

TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

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NP President, Robert S. Macfarlane, who has actively aided and supported the efforts of the Lewis and Clark Trail Commission, was recently presented with the Jefferson Peace Medal.

The medal is an exact replica of the ones used by the Lewis and Clark Expedition in 1804. The medals were presented to Indian chiefs encountered on the trip across the wilderness country, and represented the young country's appreciation for the cooperation given to the expedition by peaceful Indian tribes.

The replicas of the Jefferson Peace Medal were made at the United States Mint at Philadelphia. They are being used today, as they were 162 years ago, by the Lewis and Clark Trail Commission for presentation to persons who have performed outstanding service in aiding and promoting the Trail Plan which will mark and commemorate the route of the Lewis and Clark Expedition for future generations.

Our Cover . . .

. . . lined up at St. Paul Mississippi St. shop are four huge, new diesel locomotives recently placed in service by the Northern Pacific. Generating 3600-horsepower each, the giant Electro-Motive Division built units are the first of their type to be used by the NP. They will operate in main line freight service between the Twin Cities and the west coast.



MEMO . . . FROM THE PRESIDENT

I have long advocated a national program based on incentive per diem, which would insure an adequate supply of cars for all U. S. railroads. And, Northern Pacific has carried on a long and continuous program of acquiring new cars. It is a matter of record that NP has, over the years, built and purchased more than its fair share of freight cars.

The important part an adequate car supply plays in the economy of our railroad can best be illustrated by figures for the first half of 1966. In the first six months of this year, we hauled more carloads of freight and freight revenues were up \$8,443,122 over the first half of 1965.

A vital factor in our improved car supply was an emergency order directing return of all NP cars to our line. This made it possible for our people to provide a greater measure of service to all of our shippers and particularly to west coast lumber and plywood manufacturers.

We are entering the busy harvest season this year with a better car supply than we have had for a number of years. There will be, of course, a heavy demand for cars with the harvest season in full swing in Montana and North Dakota, but I am hopeful that we can continue to provide cars to handle the demands for the shipment of grains.

The importance of increased freight revenues to the economy of the Northern Pacific and to its employees is readily apparent.

Not so apparent, however, is the goodwill, that vital combination of preference and confidence, generated for Northern Pacific when we can supply promptly the cars our shipper customers need.

Goodwill is an intangible that works for us to create additional business, to further freight revenue increases, to help insure the stability of our railroad and the security of our employees. It is an asset as surely as freight cars, locomotives, right-of-way, buildings and capital. It is an asset all NP employees can nurture and promote through prompt, courteous and dependable service to shippers and the traveling public.

Robert S. Macfarlane



THREE GENERATIONS of railroad family attended the final check-out of new 3600-hp diesel locomotives recently delivered at the Northern Pacific Mississippi St. Shop at St. Paul. Looking up at George Smiley, Sr., standing on ladder, are his son, George, Jr., and 11-year old grandson, Charles. Smiley's have engineered NP locomotives since 1883 when Charles' great grandfather, Truman Smiley, became the first of three successive engineers to serve the railway.

Four New Giant Locomotives Speed NP Main Line Freight Service

Northern Pacific Railway recently placed in service four huge new diesel locomotives costing a total of more than \$1,080,000 which are of the largest size in operation on any railroad today.

The new units have 20-cylinder diesel engines with a rated capacity of 3,600 horsepower. They are the first of their type made by the Electro-Motive division of General Motors to be placed in service by the Northern Pacific.

A unique feature of the new diesel units is a change in the power generating equipment that provides current to the six traction motors that drive the locomotives.

Instead of direct current generators, the new units have alternators which produce alternating current. Silicon diodes within the alternators convert the alternating current to direct current to drive the motors.

Alternators provide higher current capacity and trim maintenance costs by eliminating such heavy wear parts as the carbon brushes found on direct current generators.

The new engines will operate in main line freight service between

the Twin Cities Northtown yards and Auburn, Wash., to expedite time freight movement.

Present at the check-out of the new units were three generations of the Smiley family which has tallied more than 98 years of service as locomotive engineers for Northern Pacific.

