

TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

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- - P. V. Nixon Photo

STOP BUT GO! - This Northern Pacific automatic block signal indicates "clear" although it is between the rails. The unusual situation was the result of a siding extension at Frenchtown, Mont., prior to installation of CTC operation. The signal was removed after the siding was built around it.

Our Cover . . .

. . . shooting a plume of snow high in the air, Northern Pacific Bros type plow chews up huge snow-drift near Cleveland, N.D. Blizzard which struck North Dakota early in March buried sections of NP's lines under 20 to 30-foot drifts. See feature story, pages 4-5, for account of "operation snowstorm."



MEMO . . . FROM THE PRESIDENT

The savage blizzard that covered large portions of North and South Dakota and northwestern Minnesota early in March has been described as the worst in the recorded history of the area.

Gale winds raged for three days. Fed by a snowfall ranging from 20 to 36 inches, the wind piled up mammoth drifts, some as high as 35 feet.

When the storm had blown itself out, it left many persons dead and property and livestock losses running into millions of dollars.

It left our main and branch lines between Fargo and Glen Ullin, North Dakota, inundated by tons of ice-hard snow piled up into huge drifts.

Some of our trains were stalled in the tremendous drifts, others were held at Fargo, North Dakota and Glendive, Montana, until the lines could be opened. It was cause for delays and inconvenience for passengers aboard. All in all, it was a trying experience for travelers and railway personnel on the trains and in the area.

I am extremely gratified, however, to report that many people have taken the time to write me personal letters commending the Northern Pacific personnel who served their trains during the storm.

So many NP people were involved that it is impossible to single out each and everyone. I would, then, like to use this memo as a means of expressing my deep, personal appreciation, as well as that of the railroad, to all who served so well and unselfishly during this blizzard emergency.

It is common to think of a railroad in terms of tracks, trains, yards and equipment. The exemplary way Northern Pacific personnel handled themselves during this storm graphically illustrates that a railroad is people, the dedicated people who serve the travelling and shipping public.

To all those who performed so well and ably, far beyond the call of duty, my sincere thanks.

Robert MacFarlane



SIXTH IN A ROW - J. E. Woodruff, left, U.S. Public Health Service sanitation specialist at Kansas City, Mo., presents special "excellence in sanitation" award for Northern Pacific dining cars in 1965 to W. A. Gustafson, NP advertising manager at recent ceremony in St. Paul. Watching are R. E. Hunt, left, State Dept. of Health representative and W. F. Paar, NP dining car superintendent. This is the sixth straight year that NP has won the award.

Northern Pacific Receives Sanitation Award Sixth Straight Year

For the sixth consecutive year Northern Pacific Railway has received a Grade "A" rating from the United States Public Health Service in recognition of "excellent sanitation in the preparation, serving, storing and handling of food on its dining cars."

A special citation for 1965 was presented to the railroad at a recent luncheon at the St. Paul Athletic Club. James E. Woodruff, sanitation specialist for the United States Public Health Service in Kansas City, Mo., made the presentation. W. A. Gustafson, NP advertising manager, accepted the award on behalf of the railway.

The award is based on the Public Health Service's inspection and rating of all dining cars and food preparation facilities used in NP service in 1965. A rating of at least 95 per cent is necessary to qualify.

Among those attending the ceremony were R. E. Hunt, chief, section of hotels, resorts and restaurants, Minnesota State Department of April 1966

Health, and W. F. Paar, superintendent NP dining car department.

Miniature replicas of the sanitation award will be displayed in Northern Pacific dining cars.

Northern Pacific dining car department was also represented at the Railroads Sanitary Food seminar recently conducted by the U.S. Public Health Service at Cincinnati's Robert A. Taft Sanitary Engineering Center.

Representing the railway were assistant dining car superintendent W. S. Bush, Seattle, and supervisor R. E. Carlson of St. Paul.

Of the 14 railroads registered at the event, Northern Pacific was one of six awarded the Public Health Service Grade "A" sanitation rating for 1965.

Dining car and mechanical department personnel from the railroad industry attended this seminar where all aspects of the interstate carrier sanitation were reviewed and discussed.

Nipper news bits

NORTHERN Pacific will hold its 1966 Eastern District Golf Tournament at Gall's Country Club near North St. Paul, Saturday, June 11.

