraph.



NATIONAL SAFETY COUNCIL

STATEMENT OF EMPLOYEES' REPORTABLE CASUALTIES BY CLASSES
Period January 1 to September 30, 1946

Divisions										Rank per Million Man Hours (Est.)
Division	Enginemen	Trainmen	Yardmen	Stationmen	Trackmen	B. & B. men	Shopmen	Carmen	TOTAL	
Lake Supr.	2	12	8		8		3	4	37	4
St. Paul	2	5	16		1	2	4	4	34	2
Fargo	2	4	1		6	1	2		16	1
Yellowstone	5	11	7	3	8	1	4	2	41	3
Rocky Mountain	7	11	8	1	13	3	5	2	50	6
Idaho	4	18	15	4	12	5	4	2	64	7
Tacoma	2	21	17	4	20	2	11	2	79	5
Main Shops										
Como								1	1	2
Brainerd							7	6	13	3
Livingston							5	1	6	4
So. Tacoma									0	1
Store									5	
Miscellaneous									39	
Grand Total	24	82	72	12	68	14	45	24	385	
Casualty Rate per Million Man Hours (est.) - - - - - 8.2										

GENERAL INSTRUCTIONS

SAFETY RULE "M"

Employees must exercise care to prevent injury to themselves or others by observing the condition of equipment and the tools which they use in performing their duties and when found defective will, if practicable, put them in safe condition, reporting defects to the proper authority.

They must inform themselves as to the location of structures or obstructions where clearances are close.

They must expect trains to run at any time, on any track, in either direction.

They must not stand on the track in front of an approaching engine or car for the purpose of boarding the same.

Employees of the railroads governed by the rules of the Consolidated Code will be governed by the Safety Instructions of the railroad by which they are employed, and also when working for their company upon the property of other railroads which are also governed by the rules of the Consolidated Code.

Think

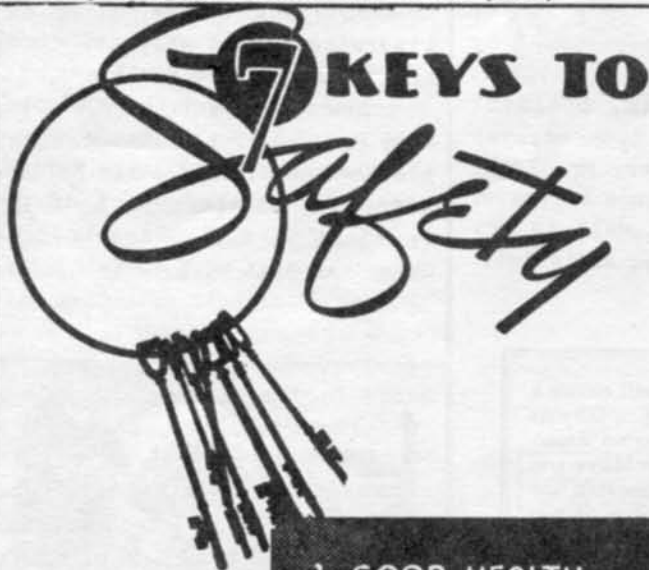
OUR SAFETY RECORD

Our safety record for the month of September improved somewhat over the month of August when we had 49 reportable injuries, but there's a lot of room for improvement. Plan now to make the last three months of the year clear - it can be done.

For September we had the following reportable injuries.

Enginemen	2
Trainmen	10
Yardmen	8
Stationmen	2
Trackmen	4
Bridgemen	0
Shopmen	4
Carmen	2
Storemen	1
Miscellaneous	2
Total	35

Your safety is one thing you cannot turn over to someone else. It is a job in which every person has his own part and no one else can do it for him.



1. GOOD HEALTH
2. AN ALERT MIND
3. WILLINGNESS TO LEARN
4. KNOWLEDGE OF RULES AND SAFE PRACTICES
5. CONSIDERATION FOR OTHERS
6. CARE IN PLANNING WORK
7. APPLICATION OF SAFETY