

TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

VOL. XXVIII

JUNE, 1965

NO. 6





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



TWIN CITIES PRESIDENT of the Railway Business Women's Association, Miss Kathleen Lawler recently attended the Association's National Convention in Portland. Miss Lawler, NP employe in the Minneapolis Commercial Office, waits above in the Minneapolis Station for arrival of the North Coast Limited, which carried 90 national members to the convention. The Twin Cities Chapter, the first of 59 chapters in the 5,000 member association, was organized 44 years ago. The NARBW is the country's largest organization of women employed in a single industry.

Our Cover . . .

. . . W. W. Walters, Rocky Mountain Division Superintendent, at left, proudly displays the President's Safety Award won for compiling NP's top Division Safety Record in 1964. Presentation of the award (a solid brass plaque) was made by President Robert S. Macfarlane, right, at the St. Paul General Office in May. Full story and more pictures of Safety Award presentations appears on pages 3 and 6 of this issue.



MEMO . . . FROM THE PRESIDENT

Our railroad's 1965 campaign for U.S. Payroll Savings Bond savers closed on May 31. While final results have not yet been tabulated, preliminary figures indicate that NP employes responded enthusiastically. This program is both practical and satisfying, and if you have not been contacted, get in touch with your department head.

Reporting on rail safety, the A.A.R. stated that railroads in 1964 achieved the best passenger safety record since 1959. American railroads reported 11 fatalities, the lowest annual total on record, in carrying 314 million passengers a total of 18.3 billion passenger miles. Based on the passenger safety yardstick, rail travel was the safest, pegged at a low, low .06. Domestic airlines were at .15. Statistics for highway travel are not available, but rail travel over the past ten years has been, on the average, 40 per cent safer than travel by bus and 20 times as safe as by automobile.

Northern Pacific passenger train crews can be justifiably proud of the national reputation for friendly, courteous service they have earned for our trains. In our advertising, we make special mention of the "friendly crews" who man our trains. With the busy travel season now at hand, it is my sincere hope that you will continue to put forth the special effort that has won this coveted distinction for NP train personnel.

American railroads make a major contribution to the national economy. Railroad purchases for fuel, material and supplies, for capital equipment and improvements contributed a total of almost \$3 billion to the national economy in 1964.

The iron and steel industry benefited from railroad purchases of \$437, 459, 000 for such operating essentials as rail, locomotive and car parts, and machinery of all kinds. The forest products industry benefited to the extent of \$97, 213, 000 for the purchase of ties, bridges and building lumber, and similar items. Rails contributed directly to the economy of the oil industry with the purchase of \$364, 781, 000 for fuel. Spending for miscellaneous supplies, such as building materials, ballast, office and train supplies, and communication and signal material totaled \$576, 146, 000.

On the tax front, American railroads paid one of the nation's biggest industrial tax bills, turning over to federal, state and local treasuries a total of \$870 million in 1964.

Railroad payroll, one of the largest of any single industry, added another \$5 billion to the national economy in the form of wages.

Robert S. Macfarlane



PRESIDENT'S AWARDS OF MERIT winners proudly display their certificates during recent presentation by NP President Robert S. Macfarlane at St. Paul General Office. Representing the winning departments are: left to right, Signal Engineer A. J. Hendry; W. F. Paar, Superintendent of Dining Car Department; Mr. Macfarlane; General Storekeeper E. L. Jensen and D. C. Hill, Superintendent of Communications.



SHOP SAFETY WINNER - N. M. Lorentzen, left, NP General Manager Lines West, presents President's Safety Award to South Tacoma Shop Superintendent R. H. Spellmeyer, right. Behind plaque is A. J. Cecchi, President, Local Federation of Shopcraft Employees.

NP's Rocky Mountain Division and South Tacoma Shops Take Safety Awards

Capturing top honors in Northern Pacific's Annual Safety Competition, NP's South Tacoma Shops and the Rocky Mountain Division are winners of the 1964 President's Safety Awards.

