

TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

VOL. XXVI

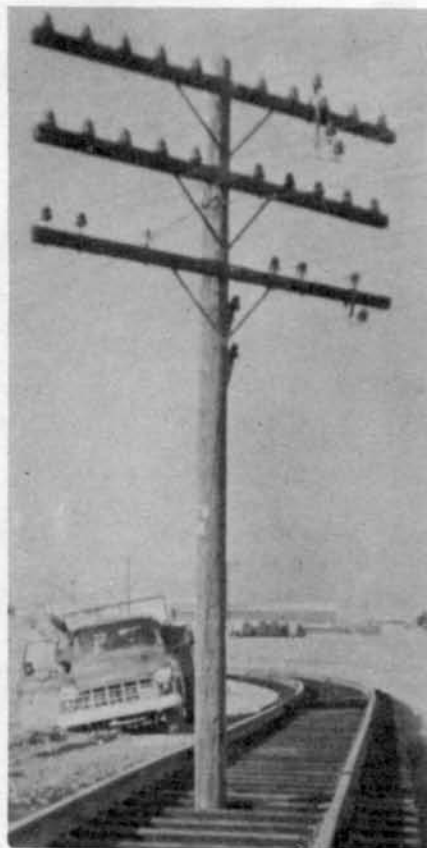
APRIL, 1963

NO. 3





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RAIL ODDITY--A fast track-laying job by an NP construction crew left this curious scene on a new spur line near Helena. The spur was built to a warehouse near Helena, and workers went right on ahead with the track before removing the pole. Photo by Russell Major, NP Communications Lineman.

Our Cover . . .

. . . pictures part of the largest single movement of combines in the Upper Midwest....47 carloads, over \$1 million dollars worth of "Gleaner" combines from the Allis-Chalmers works in Independence, Mo. From its Northtown yards in Minneapolis, Northern Pacific moved 28 carloads of these combines to Fargo for distribution to dealers in North Dakota and western Minnesota.



MEMO . . . FROM THE PRESIDENT

1963 COULD well be the "year of decision" for the railroads of the United States.

Early in March, President Kennedy sent a bill to Congress which would provide legislative relief from the stifling regulations which so severely handicap the railroads in competing with other forms of transportation.

This bill would extend to the railroads approximately the same exemptions from Interstate Commerce Commission regulations now enjoyed by truck and bargelines in the movement of agricultural and fishery products and bulk commodities.

Truck and bargeline operators are vigorously opposing passage of this legislation which would enable the railroads to compete with them on a more nearly equal basis for the movement of this large segment of freight traffic.

We must be even more aggressive in our efforts to win passage of this bill. It is a matter of vital importance to every railroad and to every railroad employee and his family.

You can help by informing your Congressmen that you believe that railroads should have the right to the same exemptions as trucks and bargelines.

THROUGH DIRECT PURCHASES from car manufacturers, we are adding new equipment to our car fleet.

We received delivery in March of 25 covered hoppers of 70 ton capacity. Another 15 covered hoppers of 100 ton capacity, equipped with pneumatic outlets and roller bearing trucks, will be delivered in May. In June or July we expect delivery of 25 refrigerator cars with cushion under-frames, load dividers and roller bearing trucks. These cars have a greater load carrying capacity than those presently in use.

Due to the increased movement of automobile on multi-level racks on flat cars, we have ordered 20 new racks, 16 tri-level and 4 bi-level. The racks when delivered some time early in April will be installed on 89-foot flat cars.

THE ANNUAL MEETING of stockholders will be held in St. Paul, April 25, at which time we make an annual accounting of our stewardship to our owners.

Robert MacFarlane



"THAT'S ME," says Joe E. Brown as G. P. Haas, a former painter at the NP's South Tacoma car department shops, exhibits a World War II photograph of the comedian with Haas's son-in-law in Kodiak, Alaska. Brown, in Tacoma for a sports banquet, was especially happy to receive the photo because all his possessions had been lost in the tragic fire near Hollywood last year. Haas is also former District Director of the NPBA in Tacoma.

