

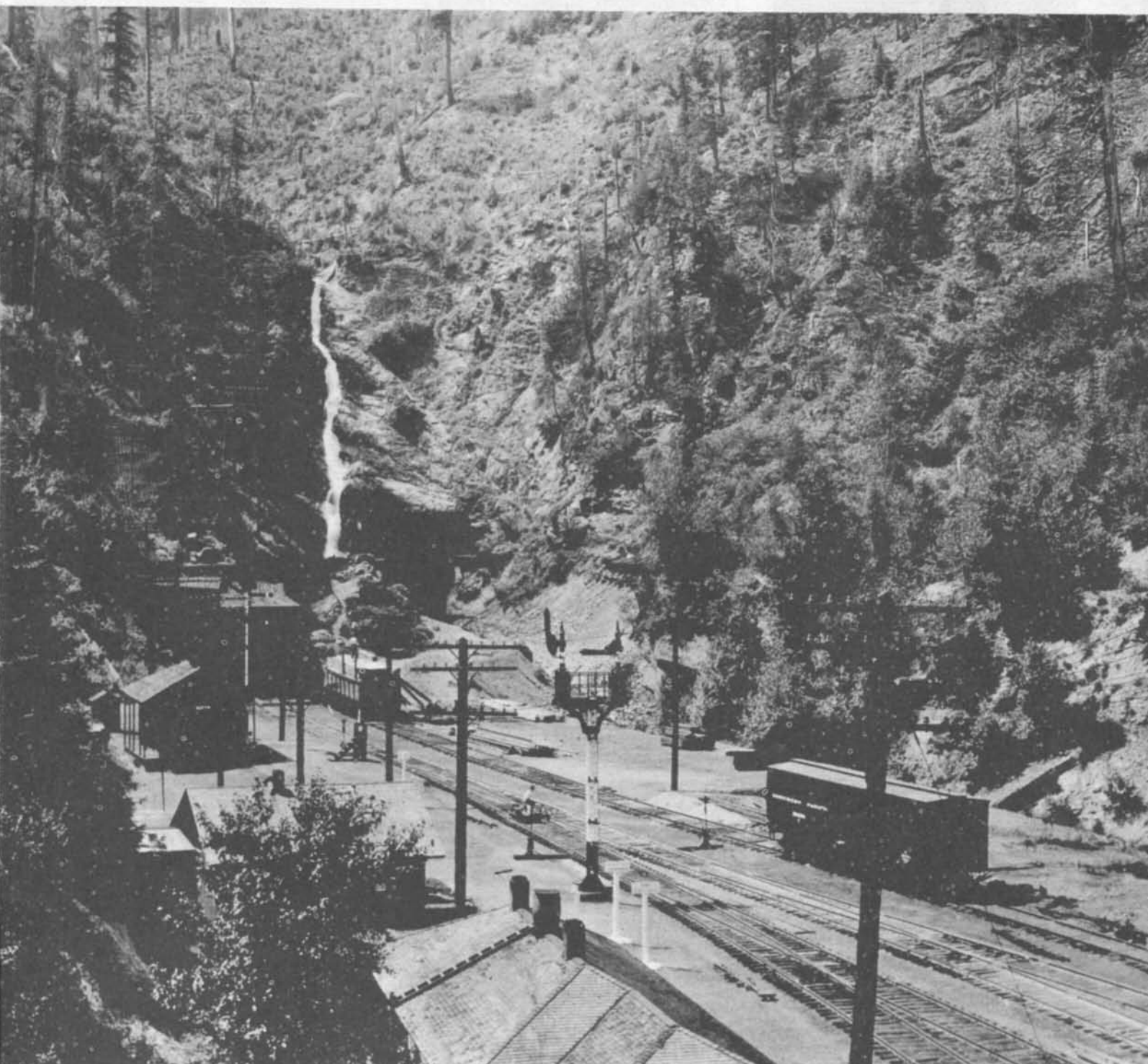
TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

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NO. 8



TELLTALE



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IN CHARGE--Karen Laumbach, Northern Pacific Stewardess-Nurse, has been appointed supervisor of the Railway's Stewardess-Nurse service with headquarters in Seattle. She succeeds the former Miss Charlotte Hanes, who resigned last May to become the bride of Don Meek in Seattle. Miss Laumbach is a native of Lake City, Iowa. She was graduated from nurses training at the University of Iowa, Iowa City, in 1961. Prior to joining the NP she was employed at the University of Minnesota Hospital in Minneapolis.

