

1864--Northern Pacific Charter Centenary--1964

# TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

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**NATIONAL AWARD**--Richard Beulke, assistant secretary for the Northern Pacific Railway, displays a "Freedoms Foundation" plaque presented by Minnesota Chief Justice Oscar Knudson to the St. Paul Area Chamber of Commerce recently. Beulke heads a Chamber committee sponsoring activities in practical politics, economic education and Congressional and Legislative information for businessmen. The work of this committee was ranked among the topten in competition held throughout the United States. The Freedoms Foundation at Valley Forge sponsors a national awards program of cash, medals and certificates to Americans "who by word or deed have made an outstanding effort during the current year to promote a better understanding of the American Way of Life."

### *Our Cover . . .*

. . . Northern Pacific's Vista-Dome North Coast Limited glides "on top of the world," crossing the Continental Divide east of Butte, Mont.



## MEMO . . . FROM THE PRESIDENT

The Interstate Commerce Commission Examiner's report on the merger of the Northern Pacific, Great Northern, Burlington and Spokane, Portland and Seattle railroads was released on Monday, August 24. The report is a document of 457 pages plus 120 pages of appendices. The Examiner recommended approval of the merger subject to certain conditions. These conditions would require the maintenance of all routes and channels of trade via existing junctions and gateways. In addition, specific conditions for certain competing railroads were prescribed, together with liberal employment protection for the small minority of employees who might be adversely affected by the merger. His recommendations conform generally with the protection offered by the companies and may be summarized as follows:

1. If the earnings of an employee with four or more years of service are reduced by reason of consolidation, he will be reimbursed for such loss for a period of at least four years. Proportionate benefits are specified for employees with less years of service.
2. If an employee is required to transfer, his moving expenses will be paid and he will be reimbursed for wages lost. In addition, he will be reimbursed for any loss in the sale of his house at less than fair value or for any loss in the termination of his lease.

The Examiner found the merger in the public interest because of the greatly improved service that would result; further, that the merger would benefit the national defense because of the larger transportation capacity of the new system. Finally, that the merger would actually promote competition by placing the new system in a stronger competitive position in relationship to the trucks and barge lines.

Under the Commission's procedure, exceptions or objections to the Examiner's report must be filed within 30 days, and replies thereto 20 days later, unless the Commission extends the time.

After exceptions have been filed, the Interstate Commerce Commission will hear oral arguments before it renders a final decision.

*Paul MacFarlane*



**GIANT NEW HOPPERS**— Northern Pacific Railway recently purchased 200 of the giant open hopper cars shown in the photos above. The 3,884-cubic foot hoppers were acquired for use in hauling lignite. Each

car is equipped with Clevite bearings and has a capacity of 100 tons. (Note the high walls in photo at right). The cars were built by Pullman-Standard at Bessemer, Alabama.

## NP Wins New Safety Award for 1963 Record

The National Safety Council has announced that Northern Pacific Railway has earned the Award of Merit for its system-wide performance of injury experience for 1963, compared with the two previous years.

Overall improvement of 31 per cent in frequency of injuries coupled with an improvement of 71 per cent in severity of injuries brought the coveted award to the NP.

The Award of Merit is the second

highest award issued by the National Safety Council. Earlier, the Western District of the Northern Pacific was presented with a similar award.

The NP has also received the Governor's Safety Award from the Minnesota Safety Council "in recognition and commendation of safety standards and the cooperative stimulation of accident prevention performance.

## Coupon for NP Centennial Record

**EDITOR'S NOTE:** To place order for NP Centennial record, "A Thousand Miles of Mountains," clip this coupon and send with check to Walter Gustafson, Advertising-Publicity Manager, Northern Pacific Railway, St. Paul, Minn. 55101. CHECK BOX NUMBER 1 OR 2 below to indicate type of mailing and fill out application accordingly. Records are \$1.50 each. ADD 25 CENTS PER RECORD FOR U.S. MAIL to cover cost of postage and protective mailer. MAKE CHECKS PAYABLE TO NORTHERN PACIFIC RAILWAY.

