

TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

VOL. XXIX

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NO. 12



holiday

greetings

NORTHERN PACIFIC RAILWAY

"Main Street of the Northwest"





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SPACE ENGINEER - One of the most interested spectators at Cape Kennedy at the October launching of the Blue Bird communications satellite was former St. Paulite, Joseph Angeletti, son of Northern Pacific St. Paul assistant freight claim agent Myron J. Angeletti. A 1954 electrical engineer graduate of the University of Minnesota, Angeletti, 34, directed the installation of the maze of electronic equipment carried by the 192-pound Satellite. He is employed by Hughes Aircraft Co. of California, builders of Lani (Hawaiian for Heavenly Bird), the satellite that scientists say could bring the Far East as close as the nearest television set. Commenting on the Delta rocket which shot the satellite into orbit, now a partner in the Early Bird system, Angeletti said, "It was a perfect shot. I wrote my name on it, and I'll never see it again, but I'll settle for that."

Our Cover . . .

. . . A joyous holiday greeting to one and all from the staff of the TELLTALE. May your Christmas be merry and bright, your new year full of happiness, and may there be peace on earth and goodwill toward men.

Memo...

We are in a new era of railroading.

Just a few years ago, our primary responsibility was the movement of freight. Now, a new dimension - distribution - has been added.

With constantly rising labor and material costs, shippers must take a hard, penetrating look at distribution costs in an effort to keep their prices competitive. At the same time, every mode of transportation must review its services in the light of providing total distribution service for the shipper.

To compete in the present expanding transportation market, we must provide efficient, economical movement of goods and products, tailored to the shipper's distribution needs.

This calls for precise, dependable timing in the delivery of shipments to meet commitments shippers have made to their customers.

It means expediting cars through terminals with a minimum of delay to meet the demands of modern merchandising which depends more and more on transportation for inventory.

It means total distribution service, from pick-up at the shipper's plant to delivery to his customer's doors. Our Big Pasco is an example of a total distribution system.

It means providing specialized services to fill specific needs and conditions - such as our unit train operation moving lignite coal from the mines at Zap to the generating plant in Stanton, N. D.

We must operate our freight service as an extension of the shipper's own traffic and marketing departments with new, fresh ideas, fast service and dependability that will insure continued and repeat business.

How we grow, how we progress, and how we prosper as a railroad and as individual employees, depends on how successfully we meet the challenge and responsibilities in this rapidly changing and highly competitive area of transportation.

• • •

The year is drawing to a close and we are approaching the holiday season. We want to express our sincere thanks for your valued cooperation and extend best wishes to each of you, and to your families, for a Merry Christmas and a Happy New Year.

Chairman of the Board

President



JA CHARTER is presented John Mahalla, vice president-mfg. of Pacific Pens, by Northern Pacific president Louis W. Menk during November ceremony in St. Paul general office. The NP sponsored Junior Achievement company makes a desk-pen set as its yearly sales product under Northern Pacific employee supervision.

One-Spot Car Repair Facility at Laurel Expedites Light Repairs to Cars

Northern Pacific's recently completed one-spot repair shop at Laurel, Mont., is designed to speed up repairs and get cars back in service with a minimum of delay.

At this new facility, light repairs can be made on-line. This eliminates the need for sending cars back to the company's major shops at St. Paul or Tacoma and the subsequent loss of the use of the car while it is in transit to and from distant repair shops.

Construction of the new facility was begun late in 1964, after comprehensive study by the NP Engineering department of existing installations of this type on other railroads. Plans call for construction of additional one-spot repair facilities at Missoula, Northtown, Auburn and other on-line locations.

The Laurel repair facilities are housed in a prefabricated metal building, 77 feet wide by 240 feet long, erected over three existing tracks in the selected repair area.

Two of the existing tracks are used for one-spot car repairs and the third track is used for general re-

pairs. For each track used for spot repairs, there are four 35-ton portable electric jacks, together with a shop-made jib crane with three 2,000-pound electric hoists.

