1864--Northern Pacific Charter Centenary--1964

TELLTALE

FOR EMPLOYES OF THE NORTHERN PACIFIC RAILWAY COMPANY

VOL. XXVII DECEMBER, 1964 NO. 12

TELLTALE

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NP Engineer's Courtesy Is Hailed by Driver

Courtesy on our highways at night is an intermittent thing, at best, but a St. Paul couple received it from a most unusual source recently.

Returning about midnight from Sauk Centre, Minn., where they have two children in school, Mr. and Mrs. Leonard E. Stromberg, 280 Fuller, St. Paul, were driving on U.S. Highway 10 through Clear Lake when they met a freight train. (At this point, the highway closely parallels Northern Pacific's tracks.) To their utter amazement, the engineer of the on-coming train dimmed his glaring headlights, enabling Stromberg and his wife to see the road ahead much more clearly.

In their experience, this was the first time a motorist had received such attention from a locomotive engineer.

Finding it impossible to forget this simple act of courtesy and safety, the Strombergs called the NP Advertising Department the very next morning to report the incident.

When told that the name of NP Train 631's engineer that night was George Smiley, Stromberg said:

"You know, that name really must fit him."

Our Cover . . .

. . . shows Northern Pacific Dispatcher R. R. Flanigan operating the Railway's new push button centralized traffic control (CTC) console at Spokane. The NP's signal system was 75 years old last November, and installation of a more extensive CTC system is a major project in this modern era. For more information regarding the Railway's signal system turn to the feature on Page 4-5 of this issue.

MEMO . . . FROM THE PRESIDENT

Our 1965 budget of $41.8 million for new equipment and improvements is the largest in the history of our railroad. It is a continuation of a long-range program which will enable us to better serve our customers and to compete more effectively with other modes of transportation.

Of this $41.8 million in 1965 approximately $24 million will be spent for new locomotives and freight cars with an additional $2,131,000 earmarked for passenger cars and other equipment.

Approximately $20,660,000 has been allocated for the construction and purchase of 1340 new freight cars. Included in this program is the completion of 95 50-foot single-sheath box cars now under construction at the Brainerd shops and delivery of 50 70-ton Airslide covered hopper cars ordered this year.

To be built at Brainerd in 1965 are 400 50-foot, single-sheathed cars and 200 bunkerless refrigerator (RBL) cars. Our Laurel car shops will turn out 200 53-foot flat cars with cast steel underframes.

Plans call for 111 miles of main line track relay, most of which will be with 115 and 132-pound continuous welded rail, at a total cost of $7,041,370. Branch line and secondary track relaying and rail anchor renewal program will cost $1,104,274, and another $1,548,970 will go for ballasting, bankwidening, bridges and culverts, grade crossing replacements and yard and industry tracks.

Expenditures for line changes next year will total $1,829,350. This includes 1965 work in completing 5-mile line change in Northern Idaho that was begun early this year.

Signal and interlocking plant work will cost $1,787,655, which includes 55 miles of a two-year, 117-mile centralized traffic control project between Paradise, Mont., and Kootenai, Idaho. Total cost of this project will be $2.2 million, about half of which will be spent in 1965.

Also authorized under the 1965 budget is preliminary planning and design for work costing $2,323,000 for a centralized traffic control installation to be started in 1966 and completed a year later.

Expenditures for new and remodeled station buildings and other structures will total more than $1 million. Included are the construction of an 85'x 250' repair shop, five depots, a combination depot and freight house, a combination freight-passenger-express depot, a warehouse and a radio maintenance shop.

Projects for roadway, work and miscellaneous equipment, communications and others are included in the 1965 program but space does not permit a full listing.

The holiday season will soon be at hand and I would like to extend to all NP employes and their families my best wishes for a Merry Christmas and a Happy New Year.

Robert MacFarlane

AFTER CORONATION -- Audrey Strohmayer, Northern Pacific's new princess, poses with other royalty candidates following her recent coronation in St. Paul. Standing, left to right, are: Kathleen Hall (disbursements), Mary Shelleny (property & industrial development), Maryln Manley (purchasing-stationery), Cheryl Alcorn (freight claim), Mary Jo Penne (transportation), and Karen Schwabel (agricultural development). Miss Strohmayer (bureau of internal audit) will represent the NP at the St. Paul Winter Carnival Jan. 22-31.

