

TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

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NP "SPECIAL" set to take a group of underprivileged youngsters from Duluth to Moose Lake for the Arrowhead Civic Club Picnic recently. For years, Northern Pacific has furnished engines and coaches for handling these worthwhile picnic specials. Trainmen and enginemen operating these trains have donated their services.

Our Cover . . .

. . . shows members of a Northern Pacific work crew posing by their train at Green River Crossing, Washington, during the construction of NP's famed switchback track route over the Cascades in 1886. The zig-zag switchback--up and over the rugged western Washington mountain--was used until the Stampede Tunnel was completed through the Cascades in 1887. See Pages 4-5 of this issue for Part I of the Stampede Tunnel epic.



MEMO . . . FROM THE PRESIDENT

I am happy to report that business during the first half of 1963 was considerably better than it was during the same period in 1962.

Freight revenue for the first half of 1963 was up approximately 9% over the first half of 1962. The increase was due primarily to the heavy movement of last year's bumper grain crop which was moved from storage to terminals during the first half of 1963.

While passenger revenue was down 15-1/2% for the first half of 1963, it was an anticipated decline from the heavy volume of passenger business last year resulting from the Seattle World's Fair.

Relating to passenger business, I would like to quote from a talk I made before the Sales and Marketing Executives' Club of St. Paul:

"Each year, thousands of people travel on our trains. When employees are polite and considerate, when they provide good service, when they are friendly and meet the traveling public with a cheerful smile, they are selling Northern Pacific. I think of our passenger trains as incubators of good will for our entire railroad. The hatch will be in direct proportion to the effort put forth by our employees to make train travel a pleasant experience for our passengers."

It is gratifying to report many evidences of a healthy, customer-conscious attitude by employees in all branches of our service, including particularly passenger service where so many of the general public form an impression of our company.

I see it in comment cards which passengers on our trains are invited to fill in and send directly to my office. Let me quote from a few, "I think the railroad is the nicest way of traveling any great distance. Service and food was superb." "Service and attitude on part of the train personnel was very good." "A wonderful train with wonderful service." There are many more and their importance can best be summed up in this quote from a speech by Crawford H. Greenewalt, Chairman of the Board, E. I. du Pont de Nemours company, who puts it this way,

"The difference between the notably successful institution and the one whose record is simply run-of-mill is seldom very great. It does not consist of brilliant and inspired flashes of genius. . .the difference rather is in the small increments of extra performance, diffused over a very large number of individuals at all levels of the organization."

And a quote from Lamot du Pont Copeland, President of the same company sums it up in this manner.

"Businesses grow because they win the preference of the customers they serve."

Winning preference for our railroad is the responsibility of every one of us, irrespective of the particular job we have.

Paul MacFarlane



STILL THERE--China dolls (inset) pressed into wet cement on NP's Bismarck, N.D., depot when it was built in 1908 are still visible. Here, George Singer of Salem, Ore., whose father, former NP employe Ferdinand Singer, inserted the dolls 55 years ago, points one out. He discovered the dolls still intact on a recent visit to Bismarck. His father was also noted in Oregon for popularizing the tree rose prior to his death in 1941.

--Bismarck TRIBUNE photo by Bob Feickert

NP's Tacoma Hospital Is Under Improvement

Work is now in progress replacing elevator service and in the construction of a new heating plant in NP's Tacoma Hospital, according to T. O. Peterson, president of Northern Pacific Beneficial Association.

In recent years the Hospital has undergone extensive internal refinishing and redecorating. Practically all of the physical equipment has been replaced.

The NPBA hospital has served Tacoma and the surrounding area for over 58 years. It was opened in 1905 as a general hospital to provide care in a pioneer country for employes of Northern Pacific Railway and their families. Shortly after, the hospital was opened to the public and has been ever since.

Recently, all physicians, surgeons and specialists in the Pierce County area were extended invitations to join the medical staff at the NP Hospital. Today over 70 doctors, representing all specialties of medicine and surgery, are on the staff.

Dr. C. P. Larsen, Tacoma Pathologist, was recently elected president of the medical staff.

