

TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

VOL. XXVIX

JANUARY, 1966

NO. 1



MODERN NP MOTIVE POWER SPEEDS FREIGHT SERVICE

New 2500 hp Diesel units at Blaine tunnel, west of Minn. station

JANUARY							FEBRUARY							MARCH						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
						1			1	2	3	4	5			1	2	3	4	5
2	3	4	5	6	7	8	6	7	8	9	10	11	12	6	7	8	9	10	11	12
9	10	11	12	13	14	15	13	14	15	16	17	18	19	13	14	15	16	17	18	19
16	17	18	19	20	21	22	20	21	22	23	24	25	26	20	21	22	23	24	25	26
23 30	24 31	25	26	27	28	29	27	28						27	28	29	30	31		
APRIL							MAY							JUNE						
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JULY							AUGUST							SEPTEMBER						
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24 31	25	26	27	28	29	30	28	29	30	31				25	26	27	28	29	30	
OCTOBER							NOVEMBER							DECEMBER						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
						1			1	2	3	4	5			1	2	3		
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23 30	24 31	25	26	27	28	29	27	28	29	30				25	26	27	28	29	30	31

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CHICAGO • ST. PAUL • MINNEAPOLIS • SPOKANE • PORTLAND • TACOMA • SEATTLE



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NP PRINCESS Ellen Peham, an employee in Northern Pacific's disbursement accounting department, will represent the Railway during St. Paul 1966 Winter Carnival, scheduled from Jan. 28 to Feb. 6. Miss Peham, who succeeds Audrey Strohmayr, last year's princess, was crowned recently by Queen of the Snows Carla Augst at a company held ceremony in St. Paul.

Our Cover . . .

. . . Northern Pacific's 1966 wall calendar illustrates modern NP motive power. The diesels emerging from the Plateau Tunnel, west of Missoula, are new 2500-hp units placed in service this year. The train was headed west from Missoula to Paradise over the low line between Plateau and Cyr, Mont.

R. V. Nixon, Missoula mgr-wire chief-communications, using a 4x5 Speed Graphic and Ektachrome color film, shot the picture at a 400th of a second at F5.6.



MEMO . . . FROM THE PRESIDENT

A new year is both a beginning and an ending. We find ourselves looking backward and forward at one and the same time. Even as we reflect on the progress of the past, we are making plans for the future.

Looking back, I am happy to say that 1965 was a good year for our railroad. While final figures are not available, Northern Pacific will show a substantial gain in revenues and earnings over 1964.

Results in 1965 could not have been achieved without teamwork and I would like to express my sincere thanks and appreciation to all of you for your good efforts in 1965.

Looking ahead, the improved revenue figures for 1965 represent an important challenge to every NP employee . . . a mark to shoot at and beat in 1966 . . . for the basic reason that every gain we make improves our position in the total transportation market and continued improvement is vital to our future growth and to security for every NP employee.

A number of factors favor continuation of the gain pattern in 1966. The national economy is strong and vigorous, the gross national product is increasing every year, and the transportation market - our market - continues to expand creating an ever greater potential for business.

To capitalize more fully on these factors, Northern Pacific has budgeted nearly \$42 million, the largest budget in the history of our company, for new equipment and improvements in 1966.

We are purchasing new and specialized equipment to help us serve the needs of our shipper customers more efficiently. Improved facilities will enable us to provide better, faster service.

In this rapidly expanding transportation market, we cannot be content merely to meet competition from other modes of transportation . . . we must provide better, more dependable, more efficient service, tailored to the specific needs of the shipper.

No one can deny the vital importance of new equipment and improved facilities in providing service . . . but in the final analysis, the real key to our progress in 1966 and in years to come, is you, individually and collectively.

Best wishes for the New Year.



NEW SEATTLE OFFICE - Customers at Northern Pacific's newly relocated Seattle Ticket Office enter into this modern, attractively decorated office. Pictured are ticket agent R. W. Geiermann assisting a patron at the ticket counter, ticket salesman Frank Waldo, center, and cashier-ticket salesman Bob Bruno.

NP Relocates Seattle Ticket Office to Centralize Passenger Services

In a move to streamline operations for more efficient customer service, Northern Pacific recently moved its Seattle traffic and city ticket offices to a new downtown location in the Central Building, 800-3rd Ave.

