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# TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

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## NP Wins Award for Annual Report

Northern Pacific has won a Merit Award for its 1965 Annual Report to Shareholders in the Financial World's 1966 Annual Report Survey, the magazine recently announced.

The award was given in recognition of the excellence of NP's 1965 Annual Report which was selected on the basis of content, design and typography from among 5,000 entries in the 26th annual report survey conducted during 1966 by the Financial World.

In addition to the award, NP's annual report is eligible for a coveted Oscar-of-Industry trophy to be presented this year at the New York Hilton before an estimated audience of 1,500 corporation executives on October 26. Oscar (or certificates for second and third place) selections will be made this summer based on an individual industry classification. NP is in the railroad category only.

## Our Cover . . .

. . . Waving fields of grain bend to the combines as the harvest season progresses. Pictured is a hillside combine harvesting wheat in the state of Washington.



## MEMO . . . FROM THE PRESIDENT

Filing of the Petition for Reconsideration of the proposed merger of the Northern Pacific, Great Northern and Burlington railways, in July, reiterates my firm conviction that the merger is in the public interest.

In petitioning for reconsideration, the Applicant lines accept all conditions requested by the Milwaukee railway, including the opening of 11 Western gateways and the right to serve Portland, Ore., and Billings, Mont., as well as the conditions requested by the Northwestern railway that have been approved by the I.C.C.

Nodoubt the greatest concern among NP employees centers around job security. On this subject, let me quote directly from the Petition filed with the I.C.C. "The Applicants have entered into agreements with certain labor organizations and are willing to make similar agreements with the other unions, so that the merger need not result in the layoff of even a single employee who is in their employment as of the date of the merger. Such attrition agreements, with the guarantees of earnings for the rest of the working lives of the employees, have been made with the Brotherhood of Locomotive Engineers and the Brotherhood of Railway Trainmen subsequent to the oral argument. An agreement for guarantee of continued employment for non-operating employees was being negotiated at the date of the issuance of the report. Applicants would be willing to enter into similar agreements with unions representing other employees and with individual employees who are not represented by a union. Those agreements would greatly benefit employees, giving all of them job security that they will not have if separate operations continue."

Stated in its simplest form, the carriers have agreed that all employees, union or non-union, in the employ of any of the applicant lines at the time of the merger will be assured of a job.

So far as I have been able to learn, never in the history of American business or industry, anywhere or anytime, have such broad, all-encompassing agreements been spelled out for the protection of all employees.



Due to the fact that I am nearing retirement age, I will become Chairman of the Board and Chief Executive Officer of the Company, effective October 1, 1966. Mr. Louis W. Menk, presently President of the Chicago, Burlington and Quincy Railway, will succeed me as President and Chief Administrative Officer of the Northern Pacific.

*Robert MacFarlane*



**HUMPHREY CITED** - Vice President Hubert H. Humphrey displays plaque awarded him by American Association of Passenger Traffic Officers for his role in promoting the "Discover America" travel program at recent ceremonies at Washington, D.C. At the presentation, from the left, are F. G. Scott, NP passenger traffic manager; NP stewardess-nurse Marie Antush; Humphrey; Santa Fe courier-nurse Sue Jett, and R.E. Chappell, Santa Fe general passenger traffic manager, who made the presentation.

## NP Increases Service; Meets Demand Created by Airlines Strike

The strike that halted operations on five of the nation's major airlines created a major transportation problem for the entire country.

Immediately on news of the strike, NP president, R. S. Macfarlane, moved to do everything possible to provide for the increased demand for passenger service.

Coming, as it did, during the extremely busy season for our passenger department, the demand for transportation due to the airlines strike created many problems for passenger department personnel, dining car crews, maintenance and operating crews, as well as a need for additional equipment.

Extra equipment was added to both the Vista-Dome North Coast Limited and the Mainstreeter trains to provide extra passenger accommodations. Dining car crews had to meet the increased demand for meals in the diners.

The strike which few expected would last more than a few days has, at this writing, continued for twenty-five days. During this time, Northern Pacific has made every

effort to accommodate the additional number of passengers.

