The Tell Tale

Vol. XXVI ISSUED BY THE SAFETY & FIRE PREVENTION DEPARTMENT, NORTHERN PACIFIC RY., ST. PAUL, MINN., JANUARY 1963 No. 1

DRIVING LAST SPIKE ON NORTHERN PACIFIC, MARKING COMPLETION OF FIRST NORTHERN TRANSCONTINENTAL RAILWAY, 1883

JANUARY

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FEBRUARY

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September 8, 80th Anniversary of "Last Spike" ceremony, Gold Creek, Montana, 1883, providing first rail line between Great Lakes and North Pacific Coast

OCTOBER

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NOVEMBER

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DECEMBER

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Vista-Dome **NORTH COAST LIMITED**

CHICAGO • • ST. PAUL • • MINNEAPOLIS • • SPOKANE • • PORTLAND • • TACOMA • • SEATTLE

MEMO . . . FROM THE PRESIDENT

After a slow start in the first quarter of last year, business improved and Northern Pacific closed out the year 1962 with an increase in revenues and earnings.

Factors contributing to the increase in revenues were: a general upswing in business conditions during the last half of 1962, more TOFC handling of fruits and vegetables, a continued heavy movement of forest products, substantially more shipments of automobiles on multi-level racks on flat cars, an exceptionally good grain crop in the area served by NP, and increased passenger traffic due to the World's Fair.

One can scarcely recount these factors, however, without recognizing the fact that none of it would have been possible without the individual and collective effort of thousands of conscientious NP employes.

Accordingly, in this memo, I would like to express my sincere appreciation for the important part you played in the successful functioning of our railroad in 1962 and ask for your continued cooperation and teamwork to make 1963 an even bigger, better year.

The increase in revenues is an encouraging sign and based on an anticipated higher level of traffic in 1963, approximately $25 million has been budgeted this year for improvements on our line, $3,700,000 more than last year.

This expanded improvement program will enable us to buy and build more new and specialized equipment, to further improve our line and provide greater capacity for business.

Equipment alone, however, is not enough to insure full realization of this greater business potential.

Ours is a service business in a highly competitive field. The success and future of Northern Pacific depends to a very large degree on our continued personal efforts to provide our shipper-customers with efficient, economical and dependable transportation service.

When we progress, we move forward together. The stronger, better and more effective we make Northern Pacific in the transportation field, the more securely we build for the future, for ourselves and our families.

Robert S. Macfarlane

OUR COVER

This month's front cover is a reproduction of our 1963 calendar. The illustration depicts the driving of the "last spike" on September 8, 1883 at Gold Creek, Montana. This ceremony marked the completion of the Northern Pacific line, the first northern transcontinental line.

TO MEMBERS OF VETERANS ASSOCIATION, NORTHERN PACIFIC RAILWAY

The committee in charge of the 1963 Veterans Association Convention to be held in Minneapolis June 14-15-16, has included in the program attendance at the Baseball double-header to be played between the Minnesota Twins and Los Angeles Angels, Sunday, June 16.

In order to reserve a block of seats for the Veterans, it is necessary that tickets be purchased before April 1. Tickets are available in the reserved grandstand section at $2.50 each.

All Veterans desiring to attend the baseball double-header on June 16 should forward their request for tickets with accompanying check or money order to: J. G. Heimsjo, Assistant Superintendent, Room 325 Great Northern Passenger Station, Minneapolis.

PERSONALS

The following appointments were announced recently:

K. L. COOK, Western Agricultural Development Agent, Seattle

R. E. BRACKEN, Agricultural Development Agent, Billings

G. G. GOODMAN, Agricultural Development Agent, St. Paul

A. W. FOSS, Agent, Jamestown

E. L. SETTERHOLM, Agent, Little Falls

J. W. REINSVOLD, Working Supervisor, King Street Station, Seattle

R. A. MARKEL, Night Roundhouse Foreman, Livingston

E. C. SMOAK, Assistant Roundhouse Foreman, Auburn

R. L. BEEM, Roadmaster, Butte

Winter

ON THE NORTHERN PACIFIC

Winter brings special problems to railroading in the far northern United States. The snows generally come early and stay late, especially in the higher elevations of the Rocky Mountains. However, preparations to meet the onslaught are begun even earlier on the Northern Pacific Railway.

