

TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

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NP STEAMER? No, this 70-ton steam locomotive was merely waiting to be towed over Northern Pacific tracks on part of its 3,000-mile transfer from Hoquiam, Wash., to Marquette, Mich., when this shot was taken. The steamer, used for years on logging railroads in western Washington, was on its way to a new job of hauling excursion trains in Michigan. A man from the Rayonier lumber firm rode in the steamer's cab--his improvised little "home"--as it hitched local freight rides across the country.

--R. V. Nixon Photo

Our Cover . . .

"Pedro," the burro on our cover, is all packed for an expedition into the wilds of western Montana with a crew from Northern Pacific's Geology Division. The burro and the green NP jeep in the background are prime modes of transportation in the rugged back country where NP geologic explorations are carried on. For the story on NP's Geology Division turn to Pages 4-5.



MEMO . . . FROM THE PRESIDENT

ON APRIL 25, 1963, the annual meeting of NP stockholders was held in St. Paul. Because of a substantial increase in business during the last quarter of 1962, it was possible to report gains in freight and passenger revenues and in net income.

Reviewing the first quarter of 1963, I was happy to be able to report that revenues and earnings were up over the same period last year.

A heavy rail movement of grain during the first three months of this year resulted in an increase in grain loadings of approximately 38% over a year ago. This was primarily responsible for the overall increase in operating revenues of \$3,066,608 for the first quarter. Since there was no material change in expenses, the heavier traffic volume was almost entirely responsible for the improvement in net income.

I believe we can look forward to the remainder of 1963 with some measure of confidence. Income from non-rail sources in 1963 is expected to show an increase over 1962 when heavy expenditures were made by the oil department in the development of 27 wells in the Lookout Butte field in eastern Montana.

We are anticipating 1963 freight revenue will show an increase of 2-1/2% to 3%. As a result, we are embarked on an expanded improvement program which will total over \$24 million dollars.

The recent Interstate Commerce Commission report and order in the Transcontinental Divisions Cases is an adverse development. The Commission prescribed higher divisions for the eastern and midwestern lines at the expense of the western lines, effective July 1, 1963.

This report substantially increases the amount of revenue which will accrue under the joint through rates to the eastern and midwestern lines. It is impossible to estimate the revenue loss of the Northern Pacific until studies now in progress are completed.

A petition for reconsideration of this report and order can now be filed and an extension of time to July 26, 1963, within which to file such a petition has been granted. In the event such a petition is denied, an appeal can be taken to the Federal Courts, and, ultimately the Supreme Court of the United States.

Robert MacFarlane



NP DINING CAR AWARD for cleanliness was recently presented to Northern Pacific's Dining Car Superintendent W. F. Paar (far right) by James E. Woodruff of the U.S. Department of Health, Education and Welfare. Looking on are NP General Mechanical Superintendent J. A. Cannon (left center) and C. H. Burgess, vice president, Operating Department. Northern Pacific's dining cars rated a Grade "A" certificate for sanitation in 1962.

NPBA Honors Volunteer Workers at St. Paul

Girl Scout and Candy Striper volunteer workers in Northern Pacific's St. Paul Hospital were recently honored by the N.P.B.A. at a tea at the Hospital.

Certificates were presented to all the girls for the generous service they offered the hospital.

The N.P.B.A. gratefully acknowledges the following gifts: \$25 to the NP's St. Paul Hospital from Mrs. Milton McCrea, a widow of an NP conductor in Minneapolis; \$68.22 to the Tacoma Hospital from that Hospital's Non-Professional Employees' Union; and \$10 to the Tacoma Hospital from J. H. Pleasants, an NP clerk at Portland.

Members of the N.P.B.A. Hospital Guild in Missoula continue to be active. Last Easter, the Guild—composed primarily of women whose

husbands are Northern Pacific employees—made attractive favors for patients at the hospital.



GIANT CRATES, shown here on NP flatcars in Minneapolis, housed a grain conveyor system bound for Calcutta, India. The crates were some of the largest ever assembled for such a movement. The largest was over 56 feet long and weighed 22,000 pounds. The two 36-foot crates weighed 23,000 pounds each. Buhler Corp. of Minneapolis manufactured the conveyor system and NP shipped it over its line as far as Superior, Wis.

