

# TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

VOL. XXVIII

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NO. 5





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GRAND PRIZE in the 4th of July parade at Butte last year went to this float sponsored by the South Side Athletic Club. The colorful 57-foot float was a replica of the NP locomotive used in the Last Spike ceremonies at Gold Creek, Montana.

### *Our Cover . . .*

. . . "water, water everywhere," was the Mariner's lament, and it was Dining Car Superintendent W. F. Paar's, too, when the Twin Cities was hit by Minnesota's worst flood ever. Shown is a view of the St. Paul commissary, taken from the Third Street viaduct, on the day the Mississippi river crested at 26 feet, a record high water mark. See pages 4-6 for story and pictures of how Northern Pacific met this extraordinary challenge.

And don't miss the story of a different kind of challenge on pages 6 and 8 -- "The National Drivers' Test."

## MEMO . . . FROM THE PRESIDENT

Northern Pacific Railway Company stockholders met in St. Paul on April 22, 1965, for the annual meeting of stockholders.

It was gratifying to report that 1964 had been a relatively good year with gains in freight revenue, as well as an encouraging gain in passenger business.

While estimated earnings of 54¢ per share for the first quarter of 1965 did not equal the 82¢ per share for the first quarter of 1964, earnings for the first three months of 1965 were the second highest since 1959.

Several factors were responsible for the reduced first quarter earnings of 1965. First, last year's first quarter was above normal due to the early movement of grain brought about by the Russian purchase of wheat and the strong cash grain market. In addition, we had a relatively open winter which served to keep operating costs down.

A major factor was the wage settlement negotiated late in 1964. While provisions of the wage settlements made a substantial part of the wage increases retroactive to January 1, 1964, the increased labor costs were not reflected in the first quarter earnings for 1964. Additional wage increases effective as of January 1, 1965, further distorted the first quarter earnings picture this year.

Wage settlements negotiated in 1964 have increased Northern Pacific labor costs substantially. In 1964 they were up \$6,630,653 over 1963. The savings amounted to \$1,915,230 for a net increase of \$4,715,423. It is estimated that labor costs for 1965 will be up \$12,061,495 over 1963. Savings will total \$4,315,000 for a net increase of \$7,746,495 in labor costs.

It is my sincere hope that settlement of the wage dispute will have a stabilizing effect and that we can all work together to provide the service and efficiencies that will enable us to compete successfully in the highly competitive market for transportation.

*Paul H. MacFarlane*



**SAVINGS BOND AMBASSADOR** - Mrs. Adaline Lieberg, Mrs. U. S. Savings Bond for 1965, officially starts the Minnesota Payroll Savings Campaign with Northern Pacific President Robert Macfarlane, left, at her recent visit in St. Paul. Rollin A. Bishop, General State Chairman; John S. Holl, Ramsey County General Chairman, at right, and Macfarlane, Chairman of the Minnesota Industrial Payroll Savings Committee, discussed campaign plans with Mrs. Lieberg, a former Mrs. Idaho from Pocatello, who is currently on a Savings Bond national tour.

## NP Again Offers Employees \$2 Discount on Safety Shoes During Upcoming Sale

Will you have a foot injured on the job during 1965? Or do you wear safety shoes to reduce the chance of injury?

Northern Pacific employees will again have the opportunity to avoid becoming an injury statistic this year during the third annual sale of safety shoes from June 15 through July 15, R. C. Lindquist, NP Superintendent of Rules, Safety and Fire Prevention, announced recently.

"Last year Northern Pacific employees purchased 399 pairs of safety shoes during the reduced price sale," Lindquist said, "compared with 727 pairs sold in 1963. Forty-five employees suffered toe injuries last year. We believe that none of those injured were wearing safety shoes."

During this sale, all shoe styles of the Safety First Shoe Company will again be reduced \$2. In addition, an extra \$2 discount is given on several discontinued styles which are available only in broken lots.

Shoes will be offered on payroll

deductions slips which may be obtained from all company supervisors. Shoes may be ordered through all division, district and shop stores.

Lindquist points out that this is an excellent opportunity to purchase safety shoes at a saving and enjoy year-round protection.

"Remember," he emphasized, "many injuries can be prevented if the men involved are wearing safety shoes with built-in protection."

## Railway Joins Nation in Salute to NT Week

National Transportation Week is being observed throughout the country this year during May 16-22.

Employees of the Northern Pacific Railway are encouraged to actively participate in the numerous programs planned by traffic groups.

A committee of Associated Traffic Clubs is heading up National Transportation Week activities.