The move centralizes reservations, ticket counter sales, and traffic solicitation operations in an atmosphere of new and modern furnishings all designed for providing a deluxe, one-stop customer service center.

"In addition, the consolidation of various service departments will accelerate the handling of telephone inquiries, ticket deliveries and mail-out of tickets," F. G. Scott, Northern Pacific passenger traffic manager, said.

The new ticket office is handsomely decorated in a contemporary surrounding blending gold carpeting and dark oak paneling against a green marble wall. Modern lighting and furnishings add to the pleasant atmosphere of the modern designed office.

Numerous travel pictures in transparent color, designed to motivate and emphasize "Discover America"

by rail travel, provide an additional attraction for the passenger service center.

Retirement Roll Lists 6,600 NP Employees

About 6,600 retired employees of the Northern Pacific Railway were receiving annuities from the Railroad Retirement Board at the end of 1964, the Board recently reported. Their annuities averaged \$137. Some 2,800 of these employees had spouses who were also receiving \$55 monthly, on the average.

During 1964, 460 former NP employees were added to the Board's retirement roll. Their annuities averaged \$149.

The Railroad Retirement Board pointed out that last year 37,900 employees of the nation's railroads retired on annuities averaging \$150 a month. Of this number, 74 per cent retired because of age and 26 per cent because of disability. At the end of the year, the Board was paying an average of \$138 a month to 425,000 retired employees; 175,000 had wives who received annuities averaging \$55 a month.

Nipper news bits

Christmas stockings, filled with gifts, nuts, fruit and candy, were presented to St. Paul NPBA Hospital patients on Christmas Day from the Northern Pacific Veterans Association's Lake Superior division.

For the past several years, the division's social branch has sponsored an Annual Cheer-Up Fund drive to purchase Christmas presents for the hospitalized patients. Money for this fund was turned in at the organization's recent Christmas party in Duluth.

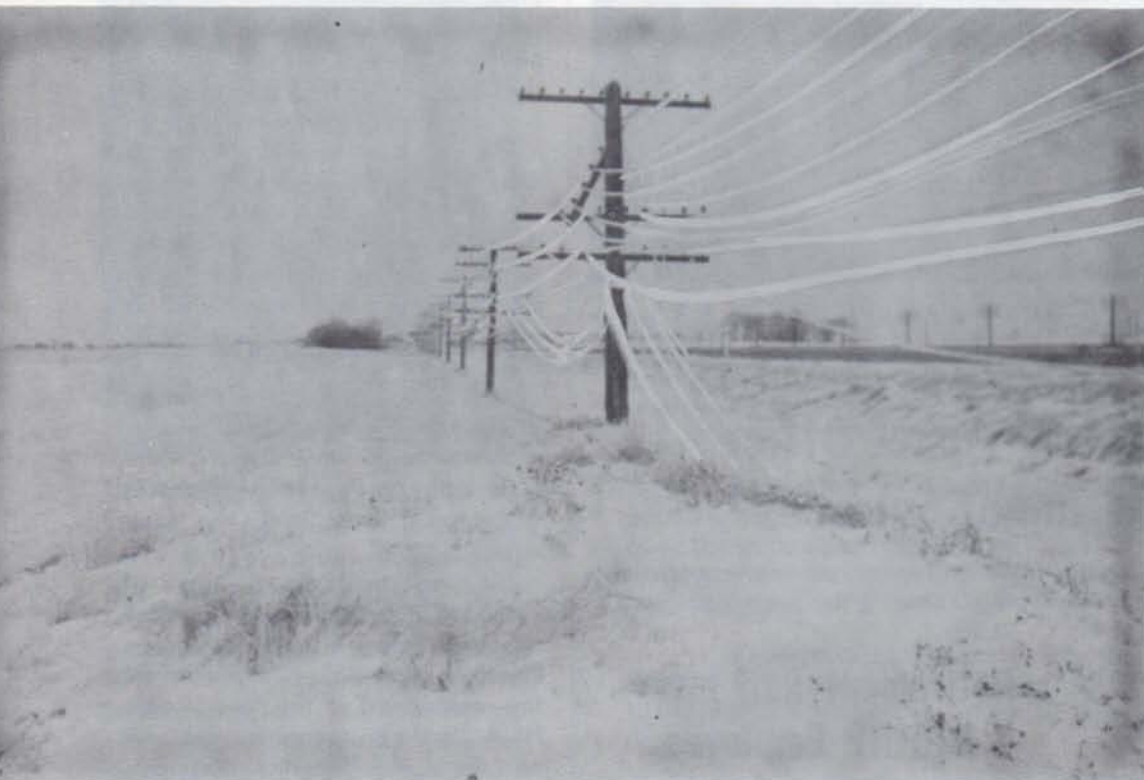
A draft for \$264.04, donated by division employees, social branch members and NP Veterans, was given to the St. Paul NPBA this past Christmas. Last year, the drive netted \$220.36.