Railroad tradition for the family dates back to 1892, when Truman Smiley began his career with the Northern Pacific. It was only nine years after NP rails from the east and west met at Gold Creek, Montana, in 1883. Truman Smiley who became an engineer on the St. Paul division died in 1918.

George Smiley, Sr., Truman's son, retired from the Northern Pacific after 49 years of service with the company. He was an engineer on one of the first three diesel units put into service by Northern Pacific in 1941. Prior to that, he had been fireman and then engineer on steam locomotives. He now lives at 1244 N.W. Lane, Coon Rapids, Minn.

George Smiley, Jr., who lives at

Nipper news bits

NORTHERN Pacific sponsored softball team, playing in the St. Paul Maroon Commercial league, won its division championship, compiling an 11 and 2 won-loss record.

As winners in regular season play, they entered the interleague playoffs and won three out of five games before losing out in a double elimination contest.

If victorious, the team would have advanced to the Metropolitan Inter-city playoffs, competing against the best fast pitch teams in the entire St. Paul area.

Team manager was Bob Trapp, Sr., St. Paul general office maintenance dept. Other members were B. Blatzheim, A. Carlson, J. Schmidt, G. Katseres, L. Tyler, R. Roberts, J. Chlebeck, B. Trapp, Jr., G. Crupi, P. Carney, G. Harvey, D. Sahlin, and J. Lang, scorekeeper.

NORTHERN Pacific Holiday fruit cakes, a famous tradition with the railway for over 50 years, will again be on public sale from October to the first of the new year, W. F. Paar, NP dining car superintendent, has announced.

Fruit cakes will be available in the familiar three-pound and five-pound tins. The cakes, packaged in colorful containers decorated with appropriate holiday scenes, are baked at the St. Paul Commissary Bake shop.

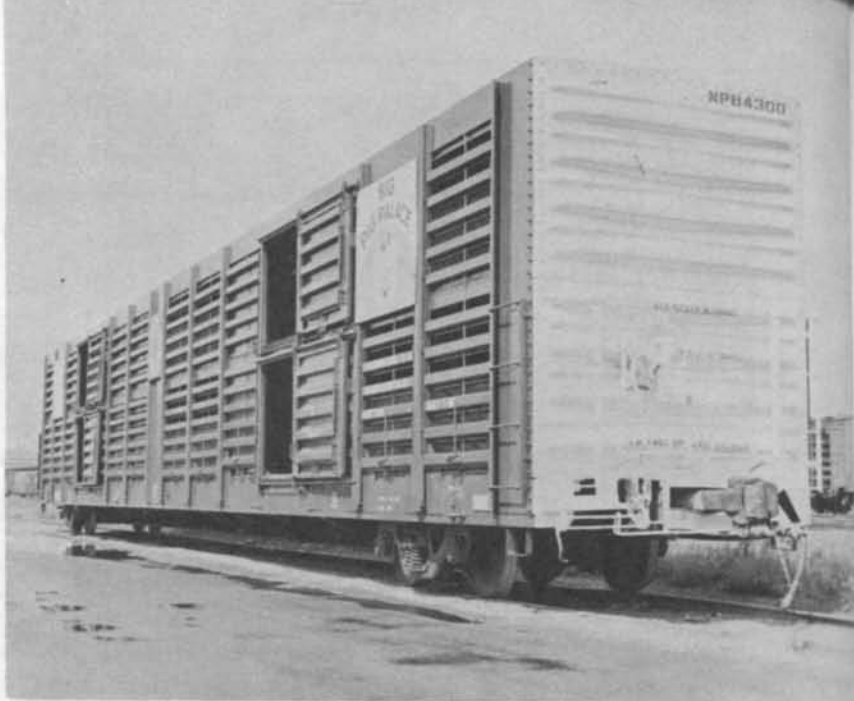
Made from a recipe that won the Grand Prize award at the Paris Exposition in 1909, the cakes are filled with raisins, currents and candied fruits and are spiced with special flavoring just as they were in former times.

Perfect for home use or as yuletide gifts, cakes may be ordered from W. F. Paar, NP Dining Car Superintendent, Northern Pacific Railway, St. Paul, Minn. 55101.