NP Employee at Aberdeen, Wash., Is Cited for Heroic Summertime Life-Saving Deed

Within the past month, a summertime life-saving act by Stanley F. Urych, assistant cashier at Northern Pacific's Aberdeen, Wash., freight house, has been brought to the attention of the TELLTALE.

Last September, Urych saved the life of a boat mishap victim on Mason Lake near Seattle. The story was first revealed in a newspaper article that appeared in the Aberdeen WORLD. In the story, a woman named Ethel Morgan explained how Urych saved the life of her nephew.

"On September 5th a bunch of us decided to go on a picnic to Mason Lake," she said. "My nephew, also visiting from Reno, Nevada, insisted on taking the boat, which we did.

"After we were there for some time enjoying the day, Larry (my nephew) decided on a boat ride. He got into some very bad water and upset the boat. In doing so he struck his head on some object and was knocked unconscious. While we all stood there in shock, a boat shot out through the hazardous water straight for my nephew, who was floating lifeless. We saw this man pull Larry into the boat and they both disappeared for a long while. After some time we saw two heads appear, and we knew all was well. After bringing Larry to us, he went back and towed the boat in.

'. . . bravest man'

"I believe that he is the bravest man I have ever known and believe with all my heart that if he was not there and did what he did my nephew would no longer be with us.

"I thank God that there are some people in this world who would risk all to help a fellow man."

Another witness to the heroic deed, Gerald Ward, a retired Southern Pacific fireman now living at Shelton, Wash., echoed Ethel Morgan's commendation of Urych.

"I have never seen anyone do so much in such little time," Ward said. "I know the Northern Pacific has a paper, and I wish that an article could be put in concerning this brave deed."

NP Fruit Cakes Are Available Once Again

Those famous Northern Pacific holiday fruit cakes--a traditional Yuletide treat with the Railway for over 50 years--are available to the public again this year, according to W. F. Paar, Superintendent of NP's dining car department.

The cakes are packed in delightfully decorated tins, making them ideal Christmas season gifts.

The recipe for the rich cakes was awarded the grand prize at the London Caterer's Exposition in 1873 and the grand prize at the Paris Exposition in 1909.