The many reports received from our regular customers and from customers who have not been with us for a long time have been most favorable and reflect the efforts of NP personnel to provide friendly, courteous service.

Many outstanding comments have been received about the continued courtesy toward NP passengers by train and dining car crews. Veteran employees have cooperated with, and assisted, temporary employees with a real spirit of teamwork during this period of unusual volume of traffic.

The attitude and helpfulness of employees can best be summed up in this comment from a group of passengers who had this to say at the termination of their trip. "Why, we didn't know that train travel could be so enjoyable. We are going to plan more trips on the North Coast Limited." Proof that the efforts of NP employees have made many new friends for the Northern Pacific and for the entire railroad industry.

## Nipper news bits

A recent NPBA board of directors meeting in St. Paul, D. King, general manager-lines east, was named to fill the unexpired term of D. Thomson of St. Paul. W. Ledin, Duluth, will fill the term of C. H. Lindsey of Kennewick, Wash.

WAYBILLS and records softball team won the NP Intramural Office league championship in St. Paul.

Posting a 9 and 1 record, the 1966 team had 15 members representing waybills and records and the station accounting department in the general office building.

D. B. Lewis, Idaho division asst. superintendent, carded a 74 to win the Idaho division Golf Tournament recently held at the Liberty Lake Golf course at Spokane.

Runner-up with a 75 was 1st flight winner D. R. Parker, Missoula trainman. M. D. Armstrong, Spokane freight clerk, scored a 54 for low net



**LOW GROSS WINNER** D. B. Lewis, right, receives trophy from D. R. Hamm, NP western agricultural development agent, golf tourney toastmaster.

honors.

Other flight winners were: R. Nelson, Spokane car dept., G. Youngren, Spokane NP Transport, and G. Brown, Pasco clerk.

103 "sun drenched" golfers attended the 3rd annual affair.

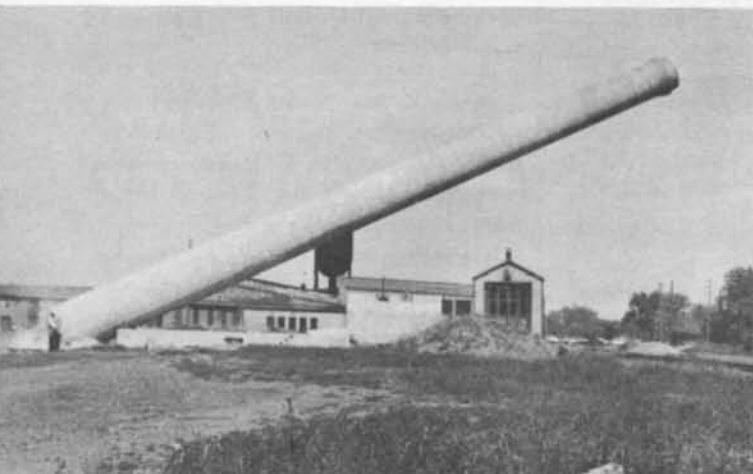
# NP Smokestacks Fall to Diesel Power Age

Another reminder of the by-gone days of the steam locomotive is disappearing along Northern Pacific lines with the recent demolition of several power plant smokestacks which are no longer needed.

The cry, "there she goes," has been heard in Duluth, Staples, Mandan and Billings, Mont., where the Continental-Heine Construction Co., of Chicago has razed four huge smokestacks, ranging in height from 100 ft. at Billings to 165 ft. at Mandan.

The 200-foot high stacks at the Como and Brainerd shops are being repaired and waterproofed under an initial contract with the Chicago-based company.

The stacks outlived their usefulness with the pass-



... going

ing of the steam locomotive. Before the advent of diesel power, steam heating plants were needed at many NP main terminals to supply steam for servicing the large fleet of steam engines housed there, and to provide heating for the mechanical shops.

