

information on people who were employed by the Northern Pacific. Suggestions on resources, organizations, and search strategies are listed below.

BEGINNING YOUR SEARCH

Talk to your relatives. Begin your family history research by finding out as much information as you can from living family members: names of ancestors, their spouses, and their siblings; dates of birth, marriage, death, and divorce; the places (town, county, state or province) where events occurred. Sometimes one can find diaries, letters, or scrapbooks that help document family history. Often there are family stories about events and relationships. Bear in mind that memories can be fallible and some stories may have become altered with retelling.

Where did the individual live? Many people moved from place to place during their career; others stayed in one place. It helps to pin down any moves. Major division points on the Northern Pacific included Superior, Wisconsin; Duluth, Minneapolis, St. Paul, Brainerd, and Dilworth, Minnesota; Fargo, Jamestown, Bismarck, Mandan, and Dickinson, North Dakota.; Glendive, Forsyth, Billings, Laurel, Livingston, Helena, Butte, and Missoula, Montana; Spokane, Pasco, Ellensburg, Auburn, Tacoma, and Seattle, Washington. Major shop facilities were located at Brainerd, Minnesota, Livingston, Montana, and South Tacoma, Washington.

When did they live? While the Railroad Retirement Board may be a usable resource for people employed by the Northern Pacific after the mid-1930s, the Census Bureau may be a better resource for those employed in earlier years.

What was their job on the railway? Union Pacific Railroad's Web page (www.uprr.com) includes a list of past and present jobs, along with short descriptions, ranging from porter to division superintendent. [1]

How long was their career? Some organizations, such as the Railroad Retirement Board, may not be able to assist you if the individual worked casually or for only a short period of time.

Keep in mind that genealogical research is like detective work. Often it is necessary to fit small fragments of information together. Look for clues. There are many possible sources for information.

EXAMPLE: THE PRINTED WORD—THE SMELL OF MOLE (AND SILK)

Small-town newspapers can be a treasure trove of interesting items on specific individuals and the Northern Pacific in general. Auburn, Washington's papers often featured a weekly column on the goings-on at the local yard. Available at the White River Valley Museum, Auburn's newspaper history includes the *Globe-Republican* flash:

"Angus McPhee, engine crew caller at the roundhouse, is in the [Northern Pacific Beneficial Association] hospital at Tacoma, ruminating on the general good-for-nothingness of mole traps in general and the one he attempted to make in particular.

"Angus tried to construct a mole trap that would completely exterminate the mole, in fact one that would so thoroughly disintegrate it that all that would be left would be the smell of cooked mole. But like the far-famed boomerang the tables were turned, and as the result Angus is the possessor of a minus quantity of fingernails on his left hand [and] a pair of legs badly punctured with pieces of glass.

"The theory of the trap was an explosion that would be caused when certain chemicals were mixed. In the experiment the two chemicals were placed in a tube and placed in a container and a string used to upset the tube. For some reason the trap didn't work and when young McPhee picked up the tube the movement got the proper mixture and the explosion occurred, blowing the fingernails off his left hand, burning him, and peppering his legs with bits of broken glass. He was rushed to the [Northern Pacific Beneficial Association] hospital at Tacoma where he is recovering and will be out in a short time."—*April 9, 1926, p. 5*

The same issue carried this slightly more serious news:

"The Northern Pacific came close to breaking all records for speed Monday afternoon when a train of five cars of silk from the President Grant was rushed east over the Seattle Division to Ellensburg.

"The train was loaded as soon as the Grant had docked and at 6:03 was leaving the Smith Cove terminals. At 10:05 it was in Ellensburg ready to be rushed from there on over the other divisions to the East Coast. This makes a total of four hours and three minutes from Seattle to Ellensburg. Therefore the train must have averaged a little over 31 miles an hour. As it took some time to get out of Seattle from the Smith Cove docks the actual speed was more than this.

"The cargo was said to be valued at \$4,000,000."

EXPANDING YOUR SEARCH

A good place to start is a Latter-day Saints (LDS) church library. Visit during their open hours and ask for help deciding what records to search. Perhaps another person has already done some relevant family research. This can be checked. The volunteers at these libraries are very helpful to anyone who comes in. Local LDS libraries can also order microfilms from the LDS central library in Salt Lake City, Utah. [2]

Follow up by checking census records. These are available through any LDS Family History Center through the main library in Salt Lake City, as well as from National Archives and Records Administration (NARA) centers. Copies of decennial census forms from 1790 through 1920 are available, usually on microfilm, for research at NARA's Washington, D.C., facilities, at thirteen regional centers, at select depository libraries throughout the United States, and

the Library of Congress. NARA's Web site (www.nara.gov) has many research suggestions for genealogists, as well as links to various documents available for free or at a small charge. [3]

Information collected from individuals becomes available to the public after 72 years. According to NARA's *Availability of Census Records About Individuals*, an 1880 census entry might include the following information: address; name; relationship to family head; sex; race; age; marital status; month of birth if born within the census year; occupation; months unemployed during the year; sickness or temporary disability; whether blind, deaf or dumb, idiotic, insane, maimed, crippled, bedridden, or otherwise disabled; school attendance; literacy; birthplace of person and parents. By 1940 this information expands to include: educational attainment; birthplace; citizenship of foreign-born; location of residence five years prior

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EXAMPLE: THE PRINTED WORD—IN-HOUSE

The following is G. W. Rodine's entry from the 1959 edition of *Who's Who in Railroading* (p. 540), along with an example of the style found in many of the Northern Pacific's in-house announcements. It is from the *Tell Tale*, August, 1963, page 7.

Rodine, G. Walter.

Passenger Traffic Manager, Northern Pacific Railway.

Office: St. Paul, Minn.

Born: Chicago, 1893.