SEND \_\_\_\_\_ RECORDS (S) TO: \_\_\_\_\_

INDICATE BELOW HOW YOUR RECORD SHOULD BE MAILED

☐ 1 BY RAILWAY MAIL @ your NP office: \_\_\_\_\_

☐ 2 BY U.S. MAIL to your home address: \_\_\_\_\_

CITY

STATE

ZIP CODE

## Nipper news bits

The Northern Pacific Beneficial Association had its Tacoma Hospital picnic recently with a turnout of 200 people. John Goldyn, X-ray technician, was in charge of arrangements for the affair. Wallace Walker, one of the orderlies, was chef, Registered Nurse Mrs. Phyllis Sorenson was in charge of menus. Receptionist Mrs. Priscilla Thurston was in charge of children's games and Registered Nurse Miss Norma Vittori was in charge of adult games.

A crowd of 200 was on hand for the St. Paul NPBA Hospital picnic at Como Park. The Hospital Auxiliary and candy strippers were special guests of the Association at the party.

Mrs. Irma E. Anderson, Crossing Watchman for Northern Pacific Railway at Superior, Wis., made a contribution of \$40 to the Northern Pacific Beneficial Association recently.



*on the NP....*

## GREAT TRAIN ROBBERY DAYS GONE, BUT RAILROAD POLICE STILL HAVE JOB TO DO

Just as the morning rush hour was getting into full swing on Mississippi Street, near the St. Paul loop, a small car turned out of the line of traffic onto a junk-lined, cinder road. Easing his compact car over the bumpy roadbed, the driver carefully maneuvered between rambling stacks of used oil drums and rusting skeletons of obsolete automobile trailers.

Beyond the trailers, the road wound through trees and heavy undergrowth. Dew still glistened on the low leaves and thick-growing grass. Then, where the twin-rutted byroad swept sharply north above the rail yards, the car crunched to a halt and a man stepped out carrying a pair of binoculars.

A dozen quick strides took him to the edge of the bluff. Through his binoculars he studied the scene before him. Approximately 150 yards away was the Seventh Street viaduct carrying motor car traffic across the railroad tracks. And it was no coincidence that, only minutes away, Northern Pacific Train No. 26, the famous Vista-Dome North Coast Limited, was gliding toward this viaduct and the St. Paul Union Depot.

His scrutiny completed, the driver returned to his car, wye-turned quickly and was gone in a spray of cinders. Sgt. Tom Burke, of NP's special agents department, was off to check the Third Street Bridge, as he went about the daily routine of "clearing a path" for the premier streamliner.

At first glance, such precautionary measures may appear to be overdone. Yet, only a month earlier, two boys stood on the Western Avenue bridge in St. Paul, pelting westbound No. 25 with apples. One of these seemingly harmless missiles smashed the double-paned windshield before the eyes of a startled engine crew. Other youths recently "bombed" the North Coast Limited with a 15-pound rock, which crashed through a Vista-Dome, hit the aisle and bounded down the gangway to the main deck. Fortunately, no one was injured.

Ensuring the safety of Northern Pacific trains, employees and passengers is but one of the tasks performed by the Company's force of special agents under the direction of veteran Chief Special Agent C. B. Jacobson. Little of what these men do today is at the "cops and robbers" level, although the threat of major crime is ever-present. The days of George Hammond, John Christie, George Cole and James Howard (all of whom held up NP trains) have passed, apparently, but the tradition of dedicated service by special agents such as W. J. McFetridge, J. S. Hindman, Bill Cummings and others, who almost always got their man, is evident in the department today.

Exactly when the first Northern Pacific police force



Patrolman Ed Holt of the NP Special Agents Department scans route of the North Coast Limited before its evening departure from St. Paul.

was organized is not known. In its early days, the company relied on private operatives from the legendary Pinkerton organization and the Scheel Detective Agency. (Agents of the latter were engaged by Henry Villard in an undercover operation aimed at protecting NP's Chinese employees against extortion, robbery, beatings and murder at the hands of hoodlums and 19th Century exclusionists.) When the "secret service" (as President Howard Elliott was to call it) was finally established, it was as an arm of the general claim department. Presumably, this was during the tenure of Charles S. Mellen, NP President between 1897 and 1903.