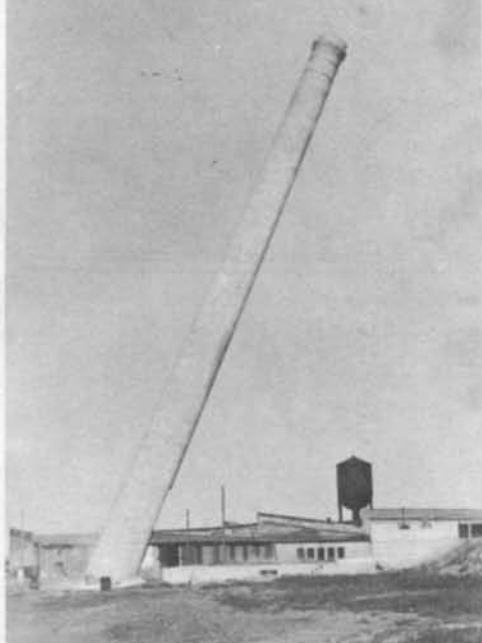
With the complete transition to diesel power, Northern Pacific began a survey to determine which steam plants could be eliminated. Coal, necessary for the operation of steam locomotives, also was used to stoke the steam boilers for the terminal operations. With the demand for coal for steam locomotives eliminated, it became uneconomical to operate company coal properties solely to supply fuel for the steam power plants.

It was estimated for every steam plant closed there would be an annual savings of \$25,000 plus the saving on fuel.

As steam plants were closed, the buildings were razed and equipment dismantled, scrapped or sold to other companies. The smokestacks were the only remaining vestige of the steam plant operations.

Making NP smokestacks "bite the dust" called for

SMOKESTACK  
at Mandan be-  
gins its fall  
to the ground  
.....going



the special skills of the Continental-Heine Co., who build, repair and demolish stacks. V. H. Timke, Heine Co. supervisor, remarking on the demolition of the 1918-built stack at Billings, said, "I used the same principle as felling a tree and it came right down just as planned, right on line."

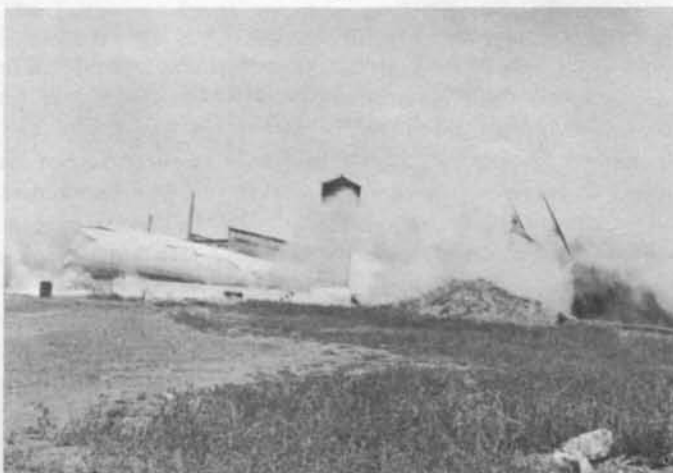
Various methods are employed in demolishing stacks, depending on the material used to build them. At Billings, workers with jack hammers notched away on the east side of the brick-built cylinder until a small crack appeared on the other side. The crack widened and spread with each jarring movement of the hammers, then the stack began to sway and came crashing down.

The stack actually broke apart as it fell, and few bricks landed more than a hundred feet from point of impact.

