

# TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

VOL. XXIX

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... Fargo Forum Photo  
ALL-CITY CHAMP - Competing in only his second All-City tourney, Rodger Whitford, 18-year old son of Northern Pacific dispatcher George Whitford, Jr., of Fargo, won the 32nd All-City Golf tournament recently at the Fargo Country Club. It was the first tourney title for Whitford, who downed his opponent, 3 and 2, in the 16th hole of a scheduled 18-hole match play final. Rodger, who lives with his parents at 1748 4th St. N., Fargo, is a graduate of North High School and will be a freshman this fall at North Dakota State University.

### *Our Cover . . .*

... Robert S. Macfarlane, new Chairman of the Board, welcomes Louis W. Menk, right, as he takes over the presidency of the Northern Pacific Railway at the St. Paul general office. Menk, former Burlington head, succeeds Macfarlane to become the 19th president to lead the NP. For story on these new officers, turn to page 3 of this issue.

## *Memo from the Chairman*

Since I am nearing retirement, according to the rules of our company, it was incumbent on me as president, and the board of directors of the Northern Pacific, to give careful and serious thought to a successor for the position of president for our railroad.

After lengthy consideration, a new president has been selected and Northern Pacific begins its third quarter of 1966 with two major changes in executive management.

On September 22, I was elected by the board of directors to the post of Chairman of the Board and Chief Executive Officer. Louis W. Menk, formerly president of the Chicago, Burlington & Quincy railroad, was elected President and Chief Administrative Officer, with changes effective October 1.

Mr. Menk brings with him to Northern Pacific many years of experience in railroading and a great and proven capacity for executive leadership, having been president of the St. Louis-San Francisco railroad and, more recently, president of the Burlington.

I would like to take part of this "memo" to express my sincere thanks to all NP employees for the wonderful cooperation accorded me during my entire career with the railroad, and especially during my sixteen years as president. Whatever success we have had has been the result of fine teamwork and high morale, and to you, and each one of you, full credit is due. I am confident that your valued cooperation will continue to be available to me as Chairman where I will continue to be active in NP affairs.

I am confident, too, that Mr. Menk, the new president of Northern Pacific can look forward to the same spirit of teamwork I have enjoyed and which has been so vitally important to the growth and progress of our railroad.

*Robert S. Macfarlane*  
Chairman of the Board





CHAIRMAN of the Board and Chief Executive Officer, Robert S. Macfarlane.



PRESIDENT and Chief Administrative Officer, Louis W. Menk.

## Congratulations, Mr. Macfarlane! Congratulations, Mr. Menk!

On Sept. 22, 1966, the board of directors of the Northern Pacific Railway Company elected Robert S. Macfarlane to the post of Chairman of the Board and Chief Executive Officer, and Louis W. Menk to the post of President and Chief Administrative Officer, effective October 1, 1966.

Both men have earned the congratulations and best wishes, as well as the whole-hearted backing and support, of the entire Northern Pacific family of employees.

Macfarlane has served as president of the company for the past sixteen years. His tenure is marked by many major accomplishments on behalf of NP in an era of fierce competition among all modes of transportation. Through a well-planned, long-range program of improvements, encompassing every phase of railroading from rolling stock and right-of-way to advanced electronics and computerization, he has kept abreast of, and in many cases ahead of, the industry and other modes of transportation with a resulting increase in NP's share of our nation's huge transportation market.

Louis W. Menk has earned the distinction of being elected President and Chief Administrative Officer of the Northern Pacific. Menk, now 48 years old, was elected president of October 1966

the St. Louis-San Francisco Railway Co., in 1962, and elected to serve as both president and chairman of the board in 1964. He resigned these positions in 1965 to become president of the Chicago, Burlington & Quincy Railroad Company.

Menk's railroad career dates back to 1936 when he worked as a messenger for the Union Pacific while attending Denver University. During this time, he also learned telegraphy which resulted in his getting a job as a telegrapher. In 1940 he applied for and got a job as a telegrapher for the St. Louis-San Francisco Railway, and he's been going at top speed ever since.