--U.S. Air Force photo

NPBA Explains Sick Leave Benefits Afforded Employes

To avoid confusion over coverage of Northern Pacific employes during sick leave, the Northern Pacific Beneficial Association has provided the following information:

If your employer grants you a leave of absence due to illness, and you are under the care of an N.P. B.A. doctor:

- You are entitled to a dues waiver benefit (Article III, Section 2D) for a period up to six months for any one illness. (This does not include pregnancy.)

- You should request the head of your department to complete Form BA 70A and forward it to the N.P.B.A. Secretary, 612 NP Building in St. Paul.

- This form should indicate the name of the Association doctor who is attending you and the specific illness necessitating your leave of absence.

When this form is received and processed in the N.P.B.A. General Office, you will receive a receipt indicating your dues are in good standing for a designated period of time.

If you are on leave of absence due to illness beyond six months, you must send dues payments of \$10.30 each month in advance to the N.P.B.A. Secretary in St. Paul if you wish to receive benefits.

If you retire and your annuity becomes effective during the period for which you were granted the dues waiver benefit, and you wish to continue your membership on a retired basis, you will be billed the retired dues rate from the effective date of your annuity. The dues waiver benefit does not apply beyond the date of retirement.

If you have questions, contact the N.P.B.A. General Office.

Nipper news bits

There are many ways a railroad can win friends. The Billings Gazette recently cited in its "Tales of the Town" column how an NP engine crew helped the railway's public relations. The article, headed "Friends in Need," read:

It happened Monday afternoon at the 27th Street crossing.

A driver, stuck in deep ruts in the tracks, tried valiantly to move his car, but was unsuccessful--until crew members of Northern Pacific switch engine No. 140, waiting for him to pull clear, climbed down from their locomotive and gave him the needed push.

That, if anyone wants to know, is how to run a railroad.

The honesty of Brakeman Harold Hauf on the Idaho Division has earned the railway some more good will.

Hauf found a wallet lost by Mr. Jack R. Pate of Anaconda, Mont., in the Vista-Dome car of the North Coast Limited and saw to its safe return.

Pate, in a letter of thanks to the railway, said "I offered a reward, but he would not accept it, saying 'It's part of my job and I couldn't accept anything for doing my job properly.'"

Generous Northern Pacific employes continue to offer donations to the company's hospitals. Recent contributions to the NP St. Paul Hospital have come from: Grace M. Johans, retired stenographer from Forest Lake, Minn., \$25; Ethel Bentz, retired waitress at the Hospital, \$5; and Antonio Altobelli, sectionman at Dilworth, \$4.50.

Rodney Ripley of Moorhead, division engineer for the NP, was recently elected president of the Fargo Engineers' Club, the Fargo Forum announced.

A couple of Northern Pacific

Continued on Page 7



NP REVENUE SOURCE

CATTLE FEEDING AT BILLINGS

The largest cattle feeding operations between Minnesota and the North Pacific Coast are concentrated in and around Billings, where between 35,000 and 50,000 head are fattened annually, mostly in commercial feed lots. Cattle feeding and activities allied with it add \$10 million to the total volume of business done annually in Billings. The importance of this business to the economy is apparent; but, let's take a look at its importance to the Northern Pacific.

Livestock is big business in the Northwest and the movement of animals, animal products and animal feeds constitute an important source of revenue for our railroad. Last year these commodities brought us more than \$4½ million in gross freight revenue.

It is industries like this, and the hundreds of others of various kinds we serve that account for the income which helps to meet the bills for maintenance and transportation expenses, capital improvements, fixed charges, taxes and wages; dollars, in short, that help keep our railway in a position to offer customers the kind of service they want and need to remain competitive and that help NP hold its position in the transportation industry.

The livestock industry has seen numerous changes over the years. In the railway's earliest days, and for many succeeding years, range cattle, long a symbol of the American West, dominated the livestock picture. Cattle were driven across plains and mountains to the railheads and shipped to the East. With rails providing the only source of transportation, there was no problem of competition.

Today, the picture reflects many changes. Cattle are fattened in feed lots on scientifically compounded feed formulas until they are ready for shipment. Then, they can move to market by truck or rail, and trucks today are competing strenuously and successfully for the move-

ment of livestock.