Last year's tournament, held at Gall's, was won by Gene Nelson of Duluth who will be seeking his sixth straight title this summer.

Registration forms will be available May 15 for anyone wishing to sign up for the 1966 tournament.

NORTHERN Pacific sponsored volleyball team has won the East District YMCA Industrial league championship in its first year of competition in St. Paul.

Ending season play recently, the 10-man team captured the championship by winning 46 out of 51 games.

Gerry Dalquist, chief-draftsman-bridge department, organized the 1965-66 team which entered the volleyball league for the first time last fall.



"It is against the law to put salt on railroad tracks."

Quaint law? Certainly. But not for the era in which it was passed. It saved a lot of livestock in the old days. Trouble is, many regulations and restrictions governing railroads today are equally quaint, equally unnecessary, equally geared to an era long past. They stifle competition, hinder technological progress, and prevent the public from receiving the full benefits of the dynamic railroad service to which they are entitled. America needs a transport policy as modern as America itself. Congress can provide it.

ASSOCIATION OF AMERICAN RAILROADS

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CREWS dig out Northern Pacific train no. 25 trapped in snow bank near Cleveland, N.D.

Northern Pacific train service came to a dramatic, unscheduled halt early in March as the worst recorded blizzard in North Dakota history dumped up to 35 inches of snow completely blocking the lines there from the evening of March 3 until early morning of March 11.

Snow, whipping out of the Northwest into North Dakota on March 2, gave little notice that the elements were building up into the most savage snowstorm since the fabled blizzard of 1888. For three days it snowed -- from March 3 until Saturday, March 5 -- before the storm finally moved eastward over Minnesota and the Great Lakes.

The first blockage of the main line occurred about 9:20 P.M., March 3, when Northern Pacific train no. 1, the westbound Mainstreeter, ground to a stop one-mile west of New Salem, N.D., when its three diesel engines could no longer buck through the huge snowdrifts.

Similar situations were encountered by trains no. 25 and 3 shortly thereafter, as winds up to 98-mph whipped snow into drifts as high as 30 feet in some areas. Train 25, NP's westbound North Coast Limited from St. Paul, became stuck outside Cleveland, N.D., 20 miles west of Jamestown early in the morning of March 4. Train no. 3,

PLOWING CREWS buck 20 foot drifts approaching Sifton Cut near Steele, N.D.



END OF LINE - Snow-locked diesel waits to be rescued from winter's icy grip.

March Blizzard Worst in North Dakota History

bound from St. Paul to Mandan, became snowbound just east of the high bridge at Valley City.

With the track blocked, all trains in and approaching the blizzard area were halted at terminals where they could be tended. The eastbound North Coast Limited, no. 26, which left Seattle, March 2, was held at Glen Ullin, N.D.

The passenger portion of train 25, with passengers on board, was pulled back to Jamestown on March 4 by a

DEPTH of snow-packed cut is typical of many drifts encountered by NP plowing crews while clearing tracks.



four-unit diesel engine. Nine other passenger trains were held at terminals. Approximately 230 eastbound and 366 westbound passengers were held up by the storm. With the exception of no. 1 and 3, these passengers were cared for and fed on the trains. Every effort was made to make them as comfortable as possible under the circumstances and to keep them informed as events developed.

On March 4, a four-unit diesel was sent from Mandan to attempt to pull train no. 1 out of the drift at New Salem, but was unsuccessful as it was unable to couple on to the train. A heater car dispatched from Mandan to furnish heat for the train and its passengers, derailed near Judson, further tying up the line.

Passengers on the snowbound Mainstreeter at New Salem remained on board overnight. The next morning, Friday, March 4, a four-unit diesel picked them up and brought them back to New Salem where they were housed in the town's city hall. On Saturday, March 5, the highway was opened and passengers were driven by chartered bus around the snow-blocked area to Billings. Here they boarded train no. 2 which left Seattle, March 4 and 5, and was turned around at Billings to operate as Mainstreeter no. 1 from that point westward.

During the time the railroad was blocked, freight and passenger traffic was completely disrupted between St. Paul and the west coast. "Through" train service was suspended and substituted with emergency turn-around service; first between St. Paul and Fargo, and as the track was cleared, between St. Paul and Jamestown. On the west end, turn-around service was instituted between Seattle, Spokane and Billings.