Our Cover . . .

. . . shows the east portal of Stampede Tunnel in the Cascades, 46 miles west of Ellensburg, Wash., on Northern Pacific's main line. The first NP trains went through this tunnel on May 27, 1888. Today, 75 years later, trains are still cutting through the mountain here. Part II, the final chapter, of the tunnel building epic is concluded on Pages 4-5 of this issue.



MEMO . . . FROM THE PRESIDENT

September 8, 1963 marked the 80th anniversary of the "Last Spike" ceremony at Gold Creek, Montana, in 1883, providing the first rail link between the Great Lakes and the North Pacific Coast.

Our track improvement program this summer represents an investment of approximately seven and one-half million dollars. I am happy to report that we are several weeks ahead of schedule in this important phase of our overall improvement program.

We are now in the process of putting together our budget requirements for 1964. This is a particularly difficult task because so much of our planning depends on an accurate forecast of business conditions during the remainder of 1963 and the volume of business we can expect in 1964. We are hopeful that our 1964 improvement program will be even greater than that of 1963.

It appears that we will have an expanded freight car building program at our Brainerd shops next year. It is also likely that we will purchase a number of new diesel locomotives to replace those purchased in 1943.

While indications point to a bumper grain crop in the territory we serve, it is uncertain when the crop will move from the farms to the major grain terminals. We do, however, have a reasonably adequate car supply to meet all shipper demands.

Our business for the first half of 1963 presents a favorable picture when compared with figures for the first half of 1962. It must be remembered, however, that business for the first six months of 1962 was down substantially from the same period in 1961. We must also bear in mind that there was a marked upturn in business during the last six months of last year so that the comparison between the last half of '62 and the last half of '63 will not be as favorable as the first half comparisons for the preceding year.

It is encouraging to note that settlement of the work rules issue will be made without the economic upheaval which would have resulted from a railroad strike. We hope that rapid progress will be made toward settlement of all of the issues and that the differences will be fairly and equitably resolved on the basis of merit.

Robert MacFarlane



BOWLING RINGS--when 15 past presidents of the Greater St. Paul Bowling Association were presented with rings in recognition of their services recently, three Northern Pacific employees were among them. Left to right, retired NP Engineering Department Statistician Charlie Swanson, Purchasing Department Office Manager Les Anderson and Joe Cihlar, Signal Inventory Engineer, show their rings off. The Bowling Association is currently making preliminary plans for the 1965 ABC annual tournament to be held in St. Paul.

Spokane Lilac Chapter Earns NARBW Award

Spokane's Lilac Chapter of the National Association of Railway Business Women recently received the Kate Shelley Award for outstanding public service activities in 1962.

The Lilac Chapter was cited in Hollywood, Fla., as winner in the national competition sponsored by Modern Railroads magazine.

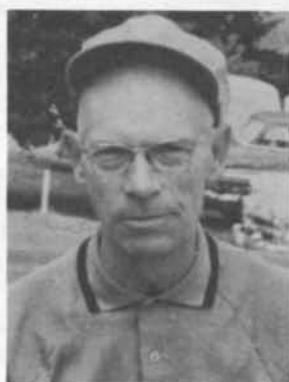
Northern Pacific business women played an important part in the 27-member organization's program benefiting the railway industry. NP members of the Lilac Chapter are:

Josephine Batty (Past President), Louise Berg (Treasurer), Bette Chamberlain (Vice President and General Chairman of special trains to Seattle's World's Fair), Adeline Eaton, Ethel Mooney (retired), Emma Myers, Gunly Peterson, Carolyn Peterson, Wilna Shepard (Public Affairs Chairman), Louise Sonnenburg and Wilma Workman.

Kate Shelley awards are named for a heroic 15-year-old girl who

saved a passenger train from disaster in 1881 when she struggled through a heavy storm to warn the train crew of a washout.

One of the outstanding public relations programs run by the chapter was their sponsoring and promotion of two special trains to the Seattle World's Fair.



Howard

Al Buffo of South Tacoma Shops won low gross honors at the recent NP Western District Golf Tournament at Elks Allenmore Golf Course in Tacoma.

Merle Davis of Seattle was low



Buffo

net winner and Bow Peoria winner was H. Howard of Seattle.

