



The Tell Tale



Vol. XXIII

ISSUED BY THE SAFETY & FIRE PREVENTION DEPARTMENT, NORTHERN PACIFIC RY., ST. PAUL, MINN., JUNE 1960

No. 6

NORTH COAST LIMITED CELEBRATES SIXTIETH BIRTHDAY

The Northern Pacific's crack Vista-Dome North Coast Limited celebrated its 60th birthday April 29 with a party in the dining cars on the various North Coast Limited trains streaking between Chicago and the North Pacific Coast in both directions.

The original North Coast Limited on its maiden run April 29, 1900, had a consist of 8 cars, luxuriously furnished in mahogany and equipped with steam heat, baths and barber-valet service.

The train now has new lightweight streamlined cars, Vista-Dome coaches and sleepers, Lewis and Clark Traveller's Rest buffet-lounge cars, Slumber-coaches, sparkling dining cars, and comely, young stewardess-nurses.





MEMO ... FROM THE PRESIDENT

One of the bright spots on the current railroad scene is the rapid growth of piggyback traffic. Expansion of piggybacking has been spectacular since it got under way in earnest in the mid-1950's, even though aggregate carloadings of such traffic do not yet bulk large in the total for all commodities.

Northern Pacific recently took a step that will enable us to further expand our piggyback service by joining the Trailer Train company. This is reported in a story which appears elsewhere in this issue of the Tell Tale. We are now part owner -- along with 25 other railroads and a freight forwarder -- of this company which operates the country's largest fleet of piggyback flatcars. This affiliation, which gives us the privilege of leasing cars from the Trailer Train pool, will greatly help us to meet demands of our increasing piggyback business.

We look for further healthy growth of trailer-on-flatcar movements to take more and more heavy loads off the public highways and to coordinate some of the best aspects of trucks and trains for better transport service for everybody.

Piggyback traffic not only is a most welcome addition to our business, but it is substantially reducing the hazards of highway travel -- especially in the case of the rapidly growing volume of automobiles moving via T-O-F-C.

In 1959, Northern Pacific paid out a total of \$1,653,477 for freight loss and damage claims. This comes to nearly one cent out of every dollar of freight and switching revenue. What a tragic waste!

The best thing we can say about our performance is that we fared better than the industry as a whole. Due largely to reductions in losses from fires and train accidents, NP's loss and damage payments were down nearly \$82,000 from 1958, while those for the industry were up slightly. Since most damage and loss is caused by carelessness, the obvious road to improvement lies in striving to do our best to eliminate improper handling in trains, yards and stations.

Paul MacFarlane

2 NEW YORK BANKERS ELECTED DIRECTORS OF NORTHERN PACIFIC



H. P. Davison



George S. Moore

Two Manhattan financiers were elected directors of the Northern Pacific Railway at a board meeting in New York, May 26. They are H. P. Davison, Vice Chairman of Morgan Guaranty Trust Company of New York, and George S. Moore, President of The First National City Bank of New York.

They succeed Arthur M. Anderson of Morgan Guaranty Trust Company, who retired after 25 years on the NP board, and Samuel A. Welldon, former Chairman of the board of The First National City Bank of New York, who retired after being an NP director since 1936.

Mr. Davison also is a director of United States Steel Corporation; Montgomery Ward & Co., Inc.; Corn Products Company, and American Brake Shoe Co.

Companies of which Mr. Moore is a director include Borg Warner Corporation; Buckeye Pipe Line Company; Discount Corporation of America; Federal Insurance Company; Mercantile Stores Company, Inc., and United Aircraft Corporation.

FROM JUNGLE TO CONCERT HALL IN 15 YEARS



Alice Ellsworth

As the last fading note of the concert guest's piano solo blended with the first shouted "Bravo!", the 100-member San Francisco Symphony Orchestra and its conductor stood with a cheering audience to applaud.

And out in that audience, which filled the San Mateo, Calif., high school auditorium, stood a few who remembered that less than two decades earlier this slip of a girl at the piano and her parents had been a part of the terror and courage that rose out of the Japanese conquest and occupation of the Philippines.