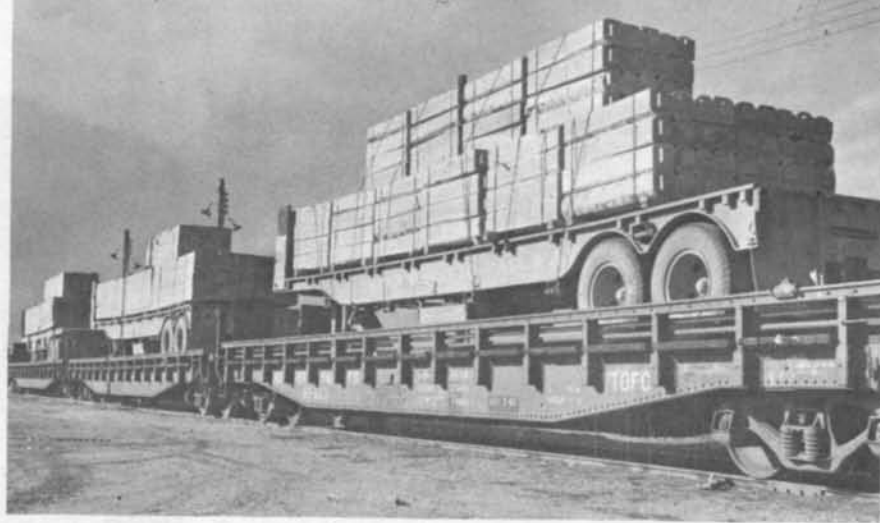
At Mandan where a concrete stack was demolished, a slightly different method was used. Jackhammers were first used to knock away concrete at one side of the base of the stack. Then acetylene torches were used to cut away the reinforcing rods. Finally dynamite, placed under the opposite side of the stack, finished the job.

When railroad officials at Billings complimented supervisor Timke of the Heine Company on his fine job of felling the stack, he replied, "In this line of work, you can't afford to make mistakes."

... gone!!!



# NP Initiates T.O.F.C. Service to Winnipeg



NORTHERN PACIFIC trailer-on-flatcar service such as pictured above is now in use between the Twin Cities and Winnipeg. The service is the first of its kind to Winnipeg.

Northern Pacific Railway recently inaugurated the first trailer-on-flatcar service between the Twin Cities and Winnipeg, Manitoba.

The new service, which is also the first between the United States and Winnipeg, now makes it possible for shippers in any part of the country to route trailer-on-flatcar shipments to Winnipeg via connecting rail lines at the Twin Cities.

Trailers loaded at St. Paul and Minneapolis are moved to NP ramps and loaded on flatcars for delivery to Winnipeg. At Winnipeg, the trailers are unloaded from the flatcars and delivered directly to the consignee.

Trailer-on-flatcar movements from other points in the United States to Winnipeg are received from connecting lines at the Twin Cities and routed Northern Pacific.

NP's new trailer-on-flatcar service to Winnipeg offers the convenience of door-to-door delivery and once shipments are loaded on trailers, the contents are not disturbed until the trailer is unloaded at the receiver's door.

Warehouse to job site delivery, too, offers a major advantage to contractors working on projects located away from rail trackage.

There is practically no limit to the types of freight that can be handled by T.O.F.C. service. Building materials, machinery and motors, castings, appliances, canned goods, to name a few. Perishables, too, can be shipped trailer-on-flatcar in modern refrigerated trailers that insure delivery in top condition.

## U.S. Health Service Studies NPBA Hospitals

The initial phase in an extensive study of hospitals established in association with the nation's railroads and their role in national health care were completed recently at the Northern Pacific Beneficial Association hospital in St. Paul.

A contract allocating \$63,500 for the project was awarded by the U.S. Public Health Service to the Group Hospital Association of America, Inc., Washington, D.C. The study involves 22 railroad hospitals with some 3,400 beds and treatment of many more thousands of out-patients yearly.

Conferences were held at the St. Paul hospital under T. D. Ludwig, project director of the study. He said that aims include gathering of data on the general facilities of the hospitals, their professional and non-professional staffs and services; compilation of data from previous studies done for such purposes as accreditation and federal grant programs; and preparation of reports and findings, with recommendations to the government on hospital utilization.

"The study was initiated," he said, "as a result of the intensified interest in hospital utilization generated by the start of medicare."

The study will show the role which the railroad

hospitals have in the nation's total health care picture. It will provide data on facilities and personnel available for in-hospital treatment and out-patient care, and provide the basis for improving utilization of the hospitals if they are found to have a service capacity in excess of their present use as group hospitals for the industry and as community hospitals.

The railroad industry hospitals range in size from 50 to 450 beds and most provide community services as well as services to railroad employees.

P. C. Newberg, administrator of Northern Pacific Beneficial Association hospital, said non-industry or community use of the hospital was about 50 per cent in out-patient care and about 25 per cent of those admitted for in-hospital care.