"If one could see the look of satisfaction on the patient's faces as Santa delivers the stockings on Christmas morning, it would reveal the worthiness of the fund," said H. A. McMartin, secretary-treasurer of the Lake Superior division's social branch.

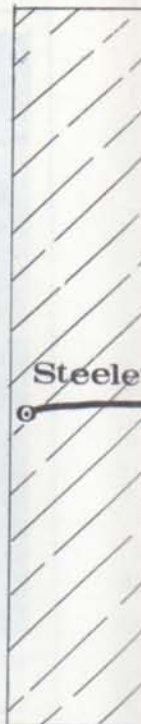
In the December TELLTALE, it was incorrectly stated that Hugh P. Hanratty retired from Missoula. Mr. Hanratty did retire, but from Pasco, Wash., after 47 years service.



NP Restores Communications Service Cut by Recent Dakota Sleet Storm



BROKEN WIRES and sagging lines show the effect of heavy ice covering Northern Pacific communication lines. A broken cross arm is visible on pole in the foreground.



Northern Pacific's communications department faces a daily challenge maintaining the Railway's dispatching and long distance wires along NP's main line extending nearly 1,900 miles from St. Paul to Seattle, Wash.

This is especially true during the winter when storm conditions can, almost without warning, create difficult emergency situations for the communications department's employees and staff. Such was the case recently as 160 miles of Northern Pacific's communication lines were knocked out of service in North Dakota.

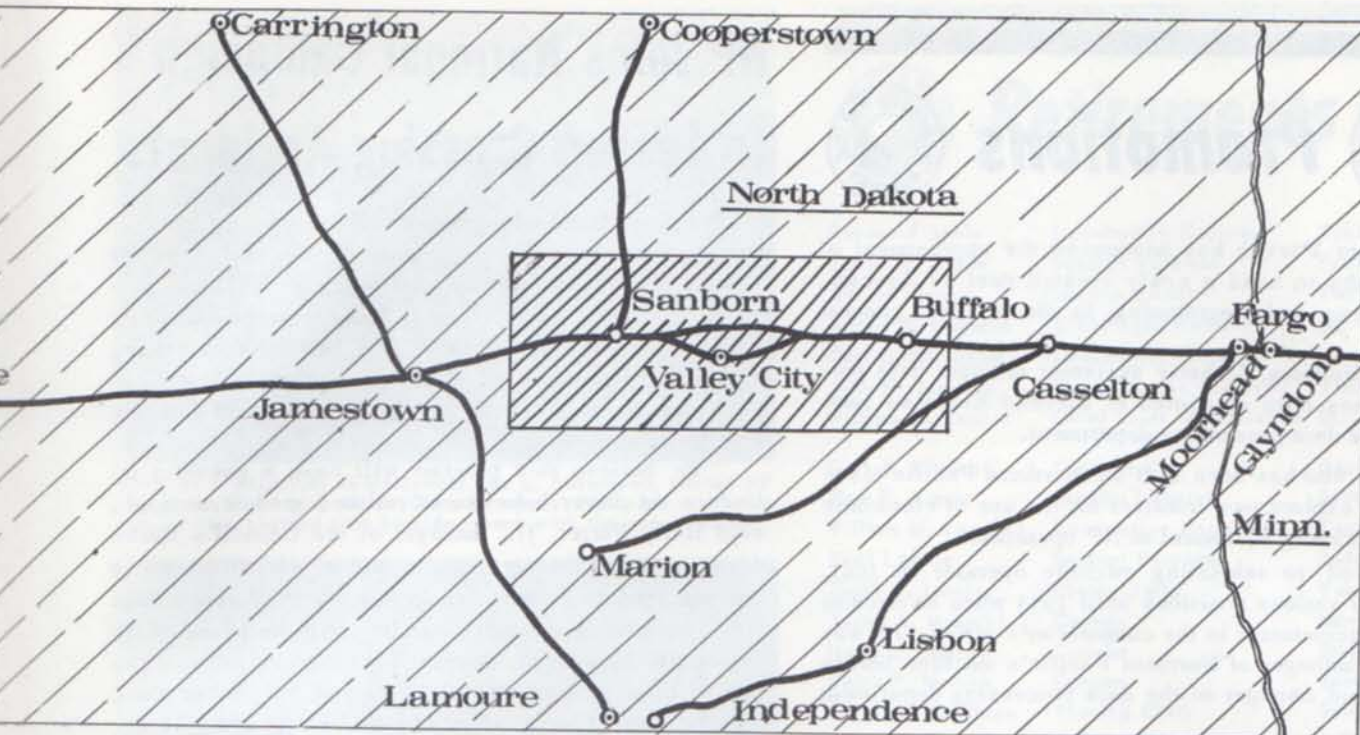
Blasting down from the Canadian wilderness, a massive sleet storm swept over the Dakotas on December 10, and hit NP's main and branch lines between Glyndon, Minn. and Steele, North Dakota, about four in the afternoon. Damage to NP communication lines was heaviest in a 60-mile area east and west of Valley City. Three days later when the wind-driven storm subsided, a coating of ice, varying from one-quarter to two and one-quarter inches thick, had been deposited on NP lines, completely disrupting service between Fargo and Steele, No. Dak. Besides cutting off all main line communica-

