

TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

VOL. XXVI

DECEMBER 1963

NO. 11





Published monthly by the Advertising & Publicity Dept., Northern Pacific Railway, Saint Paul 1, Minn., W. A. Gustafson, Manager.



TAKEN OUT--This famous "S" trestle between Lookout, Mont., and Mullan, Idaho, on NP's Wallace Branch Line is scheduled to be removed along with 10 other wooden bridges on that line. This trestle was considered quite a feat of engineering when it was built around 1890. New tracks are to run along the sides of the hills, thus avoiding the maintenance cost of the bridges. The above photo was made in 1932.



Our Cover . . .

...frost-covered trees frame a fascinating winter scene at Minnehaha Falls in Minneapolis, traditionally known as the inspiration for Longfellow's narrative poem, "Hiawatha."

Photo by Norton & Peel
Minneapolis



MEMO . . . FROM THE PRESIDENT

Our 1964 budget of \$34.5 million for new equipment and improvements on our railroad promises a busy year for Northern Pacific.

Of the more than \$18 million allocated for new rolling stock, \$3,241,000 will be used for the purchase of 15 new 2500-HP six-motor diesel electric locomotive units.

Approximately \$14,604,350 will be spent for the purchase and construction of new freight cars including the completion of 100 insulated box cars (RBL) now under construction at the Brainerd shops. An additional 100 50-foot RBL cars and 300 50-foot single sheath steel box cars are scheduled for Brainerd in 1964.

At Laurel, the NP shops will build 50 bulkhead flat cars and at the South Tacoma shops, 175 box cars will be converted to log flats.

The relaying of 96.5 miles of main track, 78 miles of which will be continuous welded rail, will cost \$5,878,295. Approximately \$1,315,000 will be spent for branch line and secondary track relaying and for the rail anchor renewal program.

Ballasting, bankwidening, bridge and culvert work, grade crossing replacements and yard tracks call for an expenditure of \$2,500,000.

A 5-mile line change in northern Idaho, near Granite, will take two years to complete. Work on this program in 1964 will cost \$2.2 million and an additional \$800,000 in 1965.

Signal and interlocking plants call for an expenditure of \$1,384,435. This includes installation of CTC on 36.5 miles of line between Gregory and Staples, Minn.

\$577,000 is budgeted for new service buildings, stations and miscellaneous structures including seven new depots, a freight house and remodeling of Seattle and Helena station facilities.

Communication projects, including the connection of Duluth, Livingston and Lewiston to NP's system dial telephone network, call for an expenditure of \$250,000.

As we approach the Christmas season, I want to wish you and your families a Merry Christmas and a Happy New Year.

Robert MacFarlane



SAFETY AWARD--NP Transport Superintendent J. H. Gullard (left) and L. E. Goodrich, supervisor of Safety and Personnel for the Transport company, admire the Montana Motor Transport Association's first place plaque recently presented to NP Transport Co. Northern Pacific's wholly-owned highway subsidiary had the lowest accident frequency ratio among all motor fleets operating over 2,000,000 miles in Montana. This is the fifth year NP Transport has won the first place award.

NP Employees Are Encouraged to Report Their Contributions to Community Safety Programs

Each year, the National Safety Council honors railroads whose employees have contributed to public safety programs in their communities.

The Council recognizes such activities as off-the-job safety activities of employees, cooperation with local safety councils and civic groups, participation of rail personnel in community safety activities and safety talks to school youngsters.

R. C. Lindquist, Superintendent of Rules, Safety and Fire Prevention, urges all NP employees who have taken part in such projects to let the Safety Department know about it.

"We think our employees are doing these things," Lindquist said, "but these activities must be cataloged by number of meetings, where they were held and the attendance."

NP Safety Committee

Names of Northern Pacific employees selected as members of NP's new Safety Committee were recently

released by R. C. Lindquist, NP Superintendent of Rules, Safety and Fire Prevention.

The November issue of TELL-TALE ran the names of Lake Superior, St. Paul, Fargo and Rocky Mountain division members of the Committee.

Here is the remaining list of members, all of whom were selected for their sincere interest in railroad safety:

Yellowstone Division--Chris Emeric (car repairer), Clyde Decker (car repairer), R. C. Campbell (car repairer), Walter Joki (car repairer), L. W. Habner (switch foreman), K. W. Clouston (yardman), L. H. Gunn (yardman) and B. E. Kucera (yardman).