The Northern Pacific Beneficial Association also operates hospitals in Missoula, Mont., and Tacoma, Wash. Teams under Ludwig's direction will visit these facilities in the next phases of the six-month study.

Participating in the conferences here were Dr. Alexander McEwan, chief surgeon at the hospital; T. O. Peterson, president of the NPBA; R. C. Atkins, Peterson's assistant, and others on the hospital staff.



# Promotions



Northern Pacific announces changes in its traffic department personnel.

L. S. Kiser, asst. general freight agent at the Minneapolis commercial office, has been named asst. to the vice president-traffic at St. Paul succeeding H. A. Peterson who retired August 1 after 39 years of NP service.

Succeeding Kiser in Minneapolis is R. E. McCourtney, asst. general freight agent at St. Paul. K. A. Knutson, general agent at Butte, succeeds McCourtney in St. Paul, and E. H. Knowles, asst. general agent in Seattle, succeeds Knutson.

Peterson, asst. vice president-traffic, joined the railway as city freight agent in Cincinnati in 1927. In 1945 he came to St. Paul as asst. freight traffic manager. He was appointed asst. vice president-traffic in 1961.

In other company changes, E. T. Gibson, staff asst.-sales and service department, has been appointed staff asst. to the vice president-traffic in St. Paul.

Gibson joined the NP in 1926 in the St. Paul mechanical department. In 1961, he was made staff assistant in the general traffic department.

Layton C. Binon has been appointed chief mining geologist at the St. Paul office succeeding J. W. Keim.

Binon, a geological engineering graduate from Michigan Tech University, joined the NP in 1957.

James A. Hagle has been named asst. manager of Northern Pacific's advertising and publicity department in St. Paul. A graduate of the University of Minnesota School of Journalism, he was formerly with the St. Paul DISPATCH and PIONEER PRESS.

J. R. Patterson, gen. freight and passenger agent, is appointed asst. traffic manager in New York. C. E. Moehring, gen. freight agent at Seattle, is transferred to New York to fill the new position of eastern freight traffic manager.

W. E. Taylor, asst. general freight and passenger agent at Fargo, succeeds Moehring at Seattle. R. W. Cran, general agent at Grand Forks will succeed Taylor at Fargo, and L. E. Williams, Jamestown passenger agent, succeeds Cran at Grand Forks.

Patterson joined Northern Pacific in 1921. After transfers to Detroit and Chicago, he went to New York as asst. general agent in 1942, and became general freight and passenger agent in 1960.

Taylor began his NP service in 1948 in the general freight department in St. Paul. Cran joined the railway as a clerk at St. Paul in 1941.

H. J. Spence, asst. general freight agent in Chicago, has been appointed asst. freight traffic manager succeeding C. M. Gautwick who retired August 1 after serving the NP for 44 years.

F. G. Lingenbrink, Jr., traveling freight and pas-



**DAVIS DINNER** - Holding a giant-sized travel receipt presented Lee Davis, Sr., at recent Seattle retirement are, from left: E. M. Stevenson, master of ceremonies, Mrs. Davis, Davis, and O. A. Kobs, western freight traffic manager. Davis was joined by 235 friends to honor his 48 years of NP service.



**58-YEAR SERVICE ENDS** - I. M. Pakenham, South Tacoma store department, displays gifts presented him at recent retirement party. Pakenham began his NP career in 1908 as a telegrapher at South Tacoma.

senger agent in Seattle, succeeds Spence in Chicago.

Gautwick joined the NP in 1922 in the Chicago traffic office. He served the railway in the Chicago area during his career becoming asst. freight traffic manager in 1959.

C. F. Moreland, traveling freight and passenger agent at Yakima, has been promoted to the same position at Seattle succeeding F. G. Lingenbrink, Jr. O. B. Olson, chief clerk at Yakima traffic office, succeeds Moreland.

In Seattle rate department, C. E. Villeneuve, asst. general freight agent for rates, has become gen. freight agent, and C. J. Ryan, city freight and passenger agent becomes asst. general agent.

J. W. Miller, trainmaster at Spokane, has been appointed asst. superintendent of the Yellowstone division with headquarters at Billings succeeding R. C. Webb.