tions service, the storm also disrupted service on local branch lines.

As a result of the heavy ice accumulation, NP was faced with the task of repairing 3,000 to 4,000 wire breaks and replacing over 175 broken cross arms on its communication system. In order to restore service as quickly as possible, the communications department called all available linemen on its system to the storm-hit area. Forty linemen moved into the area, and restoration work began immediately upon their arrival.

Repair progress was slow due to the heavy ice covering the wires and ice-sheathed poles which were almost impossible to climb. Long poles were used to knock off some of the ice and relieve the weight on the lines, leaving the rest to be disposed of by mother nature.

Helicopters, which have been used in the past to clear ice-coated wires, could not be used under present conditions because the ice was too heavy for 'copters to shake loose, and the risk of wire breakage caused by the helicopter's downdraft was too great. Further complicating the problem, a brisk, northwesterly wind caused



STORM AREA is indicated on above map. Beginning east of Glyndon, the storm extended 160 miles west to Steele, North Dakota, along Northern Pacific's main line. Hardest hit was the heavily shaded area around Sanborn, Valley City and Buffalo. The north to south extremities of the storm's damage reached from Cooperstown to Independence, located on NP branch lines.

numerous wire breaks to reoccur after various sections had been restored.

First on the agenda of repairs was restoration of the train dispatching service, vital to the safe operation of trains. Two lines were placed in service to handle this operation. Others were opened later. A week after the storm hit, however, full communication service was restored along the entire main line.

"There just aren't words to express my appreciation for the long hours of work by communications department employees who worked under the most adverse weather conditions during this emergency," said D. C. Hill, Northern Pacific's superintendent of communications in St. Paul.

During the repair work, Fargo to Jamestown dis-

patchers kept in touch with trains via dispatcher to train radio facilities, and wayside to train base stations located at Fargo, Buffalo, Valley City, Sanborn and Jamestown. Information was sent to trains in these areas by relay to the engineers and conductors of trains involved. Message traffic was sent directly via other lines to Seattle and Spokane and relayed back by these offices to points west of Jamestown.

While the communication facilities are now restored, it will take several weeks to completely finish the line repairs and do the required clean-up work. The local branch lines will be restored after the main line work is

NP Communications

Continued on Page 7



COMMUNICATIONS LINES, broken by the weight of ice encasing them, droop to the ground like giant strings of spaghetti. Twisted and broken wires were a common sight in the storm swept area.