If we are to get our share of the movement, we must provide a better, more careful service and insure delivery of the cattle to markets in prime condition. Rail equipment alone is not the answer; a big part of the answer is in the attitude, capability and service of NP employees who handle these loads to market.

The operation in and near Billings is strategically located in relation to transportation. Practically all of the cattle are obtained from Montana and northern



K. C. LUCIEN of the L.R. Rector Cattle company, and Ken Cook, Northern Pacific's Western Agricultural Agent, discuss the Rector feed lot operation in Billings. Lucien says the Billings area is ideal for cattle feeding operations.

Wyoming and, in fact, 90 per cent of the replacement animals are bought at the two auctions operating in Billings -- one owned by the Billings Livestock Commission and the other run by the Public Livestock Market center.

As far as anyone recalls now, the industry was initiated by two local meat packing firms seeking to assure themselves of a supply of fed cattle for their own butchering floors for their winter trade.

The Pierce Packing company led off in 1924. Today, the company operates 28 pens covering 38 acres of an 80-acre tract just east of the city. Harold Curtis, a director for Pierce who buys all cattle required by the firm and has charge of its feeding program, reports that their cattle -- some 200 to 500 in each pen -- consume about \$2,500 in feed daily.

Last year 14,000 head were fed in the Pierce lots and made an average daily gain of 2.36 pounds per animal. In the past five years, Curtis said recently, gains per day have been pushed up half a pound while feed has been reduced. Four test lots, not long ago, averaged a pound of gain on seven pounds of feed. Tests are made, too, of rations designed to put on less fat and more lean but still produce tender, tasty meat.

Another Billings packer, Midland Packing, operates adjacent to the city. Its lots contain bulls, steers and heifers, in addition to cows. Midland diversified its operation by accommodating itself to one of California's "new world" tastes.

Many of that state's residents, it seems, prefer cow meat -- that is, from female critters four years old or more. The company has fed 1,500-plus aged cows yearly, bringing them up to commercial and utility grades in from 60 to 90 days, when they are dressed and sold as carcasses in California.

There are already new departures in this relatively new business. A "motel" for cattle that supplies room, board and medical care was established at Billings in 1960 by T-Bone Feeders, Inc., a corporation owned by 35 ranchers and six local business and professional men. It features 45 pens, 32 wells, a trench silo for 6,000 tons of silage, a feed mill with elevator and warehouse, scales, hospital pens, branding facilities and a locker room for employees.

At the peak of its operations last year, the firm had 3,400 head on feed. Owners retain title to their animals but pay T-Bone the cost of feed and a service charge. Nearly all finished cattle from T-Bone lots are shipped to Omaha, South St. Paul, Denver or the West Coast.

L. R. Rector, president of the L. R. Rector Cattle company, points out that the area around Billings is ideal for cattle feeding because range sections from which cattle for feeding are available are near, there is easy access to dry-land grain, adjacent irrigated land produces plenty of roughage and local markets for finished cattle are at hand or shipments can be sent east, south or west to other outlets.

To which might be added, of course, that Northern Pacific, one of the top railroads in the nation, serves the stockyards and other areas from which raw materials and other livestock supplies are available.



BROTHER AND SISTER TEAM of Judy and Jerry Fotheringill, son and daughter of NP Conductor Joseph Fotheringill of Tacoma, are shown here practicing for pairs competition in the World Figure Skating Championships at Cortina, Italy. The two had previously been crowned U.S. Senior Pairs Champions at Long Beach, Calif.

--WIDE WORLD PHOTOS



ON HIS RETIREMENT as Chief Clerk to the Signal Engineer recently, Arthur H. Ohm, right, was presented with a specially-inscribed railway lantern by Elmer Slayter, Secretary-Treasurer of the NP Veterans' Association. The lantern, converted to an electric lamp, was a gift from Ohm's friends in the department.

Promotions and Retirements

R. W. Spannring, system diesel supervisor for Northern Pacific at Livingston, has been appointed assistant to the general mechanical superintendent in St. Paul.