All of the Northern Pacific Railway's operations are on a track system that lies almost entirely between the northern 45th and 49th parallels, at elevations ranging all the way from 12 feet above sea level at Tacoma, Wash., to 6,329 feet at Homestake Pass on the Continental Divide near Butte, Montana. Its 641 diesel-electric locomotive units must be kept operable at temperatures which can plunge to nearly 50 degrees below zero. Tracks on main and branch lines and in yards and shop grounds must be kept open to permit around-the-clock operation. The same holds true for signal and communication lines. Thus, cold and precipitation -- snow, frost and sleet -- are the railroad's enemies in winter.

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Beginning late in August, usually each locomotive unit undergoes a thorough "winterizing" at various shops and roundhouses across NP's seven-state system. Some of the air filter openings must be blocked to reduce the flow of cold air to the engine, fuel oil heaters are installed, and steam lines are wrapped around the steam generators' water supply lines to prevent water from freezing. In addition, special winter lubricants which will not congeal must be used to lubricate all moving parts.

Passenger diesel units are provided with steam generators which furnish heat for the passenger cars in winter. Water is stored both in the diesel units themselves (2,132 gallons) and in a special combination water and baggage car (3,000 gallons). On passenger trains operated by locomotives other than those equipped with steam generators, special heater cars are used which are outfitted with two steam generators, a 50-horsepower diesel engine used to power an air compressor, an electric generator for its batteries, a 2,800-gallon fuel supply and a 6,640-gallon water supply. Oil tank tenders built in 1934 for NP's famous Class A2 steam locomotives, were converted into these heater cars.

On freight trains, locomotives and cabooses carry their own heating units. Cars which are used to transport perishables are equipped either with portable heaters or with built-in mechanical heaters to hold temperatures above freezing. The latter are used in summer to maintain cool temperatures for the perishables carried.

• • •

Snow, frost and sleet are particularly disruptive to communications. It is not always a matter of lines parting under the weight of snow and ice; rather, it is the loss of power by attenuation that causes the most trouble.

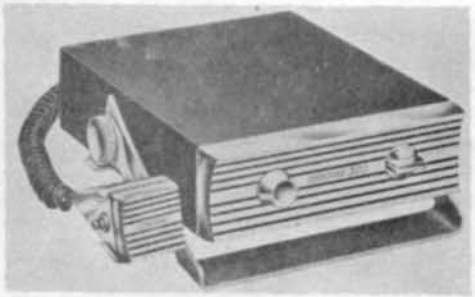
A most ingenious method of removing heavy accumulations of hoar frost is to utilize the strong downdraft from the rotor of a hovering helicopter. The pilot simply centers his aircraft some 10 to 15 feet above the lines and follows their course for as long as necessary. The force of the downdraft literally blows the frost off the signal and communication lines.

• • •

Keeping track areas cleared of snow is an almost continuous process on the Northern Pacific. A system running 2,000 miles across the continent is certain to have new snow at some point on the line each day. Equipment for and methods of snow removal are as varied as a railroad's rolling stock. The NP employs rotary plows, snow blowers, flame throwers (actually weed burners), huge wedge-type Russell plows, small wedges or blades for front-end mounting, switch heaters, stationary blowers at switch sites and, of course, the ubiquitous hand shovel. And this is not to mention bulldozers, traxcavators, trucks and power shovels.

In open country, such as that in North Dakota, Minnesota, western Montana and western Washington, drifting or blanketing of snow does not present the problem that obtained in the days before dieselization, especially on the main line. The smooth, rounded face of today's road diesel unit pushes unhampered through up to five feet of snow, oftentimes more on level grades,

(Continued on Page 8)



"Sixteen cue twenty-three oh seven, base to unit em-three. Over."

"Unit M-3. Over."

"What's your ten-twenty, M-3?"

"Third Street commissary. Over."

"Can you arrange to immediately pick up one piece of 12-inch pipe, threaded one end, at Crane Midway? Over."

"Can do. Over."

"Pipe ordered and ready for you. Over."

"Okay. 16Q2307 out."