Entered railway service: 1913, with Atchison, Topeka and Santa Fe, remaining with that road until June, 1921, except for service with U.S. Navy during World War One. Subsequent career, all with Northern Pacific, as follows: June 16, 1921 to 1925, various positions in Passenger Department at Chicago, and Traveling Passenger Agent, successively in Cleveland, Ohio, and Milwaukee, Wisconsin; 1925 to 1926, Special Passenger Representative, St. Paul, Minnesota; 1926 to 1931, Assistant General Agent, Chicago; January 1, 1931 to February 28, 1941, General Agent, Passenger Department, Chicago; March 1, 1941 to January 15, 1947, General Passenger Agent, Seattle, Washington; January 16, 1947 to December 31, 1948, Western Passenger Traffic Manager, Seattle; January 1, 1949—, Passenger Traffic Manager, St. Paul, Minnesota.

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 Holstrom, General Passenger Agent in St. Paul, became Assistant Passenger Traffic Manager; M. L. Thompson, General Agent in NP's Passenger Department at Portland, succeeded Scott, and A. T. Mercer, City Passenger Agent in Portland, moved up to Thompson's former post.

Rodine began his 50-year rail career in his native Chicago with the [Atchison, Topeka and Santa Fe Railway] 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 in Cleveland in 1927. He went to Chicago in 1931 and was named General Agent there in 1941. He received the Seattle appointment in 1949.

Holstrom 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 at 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.

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

Mercer joined the 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.

—James M. Fredrickson collection

and whether this was on a farm; employment status in private or non-emergency government work, or in public agency work (Work Progress Administration, Civilian Conservation Corps); if in private work, amount of time worked in a week, if the person was seeking work or on public emergency work; occupation, industry, and class of worker; weeks worked the prior year, and income for the prior year. [4]

Next, check county courthouses. Records from an individual's home town may reveal the marriage, birth, and property records. The latter might show where and when the person settled there and when they may have left.

Also check local libraries. Some have genealogy collections. (For example, the Tacoma Public Library's Northwest Room Web page has a section devoted to their genealogy collections—www.tpl.lib.wa.us.) Many towns have had town histories published, especially to commemorate their hundredth anniversary.

Finally, try local newspapers on microfilm and search for additional information. These can be found in university libraries, through interlibrary loan, and in various other repositories. It is not uncommon to find regular notes and articles about events on the railroad. Small town newspapers often published social notes about the activities of community members.

MOVING FURTHER AFIELD:

THE MINNESOTA HISTORICAL SOCIETY

The Minnesota Historical Society (MHS) holds the largest collection of Northern Pacific corporate records. Their History Center in St. Paul includes some personnel records. The personnel file of a given employee may be there, but remember that it is far from complete, having only fragmentary information, but is easy to check. The best approach to seeing the records is by visiting the History Center.

The Research Library is on the second floor of the History Center. Accessing a record requires several steps as follows:

First, obtain Microfilm No. M-380, Northern Pacific Personnel File Index in the microfilm room. There are three rolls, with employee names in roughly alphabetical order. The names are alphabetized by only the first three letters of last names so it may take a bit of searching to find the name of the person you are researching. Look up the person of interest and note their file

EXAMPLE:**SENIORITY BOOKS**

*Stanley's Big 7 Rail-
roaders Year Book for
Engineers, Firemen,
Conductors, Brakemen,
Baggagemen, Switch-
men, F. B. Yardmas-
ters. (Lincoln [Neb.]:
R. Stanley Stohberg,
1951.) —William R.
Kuebler, Jr., collection*

NOTE: The table at
right includes only the
first 31 engineers on the
Fargo Division senior-
ity list; the actual list
includes many more.

**First, Third, Fourth and Fifth Sub-Division,
Fargo Division Engineers' Seniority List (excerpt), January 1, 1951**

A	B	Name	C	D	E	F
1	1	Seaburg, A. E.*	08-29-96	10-31-01	10-31-01	1
2	2	Ullrich, Herman*	09-24-03	08-12-07	08-12-07	2
3	3	Fiedler, Arthur H.	09-28-04	09-10-07	09-10-07	3
4	4	Nordberg, Arnold E.*	08-28-05	04-22-11	04-22-11	4
5	5	Iverson, Roy C.*	08-30-05	11-02-12	11-02-12	5
6	6	McManus, P. A.*	09-18-05	12-11-12	12-11-12	6
7	7	Carstens, D. C.*	11-14-05	02-07-17	02-07-17	7
8	8	Fogel, William P.*	07-07-06	05-15-17	05-15-17	8
9	9	Marshall, F. C. *	07-21-06	10-21-18	10-21-18	9
10	10	Fitzgerald, Matt *	07-25-06	12-08-18	12-08-18	10
11	11	Hoff, Christian *	08-12-06	12-27-18	12-27-18	11
12	12	Casey, Russell J. *	09-27-06	01-04-19	01-04-19	12
13	13	Brekke, Henry P.	10-16-06	01-21-19	01-21-19	13
14	14	Cowden, J. B. *	10-23-06	02-02-19	02-02-19	14
15	15	Larson, Edward J. *	10-24-06	02-03-19	02-03-19	15
16	16	Huson, Robert J. *	05-02-07	02-08-19	02-08-19	16
17	17	Williams, E. L.	09-23-07	02-11-19	02-11-19	17
18	18	Peterson, H.*	09-20-08	09-19-25	09-19-25	18
19	19	Schwanke, O. G.*	09-09-90	07-05-26	07-05-26	19
20	20	Stutzman, A.*	10-16-12	09-09-27	09-09-27	20
21	21	Abrahamson, A. G.*	10-27-12	10-15-27	10-15-27	21
22	22	Miller, Delos *	11-24-12	09-07-28	09-07-28	22
23	23	Nelson, Gust A.*	11-30-12	09-08-28	09-08-28	23
24	24	Anderson, A. O.*	12-19-12	07-24-29	07-24-29	24
25	25	Wilson, C. E.*	07-28-13	09-14-29	09-14-29	25
26	26	Brem, J. E. W.*	09-25-13	09-15-29	09-15-29	26
27	27	Williams, A. P.	07-27-16	09-17-29	09-17-29	27
28	28	Lewis, A. J.	06-05-17	08-25-41	08-25-41	28
29	29	Drussell, A. J.*	10-18-17	08-30-41	08-30-41	29
30	30	Callahan, J. S.*	08-20-18	09-13-41	09-13-41	30
31	31	Stumm, Emil L.*	09-16-18	09-14-41	09-14-41	31

A. Number as engineer.

B. Number as fireman.

C. Employed as fireman.

D. Promoted to engineer.

E. Date as switch engineer.

F. Number as switch engineer.

* Required to wear glasses constantly while on duty.