The Hospital currently employs about 130 people, making it an important economic factor in the Tacoma area. Included in the nearly 3,000 annual admissions are people from Alaska, California, Oregon, Montana, Idaho and Canada.



PRIZE WINNERS in NP's annual Western Division Salmon Derby. Left to right, Mike Ferris, with his 7-lb., 2-oz. catch. Harry Hutchins (7-lb., 12-oz.), Jake Schmidt (8-lb.), R. C. Hall (9-lb., 6-oz.), Frank Reda (12-lb., 11-oz.) and champion Dave Steinhoff with his 16-lb., 10-oz. winner.

Nipper news bits

Low gross winner of the recent NP Fargo Division Golf Tourney at the Country Club in Jamestown, N.D., was O. N. Dahl of Fargo.

Ken Dahl of Dilworth and A. W. Foss of Jamestown tied for second place.

The Calloway handicap winner was Lee Hallick of Jamestown. Terry Walsh of Oberon was runner up.

Dave Steinhoff, an NP Dispatcher in Tacoma, captured first prize in Northern Pacific's 1963 Salmon Derby on Southern Puget Sound recently.

G. W. Pilgrim, former Assistant Roundhouse Foreman in Seattle, sends along a note of thanks to all his friends "from St. Paul to the Coast" for their kind thoughts on his recent retirement.

Dr. J. S. Henry, Associate Surgeon of the NP's St. Paul Hospital, recently passed his American Board of Surgery examination at Rochester, Minn., and is now a member of the American College of Surgeons.

Dorothy Sharpe, Director of Nursing Service at NP's St. Paul Hospital, has returned to her duties after doing post graduate work in nursing education at the University of Chicago.

Recent contributors to the St. Paul NPBA Hospital were: E. R. Rockart, retired NP Draftsman in St. Paul (\$24); A. H. St. Cyr, Conductor at Glendive (\$10); and C. A. Meyers, retired Drawbridge Leverman at Duluth (\$1).

NP Tinsmith Michael E. Kunschak of Livingston gave \$10 to the NP's Missoula Hospital. Albert N. Brady, retired Chief Clerk in Seattle, donated \$5 to the Tacoma Hospital.



NELSON BENNETT, CONTRACTOR STAMPEDE TUNNEL,
CASCADE DIVISION, N. P. R. R.

"No tunnel as difficult as the Stampede had ever been attempted."

-- Murray Morgan,
in *CASCADES* magazine

There were no celebrations, certainly. And there probably was not even a line in any one of hundreds of Northern Pacific territory newspapers to remind the public. But the fact is that 75 years ago in May the last great obstacle to actual completion of our railway's direct line to Puget Sound was literally blasted out of the way at Stampede Pass in the Cascade Mountains.

They weren't so calm about it in 1888. Indeed, there was dancing in the streets of Tacoma, Yakima and, yes, even in Portland and Seattle, when word reached the citizenry that east and west end crews had breached the tunnel headings on May 3, more than two years after the first hammer blows had been struck on Feb. 13, 1886. Between those dates there was enough drama, humor and tragedy to fill a dozen books and more. For, more than anything else, the Stampede tunnel story is many stories--one for each man who had anything to do with it.

Many men tried and quit. Others, a minority, worked through the perils and the cold and the snow and the floods to the very end. The turnover in labor was so steady that, at one point, Superintendent Sidney Bennett was moved to write to his brother, Nelson, that he kept three teams busy, "One coming, one drilling, one quitting."

Nelson Bennett was called a fool and worse when he underbid all of the experienced tunnel contractors--some by as much as 50 per cent--to win the Stampede Tunnel contract. Even in that day, when 75 cents bought the best steak in the house, his bid of \$85 per foot for a total of \$837,250 seemed sheer madness. Hadn't the Hoosac, only twice as long as Stampede and infinitely more accessible, cost \$13 million?

