



The Tell Tale



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*Main Street
of the Northwest*



1960

JANUARY

SUN	MON	TUE	WED	THU	FRI	SAT
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OCTOBER

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NOVEMBER

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DECEMBER

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Vista-Dome

NORTH COAST LIMITED

CHICAGO • ST. PAUL • MINNEAPOLIS • SPOKANE • PORTLAND • TACOMA • SEATTLE



MEMO . . . FROM THE PRESIDENT

During the coming year, we are planning to spend \$38 million for improvements and new equipment. More box cars, more diesels, expansion of centralized traffic control, a sizeable track program and other projects, scheduled for 1960, are designed to keep the Northern Pacific a healthy contender for its share of the traffic that will move in our territory.

Most of the money we'll spend -- a little over \$20 million -- will go for new freight cars. Brainerd shops will be busy turning out 950 box cars and 250 "RBL" cars. By the end of January, we will have placed in service a fleet of 400 new box cars we are buying from Pullman-Standard. We will also purchase 100 new mechanical refrigerator cars and 25 65-ft. gondolas. For piggyback service we have ordered 75 85-ft. flat cars and 50 auto-carrier trailers. About half of our new freight cars will have roller bearings.

Our track program includes relay of 72 miles of main line with heavy rail, including 44 miles of continuous welded rail, and relay of 67 miles of branch and secondary track. The cost will come to about \$5.5 million with another \$1.6 million allocated for ballasting 163 miles of main and branch lines. Other items in the budget call for expenditures of nearly \$3 million for 12 diesel road switchers, \$1.9 million for miscellaneous and work equipment and improvements to existing equipment and \$1.4 million to install CTC between Livingston and Laurel.

As competition between the various forms of transportation becomes keener, it is of increasing importance for us to keep our railroad plant and equipment in tiptop shape, to increase our efficiency; to improve our service, and to reduce our operating costs.

This means we must carry on a continuing program of improvement to our facilities and must acquire new equipment to replace old and obsolete items and outdated practices and methods. An expensive undertaking, to be sure, but a must.

Paul MacFarlane

PERSONALS

The following appointments were announced recently:

- A. B. JOHNSON, Assistant to General Superintendent Transportation, Seattle
- H. L. BRADBURY, Assistant to General Superintendent Transportation, St. Paul
- LEONARD ALDAHL, Assistant Car Foreman, Superior, Wis.
- H. C. PHILLIPS, Roundhouse Foreman, Yakima
- O. F. LEMM, JR., Working Supervisor, Butte
- W. C. MOLANDER, Night Roundhouse Foreman, Duluth
- L. D. ZWANG, District Claim Agent, Tacoma
- W. R. CLINTON, District Claim Agent, Brainerd
- L. A. MC KAY, Assistant Roundhouse Foreman, Parkwater
- R. E. WILKINS, Rules Examiner, Western District, Tacoma
- R. W. ROHRER, Rules Examiner, Eastern District, St. Paul

NORTHERN PACIFIC TRANSPORT CO. CHANGES EFFECTIVE JANUARY 1, 1960

- C. W. HAWKES, Superintendent, Western Operations, headquarters Tacoma
- N. K. SANKOVICH, Assistant Superintendent Western Operations, headquarters Seattle
- J. H. GULLARD, Superintendent at Billings, has supervision over operations East of Spokane





Rampaging River: More than 1,000 feet of Northern Pacific main line track and a small bridge were washed away by floodwaters of the Green River about two miles west of Lester.



Rock slide at Veazey



Abutments Heavily Damaged on Bridge 40

PICTORIALLY SPEAKING

All Northern Pacific personnel undoubtedly read about the major floods which plagued western Washington recently as torrential rain and melting mountain snow sent rivers on a bankbursting rampage.

Although the washout damage was one of the most costly in Northern Pacific history, one bright spot remained - no one was injured.



Bridge No. 40 located about 3 miles west of Easton on Cabin Creek. Approximately 100 feet of track and considerable damage to this bridge. Milwaukee R.R. main line bridge is shown to right and down stream from Northern Pacific main line. The NP embankment quite effectively provided a breakwater for the Milwaukee RR.

RETIREMENTS

Very best wishes for many more years of peaceful, happy living to the following employees who retired. May their years of loyal service bring their just rewards and may their memories of Northern Pacific be always pleasant.