Yardmasters In Service – Fargo Division

Dilworth – Fargo Yard

No.	Name	Occupation	Yardmaster Date
1.	O'Leary, W. P.	General Yardmaster	02-05-43
2.	Cloupek, R. A.	General Yardmaster	04-05-45
3.	Viets, C. H.	Yardmaster	07-01-46
4.	Robideau, E. J.	Yardmaster	01-02-48
5.	Dahl, O. N.	Yardmaster	01-04-48
6.	Marshall, R. P.	Yardmaster	01-05-48
7.	Matzke, B. W.	Yardmaster	06-22-48
8.	Dullea, E. L.	Yardmaster	05-28-49

Jamestown Yard

No.	Name	Occupation	Yardmaster Date
1.	Zirbes, John P.	General Yardmaster	10-26-22
2.	Ure, W. Irvin	Yardmaster	02-14-36
3.	Maskie, John H.	Yardmaster	12-01-43
4.	Casey, Joseph	Yardmaster	03-01-45
5.	Baenen, Leonard	Yardmaster	03-07-45

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EXAMPLE:

THE RAILROAD RETIREMENT BOARD

My request to the Board was acknowledged with a letter, and about thirty days later a small packet arrived with double-sided photocopies of what material the Board located. Included in the packet was a copy of my great-grandfather's marriage license, death certificate, a statement of compensated service prior to 1937 (when the Board began), application for wife's annuity, application for an annuity under the Railroad Retirement Act, and the letter covering his retirement award. This was \$227.60 per month for 42 years of service with the Great Northern Railway. Of particular interest were the statements of service listing both starting date on the railway and also a table of monthly earnings by half for the years 1924 to 1931 inclusive. Total compensation is listed as \$21,849 for 96 months worked as a fireman and engineer out of Glasgow, Montana. Both the application for annuity and the wife's application list genealogical information such as maiden names, place of birth of parents, and so forth, similar to what might be found in the U.S. Census.

AVERAGE MONTHLY COMPENSATION, 1924-1931

- \$300.00 – Division Officer
- \$246.65 – Road Freight Engineer
- \$223.40 – Yardmaster
- \$216.29 – Road Freight Conductor
- \$158.93 – Boilermaker
- \$156.48 – Machinist
- \$138.04 – Station Agent
- \$101.19 – Clerk
- \$73.89 – Extra Gang Laborer

Section 7.—COMPENSATION AND OCCUPATION

Employer records indicate the employee named herein earned the amounts shown in the following table in the pay roll periods indicated, that his name did not appear on the pay roll or other detailed compensation record in the periods marked "X," and that records for periods marked "M" are not available:

Name on pay roll **KNIGHT** (Last name) **LEONARD** (First name) **LEONARD** (Middle name)

	COMPENSATION								OCCUPATION		
	1924	1925	1926	1927	1928	1929	1930	1931	Year	Title on Pay Roll	
Jan.	79 70	84 80	127 75	X 4 95	85 70	46 55	64 30	X 9 20	1st	E & F	
	162 15	168 80	167 20	85 25	174 40	123 95	77 35	68 55	2d		
Feb.	112 95	126 90	127 55	X 11 10	107 30	151 15	151 10	X 9 20	1st	"	
	115 80	131 75	121 95	76 65	139 95	76 15	66 30	71 50	2d		
Mar.	82 50	109 40	76 25	X 8 70	8 50	170 15	88 80	82 90	1st	"	
	104 10	151 75	47 05	183 65	113 45	105 40	77 60	42 80	2d		
Apr.	87 55	138 95	180 20	300 00	300 00	110 95	47 90	105 95	1st	"	
	34 20	59 35	116 45			125 00	136 35	124 90	2d		
May	117 00	70 55	300 00	300 00	101 20	104 75	125 15	36 45	1st	"	
	131 75	86 20			175 00	144 30	49 30	36 50	2d		
June	108 95	120 15	300 00	138 25	300 00	300 00	89 90	76 10	1st	"	
	127 40	161 90		118 50			204 45	68 80	2d		
July	88 55	300 00	300 00	300 00	167 40	87 70	118 45	45 90	1st	"	
	142 15				128 85	42 60	133 40	146 15	2d		
Aug.	99 45	180 20	300 00	196 05	158 35	300 00	97 55	47 15	1st	"	
	104 95	54 15		X	X		107 75	114 20	2d		
Sept.	99 00	101 75	104 35	X	120 05	140 95	62 75	X 9 50	1st	ENG.	
	116 85	149 60	110 85	206 55	166 40	157 35	108 75	69 20	2d		
Oct.	116 90	300 00	300 00	211 40	300 00	300 00	128 80	X 14 15	1st	"	
	115 50			39 70			126 70	126 85	2d		
Nov.	116 50	113 05	161 70	135 95	131 70	X	113 70	X 10 45	1st	FIRE.	
	97 10	86 50	102 00	134 75	7 40	24 35	82 95	64 30	2d		
Dec.	110 15	109 20	115 95	68 20	49 75	94 35	X	X 8 90	1st	"	
	120 70	131 15	162 10	162 90	182 70	188 05	99 70	93 40	2d		
Total	2461	4529	3410	3220	5528	3012	4026	7835	2308	3046	96

Notes: (1) Lines and spaces for all months for which entries have not been made.
(2) Enter compensation for the first pay-roll period in each half year in which the employee's name is found.

Section 8.—COMPUTATIONS
(For use of Railroad Retirement Board only)

1-1-24 to 12-31-31 **315**
Other service prior to 1-1-37 **24**

C _____ M _____ A _____
Computer _____ Reviewer **P.B.**

Number of Months **96**
Total Compensation **\$21,849.15**

—Interstate Commerce Commission Averages Combined Average Monthly Compensation by Occupation Computed from Annual Report to ICC on Employees Service and Compensation for Period 1924-1931 (All Class I Railroads Combined), www.rrb.gov/funfacts1.html

number. If the person you are researching was a manager or official on the railroad, you might also look at microfilm roll No. M-381. This contains copies of index cards that have brief summaries of positions held by key individuals.

