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DAFFODIL FESTIVAL IN PUYALLUP VALLEY, MARCH 29 TO APRIL 4



QUEEN OF THE 1948 DAFFODIL FESTIVAL was Doreen Moody, Alderton, Wash.

Scenes such as this greeted the visitor to the Puyallup Valley of Washington State late in March and early in April. Hundreds of acres of colorful daffodils grow in the shadow of majestic Mount Rainier.

SPECTACULAR PARADE AT TACOMA, SUMNER, AND PUYALLUP APRIL 3rd

This was one of the first large outdoor floral celebrations of the year. An elaborate parade, using approximately a million blooms for decorations, started in Tacoma at 10:00 a.m. on April 3 and continued through Puyallup and Sumner. In addition to approximately 60 floats there were about 15 bands from communities

throughout Washington.

On April 3 and 4 more than 400 varieties of daffodil blooms were displayed at a show in Sumner in which growers from throughout the Pacific Northwest participated. An added feature of the floral show this year was displays of tulip blooms for which Puyallup Valley is noted. The tulips normally bloom in late April and early May, but bulbs of many of the varieties were forced so that the blossoms would be available at the time of the Daffodil festival.

The broad expanses of blooming fields of daffodils with snow-capped Mount Rainier in the immediate background attracted thousands of visitors to the area during the Festival season. The Festival committee featured the celebration as a "sea level to ski level" event because it is only 45 airline miles from the warm salt water bays of Puget Sound at Tacoma to 15 feet of snow and ideal skiing conditions in Paradise at Mount Rainier National

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AT MANDAN, NORTH DAKOTA - FLOOD AT ITS HEIGHT is shown in these aerial pictures obtained by Robert MacLeod of Bismarck when he flew over Mandan on March 24th.

The rampaging Heart River ripped out a highway bridge (dotted line) and threw the steel girder against the Northern Pacific's main line bridge (arrow, top center) about fifty yards downstream. A new highway bridge under construction is shown by arrow at right. Approaches to the wrecked bridge are visible in center of the picture.

← This picture shows Northern Pacific roundhouse with waters of the Heart River creeping up on the N. P. tracks. The scene is shown looking south into the flooded "Syndicate" section of the city.

MY GOLF CLUBS

How dear to my heart are my mashies and niblick,

My driver and putter, my brassie and spoon,
My midiron so trusty—although they're all rusty,

I'll be clouting yon pill with you all very soon.

With my spoon I will bash it, that ball—I will mash it,

O'er bunker and sand trap, o'er bushes and lake;

I'll loft it precisely, and make it land nicely,
Then one lonesome putt and a birdie I'll take.

Oh! would that I could make my golf dreams come true,

In glee and in gladness quite loudly I'd yell,
But when I have dubbed every shot round the course,

I wish every club in the bag was in . . .

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Park.

To emphasize this wide variation of climatic conditions during the Festival, sailboat and power boat races were held in Tacoma's harbor while at the same timethere were skiing events at Paradise.

THE TIME TO BE CAREFUL IS NOW

FREEDOM IS EVERYBODY'S JOB!

All Americans Should
See the Freedom Train

This event will provide a once-in-a-lifetime opportunity to view 127 historical American documents and records such as the Declaration of Independence, the Constitution of the United States, the Bill of Rights, the Emancipation Proclamation, Washington's Farewell Address, and many others.

The Freedom Train started from Philadelphia on September 17, the 160th anniversary of the signing and adoption of the Constitution. During its year-long tour, it will cover 23,000 miles and will visit some 200 cities, in each of which there will be a week of "rededication to American principles," prior to the train's arrival.

The project is financed by the American Heritage Foundation, which was organized by prominent citizens of our country, under the sponsorship of Attorney General Tom Clark. The purpose behind the project is expressed in the Rededication slogan: "Freedom is Everybody's Job."

Attorney General Clark emphasized the great need for the tour of the Freedom Train by stating that his department had shocking evidence of "disloyalty to the Government, of violations of civic liberties and of activities of professional bigots and other disrupters of American unity." He referred to the great historical papers, which the train bears on its tour, as an appeal that could be a "springboard of a great crusade for awakening faith in America in the hearts of the people."