Presentation of the awards was made in South Tacoma and St. Paul during May, inaugurating Northern Pacific's new plan for honoring company employees with outstanding safety records.

Employees in the winning shop and divisional categories will receive a gift, in place of the banquet formerly held for these groups. This year a fine quality billfold, bearing a citation and the company trademark, will be given.

ROCKY MOUNTAIN DIVISION

This is the first time the Rocky Mountain Division has won the President's Safety Award since 1958, when a three-year winning streak ended for the division.

President Robert S. Macfarlane presented the top Division Award to Rocky Mountain Superintendent W.W. Walters in the Safety Department headquarters in St. Paul.

The winning division was not determined until late in December. At that time, the Fargo Division appeared headed for its fourth straight award, when one more injury cost them the lead. The Idaho Division

kept the two contenders on their toes with a final ratio of 8.44.

The winning injury ratio was 7.08, based on reportable injuries per 1,000,000 man hours of work.

SOUTH TACOMA

For the fourth consecutive year, employees of Northern Pacific's South Tacoma Shop earned the coveted President's Safety Award in their category.

N. M. Lorentzen, General Manager of Lines West, made the presentation to R. H. Spellmeyer, Shop Superintendent on May 24 at South Tacoma.

This marks the eighth time since 1943 that South Tacoma has earned the President's Award. Only one reportable injury marred the shops' record in 1964.

AWARDS OF MERIT

President's Awards of Merit were presented to the following heads of individual St. Paul-based departments: D. C. Hill, Superintendent of Communications; A. J. Hendry, Signal Engineer; E. L. Jensen, General Storekeeper, and W. F. Paar, Superintendent of Dining Car Department.

NP Safety Awards

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Nipper news bits

R. C. LINDQUIST, NP Superintendent of Rules, Safety and Fire Prevention reminds employees that NP's Third Annual Safety Shoe Sale starts June 15.

Again this year, arrangements have been made with Safety First Shoes, Inc., to allow a \$2 discount on any safety shoes purchased during this sale.

SATURDAY, July 17, is the date set for the Idaho Division's 1965 golf tournament. Co-chairmen for the event, which will be held at Liberty Lake, are Gene Brown, at Pasco, and Jim Dunn and Herschel Clark, Spokane.

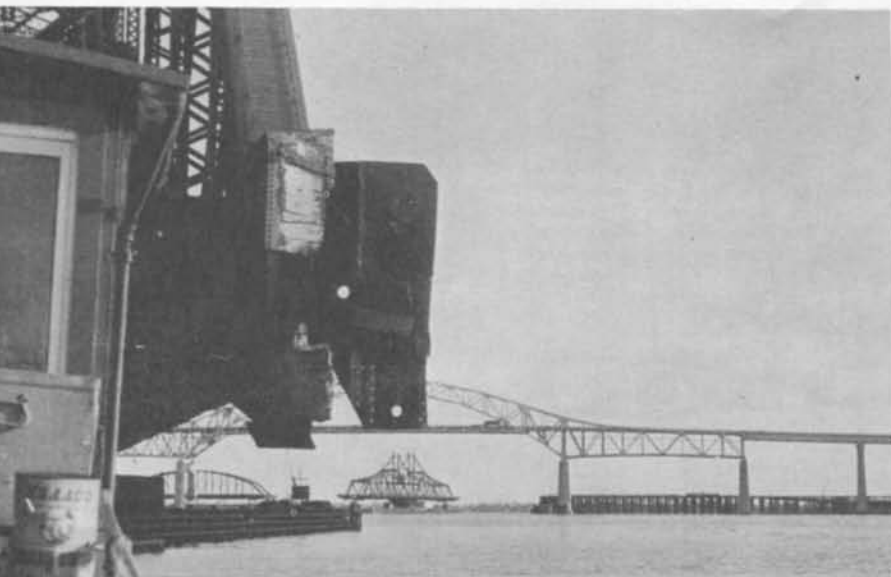
MERCHANDISE from the St. Paul Hospital gift case was displayed by the NPBA Auxiliary June 7-8 at the NP General Office Building in St. Paul.