Tacoma Division--R. W. Caniff (car shops), J. A. France (yardman), R. G. Johnson (yardman), C. E. Flynn (yardman) and M. W. Daley

Continued on Page 7

Nipper news bits

Robert E. Heyer, Northern Pacific agent-telegrapher at Woodworth, N.D., was honored recently in Fargo for his outstanding service to the Boy Scouts.

Heyer was presented with the Silver Beaver award--the top honor in scouting for volunteers--at a recognition dinner of the Red River Valley Council of the Boy Scouts.

He has been active as a volunteer in scouting since 1949.

Bowling

The Fourth Annual Washington's Birthday Bowling Party in Fargo has been scheduled for Sat., Feb. 22, at "The Bowler."

Last year, 92 NP keglers took part in the event.

NP Man Elected

H. J. Spence, Northern Pacific general agent in St. Louis, was elected President of the St. Louis Off-Line Railroad Association in a recent election.



NEWLY CROWNED in St. Paul is NP Princess Jane Chaput, 19, a Main Office stenographer in the Tax Department. Miss Chaput will represent Northern Pacific at 1964 St. Paul Winter Carnival festivities.



OIL FLASHPOINT test is made here by Material Inspector John Gyurci at NP's testing laboratory in St. Paul. Flashpoint is the temperature at which a flash--not a flame--appears on the surface of diesel crankcase oil being tested. This test determines amount of fuel oil dilution. Too much fuel oil leads chemist to recommend that lubricating oil be replaced in the diesel engine from which the diluted sample was taken.



DIESEL OIL CHECKED--Assistant Chemist Dale Propp uses Spectrophotometer to test for wear metals present in used diesel crankcase oil. High degree of iron, chromium or copper--the basic wear metals tested for--in oil means reduced lubricating power. From these tests, NP chemists can trace diesel crankcase malfunctions. High amount of chromium present in oil, for instance, indicates water leakage into crankcase.

Among Other Tests...

NP Lab Chemists Check C to Prevent Diesel Breakd

John Gyurci, Material Inspector in Northern Pacific's testing laboratory at Como Shops in St. Paul, stands gazing intently at a small sample of diesel lubricating oil which he is heating in a special oven-like enclosure. A thermometer, immersed in the fluid, shows that the temperature of the sample is nearing 325 degrees Fahrenheit.

With his right index finger, John gently taps a slender tube which holds a tiny pilot light just above the surface of the oil. Then, at the precise moment that the temperature reaches 350 degrees F., a phosphorescent flash lights up the hooded "oven" with a greenish-yellow glow. In a single motion, he shuts off the heat, snatches up the can containing the volatile fluid and turns to Len Beatty, Chief Chemist.

"We've got a hot one. Flashpoint is 350 degrees." (Ideally, it should be well above 400 degrees F.)

Thus began a chain of events which led to the correction of a potentially dangerous and cost-consuming condition. A tag on the oil can identified the "crippled" diesel locomotive unit in which the fuel oil was leaking into the crankcase. Prompt action prevented certain engine failure.

Not every moment in the lives of these "detectives" is charged with such scenes, or even the expectation of them. For the most part, the work is routine. However, the fact that all of it leads to thousands of dollars in savings for the company each year is satisfaction enough for the laboratory staff. And what is this work?

"Here, we put the accent on oil," says Len Beatty, "but the St. Paul laboratory is responsible for a great many tests."

Under the general supervision of Engineer of Tests L. O. Hanson, the staff runs routine tests on samples of new and in-service oils, concrete and structural steel for bridges and other construction projects, engine sand, etc. Failed materials, too, come under the scrutinizing eyes of the staff and a great battery of complex equipment, such as the StereoZoom microscope in the office of John Kelly, Assistant Engineer of Tests.

A specimen from a failed cable, for example, which figured in an on-the-job accident, was photographed and tested in the course of establishing the cause of the accident and the validity of an injury claim.

Developed in the St. Paul laboratory a few years ago were a number of formulas for cleaning materials manufactured by NP's Store Department. This work resulted in annual savings of something like \$60,000--the differ-

Crankcase Oils downs on the Line



ence between purchasing such products from an outside manufacturer and making them on the property.