In a matter of minutes, emergency repairs to the steam heating system serving nearly half of St. Paul's largest office building will have been completed. A few weeks earlier it may have taken as much as two hours or more.

This is but one of the countless ways in which a unique new radio system is saving time and money for Northern Pacific Railway, according to C. V. Schutt, Superintendent of NP's half of the "Railroad Building."

Erected in 1915 and 1916, the structure houses general offices of the Northern Pacific and Great Northern Railways and a bank. Schutt and his staff are responsible for operations and maintenance of 351,820 square feet, or more than eight acres of offices, hallways, stairways and basements.

About two years ago, Schutt began toying with the idea of improving communications within this vast area. As a result of discussion with D. C. Hill, Superintendent of Communications, the matter was referred to F. B. Childs, Radio Engineer of the Communications Department, for further consideration. At this time it was decided to give Citizens Band radio a try. Available systems were vetoed because of their inability to provide the complete service required. Childs studied the building's structure to establish problem area, added the needs of the maintenance department, designed and experimented, and, finally developed the system which has been in use for about two months.

At this point Schutt is able to say, "There is no way to measure the value of increases in efficiency and productivity that have resulted from this installation. While we haven't reduced our forces, we are accomplishing a great deal more with far less effort.

"Take the example we've just used," he continued. "Before radio we would have had to make a number of telephone calls just trying to locate the truck, then sit back and wait for the driver to call us. That done, he would have had to make his pick-up, return to the building, park his truck and look for someone to take the material off his hands. In the meantime, his truck would be idle, and additional time would have been lost in effecting repairs.

"Today, I have only to reach for the microphone and I am in touch with the driver, even if he's five miles away. He can pick up material and, in a few minutes before he expects to arrive, he can radio C. L. McDonald, general foreman of building operations, who can dispatch a man to accept delivery, immediately releasing the driver to continue his routine work."

C. V. Schutt, Superintendent of General Office Building.

The mobile unit is but one of six "stations" in NP's network. Pack sets, similar to walkie-talkies, are carried by four men within the building. An extension antenna system makes it possible to communicate with any or all of them, whether they are on one of 13 floors, the roof, or in one of three labyrinthine basements. The base station is in Schutt's 8th floor office. Licensed by the FCC, this Class D system operates at 27 megacycles on Channel 3 of the citizens band.

Schutt's 1-watt RF base station is an Osborne Model 300, fully-transistorized, citizens band radio unit. The pack sets, also with a 1-watt output, are Johnson Personal Messengers, Model 250-102, powered

R. E. Trapp, driver of general office building truck.

C. L. McDonald, General Foreman of buildings operations in NP's general office building.

by rechargeable nickel cadmium batteries. Installed in NP's truck is a Johnson Viking Messenger, Model 242-128, designed to operate either on 12-volt DC or 117-volt AC.

As useful as the mobile unit is, it is to the pack sets that Schutt gives most credit for the increased efficiency and productivity of his work force. The new ability of superintendent and staff to communicate instantly with one another has greatly reduced time consumed in tracing personnel, in meeting emergencies, in carrying out routine and programmed work and inspections. In addition, it permits a coordination of effort at widely separated points that was formerly impossible.