Continued on Page 4

NP Shows New 'Pig Palace' Cars, 22 in Service

**First Showing at
South St. Paul Stockyards**



TO MARKET, to market go big, fat pigs aboard this 85-ft. long, pig palace, Northern Pacific's newest stock car which features the latest facilities for animal comfort and for speed and ease of handling. Pictured at South St. Paul stock yards, this is the first of 22 cars to be put into NP service.

Northern Pacific continued to demonstrate itself as a progressive thinking railroad recently as a giant new double-deck stock car was unveiled before prominent stock shippers and meat packing officials at a special showing at the South St. Paul stockyards.

Company representatives gave a sneak preview of the new double-deck car, first of 22 purchased from Ormer Manufacturing Co. of Covington, Ky. All cars are expected to be in service at St. Paul by the end of August.

PIG PALACE inspection at South St. Paul brought together NP officials and stock yard representatives despite inclement weather. Among those who looked at the huge, double-deck, new car are, from left: R. McCreight, president St. Paul Union Stock Yard Co., J. Kostka, Stock Yard Co., E. Gibson, staff asst. to NP vice president-traffic; B. Cheerer, King Pig Co., L. Klos, Central Livestock Order Buying Co., W. Schwarz, King Pig Co., R. Wells, chief of NP service bureau; H. W. Manthey, agent of Joint Railway Agency, and J. Moore, NP commercial agent at St. Paul.



Called "Big Pig Palaces," each car is 85 feet long compared to the 40-foot-long cars now in service. Total cost of the new equipment is more than \$600,000.

The new stock cars are of steel construction with wooden floors and other features to assure maximum animal comfort in transit.

The cars have four loading doors on each of the two levels for faster handling of stock, center walls to keep stock split evenly between ends of the car, 14 full-height ventilator panels which can be opened or closed like venetian blinds against cold or other inclement weather, and end-of-car cushioning devices.

The ventilation control feature eliminates the need for lining of cars by stock shippers for adverse weather and assures that animals will arrive in top market condition.

The cars will be used in transcontinental movement of hogs, sheep, lambs, calves and yearlings from South St. Paul to Billings, Mont., Spokane, Wash., and West Coast points, and from western range areas to the Twin Cities.

Lower rates with increased handling efficiency, plus the elimination of car preparation costs will result in substantial savings for shippers.

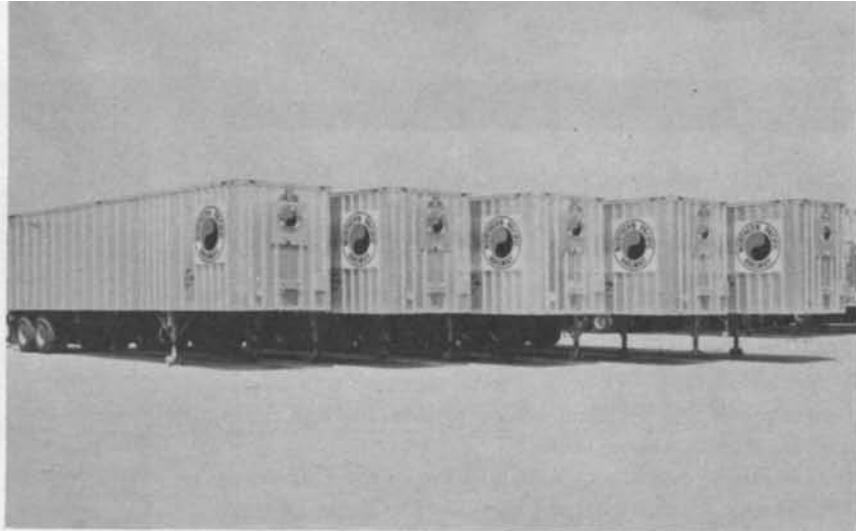
New Locomotives

Continued from Page 3

10206 Linnet, Coon Rapids, joined Northern Pacific in 1941 and now operates a 2,800 horsepower diesel on the St. Paul division. With him during the check out of the new diesel units was his son, Charles, 11, who says he plans to continue his schooling, thinks he wants to go on to college and also aspires to the railroad tradition of his father, grandfather and great grandfather.

TELLTALE

TOFC Service Gets 100 New Aluminum Units



NEW ALUMINUM semi-trailers, part of a shipment of 100 purchased for Northern Pacific trailer-on-flatcar service, are seen in Chicago on way to St. Paul for system-wide use.