He succeeds *A. H. Schlichting*, who retired March 1 after more than 45 years of service with the NP.

H. J. Bell, assistant roundhouse foreman at Livingston, was named to succeed Spannring.

Spannring joined the Northern Pacific at Livingston in 1942. He came to St. Paul in 1953 as assistant to the engineer of tests, was appointed staff assistant to the general mechanical superintendent five years



Spannring



Schlichting

later and became assistant mechanical inspector in 1960. He returned to Livingston the following year as system diesel supervisor.

Schlichting began his Northern Pacific career in 1917 as a draftsman in St. Paul. After serving in various mechanical department positions, he was named special engineer in 1941, then rose to mechanical assistant in 1954. The following year he was promoted to the post from which he retired.

The appointment of *N. V. Kolpin* as eastern car service agent for the NP in Chicago has been announced.

Kolpin, formerly transportation assistant in NP's general transportation office in St. Paul, now succeeds the late *F. L. McGinn*.

A graduate of Iowa State College,

Kolpin began his Northern Pacific service as a special apprentice in the operating department in 1957. He was named to the transportation post two years later.

J. M. Richmond, former traveling freight and passenger agent for the NP in Cincinnati, has been named general agent at Vancouver, B.C., succeeding the late *J. N. Channing*.

In other traffic department changes,



J. M. Richmond



P. R. Richmond

V. L. Hines, traveling freight and passenger agent in Cincinnati, has been appointed assistant general agent in NP's traffic office there.

P. R. Richmond, assistant to the general freight traffic manager (rates) in St. Paul, succeeds *J. M. Richmond*, and *G. F. Hoffman*, chief rate analysis clerk, St. Paul, has taken over the former's duties.

E. C. Smoak, has been assigned to the position of Assistant Roundhouse Foreman at Livingston

R. C. Hall, has been appointed Diesel-Machine Shop Foreman at South Tacoma Shops.

Norman S. Lucas is new Night Working Supervisor at Forsyth

The position of Truck Shop Foreman at Como Shops has been assigned to *D. J. Kjellberg* . . . *E. D. Casmey* has been appointed Branch Line Roadmaster of the Red River and Red Lake Falls branches with headquarters at East Grand Forks. He succeeds *L. B. Sauer*, promoted.

K. M. Rue is new Telephone Engineer, Communications Department, in St. Paul.

RETIRED . . .

Sammuel Edgar Wilson, Assistant General Yardmaster at Minneapolis, with 50 years on the NP. *Elizabeth W. Mason*, Telegrapher at Yakima, after 45 years. *William E. Bennett*, Machinist Helper at Duluth, who

completed 27 years of service.

Harry G. Baustanos, Hostler Helper at Spokane, 20 years. *George A. Mearis*, Machinist at Minneapolis, with 40 years on the NP. *Chris H. Woldabl*, Cashier at Fergus Falls, after 44 years. *Werner Sauer*, Section Laborer at Sanborn, N.D., with 21 years.

Phyllis H. Hughes, Personal Stenographer at St. Paul, with 37 years. *Arthur Golley*, Crossing Watchman at Seattle, 38 years. *Earl E. Mero*, Switchman at Minneapolis, after 20 years.

James B. Taylor, Chief Clerk to Assistant General Storekeeper at South Tacoma, 40 years. *Joseph L. Hoffman*, Locomotive Fireman at Glendive, with 35 years on the NP.

Edith H. Lindberg, Stenographer at St. Paul, after 27 years. *William L. Doyle*, Freight Claim Investigator at St. Paul, 44 years. *Oscar C. Eggerud*, Carman at Brainerd, with 27 years.

Michael J. Woulfe, Jr., Chief Clerk at St. Paul, with 43 years on the NP. *Joseph H. Hughes*, Traveling Joint



50 YEARS on the NP line completed, Waiter in Charge *L. W. Stafford* offers a grin as he detrains on his last trip. *Stafford*, who lives in Seattle, entered NP dining car service back in 1913.

Facility Accountant, at St. Paul, after 46 years. *Anthony J. Keller*, Locomotive Engineer from Pasco, after 39 years with the railway.