With the highways in North Dakota opened on March 6, shuttle bus service was used between Fargo and Mandan to move stranded passengers. The last of these passengers were on their way to their destinations early the morning of March 8.

BACKED off for a fresh assault, channel cut by plow illustrates depth of snow.



DRIFTS, car-top high, formed by gale force winds cling to sides of baggage cars awaiting rescue crews near Cleveland, N.D.

Train no. 3's passengers, snowbound east of Valley City, stayed on board until early Saturday, March 5, when they were rescued by units of the Valley City National Guard, and sheltered in the Valley City auditorium. On Sunday, March 6, they were bussed to Jamestown.

At Glen Ullin, passengers remained on the halted eastbound train no. 26 and ate in the diner. Local dealers furnished fuel for the diesels and water for the train was obtained from the city facilities. The track was opened March 6, and the train proceeded to Mandan where passengers were bussed to Fargo for a make-up train east.

Northern Pacific passengers brought back to Jamestown from stranded train no. 25 at Cleveland, were transferred to Mandan by bus for a make-up train west.

The task of reopening the snow-covered track was much more difficult than was originally anticipated. Severe winds compacted snow in the Fargo division cuts into drifts of 20 to 25 feet deep. It was slow work for the rotary plows to handle drifts of this size. To speed progress, crews used dynamite to loosen up the drifts.

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IRRESISTIBLE force meets immovable object. Drifts won a temporary victory until rotary plows could be brought in.





Promotions



A. T. Brumfield has been appointed assistant engineer, Paradise and west, for the Northern Pacific at Tacoma succeeding F. V. Sloop who retired after more than 42 years of NP service.

R. W. Larson, signal supervisor, Fargo, was named general signal supervisor east of Mandan succeeding Brumfield at St. Paul.

L. C. Gemmill, car foreman at Northtown and D. S. Roy, general car inspector-mechanical dept., have been appointed assistants to superintendent car department at St. Paul. J. W. Ebert, assistant car foreman at Laurel, succeeds Roy at St. Paul.

G. E. Nelson has been appointed assistant radio engineer at St. Paul.

In other company changes, A. E. O'Malley is new assistant General agent at Cincinnati. R. S. Smith succeeds O'Malley as commercial agent in Chicago; R. L. Parkes, livestock agent, West Fargo, becomes traveling freight agent at Glendive succeeding Smith.

E. E. Bowman was named general agent, freight department at New York. P. W. Riola succeeds him.

NP Veterans Announce St. Paul Convention Plans

Itinerary for the 1966 NP Veterans Association's annual convention to be held June 10-12 at St. Paul has been announced by F. J. Sailer, secretary-treasurer of the association.

The three-day event begins Friday, June 10, with registration at 9 A.M. at convention headquarters in the Hotel St. Paul. A Ladies Luncheon will follow at Diamond Jim's, famous St. Paul supper club. In the afternoon, the board of directors will meet, and at 7:30 P.M. a hospitality hour and sing-a-long are scheduled at the Hotel St. Paul.

On Saturday, the annual meeting will be held from nine to 11:45 A.M., followed by a ladies Coffee Hour from 1-3 P.M. at the Hotel Lowry in St. Paul. At 6:30 P.M., the Annual Banquet with entertainment and dancing begins in the Continental Room of the Hotel St. Paul.

The convention closes on June 12. Sunday morning is open for church-going and free time with the afternoon scheduled for a Twin Cities sight-seeing tour.

Ober Kobs, junior director of Veterans Association at Seattle and chairman of 1966 membership drive, invites all persons with 25 years NP service to join the association. The association is seeking 800 new members this year. Annual dues are \$2 for active employees, and one dollar for retirees.



BREWER RETIRES - I. W. Brewer, left, superintendent Tacoma division, was honored by 280 Northern Pacific employees and guests at recent retirement dinner held at Tacoma Elks club. F. L. Steinbright, NP vice president-operations, spoke in recognition of Brewer's 48 years of NP service.