Second, go into the Weyerhaeuser Library and find the Northern Pacific Collection Index Notebooks. These are three-ring binders arranged by department. A staff member can show you where to find them. Find the Personnel Department notebook. In this notebook, using the file number, look

up the box locator number for the file you want to see.

Third, after selecting a table in the room, fill out a request form and turn it in. Normal retrieval time is about thirty to sixty minutes. The requested box will be delivered to the desk. Files are arranged within the box by file number. However, some files may be missing, perhaps having been lost or destroyed years ago.

Fourth, if photocopies of items in a file are desired, the Copy Center in the Library can make them for you. [5]

The Weyerhaeuser Room also has a Genealogy Help Desk staffed by trained genealogy volunteers at various times during the week. Call (651) 259-3300 to check on the current schedule. [6]

Many boxes in the Northern Pacific Collection at the History Center contain other types of records. Some of these, such as correspondence files from various departments, might contain useful information but will take many hours to search. Some of the correspondence files have indexes that allow a researcher to look for spe-

cific names, especially if the person held a key position.

Genealogical Resources of the Minnesota Historical Society: A Guide is available from the Library and Archives Division at MHS. This 63-page illustrated book offers an overview of the genealogical resources in the holdings of the Society. The book features an annotated listing of MHS resources in more than fifty subject areas useful in genealogical research and sells for \$6.95. [7]

Located at 345 West Kellogg Boulevard, St. Paul, Minnesota 55102-1906, the History Center is on the Web at www.mnhs.org, or they can be reached by telephone at (651) 296-6126.

FURTHER STILL:

THE U.S. RAILROAD RETIREMENT BOARD

The U.S. Railroad Retirement Board (RRB) administers a Federal retirement benefit program covering the nation's railroad workers. The records it maintains deal primarily with the administration and payment of these benefits.

Like the Social Security Administration, the RRB was not established until the mid-1930s, and it began maintaining its own records in 1937. RRB records are limited to individuals who worked in the rail industry after 1936. If a person was not actually working for a railroad after 1936, he or she would not be listed in these records. Nor would the Board generally have any pertinent records of persons whose rail service was performed for a short duration. RRB records are only on persons whose employers were covered under the Railroad Retirement Act. Employers such as street, interurban, or suburban electric railways are not covered.

Records are kept by the railroad employee's social security number and a person's social security number often appears on his or her death certificate. In some cases, if that number is not available, having the employee's full name, including middle name or initial, and complete dates of birth and death may be of some help in determining whether there are any records of that person. However, in dealing with relatively common surnames, it is usually not possible to make a positive identification without the employee's social security number.

Information will be provided from records on deceased persons for the purpose of genealogical research. However, information on persons who are still living will not be

EXAMPLE:

THE PRINTED WORD—MECHANICAL MEN

The Auburn *Globe-Republican* of February 1, 1924, noted that Howard Curry had begun as a helper in the Northern Pacific's roundhouse at Brainerd, Minn. He and his fellow Mechanical Department officer, Richard Crosby, corresponded after Curry's retirement. The two entries are from the 1922 edition of *Biographical Directory of the Railway Officials of America*, pages 144 and 148 respectively; the letter is from the University of Washington Libraries, Manuscripts and Special Collections, Richard M. Crosby Collection.

Crosby, Richard M.

Mechanical Superintendent, Northern Pacific Railway.

Office: Seattle, Wash.

Born: 1860 at St. Paul, Minn.

Education: Public schools and business college.

Entered railway service: June, 1882, as apprentice, Chicago, St. Paul, Minneapolis and Omaha Railway, since which he has been consecutively 1898 to 1899 locomotive foreman same road; 1899 to 1900, shop and roundhouse foreman Chicago Great Western; 1900 to 1902, general foreman main shops Chicago, St. Paul, Minneapolis and Omaha; 1902 to 1904, general foreman and master mechanic Chicago Great Western; 1904 to date with the Northern Pacific Railway as shop superintendent, general master mechanic and at present, mechanical superintendent.

Curry, Howard Montreville.

General Mechanical Superintendent, Northern Pacific Railway.

Office: St. Paul, Minn.

Born: January 6, 1861, Ogle County, Ill.

Education: Public schools, Freeport, Ill.

Entered railway service: April 8, 1880, since which he has been consecutively to July 15, 1882, shopman and locomotive fireman Northern Pacific; July 15, 1882 to December 1, 1891, locomotive engineer; December 1, 1891 to June 1, 1892, assistant road foreman of engines, Lines East of the Missouri River; June 1, 1892 to December 1, 1898, locomotive engineer and assistant road foreman of engines; December 1, 1898 to November 1, 1901, road foreman of engines; November 1, 1901 to December 1, 1902, division master mechanic at Fargo, N.D.; December 1, 1902 to February 27, 1905, division master mechanic at Staples, Minn.; February 27, 1905 to January 1, 1908, general master mechanic, Lines East of Billings, Mont.; January 1, 1908 to January 15, 1910, general master mechanic, Lines East of Paradise, Mont.; January 15, 1910 to May 1, 1911, general master mechanic, Lines East of the Missouri River; May 1, 1911 to August 14, 1920, mechanical superintendent; August 14, 1920 to date, general mechanical superintendent; entire service with the Northern Pacific.

"We are endeavoring to save a dollar wherever we can by taking off anything we consider extra, and changing locomotive assignments, etc., such as taking W-3s off of Bellingham run, also other runs were it could be done consistently, and displacing Z engines at Easton with W-3s, which will have some effect on the E and F as well as roundhouse expense. We are also using Z-3 engines with two engine trains out of Lester, which we can do while business remains as at present, but we should and will, fortify ourselves with sufficient of the Z engines to relieve some of this new power in the event of business picking up—at least this is what I have in mind. In other words we are not going to let all of our Z engines get into bad shape, and have nothing to relieve W-3 engines, or Z-3 engines with in the event of business becoming such as to compel our returning them to road service."