## Nipper news bits

The NP Beneficial Association wishes to thank the following persons for their recent contributions to the St. Paul NPBA Hospital:

Peter A. Nordhaug, NP Traveling Auditor in Fargo, \$40, for the purchase of two Walk-a-matic walkers; Mrs. Elmer Slayter, St. Paul, \$30, in memory of her husband, former secretary-treasurer of the Vet's Association and Alvin Larson, B & B employe, Valley City, \$5 for TV fund.

### . . . NP Golf in the News . . .

Northern Pacific's 1965 Eastern District Golf Tournament is slated for Sat., June 12, at Gall's Country Club in North St. Paul. Registration can be made with G. B. Harris, tournament chairman, in Room 1208 at the St. Paul General Office.

Winner of last year's tournament with a score of 75 was Gene Nelson, NP Switchman from Duluth. Nelson has won the Eastern District Golf Trophy four consecutive years. He retired one NP trophy in 1963, and started on a second one with his victory last year.

Betty Mahmood of St. Paul carded a 97 for women's low gross title. Last year, 120 golfers participated in the event.

NP's Fargo Division Third Annual Golf Tournament will be held in Jamestown on June 12 at the Jamestown Country Club, A. W. Foss, NP Agent in Jamestown, has announced.

### . . . NP Employee Honored . . .

Charles E. Norris, Chief Clerk for the Northern Pacific at Lewiston, has been elected president of the Clarkston Junior Chamber of Commerce.

Norris started with the NP at Yakima in 1955. He has served two years at his present post in the Lewiston General Agent's office.





DINING CAR department bustles with activity in crowded temporary Minneapolis headquarters.

# Come Thaws and High Water.

The crest of the record flood which struck the Twin Cities, and seemingly endless square miles of Minnesota, is slowly working its destructive way down the mighty Mississippi. In its wake, the unprecedented deluge has left millions of dollars of devastation, countless tales of uncommon human endurance, and a spate of broken records at every turn.

Little noted by outside observers in the flurry and fury of the battle against the floodwaters was the outstanding performance of Northern Pacific personnel who labored long and hard -- in what was, for many, a most trying experience -- to keep people and cargoes on the move. For the railroad industry was among the very first to feel the brunt of the onslaught, and operations still have not been restored entirely to normal.

Among the records which fell by the way was that for continuous operation of the St. Paul Union Depot. The

WATER SERVICE men used rafts to carry sand bags. Some 8,000 were used in flood fight.



huge terminal was closed April 11 for the first time in its 67-year history. And for the first time in more than a century, Minnesota's capitol city had no passenger trains originating or terminating within its limits. Northern Pacific and other roads which use the St. Paul landmark's facilities were forced out of the city and across the rampaging river to Minneapolis.

On the NP, then, all passenger trains which usually operate to or through St. Paul, except the North Coast Limited, began and ended service in Minneapolis. The North Coast Limited operated into and out of Chicago -- via Minneapolis -- over trackage of the Chicago & North Western and the Milwaukee Road (earlier over Burlington and C&NW rails.)

Initially, consolidation of trains and the necessary detour arrangements created unavoidable delays, but these soon were largely eliminated, and trains 25 and 26 were running only slightly behind their respective schedules. All trains were made up and serviced at the Minneapolis local freight yard, with spare cars and diesel units being readied and stored at several points in the Twin Cities.

Freight service, too, was upset as the deluge buried tracks and yards for miles along the shores of the storied Mississippi. Normal interchange operations were suspended, with embargoes in force on some lines serving the Twin Cities, while others operated over detour routes. For example, freight destined for Billings -- freight usually interchanged in the Twin Cities -- moved over the "Q" to Laurel via Alliance, Neb.

While many NP operations had to be altered or adjusted to meet the situation, there is one department that was almost completely uprooted by the flood waters. Never in the company's history has the Dining Car department had to function under such difficult conditions,

yet the quality and quantity of the superb food service on NP trains remained virtually unchanged.

The St. Paul commissary, together with the Third Street coach yard structures, was inundated and had to be evacuated during the early stages of the flood. (For the now oft-revised record book, this is the first time in its 82 years that the commissary routine has been disrupted.)

Superintendent W. F. Paar and his staff were required to move their operations to the Minneapolis local freight yard, where a refrigerator car, a dining car and baggage car were hastily set out to house the commissary inventory and functions. In addition, the department's accounting section was relocated to the St. Paul General Office, while Paar moved his administrative and clerical group into the Minneapolis local freight house.