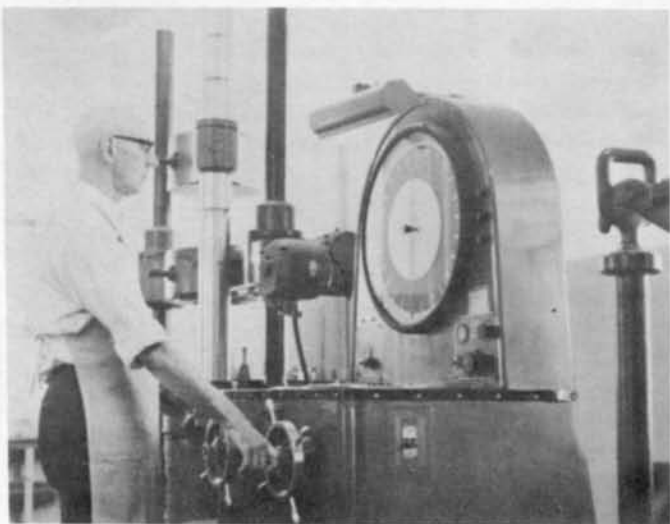
The savings which come from the work on oils is incalculable, according to Dale Propp, Assistant Chemist.

Oil samples are taken regularly from each NP diesel unit by shopmen at various points on the system, Propp said, but principally at Livingston and St. Paul. These, then, are sent in tagged cans to the laboratories at St. Paul or Livingston (where a three-man staff runs similar tests). Oil tests measure--in addition to fuel oil dilution--viscosity, carbon residue, wear metal content, etc. Thus a record of performance can be kept on all diesel units.

"In running these continuous tests," he said, "we are able to anticipate part failure and help correct a situation which, if allowed to continue, might lead to costly repairs or even costlier replacements."

One crankshaft replacement in a diesel engine would cost more than \$5,000, which is one good reason why Dale spends a lot of time at the spectrophotometer, checking for traces of wear metals in crankcase oil specimens, the telltale sign of engine wear.

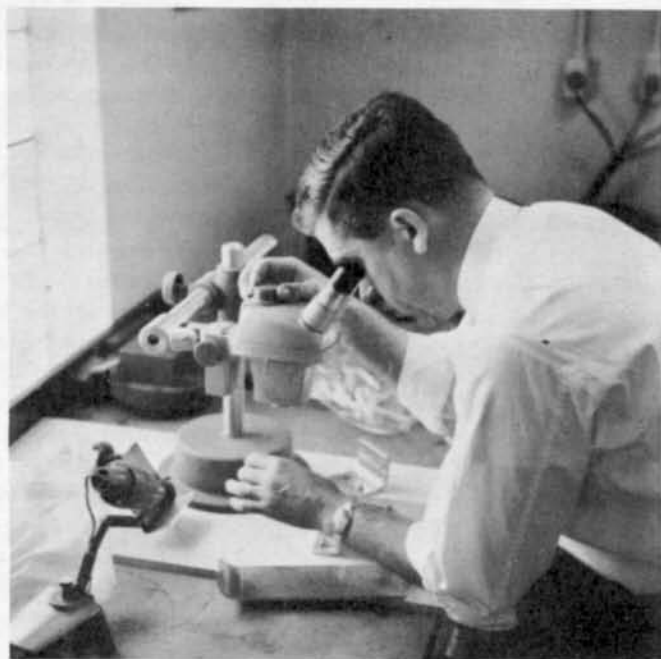
The accompanying photographs show members of the laboratory staff at their posts in the little known brick building at Como, doing their everyday job of saving time, repairs and money for the Northern Pacific.



TESTS STEEL--Physical Lab Assistant W. F. Hurlbert watches dials on NP's Southwark-Emery 120,000-lb. test apparatus as tension of a piece of steel is tested. This lab equipment is also used to test compression of structural steel, steel springs, reinforcing bars, etc.



VISCOSITY OF OIL used in diesel engines is checked in Viscosimeter by Assistant Chemist John Elliott. He determines fluidity of the oils by measuring time required for samples to flow between two fixed points on viscosimeter tubes, which are immersed in circulating water. Mercury thermostat reacts to temperature changes as small as .03-.05 degrees to maintain water at constant 100 degrees Fahrenheit.



DETECTIVE WORK--Assistant Engineer of Tests John Kelly uses StereoZoom microscope to determine flaw in a piece of "failed" axle. He'll determine if the break was a progressive or sudden one. Besides testing failed materials and running oil tests, NP's chemists also test paints and many other materials in their Como lab.