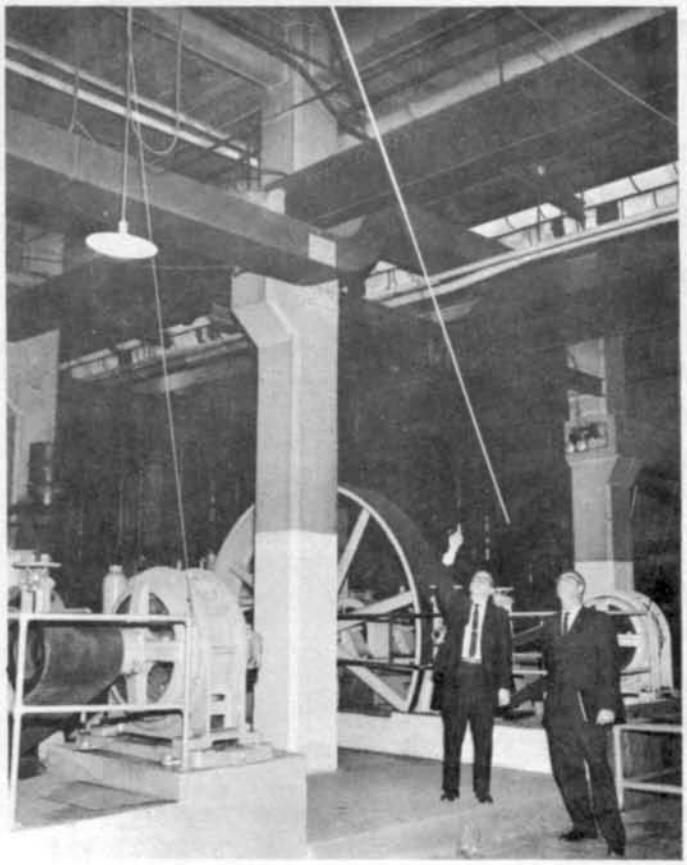
At the heart of this network is a 500-foot antenna system utilizing coaxial cable, 16 collinear radiating elements and three antennae. Atop an inactive stack on a 15th-floor-level penthouse is a 19-foot Mark Products Super Beacon MK-11 antenna. Another of the same length, a Beacon CBB-1, also by Mark Products, points earthward at about a 75-degree angle from the high-vaulted ceiling of the noisy engine and boiler room three floors below ground. This, in company with a 4-foot Heliwhip HW-11-4 antenna, installed in the first-basement electrical shop, works to eliminate "blind spots," even in remote corners and noise pockets. A 6-foot Heliwhip HW-11-6, is used on the truck.

An integral part of the antenna system are the 12-foot coaxial collinear radiating elements, five of which run between the engine room antenna and a 75-foot run of RG-8A/U coaxial cable that links them to 11 outside elements strung from the second floor level to the roof. More coaxial cable connects these elements to the stack antenna and to the base station.

Thus, the Northern Pacific, which helped pioneer radio communication in railroad operations, has become the first known company to utilize citizens band radio in building maintenance in this area.

View of the interior "court" of NP's general office building.

Radio Engineer F. B. Childs (left) explains basement atenna installation to Assistant Superintendent Safety & Fire Prevention J. D. Sells.



Christmas Joy

From left:
I. C. Lawson
H. A. Schultz
K. R. Hirsch
R. E. McCourtney
E. T. Gibson
J. J. O'Connor

Again this year members of the Traffic Department assisted the SALVATION ARMY in their program by ringing the bells at the entrance to the general office building during the noon hour prior to Christmas. The total receipts amounted to $412.68.

The Salvation Army advise that Christmas dinners were provided for 810 families, or 3226 individuals; gifts were sent to children of 370 inmates of Stillwater prison; 425 fruit cakes were sent to servicemen over seas; 1005 Sunshine Baskets were sent to hospitals, rest homes, etc., and numerous other works of charity.

RETIREMENTS SINCE LAST ISSUE OF TELL TALE

NAME	OCCUPATION	LOCATION	YEARS SERVICE	NAME	OCCUPATION	LOCATION	YEARS SERVICE
Jesse I. Zeider	Machinist	Parkwater	40	Oliver A. Larson	Section Foreman	Battle Lake	42
John J. Wilczyk	Electrician	St. Paul	55	A. C. Thompson	Station Agent	Cloquet	50
Henry J. Slack	Conductor	Duluth	25	Afin B. Anderson	Leading Car Inspector	Missoula	40
Glen M. Robertson	Agent-Telegrapher	Taylor	47	Grant C. Hallberg	Relay Telegrapher	St. Paul	20
Thomas L. Bradford	Brakeman	Livingston	45	George J. Mohr	Signal Maintainer	Moorhead	40
B. F. Godfrey	Switchman	Spokane	39	Michael R. Boyle	Switchtender	Seattle	46
Charles E. Norris	Brakeman	Missoula	46	G. H. Hoffnauer	Carman	Yakima	37
Merle O. Pfile	Fireman	Parkwater	20	Robert P. Palmer	Switchman	Laurel	39
L. E. Montgomery	Carman Helper	Brainerd	20	Clarence A. Mock	Brakeman	Tacoma	45
Emil Shillin	Water Service Foreman	Duluth	22	Ora A. Watkins	Agent	Tacoma	47
William Herzog	Agent-Telegrapher	Nome	51	Nels Lauber	Roundhouse Laborer	Jamestown	38
Frank J. Kreitz	Section Laborer	St. Paul	20	William A. Mosher	Machinist Inspector	Jamestown	40