Her father, David, captured in the fall of Bataan, had died, without having seen her, in the Cabanatuan prison camp on Luzon on August 2, 1942, just 3½ months after her birth, and not quite eight months after Pearl Harbor. Her mother, Eugenia, became a member of the 44th (Hunters) Division of the US Philippine Island forces, the guerillas, and gained international fame as "Captain Don Juan," scourge of the Japanese who placed a \$25,000 price on her head. Mother and daughter arrived in this country May 27, 1945.

Alice (Pinkie) Ellsworth's mother was in the audience that night, proud and happy, and thinking, too, perhaps that this surely was one reward of the victory that was earned by men like David Ellsworth who had given their lives in its preservation. Also present in this moment of triumph was Alice's grandfather, Howard H. Ellsworth, retired AGF&PA for the Northern Pacific at Helena. His fierce pride in his heroic son's only child is summed up in the observa-

tion he made that night: "Quite an honor for a girl raised in the Philippine jungle while her mother was with the guerillas!"

Miss Ellsworth's appearance with the Symphony was another step forward in her preparation for a career in music. Following her accomplished rendition of the first movement of Grieg's Piano Concerto in A Minor, the conductor predicted that before long she will be heard in Carnegie Hall.

Her past achievements include a Gottlicher award to Pacific Music Camp; a Lion's club scholarship award; the Burlingame, Calif., Musical club scholarship award, and the 1959 Soroptimist Youth-of-the-Month award of the Burlingame-San Mateo Soroptimist Club.

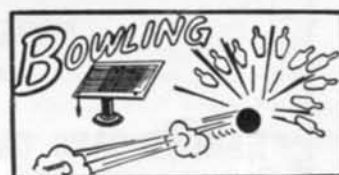
Grandfather Howard reports that after her graduation from Burlingame high school in June, 18-year-old Alice will attend the University of California at Berkeley to earn her B.A. degree in music. Then she will spend a year in Vienna in further musical studies. Vienna is, indeed, a long way from the Philippines.

Alice's mother, now Mrs. Peter F. Mendoza of Burlingame, had learned of her husband's capture and, on July 4, 1942, succeeded in visiting

him when she entered Cabanatuan prison camp in the guise of a vendor of fruit and vegetables. It was the first -- and last -- time she saw him after the fall of Bataan, and she was unable to tell him of his new daughter. He died less than a month later of diphtheria complicated by lack of treatment and medication.

Next, Mrs. Mendoza's mother died following a beating by Japanese soldiers in search of illegal radio sets. Then her nephew was killed in the fight against the invaders. It was at this point that she knew "the time had come for me to go to war." And as she took her oath as an underground spy, she swore by the guerillas slogan that, "Only men who are not afraid to die are fit to live."

The modest young pianist who earned the plaudits of musicians and music lovers alike in the San Mateo high school auditorium a few weeks ago is living testimony of the skill and daring of Captain Eugenia Orellana Guzman-Ellsworth, who, with her daughter, survived the bitter fighting that followed Bataan and reached this country's shores because she believed "so much in the faith that Dave fought and died for...."



Winners of the NORTHERN PACIFIC BOWLING LEAGUE are the "Engineering" team. Left to right: Joe Cihlar, Charles Swanson, Al Dexter, John Krey, Lloyd Rystrom, and Dick Kuehlwein. This team won 50½ games, lost 33½, with a pin average per game of 837.

Individual averages were - Rystrom 190, Krey 173, Dexter 173, Cihlar 163, Kuehlwein 158, and Swanson 149.

NORTHERN PACIFIC RAILWAY JOINS TRAILER TRAIN COMPANY

To meet demands of its rapidly growing piggyback business, the Northern Pacific Railway has just joined Trailer Train Company, the national car leasing agency which supplies its parent companies with rail flatcars for piggybacking.

By joining 25 other railroads and one freight forwarder in sharing ownership in this company, NP participates in leasing equipment from Trailer Train, which operates the largest fleet of piggyback flatcars in the country. Previously, the railway had placed purchase orders for delivery this year of 75 85-ft. piggyback flatcars and 50 auto-carriers to augment its own equipment.