Promotions



Northern Pacific has announced the appointment of G. C. Krahn to head a newly created post as director, data systems and programming, in the St. Paul general office.

R. J. Helfman, formerly assistant manager data processing, has been appointed to succeed Krahn as manager of the data processing department.

Krahn, who has been with the Northern Pacific since 1934, will explore new frontiers for the use of electronic data processing equipment in NP operations.

Promoted to tabulating machine operator in 1941, Krahn held various positions until 1953 when he became a special accountant in the comptroller's office. He was appointed manager of Northern Pacific's machine bureau in 1954, and manager of the data processing department in 1964.

Safety Score Board

January 1 thru November 30, 1965

RANK	REPORTABLE INJURIES		CAS. RATIO	
	1965	1964	1965	1964
STANDING BY DISTRICT				
1. Eastern District	134	133	13.52	12.77
2. Western District	148	96	14.55	9.02
STANDING BY DIVISION				
1. Rocky Mountain	20	19	7.78	6.91
2. Yellowstone	33	32	10.71	9.77
3. Fargo	20	13	10.89	6.89
4. Idaho	34	21	10.94	6.41
5. Lake Superior	23	28	13.38	16.03
6. St. Paul	58	60	17.70	17.11
7. Tacoma	94	56	20.91	12.12
STANDING BY MAIN SHOP				
1. Como	1	8	2.25	16.88
2. Livingston	1	1	2.41	2.34
3. South Tacoma	2	1	4.34	2.11
4. Brainerd	3	1	5.23	1.69
STANDING BY CLASS OF EMPLOYEE				
1. Stationmen	16	17	3.14	3.31
2. Enginemen	9	13	4.19	5.18
3. Shopmen	9	7	5.94	4.46
4. Carmen	18	13	8.24	5.92
5. Bridgemen	8	14	8.86	14.25
6. Trackmen	45	29	10.70	6.52
7. Trainmen	75	52	33.53	23.13
8. Yardmen	102	84	56.52	42.74
MISCELLANEOUS DEPARTMENT				
1. Mechanical Engr.	0	0	0.00	0.00
2. General Office & Misl.	3	0	0.95	0.00
3. Signal	2	2	4.45	4.65
4. Dining Car	4	4	7.09	7.17
5. Chief Special Agent	2	0	10.08	0.00
6. Communications	4	2	10.26	4.65
7. Store	9	6	11.68	7.42
8. Electrical Engr.	1	1	13.04	12.36
9. Engineering	8	3	21.03	7.94
TOTAL FOR SYSTEM	322	266	11.48	9.00

NP Joins National Campaign to Lessen Crossing Accidents

Northern Pacific engineers and firemen are now reporting crossing experiences involving violations by vehicles required by law to stop at grade crossings.

In response to a National Safety Council request, NP has joined 15 railroads in a rapidly accelerating campaign supported by the Association of American Railroads to cut down the incidence of railroad crossing accidents.

"We believe this program will have a powerful influence on driver behavior at railroad grade crossing", said Harry Porter, Jr., manager of the Council's traffic department. "This program is one of education and is not intended to be punitive in any way," Porter added. "We believe a friendly warning will help recognize responsibilities at crossings. Just knowing train crews check them at crossings will undoubtedly make some drivers more diligent about required safety stops."

Porter said more than 200 "near miss" and violation reports were received from 27 states in the first 10 months of 1965. More than 60 reports involved school buses, and over 70 also involved trucks carrying flammable cargoes.

In most states, railroad stop laws apply to vehicles carrying passengers for hire, school buses, and vehicles carrying explosives or flammable liquids. The train crews also report violations of other types of vehicles when they can be identified, such as trucks, heavy road equipment, and passenger cars whose drivers violate the law by driving around crossing gates or directly in front of trains.