Within a year he was a dispatcher. Two years later he was an assistant trainmaster. In 1947 he became a trainmaster and in 1950, a superintendent. In 1956 he was appointed general manager, in 1958 he was appointed vice president. He became president of the St. Louis-San Francisco in 1962, and president and chairman of the board in 1964.

He resigned these positions in 1965 to become president of the Burlington, a post he held until October 1, of this year.

With a distinguished background of progress marking his leadership

## Nipper news bits

ORDERS for famous Northern Pacific fruit cake, long a holiday tradition with the railway, may be placed beginning this month and until January 1, W. F. Paar, dining car superintendent, has announced.

Prices remain the same this year as before, Paar stated. Three pound tins are \$3.90 with the five-pounders at \$6.50. Cakes are baked at the St. Paul commissary from a prize-winning recipe dating back to 1878. They are packaged in colorfully decorated yuletide tins.

Address all orders to W. F. Paar, Dining Car Superintendent, Northern Pacific Railway, St. Paul, Minn. 55101. Add an extra \$1.75 if you wish shipment outside the continental limits of the United States.

J. J. ACKLEY, assistant chief dispatcher at Tacoma, was low gross winner of Northern Pacific's Western Golf tournament recently held at the Elks-Allenmore golf course at Tacoma.

Ackley, general chairman of the event, carded a three-over-par 74 to pace the 115 tourney golfers. Low net honors of 66 went to R. H. Veitch, traveling freight agent at Tacoma. W. H. Carnes of NP's signal department, scored a 62 for low Peoria handicap winner.

NORTHERN Pacific Benefit Association would like to thank the following contributors for recent donations to local NPBA hospitals.

To the St. Paul hospital: Warren Harper, trainmaster at Grand Forks, \$15; Brotherhood of Rwy. Carmen, Lodge 440, Mandan, \$10 for TV fund; retired telegrapher Warren Cutler, Tujunga, Cal., \$1 for TV fund.

To Missoula hospital: Employees at Garrison, Montana, \$39.50, in memory of John "Scotty" McFadden, of Garrison.

To Tacoma hospital: Albert Brady, Seattle chief clerk, \$5.

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# NP Initiates First Unit Coal Train West of Mississippi



OPERATION of the unit train and unloading facilities is explained by F. L. Steinbright, NP vice president-operations, to newsmen, magazine writers and representatives of the various firms involved in setting up the new coal operation.

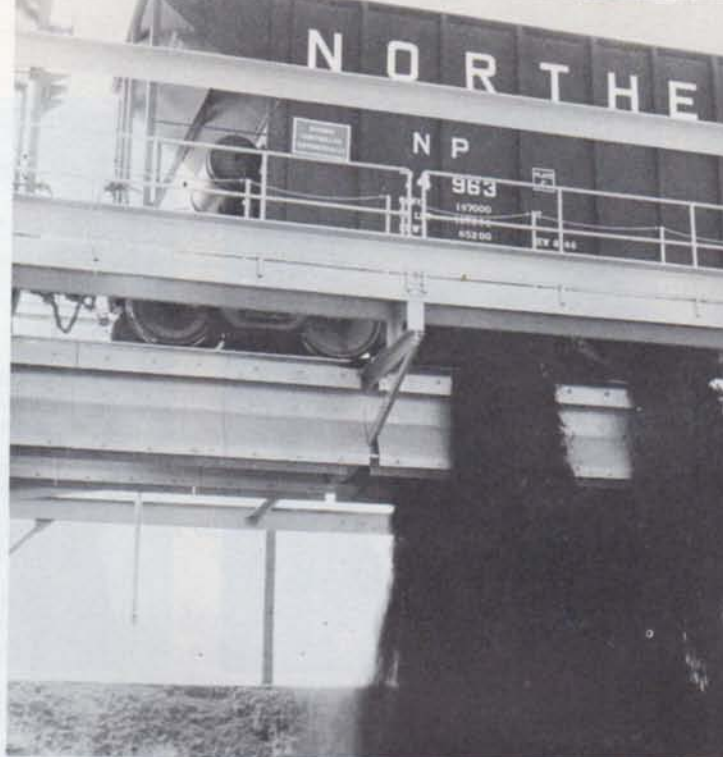
Northern Pacific Railway, on Sept. 21, began the first unit coal train operation west of the Mississippi River. The 42-car coal train initiating this operation delivered lignite coal from the North American Coal Corporation's Indianhead mine near Zap, North Dakota, to the United Power Association's steam-electric generating plant near Stanton, North Dakota.