The Struggle to Build Stampede Tunnel

PART I

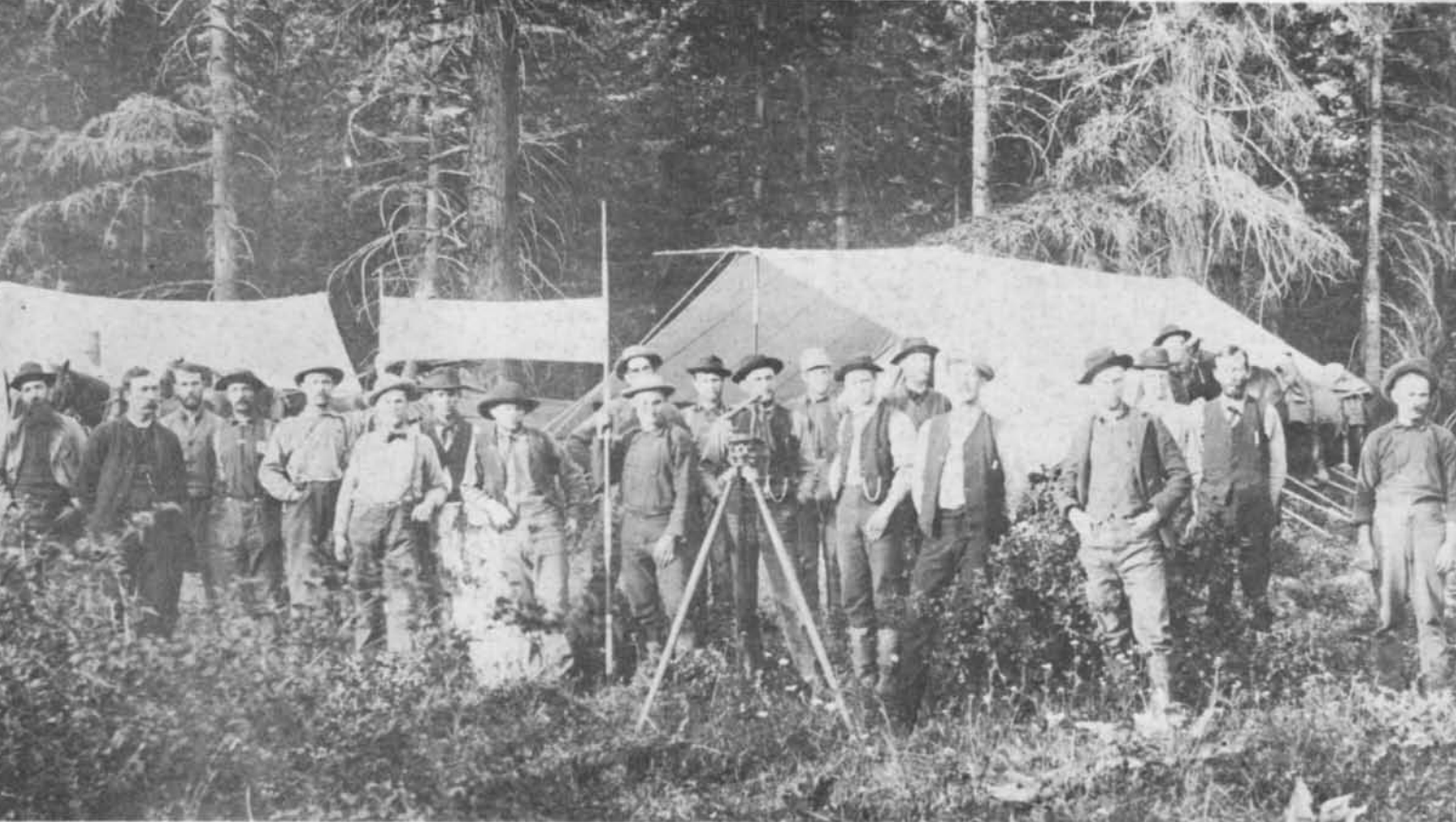
Bennett knew all about the Hoosac, and he knew what he faced in the Cascades, too. When he figured, it was a matter of minutes, inches and pennies. There was in him a highly developed intuitiveness where money was concerned. He would deny that he was a gambler.

Nelson, with "Cap'n Sid," his brother, had built the stretch of line between Pasco and Ellensburg some time before. It is recorded in NP's archives that he had "kept his force of Mormon graders at work at his own risk, borrowing money to pay them through for their subsistence, and waiting for better times in the railroad's finances to get his money back." The company had no qualms about the tunnel contract.