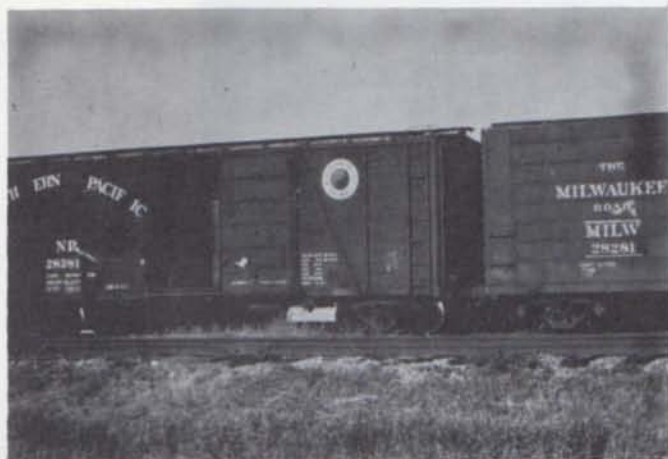
The "near miss" reports made by train crews go to the railroad division superintendent who forwards the details in a friendly letter to the company or school district whose driver or vehicles were involved, with copies to the state director of pupil transportation and enforcement officials. A copy of the letter also goes to the Safety Council as a matter of record.

Expansion of the "near miss" reporting program was recommended by the committee on Motor Vehicle Safety at Railroad Grade Crossings of the Council's Traffic conference, made up of 50 representatives from petroleum, trucking and railroad industries and public and school officials.

NP Bell Ringers Help Christmas Fund

Northern Pacific's Salvation Army bell ringers rang up a total of \$435.28 (plus 18 S&H green stamps) last December 20, R. E. McCourtney, NP committee chairman, announced recently.

Members of the St. Paul traffic department's commercial office contribute one day each Christmas season for this fund raising activity. 1965 receipts were up \$33.52 over the previous year's total.



ONE IN A MILLION coincidence. A. E. Soderholm, retired NP agent at Sheyenne, North Dakota, sends this picture of two freight cars spotted side by side - each with the same number.



47 YEAR SERVICE ENDS - Miss Hazel Cornell, B&B clerk in Minneapolis, is presented a retirement gift at recent party attended by over 100 guests in Minneapolis. Making the presentation is C. M. Rhea, B&B supervisor, in behalf of company employees.



WESTERN VET RETIRES - Holding gifts presented him at his recent retirement dinner is J. W. Schmidt, left, NP roadmaster-trainmaster at Arlington, Wash. W. E. Buckley, Tacoma division ass't. superintendent, and general manager N. M. Lorentzen, right, look on. Schmidt served the NP for 47 years.

January 1966



Retirements



Raymond Ashly	Locomotive Engineer	Yakima	47
James W. Bryce	Section Foreman	Funkley	29
Xavier Eberts	Section Laborer	Yakima	24
Alfred W. Engrave	Electrician Helper	So. Tacoma	23
Carl E. Hillstrom	Locomotive Engineer	Minneapolis	50
John N. Johnson	Water Service Mechanic	Tacoma	40
William D. Kennis	Chief Clerk to Assistant Mechanical Officer	St. Paul	42
Oral A. Kirtland	Conductor	Bemidji	45
Tom P. Lapas	Section Laborer	Seattle	36
William M. Leavens	Locomotive Engineer	Tacoma	48
Emil Lennie	Section Foreman	Judson	49
Cecil E. Lewis	Claim Clerk	Yakima	48
Jacob A. Makelki	Carman	Mandan	44
Harry L. Morrow	Carman	Staples	21
Felix P. Novick	Carman	Brainerd	49
Cathleen C. Rivas	Tracing Clerk	Seattle	45
Walter W. Roe	Carman	Auburn	21
Raymond L. Rutledge	Brakeman	Tacoma	23
Clarence F. Schrupp	Section Laborer	Darling	20
Thomas R. Shelly	Locomotive Fireman	Tacoma	20
Maurice P. Spillane	Machinist Helper	Minneapolis	23
Chester B. Stedman	Agent-Telegrapher	Edmunds	46
Gustaf A. Swanson	Linen Clerk-Dining Car Department	Seattle	53
Clinton R. Wyatt	Store Helper	Brainerd	44
Arthur H. Zwicker	Switchman	Pasco	20

NP Communications

Continued from Page 5

completed.

Communication failure due to storms and inclement weather in general will someday be a problem of the past, according to superintendent Hill. Microwave, similar to that already in service between Seattle and Portland, will eventually replace most open wire communications. Microwave facilities, which are similar to radio, can penetrate almost any kind of inclement weather conditions.