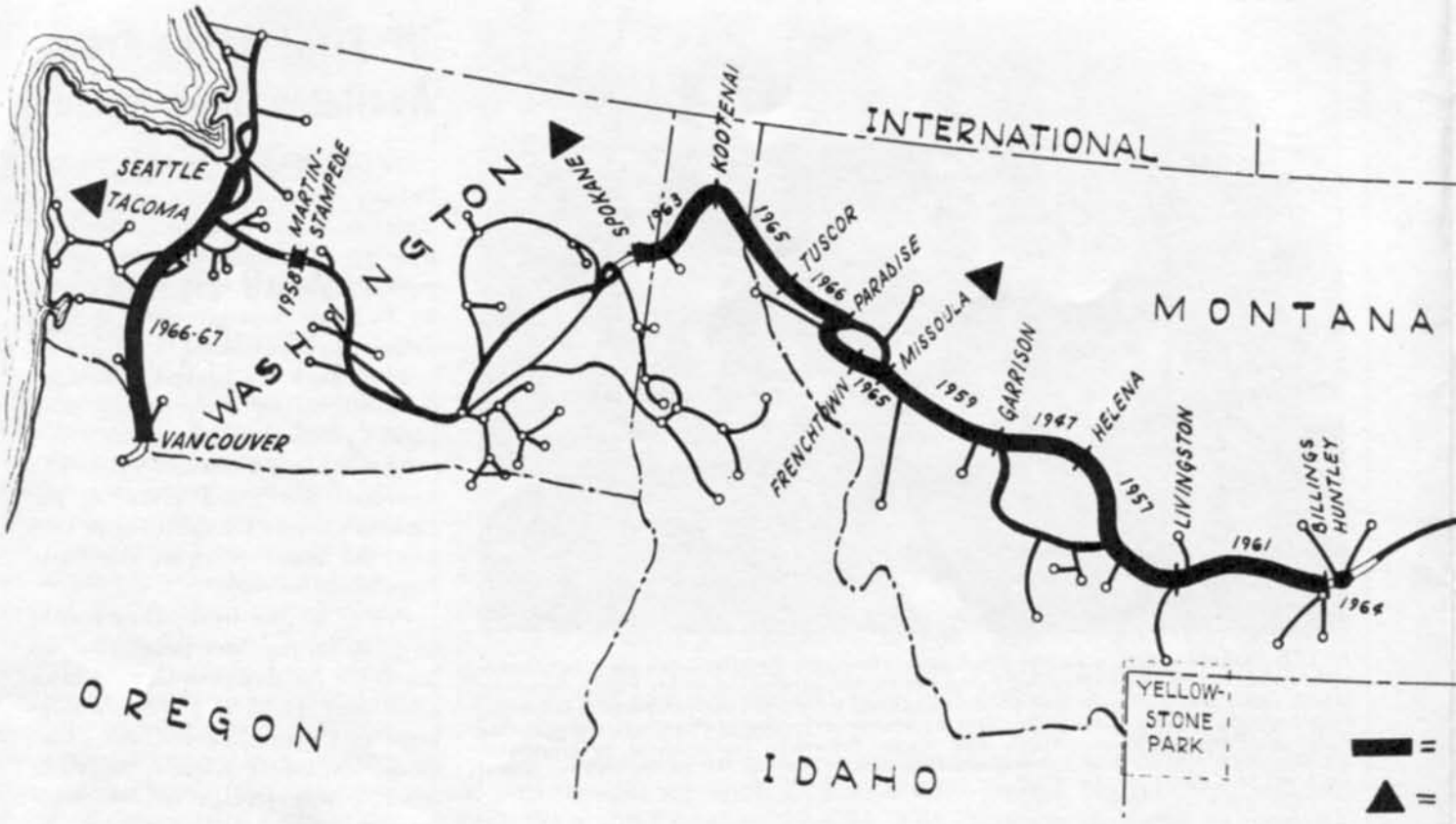
Prices of the fruit cakes remain at $3.90 for the three-pound tins and $6.50 for the five-pounders. Add an additional $1.75 if you wish shipment to Canada, Alaska, the Canal Zone, Philippine Islands, Hawaii or other points foreign to the continental United States.

Address your cake orders to: W. F. Paar, dining car superintendent, Northern Pacific Railway, St. Paul, Minn. 55101.

PREPARING CAKES -- An NP baker begins turning out rich fruit cakes to meet the demand for the Railway's traditional holiday treat.

Vets Convene in Yellowstone

Frank J. Sailer, newly-elected Secretary-Treasurer of the NP Veterans Association, extends a cordial invitation to all officers and employes of the company with more than 25 years of service to join the organization. The 1965 Veterans' convention is slated for Yellowstone Park next June 11-13.



NORTHERN PACIFIC'S SIGNAL SYSTEM IS 75

There was a time when the only crossing warnings heard on the Northern Pacific were the whistles or bells on NP steam locomotives. That was in the pre-signal days, and those signals served pretty well to halt the horse-drawn carriages and pedestrians until 1889.

In November of that year, the first NP signal, a manually-operated device, was installed at Mississippi Street in St. Paul and a new era had begun.

