

1864--Northern Pacific Charter Centenary--1964

TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

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Ober A. Kobs, western freight traffic manager for Northern Pacific Railway in Seattle, was recently honored as "Boss of the Year" by the West Seattle Junior Chamber of Commerce.

The Jaycees selected Kobs for the title because of his close cooperation with the organization.

Kob's civic activities date back to 1935 when he was a charter member of the Bismarck, N.D., Junior Chamber of Commerce. He was president of that organization the following year.

He also belongs to the Kiwanis and the Chamber of Commerce.

Our Cover . . .

. . . snow covered Cascades provide a virtual winter wonderland of scenery for winter-time passengers aboard the Vista-Dome North Coast Limited. This is a view from the engineer's cab on a recent trip through the Cascades.



MEMO . . . FROM THE PRESIDENT

Northern Pacific freight revenue in January and February of this year was well over the corresponding months of 1963. While the upswing in freight revenue is gratifying, it is particularly significant because it reflects gains in the movement of a wide variety of commodities and indicates a continuation of a healthy national economy so important to our prospects for 1964.

Piggyback, a comparative newcomer in the long history of railroading, continues to grow. Nationally, United States railroads reported an average increase in 1963 of 12% over 1962. I am happy to report that the increase in NP piggyback business in 1963 exceeded the national average. T.O.F.C. loadings in 1963 on NP increased 17.5% and tonnage increased 22.5% over 1962.

Northern Pacific has long been engaged in a planned program of improvements to its lines, equipment and facilities with the goal of providing the best, most efficient rail service to shippers in this demanding and fast moving age of speed and change.

In a long range program, the fruits of progress are not always readily apparent. I believe, however, that they are clearly defined by our new fast freight schedules which cut 24 hours delivery time from westbound schedules, Chicago and the Twin Cities to the Pacific Northwest, and eastbound - from the Pacific Northwest to the Twin Cities and Chicago.

I would like, in closing this memo, to express my high regard for Carl H. Burgess, Vice President of Operations, who retired March 1st. In his 48 years of service with the company, he has given unstintingly of his time and talents. I am sure all who know him join me in wishing him good health and much happiness in his retirement.

Named to succeed Burgess is F. L. Steinbright, Seattle, who, prior to his appointment, held the office of General Manager, Lines West. I bespeak with confidence a continuation of the excellent cooperation between the operating department and all other departments.

Paul MacFarlane



DINING CAR AWARD--Dr. J. M. Whitney (left), regional health director of the U.S. Public Health Service in Kansas City, Mo., presents a special government citation for "excellence in sanitation" on Northern Pacific dining cars to Carl H. Burgess, NP vice president-operating department. It marked the fourth straight year that NP has won the award.

Northern Pacific Railway Receives Dining Car Sanitation Award Fourth Consecutive Year

Northern Pacific Railway recently received a special government citation for "excellence in sanitation" of its dining cars during 1963. It marked the fourth consecutive year NP has won the award.

Dr. J. M. Whitney, regional health director of the U.S. Public Health Service in Kansas City, Mo., made the presentation to NP Vice President Carl H. Burgess at a recent luncheon in St. Paul.

Northern Pacific dining cars maintained a rating in excess of 95 per cent in preparation, storing, handling and serving of food under inspections conducted by Public Health Service personnel.

In addition to Dr. Whitney, the U.S. Public Health Service was represented at the luncheon by James E. Woodruff, sanitation specialist, and C. V. Wright, Region Six programming director of Environmental Engineering and Food Protection.

Representing the State of Minnesota was Dr. R. N. Barr, secretary to executive officer, Minn. Department of Health.

Also representing Northern Pacific Railway at the luncheon--held in the St. Paul Athletic Club--was W. F. Paar, superintendent of the Railway's dining car department.



NP NORTHTOWN PENSION CLUB members pose at their annual meeting in Minneapolis. Retirees standing left to right are: William Banholzer, Fred Cussler, Fred Desch, Martin Carlsen, Charlie Nelson, Carl Rasmussen, George Minkel, Warren Manning, Frank Hebl, Bud McCoy, Bob Nelson and George Garlock. Seated are Ed Trettel, Fred Gumm and Louis Splichal, all of whom retired in 1963. The club was organized by Ken Frick, Henry Mengelkoch, Elmer Johnson and A. Joe Ferlaak in 1951 to provide retirement parties for NP employees in the first sub-division of the St. Paul Division. It now has 125 active (not retired) members.