Electric welding facilities are strategically located throughout the shop. Cutting and heating operations are done with natural gas. High bay, incandescent lights are distributed throughout the building with supplemental fluorescent lights for additional illumination at working stations.

Movement of cars in and out of the shop is provided by a 5TM-DC Trackmobile equipped to operate on liquid petroleum gas. Study is being given to the possibility of using "Rabbits", cable-operated car-moving devices. Three 14 by 23-foot, power operated doors, and one 10 by 12-foot power operated door provide ample openings for the admittance of cars and equipment.

In the short time the shop has been in use, the operation has proved highly successful, and it is anticipated that the number of cars repaired each day will be increased.

Nipper news bits

ALL HAIL the new princess! Patricia Haggerty, 19 year-old stenographer in the St. Paul freight revenue accounting department, has been selected as Northern Pacific princess to represent the railway at the forthcoming St. Paul Winter Carnival.

Miss Haggerty was selected from a field of 15 candidates by members of the Northern Pacific Winter Carnival committee, sponsors of the event held each year at the St. Paul general office.

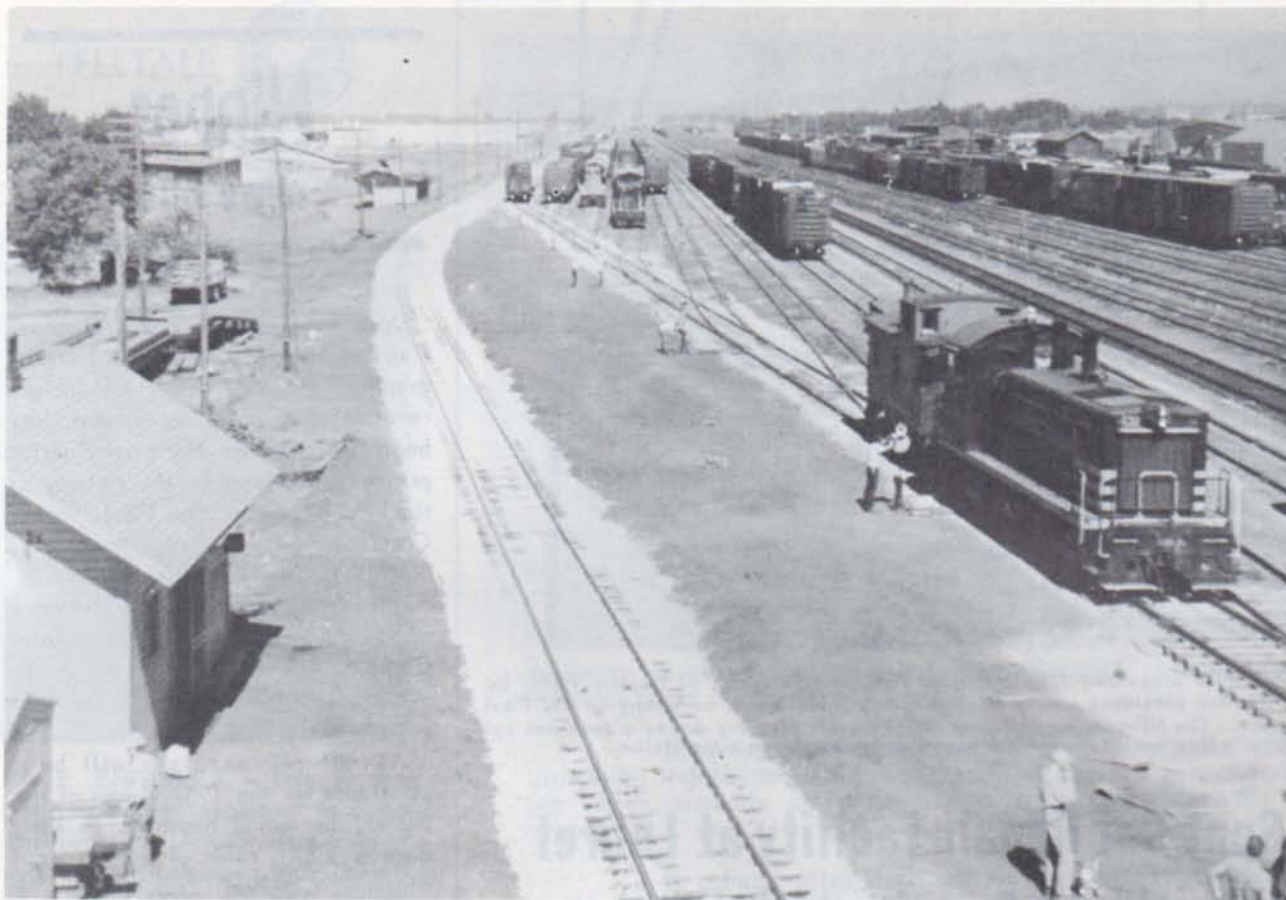
As NP princess, she will be a candidate for the 1967 Queen of the Snows, her royal highness to King Boreas XXXI, ruler of the St. Paul Winter Carnival scheduled for January 27 to February 5.