Almost immediately the special agents began establishing a record that proved them equal in every respect to the famed Pinkerton men. Over the decade from 1898 to 1908, NP trains were held up 15 times at Bearmouth alone. In each case, the robbers were tracked down and brought to justice, usually by posses formed and led by McFetridge or Hindman.

That period, too, is replete with the heroic deeds of the other NP employees. George H. Laub, an express car messenger, single-handedly disarmed a two-gun bandit and knocked him unconscious with a piece of wreckage from the blown-up express car. In his first attempt at train robbery, Clarence B. "John" Young failed and was sentenced to 50 years at hard labor in the state penitentiary at Deer Lodge. And for his courageous actions in preventing the theft of a large

money shipment, Laub received a check for \$1,000 and high praise from a grateful President Elliott.

Engineers Dan O'Neal and Frank Clow died at their posts as they sought to foil hold ups, O'Neal in 1902, the latter in 1907. Clow, even as he was dying, dragged himself to the controls and set the brakes on his passenger train to prevent a runaway on the steep grade near Butte. And NP President Elliott, reporting the tragedy to the company's vice president in New York, wrote:

"Engineer Clow had been in the service since August 6, 1888, and was one of the best men the Company had. He was in one other hold up (1903), and has always been nervy."

In February, 1908, the year the special agents department was established as a separate entity, reporting to the operating vice president, McFetridge reported the conviction of Clow's killers. An enthusiastic President Elliott wrote NP's third vice president, C. M. Levey, "I think this shows extremely good work on the part of our secret service department and our lawyers." And, indeed, it did. Less than nine months had elapsed between the night of the crime and the day the murderers were sentenced to life imprisonment at Deer Lodge.

Little more than a decade later, a tall, rawboned ex-soldier was recommended by a Minneapolis detective as a likely candidate for patrolman in the department. Born in Stockholm, C. B. Jacobson had come to the U.S. in 1910 and to Minnesota in 1916, where he promptly enlisted in the First Field Artillery Battalion. Soon he found himself on the Mexican border, when Woodrow Wilson sent U.S. forces under General Pershing to embark on a punitive expedition into Mexico against the raider Pancho Villa. Then, when war with Germany broke out, the Swedish immigrant was with one of the

first groups of the AEF sent to France. Two years later, former Gunnery Sergeant Jacobson became a member of the department he heads today.

It was July, 1919, and, although Prohibition was still six months in the future, crime already was on its way to becoming the country's new national pastime. Two weeks after he was sworn in, the rookie patrolman was plunged into the first of a number of gunfights that dot his long career. Making his rounds of a freight yard, he surprised a gang of merchandise thieves and, in the battle which ensued, was shot in the left leg. The gang retreated in the face of his withering fire and fled empty-handed.

Some 45 years later, Chief Jacobson reports that the technological revolution which has altered the face of the industry has wrought corresponding changes in crime on the railroads. No longer are trains the easy mark for robbery and theft. High speed diesels have seen to that. The operating practices of the bygone steam era virtually invited attempts to steal easily merchantable freight, according to the white-haired but still vigorous dean of railroad chief law enforcement officers. He recalls a case in point.

Neighbors saw little of a couple, Herbert Wall and his wife, who recently had rented a farm near Cross Lake, Minn., in the lake and wilderness country of northern Crow Wing County in 1921. They wondered and gossiped, too, about the fact that the farm wasn't being worked. It is certain that they would have been more observant had they known that the Walls had served time in jails in Missouri.

## Railroad Police

*Continued on Page 8*



GEORGE F. HAMMOND



JOHN CHRISTIE

*FAMOUS NP TRAIN ROBBERIES* were staged at Bearmouth, Mont., by George F. Hammond and John Christie in 1902 and 1904 before they were brought to justice by NP Railroad Detective Joel S. Hindman. Hammond, one of the best pistol shots in Montana at the time, and Christie held up Train No. 2 at Bearmouth on Oct. 4,

## Detective Hindman Caught Bearmouth Robbers



JOEL S. HINDMAN

1902 and killed Engineer Dan O'Neal in the melee. Two years later, on June 16, 1904, they repeated the hold up job on No. 2, nearly obliterating the express car with dynamite (see Page 8). This time, Detective Hindman tracked them down and, with help from other well trained police officers, made the arrests.