Items were on display in the Building lobby, and were sold by members of the Hospital Auxiliary. Proceeds from the sales will be used for hospital projects.

Among the projects planned by the Auxiliary are the paneling of a wall in the new chapel, and also carpeting of the family room in the new surgical suite.

After Collision Last Fall

TWIN PORT SPAN REOPENS



DAMAGED END of span bridge is seen here from Wisconsin side, looking eastward to Lake Superior. Gaping hole in end post, which supports bridge when closed, shows impact of collision. Operator of pile driver is at left. New Inter-State bridge, with old one under it, looms in background.



UNDAMAGED END of bridge seen from Duluth trestle, just after the bridge was first closed at end of repair work. Workmen, equipment and material cover bridge deck.

Almost overlooked under the continuous battering of the long series of natural disasters which have befallen Northern Pacific's territory since last fall was the disabling of the company's drawspan bridge between Duluth and Superior. Yet, reopening of the collision-damaged structure on April 6 marked a major accomplishment by NP bridge engineers and American Bridge company steelworkers.

Damaged by a large steamship which struck the partially open span last November 18, the bridge underwent major repairs during a winter that proved to be one of the worst on record.

The bridge, a major rail link between the Twin Ports at the head of the lakes, spans the St. Louis river. And, because the river also serves as a ship channel, the bridge is constructed so that it may be opened and closed to permit passage of ships into and out of Duluth harbor. The mishap occurred just before the close of the Great Lakes' shipping season. However, repairs had to be completed by April, when the season normally is reopened. So, there was no alternative but to carry on the work through the winter. In the meantime, rail traffic between Duluth and Superior was detoured over the NP Grassy Point bridge, located upstream from the drawspan.

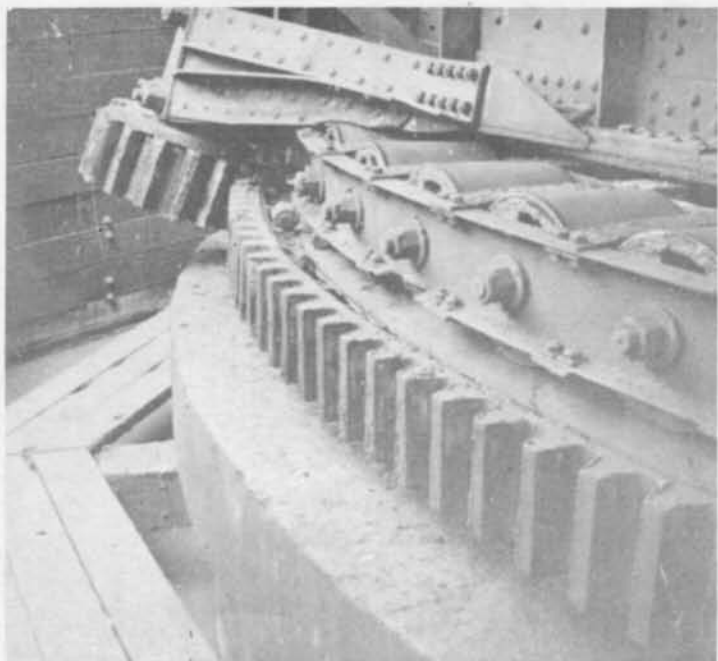
Damage to the 479-foot double-track span, which was

built in 1908, proved to be of major proportions. The impact of the collision smashed the drawspan three and one-half feet off center, where it rested precariously in a 45-degree open position. Cost of repairs was estimated at between \$350,000 and \$450,000.

Immediately upon learning of the accident, Northern Pacific bridge engineers rushed to the scene to survey the damage and formulate plans for restoring the structure. The precarious angle at which the span was tilted called for prompt action to prevent the bridge's teetering off the crippled center pier and falling into the river.

To forestall this possibility, a dredge company was brought in to drive pilings under each corner of the dislodged span to support and stabilize it. Then, the American Bridge company was enlisted for work on the span itself, and repair of the machinery was assigned to NP's Brainerd shops.