NAME	OCCUPATION	LOCATION	YEARS SERVICE	NAME	OCCUPATION	LOCATION	YEARS SERVICE
LeRoy E. Plagmann	Sheet Metal Helper	Glendive	30	Tony Terlicher	Section Laborer	Lester	30
Narciso Tazioli	Section Laborer	Seattle	33	James P. Buckley	Locomotive Engineer	Mandan	41
Elwood R. Games	Timekeeper	Seattle	41	Lloyd V. Kallander	Telegrapher	Everett	43
Paul Novotney	B&B Truck Driver	Brainerd	32	Silas L. Grogan	Car Inspector	Auburn	36
Erick Larson	B&B Carpenter	Missoula	44	Earl H. Comley	Car Attendant	St. Paul	35
John Mankowski	Boilermaker	Brainerd	42	John Carlson	Carman Helper	Brainerd	29
Valentine Winchell	Section Laborer	Missoula	36	Robert H. S. Hele	Pipefitter Helper	Brainerd	37
John E. Head	Conductor	Minneapolis	39	Edwin L. Anderson	Carman	Brainerd	37
Guy R. Fisher	Agent-Telegrapher	Dayton	41	Claude L. Selph	Leading Car Inspector	Pasco	40
Fred E. Bentley	Machinist	Brainerd	42	George R. Hayes	Conductor	Spokane	44
Earl F. Melcher	Locomotive Engineer	Livingston	53	Ernest H. Elliott	Locomotive Engineer	Tacoma	51
Arthur C. Getts	Car Repairer	Billings	37	Patrick J. Reddie	Signal Maintainer	Sprague	43
Fred P. Peterson	Car Repairer	Dilworth	37	Jacob H. Pederson	Crossing Gateman	Fargo	30
Stephen Chouinard	Locomotive Engineer	Glendive	42	Carl A. Sederstrom	Signal Maintainer	Detroit Lakes	42
Myrtle J. Long	Clerk-Audr Frt Accts	St. Paul	41	William M. Maupin	Agent-Telegrapher	Finlayson	42
A. F. Fredrickson	Warehouse Foreman	Duluth	47	Otis H. Underwood	General Agent	Wallace	46
Liberato Marsillo	Section Foreman	Perma	37	Oscar W. Swanson	Patternmaker	Brainerd	36
F. W. Calkins, Jr.	Conductor	Spokane	37	E. C. Martinson	Car Inspector	Duluth	39
Raymond Hicks	Chief Ticket Clerk	Pasco	46	Arthur G. Parker	Locomotive Engineer	Glendive	43
Alex F. Mrozek	Switchman	Jamestown	37	Asa W. Stafford	Locomotive Hostler	Minneapolis	47
Leo A. William	Relief Store Helper	Missoula	41	H. E. Lundeen	Water Service Foreman	Tacoma	35
Peter Bonora	Section Laborer	Ellensburg	33	Otto D. Seidel	Dining Car Checker	St. Paul	43



CONDUCTOR GEORGE HAYES waves a final highball on his last run October 31, from Lewiston to Spokane. George retired after 43 years of railroad service.



L. to R. - Local Freight Agent H. T. Knutson, Warehouse Foreman Kenneth G. Jackson and Elmer Casaw.

Honored by department associates and other friends was ELMER CASAW, messenger, St. Paul Local Freight, when he retired after 40 years of service.



L. to R. - NP Fireman J. W. Painter, CPRR Mechanical Supervisor H. V. Banks shaking hands with Engineer O'Bryan; CPRR Trainmaster C. L. Faris, and retired enginemen Mathew Cumming and Claude Glenny.

C. W. O'BRYAN, locomotive engineer Lewiston, Idaho, retired from the Camas Prairie RR on November 30 after more than 51 years of railroad service.

Mr. O'Bryan started his career as a wiper in Northern Pacific's roundhouse at Spokane in 1908, and was Number 1 on the seniority list of the Idaho East Division when he retired.

P. G. WESTBY wound up nearly a half-century of railroading on November 30 when he came into the Jamestown yards on the Pingree-Wilton train, on which he had been conductor for the past three years.

Mr. Westby began service with the Northern Pacific in 1910 and was promoted to conductor in 1917. He has served as a member of the North Dakota House of Representatives from Stutsman County.





On November 30, R. J. BARTRO, veteran freight conductor of Auburn, gave the signal for his retirement, his last run to Sumas, and celebrated his 65th birthday and fiftieth anniversary with the Northern Pacific Ry. Local NP employes with crew members gave the conductor a send-off he'll tuck away with his best memories of railroading.

Starting as a call boy in Ellensburg when 15 years old, he was made a brakeman in 1917.