## Promotions



J. A. Risendal, assistant general claim agent for the Northern Pacific in St. Paul, has been named assistant director of the claims research bureau of the Association of American Railroads in Chicago.

Named to succeed Risendal is W. E. Jones, district claim agent, St. Paul, whose successor is R. J. Murphy, district claim agent at Brainerd.

Risendal joined Northern Pacific's general claim department in 1941 and was promoted to claim agent at Spokane, Wash., six years later. During 1948 he served at that post in Butte and Tacoma, and the following year became district claim agent at Brainerd. In 1950 he returned to St. Paul, and four years later he was named to his ultimate NP position.

Risendal served in the Army from 1943 to 1946 and was recalled to service from 1950 to 1952. He was awarded the Silver Star for gallantry in action in Korea.

Jones started his service in NP's operating department at Fargo in 1937 and entered the general claim department nine years later as claim agent at Spokane and, later, in Seattle. His promotion to district claim agent at Brainerd came in 1950, and he moved to Fargo in 1954. That same year he was transferred to St. Paul.

Murphy came to the railway's operating department at Laurel in 1947. He was appointed claim agent at Fargo in 1958, and served the next two years at Tacoma and Seattle before being named district claim agent at Brainerd.

L. N. Arthur, district claim agent for the NP at Duluth, has been appointed district claim agent at Brainerd. He succeeds R. J. Murphy.

Succeeding Arthur in Duluth is L. A. Walstad, formerly NP claim agent at Tacoma.

Arthur joined the railway's operating department at Missoula in 1942. After holding various positions on the Rocky Mountain division, he transferred to the engineering department at Livingston in 1947. He returned to Missoula in 1955, then was appointed claim agent in Seattle four years later. He became district claim agent at Duluth last year.

Walstad began his NP service in the operating department at Fargo in 1949, and during the next five years occupied positions in that department at Fargo and St. Paul. He returned to Fargo as claim agent in 1961 and went to Tacoma six months ago.

L. C. Wise has been appointed District Accountant for Northern Pacific at Tacoma, succeeding M. F. Galbraith, who retired after more than 48 years of continuous service.

M. C. McElroy has been appointed Trainmaster, St. Paul Division, with headquarters at Minneapolis. He



RETIRED — Matti Peltö, left, who was first employed as a carman for the NP in June, 1940, has retired at Brainerd, and Thomas E. Nash, right, has retired in Minneapolis after a 41-year career with the Railway.



DOUBLE RETIREMENT party was held recently in St. Paul for Mrs. Marie Moe, left, and Miss Margaret Doyle, right, both clerks in the NP Car Department. L. W. Dreis, Car Accountant, poses with the two.

succeeds R. H. Anderson, who retired after more than 38 years with the NP.

L. C. Gemmill, formerly Assistant Car Foreman in St. Paul, has been appointed Car Foreman at Northtown yards in Minneapolis.

E. A. Cassell, traveling freight and passenger agent for Northern Pacific in Dallas, has been appointed general agent in that Texas city.

He succeeds George J. Adamcik, who retired Sept. 1 after more than 38 years of service with the NP in Dallas.

B. S. Guynes, city freight and passenger agent, moves up to the post formerly held by Cassell and, in turn, is succeeded by J. E. Parks.

Cassell, a native of Dallas, joined the NP as chief clerk in the Dallas office more than 27 years ago. He was named city freight and passenger agent in 1944 and advanced to his last position in 1952.

Adamcik was born in LaGrange, Texas, and started his Northern Pacific career in 1926. Two years later he was appointed chief clerk, then became traveling freight agent in 1937. In December, 1944, his title was changed to traveling freight and passenger agent. Eight years later he was named general agent.

Guynes also entered railway service at the NP office in Dallas, having started in 1946. He was appointed city freight and passenger agent in 1952.