A unit train is a single train made up of many cars handling only a specific commodity - shuttling back and forth between one shipper and one consignee - in this case, lignite coal to supply power for the nearly completed steam-electric generating plant near Stanton, N.D.

Target date for startup of United's 172,000 kilowatt operation is November 1. When in full operation, the plant will provide power for a large area of North Dakota as well as for more than 96,000 rural consumers of electrical power in North Central Minnesota.

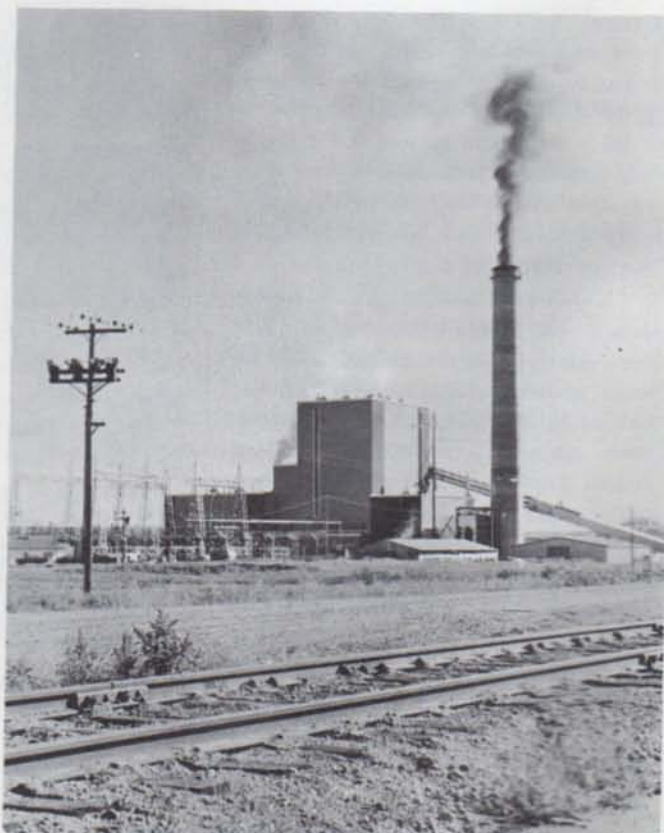
To initiate this unit-train service in North Dakota, Northern Pacific purchased 42 special, rapid-discharge hopper cars at a cost of approximately \$800,000. The cars, each capable of carrying 100 tons of lignite coal, were designed and built by the Ortner Freight Car Company of Cincinnati, Ohio.

In NP's unit train operation, the string of 42 empty



COAL CARS over unloading pit. Cars are unloaded automatically while in motion. 40 cars, each carrying 100 tons of coal, can be unloaded in approximately 12 minutes.