FRIENDS

The happiest business in the world
Is that of making friends,
And no investment on "the street"
Pays larger dividends.
For life is more than stocks and bonds,
And love than rate per cent,
And he who gives in friendship's name,
Shall reap as he has spent.

EDITOR NOMINATES WIFE OF N. P. MACHINIST AS "GOOD NEIGHBOR OF THE YEAR."

The following tribute to Mrs. Gertrude G. Stinar of Jamestown was written by George C. Flowers, editor of the Jamestown Sun and published in that paper.

"I have been invited, by Mr. Tom Breneman's Breakfast in Hollywood radio program, to join in selecting the "Good Neighbor of the Year for 1947.

If you are like myself, you will entertain such requests with a dim sort of suspicion. At best I am but an occasional patron of the radio, and at best, I am but a rare patron of Mr. Breneman's program. There is a marked atmosphere of false hilarity to such programs, in my estimation. I have but two objectives from the radio: (a) to be entertained and (b) to find out what the airport temperature is.

Mr. Breneman does not entertain me, although it is true that he entertains many people. And Mr. Breneman does not tell me how cold it is out at Al Smith's concrete pavilion.

But I am flattered by his invitation, which came to me because I am a newspaper editor. And I now propose to nominate my personal candidate for the "Good Neighbor of 1947."

My nomination is that of Mrs. Gertrude G. Stinar, of 710 Third Avenue Northeast. My mailman will probably realize, at once, that Mrs. Stinar is my next-door neighbor.

She meets all the requirements of a perfect neighbor.

When the evening is warm, of a summer's night, and we sit in our backyard, she will exchange the time of day, idle comments on the state of the nation and the health of her four (or is it five, I never can remember which) children - but no gossip at all.

When we go on trips, she will take care of our front door key, keeps a watchful eye on the house, and takes in our mail. When our lawn needs mowing, she apprentices some of her sturdy sons to our hire and they heave at the growing shoots.

She is a busy, busy woman. She packs husband Fred off to his duties as a machinist with the Northern Pacific railroad every day, and then sets about her job of raising a sturdy family and maintaining one of those clean, well-attended American homes that we who write pay so little attention to, and we who "evaluate the American scene" frequently under-estimate.

She goes about her business with a quiet sort of efficiency that whisks things into their proper place. And yet, I have never known her to be ought but calm and cheerful.

She intrudes on no one, yet she is always there when you need a good neighbor. She watches anxiously that her brood maintains the same sort of discipline, and they do.

Occasionally, she lets Delbert, who is the youngest son, trundle his tricycle over on our driveway. And thus she lets us



Mrs. F. C. Stinar

(Cont'd on Page 4)

N. P. INVESTS 129 MILLION IN 8 YEARS

The Northern Pacific Ry has invested more than 129 million dollars in new equipment and for improvements during the past eight years, President C.E. Denney told stockholders at the annual meeting in St. Paul, April 13th.

Mr. Denney reported in that period the railroad had reduced its long-term debt by \$48,027,676 and its interest charges by approximately \$4,213,661. He said that the outstanding long-term debt is less than the amount of outstanding capital stock for the first time in the history of the company.

Other financial improvements cited were an increase of more than 24 million dollars in net current assets over 1940; more than 69 million dollars has been invested in new equipment and 60 million dollars spent on road improvement and equipment.

In over eight years the road has relaid 1,453 miles of new steel, 1,175 miles of relayer rail and 2,423 miles of new stone and gravel ballast.

Mr. Denney also cited that 97 main line curves will have been eliminated at the end of the year and 135 reduced since 1940. Included in this program is the New Salem cutoff in North Dakota which reduced the mileage by 9½ miles and improved the grade.

Directors reelected at the annual meeting are Edward Brooks and L. F. Miller of Minneapolis; Clarence Francis of New York, George F. Jewett of Spokane, and Robert S. MacFarlane of Seattle.