Bennett's Stampede bid covered the cost of timbering the tunnel, too. So when it was completed, he received a total of \$1.2 million. What's more, he finished ahead of schedule to escape the penalty of \$100,000-plus-10 per cent, which the company could have demanded had he failed to meet the 28-month deadline set by his contract. That he beat the deadline by a matter of days was a tribute to both his intuition and inventiveness. Each played a significant part in his success.

The Stampede story actually began with the discovery of the pass by V. G. Bogue on March 19, 1881. Bogue, no stranger to mountains, had built railroads in the Andes of South America. As principal assistant engineer for the NP, he was given the task of locating a suitable pass through the Cascades, despite the fact that D. C. Linsley had found one farther to the north nearly 11 years before. Linsley's pass was discovered at the headwaters of the Wenatchee river, west of Lake Chelan. But with the line being built to the south, a new pass was required. Bogue succeeded, and called it Garfield Pass, though it soon became known as Stampede Pass.

Not long after its discovery, Bogue sent two survey parties into the field. Later, he decided to consolidate



NP Engineers' camp in Cascade Mountains, where they plotted Stampede Tunnel in 1886.

the two, naming a foreman who had earned a reputation for being an over-strict taskmaster. In protest, the entire trail party deserted. A draftsman in the next crew to arrive on the scene used the incident to name their site "Stampede Camp." The name stuck, while "Garfield" passed into history's limbo.

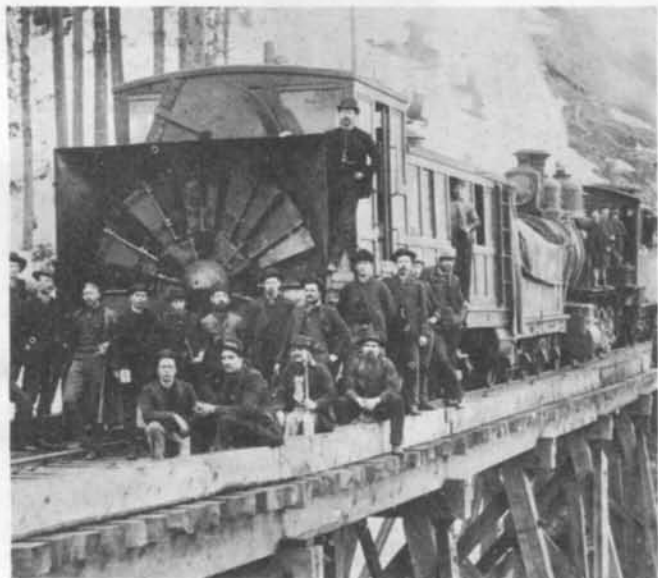
Bogue's assistant, J. L. Kingsbury, made the first tunnel location in August, 1882. Subsequently, four other locations were made, the final one by W. H. Kennedy. All

had used the same point on the west, but had designated different sites for the east portal.

There was activity in the area for several years before Northern Pacific's rugged President Robert Harris reconnoitered the location himself in 1885. He crossed the mountains on horseback and camped out in the wilderness on the surveyed line while making his examination. The site was approved and, late that year, the job was put up for bids. On Jan. 22, 1886, Nelson Bennett wired from Philadelphia to his brother in Yakima that the job was theirs. Cap'n Sid, sharing his younger brother's optimism, was already rounding up a crew when he received the news.

Two weeks later, Sidney struck out from Yakima with men and equipment to make the initial assault on the mountain. NP's track came no closer than Selah on the east side of the Cascades and Eagle Gorge on the west. Wagons and sledges, men and mules provided the only means of transport.

Trackage was hastily pushed as far as Thrall, just east of Ellensburg, but only after Sidney and his men had hacked their way almost to the site of the east portal and had begun work on the approaches. Even with the added trackage, there still remained more than 50 miles of roadless forest and foothills to the east end and an additional nine miles over the top of the mountain to the west portal. Between these two points--straight through the mountain--lay 9,850 feet of rock, water, mud and tragedy.