Working almost around the clock during the first few days, the staff successfully completed its move and did

## NP Carries On

not miss stocking a single diner. But to achieve this success, many men found themselves performing normally routine tasks in unaccustomed ways, until, eventually, the unusual has become commonplace.

Such, for example, was the sight of Paar being ferried from dry land across a veritable lake to the commissary in an outboard motorboat, with Fr d Savage, Assistant B&B Supervisor, at the helm. And Assistant Superintendent Richard Carlson donning hip boots and wading through the turbid waters to pick up office supplies during the early days of the flood. And Water Service department men in their yellow "hard hats", poling rafts around the commissary building to deliver and place additional sand bags at strategic points. And others from the same department manning pumps through daylight hours and dark to keep the power house and



ISOLATED Water Service employee tends pump that ran continuously to prevent basement of Third Street power house from filling up.

commissary basements from filling completely.

These are but a few of the people who have contributed so much to keeping Northern Pacific service on the same high plane it enjoys under the most favorable conditions. Operating, Traffic, Transportation, Engineering personnel, all have given more than the challenge they faced. As this is written -- in late April -- the depot is still closed, the commissary and coach yard are still cut off by the slowly ebbing waters, and the job of cleaning up the sea of debris left by the flood still faces NP's "task forces." Despite all of this, our trains are running, and the image of a strong and resilient Northern Pacific Railway remains steadfast in the face of one of nature's most destructive phenomena.

STOREKEEPER Bill Kellermann checks liquor supply stored in dining car.



WAITER J. D. Lynch stocks linen for North Coast Limited make-up run.



STORE CLERK A. Dahline gets cheese for NCL diner from refrigerator car.





CLEARANCE sign, usually a warning to truck drivers, now appears to ward off boatmen.



SUPT. W. F. Paar speeds past flood debris in motorboat, only way to reach commissary.



THOUSANDS of gallons of flood water spouted daily from pumps draining commissary cellar.



## Promotions



James H. Roberson, Freight Rate Clerk, Chicago, has been appointed City Freight Agent for Northern Pacific in Chicago to succeed W. J. Magell.

G. S. Koch, Car Foreman in Glendive, has been named Car Foreman at Missoula, effective April 8.

Titles of the following officers have been changed effective April 1:

J. A. Cannon, formerly General Mechanical Superintendent to Chief Mechanical Officer; W. R. Shannon, Assistant General Mechanical Superintendent to Assistant Chief Mechanical Officer and R. W. Spannring, Assistant to General Mechanical Superintendent to Assistant to Chief Mechanical Officer.



## SAFETY SAM SAYS...

A unique experiment in driver education will be conducted May 24 on the CBS television network, an experiment in which Northern Pacific employees may take an active part.

Aimed at already-licensed drivers, it will be an hour-long show built around a viewer participation driving test. As such, it will represent the largest single safety effort ever attempted.

The test form reproduced on the back page of this issue will enable TELLTALE readers to pit their driving judgment, knowledge and perception against those of millions of drivers across the nation. Also, it will afford an opportunity for each to improve, as well as test, his defensive driving skill and measure it against a national yardstick.

Specially prepared film sequences will illustrate each question and will be shown both in slow-motion and at normal speed to permit the viewer to share the experience of a collision or near collision. All the viewer has to do is watch the TV screen as intently as he would watch the highway, then record his response on the questionnaire.

"The National Drivers' Test" is designed (1) to familiarize viewers with the principles of defensive driving and the need to apply them, and (2) to develop data that will be useful for future research projects. Too, it is timed to fall just before the Memorial Day Weekend, the traditional start of the summer driving season when traffic accidents hit a peak.





**CHAMPION KEGLERS** - St. Paul Accounting team members, left to right, Earl Ordell, Earl Oberg, Jerry Bohne, Captain Art Carlson, Jules Auge and Bill Johnson celebrate their 1965 NP Bowling League championship at recent banquet in St. Paul. Team was roll-off winner after three-way tie of 64 points with Testers and Stores teams.