Nipper news bits

The date is fast arriving! Northern Pacific Veterans' Association members are reminded that their 1963 Convention is June 14-16 at the Leamington Hotel in Minneapolis. Convention material has already been mailed out, according to Elmer Slayter, secretary-treasurer of the Association.

Another example of a Northern Pacific employee demonstrating that those of the fairer sex have sound business sense:

Kathleen Lawler, messenger in the NP's Minneapolis freight traffic office, has been elected president of the Railway Business Women's Association of the Twin Cities.

Harold Latham, treasurer of the Northern Pacific, has reason to be pretty proud of his young daughter Susan. At 16, she's in her freshman year at Shimer College in Mount Carroll, Ill. Recently, the Minneapolis *Star* featured Susan in an article concerning the school. Miss Latham is in the 20 per cent of the college's 280 students who were accepted under an early entrants plan. She's been getting straight "A's".

NP Geologists Use New Methods in Old West

along side
old time
prospectors

SILVER--This small, unobtrusive looking mine in the Hogheaven Mining district near Kalispell, Montana, yielded a rich silver vein after NP geologic exploration.

In most respects, the Old West of Last Chance Gulch, Gold Creek, Alder Gulch and Virginia City is a thing of the past. Today it provides little more than a seemingly endless source of raw material for much of our popular television fare. The sight of a pack-laden mule, led by a grizzled, flapping-hatted prospector with his ubiquitous placer pan, is generally considered a remnant of that romantic past, reserved for comic relief or pathos in these same TV productions.

Fact is, though, that the "new" West still relies on minerals as a staple in its economy. Grizzled prospectors still comb the foothills and mountains eking out a marginal existence or living in passable comfort, but doubtless still dreaming of making that last big strike. The men of Northern Pacific's geology division are on more than speaking terms with these very real facts of life.

A part of the Properties and Industrial Development department, with its headquarters in St. Paul, the geology division concerns itself with all minerals other than oil and gas, which are the responsibility of the Billings-based Oil Development department. Primarily, the Chief Mining Geologist and his staff of eight geologists and two mining engineers are charged with the examination and evaluation of the mineral potential of some 8½ million acres of mineral and fee lands.

Northern Pacific has utilized geologists continuously since the early 1900's. Among these men were E. H. MacDonald, Tom Cooney, Carl Zapffe, P. E. Thian, Verner Gilles, John Mullen, Karl Berg, George Powe (still with the company as Assistant General Manager of the department) and Don Lindgren. Heading the division

today is Ernest E. Thurlow.

In the early years, some of these men pioneered in developing knowledge of individual ore deposits and coal seams in the West.

More recently, an integrated approach to reconnaissance evaluation of large areas has been developed. Its techniques are labeled with such space-age terms as photo-geologic interpretation, geo-chemical prospecting and geophysics, all of which are employed to supplement geologic mapping and field examinations in the continuing search for explorations targets. This evolution to more sophisticated methods is a natural outgrowth of the more intensive searching for ore bodies necessary after the obvious and readily-accessible ones were found, developed and mined out.

Green "Jeep" station wagons carrying NP geologists have become a familiar sight in the rugged areas of western Montana, Idaho and the Cascade range of Washington. Whether examining rocks for evidence of metallic minerals or seeking new sources of ballast rock for the operating department, these modern-day prospectors are compiling geologic data that will contribute to our knowledge of the potential value or immediate use of our mineral raw materials.

The staff of 11--four are stationed in Seattle, two on the iron range at Hibbing, Minn.--operates full time. During the summer months it is augmented with the addition of three or four graduate students in geology from various universities and mining schools. They act as field assistants.

MODERN GEOLOGY--J. W. Keim, NP photogeologist, uses aerial photographs to check geologic structures in the field.



The life of a geologist calls for a rare combination of training and skill mixed with a hardy and adventurous spirit. The rigors of their work routine are but a part of their lives. While in the field they encounter a full share of dangers, excitement and hardship:

"Rattlesnakes are not particularly dangerous--if you see them first."

"Bears can raise havoc with a camp, but the actual damage seldom costs more than a few dollars to repair."