—R. M. Crosby to H. M. Curry, May 2, 1924



Retirements



Graham W. Alder	Car Foreman	St. Paul	48
Thomas E. Anderson	Section Laborer	Toppenish	23
George Bangert	Stationary Engineer	Laurel	41
Phillip N. Boehm	Section Timekeeper	Jamestown	48
Royal W. Caldwell	Traveling Auditor	Seattle	28
Antonio Collova	Section Foreman	Laurel	47
Hunter O. DeBree	Agent-Telegrapher	Polson	47
Mable C. Dinneen	Timekeeper-Eastern District Accounting	St. Paul	39
Joseph Dzubak	Blacksmith Helper	Minneapolis	20
Max F. Evans	Machinist	Brainerd	43
Ditlef E. Hansen	Leading Car Inspector	Tacoma	46
Takvor Jamgoehian	Section Laborer	Bismarck	42
Daniel I. Laun	Labor Foreman	St. Paul	41
Isaac A. Leland	Locomotive Engineer	Laurel	20
F. A. Mackenroth	Assistant Superintendent of Communications	Seattle	47
Lauri J. Maki	Section Laborer	Moose Lake	42
Arthur H. Marty	Assistant to General Superintendent of Transportation	St. Paul	50
Bert Miller	Locomotive Engineer	Auburn	48
Pearl C. Olson	Voucher Clerk, Properties & Industrial Development Dept.	Seattle	45
Roy C. Patterson	Store Helper	St. Paul	43
Earl E. Potter	Communications Maintainer	Seattle	43
Axel X. Solfield	Roundhouse Laborer	Minneapolis	23
Fred Stroh	Section Laborer	Jamestown	40
Carl T. Swanson	Chef	St. Paul	39
Archibald R. Taylor	Stationmaster	Tacoma	42
Anton Tomsick	Switchman	Auburn	20
Foster W. Tusler	Signal Maintainer	Yakima	40
George J. Vogel	Store Foreman	So. Tacoma	46
Francis W. Ward	Chief Demurrage Clerk	Tacoma	47
William Wiggins	Chief Clerk to District Storekeeper	So. Tacoma	34



Promotions



F. B. Childs has been appointed Assistant Superintendent of Communications for Northern Pacific in St. Paul. Childs, former Radio Engineer-Communications Department, succeeds R. B. Johnson who retired August 1 for health reasons.

Johnson, an electrical engineering graduate of the University of Minnesota, served the NP as Assistant Superintendent of Communications for 24 years.

In other personnel changes, R. J. Murphy, District Claim Agent in St. Paul, has been appointed Assistant General Claim Agent succeeding E. F. Gaskill in St. Paul. Gaskill retired September 1, due to ill health after 39 years of NP service.

Four Traveling Auditor changes have been made recently in the Department of Internal Audit:

R. F. Finch, Tacoma, was appointed Traveling Auditor at Seattle, succeeding R. W. Caldwell, who retired May 31.

L. F. Radtke, Traveling Auditor in Billings, succeeds Finch with headquarters in Seattle.

Succeeding Radtke at Billings is R. F. Davidson with R. L. Denesen appointed Assistant Traveling Auditor at St. Paul.

Caldwell, who retired under Company pension rules, has been Traveling Auditor since 1947 and was with the NP for 35 years.

Retirement and promotion listings from the September 1965 edition of the *Tell Tale*, the Northern Pacific's employee magazine.—J.A. Phillips, III, collection

released without the written consent of that person. The RRB is limited to individuals who worked in the rail industry after 1936. The RRB asks that you do not request records before that date, as the information is not available. Effective October 1, 2000, the fee for searching records is \$21 for each employee on whom records are requested. The fee is payable before any search is attempted. It is not refundable, even if the RRB is unable to locate the information requested or if the file has been destroyed. Generally,

the RRB requires at least thirty to sixty days to reply to genealogical inquiries.

Inquiries should be sent to the Office of Public Affairs, Railroad Retirement Board, 844 North Rush Street, Chicago, Illinois 60611-2092. Their toll-free number is (800) 808-0772, and they are on the Web at www.rrb.gov. [8]

DUST, INK, ARCHIVES: THE PRINTED WORD Some of the sources below may yield additional information. However, for most genealogical researchers, these resources

may be less valuable than those previously discussed. Most of the following publications are available at university libraries.

For those researching railway officials, one-stop shopping may be found in trade indexes such as the *Biographical Directory of Railway Officials in America* (1885-1922), *Who's Who in Railroading* (1930 to the present), and the *Pocket List of Railway Officials*. Harder to use but still valuable are trade publications such as *Railway Age Gazette*, *Railway Age*, or *Modern Railroads*.

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**EXAMPLE: THE PRINTED WORD—
FROM CHARLES BIHLER TO CHINA**

Western Divisions Engineer Charles S. Bihler and Assistant Engineer George Allen Kyle's telegrams on the peculiar personage of Nelson Bennett. The correspondence concerns Bennett's work as contractor on the Palmer Cut-Off between Kanaskat and Auburn, Wash. Bihler's vitae is from the 1906 edition of the *Biographical Directory of Railway Officials of America* (p. 47). Bihler and Kyle's telegrams are from the University of Montana's K. Ross Toole Archives, Northern Pacific Collection 128.

Bihler, Charles S.

Consulting Engineer, Tacoma, Wash.

Born: August 29, 1859 at Munich, Germany.

Education: Polytechnic high school at Munich.

Entered railway service: 1882, since when he has been consecutively to 1883 leveler Northern Pacific Railroad; 1883 to 1885, chief draughtsman same road; 1886, Assistant Engineer in charge of construction car shops same road at Como, Minn.; 1886 to 1890, chief draughtsman; 1890 to 1891, Assistant Engineer in charge of construction car and machine shops at Edison [South Tacoma], Wash.; 1891 to December 1901, Division Engineer [Western Division(s) Engineer]; entire service on Northern Pacific Railroad and its successor the Northern Pacific Railway; December 1, 1901, to date, consulting engineer with offices at Tacoma, Wash.