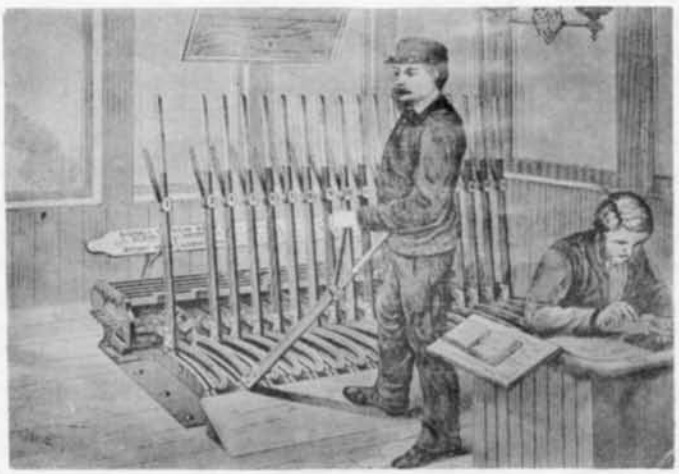
Since that time 75 years ago, when passenger trains averaged just 20 miles per hour and freight trains plugged along at eight m.p.h., the NP signal system has come a long way. Today, it controls passenger train traffic that averages 55 m.p.h. and mighty freight trains that clip along at 45.

Although improvements in power, rolling stock and track structure have been primary factors in making these high speeds possible, the ever-improving signal system has made it safe to move trains with such swiftness.

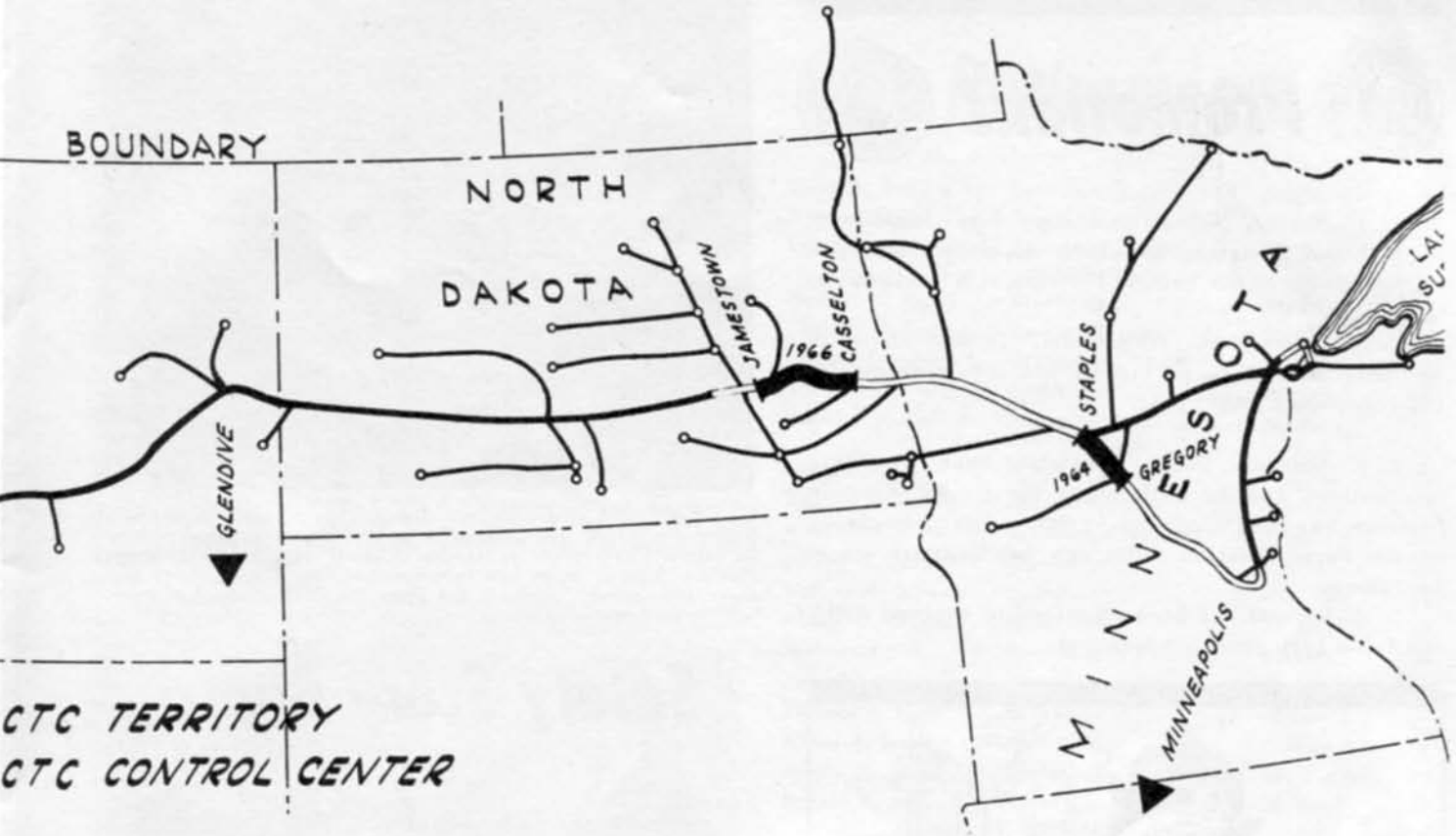
According to NP Signal Engineer A. J. Hendry, the development of NP's signal system has "taken place in two rather well defined phases."