An NP snow-bucking crew poses beside their big rotary unit during winter operations near east approach to Stampede Tunnel in 1886. Track had to remain clear of snow so that materials and equipment could be rushed in for tunnel digging.

NEXT MONTH: THE TUNNEL

Retirements

MINNESOTA

Martin J. Curran, an NP Carman in St. Paul, retired recently after 40 years with the railway.....John F. Connelly, Switch Foreman at Bemidji, had 47 years in on his retirement date.....Harriet A. Mullaney, Clerk-Auditor, freight accounts, in St. Paul, has retired after 47 years with the NP.

Oscar J. Murset, Communications Maintainer for the railway in St. Paul, completed 41 years of service upon retirement.....Valentine Petrykowski, Northern Pacific Blacksmith in St. Paul, retired after 50 NP years.

After 40 years on the railway, Oscar F. Dahl, NP Coach Builder at St. Paul, retired.....Painter Joseph E. Yalch had been with Northern Pacific 41 years on his retirement in Brainerd.....Levi W. Larson, a Carman at Staples, retired after 20 years.

Donald C. Hand, Blacksmith Helper for the NP at Brainerd, recently retired after 20 years.....Willis E. Rau, clerk, store Department for the railway in St. Paul, completed 46 NP years at retirement.....Peder E. Pedersen, clerk, Auditor Freight Accounts in St. Paul, had 44 years in at retirement.....Elmer R. Anderson, NP Machinist in St. Paul, has retired after 38 years.

NORTH DAKOTA

Carl S. Hinger, NP Machinist Helper at Jamestown, recently retired after 39 years on the line.....Clair H. Viets, General Yardmaster at Fargo, completed 36 years before retiring.....Arthur J. Hammer, Locomotive Engineer from Mandan, closed his NP career with 47 years of service.

MONTANA

Peter A. Mikeson, NP Blacksmith at Livingston, has retired after 39

years with the railway.....Mary I. Wenaas, OS & D Clerk at Billings, retired after 43 NP years.

WASHINGTON

David L. Franz, NP Section Foreman at Enumclaw, had served the railway for 41 years before retiring.....Charles A. Cunningham, Locomotive Fireman at Tacoma, was with NP for 51 years when he retired.

Frank Rombalski, Section Laborer at Pe Ell, completed his career with the railway after 20 years.....Walter L. Aebi, NP Driving Box Packer at Seattle, recently retired after 39 years.

Cecil B. Wright, Boilermaker Helper, retired after 41 years in South Tacoma.....Ralph L. Trimble, Railway Telegrapher at Yakima, completed his NP career of 57 years.....Martin C. Jensen, a Machinist at South Tacoma, retired with 41 years of service to NP.

Glenn B. Creed, Signal Maintainer at Auburn, was with Northern Pacific for 44 years before retiring.....Ernest J. West, an NP Locomotive Engineer at Spokane, completed service with the railway after 44 years.....James G. Rea, Traveling auditor-Disbursements in Tacoma, also had 44 years of service in with the company before retiring.

Reception Line Awaits Retiring NP Engineer



WHEN NP Engineer Jake Kautt climbed down from his cab with just one run to go prior to retiring, he had a big welcoming committee in St. Paul. Left to right: Superintendent of Motive Power O. J. Murphy, General Manager D. A. Thomson, Kautt, General Mechanical Superintendent J. A. Cannon, Master Mechanic C. J. Wirth and Road Foreman Ted Rohla. Jake joined the NP in 1916. He made his final run on the Vista-Dome North Coast Limited the next day.

Promotions

Northern Pacific has announced nine recent personnel changes in its operating department at various system points.

R. O. Hammerstrom, Trainmaster in Minneapolis, has been named Assistant Superintendent of the Railway's Yellowstone division, with headquarters at Billings. He succeeds C. W. Thompson, who has accepted the position of superintendent at Seattle's King Street passenger station, a joint operation of the Northern Pacific and Great Northern railways.

Succeeding Hammerstrom at Minneapolis is E. L. Nolan, General Yardmaster at St. Paul.