Key to the operation of a drawspan bridge is a round, steel girder called the "drum girder." This drum rides on 66 tapered, steel roller bearings, each about 18 inches long and, roughly, 18 inches in diameter. Also, each weighs about 875 pounds. The 66 rollers run on a circular cast steel trackway anchored to the top of a huge pier at the bridge's center. The force of the blow dealt by the steamship broke the center casting, or hub, around which the span rotates, and severely bent the



DRUM GIRDER, upper right, located on center pier, was pushed off roller nest, containing 66 rollers. Exposed ones are seen above. Bent main pinion gear is at upper left.

spokes which radiate from the center casting out to the drum girder. In addition, two of the main drive pinion gear shafts were snapped. Too, the impact dislocated the machinery in one corner of the span and tore loose heavy steel plates that are more than two inches thick, and the main truss members were bent and twisted out of line.

Paradoxically, the arrival of winter provided a

PILE DRIVER puts in bridge support pilings under damaged end of span. Derrick, housing pile driving shaft on dredge company barge, towers above corner of span.



singular advantage. To provide ready access to the work area, engineers took a page from Northern Pacific history and laid a pontoon bridge across the frozen surface of the channel. (In the 1870's, Gen. Thomas L. Rosser, NP engineer, originated the idea by laying track on the Missouri river ice to extend construction beyond Bismarck.) To haul heavy tools and replacement materials, a conventional cableway was strung from the Duluth approach trestle to the center pier. A one-and-one-quarter-inch cable was anchored to the trestle, passed over a 30-foot steel tower, stretched to the swing span and, then, anchored to the Superior trestle at the other end. The trolley employed on this line successfully hauled loads of up to six tons to the site.

When work was completed on the span, the critical maneuver of jacking up the 2500-ton span -- so it could



PIER 7, seen on Superior side of channel, was heavily damaged by blow of steamship when it veered off the bridge. Workmen, at top, inspect bridge after first closing was completed.

be moved back to its center position -- remained to be accomplished. The whole massive structure was dead-lifted eight inches by means of four 800-ton hydraulic jacks placed at the corners of a 13-by-17-foot rectangle on the center pier. A single air-operated pump maintained hydraulic pressure on the lines out to the jacks. Although water is ordinarily used in such lines, the frigid weather made it necessary to use an antifreeze-type jacking

NP Bridge Reopens

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Promotions



E. H. Stanchfield has been appointed General Car Service Agent for the Northern Pacific with headquarters at St. Paul. He succeeds A. H. Marty, Assistant to General Superintendent of Transportation, who retired June 1 after nearly 50 years of continuous NP service.

Promoted to Stanchfield's former post is T. G. Overlie, as Traveling Car Service Agent in St. Paul.

K. H. Mullin, former Appraiser in Seattle office, was named Assistant Manager, Industrial Development at the St. Paul headquarters, effective May 1.

G. F. Hill has recently been named General Communications Supervisor at Seattle, succeeding F. A. Mackenroth, Assistant Superintendent of Communications, who retired June 1 after nearly 47 continuous years of service.

L. W. Portz succeeds Hill as Communications Supervisor at Spokane.

NP Safety Awards

Continued from Page 3

Following the presentation of the awards in St. Paul, President Macfarlane thanked the winners for their efforts and reminded them that the most important objective of the company's safety program was not the awards themselves.

"Our primary goal," he pointed out, "is the prevention of injury and human suffering among Northern Pacific employees and their families. We all are winners when employees remain healthy and on the job, producing for the Northern Pacific and providing for their families."



PRESIDENT'S AWARDS OF HONOR - Presented certificates of honor for an injury free department record are, left to right: C. V. Schutt, Superintendent General Office Building; H. E. Bowie, Mechanical Engineer, and C. B. Jacobson, Chief Special Agent. Other group winners are the Lake Superior Division Shopmen and Carmen; Fargo Division Enginemen, Shopmen and Carmen, and Rocky Mountain Division Enginemen and Stationmen.