HAROLD WHITLOCK (left), Machine Shop Foreman at Northern Pacific's Brainerd Shops since 1960, beams as his wife and son, John, help him celebrate his recent retirement. Whitlock had been with the Railway 35 years and had no reportable injuries in all that time. John is a draftsman in the architect's office in St. Paul.



Retirements



MONTANA

Arthur A. Liedle, NP Carman at Billings, has retired after 40 years with the Railway.....Ralph D. Ingraham, Section Laborer at Laurel, notched 20 years with the Company before retiring recently.

Jens Monson, B & B Foreman at Billings, has retired after 42 NP years.....Philip N. Walsh, NP Warehouse Foreman at Missoula, retired with 49 years of service in.

William Stewart, Section Foreman at Bozeman, had completed 20 years with Northern Pacific before retiring.

NORTH DAKOTA

Emanuel Wieland, Section Laborer at Streeter, has retired after 35 NP years.

Carl E. Bredberg, Track Supervisor at Fryberg, retired recently with 50 years of NP service to his credit.

OHIO

Clarence H. Gaardsmoe, Traveling Freight and Passenger Agent in Cleveland, retired recently after 48 years with the NP.

MINNESOTA

Carl A. Nachtsheim, NP Pay-

master in St. Paul, has retired with 48 years of service to his credit.....

Richard W. Olson, Switchman at Duluth, has retired after 44 years.

Pauline E. Breslauer, Clerk in St. Paul, retired recently with 41 NP years of service.....Andrew R. Mattson, Section Laborer for the NP at Carlton, had 20 years in at retirement.

Clarence W. Shepherd, Skilled Laborer for the NP for 37 years, has retired in Brainerd.....Willis E. Downie, Chief Clerk to Trainmasters in Duluth, has retired after 46 years.

Seidor Boyd, Locomotive Engineer for the NP in Duluth, has retired after 53 years with the Company..... Sylvia Odenheimer, Secretary to Assistant Vice President-Traffic, has retired in St. Paul after 46 years with the Railway.

Clarence J. Wirth, Master Mechanic in St. Paul, has retired from the Railway after 48 years.....Louis E. Ratte, Revisor-Unpaid Claims, has retired in St. Paul after 46 years.

Leroy W. Kennedy, NP Car Inspector at Staples, has retired after 21 years.....Frank F. Wendland, Clerk to Roadmaster at Duluth, re-

tired recently after 57 NP years.

Nathanuel Hizin, Electrician at Brainerd, is now retired after completing 41 years with the Company.

WISCONSIN

Christian F. Retzer, Chief Clerk-Cashier in Superior, has retired after 52 years.

WASHINGTON

Ignacio Mendez, Section Laborer for the NP at Easton, has retired after 20 years.....George E. Flaherty, NP Chief Demurrage Clerk, has retired in Seattle after 50 years.

Maude M. Hulbert, Material Clerk for the NP at Tacoma, has retired with 46 years of service.....Alfred G. Barsamian, NP Locomotive Engineer, has retired in Seattle after 45 years.

Anton I. Zorich, Crossing Watchman at Spokane, had 24 years in at his recent retirement.....Dewey E. Hartloff, NP Leading Welder in South Tacoma, has retired after 41 years.

Mike Arslanian, Assistant Section Foreman for the NP in Spokane, has retired after 42 years.....Clarence W. Boles, NP Chauffeur in South Tacoma, has retired after 20 years.

Eugene R. Jones, Locomotive Engineer at Tacoma, has retired with 46 years of service.....Paul M. Staeheli, NP Locomotive Engineer from Spokane, has retired with 46 years in.

Rollie M. Campbell, NP Carman at South Tacoma, had 44 years of service in upon his retirement..... Robert Cooper, Assistant Warehouse Foreman in Seattle, had 47 years of service to his credit upon retirement.

NATE HIZIN, a Northern Pacific Railway electrician at Brainerd Shops in Minnesota, retired recently after 41 years of service with the Company. Hizin started work with the Northern Pacific in September of 1922, and no reportable injuries during all his years of service.





JOHN B. JACOBSON (right), a Northern Pacific car shop employe at Missoula, Mont., poses on his retirement day with Car Foreman R. W. Brehm. Jacobson started railroad-ing in 1904 as a call boy at Forsyth. He had an unblem-ished safety record during his rail career-no reportable injuries in nearly 60 years.