The railway plans to use flatcars from the Trailer Train pool for all types of piggyback traffic, but especially to expand its movement of new automobiles, which is swinging more and more from the highway to railroad piggybacking.

Last year, in conjunction with the Southern Pacific Railway, NP began moving new Chevrolets via piggyback from Oakland, Calif., to Seattle and Spokane.

The road reported a 40 percent increase in trailer-on-flatcar loadings for the first four months of this year over the corresponding period in 1959.

NORTHERN PACIFIC GOLF TOURNAMENT - WESTERN DIVISION - TACOMA

The Northern Pacific Fifth Annual Golf Tournament will be held at the Elks Allenmore Golf Course in Tacoma on Saturday, July 23, 1960. Tee-off time is 6:30 a.m. until 9:30 a.m.

All employees of the Northern Pacific Railway Company and the N.P. Terminal Company may enter.

NORTHERN PACIFIC EASTERN GOLF TOURNAMENT

The NP Eastern Golf Tournament for 1960 was held Saturday, June 11, at Como Golf Course, St. Paul.

H. G. FIELDER



EMPLOYEE
OF THE MONTH

In the limelight this month is H. G. Fielder, Northern Pacific Switch Foreman at Staples for the past 47 years.

Harry was born in Menahga, Minnesota, in 1894.

He started working for the Northern Pacific in 1913 on a paint crew and worked in various departments until 1918 when he transferred to yard service, chalking up 47 years of service without a reportable injury.

Harry's excellent safety record is evidence of his interest and devotion to safety. We hope his co-workers take note and follow the good example he has set.

His hobbies are bowling, hunting, fishing, and baseball. A former baseball player himself, he was manager of the 1959 Staples team, which had a season record of 15 wins and 2 losses.

Harry is extremely proud of his son and daughter, six grandchildren and three great grandchildren.



21ST ENGINEERS SOCIETY PLAN MEETING

The 39th annual reunion of the 21st Engineers Light Railway Society (W.W.1) will be held at the Pittsburgh Hilton Hotel, Pittsburgh, Pa., October 6, 7, and 8, 1960.

Further information may be obtained from the Secretary, George B. Whitefield, 192 Broad Street, Eatontown, N.J.

Make Every Month
PERFECT SHIPPING
MONTH

HANDLE CARS CAREFULLY
You can do it



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 ones.

NAME	OCCUPATION	LOCATION	YEARS SERVICE	NAME	OCCUPATION	LOCATION	YEARS SERVICE
Stephanie Hoffman	Clerk-Aud. Disb.	St. Paul	41	Victor G. Anderson	Locomotive Engineer	Duluth	53
Edgar J. Fischer	Clerk-Store Dept.	St. Paul	48	Floyd O. Fish	Asst. Chief Timekeeper	Livingston	40
William A. Rogers	Store Laborer	Brainerd	40	Anna Jonas	Revising Clerk	St. Paul	42
C. A. Braesch	Locomotive Engineer	Minneapolis	49	Archie H. Baldwin	Agent-Telegrapher	McGregor	45
Henry M. Lundy	Conductor	Spokane	43	Gavin Stewart	Signal Maintainer	Deer Lodge	44
Edward J. Brochu	Dining Car Chef	St. Paul	34	James A. Baldwin	Locomotive Engineer	Staples	43
George D. Bell	Warehouse Foreman	Bismarck	43	Lee H. Montay	Conductor	Staples	47
Frank I. Smith	Section Laborer	Elma	40	Carl M. Grainger	Car Repairer	Billings	37
W. H. Welshinger	Section Foreman	Duluth	43	Leo I. Thole	Section Foreman	New Rockford	40
C. H. Swanson	Agent-Telegrapher	Puyallup	49	Joseph H. Lister	Chief Grain Clerk	Duluth	46
Joseph F. Rodrigue	Section Laborer	Forest Lake	31	Lorenz A. Luck	Traveling Auditor	St. Paul	40
Lloyd A. Campbell	Section Laborer	Drummond	30	Alfred T. Helgeson	Locomotive Engineer	Forsyth	47
Edward Paulson	Dining Car Chef	St. Paul	47	G. H. Stenberg	Switchman	Dilworth	33
Paul A. Saulness	Yardmaster	Seattle	40	Edwin A. Hanson	Conductor	Dickinson	43
Oscar C. Gorder	Agent	Superior	46	John McCormick	Locomotive Engineer	Livingston	44
Axel Erickson	Locomotive Engineer	Duluth	46	Ralph C. Paine	Store Laborer	Brainerd	33
Louis A. Olson	Car Repairer	Billings	40	George L. Davis	Section Foreman	Everett	38
Amelia Pedersen	PBX Operator	Tacoma	32	Gabriel J. Rogers	Switchman	Duluth	42