Safety Score Board

January 1 thru Feb. 28, 1966

RANK	REPORTABLE CASUALTIES		CAS. RATIO	
	1966	1965	1966	1965
STANDING BY DISTRICTS				
1. Western	20	26	11.61	15.01
2. Eastern	32	28	19.00	17.23
STANDING BY DIVISIONS				
1. Fargo	1	5	3.35	17.34
2. Rocky Mountain	3	6	7.22	14.33
3. Idaho	4	5	7.35	8.83
4. Yellowstone	5	8	9.52	15.45
5. Tacoma	13	15	17.04	20.08
6. Lake Superior	6	4	20.89	14.56
7. St. Paul	20	11	34.89	20.21
STANDING BY MAIN SHOPS				
1. Brainerd	1	0	9.44	0.00
2. South Tacoma	1	1	12.24	13.17
3. Como	1	1	12.68	13.11
4. Livingston	1	0	13.25	0.00
STANDING BY CLASS OF EMPLOYEES				
1. Shopmen	0	4	0.00	14.68
2. Stationmen	6	1	6.95	1.16
3. Trackmen	5	3	8.00	5.00
4. Enginemen	5	3	12.82	7.45
5. Bridge & Building	2	0	12.92	0.00
6. Carmen	6	7	15.43	18.65
7. Trainmen	15	13	37.65	32.55
8. Yardmen	13	23	41.18	74.23
MISCELLANEOUS DEPARTMENTS				
Tie Signal	0	0	0.00	0.00
Tie Chief Special Agent	0	1	0.00	29.55
Tie Electrical Engr.	0	1	0.00	73.83
Tie Mechanical Engineering	0	0	0.00	0.00
5. General Office & Misc.	1	1	1.84	1.79
6. Store	1	3	7.37	25.20
7. King Street Station	2	---	19.22	-----
8. Dining Car	2	0	22.07	0.00
9. Communications	2	2	28.98	36.72
10. Engineering	4	1	56.67	14.95
TOTAL FOR SYSTEM	68	65	13.90	13.54

TELLTALE



Retirements



Marguerite M. Ahern	Record Clerk	St. Paul	47
Ernest A. Anderson	B&B Carpenter	Superior	46
Carl L. Bakhagen	Brakeman	Auburn	24
Joseph C. Becker	Yardmaster	Duluth	36
Swan I. Blomberg	Locomotive Engineer	Dickinson	50
Ernest E. Boyce	Conductor	Auburn	37
Chester I. Bradley	Working Supervisor	Centralia	43
Ira W. Brewer	Superintendent	Tacoma	48
Regina B. Brosnan	PBX Operator	St. Paul	40
Edna J. Collins	Clerk	Minneapolis	53
Glenn F. DeLong	Section Laborer	LaMoure	24
Mildred L. Divine	Stenographer-Clerk	Livingston	21
Henry G. Finch	Locomotive Engineer	Minneapolis	48
George Gardner	Track Supervisor	Duluth	34
Bertha V. Gibson	Personal Steno- grapher - General Superintendent Transportation	St. Paul	49
Maxwell A. Griffiths	Transit Clerk	Longview	29
Albert C. Hodges	Switchman	Laurel	42
Wilfred F. Hurlbert	Physical Laboratory Assistant	St. Paul	46
Hubert J. Jansen	Section Laborer	Valley City	28
Oscar W. Johnson	Assistant Manager - Data Processing	St. Paul	47
Henry D. Klum	Chief Dispatcher	Spokane	45
Thomas L. Lowell	Assistant General Yardmaster	St. Paul	50
Anthony H. Lucius	Passenger Car Dyer	St. Paul	22
Robert Lund	Machinist	Brainerd	29
Hannah C. Nelson	Requisition Clerk	So. Tacoma	23
John L. Norris	Locomotive Engineer	Duluth	47
William H. Norton	Section Foreman	Swanville	43
Earl Palmer	General Clerk	Billings	38
Otto L. Peterson	Carmen Helper	Laurel	21
Luigi Polillo	Section Laborer	Livingston	42
Mary J. Rhea	Distribution Clerk	Tacoma	48
Walter L. St. Clair	Conductor	Spokane	49
Albert E. Walter	Pipefitter Helper	So. Tacoma	27
Louis F. Wuestneck	Car Oiler	Duluth	43

Dining Car Award

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Among items of special interest to railroad representatives attending the seminar, as pointed out by the U.S. Public Health Service representatives, is the importance of cooperation between the railroad industry and the U.S. Public Health Service to achieve the common goal of sanitation and food safety.