Northern Pacific Railway Company has added 100 new semi-trailers which were recently purchased for use in expansion of its trailer-on-flatcar service.

The new aluminum units, costing more than \$600,000 in total, were specially designed and constructed for trailer-on-flatcar use. Each of the piggyback units has 2,700 cubic feet of load space compared to 2,200 to 2,300 for average size trailers.

Northern Pacific said growing demands for trailer-on-flatcar use and the need for new services in this area prompted the acquisition.

With the expanded service capacity made possible by the new trailers, Northern Pacific can now provide more shippers with transport equipment leased for single or

multiple carrier, one-way shipment of products or materials.

The larger fleet makes it possible to lease more equipment for one-way freight service and thus relieve the shipper of the responsibility of obtaining a return load.

William Egan, Northern Pacific traffic analyst, said the railway expects to use the new trailers primarily for transcontinental traffic. The new trailers are now in use in trailer-on-flatcar service.

Employees Urged to Support Community Service Appeals

Northern Pacific employees at all points along the line and at offices in other parts of the nation have been urged by G. M. deLambert, director of personnel, to help meet the needs of the social agencies serving the communities in which they live.

"Many community-wide appeals are made during the autumn and early winter months," deLambert said, "and each of us has an obligation to do our part in contributing to the support of these good causes, both as citizens and as good NP employees."

"There are many important reasons for each of us doing our fair share in addition to being responsible citizens," he said, "and not the least among them is the fact that each of us benefits directly or indirectly from the help we give to others."

"Today's community service organizations are many and varied. From the Red Cross, scouting groups and community centers, through programs for the handicapped and organizations to help those who are less fortunate than we, each of us gains in measure of the help we give."

DeLambert has urged all Northern Pacific employees to aim for the individual contribution goals suggested in their respective communities and to serve these causes as volunteer workers.

"Our communities recognize us more by what we do than who we are," he said, "so let's show others they really can count on the people of the Northern Pacific."

One Gift Works Many Wonders



GIVE THE UNITED WAY



Promotions



Northern Pacific Railway announces the appointment of Robert L. McComb, C.P.A., as assistant comptroller on special assignments in St. Paul. McComb was formerly manager of the St. Paul office of Haskins and Sells, Certified Public Accountants.

A business administration graduate at the University of Minnesota, McComb joined Haskins and Sells in 1956. After a tour of military duty, he returned to the St. Paul office as a staff accountant, and in 1965 became manager of the office.

William L. Raley has been appointed new agricultural development agent for the Northern Pacific at its Spokane office.

Raley, a 1955 graduate in agricultural economics from Colorado State University, completed three years of Air Force duty before joining Great Western Sugar Co. at Billings, Mont., in 1958.

In his new NP position, Raley will be responsible for agricultural development work in Washington, Oregon and northern Idaho. He will report to D. R. Hamm, western agricultural development agent, at Seattle.

A. N. Brownell, chief clerk Fargo traffic dept., has been appointed Traveling Passenger and Freight Agent at Fargo.

In transportation department changes, W. H. Butterfield's title has been changed from supervisor of station service to supervisor TOFC and station service at St. Paul.

The titles of W. J. Niemiec and D. A. DeMars are changed from asst. supervisor of station service to asst. supervisor TOFC and station service.

Effective September 1, D. A. DeMars will headquarter in St. Paul. He formerly was stationed at Billings, Mont.



DILLE HONORED - E. L. Jensen, general storekeeper, presents J. F. Dille, left, St. Paul division storekeeper, a retirement gift at farewell luncheon at St. Paul, as Mrs. Dille looks on. Dille served the railway for over 41 years.



PETERSON RETIREMENT - Asst. vice president traffic H. A. Peterson, who served the Northern Pacific for 39 years, receives watch from E. M. Stevenson, vice president-traffic, during retirement dinner at St. Paul. Watching the presentation, from left, are: P. Walsh, asst. vice-president (rates & divisions); Stevenson; Peterson; NP president R. S. Macfarlane; E. B. Stanton, vice-president-executive dept., and vice president and general counsel E. F. Requa.