← L. to R. - General Manager F. L. Steinbright, Assistant Superintendent D. E. Carlson, Mr. Baker, and Earl Spencer, his successor.

WILLIAM BAKER, Traveling Log Scaler, Tacoma, retired April 30 after completing 43 years' service with the NP. He began his railroad career at Hoquiam as Log Scaler in 1916, and did not sustain a reportable injury during his entire railroad service.

His hobby is repairing and refinishing antique Captains' chairs, to which he will now devote his full time.

ENGINEER W. F. GRILNBERGER, Pasco, retired April 29 after chalking up 48 years of service with the Northern Pacific. ➔

Pictured just after he arrived on Train 2 at Spokane are, L. to R. Bud Brasch, outbound engineer, Train 2; Master Mechanic W. W. Larson; Mr. Grilnberger, and Fred Reinig who was fireman on Grilnberger's last trip.



CONDUCTOR J. W. RHOADES, who retired April 30, is being congratulated on his final trip out of Butte by Yardmaster G. A. Nool (left) and Agent R. C. Lemm.

← Mr. Rhoades completed 47 years' service without a lost time accident.

For several years he has been in passenger service on trains 25 and 26 and was always on the alert for the safety of his passengers as well as their other comforts.



After more than 37 years of service, RAY HEGSTROM retired as Communications Foreman, working out of Tacoma.

The wire office gave a party for Ray on March 31, and on April 9 a dinner in his honor was given at the Top of the Ocean, attended by 65 of his friends.

Pictured with Mr. Hegstrom (left) is M. M. Boe, Seattle, who was master of ceremonies.



Two employees of the Valuation Engineer's Office retired effective June 1, - Mrs. Marion Stromme (left) and Mrs. Rose Mason.



DIESEL HOUSE REPAIR CREW, AUBURN, honored General Foreman Gus Nelson at an informal party in the diesel house. Seated at the right closest to the camera are (left to right) W. W. Simpson, System Diesel Supervisor; Mr. Nelson, and Bud Hetherington, Assistant Diesel House Foreman.

(Sunfoto, Sunfoto-Engraving)

G. R. NELSON, General Foreman at Auburn Diesel Shop, retired recently after more than 41 years of service with the company. Mr. Nelson began his railroad career as a machinist at Staples in 1919. He was a machinist at Dilworth and St. Paul before he became Assistant Roundhouse Foreman at Minneapolis in 1941. He went to Auburn in 1944 as Diesel House Foreman and five years later was named General Foreman.

Another retirement party was held at The Towers in Tacoma, attended by about 135 relatives and friends.



EDWARD WYLAND, Sr., Assistant Bureau Chief, Auditor Freight Accounts Office, retired May 1 after a half century of NP service.

Ed did not follow in the footsteps of his dad, an NP switchman. He chose a pencil instead of a brake club, starting as a waybill sorter in the A.F.A. office.

April 1, on completion of his 50 years with the Northern Pacific, Mr. Wyland was honored guest at an office party when he was presented gifts from his co-workers by W. H. Goodyear, Auditor Freight Accounts.

Shown with Mr. and Mrs. Wyland are their son, Edward Junior (left) employed in the Freight Traffic Department, and Mr. Goodyear.

Shown with Mr. and Mrs. Ivan Moody are G. M. Washington, Vice President Oil Development Dept. (left) and C. W. Thompson, Assistant Superintendent, all of Billings. ➔

Recent Retirees

IVAN MOODY, Car Foreman, Billings, retired recently after 38 years of service with the Northern Pacific and was honored guest at a dinner at the Saddle Club, Billings, attended by 100 friends.