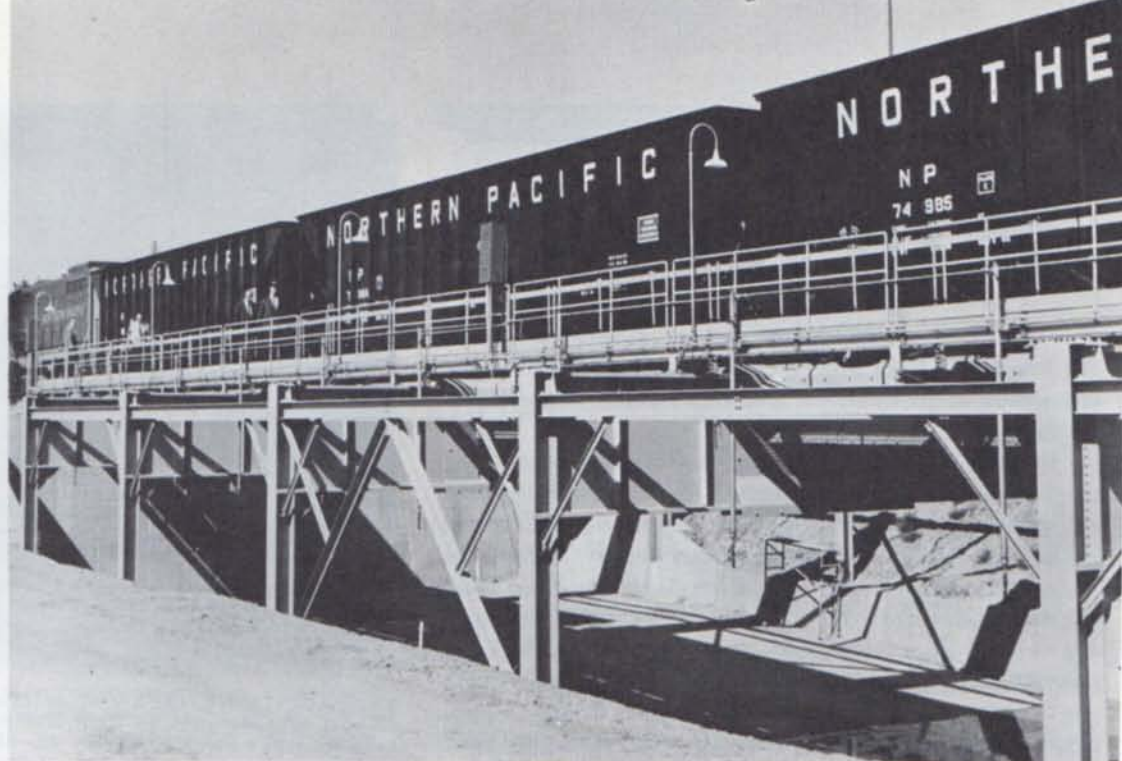
cars is delivered by Northern Pacific to the North American Coal Corporation's Zap mines for loading. Loading takes place between 8:00 a.m. and midnight, after which



UNITED POWER Association's new 172,000 kilowatt plant at Stanton, N.D., will use approximately 1 million tons of lignite coal per year. It will provide power for a large part of North Dakota and for more than 96,000 rural electric consumers in Minnesota.

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DOORS at bottom of cars open automatically and 100-ton load of coal is discharged into pit in 15 seconds. Rectangular, vertical mounted box on center railing is one of several electronic transmitters which create signals activating hopper doors to open for coal unloading.

the cars are picked up by the train and moved to the power plant near Stanton.

At the plant near Stanton, the loaded cars are emptied automatically. An ingenious application of electronics cuts unloading time to a minimum and eliminates the need for manual handling.

The cars move over an unloading pit at the rate of 2 to 3 miles per hour. Electronic transmitters, located alongside the unloading area, create signals covering the entire length of the unloading pit. When loaded cars enter these zones, receivers on the cars pick up the signal and set in motion air-operated cylinders on the cars which open the hopper doors and the coal drops into the pit. Unlike ordinary coal cars, these units require no mechanism for shaking or otherwise moving the cars to completely empty them. By action of the large bottom openings, all the lignite falls clear. As the empty cars roll clear of the unloading pit and pass out of the signal zone, the doors close automatically and the cars are ready for the return trip to the mines to be loaded.

Initial operation calls for delivery of 20,000 tons of lignite per week, or approximately one million tons per year. It is estimated that shipments can reach a maximum of four million tons annually with the addition of future power plant units planned by the United Power Association.

The unit train system of lignite delivery and the automatic unloading operation are among the many innovations featured in United Power's generating station. Others include a computer which will monitor various phases of plant operation, providing instantaneous data on turbine and boiler efficiency; a radiation source and detector system which will monitor and control the

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level of lignite in the coal bunkers, and a water intake and discharge design which eliminates the need for large conduits from the river.

While the power plant is nearing completion, crews are busy constructing the 230,000 kilovolt transmission system which will deliver the energy. This includes 280 miles of the high-voltage line as well as three step-down substations located at Voltaire, Devils Lake and Grand Forks, North Dakota.