Nipper news bits

Al Moore of the Auditor of Disbursements office in St. Paul rolled a 695--with handicap--to win the fourth annual NP-Washington's Birthday bowling tournament in Fargo.

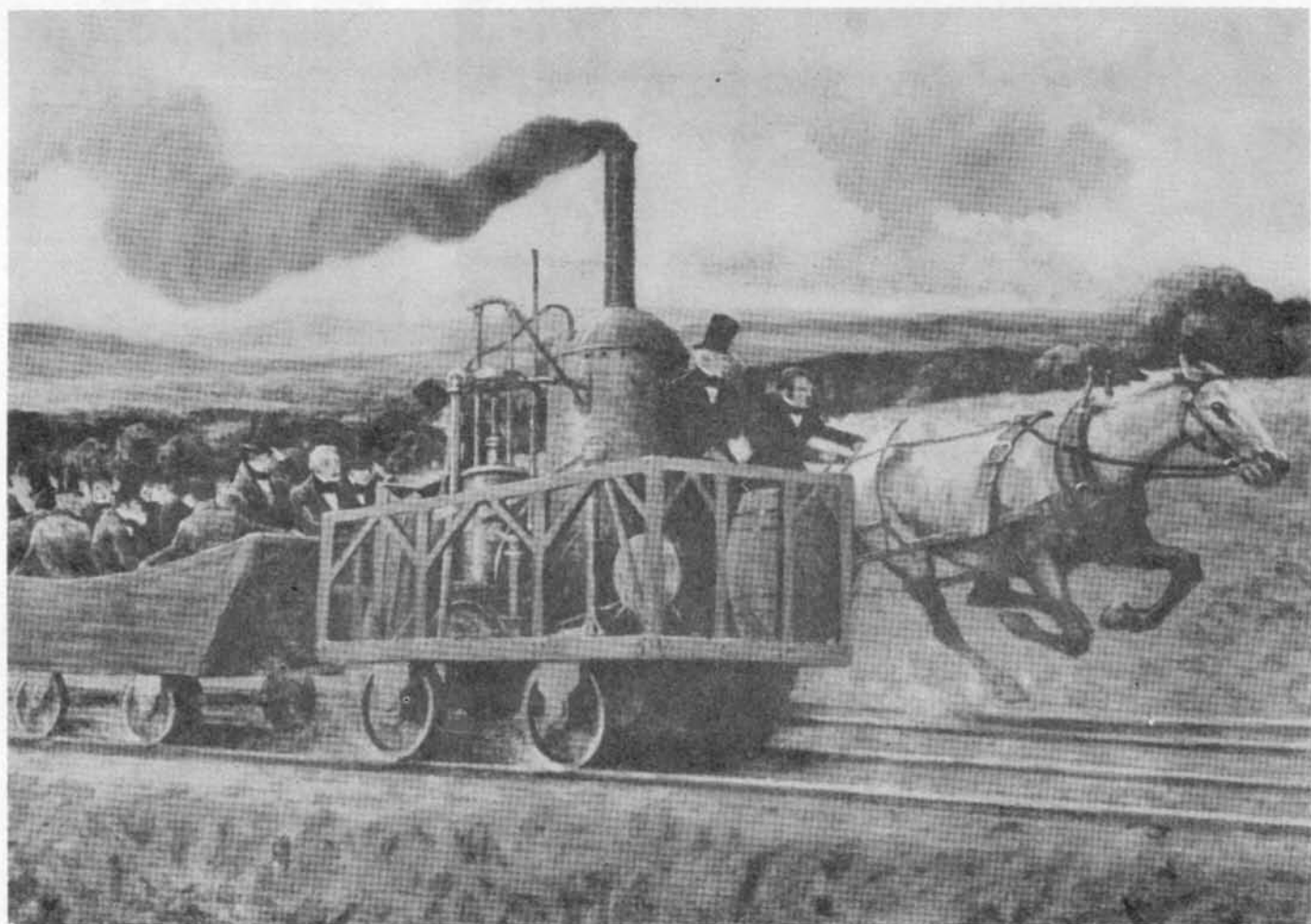
Moore put together actual game totals of 207, 209 and 210. Duane Bartholomay, Northern Pacific Section Foreman from Casselton, won high single game honors with a 229.