In other changes, L. M. Barhan,

Trainmaster-Roadmaster at Mandan, N.D., becomes Trainmaster at Staples, Minn., taking over the post held by D. B. Lewis, who has gone as Trainmaster to Pasco, Wash. Lewis succeeds F.W. Cochran, who transferred to Yakima as Trainmaster.

At Yakima, Cochran replaces G.W. Thompson, who has moved to Auburn to assume the Trainmaster's position formerly held by R. C. Judson. Judson has succeeded Barhan as Trainmaster-Roadmaster at Mandan.

The final change involves the appointment of R. D. Schlappy as Trainmaster at Pasco. He was a Roadmaster on NP's Tacoma division.

Rodine Retires as NP Passenger Traffic Head; Scott Named Successor

G. W. Rodine, Passenger Traffic Manager for Northern Pacific, retired Aug. 1 to end a half-century of railroad passenger service. He is succeeded by F. G. Scott, former Western Passenger Traffic Manager at Seattle.

In the resulting series of new appointments, Leonard Holmstrom, General Passenger Agent in St. Paul, became Assistant Passenger Traffic Manager; M. L. Thomson, General Agent in NP's Passenger Department



Scott



Rodine



Holmstrom



Thomson

at Portland, succeeded Scott, and A. T. Mercer, City Passenger Agent in Portland, moved up to Thomson's former post.

Rodine began his 50-year rail career in his native Chicago with the Sante Fe railroad and came to the NP in 1921. Subsequently, he served as Traveling Passenger Agent in Cleveland and Milwaukee, Special Agent in St. Paul, then returned to Chicago in 1926 as Assistant General Agent.

Five years later he was named General Agent, a post he held until his appointment as General Passenger Agent at Seattle in 1941. He was promoted to Western Passenger Traffic Manager in 1947, then received the top passenger post in St. Paul two years later.

Scott was born in Ohio, but grew up in Billings, Mont., where he began his more than 43 years of service with Northern Pacific in 1917. After service at various points on the Rocky Mountain Division, he became City Passenger Agent at Cleveland in 1927. He went to Chicago in 1931 and was named General Agent there in 1941. He received the Seattle appointment in 1949.

Holmstrom spent 12 years with Northern Pacific Terminal company at Portland before joining the railway company in 1949. The following year he was named Traveling Passenger Agent in Seattle, then went to Spokane in 1952 as City Passenger and Ticket Agent. In 1954 he was named Assistant General Passenger Agent in St. Paul and three years later became General Passenger Agent.

Thomson started his NP service at St. Paul in 1926 and went West as City Passenger Agent in Spokane in 1937. After eight years in the Inland Empire city



Mercer

he went to Portland, where he was named General Agent in 1956.

Mercer joined NP's operating department at Yakima in 1948, then he, too, went to Portland and began his traffic department service in 1954. He returned to Yakima as Traveling Passenger Agent the following year, then became City Passenger Agent at Seattle in 1957.

Safety Scoreboard

STANDING BY DIVISION—Jan. 1 to July 31, 1963

Rank	Division	Reportable Injuries	Cas. Ratio 1963	Cas. Ratio 1962
1	Fargo	3	2.65	5.22
2	Idaho	11	5.39	11.06
3	Rocky Mountain	11	6.40	13.33
4	Yellowstone	14	6.85	7.98
5	Tacoma	29	10.01	12.64
6	Lake Superior	11	10.16	9.96
7	St. Paul	27	12.30	13.72