Fred A. Sommars, Agent at Jamestown, after 51 years. *John G. Farkas*, Carman at St. Paul, 43 years. *Anton P. Stecher*, Leading

Car Inspector at Staples, after 40 NP years.

William A. Chevalier, Car Distributor at Duluth, with 49 years on the line. *Allen Russell*, Brakeman at Tacoma, 20 years. *Reuben C. Suiter*, Telegrapher at Billings, 21 years.

Kathryn M. McCarthy, Assistant General Bookkeeper in St. Paul, 45 years. *Thomas F. Dougherty*, Ticket Clerk at Butte, an NP employe for 28 years. *Roy G. Van Horn*, Custodian of Records in Seattle, with 39 years of service.

Frank O. Johnson, Cleaner at the General Office Building in St. Paul, with 38 years in the company. *Nick Pentas*, Roundhouse Laborer at Spokane, after 45 years on the NP.

Elsa M. Johnson, Chief of the Housekeeping Department at the NP's St. Paul Hospital, after 28 years of service.

NEWS BITS

Continued from Page 3

people in on-line cities were recently recognized by city newspapers for their positions in their communities.

Fred A. Sommars, who has retired as NP freight and passenger agent at Jamestown, was the subject of a recent lengthy feature story in the *Jamestown Sun*.

The article praised Sommars for his extremely active civic career in the city. He had been with the NP for 51 years.

When Bill Arnold retired as telegrapher and dispatcher for the NP at Fargo, Stan Cowan, a *Fargo Forum* staff writer ran a business page feature on the 53-year NP veteran.

In the article, Arnold recalled directing the movement--over the Fargo Division--of President Roosevelt's special train in 1942.

Don Kramer, a steno-clerk in the Car and Roundhouse Foreman's Office in Dilworth, and Margie Jones, clerk in the St. Paul Auditor of Disbursements Office, took top honors in the 3rd Annual NP Washington's Birthday bowling tourney at Fargo.

Kramer took men's high series honors with a 704 total, and Margie topped the women with a 669 total.

Backaches--How to Avoid Them

America is suffering from a big backache! In fact, "Oh, my aching back!" threatens to become the national moan.

Hundreds of thousands of workers suffer back injuries annually. Thousands of other people are hurt at home.

Why? Simply because they lift objects that are too much for them. Solution to the problem? Don't lift loads that are too heavy!

How much you can lift depends on your sex, how you are built (slight or sturdy), the type of work you are used to, and on whether the load is bulky or compact.

When you lift, keep these tips in mind:

--Size up the load. If it's too big, get help.

--Be sure of your footing.

--Crouch down to what you're going to lift.

--Lift using the strong leg muscles--not the back.

--Lift slowly--don't jerk the load.

--Be especially cautious of carrying heavy objects up and down stairs.

Safety Scoreboard

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

Rank	Division	Reportable Injuries	Cas. 1963	Ratio 1962
1	Fargo	0	0.00	4.42
2	Yellowstone	4	4.44	15.02
3	Rocky Mtn.	4	5.66	17.41
4	Idaho	5	5.68	16.41
5	St. Paul	7	7.23	14.39
6	Tacoma	11	8.98	14.28
7	Lake Superior	5	11.20	13.28

STANDING BY MAIN SHOPS

1	So. Tacoma	0	0.00	0.00
2	Brainerd	1	5.99	0.00
3	Como	1	7.16	16.53
4	Livingston	1	8.61	0.00

STANDING BY CLASS OF EMPLOYEES

1	Trackmen	1	1.07	7.74
2	Stationmen	2	1.40	4.46
3	Shopmen	1	2.20	6.92
4	Enginemmen	2	2.62	16.08
5	Carmen	4	6.46	6.60
6	Trainmen	6	9.67	39.45
7	Yardmen	12	22.72	39.15
8	Bridgemen	8	30.19	13.04