Phase I, he explained, extended from 1889 to 1930. During the first two decades of this phase, the signal system was installed and maintained by the Maintenance-of-Way Department. At that time, the system consisted primarily of a few interlockings applied to drawbridges or grade crossings with other railroads. A few automatic block signals were installed between St. Paul and Minneapolis in 1903. That same year, semaphore-type signals, electrically controlled but operated by carbon dioxide gas, were installed on five miles of double track between Tacoma and South Tacoma.

By 1909 the NP Signal Department was established and the system's signal program was stepped up. The following two decades found the Railway pushing ahead



FIRST SIGNAL on the Northern Pacific Railway was lever-operated, much like this mechanical interlocking plant.



YEARS OLD

MODERN DEVELOPMENT of Northern Pacific Railway's signal system includes the installation of the centralized traffic control (CTC) system shown above. By 1965, approximately 500 miles of NP's main line will be under CTC push-button control.

and investing more than $4 million in signal facilities. This provided for automatic block signals on 3,200 miles of main track, and equipped 200 highway-railroad grade crossings with warning devices.

In the initial installation,more than 4,200 semaphore-type automatic block signals were installed, over half of which are still in service. (The average age of these signals is approximately 45 years, attesting to their quality and the effectiveness of preventative maintenance on them.) This becomes particularly significant when you realize that signal systems are composed of electrical, electro-mechanical and electronic devices that demand maintenance of precise electrical and physical conditions to function properly.

"Because the safety of train movement relies so heavily upon the absolute reliability of the signal system," Hendry said, "it has become virtually axiomatic that the entire system be conservatively designed to fail safe when it does fail, and to afford, as nearly as possible, uninterrupted performance."

Depression years brought Northern Pacific's signal improvement program to a halt in the early 1930's. Then, shortage of man-power and materials during the war years further curtailed improvements. Finally, in the early 1950's, the second phase of NP's signal development was put underway.

In 1954, Northern Pacific's $5.5 million freight car classification yard was constructed at Pasco, Wash. This new hump yard, which includes $1.5 million of facilities installed and maintained by the Signal Department, really launched Phase II.

Earlier installation of centralized traffic control (CTC) between Helena and Garrison, Mont. (completed in 1947 as a war measure) had demonstrated the operating advantages of this type of semi-automated control of train movement. In 1955, the Northern Pacific decided to embark on a program of CTC installation along the line.

"The CTC system," Hendry explained, "in substance, retains all the safety features of the automatic block system, while providing the Train Dispatcher with the ability to regulate traffic simply by push bottons."

The indication panel for the CTC control console has a miniature track diagram on which the progress of all trains is displayed by indicator lights. The position of all switches and signals are similarly indicated on this panel. The dispatcher can change his program of train movement at any time he desires--a

NP Signal System

Continued on Page 8

Promotions

J. H. Hertog, formerly Assistant Superintendent of NP's Idaho Division, has been appointed Assistant Superintendent of the Tacoma Division, with headquarters at Tacoma.

G. W. Thompson, Trainmaster, Tacoma Division, succeeds Hertog. G. E. Trenary has been appointed to fill Thompson's former post.

K. R. Anderson, formerly Assistant Master Mechanic for Northern Pacific Railway on the Rocky Mountain Division, has been appointed Assistant Master Mechanic on the Fargo Division. His new headquarters are at Jamestown.