Doris Leahy of Fargo won the women's high series trophy on a 589 total with handicap. Nina Carlson, Agent at Mooreton, N.D., had a 203 for women's high single game total.

A total of 106 bowlers from three operating divisions of the Northern Pacific participated in the tournament.

It was incorrectly stated in the February issue of the TELLTALE that William Featherly, a donor to the NPBA hospital in St. Paul, was a retired engineer from Duluth. Mr. Featherly is currently very actively employed as an NP engineer.

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THE RACE OF THE IRON HORSE AND THE HORSE CAR

PART 3

American Railroads Become a Reality

When Lewis and Clark returned to civilization at St. Louis, they enjoyed for a time the adulation and publicity such as we have accorded to Shepard, Glenn and others in our day. News of their accomplishments and safe return -- they had lost only one man, and that to a case of acute appendicitis -- reached every village and settlement and led to a beginning of westward migration.

However, the foreign and domestic affairs of the young government at the capital in Washington were far from static, so this period of westward movement was relatively short-lived. The new war with England brought it to a halt before it had a fair start. But, following the peace in 1814, westward migration was renewed with even great vigor.

Abetting this movement and, in turn, aided by it, was

the expanding press of the country. By river boat, freight wagon and pack mule, printers dogged the heels of the pioneers, carrying in their ink pots, type fonts and primitive presses the means to spread news, opinion and gossip among their intrepid subscribers. Still, there was another link that held together the fragile web of civilization spun by the printers--postal service.

To the pioneer-frontier editor, mail from the East, especially copies of other newspapers, represented the substance of his own enterprise. The Natchez (Miss.) GAZETTE excused the emptiness of its Jan. 8, 1808, columns with the plaintive note, "The Eastern Mail again barren; no papers beyond Kentucky."

Behind the sporadic mail service, of course, was a lack of good, all-weather roads. Most were impassable

at certain times of the year, notably during spring thaws and after heavy rain or snow. Clearly, dependable transportation was the key to good mail service, and the latter would bring regular publication of news. The conquest of the West would need all three. John C. Calhoun summed it up in a strange blend of the vernacular of our 1950's and the usage of his own early 1800's.

"Let us conquer space," he wrote; "it is thus that a citizen of the West will read the news of Boston still moist from the press. The mail and the press are the nerves of the body politic."

Coincidentally, it was a mixture of those three ingredients that characterized the earliest known attempt to popularize the idea of a railroad across the continent.

Railroads were by no means unknown in 1835, but they were still somewhat of an innovation. In England, Richard Trevithick had built an experimental locomotive in 1801. Yet more than a decade passed before others tried, and it wasn't until 1829 that Stephenson built the first practical locomotive in that country.

In the United States, Col. John Stephens built a test unit in 1825 and operated it on a circular track at Hoboken, N.J. However, nothing was done to apply his work to a practical situation. Four years later, the British-built "Stourbridge Lion" was brought across the Atlantic and tried on a short, wooden railway in Pennsylvania. Then, in September of that year -- 1829 -- Peter Cooper ran his "Tom Thumb" over the newly-constructed railroad at Baltimore. The event was a complete success, and the revolution in American travel and shipping habits was underway.

Railroading as an industry took its first steps in 1830, and by the time five years had elapsed, there were more than 1,000 miles of operating railroad in the country. Roads had been built as far west as Ohio, Indiana, Michigan and Illinois. And back in Massachusetts, a village doctor was having visions of the mightiest railroad of them all, a transcontinental giant.