MATHEMATICS OF ACCIDENTS

- They Subtract from Pleasure
- ÷ They Divide your Income
- + They Add to your Discomfort
- × They Multiply your Worries

It's easier to do a good job than explain why you didn't.



RAILROAD SCRAP COLLECTION WEEK

American railroads mobilized their forces for an intensive drive beginning on Monday, April 5, and continuing throughout the week, to clean up every bit of iron and steel scrap from along their lines, the Association of American Railroads recently announced. As soon as it has been collected, the scrap will be shipped to foundries and steel mills in an effort to relieve the present critical shortage and bring about an increase in steel production.

"Railroad Scrap Collection Week has the united support of the railroads," said W.T. Faricy, President of the Association of American Railroads. "All have pledged to aid in bringing in every bit of scrap from along their lines, although a few railroads in sections where the ground is still covered with the winter's accumulation of snow and ice have had to postpone their special effort for a few weeks.

"Scrap is essential to the production of steel, but a serious shortage of scrap exists. Increased steel production is essential to the railroads if they are to obtain promptly the new freight and passenger cars and locomotives which they need. American railroads have approximately 124,000 freight cars, 2,324 passenger cars

and 1,600 new locomotives on order. Deliveries have been below expectations due in part to the steel situation. Every bit of scrap which the railroads comb from along their nearly 400,000 miles of track throughout the nation, will help just that much in bringing about the production of more steel and increasing the amount that can be made available for the construction of new railway equipment.

Railroads are one of the largest and most dependable sources of scrap, producing annually, in normal years, from 3,500,000 to 4,000,000 tons. This constitutes about twenty per cent of the total amount of scrap purchases other than that produced by the steel industry itself.

—SCRAP IS A MUST—DON'T LET IT RUST—

Wit: "I think I'll propose my wife for Congresswoman."

Nit: "Why?"

Wit: "Because she's so good at introducing bills into the house."

* * *

(Cont'd from Page 3)

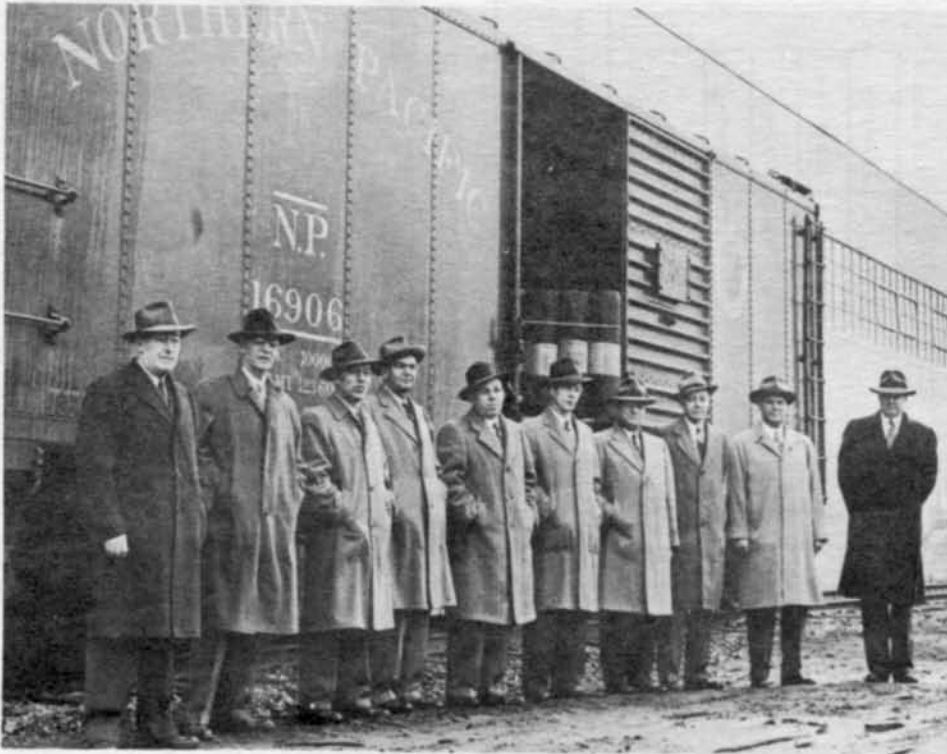
share in the joy that comes from watching a very little boy grow up.