Mr. Moody began his railroad career as car inspector at Dickinson in 1922; moved to Glendive in the same capacity in 1944; later was appointed car foreman at Mandan; then car foreman at Billings in 1950, which position he held until his retirement.



MRS. FLORENCE LEWIS, General Clerk in the office of Western Manager Industrial Development, Seattle, retired April 1. Mrs. Lewis entered NP service in the Right of Way Department in 1922, a few days before the western general offices were moved from Tacoma to Seattle and was continuously employed there to the date of her retirement.



A luncheon in her honor was held at the Arctic Club.



When A. G. BERGMAN, City Ticket Agent, St. Paul, retired recently after 43 years of service, Mrs. Bergman, who was employed in the Office of Auditor Miscellaneous Accounts, also decided to call it 'quits'.

Surrounded by office associates, Mr. and Mrs. Bergman, center, are being extended good wishes by J. J. Castagne, Auditor Miscellaneous Accounts, left.

D.D. BRUCE, painter Parkwater Car Shop, retired recently. Mr. Bruce never had an accident during his entire service with the Northern Pacific.





Northern Pacific Beneficial Association



The 1960 annual meeting of the N.P.B.A. Board of Directors was held in Tacoma, Washington, May 18 and 19.

The Directors toured the Tacoma Hospital on Wednesday and noted the many improvements which have been made in the building and equipment. After this tour, the Directors visited the Indian Hospital in Tacoma which has been declared surplus by the Federal Government. The State of Washington and the N.P.B.A. have both made application for this property.

No increases in N.P.B.A. dues were made for active or retired members, and the Association benefits remain the same. With no increase in dues, the the Association will be working on a narrow financial margin for the next year, and economies are hoped for in all areas of operation.

Many N.P.B.A. members will remember Miss Clara Flikkema, former Superintendent of Nurses at St. Paul Hospital, who died June 2. She joined the nursing staff of that hospital in 1933 and served as Night Supervisor until her appointment as Superintendent in 1947. She resigned from N.P.B.A. service in 1951.

AMONG YOUR N.P.B.A. ELECTED DIRECTORS - (More of a Series)

We introduce Miss Frances A. McGuire, St. Paul, as a new Board member and also as the first woman ever to serve as a Director. She represents Office Employees.

Miss McGuire has been employed by the N.P. since 1937, and at present is personal stenographer to the Auditor of Mechanized Accounts, St. Paul.



Her family consists of her mother, a sister living in Seattle whose husband is also employed by the N.P., and two nephews.

Her hobbies include bridge, hiking, swimming and what she refers to as her "rusty 1951 Ford." She is a member of the Twin Cities' Railway Business Women's Association and also of a business and professional women's organization.

Serving his second term as Director representing Engineers is L. A. Nyberg, who has been with the Northern Pacific since 1945.

He resides in Superior, Wisconsin, with his wife and two daughters.

Mr. Nyberg is an avid trout fisherman and also includes the raising of fruit trees among his hobbies.



He is a member of the Brotherhood of Locomotive Engineers, Superior Lodge #236 F. & A.M., Queen City Chapter No. 20 O.E.S.

Ira McRoberts is serving his second term as Yellowstone District Director for the N.P.B.A. He began working for the Northern Pacific in 1925, and is now a Machinist Inspector at Glendive.

He is married and has two children.



In addition to his work for the Railway Company and his duties as District Director, he finds time to be active in the Moose Lodge and at present is serving as Secretary. He is also a member of the Elks.

QUESTION BOX

Q. How can I find out who the N.P.B.A. doctors are in my area? V.E.

A. Names of N.P.B.A. doctors can be obtained from your supervisory officer or from the various Division Time Tables.

A complete list of all authorized Association doctors will also be found in the 1959 Annual Report which is available upon request to J. C. Tierney, Secretary, 612 N.P. Building, St. Paul 1, Minn.

It is suggested that your family also be informed of the names of all doctors authorized to care for N.P.B.A. members.