"Sometimes in the evening the trout just beg for action!"

Northern Pacific's principal mineral income is still from the iron ranges of Minnesota. While high-grade natural ores are a thing of the past, we are now a part of the tremendous taconite industry. In a few years, NP's taconite holdings will be the source of a substantial part of the crude taconite for Erie Mining Company's plant at Hoyt Lakes, Minn.

Coal, too, may be on the threshold of greatly expanded use in thermal electric generating plants in North Dakota, Montana and Washington, and NP will share in such a development. Also, gold and silver, copper, lead, zinc, mercury and uranium have all been found in small deposits on our properties, but we are still looking for a "really big one" that can be developed into an open pit mine. Recent successes in geochemical prospecting have lead NP geologists to believe we may be close to realizing this ambition.

The accomplishments of this small and relatively unknown division have been many and varied. And because they have been quite unaccompanied by the fanfare usually given such successes, few employees are aware of them. Following is a list of projects developed by the geology division, or in which it has shared development during recent years:

- Assisted in developing information leading to the expansion of phosphate production in Montana.

- A geology division commodity report on phosphate has been credited with being directly responsible for the establishment of a plant for new phosphate utilization in

OLD SOURDOUGH--old-time prospector Al Thayer pans for gold near his cabin on Vermillion River near Thompson Falls, Mont.



SAMPLING -- Karl Hulsman, a Gerran graduate student at the University of Minnesota, checks a stream sediment sample for metal content during summer employment with the NP Geology Division in Montana.



Montana--in livestock feed production.

- Investigation of iron deposits in Montana has encouraged their exploration and development, although none is yet in production.

- Photogeologic mapping and core drilling in North Dakota have indicated a reserve of three-fourths billion tons of mineral lignite just west of Dickinson.

- Talc was discovered on our lands south of Ennis, Mont., by using photogeology, field examination and bulldozing. Claims were staked on adjoining lands, and the property was placed under lease to a traffic customer needing a source of talc.

- Clay deposits have been found, explored and placed under lease to leading brick and ceramic producers in the Seattle area.

- Aggressive search and promotion of sand and gravel sources throughout our region of interest has resulted in a substantial increase in income from their sale to interested contractors and state and county highway departments.

- As lessor, we have approximately 100 active mineral leases, including two with major copper companies in search of porphyry copper deposits that can be mined by open pit methods, and four with major companies interested in coal production.

All of this serves to show how one group of employees goes about doing its job in a progressive, imaginative way, with full attention to the present and future responsibilities of the Northern Pacific as it fills its peculiar role in the economic life of its territory and the nation.

Promotions and Retirements

Northern Pacific has announced the appointment of *L. S. Kiser* as assistant to general freight agent, rates, in Seattle. He was formerly special sales representative for the NP's TOFC (piggyback) service in St. Paul.

Succeeding Kiser is *W. H. Egan*, who has been city freight agent in the Railway's Minneapolis commercial office. *D. N. Vail*, chief clerk for that office, was named to succeed Egan.

Kiser joined the company's traffic department in Seattle in 1956 and was named special sales representative at Billings three years later. He moved into the St. Paul office in 1960.

Egan began his Northern Pacific service at St. Paul in 1952, then left two years later to enter military service. Following his discharge, he attended school before returning to the railway in 1959 as a traffic representative. After holding traffic positions in Duluth and St. Paul, he was appointed city freight agent at Minneapolis last year.

Vail joined NP's accounting department in 1952 and transferred to freight traffic two years later. He held various posts in the St. Paul offices before going to Minneapolis as chief clerk in 1959.

RETIRED . . .

Arthur Martilla, agent-telegrapher at Sanborn, N.D., after 53 years on the Northern Pacific....*Ruth C. Desarmo*, stenographer-clerk at Missoula, with 45 years in....*Harvey L. Secord*, conductor living at Spokane, after 53 years....*Walter G. Bill*, chief clerk at Helena, on completion of 26 years with the railway.

Joseph Deitz, section laborer from Grand Forks, after 47 years with the company....*Elmer C. John-*

son, locomotive engineer from Duluth, who finished 46 years on the NP....*Everton W. McCord*, electrical assistant at St. Paul, 47 years....