NP STEWARDESS-Nurse, dressed in smartly-tailored, dark-green uniform, assists passengers in various ways while enroute aboard the Vista-Dome North Coast Limited.

Stewardess-Nurses Complete Decade of Friendly NP Service

Northern Pacific observes the 10th anniversary of its Stewardess-Nurse service this month. The first "Sues" joined the crews of North Coast Limited trains early in June, 1955.

Commenting on this extra service, NP Passenger Traffic Manager F. G. Scott said, "Admittedly an experiment in 1955, the addition of Stewardess-Nurses to our train crews has won a host of new friends for our railroad and proved to be an outstanding feature of our North Coast Limited trains."

Today, this tradition of friendly, courteous service is being carried on by 10 regularly assigned "Sues," one aboard each of the Vista-Dome North Coast Limited trains operating between Seattle and Chicago.

An NP Stewardess-Nurse is a public relations expert on rails. Besides welcoming passengers aboard NP's "friendly train," the stewardess-nurse helps and assists passengers in various ways. While enroute, a stewardess keeps passengers informed of the train's services and scenic and historic sites via the public address system.

Smartly tailored, dark-green uniforms, matching NP train colors, are worn by NP Stewardess-Nurses along with jaunty hats bearing the famed NP Monad and "Northern Pacific" in gold letters.

Present qualifications necessary to become an NP Stewardess-Nurse include: Education - registered nurse with at least six months' experience. Age - 21 to 28. Height - 5 feet, 3 inches to 5 feet, 8 inches. Weight - 115 to 135 pounds (in proportion to height). Marital status - single (not widowed, separated or divorced). Eyesight - good vision, contact lenses permitted.

Supervisor of Northern Pacific's Stewardess-Nurse Service is Miss Joan Reitz. Miss Reitz directs its operation from her Smith Tower headquarters in Seattle, which is the "home base" for the stewardesses. A former NP Stewardess-Nurse, she has been supervisor since 1963.



NPBA AUXILIARY Officers installed at recent first anniversary luncheon in St. Paul are: seated, President Marjorie Walker; Treasurer Betty Kinney; standing, left to right, Vice-President Betty Campbell; Director Mrs. Paul A. Walsh; Corresponding Secretary Mrs. Wilbur Dunn and Recording Secretary Mrs. Laura Gilstad. In back row are honored guests, P. C. Newberg, left, St. Paul Hospital Administrator, and T. O. Peterson, NPBA President.

Safety Score Board

January 1 thru April 30, 1965

RANK	REPORTABLE INJURIES		CAS. RATIO	
	1965	1964	1965	1964
STANDING BY DISTRICTS				
1. Western District	50	30	14.00	7.98
2. Eastern District	58	43	16.82	11.90
STANDING BY DIVISIONS				
1. Idaho	9	9	7.94	7.67
2. Rocky Mountain	9	3	10.29	3.24
3. Yellowstone	12	11	11.22	9.49
4. Fargo	9	5	14.74	7.92
5. Lake Superior	11	9	18.53	15.42
6. Tacoma	32	18	20.47	10.85
7. St. Paul	26	18	22.13	14.54
STANDING BY MAIN SHOP				
1. Brainerd	0	1	0.00	4.65
2. Como	1	3	6.11	16.60
3. Livingston	1	0	6.54	0.00
4. So. Tacoma	2	1	12.09	5.50
STANDING BY CLASS OF EMPLOYEE				
1. Stationmen	3	6	1.66	3.24
2. Bridgemen	1	7	3.22	20.13
3. Enginemen	7	3	8.47	3.01
4. Trackmen	11	10	8.63	7.71
5. Carmen	7	3	8.84	3.75
6. Shopmen	5	5	8.94	8.60
7. Trainmen	28	12	34.64	15.19
8. Yardmen	46	27	71.37	38.25
MISCELLANEOUS DEPARTMENTS				
Tie Signal	0	1	0.00	6.48
Tie Mechanical Engr.	0	0	0.00	0.00
3. General Office & Misc.	3	0	2.61	0.00
4. Dining Car	1	2	5.42	10.66
5. Communications	1	1	7.36	6.30
6. Store	3	3	11.15	10.11
7. Chief Special Agent	1	0	14.02	0.00
8. Electrical Engr.	1	0	34.57	0.00
9. Engineering	5	2	34.82	13.76
TOTAL FOR SYSTEM	129	88	12.79	8.33
Train and Yard Accidents	84	59		
Motor Car Accidents	9	9		