The history of railroading he learned from his grandfather who retired from Como Shops, St. Paul. His father was a retired switchman from Ellensburg. His son, Robert, Jr. is also a conductor on the Tacoma Division, and a son Bill, is a clerk in Auburn yard.

RADIO AMATEURS

The organized Amateur Radio Network of Northern Pacific employes now comprises thirty-seven members located along the line from St. Paul to the west coast.

Application forms are still available from C. H. Nichols, W7HWD, Tacoma 6.

Chief Engineer H. R. Peterson (left) is shown presenting a watch to Water Service Engineer H. M. Schudlich (second from right), on his retirement as chairman of the American Railway Engineering Association, Committee 13. Looking on is E. M. Walters, Assistant Engineer Water Service (second from left) and W. F. Arksey, Engineer Water Service GN Ry., chairman of A.R.E.A. Sub Committees 5 and 4, respectively.

Due to illness Mr. Schudlich was unable to go to Chicago to accept the watch. Messrs. Walters and Arksey accepted the watch for him and Mr. Peterson in turn made presentation to Mr. Schudlich.



When Locomotive Engineer J. E. W. BREM of Moorhead retired December 31 he was met and congratulated by Superintendent K. A. Box (2nd from left), Assistant Superintendent R. M. Johnson, (right) and Road Foreman of Engines J. A. Bichsel (left).

Mr. Brem retired after more than 46 years of service with a perfect safety record.

CARL A. WILSON, Tacoma Division engineer, retired January 1

after 53 years of service with the Company. He thought he had

been working long enough, so, when the great day came he went to his wife, wreathed

in the satisfied smile that is every man's reward at such a time, and said: "Well, I'll be out of a job now for the first time in 53 years."

Doubtless every husband can guess her reply: "Oh, no you won't!"



CONDUCTOR WILLIAM D. KENNEDY retired from service on arrival of Train No. 58 at Duluth, November 29.

Starting his railroad career as a messenger in 1906, he worked in various capacities and was promoted to conductor in 1918.

Pictured with Mr. and Mrs. Kennedy is Engineer Seidor Boyd.

COMMUNITY CHEST HONORS NP PERSONNEL AT BUTTE

Northern Pacific has received a Red Feather Award from the Butte Community Chest "in appreciation of services rendered in production of 'The Community Chest Motion Picture.'"

Company employes cooperated in producing scenes which featured railway activities near the passenger depot. NP's General Yardmaster at Butte, Clyde A. Carruthers, made his appearance boarding a train in the movie, which was shown at city theatres during the recent Community Chest campaign there.



"Take Your Time - Play Safe" . . .

RAIL STATION CLOCK TICKS ON TO DELIGHT OF MANY FANS

Drop around to Northern Pacific's Spokane depot some Friday afternoon between 3:30 and 4 o'clock and you're almost sure to see Stationmaster Walter Barker at one of his favorite tasks - winding the 70-year old station clock.

The clock, a Seth Thomas production, has been in NP hands since 1889, when the old depot was built. The ancient ticker is the only fixture of the old station that remained in view when remodeling was completed several years ago.

Stationmaster Barker is proud of "his" clock and carries a thumbnail history of it around in his head. He'll tell you how the clock has been admired by dozens of celebrities, among them Bing Crosby, Harry Truman, Thomas E. Dewey, The Netherlands Queen Wilhelmina, and the world-famous contralto, Ernestine Schumann-Heink.

Barker says several persons have offered to buy the clock. One was Theodore Roosevelt. Another was an antique collector who offered \$1500 for the timepiece, Barker said.

The clock has a fan club all its own, Barker claims, and its members have great pride in "their" clock. Most of them are veteran riders of the NP.

When the clock was removed for cleaning and revarnishing during the remodeling job being done at the station sometime ago, Mr. Barker said he was "mobbed" by people wanting to know where the clock was. One of them grimly remarked to the stationmaster: "The NP

station won't be in order until that clock is back where it belongs."

The eight-day clock has a solid brass pendulum. It's about eight



Walter Barker and the NP depot clock

feet tall and keeps perfect time.

What do travelers like about the clock?

"Well," says Mr. Barker, "they like the way it ticks. Newer clocks have a faster beat and seem to be saying, 'Hurry up, hurry up,' but this clock has a slower beat that says 'Take your time - play safe. Take your time - play safe.'"

SIGNAL DEPARTMENT

E. O. ANDERBERG, Assistant Signal Engineer, St. Paul, died November 24 at the age of 53. Mr. Anderberg entered service of the Company at Staples in 1924.