Candidates for NP princess title must meet specific requirements of residency, age, must be single and be a high school graduate, according to Rudy Clemmensen, NP Carnival Committee chairman.

Miss Haggerty is 5 feet, 6 inches tall, has brown hair and eyes, and lives in So. St. Paul where she graduated from So. St. Paul high school in 1965.



give...so more will live
HEART FUND



MISSOULA CLASSIFICATION yards shows new main line after relocation around southern edge of yard during revamping of track layout this year.

Work Progresses on Missoula Yard Modernization

Work on the new automatic classification yard, part of a major modernization project at Northern Pacific's yards at Missoula, Mont., is well underway.

Phase one of the Missoula yard improvement, begun this year to provide maximum efficiency, speed and safety in the movement of cars through the yards, is nearing completion.

Missoula is the marshalling point for freight destined to and from the surrounding productive Bitter Root, Flathead, Blackfoot and Clark Fork Valleys. The production of lumber, ore and agricultural products is constantly increasing, and the new yard facilities will enable Northern Pacific to keep pace with the expansion of the area and at the same time reduce terminal delays.

One barrier to the most efficient operation of the Missoula yard in the past has been the double track main line running through the middle of the yard. To eliminate this problem, a main line change over three miles in length was constructed, locating the new tracks on the south side of all yard trackage. Advanced techniques using pre-plated ties and welded rail were used in constructing the new line.

An eleven-foot high hump was constructed which

leads to a compact automatic sorting yard with a layout of nine classification tracks.

Just below the crest of the hump is an electronic weigh-in-motion scale. It requires cars to be scale-borne for only one second. On passing over the scale, data is transmitted to the second floor of the hump tower and recorded on print-out weigh tickets. The four load cells of the scale each have a capacity of one hundred tons, and instrumentation is being set up so that three axle trucks can be weighed as well as conventional two axle truck equipment.

Immediately below the scale are five weight-compensating retarders to control and adjust rolling speed. Inert retarders have been installed at the lower end of the yard to prevent runouts on the 0.12 per cent slope of the yard.

The compact automatic classification yard lends itself to the confined area remarkably well and even during construction permitted normal switching.

Plans call for additional yard improvements in 1967 as well as construction of a one-spot car repair facility at Missoula in 1968.

This advanced facility is only one of Northern Pa-

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NP CONSTRUCTION crews at work in Missoula classification yard cleaning ballast from tracks.

cific's answers to present needs of both the railway and its patrons as well as evidence of NP's confidence in the potential of the area and the ability to serve it.

NP Transport Wins Washington Trailmobile Award for 1965

Northern Pacific Transport Company in Washington state recently was awarded the "Trailmobile Safety Award" for its outstanding safety record in trucking operations for 1965.