A total of 106 players competed in the meet, some coming from as far east as Staples, Minn., and Fargo, N.D.

Nipper news bits

Northern Pacific Beneficial Association has announced that the newest edition of the NPBA's Constitutional By-Laws, with latest amendments, is now available upon request to J. C. Tierney, Room 612, NP Building in St. Paul.

■ ■ ■ ■

The hospital administration from all four NPBA hospitals met with T. O. Peterson, President of the NPBA, recently in St. Paul to discuss matters concerning hospital operation. The four administrators are P. C. Newberg (St. Paul), R. M. Warr (Glendive), R. C. Atkins (Missoula) and C. P. Gurko (Tacoma).

■ ■ ■ ■

A crowd of some 200 St. Paul NPBA hospital employees attended a recent picnic outing in St. Paul's Como Park.

■ ■ ■ ■

Buffo Wins NP Western Golf



Davis



Stampede Tunnel, completed 75 years ago, was a test of men against a mountain. Northern Pacific's line to Puget Sound had to be completed at any cost. Nelson Bennett of Tacoma won the right to build the tunnel, with what seemed to be a drastically low bid. His brother, Sidney, immediately proceeded to the location with workers and equipment to make the initial assault against heavy odds.

Sidney Bennett lost no time in pitting the skill of his handpicked drillers against the stubborn face of the mountain that lays beneath the misted and majestic glacier-clad slopes of Mount Rainier. On Feb. 13, 1886, even while another crew built dams and breastworks to divert the falls which cascaded down across the east portal from 200 feet above, sodden but determined drillers drove their steel bits into the glistening, ice-covered rock. Soon, the chorus of splashing water and clanging steel, punctuated regularly by the mighty blasts of powder charges, kept the ears of men ringing long after the damp darkness had enveloped their tents in the night.

Progress was agonizingly slow at first, what with the cold and the abbreviated days of winter and the need

PART II Stampede Tunnel Is Completed

to erect a hospital, buildings to house headquarters offices, supplies, stables and other structures. During the first four months, drilling was done entirely by hand, and the crews averaged only 3½ feet of excavation per day. By this time, too, "boomers" were leaving the camp in droves. Then things took a turn for the better. Back in Tacoma, Nelson had purchased the newest of drills, a complete battery of Ingersoll, air-operated units.

With this equipment, the Bennetts needed fewer men. Boomers couldn't "cut the mustard" and employment more or less stabilized for the first time. Almost immediately, production nearly doubled. Now the men were moving ahead at an average of 6.8 feet per day. But this kind of progress brought with it two more problems--illumination was needed, and a way had to be found to remove debris from the tunnel more quickly. Nelson was equal to both.

In 1882, Thomas A. Edison had established the world's first commercial electric power system in the East. Why wouldn't the same thing work for the Bennetts? Nelson figured it would, with the result that the first electric light plant in the Cascades was built in 1886, simply to provide "daylight" in the tunnel for the men. Not as confident as their boss, the latter continued to wear their head lamps, despite the gay assurances of E. V. Smalley, who had written for the Northwest magazine, "Instead of going about in a darkness lighted only by little lamps stuck in their hats, the workmen can now see what they have to do as plainly as though they were out in the full sunlight."

The bewhiskered contractor applied more of his own native genius to the problem of clearing out the tunnel of shattered rock and spoil. Reporting the novelty in the Northwest, Smalley wrote:

"Another feature that expedites progress of the great bore is a machine called the 'go-devil,' devised by Nelson Bennett, which consists of a broad platform with a projecting shelf, running on tracks laid at the sides of the tunnel. This is pushed forward after a blast, so that the platform comes up level with the heading. The rock from the heading is dumped into a car below at the same time that rock from the bench is loaded upon another car."



Waterfall on left of picture had to be diverted from the east entrance of Stampede Tunnel before construction could begin.



Stampede Tunnel hospital (in background) was a busy place during the NP's tunnel construction. Here, the physician in charge, Dr. Morrison, and his family pose with some of the "wounded" from the tunnel digging.