Retirements



Edmund C. Bauman	Check Clerk	Minneapolis	28
Lloyd J. Britt	Assistant Valuation Engineer	St. Paul	48
Frank A. Eyer	General Yardmaster	Glendive	47
James G. Gibson	Chief Rate Clerk	Seattle	36
Axel E. Hanson	1st Class Carpenter	Brainerd	26
Walter H. Johnson	Shop Laborer	So. Tacoma	35
Carl C. Larson	Writer-up-man	St. Paul	47
Heber S. Leonard	Night General Yardmaster	Pasco	31
Charles C. Long	Agent-Telegrapher	Castle Rock	45
William E. Murphy	Locomotive Engineer	Duluth	41
Rolland A. Phillips	Brakeman	Dilworth	21
Joseph A. Richards	Delivery Clerk	Spokane	44
John T. Roscoe	Section Laborer	Dickey	21
George D. Senter	Chief Yard Clerk	Livingston	45
Basil J. Sherman	Section Laborer	St. Cloud	27
James W. Waller	Switchtender	Duluth	36



LIVINGSTON MAN RETIRES

Harry Williams, NP Locomotive Engineer at Livingston, retired recently after 52 years of service. Williams started with the Railway in 1912 at the roundhouse in Butte. He became a Fireman in 1913 and was promoted to Engineer at Livingston in 1917. On the same run for the past seven years, he was first on the old Montana district seniority list.



EX-NP BOWLING League President, Bob Trapp of the Yards team, congratulates smiling Adam Hohn, newly-elected president and Shop team member, following recent election of officers in St. Paul. Flanking them are Jerry Bohne, left, new vice-president, and John Krey, secretary-elect, respective members of the Accounting and Disbursements bowling teams.



PONTOON BRIDGE, looking from the Duluth trestle, carried workers over frozen channel to work site on bridge. Temporary piling supporting damaged end is seen at upper right.

NP Bridge Reopens

Continued from Page 5

fluid.

After the span was raised, it had to be rolled horizontally three and one-half feet. This was done with the span traveling on 63-inch-diameter steel rollers. Two 100-ton jacks were employed to work the section into place on the center pier, then it was lowered onto the 66 permanent roller bearings, which had been renovated at Brainerd. For this single, precise and hazardous operation, Northern Pacific had insured the bridge with Lloyds of London for \$1,000,000.

The drawspan was turned and relocated on its proper axis in mid-March, the first time it had been closed since last November. So precisely had the work been done that there was perfect alignment at this first closing.

With the setting of the main drive pinion shafts, which turn the bridge span, it could now rotate under its own power. Final adjustments to the machinery were made, and the bridge was opened for the season on April 6.

Twenty men, including supervisory personnel, handled the project. Among them were iron workers and operating engineers from the Duluth-Superior area, who deserve much of the credit for success in what was a race against time and a battle against weather and untold difficulties. This is especially true for American Bridge, which had committed itself to complete its contract by the end of March, even before anyone knew exactly what would be in store. Blizzards and subzero weather cost the bridge-men about three weeks' working time, but the job still

was finished on schedule.

Thus, in plenty of time for the opening of the Great Lakes' shipping season, Northern Pacific's Minnesota-Wisconsin drawspan has been fully repaired and partially rebuilt, ending the longest period ever that the swing bridge was out of operation.

AMERICAN BRIDGE CREW members climb off the Duluth end of the bridge after inspecting the first closing of the span in March, ending the repair phase of the job.