J. A. Bichsel has been appointed to succeed Anderson at his Livingston headquarters.

ST. PAUL RETIREMENT -- Joe Cihlar, center, former NP Signal Inventory Engineer, admires a watch presented to him by Signal Engineer A. J. Hendry in behalf of Cihlar's Northern Pacific friends upon his retirement. Mrs. Cihlar looks on. Over 100 persons attended the party for Cihlar, who had been with the Company 47 years.

In China years ago, a missionary observed coolies crossing an old rope bridge spanning a deep gorge. The ropes of the bridge were worn and frayed and looked weak, so he asked, "Aren't you afraid the rope will break?"

"No," said one of the coolies.

"Why not?" asked the missionary.

"Because it never has," was the reply.

Familiarity breeds contempt. So does the attitude of "It can't happen to me." Safety applies to all. It is best to be careful and prevent accidents and injuries.

Safety Score Board

January 1 thru October 31, 1964

RANK	REPORTABLE INJURIES 1964	1963	CAS. RATIO 1964	1963
STANDING BY DISTRICTS				
1. Western District	94	71	9.76	7.37
2. Eastern District	120	78	12.69	8.18
STANDING BY DIVISIONS				
1. Fargo	12	3	6.96	1.76
2. Idaho	21	17	7.09	5.63
3. Rocky Mountain	18	14	7.15	5.48
4. Yellowstone	29	20	9.76	6.67
5. Tacoma	55	40	13.25	9.73
6. Lake Superior	22	13	13.94	7.87
7. St. Paul	57	42	17.92	13.04
STANDING BY MAIN SHOPS				
1. Brainerd	1	2	1.87	3.74
2. South Tacoma	1	1	2.34	2.15
3. Livingston	1	2	2.58	5.43
4. Como	7	2	16.38	4.67
STANDING BY CLASS OF EMPLOYES				
1. Stationmen	15	8	3.23	1.70
2. Shopmen	6	8	4.22	5.50
3. Enginemen	10	9	4.37	3.53
4. Carmen	13	16	6.54	8.07
5. Trackmen	28	21	6.93	5.38
6. Bridgemen	14	16	15.73	18.09
7. Trainmen	50	24	24.63	11.90
8. Yardmen	78	47	43.59	26.22
MISCELLANEOUS DEPARTMENTS				
1. General Office & Misc.	0	0	0.00	0.00
2. Chief Special Agent	0	1	0.00	5.52
3. Mechanical Engineers	0	0	0.00	0.00
4. Communications Dept.	2	7	5.15	18.38
5. Signal Department	2	4	5.16	11.00
6. Dining Car Department	4	1	7.79	1.87
7. Store Department	6	1	8.16	1.36
8. Engineering Department	3	1	8.72	3.01
9. Electrical Engineers Dept.	1	1	13.31	14.83
10. King Street Station	6	----	17.15	-------
TOTAL FOR SYSTEM	248	175	9.25	6.50
Train and Yard Accidents	130	173		
Motor Car Accidents	24	24		

LAST RUN -- Northern Pacific Brakeman Steve F. Bross climbs down from a coach on Train Number 2 after his last run before retirement. --Bross had been with the Railway for 35 years.

NICHOLS RETIRES -- Charles H. Nichols, center, former Assistant General Storekeeper in South Tacoma, receives gifts from his successor, R. L. Johnson, at his retirement party in Tacoma. Mrs. Nichols looks on. Nichols was with the NP more than 47 years.

Retirement Board Announcement

About 6,700 retired employees whose last railroad service was with the Northern Pacific were receiving annuities from the Railroad Retirement Board at the end of 1963, according to the Board.

Their annuities averaged $137. Some 2,900 of these employees had spouses who were also receiving $56 monthly, on the average.