"[I] [h]ad a talk with Mr. Bennett, concerning the progress on his sub-contract, and as usual, he had a lot of grievances and reasons why he does not make any better progress. I told him I could see very readily the reason for his not pushing the work, and that he was simply trying to string out the work so as to get in a more favorable working season. He disclaimed any intention of doing so, but the fact is quite apparent. ... If arrangements are not being made by the contractor to increase his forces, please let me know. Bennett has always had the habit of snubbing the engineers in the field and he is stubborn and extremely hard to handle; but I do not propose that he should be allowed to

proceed with this work entirely to his own convenience."—*C. S. Bihler to G. A. Kyle, March, 1900*

"He always begins at the wrong place with his objections as well as his work. ... Bennett made an objection when the cut was narrowed and now he objects to it being widened! Bennett is noted for ignoring the engineers on the ground and taking advantage of them by going to headquarters with his troubles."—*G. A. Kyle to C. S. Bihler, March, 1900*

Born in Union Township, Ohio, in 1857, in the 1890s Kyle was surveying for the Northern Pacific. By 1902 he was Pacific Division Engineer at Tacoma. By World War One Kyle was surveying railroads in China, while other railroaders from the lines of the Northern Tier were brought in to help Russia by operating the Trans-Siberian. While Kyle's former co-workers in the Russian Railway Service Corps (RRSC) put up with social upheaval and political unrest, Kyle was abducted by bandits and held for ransom for more than a month. According to family lore the ransom amounted to little more than the Kyle's gold fillings, an excruciating adventure in dentistry that reputedly ruined his health. [1]

Many records of the RRSC, and the advisory committee that preceded it, may be found at Stanford University's Hoover Institution on War and Peace. Among the advisors were the Great Northern's John F. Stevens, and the Northern Pacific's (and later the Milwaukee Road's) William L. Darling. Both the University of California Libraries and MHS have records from Northern Pacific officer Benjamin O. Johnson, who served in the RRSC. Thomas H. Lantry, one-time Montana Division superintendent and later general manager, Lines West, wrote to friends on the NP while on duty on the Trans-Siberian. One such letter appeared in Auburn, Washington's *Globe-Republican*.

"They have three men on all locomotives—the engineer, who simply runs the engine, and an assistant engineer, who does the oiling around, etc. These two men are Russians, and they have a Chinese fireman who does all the work.

"On a great many of the districts wood

is used for fuel on locomotives. They have immense wood yards all along the line, with a large supply of wood. The passenger cars are of first, second and third class, the third class having three decks in them and passengers are crowded into them like sheep. Fourth class passengers, who are all Chinese and Koreans, are handled in box cars on mixed trains and are packed in like sardines. I have not the slightest idea how transportation is collected, and from observation cannot see why anyone should buy a ticket, as it is impossible for the conductor to collect transportation. Passenger train crews consist of a conductor and five assistant conductors. When a train is ready to leave a station the stationmaster rings a small bell which is hung on the side of the station building, one tap indicating he is going to ask for the staff; later rings two taps indicating the staff has been procured; he later rings three taps, the conductor the blows a small dog whistle, the engineer blows the locomotive whistle, and the train departs. Only passenger cars are equipped with air brakes. Locomotives have no air brakes except on the tender. I understand they were taken off on account so many slipped tires. It is the rule that every fifth car in the train must be equipped with a hand brake.

"This would indicate that about twenty percent of the freight equipment has hand brakes, and the balance of the 80 percent no brakes at all. No such things as cabooses, and trainmen ride in the brake cars, which are ordinary boxcars with a small platform on one end where the brake staff is located. They have all kinds and sizes of locomotives from the small saddle-back tank switch engine to the large Baldwin decapods with a tractive effort of about 61,000 pounds. Their roundhouses, shops buildings, etc., are large and well built, the walls averaging over three feet thick, all solid brick or stone. Some roundhouses are our style and others are of the straight shed patterns, where two or three locomotives can be put in one stall lengthwise."—Thomas H. Lantry, January 11, 1918

1. Kyle, David G., electronic mail, June 13, 2001, and The David George Kyle Family, June, 2001. URL: familytree-maker.genealogy.com/users/k/y/l/David-G-Kyle/index.html.

Early issues of *Railway Age* often featured detailed biographies when key officers were promoted or retired.

Executives, directors, and the most notable railroad employees may be found in the *Dictionary of American Biography*, *Who's Who in America*, or *Who Was Who in America*.

Many in-house publications of the Northern Pacific offer information which may be useful for genealogists. The Northern Pacific's *Annual Reports* (Northern Pacific Railroad: 1871-1895; Northern Pacific Railway: 1896-1968) list directors and officers, and occasionally include obituaries for important figures. The serial *Officers, Agents, Stations, Etc.* (1909-1968), lists officers by department, division officers, and station agents.

Another resource is the Safety Department's *Tell Tale*, which began in 1939 and gradually evolved into the company's monthly news magazine, finally ending in 1967. In the early 1940s the *Tell Tale* began running small notices covering the retirements of line officers, and shortly thereafter began running a system-wide list of retirees from the rank and file to the president's office, along with a column on promotions. These features continued in the *Tell Tale's* successors, *Northern Pacific Railway Mainstreet* (1967-1968) and *GO! With Northern Pacific Railway* (1968-1970).

At the divisional level there are several forms. Large institutional collections of employee time tables (at the Museum of History and Industry in Seattle, for example) can show the career paths of various officers, or staffing on a particular division. This format is less useful than the *Officers, Agents, Stations, Etc.*, but employee time table collections may be easier to find.

Other publications at the division level include seniority rosters for the various crafts, the most prevalent being for engineers and firemen. Certain crafts did publish more formal booklets with coverage on a system-wide basis as was done by the Organization of Railway Telegraphers, for example. Finally, local advertisers and printers often created seniority booklets. The *Eastern Washington Railroadmen's Time and Seniority Book*, for example, was published in 1959 by local businesses in Pasco, Washington. It lists seniority rosters for Northern Pacific, Union Pacific, and Spokane, Portland and Seattle engine and train crews working out of Pasco.