STANDING BY MAIN SHOPS

1	Brainerd	1	2.61	5.69
2	So. Tacoma	1	2.97	0.00
3	Como	1	3.15	3.34
4	Livingston	1	3.78	7.98

STANDING BY CLASS OF EMPLOYEES

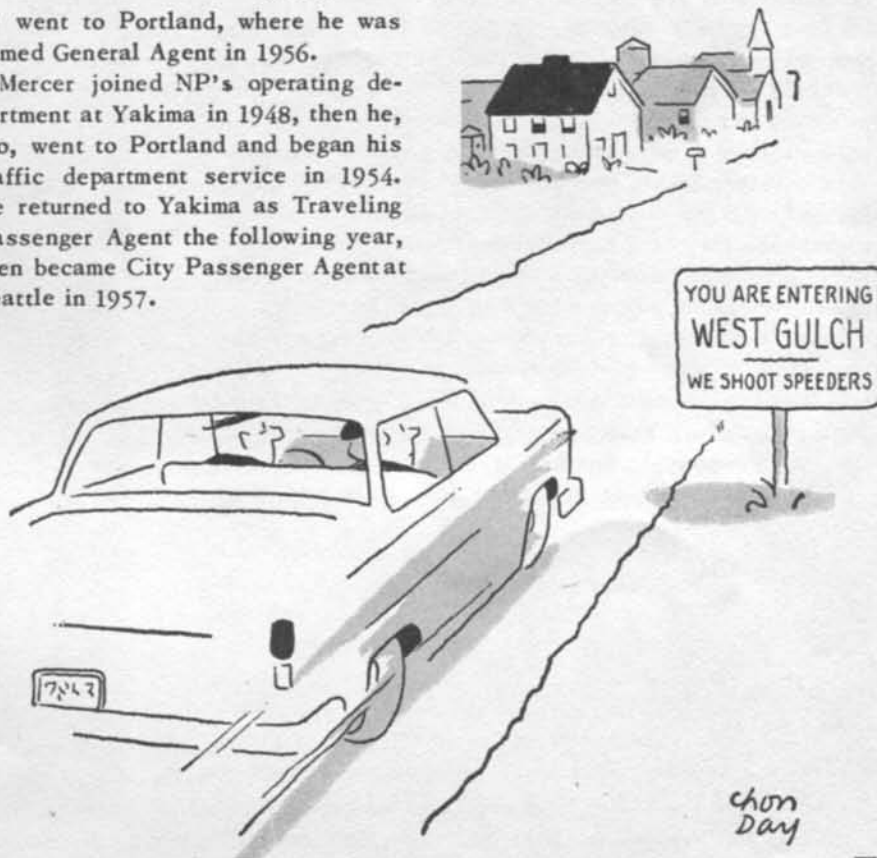
1	Stationmen	4	1.23	3.65
2	Enginemen	6	2.80	10.03
3	Shopmen	5	4.82	5.76
4	Trackmen	16	6.28	8.98
5	Carmen	12	8.61	6.18
6	Trainmen	15	11.00	27.03
7	Bridgemen	13	21.41	9.10
	Yardmen	35	29.01	30.73

MISCELLANEOUS DEPARTMENTS

Tie	Dining Car	0	0.00	10.10
Tie	General Office	0	0.00	1.44
3	Stores	1	1.92	1.95
4	Engineering Dept.	1	4.09	24.34
5	Signal Dept.	2	7.63	3.88
6	Chief Special Agt.	1	7.97	0.00
7	Communications	3	11.15	4.10
8	Elec. Engr. Dept.	1	14.64	14.60

TOTAL FOR SYSTEM -- 119 6.39 9.02

	Number	
Train and Yard Accidents	137	140
Motor Car Accidents	16	7





One of 14 IBM units composing NP's 1410 Magnetic Tape Data Processing System is delivered to the Railway's St. Paul Main Office.

NP GETS A NEW 'BRAIN'

Northern Pacific has recently installed a new computer to process the myriad of data that is involved in operating a trans-continental railway.

The new IBM 1410 Magnetic Tape Data Processing System replaces the 1401 system which had been in operation the past two years.

Operating at three or four times the speed of the 1401, the new system accurately processes a greater volume of work than previously was possible. This greater speed is made possible by the 1410's ability to manipulate data at the rate of 4.5 microseconds per character. Its high speed tape units allows it to feed information into the computer at a rate of more than 41,000 characters per second, and its printer can prepare finished reports at a rate of 600 lines of type per minute.

There is virtually no limit to the amount of varied work that the processing system can do-- and is doing-- for the company. Whether it be auditing accounts, running inventories or any other job, it is amazingly efficient.

All units of the system are directly controlled by a program, which consists of specific detailed machine instructions that tell the computer what to do with raw data. For each job to be processed, the operator of the 1410 feeds the program data into the machine. The computer then stores this information--numbers and alphabetic and special characters--in its 40,000 memory cores, recalling this data as required to complete the job in process.