Dr. Samuel B. Barlow, a Granville, Mass., physician, is generally credited with being the first man to publicly urge the construction of a line connecting the eastern and western seaboard. His method was to write letters to editors in various parts of the country. One of these is known to have appeared in the columns of the Wash-tenaw County EMIGRANT in the territory of Michigan. In this manner he was responsible for having initiated a useful dialogue on the feasibility, utility and cost of a government-sponsored railroad that would stretch from New York to the Columbia River. For his letters provoked replies in other newspapers across the land. One such response appeared in the Westfield (Mass.) INTELLIGENCER, prompted by his letter in the EMIGRANT.

Surprisingly, those who took the trouble to respond to his challenge were generally in favor of the idea. Some disagreed with the cost as he projected it (\$10,000 for each mile of a proposed 3,000-mile line) or with the thought of government control, but even these were at pains to suggest how they thought it could be accomplished. In any case, all were agreed that the route through the Missouri and Columbia valleys was one fore-

ordained by nature.

Unfortunately for Dr. Barlow and his grand scheme, America was not yet ready to entertain visions of a continent bound together by an iron highway. Many tended to regard his ideas as hare-brained, while the majority of Americans were occupied with the more momentous events of living history.

There was the Black Hawk War and South Carolina's threat to secede from the Union over the tariff; the British Parliament's action to outlaw slavery throughout



... improved mail service was needed to spur the western movement

the Empire; Texas independence and the Alamo; the Seminole War and the great Wall Street fire; the disastrous financial panic of 1837, all of more far-reaching significance to the American mind in the 1830's. Looking back, it is all too plain that the good doctor's plan for a railroad to the Pacific was premature.

Fortunately for the country, there were others ready to adopt the scheme and carry the fight to the very halls of Congress. It was much too good an idea to let die.

NEXT MONTH:

CONGRESS HEARS TALK OF RAILROAD POTENTIAL

1. *Works of John C. Calhoun*, edited by R. K. Cralle; Vol. II, p. 190.



Retirements



Luther W. Amundsen	Machinist	Duluth	46
Henry O. Beggs	Section Foreman	Guthrie, Minn.	26
John Bender	Section Laborer	Mandan	21
Oscar L. Doble	Carman	E. Grand Forks	20
Joseph Doll	Section Laborer	Hamilton	23
Oscar W. Erickson	Carman	So. Tacoma	26
Haskell W. Hardy	Ticket Clerk	Centralia	22
Ervin Kivett	Switchman	Pasco	21
John Miller	Sweeper	Livingston	20
Henry O. Mitchell	Clerk	Livingston	44
Robert L. Neubarth	Switchman	Dilworth	35
Willard S. Olson	Section Laborer	Drayton	23
John J. Schneider	Chief Clerk-Auditor		
	Freight Accounts	St. Paul	49
Martin Sauchelli	Section Laborer	Missoula	36
Julius J. Sitko	Machinist Helper	Duluth	41
William L. Stacy	Conductor	Yakima	51
Darroll L. Sweet	Section Foreman	Ypsilanti, N.D.	26
William J. Tangney	Agent-Telegrapher	Cleveland, N.D.	45
Robert B. Taylor	Night Foreman - G.O.	St. Paul	48
George E. Weigand	Yard Clerk	Minneapolis	21
John L. Zoltek	Car Oiler	Duluth	21



W. E. HARLOW (right), an NP engineer at Minneapolis Northtown, poses with his wife and son, William Jr., on his retirement after being with the Railway since 1913. Mr. Harlow's son is also an engineer.

NP Adds More Employees to Its Safety Committee

A total of 19 Northern Pacific employees were added to the Railway's Safety Committee during the past month after they were recommended for their interest in safety.

The new members of the Committee are:

Idaho Division--Conductor D. S. Garbett of Pasco, Switchman J. H. Morton of Yardley, Wash., Switchman J. H. Lewis of Yardley, Section Foreman A. J. Manfred of Parkwater and Conductor Al Rogers of Paradise.

Rocky Mountain Division--Engineer L. E. Walz of Missoula, Carman P. Wyler of Missoula, Carman A. E. Gallagher of Missoula and Switchman G. A. Nool of Butte.