Parks, Guynes' successor, has been with the company at Dallas since 1955.





LAST RUN — Conductor J. L. Green poses with his wife and NP Stewardess-Nurse Betty Foster at a stop on his last trip on No. 26 between Glendive and Mandan. Green had been with the Northern Pacific 47 years on the Yellowstone Division.

## Safety Score Board

January 1 thru July 31, 1964

| RANK                           | REPORTABLE INJURIES |      | CAS. RATIO |       |
|--------------------------------|---------------------|------|------------|-------|
|                                | 1964                | 1963 | 1964       | 1963  |
| STANDING BY DISTRICTS          |                     |      |            |       |
| 1. Western District            | 56                  | 51   | 8.34       | 7.69  |
| 2. Eastern District            | 76                  | 55   | 11.76      | 8.49  |
| STANDING BY DIVISIONS          |                     |      |            |       |
| 1. Rocky Mountain              | 11                  | 11   | 6.34       | 6.40  |
| 2. Idaho                       | 14                  | 11   | 6.74       | 5.39  |
| 3. Fargo                       | 9                   | 3    | 7.68       | 2.65  |
| 4. Yellowstone                 | 20                  | 14   | 9.77       | 6.85  |
| 5. Tacoma                      | 31                  | 29   | 10.69      | 10.01 |
| 6. Lake Superior               | 13                  | 11   | 12.65      | 10.16 |
| 7. St. Paul                    | 34                  | 27   | 15.40      | 12.30 |
| STANDING BY MAIN SHOPS         |                     |      |            |       |
| 1. Brainerd                    | 1                   | 1    | 2.65       | 2.61  |
| 2. South Tacoma                | 1                   | 1    | 3.27       | 2.97  |
| 3. Livingston                  | 1                   | 1    | 3.67       | 3.78  |
| 4. Como                        | 4                   | 1    | 13.09      | 3.15  |
| STANDING BY CLASS OF EMPLOYEES |                     |      |            |       |
| 1. Enginemen                   | 6                   | 6    | 3.60       | 2.80  |
| 2. Stationmen                  | 13                  | 4    | 4.04       | 1.23  |
| 3. Carmen                      | 6                   | 12   | 4.34       | 8.61  |
| 4. Shopmen                     | 5                   | 5    | 4.97       | 4.82  |
| 5. Trackmen                    | 24                  | 16   | 8.98       | 6.28  |
| 6. Bridgemen                   | 9                   | 13   | 14.50      | 21.41 |
| 7. Trainmen                    | 25                  | 15   | 18.09      | 11.00 |
| 8. Yardmen                     | 44                  | 35   | 36.12      | 29.01 |
| MISCELLANEOUS DEPARTMENTS      |                     |      |            |       |
| Tie General Office & Misc.     | 0                   | 0    | 0.00       | 0.00  |
| Tie Chief Special Agent        | 0                   | 1    | 0.00       | 7.97  |
| Tie Mechanical Engineers       | 0                   | 0    | 0.00       | 0.00  |
| 4. Signal Department           | 2                   | 2    | 7.27       | 7.63  |
| 5. Communications Dept.        | 2                   | 3    | 7.29       | 11.15 |
| 6. Store Department            | 4                   | 1    | 7.73       | 1.92  |
| 7. Engineering Department      | 2                   | 1    | 8.17       | 4.09  |
| 8. Dining Car Department       | 4                   | 0    | 11.59      | 0.00  |
| 9. King Street Station         | 5                   | ---  | 12.25      | ----- |
| 10. Electrical Engineers Dept. | 1                   | 1    | 18.82      | 21.19 |
| TOTAL FOR SYSTEM               | 159                 | 119  | 8.48       | 6.39  |
| Train and Yard Accidents       | 83                  | 137  |            |       |
| Motor Car Accidents            | 13                  | 16   |            |       |