Northern Pacific Transport received the award in the over 1,000,000 miles per year division presented by the Washington Motor Transport Association in cooperation with the American Trucking Association Council of Safety Supervisors.

In various state competitions, NPT divisions had winners in one or more different segments of the contests sponsored by Trailmobile. The western division of Northern Pacific Transport has increased its safety record and this year is leading the various NPT divisions.

Shown in the photo at the right are Ken Ewell, NPT traveling supervisor, C. W. Hawkes, center, superintendent of western operations, and Ed Baldwin, of the WTA, admiring NPT's safety award in the Trailmobile state contest.

December 1966

R. Bracken, Billings Ag Agent, Heads Montana Water Group

Roger Bracken, Northern Pacific's agricultural development agent at Billings, Mont., has been elected president of the Montana Water Development Association.

Election of Bracken to head the association came in the last week of November when the two major water organizations in the state merged. Bracken is thus the first president of the new group.

Bracken succeeds Montana State Representative Marck Etchart, Glasgow, Mont., formerly president of the



Bracken

Reclamation Association and Roy Degn, Sidney, Mont., formerly president of the other major water organization, Montana Water Users.

The meeting to decide on the merger and election of officers was held in Helena on November 29. First action was to select 12 directors from each of the two merging

groups. The 24 directors then elected Bracken, who had headed a special committee to study membership and financing of the proposed merged association.

The new association voted to maintain membership with the National Reclamation Association and to keep Wesley A. D'Ewart, a former Montana congressman as its member of the NRA board of directors.

Kenneth L. Cook, Northern Pacific agricultural development director, said he was particularly pleased with Bracken's activities in water resource development.

"Bracken is a native Montanan and thoroughly familiar with irrigated agriculture," Cook said. "His work is of increasing interest to the Northern Pacific as water scarcity in other parts of the nation, major diversion programs and reclamation projects focus greater and

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Promotions



Russell H. Dick, secretary of the Northern Pacific Railway Company, retired December 1, after 50 years of service with the company.

Dick, a native of St. Paul, began his career with the Northern Pacific in October, 1916, as a junior clerk in the President's office. Subsequently he filled various clerical and stenographic positions until December 1, 1924, when he was appointed secretary to assistant to the president. From January 1, 1928, to November 30, 1937, he was secretary to the president. From 1937 to 1962 he served as office manager, President's office, and on June 1, 1962, was elected to the post of secretary of the railway company.

Dick has been active in community affairs. He is a member and past president of the St. Paul Association of Officemen. He served as chairman of the Executive committee of the St. Paul Council United Commercial Travelers of America from 1948 to 1958.

Northern Pacific announces the appointment of R. L. McNutt, traveling freight and passenger agent at Portland, as general agent at Eugene, Oregon, succeeding J. E. Beckwith who retired December 1 after more than 49 years of NP service.

W. L. Ninemire, city freight and passenger agent at Portland, was named to McNutt's former position at Portland.

Succeeding Ninemire as city freight and passenger agent at Portland is H. J. Broer who was succeeded by G. J. Murphy, appointed city freight agent at Missoula, Mont.

In other company promotions, J. W. Ebert has been appointed general car foreman at Laurel succeeding C. W. Jordan who was recently promoted to shop superintendent at Brainerd, Minn.

Succeeding Ebert as general car inspector in St. Paul is A. H. Pearson, car foreman at Glendive, Mont.

NP Fruit Cake Orders End January 1

Northern Pacific employees have until January to send in their orders for NP's famous Holiday fruit cakes. This reminder is given by W. F. Paar, dining car superintendent for the railway, whose department is busy filling fruit cake orders.

Although the demand for the popular cakes has been increasing, the prices still remain the same, according to Paar. The three-pound cakes, packaged in colorful yuletide tins, are \$3.90 each, and the five-pounders are priced at \$6.50, shipped parcel post prepaid. For shipment outside the continental limits of the United States, add \$1.75.