In his CASCADIES magazine article, Murray Morgan likened the battle of the tunnel to a war, and described how newspaper correspondents datelined their stories "At the Front." One of these writers was F. A. Carle of the St. Paul Pioneer Press. This is how Carle described his first day at the scene (May 5, 1887):

"After dinner we plunged 2,000 feet into the earth to inspect the largest tunnel in America, after the Hoosac. Excavation has progressed about this distance at each end of the tunnel, completing two-fifths of the entire 9,860 feet. Work goes on steadily night and day with the aid of all modern appliances, and Capt. Sidney Bennett, brother of Nelson Bennett of Montana fame, and in charge of the work under his brother's contract, believes that it can be completed by next May, in spite of unexpected difficulties, arising mainly from the soft and friable character of the interior rock. Curiously enough, this trouble increases as the hole grows deeper. They are obliged to timber the bore the whole length, and tons of superfluous excavations have been made necessary by the caving in of rock from the roof and the oozing up of clay from the bottom, under the pressure of the mountain at the sides. . . . There must be nearly a thousand men employed at the tunnel and on the adjacent sections of the road; but I saw few signs of customary end-of-the-track riot and confusion. Perhaps the snow and cold discourages it. . . ."

At this time, air drills were in use in both ends of the tunnel, and the work was moving ahead at a combined rate of nearly 14 feet per day. But with only 40 per cent of the tunnel completed and 12 months out of the original 28 left, the picture looked black, indeed, for the Bennetts. The pressure of completing the line to Tacoma, however, was lifted when NP completed its wondrous switchback line over the top in June, 1887. But that never had

been a spur to Nelson. His was a personal fight against the contract date. He had never failed before, and he wasn't about to give up now. He and Sidney simply pushed up their sleeves a bit higher, and Cap'n Sid communicated the same spirit to the men.

A competitive frenzy entered the labors of every shift in each end of the tunnel. With each passing day Sidney shot off wires to Nelson to tell him of their success in chiseling away at the yardage they had fallen behind. Slowly they crept up until they were even with the goal set many months before. Then they were past and hurtling toward the deadline.

On May 3, 1888, a blast opened up a fist-size hole to link the two ends of the tunnel; the centers were less than an inch of meeting perfectly! The Bennetts couldn't have done better had they been able to chart each cubic inch of rock and every unexpected event 28 months in advance. Perhaps they did just that.

On May 27, the first train rolled through Stampede. Today, after 75 years, freight and passenger trains are still rolling through. And hundreds of passengers daily little realize that it stands as an unheralded monument to the Bennetts, the railway, and the countless men who labored and ached and died that this country might have a continuous line of railroads running across its northern half, "from sea to shining sea."

THE END



ANDY COPPINI, left, Assistant Auditor of Miscellaneous Accounts, was recipient of a number of gifts from friends in NP's Main Office on his retirement. Here, J. J. Castagne, Auditor of Miscellaneous Accounts, makes the presentations.



WILLIS RAUN, Clerk in the Store Department in St. Paul, thanks his friends for his retirement party. Raun, flanked by General Storekeeper E. L. Jensen, left, and his wife, was with the NP 46 years.



LARRY DALY, Chief Clerk to the NP's Rocky Mountain Division Superintendent, goes over some retirement memos with his wife on his last day at work. Daly began working with Northern Pacific in 1915.

Retirements

MINNESOTA

Guy B. Martinson, Locomotive Engineer for Northern Pacific in Minneapolis, has retired after 46 years with the company....Napoleon L. Remillard, NP Switchman from Minneapolis, completed 48 years on retirement....Joseph A. Hilgert, Painter for the Railway in St. Paul, retired after 48 NP years.

Josephine S. Ahlquist, Chief Voucher Clerk in St. Paul, has retired after 45 years....Charles R. Henderson, Shop Deliveryman at Brainerd, reached retirement after 22 years with the NP....Andrew A. Coppini, Assistant Auditor of Miscellaneous Accounts in St. Paul, retired after 49 years.

Bertram B. Lee, an NP District Claim Agent at Duluth, joins the retired ranks after 37 years of service....Louis J. Splichal, Locomotive Engineer at Minneapolis, has retired after 46 years.

William J. Kautt, NP Locomotive Engineer in St. Paul, completed 47 years with the Railway recently.... Joseph Kraus, Coach Painter for Northern Pacific in St. Paul, had 44 years in on his retirement....William

A. Derksen, NP Machinist Helper at Brainerd, has retired after 37 yearsFrank Slowinski, Locomotive Engineer at Duluth, has retired after 43 years.