## Northern Pacific Receives Annual Report Award

Northern Pacific Railway has been selected to receive a second place award for its stockholders annual report in the Railroad Classification in the 26th Annual Report Survey sponsored by FINANCIAL WORLD, national business and financial weekly.

A certificate symbolizing this award will be presented to Northern Pacific on Wednesday evening, October 26, at a banquet in the Grand Ballroom of the New York Hilton Hotel.

Presentation of the awards will be before a group of more than 1,200 business, industrial and financial leaders from the United States and Canada.

Colonel Willard F. Rockwell, who has twice been honored with the Freedom Foundation Award, will deliver the principal address.

Approximately 5,000 annual reports were reviewed in the 97 classifications in the 1966 competition which is held to encourage the improvement of shareowner annual report.





# Promotions



C. L. Harding, assistant to vice president-operations, St. Paul, has been appointed assistant vice president-operations at St. Paul, the Northern Pacific Railway has announced.

Harding has been with the NP since 1924 beginning in the engineering department. He worked in various assignments on the Fargo and Yellowstone divisions before becoming trainmaster-roadmaster at Bemidji in 1942. He became trainmaster at Jamestown in 1944; assistant superintendent at Duluth in 1954; and was appointed assistant to vice president at St. Paul the same year.

In passenger department changes, R. L. Gaunt, district passenger agent at Seattle, has been appointed district passenger agent for the NP at Billings, Mont., succeeding W. C. Widenhoefer, who retired recently after serving the railway for 46 years.

Widenhoefer began his NP career at Duluth in 1920, and subsequently was employed at the St. Paul general office and as traveling passenger agent in Chicago territory. In 1943 he was transferred to Duluth as traveling passenger agent, and in 1946 became district passenger agent at Missoula. He was later transferred to Billings in the same capacity.

F. J. Schmidt, city passenger and ticket agent, Portland, succeeds Gaunt at Seattle, and E. L. Mott, city ticket agent at Chicago, succeeds Schmidt at Portland.

R. A. Heyer, agent at Mott, N.D., has been appointed traveling freight and passenger agent with headquarters at Jamestown succeeding L. E. Williams.

Also announced were the following promotions:

F. W. Folger, district claim agent at Fargo, has been named district claim agent at Spokane, replacing A. C. Thomsen, who retired after 26 years of continuous NP service.

In subsequent changes, J. N. Lee, district claim agent at Pasco, becomes district claim agent at Minneapolis.

L. N. Arthur, Brainerd district claim agent, is new district claim agent at Fargo. K. A. Stiles, claim agent at Tacoma, becomes claim agent at Brainerd, Minn., and G. R. O'Dell, Fargo claim agent, has been named claim agent, Pasco, Wash.

C. W. Jordan, general car foreman at Laurel, Mont., has been appointed shop superintendent at Brainerd, Minn., succeeding H. G. Knudsen, who retired under company pension after more than 47 years of service.

H. H. Ramer, master mechanic at Parkwater, Wash., has been named shop superintendent at Livingston, Mont., succeeding A. R. Genin, who retired recently with over 48 years of NP service.

J. A. Bichsel, asst. master mechanic, Livingston, is new system diesel supervisor at St. Paul.



ST. PAULITE RETIRES - W. A. Erickson, assistant Eastern district accountant at St. Paul, and his wife enjoy themselves at retirement party attended by 150 guests at St. Paul. Erickson was presented retirement gift in recognition of his more than 48 years of NP service.