Mail all orders to W. F. Paar, Dining Car Superintendent, Northern Pacific Railway, St. Paul, Minn. 55101.

Safety Score Board

January 1 thru October 31, 1966

RANK	REPORTABLE INJURIES		CAS. RATIO	
	1966	1965	1966	1965
STANDING BY DISTRICT				
1. Eastern District	125	121	13.62	13.47
2. Western District	147	134	15.14	14.54
STANDING BY DIVISION				
1. Rocky Mountain	16	20	6.55	8.60
2. Yellowstone	21	29	7.37	10.39
3. Fargo	17	19	10.00	11.43
4. Idaho	41	30	13.66	10.67
5. Lake Superior	24	18	15.21	11.53
6. St. Paul	63	55	20.68	18.52
7. Tacoma	90	84	21.09	20.58
STANDING BY CLASS OF EMPLOYEE				
1. Stationmen	23	12	4.83	2.61
2. Shopmen	7	7	5.09	5.08
3. B & B Department	7	5	8.28	6.10
4. Trackmen	43	41	10.27	10.74
5. Enginemen	20	9	10.46	4.61
6. Carmen	22	16	10.79	8.06
7. Trainmen	63	70	30.12	34.68
8. Yardmen	87	95	51.77	58.16
STANDING BY MAIN SHOPS				
1. Como	1	1	2.48	2.48
2. Brainerd	3	2	5.41	3.82
3. South Tacoma	3	2	6.98	4.78
4. Livingston	4	1	10.38	2.65
MISCELLANEOUS DEPARTMENTS				
1. Chief Special Agent	0	2	0.00	11.08
2. Electrical Engineering	0	1	0.00	14.26
3. General Office & Misl.	6	3	2.41	1.06
4. Signal	2	2	4.78	4.86
5. Store	6	8	8.60	11.41
6. Dining Car	7	3	14.74	5.80
7. Communications	6	3	16.54	8.45
8. Engineering	15	8	40.99	22.96
9. King Street Station	14	---	45.96	-----
TOTAL FOR SYSTEM	339	294	13.03	11.44



ST. PAUL RETIREMENT - John Podany, steno-clerk at St. Paul Fourth St. yards, right, stands outside yard office with co-workers at recent retirement party honoring his 47 years of NP service. At left front are P. E. Lecher, recently retired clerk with 55 years service, and J. J. Liffa, general yardmaster. Standing in background are, left, R. J. Sarne, asst. general yardmaster; H. Hertog, section foreman, and M. C. McElroy, terminal trainmaster.

TELLTALE



SISTER JEANNE Noel Superior, looks at statue of Holy Family.

Employee Daughter, St. Paul Nun, Sculpts Chapel Statue

Thanks to the talents and efforts of a St. Paul nun, Sister Jeanne Noel Superior of St. Michael's Convent On-the-Hill, a St. Paul convent has a new, four-foot high statue of the Holy Family permanently displayed in its chapel.

Sister Jeanne, daughter of W. F. Donais, Northern Pacific voucher-clerk in the St. Paul Treasurer's office, made the clay statue recently while serving at the Holy Spirit Convent near Randolph Ave. in St. Paul.

"She spent over a year working on it in her spare time in the laundry room in the basement of the convent," Donais proudly said when asked about his daughter's achievement. Donais has worked in the Treasurer's office in the St. Paul general office since he started with the NP in 1926.

The statue came into being when the four-year old chapel needed a replica of the Holy Family for its religious edifications. One day last year, Sister Jeanne Noel found herself the possessor of 100 pounds of modeling clay and a request from her Mother Superior for the statue.

When the modeling was completed months later, the three clay figures embodied in the sculpture, St. Joseph, the Blessed Virgin and the Christ Child, were sent to a South St. Paul kiln to be baked before being mounted on a wooden pedestal on the chapel wall where it now stands for the enjoyment of all onlookers.