Paul H. Steiling, car repairer at Auburn, after 34 years....*Louis Lebr*, car inspector at Missoula, 21 years....*Lloyd A. Johnson*, CTC maintainer at Forsyth, with 47 years on the line.

Francis G. Quinn, locomotive engineer from Minneapolis, 51 years with Northern Pacific....*Irene E. McEvoy*, clerk in auditor disbursements in St. Paul, after 44 years....*Clark W. Mills*, car repairer at Parkwater, Wash., with 40 years in on the NP.

Anton A. Melikian, section laborer at Jamestown, 28 years....*Arthur Lyons*, section stockman at Brainerd, 43 years....*William H. Niemann*, section laborer at Tacoma, after 47 years....*Albert L. Burch*, roundhouse laborer at Mandan, with 34 years in....*George W. Kirell*, section laborer at Sappington, Mont., 20 years.

Joe G. Murray, locomotive engineer from Seattle, 49 years....*Pasquale Arditto*, crossing flagman at Minneapolis, on completion of 41 years....*Raymond L. Barner*, conductor from Mandan, 46 years....*Ludwig O. Vogt*, special accountant at St. Paul, with 44 years on the NP.

Also newly-retired is *George W. Lunke*, machinist helper at Duluth, 35 years....*Burt W. Fuller*, working supervisor at Bemidji, after 21 years....*Virginia K. Hickey*, chief clerk at the General Office in St.

Paul, after 37 years.



W. W. Larson



Smith



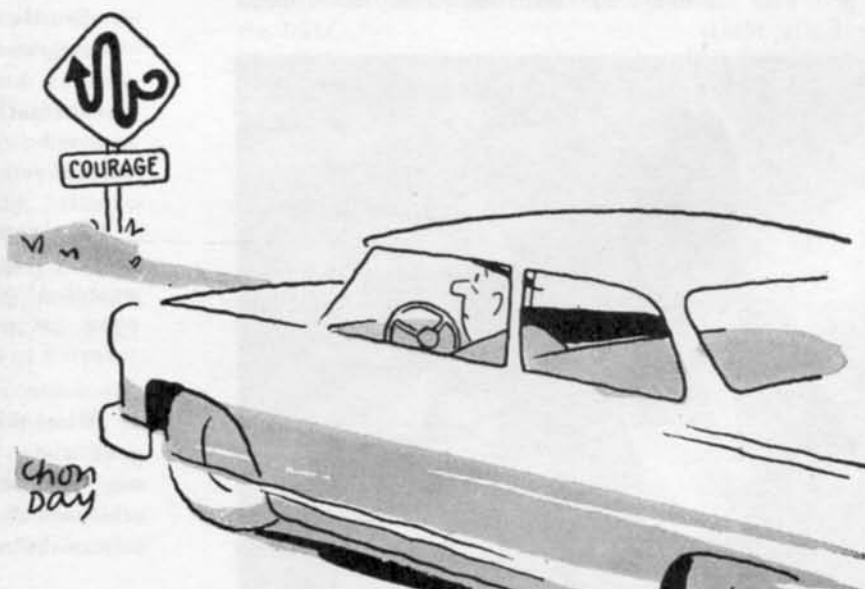
Sperry



Ryan

A dinner was held recently in honor of *Walter W. Larson*, master mechanic at Parkwater, following his retirement after 29 years on the line....*Friends of Pat Smith*, road foreman of engines at Auburn, had a cake and coffee get-together at the roundhouse when Pat retired after 46 years on the NP.

Albert B. Sperry, departmental chief clerk at Seattle, was honored at a dinner recently, following his retirement....When *Frank E. Ryan*, general yardmaster at Seattle, retired after 50 years with Northern Pacific, over 70 of his railway friends and their wives attended his farewell party.