NORTH DAKOTA

George D. Runnells, Northern Pacific Machinist at Jamestown, has completed his career with the Railway after 38 years of service.

MONTANA

Frank L. Smith, Switchman at Helena, takes his retirement after 33 years on the line....Spencer P. L. Olson, District Supervisor of Northern Pacific Transport Company in Missoula, has retired after 43 years with the company.

Roy V. Emery, NP Machinist at Livingston, has retired after 41 years....Stephen L. Storer, Locomotive Machinist at Livingston, had completed 40 years with the Railway on his recent retirement....Lawrence R. Kincaid, District Forest Manager for the NP at Missoula, has retired after 32 years....Ole Dedrickson, Section Foreman at Butte, has reached retirement after 47 NP years. Sanjire Nakamura, Roundhouse foreman at Livingston, has retired after 39 years on the Railway.

WASHINGTON

Herbert C. McClelland, NP Conductor at Walla Walla, reached retirement after 25 years with the

company....Louis Papi, Car Shop Laborer at Pasco, completed 32 NP years at retirement....Ralph W. Emery, Carman Inspector at Seattle, had 44 years with the company at retirement.

Colin C. Cliff, Store Helper at Auburn, reached retirement after 29 NP years....Gottlieb Pomerinke,

Retirements

Continued on Page 7



A. EDWIN OLSON, a Machinist at Brainerd Shops, retired recently after 31 years with Northern Pacific. During those years he never had a reportable injury.

Promotions

J. H. Powers, formerly an NP Machinist in Seattle, has been appointed Working Supervisor at Seattle Roundhouse.

R. B. Enders, a former Car Welder at NP's Minneapolis Northtown yard, has been appointed Welding Supervisor at Brainerd, Minn., shops.

C. J. Varriano, Machinist at Dilworth, Minn., has moved into the position of Night Working Supervisor at Forsyth, Mont.

R. K. Keegan, an NP Machinist in Auburn, Wash., is new NP Working Supervisor at Helena, Mont.

O. B. Hamry, formerly Night Roundhouse Foreman at Parkwater at Spokane, has been appointed Assistant Roundhouse Foreman there.

J. J. Kelly, Jr. has been appointed Assistant to Engineer of Tests in St. Paul.



STILL ON THE MOVE--Northern Pacific's first locomotive, the Minnetonka, is still busy today, 93 years after it was purchased by the NP for construction work on its line. Here, the colorful wood burner is eased down onto track-laid, with ballasting, on a Minneapolis, Minn., downtown street--where it was put on display near Dayton's Company. The little steamer makes the rounds each year, appearing at various functions and celebrations on NP's line.

Safety Scoreboard

STANDING BY DIVISION--Jan. 1 to Aug. 31, 1963

Rank	Division	Reportable Injuries	Cas. 1963	Ratio 1962
1	Fargo	4	3.08	4.58
2	Idaho	13	5.61	11.81
3	Rocky Mountain	12	5.87	14.71
4	Yellowstone	18	7.80	8.25
5	Lake Superior	12	9.61	10.32
6	Tacoma	33	10.25	11.70
7	St. Paul	35	14.02	13.19

STANDING BY MAIN SHOPS

1	Brainerd	1	2.38	4.97
2	So. Tacoma	1	2.73	0.00
3	Como	2	5.91	5.89
4	Livingston	2	6.94	7.00

STANDING BY CLASS OF EMPLOYEES

1	Stationmen	5	1.37	3.72
2	Enginemen	8	4.03	8.77
3	Shopmen	7	6.07	5.92
4	Trackmen	22	7.28	8.45
5	Carmen	13	8.42	5.49
6	Trainmen	17	11.04	27.64
7	Bridgemen	15	22.08	11.07
	Yardmen	40	29.23	32.64

MISCELLANEOUS DEPARTMENTS

Tie	Dining Car	0	0.00	8.22
Tie	General Office	0	0.00	1.27
3	Stores	1	1.76	6.89
4	Engineering Dept.	1	3.77	21.75
5	Signal Dept.	2	6.98	3.44
6	Chief Special Agt.	1	7.07	0.00
7	Communications	3	10.09	3.57
8	Elec. Engr. Dept.	1	13.51	12.86

TOTAL FOR SYSTEM -- 119 6.76 9.18

Number

Train and Yard Accidents	155	167
Motor Car Accidents	16	10

Retirements

Continued from Page 6

Carman at South Tacoma, retired after 21 years....Fred E. Miller, Locomotive Engineer at Tacoma, joined the list of recent retirees after 46 years on the line.