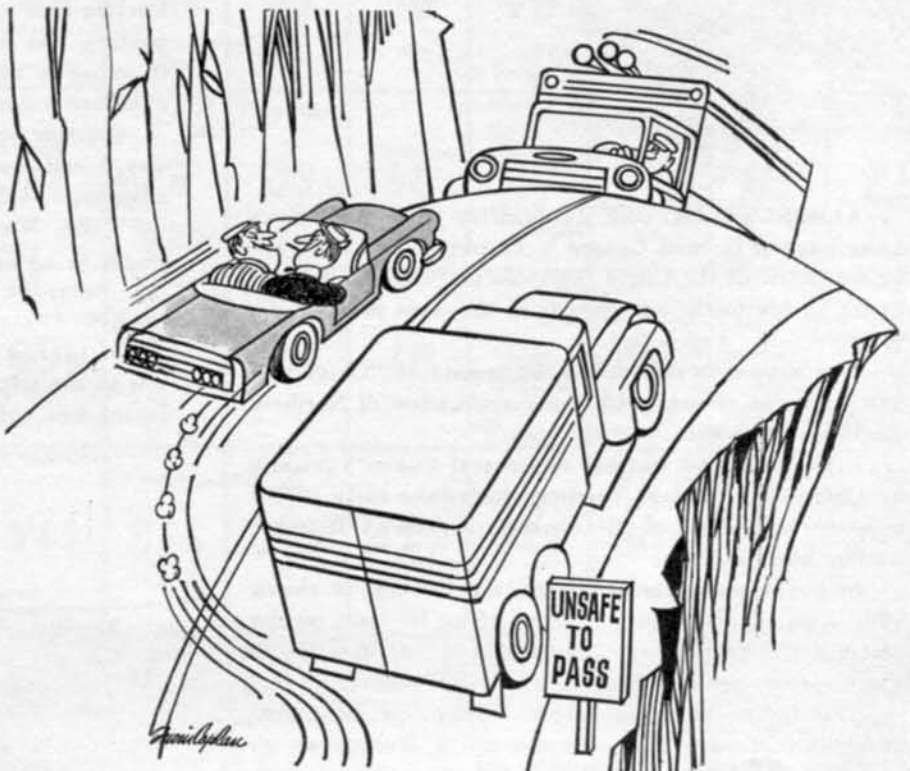
MISCELLANEOUS DEPARTMENTS

1	Stores	0	0.00	0.00
Tie	Dining Car	0	0.00	0.00
"	Signal	0	0.00	0.00
"	Elec. Engrg.	0	0.00	0.00
"	Genl. Office	0	0.00	1.19
"	Engineering	0	0.00	37.82
"	King St. Station	0	0.00	11.67
8	Communications	1	8.67	9.37
9	Chf. Spc. Agt.	1	18.13	0.00