Safety Score Board

January 1 thru July 31, 1966

RANK	REPORTABLE INJURIES		CAS. RATIO	
	1966	1965	1966	1965
STANDING BY DISTRICT				
1. Western District	83	108	12.39	17.17
2. Eastern District	96	90	15.30	14.68
STANDING BY DIVISIONS				
1. Rocky Mountain	11	16	6.58	10.22
2. Yellowstone	16	23	8.17	12.06
3. Fargo	14	12	12.12	10.86
4. Idaho	25	22	12.15	11.66
5. Lake Superior	16	16	14.78	15.04
6. Tacoma	47	70	15.83	24.68
7. St. Paul	50	39	24.03	19.00
STANDING BY CLASS OF EMPLOYEES				
1. Shopmen	4	6	4.11	6.15
2. B & B Department	3	5	4.95	8.94
3. Stationmen	17	9	5.19	2.92
4. Trackmen	23	35	8.18	14.47
5. Carmen	15	13	10.56	9.36
6. Enginemen	17	8	12.86	5.77
7. Trainmen	42	48	29.59	34.84
8. Yardmen	58	74	50.62	65.83
STANDING BY MAIN SHOPS				
1. Como	1	1	3.48	3.51
2. Brainerd	3	1	7.64	2.69
3. South Tacoma	3	2	9.73	6.83
4. Livingston	3	1	10.94	3.74
MISCELLANEOUS DEPARTMENTS				
1. Chief Special Agent	0	1	0.00	7.90
2. Electrical Engineering	0	1	0.00	19.77
3. General Office & Miscal.	5	3	3.01	1.53
4. Signal	1	1	3.48	3.50
5. Store	4	7	8.18	14.50
6. Dining Car	4	1	13.07	2.99
7. Communications	4	1	16.21	4.02
8. King Street Station	7	---	22.98	-----
9. Engineering	13	6	50.11	24.24
TOTAL FOR SYSTEM	227	224	12.63	12.64

TELLTALE



Retirements



ST. PAUL RETIREMENT - J. J. Huna, center, accountant-misc. accounting, is presented with a watch by E. N. Peterson, dept. manager, during office party honoring Huna on his 49 years of NP service. Looking on at right is R. P. Johnson, asst. manager.



THOELE RETIRES - St. Paul station accounting employees congratulate W. F. Thoele, chief clerk, during last day at St. Paul office. From left are: H. J. Sailer, chief balance sheet clerk; A. H. Carlson, special accountant; Thoele; H. C. Hoving, dept. manager; W. V. Sklenar, special accountant; and H. G. McKenzie, asst. chief clerk. Thoele completed nearly 49 years of service.



RETIREMENT PARTY - Surrounded by NP associates, R. Petro, section stockman - coach yards (in dark suit) is feted at recent party at St. Paul Third St. yards. He retires after 46 years of service. B. Ashby, car foreman at Third St. yards, is shown at the left.