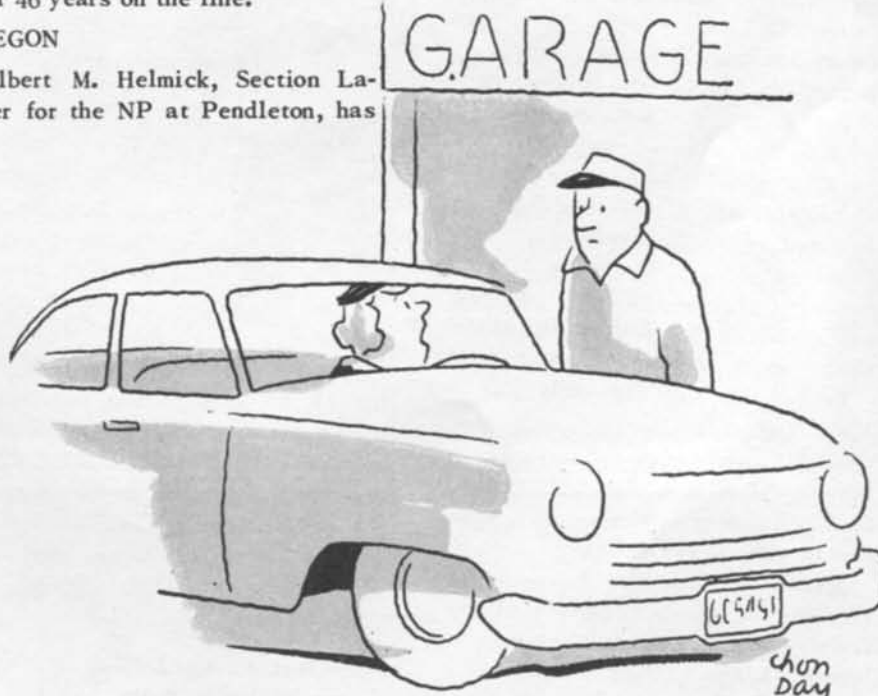
OREGON

Albert M. Helmick, Section Laborer for the NP at Pendleton, has

retired after 41 years with the Railway.

PITTSBURGH

Carl F. Broge, Northern Pacific Material Inspector in Pittsburgh, reached retirement after 20 years with the Railway.



"Can you do something for my horn . . . ? It doesn't scare pedestrians."

Plated Toes Helpful

Safety Shoes Show Their Worth on NP

Forty-seven people have suffered toe injuries on the Northern Pacific in the first six months of this year. None wore safety shoes. At this rate, eight employees per month will experience painful toe injuries during the balance of the year. Don't be one of eight who will have toes injured or missing. Wear safety shoes and reduce the hazards and chance of serious foot injuries.

Many men know from experience that safety shoes are tops. A B&B foreman was working with a heavy manhole cover. When replacing the cover, it dropped on his toe, cutting the leather on his shoe. His toes were not injured—he was wearing safety shoes. When a 1,000-pound axle fell on the foot of a shop helper, his toes were bruised and his safety shoes ruined. . . but he still has his toes.

Many other men have avoided injury because they were wearing safety shoes. Section laborers, pipefitters, blacksmiths, machine operators, B&B laborers, machinist helpers, carmen helpers, foremen and many others probably get an extra thrill in their bath, wiggling their toes and knowing that, but for

the safety shoes they were foresighted enough to be wearing, they might not have toes to wiggle. Remember, many injuries can be prevented if the men involved are wearing safety shoes with the built-in protection—up front where it counts.

They are your toes. Here is a chance to save them, and some money, too. For 30 days only, a leading manufacturer of safety shoes is offering \$2 off on any pair of their safety shoes. This is the first sale ever offered and is made only to give those who do not wear safety shoes a chance to try them at a reduced price.

Get a payroll deduction order from your supervisor; enter style, size and sign your name. He will take care of the rest. Allow a week to ten days for delivery, as we expect many will take advantage of this special offer. Get your order in early and avoid the rush. Order a pair for work and another for dress or casual wear. There is always that power lawn mower to look out for at home.

Offer good Sept. 15 through Oct. 15 only!