## Safety Score Board

January 1 thru August 31, 1966

RANK	REPORTABLE INJURIES		CAS. RATIO	
	1966	1965	1966	1965
STANDING BY DISTRICT				
1. Western District	99	115	12.85	15.83
2. Eastern District	109	100	15.03	14.07
STANDING BY DIVISION				
1. Rocky Mountain	12	17	6.21	9.26
2. Yellowstone	19	25	8.45	11.30
3. Idaho	28	24	11.78	11.05
4. Fargo	17	15	12.55	11.52
5. Lake Superior	18	17	14.42	13.79
6. Tacoma	59	74	17.39	22.72
7. St. Paul	55	43	22.93	18.22
STANDING OF CLASS OF EMPLOYEE				
1. Shopmen	5	6	4.53	5.43
2. Stationmen	19	10	4.97	2.73
3. B & B Department	4	5	5.83	7.78
4. Trackmen	30	39	9.08	13.34
5. Carmen	18	13	11.15	8.19
6. Enginemen	17	9	11.36	5.75
7. Trainmen	49	54	30.29	34.07
8. Yardmen	66	79	50.50	61.05
STANDING BY MAIN SHOPS				
1. Como	1	1	3.11	3.10
2. Brainerd	3	1	6.75	2.38
3. South Tacoma	3	2	8.62	5.99
4. Livingston	4	1	12.95	3.30
MISCELLANEOUS DEPARTMENTS				
1. Chief Special Agent	0	1	0.00	6.90
2. Electrical Engineering	0	1	0.00	17.58
3. Signal	1	1	2.98	3.04
4. General Office & Misl.	6	4	3.25	1.77
5. Store	5	8	8.97	14.47
6. Dining Car	5	1	13.36	2.38
7. Communications	5	2	17.57	7.03
8. King Street Station	7	----	22.98	-----
9. Engineering	15	7	50.37	24.76
TOTAL FOR SYSTEM	263	245	12.78	11.99

TELLTALE





# Retirements



RETIREMENT PARTY - R. H. Spellmeyer, shop superintendent at South Tacoma, poses with Mrs. Spellmeyer at dinner honoring his 43 years with the Railway. Over 100 persons attended the event at Tacoma.



42-YEAR SERVICE ENDS - Glendive locomotive engineer E. L. "Happy" Ayers is congratulated by asst. superintendent R. E. Schuett, left, after completing his last run on North Coast Limited from Forsyth to Glendive, Mont. Roundhouse foreman J. B. Moore looks on.



TACOMA RETIREMENT - E. H. Gebert, NP yard clerk, is pictured with Mrs. Gebert during recent retirement at their Tacoma home. Gebert served the Railway for 21 years.

Irma E. Andersen	Crossing Watchman	Duluth	21
Emil J. Anderson	Assistant Roundhouse Foreman	Pasco	44
Alfred Anhorn	Section Foreman	Mandan	33
Roy Aure	Leading Draftsman-Mechanical Department	St. Paul	43
Louis P. Bader	Locomotive Fireman	Auburn	23
Mathew Banks	Blacksmith	Duluth	44
Leon N. Best	Machinist Helper	St. Paul	39
Milo L. Borderud	Agent	Fargo	48
Wieland H. Buttschau	Machinist	Auburn	44
Harry W. Cregar	Boilermaker	Brainerd	40
Vere H. Coyer	Dispatcher	Duluth	48
Adolph H. Dahl	Freight Checker	Brainerd	59
Karl G. Dahlblom	Locomotive Fireman	Minneapolis	40
John F. Dille	Division Storekeeper	St. Paul	41
Sarah M. Driscoll	Cashier	Fargo	50
Robert E. Ernst	Welder	So. Tacoma	43
Anthony C. Flaherty	Chief Yard Clerk	St. Paul	50
Henry J. Fonck	Working Foreman-Store Department	Brainerd	45
Carl M. Gautwick	Assistant Freight Traffic Manager	Chicago	44
Herman E. Gebert	Clerk	Tacoma	21
Bendick Haagenzen	Machinist Helper	Duluth	38
Elmer H. Hensley	Stationary Fireman	Paradise	22
Joseph J. Huna	Accountant-Miscellaneous Accounting	St. Paul	49
Philip Houle	Freight Carman	St. Paul	44
John Job	Section Laborer	Jamestown	40
Herman Johnson	City Passenger and Ticket Agent	Helena	24
Herman J. Koller	Chief, AFE Bureau	St. Paul	57
John Knuth	Section Laborer	Spangle	24
Willis J. Lee	Section Foreman	Foxhome	50
Howard L. Mahon	Switchtender	Spokane	45
Carl J. Martin	Boilermaker	Brainerd	44
Frank H. McDermott	Locomotive Fireman	Parkwater	24
William E. Meyer	Carman	Brainerd	44
Agnes S. Miller	Steno-Clerk	Billings	44
Lawrence S. Miller	Switchman	Helena	54
Irvin M. Pakenham	Store Helper	So. Tacoma	44
Robert Petro	Section Stockman	St. Paul	46
Elva F. Peterson	Assistant Cashier	Tacoma	22
Harold A. Peterson	Assistant Vice President-Traffic	St. Paul	39
Clarence H. Pohl	Janitor	Pasco	46
Harry L. Puffe	Section Foreman	Crookston	44
Elzie J. Pulliam	Laborer	Pasco	22
Charles H. Purdy	Assistant Roundhouse Foreman	Tacoma	43
Charlie D. Russell	Weighmaster	Centralia	23
Carl W. Sandberg	Machinist	Duluth	50
George E. Sandstrom	Roundhouse Laborer	St. Paul	49