DULUTH PARTY--Recently, when K. R. Anderson (far left) was transferred to Livingston as Assistant Master Mechanic, and Roadmaster C. H. Anderson (right) retired, their Duluth friends threw a double party. Wives of the honored guests and Lake Superior Superintendent W. L. Wood (standing) are also shown.

Safety Scoreboard

STANDING BY DIVISION - Jan. 1 - Nov. 30, 1963

Rank	Division	Reportable Injuries	Cas. 1963	Ratio 1962
1	Fargo	4	2.17	5.40
2	Rocky Mtn.	14	5.06	14.63
3	Idaho	20	6.12	12.30
4	Yellowstone	24	7.38	8.64
5	Lake Superior	15	8.49	11.19
6	Tacoma	49	10.96	12.56
7	St. Paul	43	12.33	12.32

STANDING BY MAIN SHOPS

1	So. Tacoma	2	3.95	0.00
2	Como	2	4.27	4.18
3	Livingston	2	5.02	5.06
4	Brainerd	3	5.19	3.56

STANDING BY CLASS OF EMPLOYEES

1	Stationmen	8	1.58	3.44
2	Enginemen	11	4.00	7.23
3	Shopmen	8	5.04	6.15
4	Trackmen	27	6.40	9.55
5	Carmen	17	7.92	5.77
6	Trainmen	28	12.84	28.47
7	Bridgemen	16	16.75	8.85
8	Yardmen	54	27.86	34.99

MISCELLANEOUS DEPARTMENTS

1	General Office	0	0.00	1.22
2	Store Dept.	1	1.26	4.93
3	Engr. Dept.	1	2.77	16.95
4	Chf. Special Agt.	1	5.05	0.00
5	Dining Car Dept.	3	5.28	7.56
6	Elec. Engr. Dept.	1	9.74	9.17
7	Signal Dept.	4	10.11	7.52
8	Communications	7	16.89	5.01

TOTAL FOR SYSTEM - 200 6.86 9.38

	Number	
Train and Yard Accidents	182	233
Motor Car Accidents	26	15



Safety

Continued from Page 3

(car department).

Dining Car Department--Palton Robinson (train attendant).

Electrical Department--A. H. Wendlandt and S. A. Miller.

Store Department--H. E. Nelson.

Livingston Shop--E. M. Tollefson (boilermaker), R. L. Rickle (machinist), C. P. Briggs (pipe fitter helper), D. A. Sandman (electrician), O. J. Egeland (machinist) and W. R. Bailey (machinist).

Brainerd Shops--George Kruger (shopman).

Idaho Division--A. N. Bellomy (yardman), K. E. Christensen (yardman) and E. J. Hartz (yardman).

Old Rail Passes Wanted

The call is out for old railroad passes!

Jack B. Welles, retired telegrapher for the Rocky Mountain railroad, is currently collecting old annuals and trip passes from all railroad lines for his Log Book.

When completed, the book will be donated to the National Museum of Transport in St. Louis.

Welles already has collected more than 2,400 passes on 1,051 different railroads, dating from 1850 to the present.

In exchange for passes received, Welles sends a souvenir pass on "The Railroads Time Forgot" and a photostat of the famous pass issued in 1857 by the Illinois Central to Abe Lincoln.

If any TELLTALE readers have old passes they wish to donate, write to Jack B. Welles, 502 Elm Ave., Long Beach, California 90812.



NP ON TV

Even Hollywood couldn't have produced more authentic films on railroading than the new Northern Pacific television commercials. Nothing, you see, is more authentic than the real thing.

In the scenes above--taken from one of NP's four new 60-second t.v. films--the sights of progressive railroading on the Northern Pacific are featured for the first time with actual NP employes shown on their jobs. The sound, too, was recorded on the spot.

Produced by NP's advertising agency, Batten, Barton, Durstine & Osborn, Inc., the commercials may be currently seen on the following stations:

Minneapolis-St. Paul--WCCO-TV at 10:15 p.m. on Monday, Tuesday and Wednesday.

Minneapolis-St. Paul--KSTP-TV at 10:15 p.m. on Sunday.

Portland--KGM-TV at 11 p.m. on Wednesday and Thursday.

Spokane--KHQ-TV at 6:40 p.m. on Monday, Tuesday and Thursday.

Seattle--KING-TV at 6:55 p.m. on Tuesday, Wednesday and Thursday.