## Safety Score Board

January 1 thru March 31, 1965

RANK	REPORTABLE INJURIES		CAS. RATIO	
	1965	1964	1965	1964

### STANDING BY DISTRICTS

1. Western District	38	20	14.36	7.46
2. Eastern District	47	30	18.62	11.47

### STANDING BY DIVISIONS

1. Idaho	7	6	8.19	7.07
2. Yellowstone	9	7	11.34	8.41
3. Rocky Mountain	9	2	14.06	3.03
4. Fargo	7	3	15.56	6.57
5. Tacoma	22	12	19.11	10.24
6. Lake Superior	9	7	20.18	16.57
7. St. Paul	22	13	25.90	14.38

### STANDING BY MAIN SHOPS

1. Brainerd	0	1	0.00	6.31
2. Livingston	0	0	0.00	0.00
3. South Tacoma	2	1	16.83	7.04
4. Como	2	1	16.93	15.13

### STANDING BY CLASS OF EMPLOYEES

1. Bridgemen	0	6	0.00	24.08
2. Stationmen	3	4	2.27	2.95
3. Trackmen	6	9	6.50	10.13
4. Shopmen	4	4	9.67	9.16
5. Enginemen	6	1	9.70	1.40
6. Carmen	7	1	12.10	1.70
7. Trainmen	21	9	34.46	15.92
8. Yardmen	38	16	79.43	31.88

### MISCELLANEOUS DEPARTMENTS

1. Dining Car	0	2	0.00	13.90
Tie Signal	0	0	0.00	0.00
Tie Mechanical	0	0	0.00	0.00
4. General Office & Misc.	2	0	2.38	0.00
5. Chief Special Agent	1	0	19.07	0.00
6. Communications	2	1	20.56	9.01
7. Store	5	2	26.11	9.34
8. Engineering	3	2	28.82	19.56
9. Electrical	1	0	47.56	0.00

<b>TOTAL FOR SYSTEM</b>	<b>105</b>	<b>62</b>	<b>14.19</b>	<b>8.13</b>
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Train and Yard Accidents	35	47		
Motor Car Accidents	8	3		



## Retirements



Arthur S. Bengston	Section Laborer	Minneapolis	22
Donald L. Benson	Machinist	Brainerd	22
M. J. Bloomstrom	Locomotive Engineer	Brainerd	49
Leon D. Breasaw	Night Chief Clerk	Auburn	43
Royal V. Gage	Passenger Car Distributor	St. Paul	50
William M. Gingery	Tie Handler	Paradise	20
Frank B. Hamilton	Cashier	Aberdeen	47
Lloyd Hayes	Agent Telegrapher	Trident	52
Alfred T. Holden	Reclamation Plant Foreman	Brainerd	45
Rollie D. Jimison	B & B Helper	Glendive	23
Harry E. Knutson	Special Accountant	St. Paul	42
Alfred B. Lutz	Section Laborer	Valley City	46
Edwin B. Newman	Locomotive Fireman	Yakima	20
Stanley O. Olson	Locomotive Engineer	Centralia	45
Jack Postovit	Section Laborer	Spokane	24
Warren L. Ridley	Car Repairer	So. Tacoma	29
Theodore H. Rogers	Locomotive Engineer	St. Paul	45
Joseph C. Sheppard	Switchman	Spokane	28
Lawrence P. Stanger	Passenger Carman	St. Paul	21
Einer B. Svedahl	Car Supervisor	E. Grand Forks	40
Edwin T. Tils	Assistant Roadway Equipment Foreman	Livingston	23
Malcolm S. Wood	Baggage Helper	Tacoma	21



**LIVINGSTON SCHOOL OPERETTA** - Scene above shows the ceremony at the driving of the last spike, part of recent operetta presented by students of Livingston's East Side School. Entitled "A Thousand Miles of Mountains," the operetta theme was taken from Northern Pacific's centennial record of the same name which tells the history of the Railway. Both students and teachers were praised for the excellence of the production.

## NPBA Auxiliary Fetes First Anniversary

NPBA Hospital Auxiliary observed its first anniversary at a luncheon held April 24 in St. Paul.

Officers installed for the coming year were President Majorie Walker; Vice President Betty Campbell; Recording Secretary Mrs. Marian Dunn; Treasurer Betty Kinney and Director Mrs. Beatrice Walsh.

Honored guests at the luncheon were Mrs. Russell Maves of Crookston, president of Minnesota Hospital Association Auxiliary; T. O. Peterson, NPBA President and P. C. Newberg, Administrator of the NPBA Hospital in St. Paul.

# FIND OUT HOW GOOD A DRIVER YOU REALLY ARE

Save this official test form—and take part in an extraordinary CBS News broadcast, "The National Drivers Test," May 24, 10-11 pm EDT, on the CBS Television Network. See your local listings for the exact time and station in your area.

This exciting broadcast, first of its kind, uses spectacular photography to test your driving judgment—right in your living room. You watch high-speed head-on collisions—staged by experienced stunt drivers—as they develop and occur.