Continued on Page 8





**SAFETY-MINDED** E. C. Johnson, store helper at Brainerd shops, demonstrates the effectiveness of a special steel repository he made for empty aerosol cans. Johnson, who has been with the NP since 1939, came up with the solution to a troublesome problem at the shops.

## New Officers

*Continued from Page 3*

of the St. Louis-San Francisco and the Burlington Railroads, there can be no doubt that he will continue the solid and progressive leadership that characterizes Northern Pacific.

Menk and his wife, the former Martha Jane Swan, will live in St. Paul at 2144 Upper St. Dennis Road. The Menks have two children, a son, David, and a daughter, Barbara Ann.

Macfarlane's term of nearly sixteen years as president of the Northern Pacific has been one of the longest in the history of the company, exceeded only by that of Charles Donnelly who was head of the railroad from 1920 to 1939. There have been 18 presidents of the railroad since the company was organized in 1864. Menk becomes the 19th president.

As chairman of the board and chief executive officer, Macfarlane will continue in active leadership of Northern Pacific and its many affiliated enterprises.

During the years of his presidency the Northern Pacific has maintained a continuous record of financial strength. Earnings per share have increased from \$2.68 per share in 1951 to \$4.65 per share in 1965. Net income for the year 1966 is estimated at \$5.00 per share, which, if achieved, will constitute a record high for Northern Pacific. Operating revenues have increased from \$174 million in 1951 to \$226 million in 1965. This has largely been achieved through advances in modernization in all phases of railroad operation.

Mr. and Mrs. Macfarlane live at 740 River Drive in St. Paul. They have four grown children, three daughters and one son.



**ST. PAUL SOFTBALL CHAMPS** - Pictured at Dunning Field are members of NP's sponsored softball team, winners of St. Paul Maroon Commercial league. In front row, l. to r., are J. Schmidt, A. Carlson, D. Sahlin, B. Blatzheim, G. Crupi, G. Harvey. Standing are G. Katseras, L. Tyler, J. Chlebeck, R. Trapp, Sr. (manager), and R. Trapp, Jr. Missing are R. Roberts, P. Carney, and J. Lang. Team won division title with 11-2 season record.

## Retirements

*Continued from Page 7*

John E. Sobon	Assistant Cashier	Minneapolis	49
Joseph Stojack	Scrap Yard Foreman	So. Tacoma	46
John H. Stroh	Section Laborer	Laurel	23
John Strom	Section Foreman	Fergus Falls	50
Dewey A. Tardiff	B&B Truck Driver	So. Tacoma	43
William F. Thoele, Jr.	Chief Clerk-Passenger and Station Accounting	St. Paul	49
Mike H. Tipps	Carman Helper	Laurel	24
William Walter	Machinist Helper	Laurel	22
Gottfried Walth	Machinist Helper	Jamestown	44
Godfred Winter	Stationary Fireman and Engineer	So. Tacoma	40
Florence G. Wood	Stenographer-Proper-ties and Industrial Development Department	Missoula	45
John Yaconetti	Section Laborer	Tacoma	47



**BILLINGS FAREWELL** - R. C. Webb, left, assistant superintendent at Billings, receives present from car foreman C. E. Rice at office party prior to Webb leaving for new post on Tacoma division.

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