Being a wireless system, microwave will very substantially reduce the outage time of communications networks. Future damage caused by weather conditions will be slighter and quicker to repair, as microwave gradually eliminates much of the present open wire plant.

A big step in Northern Pacific's microwave plans will be initiated soon with the installation of microwave between St. Paul and Fargo, North Dakota, to begin during the Spring of 1966. When it is completed, one more segment of Northern Pacific main line communications will be protected from extended disruptions such as just occurred in North Dakota.



NORTHERN PACIFIC'S remodeled St. Paul freight office, located on Fourth Street, during the final stage of construction work. New windows and doors replace former steel openings on this street side. The building provides 24,000 sq. ft. of space, and houses 26 new rooms and offices divided among five company departments. At the left, a Lafayette bridge pier towers over the building's west end.

St. Paul Freight House Moved to New Site

Northern Pacific's old Prince Street freight office, long a landmark in St. Paul, will soon be razed to make way for construction of a modern manufacturing and warehouse facility to be built by the Toni Company of St. Paul, nationally-known manufacturer of home permanents.

Northern Pacific offices formerly housed in the Prince Street freight house are being moved to another NP owned building, part of which was formerly leased to the old Minneapolis and St. Louis Railway Co. The building, located one block north of the present Prince Street freight house, is being completely remodeled and refurbished. Remodeling and renovating of the structure at a cost of \$142,700 is almost completed.

Relocated in the remodeled Fourth Street building will be the local freight agent's office and communications shop which includes a foreman's office, a telephone laboratory and storage space.

The new location will also house office and room space for several other company departments. Already in use are the local special agent's office and storage

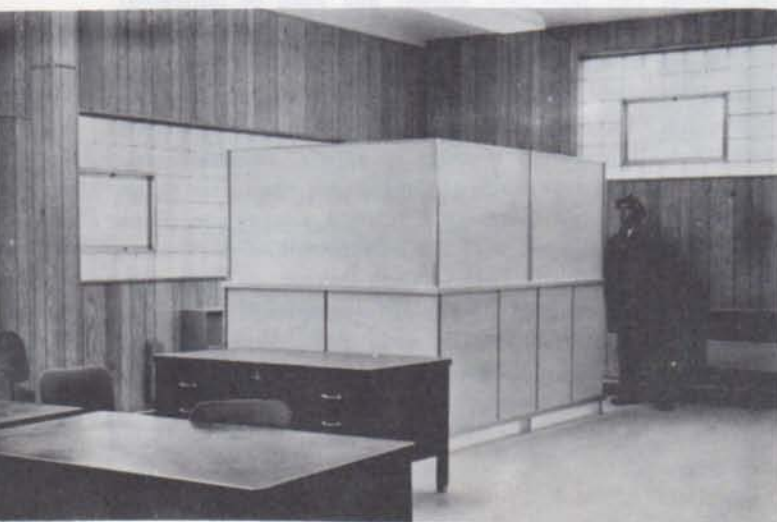
rooms for the electrical department, both of which moved into the new location the first of the year.

When completed, the freight house will also provide storage room for unclaimed mail, baggage and express, a record storage space for the general office building, and shops for the signal department.

Although the original building was 900 feet long, a section of 222 feet was cut off in 1964 to make room for piers for the construction of the new Lafayette St. bridge. Remodeling began in September, 1965, in order to have the work finished so that the old Prince Street freight house could be vacated by March 1 so as to fulfill the terms of the agreement entered into the Toni Company for the lease of 8.6 acres of land.

Starting March 1, the Toni Company will begin the first part of an \$10 million complex to be accomplished in three phases. First will be a \$3,600,000 warehouse covering the length of three football fields. The second phase in the company's construction plans calls for construction of a production and research laboratory, and the third phase will provide for raw materials storage.

NEW OFFICE INTERIOR is inspected before being opened for use. Wood paneling, glass block windows, modern lighting, tile floors and gas wall heaters are new features of this spacious, modern freight office.



WEST END of remodeled freight office offers a perspective view of newly constructed walls, displaying NP's freight office sign and part of the rebuilt northside wall running alongside the railroad tracks.