In another dramatic part of the test, you are again in the driver's seat. As you drive,

you are faced with a number of potentially serious driving hazards and asked: "How many did you spot?"

During the broadcast you'll answer questions which test your driving ability. The correct answers will be shown and you'll be given the opportunity to compare your score with that of typical drivers in other parts of the country as well as with your family's and your neighbors'.

How good a driver are you? Watch "The National Drivers Test," May 24, 10-11 pm EDT, on the CBS Television Network.

## THE NATIONAL DRIVERS TEST

<b>OFFICIAL TEST FORM</b>																																				
<p><b>A. JUDGMENT</b></p> <p><b>Defensive Driving Techniques</b></p> <p><i>circle correct letter</i></p> <p style="text-align: right; margin-right: 20px;">SCORE</p> <p>1. a. b. c. d. . . . <input type="checkbox"/></p> <p>2. a. b. c. d. . . . <input type="checkbox"/></p> <p>3. a. b. c. d. . . . <input type="checkbox"/></p>	<p><b>B. KNOWLEDGE</b></p> <p><b>Rules of the Road:</b></p> <p><i>circle T [true] or F [false]</i></p> <div style="display: flex; justify-content: flex-end; gap: 10px;">    </div> <table style="width: 100%; border: none;"> <thead> <tr> <th style="width: 33%;"></th> <th style="width: 33%; text-align: center;">SCORE</th> <th style="width: 33%; text-align: center;">SCORE</th> </tr> </thead> <tbody> <tr> <td>1. T. F. . . . <input type="checkbox"/></td> <td></td> <td>6. T. F. . . . <input type="checkbox"/></td> </tr> <tr> <td>2. T. F. . . . <input type="checkbox"/></td> <td></td> <td>7. T. F. . . . <input type="checkbox"/></td> </tr> <tr> <td>3. T. F. . . . <input type="checkbox"/></td> <td></td> <td>8. T. F. . . . <input type="checkbox"/></td> </tr> <tr> <td>4. T. F. . . . <input type="checkbox"/></td> <td></td> <td>9. T. F. . . . <input type="checkbox"/></td> </tr> <tr> <td>5. T. F. . . . <input type="checkbox"/></td> <td></td> <td>10. T. F. . . . <input type="checkbox"/></td> </tr> <tr> <td></td> <td></td> <td>11. T. F. . . . <input type="checkbox"/></td> </tr> <tr> <td></td> <td></td> <td>12. T. F. . . . <input type="checkbox"/></td> </tr> <tr> <td></td> <td></td> <td>13. T. F. . . . <input type="checkbox"/></td> </tr> <tr> <td></td> <td></td> <td>14. T. F. . . . <input type="checkbox"/></td> </tr> <tr> <td></td> <td></td> <td>15. T. F. . . . <input type="checkbox"/></td> </tr> </tbody> </table>				SCORE	SCORE	1. T. F. . . . <input type="checkbox"/>		6. T. F. . . . <input type="checkbox"/>	2. T. F. . . . <input type="checkbox"/>		7. T. F. . . . <input type="checkbox"/>	3. T. F. . . . <input type="checkbox"/>		8. T. F. . . . <input type="checkbox"/>	4. T. F. . . . <input type="checkbox"/>		9. T. F. . . . <input type="checkbox"/>	5. T. F. . . . <input type="checkbox"/>		10. T. F. . . . <input type="checkbox"/>			11. T. F. . . . <input type="checkbox"/>			12. T. F. . . . <input type="checkbox"/>			13. T. F. . . . <input type="checkbox"/>			14. T. F. . . . <input type="checkbox"/>			15. T. F. . . . <input type="checkbox"/>
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<p><b>C. PERCEPTION</b></p> <p><b>Hazards Alertness</b></p> <p>1. List the number of driving hazards you have seen</p> <p>NUMBER (     )     SCORE <input type="checkbox"/></p>	<p><b>D. SPECIAL</b></p> <p><i>circle correct letter</i></p> <p style="text-align: right; margin-right: 20px;">SCORE</p> <p>1. a. b. c. d. . . . . <input type="checkbox"/></p> <p>2. a. b. c. d. . . . . <input type="checkbox"/></p>	<p style="text-align: center;"><b>TOTAL SCORE</b></p> <div style="border: 1px solid black; width: 80px; height: 80px; margin: 0 auto;"></div>																																		

This test form was printed for your convenience in marking your answers, totaling your score and comparing it with those of your family and your friends.

"The National Drivers Test" is produced by CBS News in cooperation with the National Safety Council and sponsored by Shell Oil Company.