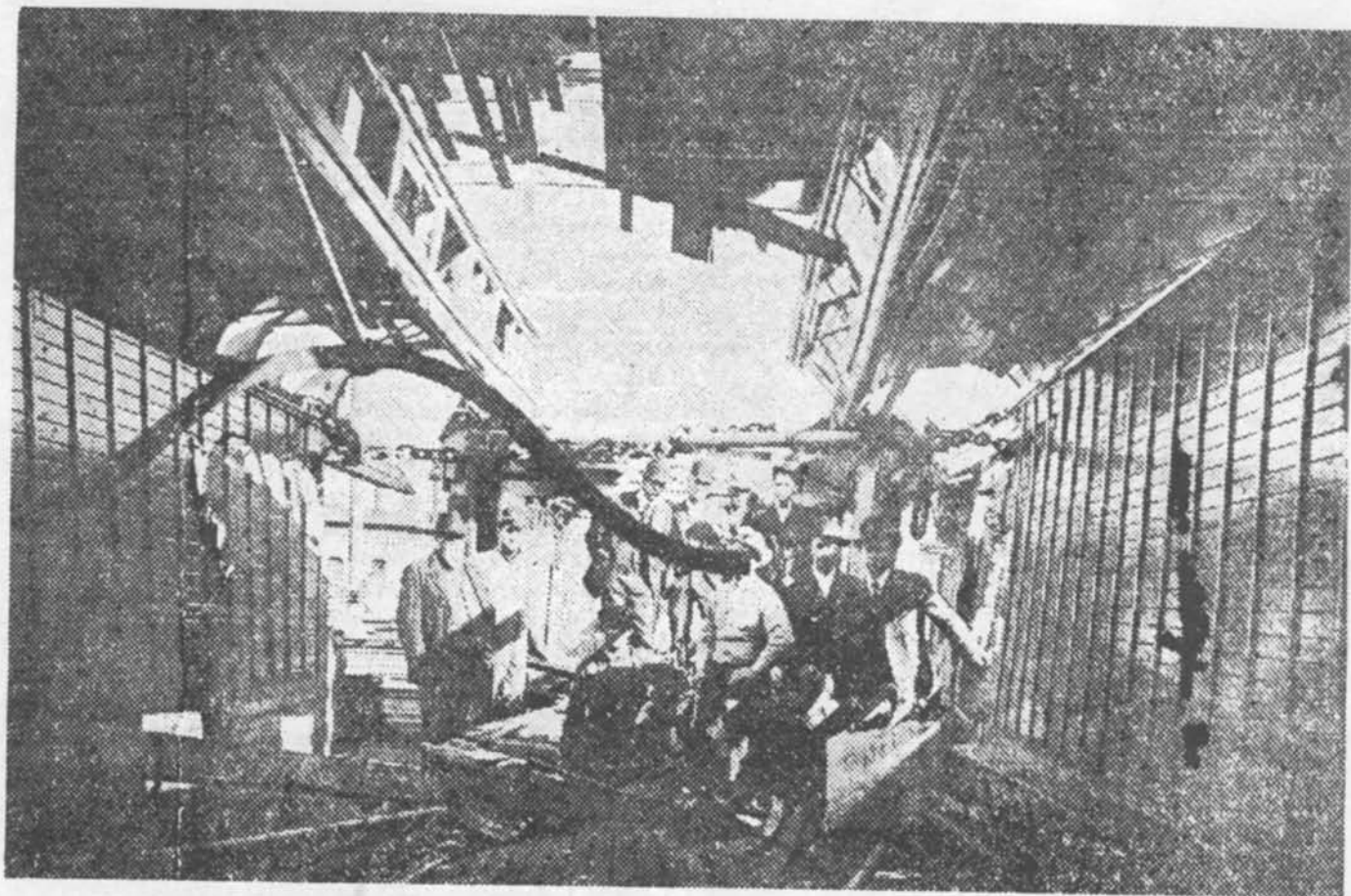
## Retirements



|                       |                       |             |    |
|-----------------------|-----------------------|-------------|----|
| Hayward Bascom        | Train Attendant       | Seattle     | 31 |
| Arthur C. Coleman     | Electrician Inspector | Seattle     | 44 |
| George H. Cone        | Watchman              | Paradise    | 21 |
| Clarence A. Cooper    | Machinist             | Missoula    | 27 |
| Cyril C. Cox          | Machinist Helper      | Jamestown   | 37 |
| George A. Cyr         | Brakeman              | Missoula    | 21 |
| Harry E. Durand       | Cashier-Local-Freight | Minneapolis | 47 |
| Robert G. Guinder     | Machinist Helper      | Livingston  | 36 |
| Clair E. Heater       | Locomotive Engineer   | Yakima      | 51 |
| Walter B. Lucas       | Car Repairer          | Pasco       | 38 |
| Thomas E. Nash        | Machinist             | Minneapolis | 41 |
| Clarence Nelson       | Working Foreman       | Brainerd    | 39 |
| Orvil W. Newman       | Lay-Out-Man           | Brainerd    | 33 |
| Joseph Paulos         | Brakeman              | Seattle     | 22 |
| Virgilio Pistoressi   | Locomotive Painter    | So. Tacoma  | 28 |
| William Popp          | Section Laborer       | Billings    | 21 |
| Lawrence E. Ryan      | Traveling Electrician | Missoula    | 42 |
| Henry W. Schoell      | Signal Maintainer     | Rush City   | 42 |
| David F. Schwartzkopf | Section Laborer       | Laurel      | 22 |
| Frank M. Smith        | Machinist             | Livingston  | 21 |
| Archie S. Sylvester   | Store Helper          | Brainerd    | 43 |
| Robert H. Thiele      | Section Foreman       | Poplar      | 29 |
| Arnold T. Torgerson   | B & B Carpenter       | Billings    | 27 |
| Roy A. Travis         | Section Foreman       | Pine City   | 39 |



FIRST VOLUNTEER for the newly-formed NPBA Hospital Auxiliary in St. Paul was Miss Ruth Stevens (above). Miss Stevens formerly worked in the Northern Pacific tax department.



Express car of Northern Pacific after dynamiting and robbery by Hammond and Christie in 1904

## Railroad Police

*Continued from Page 5*