D. E. PETERSON, formerly Office Engineer in the Office of Signal Engineer, has been appointed successor to Mr. Anderberg. He entered service of the NP at Yakima in 1941.



MISSISSIPPI STREET SHOPMEN REMEMBER BOYS ON SICK LIST



For several years, Northern Pacific Shopmen at Mississippi Street have been taking up a collection at Christmas time for employees on the 'sick list'.

Frank Pitre is shown here presenting a gift from the boys to Fred Schwartz who was employed at Mississippi Street Shops as a machinist helper and has been confined at Ancker Hospital with tuberculosis for the past ten years.



**NEAR ACCIDENTS
ARE WARNINGS!**



Northern Pacific Beneficial Association



The N.P.B.A. election held in November resulted in the following being declared elected effective January 15, 1960 for four years:

Train & Dining Car Conductors & Train Auditors:
E. E. BOYCE-(CONDUCTOR)-AUBURN, WASH.
Brakemen, Switchmen, etc.
K. M. KING-(SWITCHMAN)-SUPERIOR, WIS.
Telegraphers, Agent-Telegraphers, etc.
E. S. MOUG-(AGENT-TELEGRAPHER)-CHASELEY, N.D.
Locomotive Engineers & Motormen
L. A. NYBERG-(ENGINEER)-DULUTH, MINN.
Locomotive Firemen & Hostlers
H. R. LARSEN-(LOCOMOTIVE FIREMAN)-SPOKANE, WASH.
Shopmen, Car Department
S. BONGIOVANNI-(PASSENGER CARMAN)-ST. PAUL, MINN.
Shopmen, Locomotive Department
F. J. HIGGINS-(MACHINIST)-AUBURN, WASH.
Bridge, Building & Construction
W. N. LEDIN-(ASST. B&B FOREMAN)-DULUTH, MINN.
Trackmen, Tie Treating Plant
A. L. JOHNSON-(SECTION FOREMAN)-WADENA, MINN.
Office Employees
MISS F. A. McQUIRE-(PERSONAL STENO)-ST. PAUL, MINN.
Station, Storeroom, etc.
D. L. MULLNER-(STOREHELPER)-ST. PAUL, MINN.
Eastern District (*)
A. J. HAGGERTY-(CLERK)-ST. PAUL, MINN.
Yellowstone District
I. W. McROBERTS-(MACHINIST INSPECTOR)-GLENDDIVE, MONT.
Central District
E. F. OGLE-(LOCOMOTIVE ENGINEER)-MISSOULA, MONT.
Western District
G. P. HAAS-(FREIGHT PAINTER)-TACOMA, WASH.
(*) A. J. Haggerty died December 15, 1959.
Successor will be appointed by Executive Committee.

We extend sincere sympathy to the family of District Director Arthur J. Haggerty who died December 15, 1959, the anniversary of his 63rd birthday.

Mr. Haggerty was elected to the Board of Directors in November 1947 to represent Station and Store room employees. In November 1951 he was elected Eastern District Director.

He displayed an intense interest in the growth and welfare of the N.P.B.A. The Association has suffered a distinct loss through Mr. Haggerty's death and his services will be greatly missed.

A Christmas party for Glendive Hospital employees was held in the nurses' home, where refreshments were served and gifts exchanged in a true holiday spirit. Those who attended feel it was the most successful Christmas party they have had to date.

Hospital personnel responded in a most gratifying manner to the call to enter the window painting contest. Much talent was uncovered and prizes were awarded as follows: 1st: Betty Lou Uhlman and Janis Pierce, Surgical Nurses; 2nd: Arthur Kautzmann, Pharmacist; 3rd: Donald C. Jones, Fireman.

Missoula Hospital personnel gathered in the recreation room of the hospital for their Christmas party. Former and retired employees, specialists, and consulting surgeons joined in the festivities. Gifts were exchanged, and everyone enjoyed the Christmas delicacies.

Highlight of the entertainment was a vocal quintet comprised of Drs. John Evert, Chief Surgeon; Basil Bobowiec, Harold Braun, Gerald Diettert and Edward Clark, Jr., Associate Surgeons. Rumor has it that should these gentlemen tire of the practice of medicine, an entirely new career would be open to them, in which they would be equally adept.

The St. Paul Hospital dining room was the scene of the employees' Christmas party. The beautifully decorated buffet table proved to be a focal point of interest for the many guests.

A musical program was presented, and prizes for the window painting contest were presented by no less a personage than Santa Claus himself.