G. E. Trenary, trainmaster at Duluth, has been named trainmaster of the Lake Superior division succeeding L. L. Johnston who was transferred to a similar post at Spokane.



**AURE RETIRES** - Roy Aure, leading draftsman in St. Paul mechanical department, receives retirement congratulations from J. A. Cannon, left, chief mechanical officer, during party at St. Paul office. Aure served the NP for 43 years beginning as draftsman in 1923.

## Safety Score Board

January 1 thru June 30, 1966

RANK	REPORTABLE INJURIES		CAS. RATIO	
	1966	1965	1966	1965
<b>STANDING BY DISTRICTS</b>				
1. Western District	70	88	12.34	16.43
2. Eastern District	84	74	15.82	14.23

<b>STANDING BY DIVISIONS</b>				
1. Rocky Mountain	8	14	5.70	10.53
2. Yellowstone	13	19	7.82	11.72
3. Idaho	15	17	8.61	10.46
4. Fargo	12	10	12.46	10.80
5. Lake Superior	13	13	14.26	14.46
6. Tacoma	47	57	18.61	23.73
7. St. Paul	46	32	25.97	18.23

<b>STANDING BY CLASS OF EMPLOYEES</b>				
1. Shopmen	3	5	3.59	5.96
2. B & B Department	2	4	3.91	8.43
3. Stationmen	17	7	6.16	2.57
4. Trackmen	22	28	9.54	14.04
5. Enginemen	11	7	9.64	5.85
6. Carmen	13	11	10.66	9.23
7. Trainmen	34	37	27.83	31.28
8. Yardmen	52	63	52.88	65.46

<b>STANDING BY MAIN SHOP</b>				
1. Como	1	1	4.04	4.09
2. Livingston	1	1	4.24	4.38
3. South Tacoma	2	2	7.58	8.00
4. Brainerd	3	1	8.94	3.13

<b>MISCELLANEOUS DEPARTMENTS</b>				
1. Chief Special Agent	0	1	0.00	9.24
2. Electrical Engineering	0	1	0.00	23.00
3. General Office & Misl.	5	3	3.37	1.78
4. Signal	1	1	4.13	4.13
5. Communications	2	1	9.53	4.69
6. Store	4	7	9.58	17.01
7. Dining Car	3	1	11.71	3.59
8. King Street Station	5	----	16.45	-----
9. Engineering	13	6	59.05	28.42

**TOTAL FOR SYSTEM** 194 188 12.64 12.42

August 1966



## Retirements



Walter A. Bauer	General Foreman	Livingston	43
Thomas J. Clark	District Claim Agent	Billings	38
Nickolas A. Doll	Baggage Checker	Mandan	50
Fred Gertsch	Mail Foreman	Spokane	21
Lupe M. Gonzaler	First Class B&B Painter	Dickinson	22
John F. Gregory	Section Foreman	Reed Point	31
Carl W. Johnson	Shop Draftsman and Material Clerk	So. Tacoma	29
Arthur E. Johnson	Locomotive Engineer	Duluth	46
Angelos Kakarobas	Section Laborer	Minneapolis	49
William J. Kelly	Machinist	Parkwater	43
Howard E. Nelson	District Storekeeper	Livingston	44
Archie W. Peterson	Section Laborer	Battle Lake	23
Kenneth H. Powell	Section Laborer	Grandview	23
Vern E. Sanden	Locomotive Engineer	Parkwater	23
Floyd O. Skarloken	1/C B&B Carpenter	Brainerd	23
Clyde S. Stratton	Section Laborer	Mandan	22



**NP RETIREES** - V. H. Coyer, left, Lake Superior division dispatcher, completed 48 years with the railway at recent retirement at Duluth. He began his NP service as a telegrapher in 1918. Following his father's footsteps, J. Z. Erickson, right, Brainerd carman, ended 43 years with the NP in June. Both Erickson and his father, who served the NP for 39 years, worked at the Brainerd shops.