Pictured with some of the "gang" at Minneapolis on his last day of active service before retirement, is Conductor WILLIAM KROMY, second from right. Others shown are, from the left; Brakeman R. C. Blood, Fireman Joseph Sivanich, Engineer C. A. Thompson, Brakeman William Slimak, and Trainmaster R. H. Anderson. Mr. Kromy began his railroad career on May 4, 1917 and retired December 10, 1962.

MRS. GERTRUDE KIRCH, Per Diem Clerk in the Car Accountant's office, St. Paul, retired recently after 30 years' service.

Among those attending a luncheon in the office honoring Mrs. Kirch were her two sons, Richard and Robert Kirch.

H. R. CUMMING, Agent at Helena, retired recently after 47 years of service. At a party in his honor given by fellow employes and other friends, gifts and congratulations were extended for a job well done.

This year—why not sign up for Payroll Savings? It's available right where you work. Payroll Savings is automatic and convenient. You'll start the New Year right—when you join Payroll Savings!

The third annual Northern Pacific bowling event will be held at THE BOWLER, FARGO, ND on Washington's Birthday, Friday, February 22, 1963, for all NP employes and their spouses.

Entry blanks will be received by C. L. Vincent, Relay Office, Fargo, up to February 11.

SAFETY RULES
are made for your
PROTECTION

ST. PAUL HOSPITAL

Employes gathered december 20th for the annual Christmas tea and enjoyed a pleasant combination of friendly conversation and good food. . . . . Winners of the traditional window painting contest were announced. . . . . Our personnel joined "Santa Anonymous" for the second year by purchasing toys for needy children. A decorated container was placed in the dining room, and the pile of brightly wrapped packages grew as employes responded in true Christmas spirit.

By Yvonne Duda, maid

By Joan Noyes, Nurses Aide

By Marilyn Leseman, Nurse

William Marceau, Yardmaster Duluth and Santa.

GLENDIVE HOSPITAL

Lighting of the National Christmas tree in Washington, D.C. was no more effective than the lighting of Glendive's tree December 16. Open house was held in the Nurses' Home for employes and their families, and during the party the lights on the outdoor tree were turned on. . . . . Christmas was further observed at the employes' annual party December 21, with all the "trimmings".... This hospital has become a point of interest for travelers aboard the North Coast Limited. The building, visible as the train leaves Glendive on its eastbound trip, is pointed out to passengers by the Stewardess-Nurse. . . . . The new sign on the front lawn has particular significance to our employes. It was purchased through cooperation of the Association and employes who contributed to its cost and is, therefore, a source of great pride to all.

Salute to Our Gray Ladies . .

On December 8 the Gray Ladies were honored at the annual Christmas dinner. This group has done much for the hospital and its patients for many years. A committee is now working with the Administrator on an interior decoration plan for the west wing on first floor. We extend sincere thanks to all the Gray Ladies for their interest and valuable assistance.

Santa's Helpers . .

Members of N.P. Veterans' Duluth Social Branch and Lake Superior Division employes contributed $258.80 for patients in the hospital at Christmas. Santa, in the person of Carl Bisciglia, Pharmacist, distributed gifts which helped patients forget their problems, at least momentarily. We are grateful to this fine group for their continued generosity.

E. K. Nelson, right, Temporary Administrator and Ira McRoberts, NPBA Board Member, Glendive.

TACOMA HOSPITAL

We congratulate Helen Underwood, Director of Nursing, on completion of 30 years of Association service. She joined the Tacoma staff in 1932 and was appointed Director of Nursing in 1950. The patients who know her and her fellow-workers join us in thanking her for her excellent service.

Ann Carothers, Registered Nurse, retired October 1 after 34 years of service, and Frances Snyder, Head Nurse, Second Floor, retired December 3, bringing to a close a 20-year career with the N.P.B.A. Our thanks to both of them for their service and best wishes for good health and many years of pleasant leisure.