Probably Tom Breneman had something else in mind when he wanted me to help select someone as the best Good Neighbor of 1947. Probably he wanted me to name some woman who, for example, leaped into a churning river and retrieved seven orphans from a watery grave; or someone who is a part of the glamorous, but phoney, Hollywood life, I don't know.

Mrs. Stinar does nothing that would merit Mr. Breneman's consideration, unless Mr. Breneman is looking around to find a good sound American housewife and mother who is raising a strong, robust family.

At any rate, I am forwarding my nomination to Mr. Breneman. Mrs. Stinar is my neighbor, and I know her well. I am not qualified to speak about any other nominations Mr. Breneman may receive."

FLINTKOTE MAKES FIRST SHIPMENT FROM PORTLAND PLANT



Left to right in the picture are: J. S. Orr, District Sales Manager, Pioneer-Flintkote Co., Fred W. Schaer, Portland Sales Manager, W. A. Moore, Plant Superintendent, Walter Edwards, Traffic Manager, Portland Plant, T. S. Glatfelter, Office Manager, Jim Evans, Purchasing Agent, S. W. Elmore, Gen'l Freight Agent, N. P. Ry., E. E. Chapman, City Freight & Pasgr Agent, N. P. Ry., A. L. Fields, Ch. New Industries Com., Chamber of Commerce, and Chester K. Sterrett, Chamber of Commerce Staff.

Roofing material production received a big impetus recently when the Pioneer-Flintkote plant at Portland completed the loading of its first two shipments, both of which were to go to Seattle firms via Northern Pacific.

The Pioneer-Flintkote Company, manufacturers of roofing and asphalt siding, recently completed a beautiful plant, costing approximately \$1,000,000 in Portland. It is located on jointly owned NP-SP&S tracks.



PERSONALS

I. W. Clifford, Section Line-man at Jamestown, recently retired after nearly 30 years of service. His position has been assigned to C. G. Schultz.

A new position of Telegraph Equipment Repairman has been established at Seattle for maintenance of radio equipment, and A.G. Hochban has been assigned.

* * *

A successful man is one who earns more than his wife can spend. A successful woman is one who finds such a man.

* * *

SERIES OF SPECIAL SAFETY MEETINGS OPENED

Reviving a practice which has not been followed for a number of years, general officers met with division officers and representatives of each craft of employees for special staff-safety conferences. Meetings were held at division headquarters, starting at Minneapolis on April 5th and continuing along the line.

In an attempt to throw as much light as possible on every aspect of the railroad's safety performance, the men present were given an opportunity to express their opinions or to pass on to the others some idea which they believed would effect an improvement in railroad operating performance.

A. OF A. R. R. SAFETY SECTION

A regional meeting was held in Seattle April 5th. About 265 representatives of Safety Departments and other officers of railroads throughout the Northwest were in attendance.

How We Fare

Speaking of the living standard under our American system: We have but 6% of the world's population—but we have 75% of all the autos in the world, 50% of the radios, 54% of all the refrigerators. In normal times we use 52% of all the world's coffee, more than 50% of its rubber, 35% of all the leather tanned, more than a third of all the soap.

THE BEST MEMORY SYSTEM

Forget each kindness that you do
As soon as you have done it;
Forget the praise that falls to you
The moment you have won it;
Forget the slander that you hear
Before you can repeat it;
Forget each slight, each spite, each sneer,
Wherever you may meet it.
Remember every kindness done to you
Whate'er its measure;
Remember praise by others won
And pass it on with pleasure;
Remember every promise made
And keep it to the letter;
Remember those who lend you aid
And be a grateful debtor;
Remember all the happiness
That comes your way in living;
Forget each worry and distress,
Be hopeful and forgiving;
Remember good, remember truth,
Remember heaven's above you.
And you will find, through age and youth,
That many hearts will love you.