TOTAL FOR SYSTEM.... 41

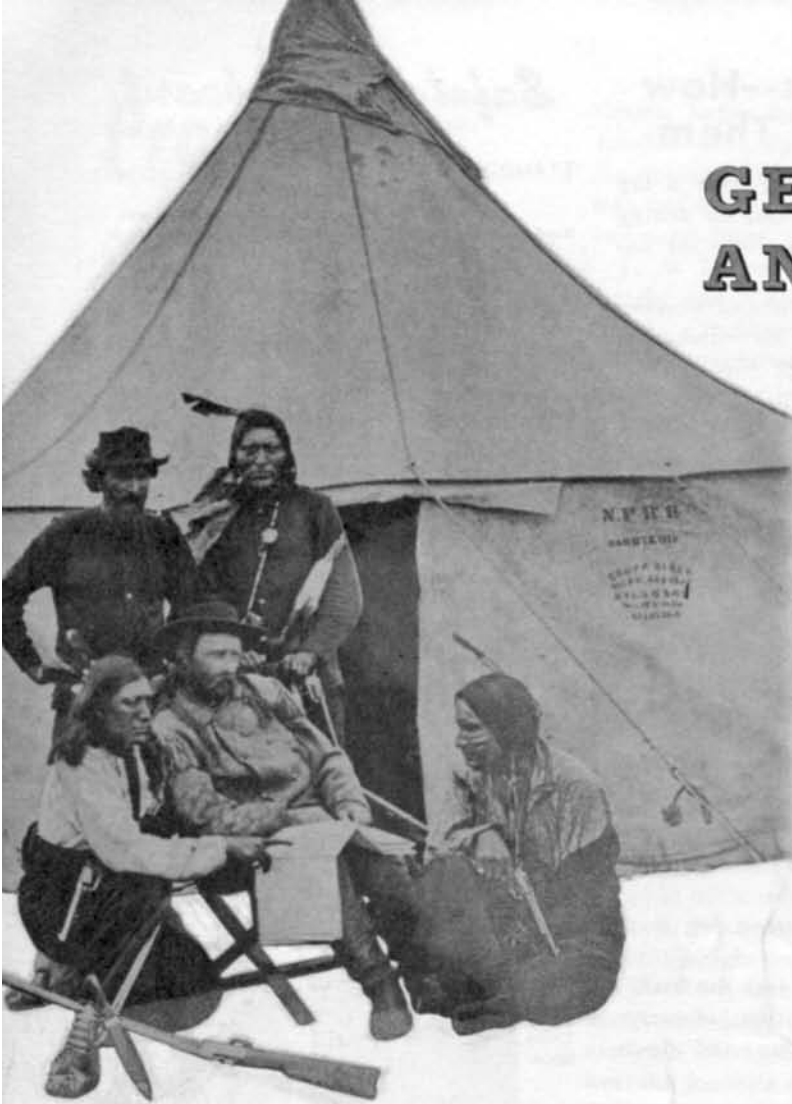
Number	
13	78
9	2

Train and Yard Accidents
Motor Car Accidents



"I have great extra-sensory perception for this sort of thing."

GENERAL CUSTER AND THE N. P. LINE



ALMOST EVERYONE is familiar with the famous Last Stand of General George A. Custer and his command at the Battle of the Little Big Horn in 1876, but few are aware of his basic assignment in the area prior to the massacre.

The answer to that draws the legend of "Chief Yellow Hair" in closely with the construction of Northern Pacific's line west.

History tells us that one of General Custer's primary assignments in Montana Territory during the early 1870's was the protection of NP construction crews from the warlike Sioux Indians.

In the rare photograph above, the General is shown with some of his scouts in front of an NP tent on the prairie. During this time, his command was detailed to guard survey crews plotting the Northern Pacific.

The Indian kneeling beside Custer has been described as Bloody Knife, the General's favorite scout, who was an Arickara or Ree, as they were commonly called. He was killed with Custer and his men at the

hands of the allied Sioux tribes under Sitting Bull.

Custer's wife, Libby, also became familiar with the railroad while following the General during the Sioux campaigns. Once, while riding the Northern Pacific train with her husband near Bismarck, N.D., Mrs. Custer was moved to comment on the railway's early dining car facilities. She wrote:

"One of the eating places on the road was kept in a narrow little house built on a flatcar. Two men presided, one cooking and the other waiting on table. We were laboriously spearing our food with two-tined forks and sipping muddy coffee with a pewter spoon when I heard, with surprise, the general asking for a napkin. It seemed as foreign to the place as a fingerbowl. The waiter knew him, however, and liked him too well to refuse him anything, so he said, 'I have nothing but a towel, General.'"

It was during the lull in NP construction--when the 1873-78 financial crisis halted action--that the Sioux tribes made their last desperate uprising. Custer and his five companies of cavalry were lured into the fatal trap at the Little Big Horn on June 26, 1876.

General W. T. Sherman, Commander-in-Chief of the Army, then predicted that the completion of the Northern Pacific line west would be one of the prime agencies in solving the Indian problem. He saw the railway as throwing a belt of settlement across the territory and affording a means of rapid troop movement.

Sherman spoke of the NP as "the great Pacific Railway," and characterized it as "an enterprise of infinite advantage to the national welfare and to civilization."

"The Northern Pacific must be built," he said, "both as an economic and military necessity. The West can never be settled, nor protected, without the railroad."

In 1877, a year after Custer's Last Stand, the Indian war in the territory was over and Northern Pacific track-laying was carried to its completion.