Rocky Mountain Division (continued)--Switchman R. A. Chouinard of Butte, Sectionman Louis Martello of Helena, B & B Department man M. Traplett of Missoula and B & B Department man L. E. Stites of Missoula.

Rocky Mountain Division (continued)--Brakeman R. E. Dryden of Missoula, Switchman L. L. Lindstrom of Helena and Engineer R. C. Theurer of Helena.

St. Paul Division--Fireman John Carlson of Mississippi Street in St. Paul, Fireman Russ Dolan of Minneapolis Northtown and Fireman Gerald Wolfe of Minneapolis Northtown.

Other NP employees will be added to the Committee as they demonstrate a sincere interest in safety.

Safety Scoreboard

Jan. 1 thru Feb. 29, 1964

RANK	Reportable Injuries		Cas. Ratio	
	1964	1963	1964	1963

Districts STANDING BY DIVISIONS

1 Rocky Mountain	1	4	2.27	8.48
2 Idaho	3	4	5.36	6.81
3 Yellowstone	5	4	9.03	6.66
4 Fargo	3	0	9.84	.00
5 Tacoma	8	6	10.34	7.35
6 St. Paul	11	7	18.30	10.84
7 Lake Superior	6	5	21.28	16.79

STANDING BY MAIN SHOPS

Tie So. Tacoma	0	0	.00	.00
Tie Como	0	1	.00	10.75
Tie Livingston	0	1	.00	12.92
4 Brainerd	2	1	19.08	8.98

STANDING BY CLASS OF EMPLOYEE

1 Enginemen	1	1	2.10	1.96
2 Carmen	1	3	2.57	7.27
3 Stationmen	2	1	3.35	1.05
4 Trackmen	4	1	6.81	1.60
5 Shopmen	2	1	6.96	3.29
6 Trainmen	7	5	18.30	12.09
7 Bridgemen	6	8	36.34	45.29
8 Yardmen	13	10	39.07	28.40

MISCELLANEOUS DEPARTMENTS

Tie General Office	0	0	.00	.00
Tie King Street Sta.	0	--	.00	--
Tie Communications	0	0	.00	.00
Tie Signal Dept.	0	0	.00	.00
Tie Chf. Special Agt.	0	1	.00	27.20
Tie Elec. Engr.	0	0	.00	.00
7 Store Dept.	1	0	7.11	.00
8 Dining Car Dept.	2	0	20.85	.00
9 Engineering Dept.	2	0	29.53	.00

TOTAL FOR SYSTEM - 44 34 8.71 6.30

Train & Yard Accidents	35	63		
Motor Car Accidents	2	8		

1964 1963 1964 1963

STANDING BY DISTRICTS:

1. Western District	12	15	6.77	8.00
2. Eastern District	25	16	14.35	8.56



Burgess . . .

Burgess Retires; Steinbright Is New Vice President-Operations



. . . Steinbright

Carl H. Burgess, vice president of Northern Pacific Railway's operating department, retired March 1, after nearly 48 years of service with the company.

A native of Worcester, Mass., Burgess started his NP career in 1916, immediately following his graduation from Worcester Polytechnic Institute with a degree in civil engineering.

Despite the degree, he began work on a section crew in Billings, Montana. However, he transferred to the engineering department the following year and rose to assistant engineer before 1923, when he moved into the operating department as assistant roadmaster at Livingston, Mont.

Promotions came rapidly during the succeeding two decades, as Burgess served at numerous Montana and Washington points. In 1942 he was named superintendent of Northern Pacific's Tacoma division at Tacoma, Wash.

Five years later he went to Seattle as assistant general manager, then was appointed general manager in St. Paul in 1950. On May 1, 1954, he was appointed vice president to succeed the late W. W. Judson. He has been a member of the Board of Directors since 1961.

During his career, which spanned almost half of the NP's existence, Burgess saw steam locomotive power rise to a peak and then decline before the inevitable advance of dieselization and automation. As the chief operating officer for the company for the past decade, he played an important role in NP's progress.

F. L. Steinbright, formerly Northern Pacific Railway's general manager of lines west, has been appointed vice president-operating department of the company in St. Paul, according to NP President Robert S. Macfarlane.