Another puzzle was bringing sleepless nights to the patrolmen who manned the special agents department offices in the Twin Cities and Brainerd. Box cars were being entered and freight stolen from them somewhere between Northtown and Staples. How, when and where were elusive facts. For between those points, freight drags made only one stop, at Sartell for coal and water. This short delay didn't allow time enough for anyone to pull off the job without being seen. Patrolmen were assigned to watch the train all along its route, and it was only a matter of patience and time before all the questions were answered.

The Walls would drive their truck to the Twin Cities where Herbert Wall would make his way to Northtown while his wife returned as far as Sartell to await the train and her husband. When a freight train pulled out at night, Herbert Wall was somewhere aboard it. Then, at a predetermined point he would appear atop a box car, attach a rope ladder to the running board and lower himself to the door. As the train rolled along at speeds of 30 to 40 miles per hour, Wall would break the seal, open the door and throw out crates of merchandise, all carefully selected for fast disposal at good prices.

When the train stopped at Sartell, Wall would rejoin his wife and the two would return to pick up their loot.

The long, 100-mile trip back to the farm at Cross Lake made it a full night's work for this smooth working husband and wife team. Little wonder their neighbors saw them scarcely at all. But they soon learned the whole story.

Patrolman C. B. Jacobson was with the raiding party that approached the farm in the first light of dawn. A deputy sheriff, who presumably knew his way around the area, made a wrong turn and betrayed the presence of the raiding party. Wall fled, leaving his wife to face the lawmen, who found more than \$10,000 of stolen merchandise in the house and barn. Included in the loot were carpets, sterling silverware, suits and dresses, shoes, linen goods, one lot of men's silk hose valued at \$2,000, furniture, and hundreds of other items. Herbert Wall didn't know it yet, but he had committed his last crime.

Three days after the raid, a newspaper carried the story of a man who lost his life under the wheels of a passenger train near St. Louis. He was not a revenue passenger, but had been, apparently, riding the rods. The body was later identified as that of the acrobatic freight thief, Herbert Wall. His widow stood trial, was found guilty and sentenced to five years in prison.

CONCLUDED NEXT MONTH