**BILLINGS RETIREMENT** - Asst. Superintendent R. C. Webb, left, presents a gift from fellow employees to stenographer-clerk Agnes Miller at her recent retirement party at Billings. At right is her husband, Sterley Miller, who recently retired as wire foreman at Livingston. Mrs. Miller completed 44 years of Northern Pacific service.



WINNERS of St. Paul Office Intramural softball championship display their trophy. Front row, from left, are: J. Wahman; R. Scalze; G. Harvey; W. Payne, manager; H. Gibson. Back row are: P. Carney; B. Fishback; W. Carlson; D. Tousignant; F. Laffavor and G. Johnson. Not pictured are: G. Katzeres; P. Tautges; D. Lundell and B. Canniff.

## NPBA Benefits Adjusted to Medicare Program

The Northern Pacific Beneficial Association has adjusted benefits for its retired members, age 65 and over, to coordinate with the Medicare program.

These benefits, effective July 1, 1966, were extended to spouses and widows, age 65 or over, of retired NPBA members at the Board of Directors meeting in May.

Under the new benefits, the NPBA will pay the major portion of costs that Medicare does not cover. This includes the first \$40.00 of hospital charges at any hospital the member or spouse goes to, and the \$10.00 per day charge from the 61st through the 90th day of hospitalization per spell of illness.

NPBA will cover the first \$20.00 of outpatient expense at an NPBA hospital and the 20 per cent balance not covered by Medicare. However, outpatient care at a hospital other than an NPBA hospital will be covered only to the extent of the 20 per cent balance not covered by Medicare.

Medicines, as in the past, may be purchased at cost from an NPBA hospital pharmacy.

There will be 60 days of additional hospital care covered after the 90th day of hospitalization in an NPBA hospital, per spell of illness.

In addition, the NPBA will pay the first \$50.00 and the 20 per cent balance not covered by Medicare for services by an NPBA physician. For services of a non-association physician, NPBA will pay only the 20 per cent balance not covered by Medicare.

Beginning January 1, 1967, five dollars per day will be paid toward care in a certified Extended Care Facility, per spell of illness, from the 21st through the 100th day.

These benefits will remain in effect until amended by action of the Board of Directors of the Northern Pacific Beneficial Association.

## National Forest Service, NP Exchange Lands

Northern Pacific Railway and the U.S. Forest Service have nearly completed an exchange of National Forest lands in the Gallatin National Forest for Northern Pacific lands, most of which are in Yellowstone National Park.

The land exchange, under consideration for a number of years, has been approved by the Chief of Forest Service and the Northern Pacific Board of Directors, according to regional forester N. M. Rahm, Missoula, Mont.

It will consolidate National Forest, National Park and Northern Pacific lands in Gallatin and Park counties, Mont., for the mutual benefit of the general public and the company.

Northern Pacific will acquire 4,947.31 acres of National Forest land in Beaver Creek, a tributary of the West Gallatin River. The United States will acquire 9,551.81 acres which includes 6,525.84 acres inside Yellowstone National Park, land at Bridger Ski Bowl north of Bozeman, a public recreation site along the Yellowstone River in Yankee Jim Canyon and lands near the headwaters of Tom Miner Creek in southern Park county.

The lands within Yellowstone Park will acquire National Park status and the remainder outside the Park boundary will become part of the Gallatin National Forest. Even though unequal in acreage, detailed appraisals made independently by the parties indicate the lands are equal in value.

S. G. Merryman, manager of timber and western lands for Northern Pacific, announced that the lands being acquired by his company will become a part of its Beaver Creek-West Fork management unit. Merryman also said that the lands will be incorporated into the company's Yellowstone Pine Tree Farm and managed to produce a continuous flow of resources.

This exchange is one of a series planned between Northern Pacific and the Forest Service within the Gallatin National Forest to consolidate a checkerboard ownership pattern within the Forest and eliminate the Railway Company's ownership within the Park. A second exchange, which includes a small acreage of remaining Northern Pacific land in the Park, is already well under way.

These exchanges consolidate land ownership and so insure the most effective and economical management of all the properties involved. They also help solve problems of administration, protection and use of lands and resources which arise from intermingle or checkerboard land ownership patterns.