Steinbright, whose former headquarters were in Seattle, succeeds Carl H. Burgess who retired March 1.

Born in Norristown, Pa., Steinbright attended the University of Pennsylvania and was graduated with a degree in electrical engineering in 1952. He joined Western Union Telegraph Company in Philadelphia the same year, and later worked for them in New York and Chicago.

In 1941 he resigned as division traffic engineer of Western Union to become superintendent of telegraph for Northern Pacific Railway in St. Paul. In 1951 he was appointed superintendent of communications for the railway, and two years later became assistant to the vice president of operations.

Steinbright was promoted to general manager, lines west, in 1954. His new appointment to the position of vice president-operations comes exactly ten years after he assumed his duties as general manager in Seattle.

While in charge of communications for the railway, Steinbright pioneered in the application of carrier telephone and telegraph techniques to railroad service, and in the development of end-to-end radio on freight trains and in dispatcher-to-train communications.

Pettitt Promoted

R. R. Pettitt, communications maintainer for Northern Pacific at Jamestown, has been named to the new position of communications supervisor at Mandan, it has been announced by D. C. Hill, NP superintendent of communications in St. Paul.

Pettitt, a native of St. Cloud, Minn., joined the railway's communications department following his graduation from Fargo high school in 1941. He became a lineman the following year and served at numerous points on the NP system until 1956, when he was promoted to the Jamestown post. He will take up his new duties March 1.

He is the son of W. R. Pettitt, a veteran of nearly 39 years' service with NP, who is currently communications supervisor with headquarters in St. Paul.



J. C. TIERNEY (right), secretary of the NPBA, receives a gift from NPBA President T. O. Peterson during the Association staff's surprise party in honor of Tierney's 35th anniversary with the organization. Mrs. Tierney looks on.



LUNCHEON FOR NP PRINCESS--President Robert S. Macfarlane of the Northern Pacific (left) and Vice President of the Operating Department Carl H. Burgess chat with 1964 NP Princess Jane Chaput at a St. Paul luncheon in her honor recently. Miss Chaput was a Lady in Waiting during the St. Paul Winter Carnival this year.

Promotions

N. M. Lorentzsen, superintendent of NP's Idaho division since 1957, has been named to succeed F. L. Steinbright as general manager of lines west.

Steinbright is new vice president of NP's operating department, following the retirement of Carl H. Burgess.

Lorentzsen, a graduate of Concordia College in Moorhead, joined the NP in 1938 as a track laborer. After serving as an officer in the Naval Air Corps during World War II, he returned to the Northern Pacific and became assistant trainmaster at Duluth in 1947. Two years later, he was promoted to trainmaster.

In 1953, Lorentzsen became assistant to the general manager in St. Paul. The following year he was named superintendent of NP's Rocky Mountain division. Four years later, he moved to Spokane to fill the superintendent's spot on the Idaho division.

Succeeding Lorentzsen in Spokane is D. H. King, formerly superintendent of the Rocky Mountain division at Missoula. King joined NP as a brakeman in Duluth in 1937. King moved up from conductor to trainmaster to assistant superintendent of the Yellowstone division during 1945-54. In 1955, he was named superintendent of Fargo

division. Four years later, he was appointed superintendent of the Rocky Mountain division.

W. W. Walters, superintendent of the Fargo division, moves into King's Missoula post. Walters joined NP as a telegrapher on the Tacoma division in 1936 and was named assistant dispatcher at Seattle in 1952. He became a trainmaster at Auburn in 1953, assistant superintendent of the Rocky Mountain division in 1955, and assistant to the general manager in St. Paul in 1959. He was named superintendent of the Fargo division in 1961.

R. K. Mossman, assistant to the vice president of operations, is now new superintendent at Fargo. Mossman joined the railway at Seattle in 1942 as a ticket clerk, became district passenger agent in 1945 and transferred to St. Paul as assistant general agent in 1949. Five years later he went to Duluth as trainmaster, then returned to Seattle in 1955 as assistant superintendent of the Tacoma division. He was named special assistant to the general manager of lines west in 1957 and assistant to the general manager two years later. Mossman was appointed assistant to the vice president, operating department, in March of 1961.