It was difficult to select winners from the large number of excellent paintings. However, the following individuals were named winners: Yvonne Duda, Cleaner; Dorothy Cook, Nurse Aide; Marilyn Kaschmitter, Nurse; Geraldine Kline, Nurse.

The guest list for the Tacoma Hospital personnel's Christmas party included several retired employees who joined in exchange of holiday greetings. Congratulations are due Marguerite (Maggie) Melville, Nurse Aide, who arranged for the decorations and refreshments.

Prizes were awarded for the most decorative holiday theme carried through on each floor of the hospital. First prize was presented to the third floor group headed by Carrie Twaites, Nurse. Another prize was awarded the second floor group of which Almuriel Bolden, Nurse, was Chairman. First floor contestants, led by Florence Rokahr, Medical Records Librarian, and Dorothy Williams, Medical Records Clerk, were also adjudged winners.

A plaque will be displayed on third floor during the coming year. In the future the plaque will be presented each year's winners for display on their floor.

Winner 3rd floor, Tacoma Hospital

THE NP VETERANS' SOCIAL CLUB AND EMPLOYEES IN THE DULUTH-SUPERIOR AREA presented \$291.60 to St. Paul Hospital to purchase gifts for patients at Christmas time. The money not used was put in the TV fund.



Painted by Yvonne Duda



Painted by Dorothy Cook



Fireplace, Tacoma Hosp.



IT WILL BE A HAPPY NEW YEAR --
IF IT IS A SAFE NEW YEAR!

Past mistakes should serve
to make the future safer.

A SAFE and Happy New Year to
all of you.

It is sincerely hoped that each of
you thoroughly enjoyed the Holiday
Season - a time when good fellow-
ship should reign and when we
gather with family, relatives, and
friends.

At this time of the year many
resolutions are made and it is
thought appropriate that one of these
should be that we will firmly re-
solve to practice safety more vigor-
ously than ever before. Undoubtedly
each resolution made was a worthy
one and made with the best of in-
tentions. Unfortunately, human
nature being what it is, some of us
do not follow through on our resolu-
tions. They are made with enthusi-
asm, but as the year wanes our
enthusiasm is apt to, too.

The advent of a new year is an
ideal time to look forward to new
and greater achievement. However,
it can also be a time for glancing
back and profiting by the lessons of
experience. Let us carefully review
the happenings of the past 12 months
and correct our mistakes where we
can. Only thus can be progress.

However, in reviewing the types
of injuries sustained by employees on
the Northern Pacific during 1959, it
appears that we are not benefiting
from experience, as the major portion
of these injuries were either identi-
cal or similar to injuries which
occurred during 1958.

None of the casualties were due
to causes which never before had
existed. They were simply a part
of ordinary railroad operations and
had SAFETY been kept first and
foremost, none of them should have
happened.

Let us not repeat 1959's mistakes
in 1960. Let us instead profit by
experience. Let us not be guilty of
permitting our enthusiasm for safety
to diminish during 1960. It will be a
happier year for each and every one
of us if we make safety an integral
part of our way of life.

STATEMENT OF EMPLOYEES' REPORTABLE CASUALTIES BY CLASSES
FOR THE YEAR 1959

FOR THE YEAR 1936												
	Divisions						Main Shops					
	Lake Supr.	St. Paul	Fargo	Yellowstone	Rocky Mtn.	Idaho	Tacoma	Como	Brainerd	Livingston	So. Tacoma	Total
Enginemen		2			1		2					5
Trainmen	3	5	4	1	2	2	6					23
Yardmen	2	11	1	4	3	1	12					34
Stationmen	1	2		3			1					7
Trackmen		6	2	3	1	2	4					18
B. & B. men				2	1	1	4					8
Shopmen		3		1	1					3	1	9
Carmen	1	3		4			2	1	1		1	13
Total	7	32	7	18	9	6	31	1	1	3	2	117
Rank	3	7	4	5	2	1	6	2	1	4	3	
Store			1						2		2	5
Dining Car												2
Engineering												3
Signal												1
Chief Spl. Agent												1
Communications Dept.												
Electrical Engr.												
General Office												
King St. Station												
Miscellaneous												1
Grand Total	7	32	8	18	9	6	31	1	3	3	4	130
Casualty Rate per Million Man Hours (est.) - - - - - 3.6												

HELP YOUR RAILROAD BY
CAREFUL SWITCHING

Not over 4mph
When Coupling

Make careful
switching a habit!
Every Month!



I'll
help

Not over 4mph
When Coupling

Make careful
switching a habit!
Every Month!

stop rough
handling

- By -
Coupling Cars

NOT OVER 4 MILES PER HOUR