James E. Woodruff, of the Kansas City Public Health Service office, explained the rating system for dining car sanitation which the Northern Pacific dining car department has consistently maintained in achieving six consecutive grade "A" sanitation awards.



NP SPONSORED team, champions of East District St. Paul YMCA Industrial Volleyball league, display their trophy. Seated from left are: J. Kellerman, industrial development; G. Dalquist, bridge dept.; G. Frazier, personnel. Standing are: G. Harris, engineering; R. Carlson, J. Carlson, communications; L. Johnson, valuation; B. Pound, industrial development, and V. Tateosian, district accounting.



NPBA CANDY strippers take a break at rehearsal of "Sound of Music," musical revue presented recently at Degree of Honor Hall in St. Paul. Proceeds will buy items for St. Paul hospital where girls perform many services during the school year. Started in 1962, Candy Strippers now have 48 girls, age 14 to 16, in their program.

NP Credit Union Payroll Deduction to Begin May 1

Northern Pacific Credit Union payroll deduction plan will go into effect May 1, NP Clerks Credit Union manager George Cylkowski has announced in St. Paul.

All credit union members may enroll in the new payroll deduction plan at their local credit union office after April 1, Cylkowski said.

Under the new plan recently approved by Northern Pacific management and credit union officials, NP credit union members can have deductions made from the payroll sent directly to their credit unions. This new system eliminates the need for a special trip to deposit funds in the credit union, or to write a check or money order and send it through the mails.

Complete details are available at credit unions.

April 1966



THESE cars and diesels had to be freed by crews using hand shovels.



AT BLOOM Pass, east of Jamestown, dynamite was used to loosen the compacted drifts.

Big Blizzard

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First track reopened was between Mandan and Dickinson.

The Fargo to Jamestown stretch was reopened March 9. Rotary 50, assisted by rotary 44, started west from Fargo the evening of March 4, and released the stranded Russell plow and train no. 3, east of Valley City, at midnight March 5. Due to the tremendous drifts encountered, however, it was not until March 9 that the plows broke through to Jamestown. Continuing west, these rotaries freed the stranded two cars and no. 25's engines at Cleveland during the afternoon of March 9.

On March 11, the remaining trackage between Jamestown and Mandan was reopened. Rotary 43, which had been brought in from Auburn, Wash., left Mandan March 9, and met rotary 44 west of Cleveland to complete the main reopening operation.

Many stories have been written about the passengers and crews aboard the stranded trains and the outstanding efforts of all concerned to cope with the situation. Despite the discomforts and inconveniences caused by the travel delay, passengers in general accepted their plight and had nothing but praise for NP train crews.

Passengers on train 26 shared some 54 hours with crewmen snowbound at Glen Ullin, N.D., before they could proceed on to Mandan.

"The people on this train are simply fantastic," remarked one passenger. This statement was repeated time and again among passengers arriving at Mandan. Morale was surprisingly good, and few complained about their condition.

The townspeople at Glen Ullin carried groceries to the stranded train and provided fuel when the supply became dangerously low. When the batteries ran low, candles were bought in town.

"We bought all the candles the townspeople had -

that was four," said Miss Cline, NP stewardess-nurse on duty aboard the train. "The people in that little town should be commended because I don't know what we would have done without them," she added.

An element of danger is always present during an operation such as just occurred. All passengers agreed that the ride to Mandan was a real cliff-hanger, as the train went through cuts in the snow higher than the cars. Passengers were not allowed to sit in the glass-dome sections for fear the pressure of the snow might break the glass.

Another danger was faced by NP plowing crews who perhaps had the greatest responsibility of all in clearing the tracks. One crew, sent to clear drifts, narrowly escaped injury when the snow broke windows in their engine.

Northern Pacific personnel involved in this gigantic snow-removal task deserve the highest praise and commendation for their outstanding performance in restoring NP train operations to normal.

PLOWING crews walk on drifts nearly level with train tops while rotary equipment eats into huge snow banks of impacted snow in cut near Steele, N.D.