We extend best wishes, also, to Alta Falk on her recent promotion to Head Nurse, Second Floor.. ➔ A welcome is extended to William Hook employed December 3 as Storekeeper to replace Elwood Hare, promoted to Purchasing Agent.

I AM THE NEW YEAR!

I enter this world in wintry, midnight silence - but men herald my coming with shrill horns, strange capers, and raucous renditions of "Auld Lang Syne." Yet, even in the midst of their noisy revelry, men ponder the significance of my arrival.

I am a great beginning; a tremendous story of things soon to be, and YOU are one of those who will help to write the narrative that will gradually form between January 1 and December 31 covers.

I am the time when men declare: No more senseless squandering of time -- "No more flying off the handle -- No more putting off the unpleasant jobs to the frantic day of deadlines. I'll take a fresh start at things. Revise that procedure. Get going on that project I've thought about so long -- SAFETY, and make time for some creative thought." And for a certain group of men in railroad industry I am the time when resolutions are made to: Inject new life into the safety program; improve that record of ours; get some pep and new ideas into the safety meetings; install that 100% safety program we have kicked around so long; plug up the loopholes.

And the railroad fatalities -- how many of these will there be in 1963? Another 2 - 4 - or 6? All that avoidable tragedy, crammed into my short span. Perhaps -- but perhaps not -- I cannot say, because this all hinges upon that certain group of men on our railway. It depends upon how well they plan; how well they follow through; how enthusiastically they work; how contagious their enthusiasm will be. THEY WILL HAVE A LOT TO SAY ABOUT THE FINAL SCORE NEXT NEW YEAR'S END. Ask them.

Yes, I am the New Year. A time to rededicate yourself -- to refuel with inspiration -- to dig in and work for the preservation of human arms, legs, and eyes - and hopes and happiness.

STATEMENT OF EMPLOYEES' REPORTABLE CASUALTIES BY CLASSES FOR THE YEAR 1962

	Divisions							Main Shops				
	Lake Supr.	St. Paul	Fargo	Yellowstone	Rocky Mtn.	Idaho	Tacoma	Como	Brainerd	Livingston	So. Tacoma	Total
Enginemen	1	4		3	5	4	5					22
Trainmen	5	8	3	4	11	18	16					65
Yardmen	13	20	1	13	5	7	18					77
Stationmen	2	7	1	2	1	3	2					18
Trackmen	3		3	4	12	7	12					41
B & B. men					2	2	4					8
Shopmen		4	2	2	3	1			1	2		15
Carmen	1	5		3	2	1	3	2	1			18
Total	25	48	10	31	41	43	60	2	2	2	0	264
Rank	6	5	1	2	7	4	3	3	2	4	1	
Store		1							3			4
Dining Car												5
Engineering												6
Signal												2
Chief Spl. Agent												
Communications Dept.												2
Electrical Engr.												1
General Office												4
King St. Station												7
Miscellaneous												
Grand Total	25	49	10	31	41	43	60	2	5	2	0	295
Casualty Rate per Million Man Hours (est.) - - - - - - - - - - -												9.29

WINTER ON THE NORTHERN PACIFIC

(Continued from Page 3)

depending on the snow's density.

Heaviest snows on the Northern Pacific are experienced on the western slopes of the Cascade Mountains in Washington. Here, the relatively warm and moist Pacific air currents deposit vast quantities of snow as they rise in orographic uplift. Thus, most of the railway's rotary plows and snow blowers are stationed on the west end of the system. A smaller number, plus the great Russell plows, are kept for use in the mountains of western Montana. Here also are used some of the typical earth-moving machines such as bulldozers and traxcavators.

February and March are the most trying of the winter months in NP territory. Warmer temperatures bring wet, heavy snowfalls which neither wind nor sun can help to diminish. Too, the natural advantage of road diesels in being able to wedge out of the snow is turned against them as they serve only to compact the snow in ever heavier masses before them. Only rotaries and blowers and, in some cases, the giant Russell plows, are effective in such weather. But with the wet snow comes the promise of spring, when all rail men know that winter operations, thankfully, will come to an end.