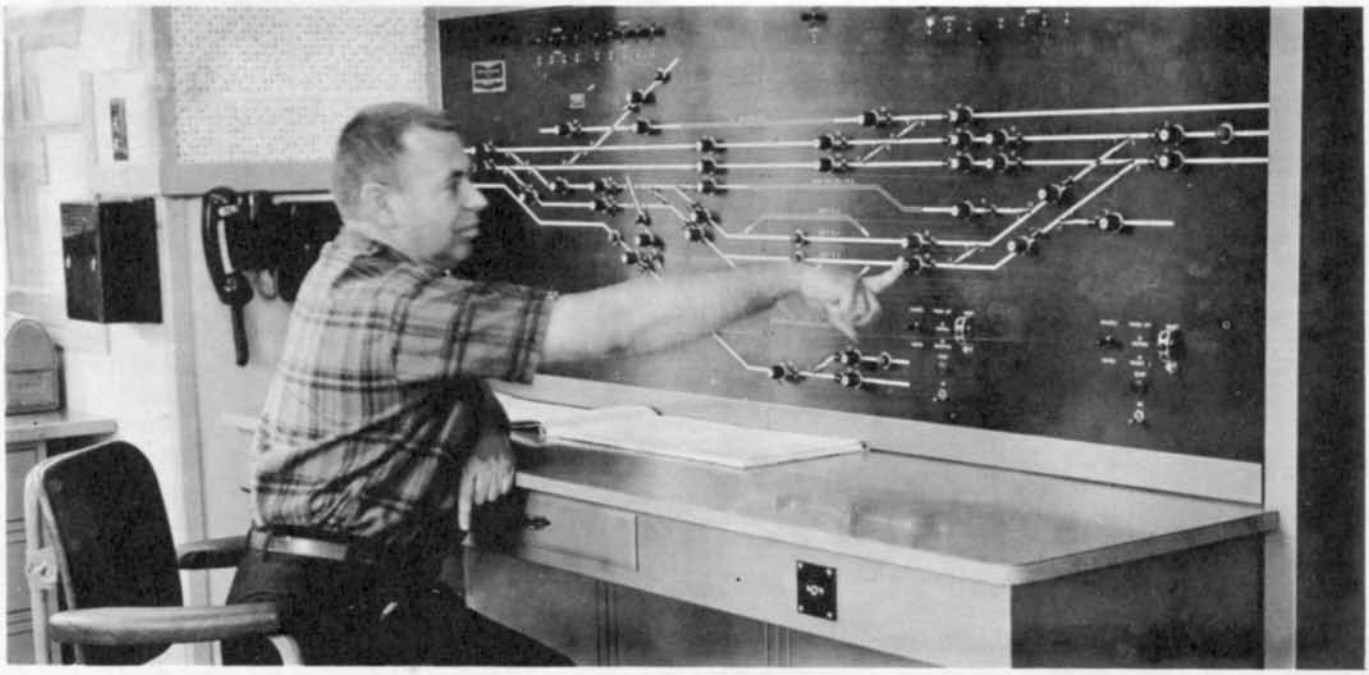
During 1963, a total of 510 former NP employees were added to the Board's retirement rolls. Their annuities averaged $150.

The Railroad Retirement Board pointed out that last year 40,100 employees of the Nation's railroads retired on annuities averaging $147 a month. Of this number, 76 per cent retired because of age, and 24 per cent retired because of disability. At the end of the year, the Board was paying an average of $136 a month to 420,000 retired employees; 174,000 of them had wives who were receiving annuities averaging $56 a month.