Safety Scoreboard

STANDING BY DIVISION-Jan. 1 to April 30, 1963

Rank	Division	Reportable Injuries	Cas. 1963	Ratio 1962
1	Fargo	1	1.64	4.63
2	Idaho	6	5.36	12.54
3	Yellowstone	6	5.41	10.66
4	Rocky Mtn.	6	6.81	15.66
5	St. Paul	11	9.15	14.68
6	Tacoma	19	12.28	12.44
7	Lake Superior	8	14.18	9.61

STANDING BY MAIN SHOPS

1	So. Tacoma	0	0.00	0.00
2	Brainerd	1	4.73	8.96
3	Como	1	5.74	5.78
4	Livingston	1	6.89	6.80

STANDING BY CLASS OF EMPLOYEES

1	Stationmen	2	1.12	3.18
2	Shopmen	1	1.74	6.60
3	Trackmen	4	3.40	6.14
4	Enginemen	4	4.20	15.42
5	Carmen	6	7.70	5.84
6	Trainmen	9	11.76	30.25
7	Bridgemen	10	30.29	15.75
8	Yardmen	21	31.55	33.37

MISCELLANEOUS DEPARTMENTS

1	Stores	0	0.00	3.33
Tie	Dining Car	0	0.00	4.95
"	Signal	0	0.00	0.00
"	Elec. Engrg.	0	0.00	0.00
"	Genl. Office	0	0.00	0.83
"	King St. Station	0	0.00	8.32
"	Communications	1	6.89	7.51
8	Engineering	1	7.38	34.00
9	Chf. Spc. Agt.	1	14.33	0.00

TOTAL FOR SYSTEM...63 6.23 9.78

Number

Train and Yard Accidents	81	86
Motor Car Accidents	6	4

Armed Forces Day Is Set for May 18

The Department of Defense has set aside May 18 this year for the 14th annual observance of Armed Forces Day.

In honor of the occasion, the Defense Department has also designated the nine-day period of May 11-19 for "open houses" at all military posts, camps, stations, bases and defense facilities.

Exhibits, exercises and parades at these sites should provide all Americans with an opportunity to view and inspect the capabilities and preparedness of our defense team--the Army, Navy, Air Force, Marine Corps, and Coast Guard, as well as their reserve components and the National Guard and Air National Guard.

In 1962, more than 20 million people attended these open houses.

National Merit Group Cites 4 NP Youngsters

Four youngsters of Northern Pacific employees have been selected as high school senior finalists in the nation-wide 1962-63 National Merit Scholarship Program, it was announced by the Scholarship Corporation.



Melius



Kirst



Miss Harris



Steffensen

The finalists are:

PAUL MELIUS of St. Paul, whose father, the late Arnold A. Melius, was an architect with the Railway. Paul hopes to major in physics in college.

ROGER W. KIRST of St. Paul, whose mother, Mrs. Florence J. Kirst, is employed in the office of the Car Accountant in the NP's General Office. Roger will attend the Massachusetts Institute of Technology.

BARBARA R. HARRIS of Fargo, whose father, Ralph W. Harris is an NP train dispatcher. Barbara will major in psychology.

ERIC STEFFENSEN of Centralia, whose father, George Steffensen, is a ticket clerk with Northern Pacific. Eric's field of study will be in physics.

As finalists in the program, the four were made eligible to be offered a Merit Scholarship if they happened to be selected by one of the more than 170 donors.

"Safety is a lifetime job"



Almost every day on the job we hear of some freak accident that has happened on the railway. It gets so you wonder if all those safety meetings, lectures and bulletins stressing precautions are really of any use.

Then, every so often, a fellow like Arthur Schiel comes along and makes safety believers of us again.

Schiel just retired after 51 years on the Northern Pacific without a single reportable injury on his record. What makes his record all the more remarkable is the fact he achieved it while working on one of the railroad's more risky jobs.

Schiel spent 34 of those years inspecting cars in the Brainerd train yards--hardly the softest job of the railway. On his type of job--making adjustments on coupling hoses

and air brakes amidst clanking box-cars--there is always danger of a severe accident.

His record of 18,615 accident-free days proves that we don't have to have accidents. They are avoidable. But we're more apt to have them if we accept the fatalist's idea that accidents are bound to happen.

Perhaps Walter Armstrong, a Brainerd car shop foreman, put it best:

"Safety," he said, "is a lifetime job. With care and thoughtfulness every day--18,615 days if necessary--we, too, can build up an impressive number of days without an accident."

Arthur Schiel did.