EXAMPLE: THE PRINTED WORD—TRADE PUBLICATIONS

Here is an example of an early trade publication write-up, in this case Jule M. Hannaford's promotion to replace the departing Howard Elliott.

Hannaford, Jule M.

Second Vice-President, Northern Pacific Railway.

Has been recommended by the executive committee for election as president, to succeed Howard Elliott, as announced in a recent issue. The election of Mr. Hannaford will be a well deserved recognition over 41 years of consecutive and faithful service on the Northern Pacific, since he became connected with the road in 1872 as chief clerk in the general freight office at St. Paul. For many years he has been reputed one of the ablest traffic officials in the country. It also represents another conspicuous example of the policy of promoting traffic men to railway presidencies, for Mr. Hannaford's entire railway experience has been in the traffic department, of which he has been in charge since 1899 successively as third vice-president, and second vice-president, and previously as traffic manager.

His railway service was begun in 1866 as a clerk in the general freight office of the Central Vermont at St. Albans, Vermont, where he remained until he went with the Northern Pacific in 1872. In his first position with the latter road he is said to have compiled and written with a pen the first regular distance tariff of freight rates ever published on the Northern Pacific, and the original now hangs in his office at St. Paul.

He is one of the most democratic and approachable of men, and his election as president will be especially acceptable to the shippers with whom he has been so long associated, and whom among he is exceptionally popular, as he bears an enviable reputation for willingness to hear both sides before reaching a decision and to co-operate with the patrons of the road for the best interest of all concerned. Mr. Hannaford is also remarkably popular with his subordinates and employees of the company, which is attributed not only to his kindly and pleasing personality, but also to the fact that he never forgets an old friend, and has in many ways been especially appreciative of loyal and faithful service on the part of his subordinates.

He was born November 19, 1850 at Claremont, New Hampshire, and from June, 1866, to May 11, 1872, he became chief clerk in the general freight office of the Vermont Central. On May 17, 1872, he became chief clerk in the general freight office of the Northern Pacific, and on May 1, 1879, was promoted to assistant general freight and passenger agent. From May 1, 1881, to August 1, 1883, he was general freight agent of the Eastern Division, and from August 1, 1883, to March 1, 1884, assistant superintendent of freight traffic. He was then for two years general freight agent of the main line and branches, for four years traffic manager, and from 1890 to 1899, general traffic manager. From 1890 to 1893 he was also general traffic manager of the Wisconsin Central line during their lease to the Northern Pacific. On February 1, 1899, he was elected third vice-president, and on April 1, 1902, second vice-president. From June 1, 1895, to June 28, 1906, he was also vice-president and general superintendent of the Northern Pacific Express Company, and since June 28, 1906, he has been president of that company.—*Railway Age Gazette*, August 29, 1913, p.373.

Variations of this sometimes included clerks, switchmen, or yardmasters. [9] The major drawback to these types of documents is that they tend to be in private collections.

Union publications may also be of value if they can be located. The American Train Dispatcher's Association's *The Train Dispatcher* has featured short biographies and obituaries since its inception in 1918. Similar items can be found in the Brother-

hood of Locomotive Engineers' *Locomotive Engineer's Journal*, later *The Locomotive Engineer*, as well as the publications of other craft unions.

Finally, there are numerous archives with a range of detailed material on the Northern Pacific which may yield surprising genealogical gems. A few examples of these resources include corporate records at MHS, Henry Villard's papers at Harvard's Baker

and Houghton libraries, engineering records at the University of Montana, and the Frank Gill Collection at the Oregon Historical Society. State, county, and local holdings, in conjunction with university libraries, provide layer after layer of research opportunities for the intrepid. Also, although still in its beginning stages, the Northern Pacific Railway Historical Association's own archives at the Jackson Street Roundhouse in St. Paul is developing a research library that may offer additional resources.

THE WORLDWIDE WEB:

ELECTRONIC GENEALOGY

There is an ever-increasing number of resources for genealogists on the Web. Some of the more helpful to Northern Pacific genealogy are listed below.

- **Ancestry.com**—*Social Security Death Index*

An up-to-date Social Security Death Index on the Internet, free for subscribers and guests. The database contains information provided by the Social Security Administration through the end of March, 2001, and contains 65,731,662 names; search.ancestry.com/search/.

- **Cyndi's List**—*Railroad Page*

A categorized and cross-referenced index to genealogical resources on the Internet; www.cyndislist.com/railroad.htm.

- **NUCMC**—*National Union Catalog of Manuscript Collections*

The National Union Catalog of Manuscript Collections (NUCMC) is available at most university libraries. NUCMC is a free-of-charge cooperative cataloging program operated by the Library of Congress. You may search by author, subject, geographic name, or collection number. It is most useful for searching for very prominent employees of the Northern Pacific, and corporate records. Using a subject's name in conjunction with the Northern Pacific can yield surprising results. The NUCMC Web page is at www.loc.gov/coll/nucmc/index.html.

- **Tacoma Public Library**—*Genealogy Guide*

The Tacoma Public Library's genealogy collection is housed in the Northwest Room and contains more than 5,000 titles including bound volumes, microfilm, microfiche, compact discs, and periodicals. Genealogy resources include censuses (1800-1920), death indexes for Washington, Oregon, and California; local obituary indexes and city

EXAMPLE: NATIONAL UNION CATALOG OF MANUSCRIPT COLLECTIONS

- **Jack Creecy** (Born 1901), one taped interview, February 15, 1985. Interviewed by Jackie Day in Laurel, Mont., as part of the repository's Small Town Montana Oral History Project. Topics include his work for the Northern Pacific Railway Company in Forsyth from 1923 to 1955, and the railroad's influence on the character of the town. Montana Historical Society, Library and Archives Dept., Helena, Mont.

- **Richard M. Crosby** (Born 1860), 75 items, 1906-1935. Correspondence, patents, photos, and other papers, relating to Crosby's work on the Northern Pacific at Seattle, and as inventor of various devices used on trains. University of Washington Libraries, Seattle, Wash.