Retirements

Erick A. Aaberg	Section Laborer	Starbuck	22
Walter Bakken	Agent-Telegrapher	N.Almont	44
Lucille Bartholomew	Clerk-Pass.& Station Accounting	St. Paul	47
Herbert L. Berus	Pipefitter	St. Paul	33
Charles W. Burton	Carman Helper	So. Tacoma	36
Darrell Carpenter	Brakeman	Puyallup	22
Thomas C. Chapman	Conductor	Auburn	48
Bernard W. Covell	Mech. Assistant & Master Welder	St. Paul	24
Clara F. Cramer	A.F.E. Clerk	Tacoma	23
Eugene A. Dahlquist	Section Laborer	Starbuck	21
Augusto Favero	Crossing Flagman	Seattle	21
Dewey S. Garbett	Conductor	Pasco	36
Vernon W. Gibson	Switchman	Missoula	41
Robert S. Gipple	Machinist	St. Paul	40
Arthur O. Hill	Roundhouse Foreman	Staples	30
John P. Huberty	Pipefitter Helper	St. Paul	28
William A. Huff	Brakeman	Missoula	38
Ansel A. Isaacson	Machinist	Brainerd	47
Angus O. Jespersen	Boilermaker	So. Tacoma	29
Harold F. Johnson	Chief Clerk to General Manager	St. Paul	46
Arnold P. Kruchten	Carman	Brainerd	24
Chester A. Leibnitz	Leading Car Inspector	Seattle	36
Clarence E. Linn	Special Accountant	St. Paul	46
Harry D. Lyon	Section Laborer	Coeur D'Alene	22
Mary C. Poeschl	Clerk - Frt. Rev. Acct'ng.	St. Paul	21
Chester M. Peterson	Electrician Inspector	Spokane	22
Elihu J. Ray	Ticket Clerk	Kelso	46
Cloyd Terry	Brakeman	Spokane	48
Nels M. Thompson	Roundhouse Laborer	Staples	39
John J. Trautmann	Asst. Dist. Storekeeper	Livingston	22
Edgar L. Williams	Chief Clerk to Vice President - Traffic	St. Paul	51

MANDAN RETIREMENT -- Former NP Car Inspector John J. Fix, center, poses on his retirement day with Assistant Car Foreman W. J. Nead, left, and Car Foreman E. F. Simpson. The Mandan Car Department held a party for Fix, who had been with the Railway 48 years.



Operator A. G. Emmons works the push button control console for Northern Pacific's multi-track interlocking at Tacoma.

NP Signal System

Continued from Page 5

sharp contrast with the former, time-consuming method of dispatching trains by train orders.

Approximately 500 miles of NP's main line will be under this type of operation by 1965, according to Hendry. What has this meant in the time saved?

"A conservative average," he said, "is a saving of one minute of travel time per train mile traveled when operating in CTC territory. The cumulative saving for each train operating through our present CTC territories is therefore approximately eight hours travel time. An additional time saving of approximately 12 hours may be anticipated when the system has been completed between St. Paul and the Pacific Coast."

Besides installation of hump yards and CTC, many other forms of automation are entering the picture in Phase II of the Signal Department's improvement program. For instance, electric snow melters have proven the most economical means for snow removal on power-operated switches. Electronic snow detectors determine when the electric snow melters should be placed in operation.

A significant part of NP's present improvement program also includes the replacement of out-moded and deteriorated signals originally installed under Phase I. Early interlocking plants are being replaced with modern push button control facilities.

Railroad-highway grade crossing signal protection is constantly being improved. Great strides have been made in electronic control facilities which function as computors to determine the speed of an approaching train. They then place the warning devices in operation at the proper time to provide adequate protection to the motoring public.

Hot box detectors, capable of detecting overheated journals on fast-moving trains, are another application of current electronic techniques to improve safety and efficiency of railroad operation. Such devices are included in NP's program for 1965.

Surveillance of high-wide loads will become a function of the signal system when a new load detector is soon placed in service at Laurel, Mont. This detector will discover any protruding loads on westward trains which might not pass limiting clearances of tunnels between Laurel and the Pacific Coast. Coupled with this load detector will be a second detection system, which will discover loose wheels, or wheels with broken flanges, on both east and west-bound trains. Two of the latter detection systems have been in NP service at Pasco and Spokane, Wash., for several years.

"The objective of the Signal Department," Hendry summed up, "is to economically provide for the safe and efficient movement of trains at whatever speed is desired."

Under the present signal system, which employs wayside signals throughout, train speeds are limited to 80 miles per hour by Interstate Commerce Commission regulations.

"This should prove adequate for the immediate future," Hendry said. "At any time it becomes desirable to increase train speeds, the present signal system can be expanded to include signals in the cab of each locomotive and this will permit elevating the speed of operation to any practical limit.

"Techniques now on the design boards will enable the movement of tonnage never before thought possible," Hendry concluded.