—The Wheel of Fortune,
San Antonio Rotary Club

**STATEMENT OF EMPLOYEES' REPORTABLE CASUALTIES BY CLASSES
JANUARY 1 TO APRIL 30, 1948**

Divisions										Rank per Million Man Hours (Est.)
Division	Enginemen	Trainmen	Yardmen	Stationmen	Trackmen	B. & B. men	Shopmen	Carmen	TOTAL	
Lake Supr.		1	5			1	2	1	10	3
St. Paul	1	1	3		3			2	10	1
Fargo	4	3		2	2	1	1		13	6
Yellowstone	2	4		1	4		1		12	2
Rocky Mountain		5	4		4	1	2		16	5
Idaho	3	5	2		2	1	2		15	4
Tacoma	1	5	10		10	1	6	1	34	7
Main Shops										
Como								1	1	2
Brainerd							3	1	4	4
Livingston							2		2	3
So. Tacoma							1		1	1
Store									8	
Miscellaneous									12	
Grand Total	11	24	24	3	25	5	20	6	138	
Casualty Rate per Million Man Hours (est.) - - - - -										6.6



A house-to-house salesman rang the bell of a cheap looking apartment and as the door opened he tossed in a carefully prepared mudball which disintegrated and made a mess of the front room rug.

"Now, don't get excited, lady," he said calmly. "I am demonstrating the Super Duper electric vacuum cleaner and I promise you that if this marvelous little piece of machinery doesn't completely and entirely remove every trace of dirt on your rug, I'll eat the whole mudball."

The indignant housewife looked at the machine closely and left for the kitchen. In a moment she was back bearing on a tray a bottle of ketchup, a jar of mustard, salt and pepper shakers and a rolling pin. She set the tray on a convenient table and hefted the rolling pin expertly.

"But, madam," exclaimed the startled salesman, "I don't understand."

"You will, mister," replied the housewife, with something of a leer. "We ain't got no electricity."

There is more at stake than just a safety record - we must consider the health and happiness of each worker which can only be preserved by working safely at all times!

NATIONAL SAFETY RANK FIRST TWO MONTHS, 1948

1. Illinois Central System	2.61
2. Union Pacific	2.64
3. C. & O.-Chesapeake Dist.	4.45
4. Southern	5.31
5. Chic. Burl. & Quincy	5.80
6. Norfolk & Western	5.92
7. Great Northern	7.13
8. NORTHERN PACIFIC	7.32
9. So. Pac.-Pacific Lines	7.38
10. Missouri Pacific	7.43
11. Atlantic Coast Line	7.46
12. Louisville & Nashville	7.65
13. A.T. & S.F. System	7.78
14. Erie System	8.12
15. Baltimore & Ohio System	9.12
16. Penna. System (Inc. L.I.)	9.64
17. Chic. Milw. St. P. & Pac.	10.11
18. Chic. & North Western	12.26
19. New York Central System	12.74
20. N.Y., New Haven & Hartford	15.83
21. Chic., Rock Island & Pac.	17.04

8th Place!

A NEW HIGH NATIONAL SAFETY RANK FOR NORTHERN PACIFIC

A YEAR AGO, Northern Pacific was in fifteenth place in the national safety rank. One year later, for the first two months in 1948, Northern Pacific moves up to eighth place.

How was this done? In an all-out effort to improve the Northern Pacific safety performance in 1948 employees responded to the appeal "It can be done" and got off to a flying start on January 1st to put the Northern Pacific up among the leaders in national railroad safety.

Look at the results! For the first two months of this year our casualty ratio was reduced to 7.32, and this fine performance placed Northern Pacific among the top eight safest railroads in the

country.

This fine record was continued through January and February and preliminary reports for March and April indicate still further progress all along the line, with a decided drop in reportable casualties as compared with the same months last year. This proves that the fine safety work of Northern Pacific employees during January and February was no "flash in the pan" but a genuine effort to put our railroad at the top of the safety rank.

Each Northern Pacific employee is to be congratulated on the fine records being made in safety. We are off to an excellent start for 1948 and each of us must keep up the good work.