- **Powers Hapgood** (1899-1949), 225 pages of letters and journals, Sept.-Nov. 1920. As a labor activist and organizer working in Minnesota and Montana mines, along the Northern Pacific Railway in North Dakota, and in a Billings, Montana, sugar beet factory, Hapgood describes life and working conditions among semi-skilled and unskilled laborers and drifters and organizing activities of the Industrial Workers of the World and the United Mine Workers of America. Minnesota Historical Society, Manuscript Collections, St. Paul, Minn.

- **William Milnor Roberts** (1810-1881), 3.8 linear feet of papers, 1828-1959. Auto-biographical and biographical sketches, personal and professional correspondence, diaries, travel logs, manuscript reports, printed materials, and photographs, relating chiefly to Roberts' activities as an engineer in Pennsylvania, Montana Territory, and Brazil. Includes material relating to his surveys for the Northern Pacific Railroad and his work for the government of Brazil (1857-1865, 1879-1881). Montana State University, Bozeman Libraries, Merrill G. Burlingame Special Collections, Bozeman, Mont.

- **Adolph Edward Seaburg** (1880-1960), 51 items, 1900-1960. Danish-American locomotive engineer for Northern Pacific Railway Company, of Fargo, N.D.; also known as "Ed" Seaburg. Correspondence relating to Willis H. Downs, of Jamestown, N.D., Downs's activities with North Dakota Volunteers in the Philippines during the Spanish-American War, and his receipt of the Medal of Honor in 1906. Also to Seaburg's father, Nels Seaburg, including World War One correspondence; program (1910) of Fargo Lodge, Brotherhood of Locomotive Engineers; and newspaper clippings. North Dakota State University Libraries, North Dakota Institute for Regional Studies, Fargo, N.D.

- **Edwin E. Swergal** (Born 1881), 1.8 feet of papers, 1911-1961. Railroad employee and freelance writer; born Edwin E. Berger, died in the 1960s in Seattle, Wash. Correspondence (1911-1958) with railroads with which Swergal was employed, including the Northern Pacific and others; general correspondence; and manuscripts relating to expansion of railroads into the West and resultant Indian wars. Includes information relating to Battle of the Little Big Horn; Yellowstone and Missouri rivers; surveying of Milwaukee Road through the Cascades; the Mullan Road; activities of Catholic missionaries in Montana and Idaho; persons important in railroad and Western history, including John M. Carnahan, George Armstrong Custer, John Gibbon, George Gould, John Mullan, Pancho Villa, and Henry Villard. Eastern Washington State Historical Society, Spokane, Wash.

—lcweb.loc.gov/coll/nucmc/nucmctxt.html

directories; passenger lists; county histories; cemetery, church, courthouse, and military records; biographical indexes; family histories; books on names (both personal and geographical); and heraldry books; www.tpl.lib.wa.us.

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• **U.S. Department of Transportation—*Online Digital Special Collections***

In an effort to preserve its materials and to provide easy access for DOT Library customers, the library has digitized numerous collections, including the Interstate Commerce Commission Historical Railroad Investigation Reports (1911-1966). There are typographical errors in these reports, however. For example, an August 15, 1955 accident at Cheney, Wash., states the 6530B was involved. Bill Kuebler points out that should have been the 6500B. So far, 67 accident reports covering the Northern Pacific have been placed on the Web at *specialcollection.dotlibrary.dot.gov*.

• **U.S. Railroad Retirement Board—*Genealogical Information***

This page outlines the scope of the RRB's holdings, lists a point of contact, and offers suggestions for genealogical research in regard to railroaders; *www.rrb.gov*.

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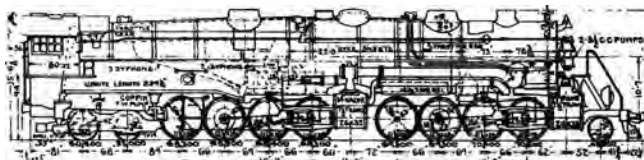
In 1864 President Abraham Lincoln signed the charter for the Northern Pacific (NP) to open the northern tier of the United States to commerce with the rest of the world. The process of completing the NP transcontinental mainline was characterized by geographic and engineering challenges, severe weather and the financial upheavals of 1873 and 1893. There were conflicts with native America tribes that affected the nation's course and character giving rise to colorful individuals such as Sitting Bull and General Custer.



The anti-trust legislation of the early 1900s and the human drama to complete the mainline on time are part of the colorful history of the Northern Pacific.

Named the "All American Railroad" by David Morgan, editor of *Trains Magazine* in 1985, he noted that the NP crossed almost every type of operating terrain from the flatlands in the east, to the rugged mountains of Mullan, Homestake, Bozeman and Stampede Passes. The route of the NP treated its passengers to a nation-wide visual panorama of scenery from the lake country of Minnesota, the prairie grass lands and river bottoms of North Dakota through eastern Montana, the desert of eastern Washington and the unique rain forests of western Washington.

The Northern Pacific was also an innovator and pioneer in railroad operations and motive power. The NP was the first to offer on-board dining services setting standards for excellence. Development of the 4-8-4 and 2-8-8-4 steam locomotives, as well as refinement of the heavy-duty 2-8-2 locomotives were



the result of innovative NP engineering. The center-beam flat car was developed by the NP to haul finished forest products, and the NP helped General Electric to become a competitor to EMD in the second-generation diesel market. There are many other firsts for the NP that makes it truly worthy to be called the "All American Railroad."

The NP helped General Electric to become a competitor to EMD in the second-generation diesel market. There are many other firsts for the NP that makes it truly worthy to be called the "All American Railroad."

The NPRHA is dedicated to preserving the history of the Northern Pacific Railway. Our members do this by researching NP operations, equipment and facilities, along with encouraging modeling of the NP by working with manufacturers produce accurate NP products. Members are located throughout the world and include modelers, historians and NP veterans all working to keep the memory of this classic railroad alive. The NP typifies the era when many people used passenger trains for travel, when freight trains had cabooses, when railroad stations were the center of activity in their town, when steam and diesel power shared the rails and when engines were maintained at the division points in a roundhouse.



Becoming an NPRHA member is easy; register online (*www.NPRHA.org*) or send a request to:

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