St. Paul Hospital has received the following gifts:

\$35.00 from O. M. Reitan, B&B Foreman, Fargo;

\$20.00 from P. A. Nordhaug, Traveling Auditor, Fargo;

\$15.00 from P. A. McManus, Retired Engineer (the third contribution in this amount);

\$2.00 from Ansell Nadon, Clerk, St. Paul.

The generosity and thoughtfulness of these members, as well as the many others who have contributed to all of the hospitals in the past, are greatly appreciated.

We extend belated congratulations to Mr. and Mrs. Adolphus Kent, residents of Glendive, Montana, who celebrated their 60th wedding anniversary while Mr. Kent was a patient in our Glendive Hospital in April.

The Kents are grandparents of Karen Undem, former nurse at our hospital. A daughter, Hazel Reinart, was a cook for years in the N.P. Lunchroom in Glendive.

It is our sincere wish that Mr. and Mrs. Kent will enjoy many more years of continued good health and happiness.



WHO'S CARELESS?

No one ever thinks he or she is careless. Even if we admit it to ourselves, we don't like to admit it out loud - it's not easy to take the blame.

But the facts about accidents give us away. Most accidents do not happen in industries. The majority happen right in our own homes - happen where there are no machines or other conditions with which we usually associate accidents. Simple, every-day careless falls in the homes, over obstacles left carelessly out of place - down stairs - upstairs - in and out of bath tubs and showers.

"Why don't you be careful?" is asked in millions of homes every day - where we know only too well that carelessness is the cause of accidents.

Home accidents are mentioned only to show that carelessness is always the real danger.

But on the railroad, carelessness is doubly dangerous because the results can be so much more serious.

If we can cut down on carelessness, we can cut out most accidents and the pain and hurt they cause.



"Why, yes, officer," replied the speeder, "I thought it said 89 miles per hour."

"Brother," the cop sighed, "I'm sure glad I caught up with you before you turned onto Highway 301."

STATEMENT OF EMPLOYEES' REPORTABLE CASUALTIES BY CLASSES FOR THE PERIOD JANUARY 1 TO MAY 31, 1960												
	Divisions						Main Shops					
	Lake Supr.	St. Paul	Fargo	Yellowstone	Rocky Mtn.	Idaho	Tacoma	Como	Brainerd	Livingston	So. Tacoma	Total
Enginemen					1		1					2
Trainmen		4	1	2	4	1	3					15
Yardmen		3	1				5					9
Stationmen				1			1					2
Trackmen	1	2	2		3	1	2					11
B & B. men	1					1	1					3
Shopmen					1							1
Carmen				3			2		1			6
Total	2	9	4	6	9	3	15	0	1	0	0	49
Rank	2	5	4	3	7	1	6	1	4	1	1	
Store							1				1	2
Dining Car												
Engineering												6
Signal												
Chief Spl. Agent												
Communications Dept.												
Electrical Engr.												
General Office												
King St. Station												2
Miscellaneous												
Grand Total	2	9	4	6	9	3	16	0	1	0	1	59
Casualty Rate per Million Man Hours (est.) - - - - - 4.1												



These employees of the JAMES-TOWN CAR SHOP have worked a combined total of 234 years without ever having had a reportable injury.

L. to R. Albert Brown, Emanuel Holzworth, Samuel Milek, F. W. Holzworth, E. C. Eaton, G. S. Koch, and G. S. Brake.

Soft Job

"So your new job makes you pretty independent, eh?"

"Darn right. I go there any time I please before eight and leave just when I please after five."

PERSONALS

The following appointments were announced recently:

W. J. NEAD, Assistant Car Foreman, Mandan
S. A. WALSH, Assistant Roundhouse Foreman, Duluth
W. A. BREEDLOVE, Roadmaster, Centralia
L. L. NORQUIST, Roadmaster, Seattle
R. A. ROBEY, Roadmaster, Auburn
G. G. RICHARDSON, Main-Line Roadmaster, Fargo
R. D. SCHLAPPY, Branch Line Roadmaster, Jamestown

The Wanderer

"For months," said a bridge-playing housewife to her partner, "I couldn't imagine where my husband spent his evenings."

"And what happened?" breathlessly asked her friend.

"Well, one evening I went home—and there he was!"