September 1966

Ragnar E. Anderson	Inbound Clerk	Duluth	48
William H. Arleth	Car Inspector	Parkwater	44
Ellis L. Ayers	Locomotive Engineer	Glendive	38
William C. Berg	Boilermaker Welder	Tacoma	43
Clarence R. Betts	Section Laborer	Carrington	43
Earl C. Bradley	Waiter, Dining Car Department	St. Paul	23
LeRoy F. Brewer	Signal Maintainer	Plains	48
James C. Carroll	Switchman	Duluth	38
Leland S. Davis, Sr.	Western Freight Traffic Manager (Rates)	Seattle	49
Robert F. Dewing	Signal Supervisor	Missoula	49
Cullom J. Earls	Locomotive Engineer	Tacoma	54
Jhalmer Z. Erickson	Carman	Brainerd	43
Eugene F. Felice	Crossing Watchman	Parkwater	41
Vivian L. Fuller	Personal Stenographer to Superintendent Car Department	St. Paul	30
Leslie P. Gehrke	Passenger Car Upholsterer	St. Paul	43
Kenneth Gilkey	Conductor	Livingston	23
Walter E. Herlofsen	Coach Cleaner	Auburn	20
Rudolph C. Hochhalter	Pipefitter	Missoula	31
Carl W. Jentz	Cook, Dining Car Department	St. Paul	23
Earl Kane	Car Inspector	Centralia	42
Harry J. Knaack	Section Foreman	McGregor	21
Paul T. Lind	Chief Clerk to Chief Engineer	St. Paul	46
Morse W. Lively	Locomotive Engineer	Missoula	23
Lawrence S. MacDonald	Director, Agricultural Development Department	St. Paul	32
Charles H. McCarty	Conductor	Duluth	48
Archie Melville	Clerk	Seattle	29
Thomas A. Murray	Carman	Duluth	29
Fred J. Natus	Yard Clerk	Minneapolis	49
John O. Newman	Store Helper	Brainerd	46
Alfred Peterson	Station Chief Clerk	Missoula	48
John Petro, Jr.	Passenger Carman	St. Paul	23
LeRoy O. Piette	Agent-Telegrapher	Moose Lake	52
Charles H. Powers	Locomotive Engineer	Dickinson	43
David Ramsay	Chief Clerk, Eastern District Accounting	St. Paul	46
Homer G. Reed	Truck Driver - NP Transport Company	Missoula	36
Elton M. Richardson	Overhead Crane Operator	So. Tacoma	44
Alexander H. Ryder	Carman	Laurel	31
Gasparo M. Scarpelli	Coach Cleaner	Parkwater	42
Roy H. Spellmeyer	Shop Superintendent	So. Tacoma	44
William P. Spotts	General Clerk	Fargo	47
Curvin C. Stahl	Skilled Laborer	Brainerd	24
Cronard E. Syverson	Cruiser	Missoula	20
Murdoch E. Vincent	Section Laborer	Little Falls	49
Adolph H. Windel	Section Laborer	Battle Lake	23
Lynville L. Whitesell	Mail Foreman	Spokane	21
Hugh O. Whitten	Asst. Gen. Superintendent of Transportation	St. Paul	40



TED DAHL, Northtown yard clerk, checks printed information coming from IBM tabulating machine. Machine tabulates reports formerly made by hand at yard offices.



OPERATING punch card machines are Jack Hanson, left, and Roger Olek, NP clerks at 43rd Ave. office, Minneapolis. Machines are part of new IBM equipment at office.

New Era Begins at Northtown

Data Processing Equipment Speeds Up Record Keeping

International Business Machines are taking over the multitudinous tasks of keeping track of all car traffic moving in and out of the Northern Pacific Northtown yards in Minneapolis.

Record keeping chores which formerly required long hours of work are being reduced to a minimum by the recent addition of new tabulating equipment.

First of the equipment was installed by IBM in January, 1966. Additional pieces have been added recently to make up an installation featuring an array of specialized machines which tabulates reports on a unit-record system used by the Northern Pacific.

Among the machines housed at the 43rd Ave. yard office are familiar names in today's accounting world: three key punch machines, a sorter, an accounting machine, a card-to-tape machine which transfers punch card information onto tape, and a teleprocessing machine, the newest addition to the family of mechanized marvels.

A teleprocessing machine sends out information, fed to it on punch cards, by wire transmission to other yard offices at Northtown. On arrival at another office, the information is received on cards or by means of type-written reports.

Car record reports such as conductor-wheel forms stating each car's pick-up and destination points; passing reports used for freight traffic information, and formal interchange reports are among the tasks currently being tabulated by the new IBM equipment. These reports formerly were recorded by hand by yard clerical personnel.

The ultimate goal will be reached when the equipment will make all train lists and on-hand reports said C. W.

Fish, supervisor-yard accounting at Northtown.

A staff of clerks keeps the operation humming night and day. Two men tend the equipment on each of three shifts per day, seven days a week.

Results of the new equipment to date indicate that the days of written reports are nearing an end at Northtown yards.

Fish, on complimenting the Northtown personnel, said, "NP yard personnel have cooperated to the fullest extent in learning to use these new machines."



50-YEAR SERVICE ENDS - A. C. Flaherty, center, displays transistor radio presented him at recent retirement party at St. Paul Mississippi St. yards. Present are J. J. Lifto, left, general yardmaster and J. G. Heimsjo, asst. superintendent St. Paul division.

TELLTALE