During her 17 years of ecclesiastical life, she taught four years at Holy Spirit before her recent transfer to St. Michael's in West St. Paul where she also teaches first grade classes.

December 1966



Retirements



Raymond H. Bauer	Blacksmith Helper	St. Paul	23
Henry Batt	Car Repairer	Laurel	24
John H. Blake	Warehouse Foreman	Little Falls	29
Gustav T. Bredberg	1st Class Carpenter	Parkwater	20
Arthur N. Brownell, Sr.	Yardmaster	Glendive	54
Allen J. Buley	General Car Foreman	Brainerd	47
Ralph E. Conrad	Stationary Engineer	So. Tacoma	40
Philip J. Costello	Engineer	Minneapolis	50
Carl J. Donder	Assistant Baggage Agent	Spokane	32
Walter A. Erickson	Assistant District Accountant	St. Paul	48
Arvin D. Ferguson	Warehouse Foreman	Missoula	47
Alfred M. Hegstad	Boilermaker	Livingston	30
Richard E. Jensen	Section Laborer	St. Paul	40
Gregory R. Lantz	Mill Machinist	So. Tacoma	44
Arthur J. Larson	Blacksmith	Brainerd	41
George C. Mack, Jr.	Locomotive Engineer	Seattle	23
Anthony J. Morris	Brakeman	Missoula	23
Edwin A. Pfenning	Traveling Auditor	Jamestown	38
Harold R. Purcell	Traveling Auditor Disbursements	St. Paul	50
Marguerite A. Rafferty	Stenographer-Clerk	Missoula	49
John Raschkow	Section Laborer	Miles City	20
Richard R. Rauschke	Locomotive Engineer	Parkwater	49
Roy M. Schrum	Switchtender	Auburn	24
George Smith	Section Foreman	Blatchford	39
Fiore V. Tenerelli	Section Laborer	Auburn	30
Frank White, Jr.	Conductor	Jamestown	52

Have You Sent in Your Telltale Reply Card?

All Telltale business reply cards enclosed in the November issue of this publication must be returned to the Northern Pacific Advertising department.

After January 1, all Telltale addresses must contain a zip code number as required by postal law. To continue receiving your monthly copy of this publication, we need your zip code on our mailing list.

If you have not sent in your reply card, please do so now. Just fill in any change of address, if needed, in the space provided on the card. No change is needed if address printed on back of card is correct. But be sure your zip code is included, too.

Remember this request for zip codes and address changes applies only to persons who receive this Telltale by U.S. Mail delivery and whose envelope contains a metered stamp. Disregard this notice if it doesn't apply to you. And please don't send us another card if you have already done so.



NP PRINCESS candidates surround new princess Patricia Haggerty, number 5, who will represent the Northern Pacific in the 1967 St. Paul Winter Carnival. Left to right are: Kathaleen Dayhuff (disbursement accounting), Cheryl Montpetit (district accountant), Mary Jo McCluney (car accountant), Bonnie Goodman (district accountant), Marilee Steinke (freight revenue accounting), Linda Quinn (freight revenue accounting), Barbara Grnase (freight traffic), princess Patricia Haggerty (freight revenue accounting), Nancy Koethe (passenger traffic), Kathleen Kowalski (telegraph office), Jennifer McCormick

(purchasing), Darlene Dunphy (freight revenue accounting), Diane Molander (misc. accounting), Cheryl Cook (transportation dept.), and Barbara Jungmann (purchasing).

Bracken

Continued from Page 5

greater attention on areas along the routes of NP main line and branch lines, where there is abundance of water and other natural resources for both agricultural and industrial development."

Bracken joined the Northern Pacific in June of 1962. He was appointed agricultural development agent at Billings in January of 1963. He grew up in the Sidney area of Montana and is a graduate of Montana State University.

Steinbright Speech Keynotes Signal Symposium at Denver

F. L. Steinbright, vice president-operations for the Northern Pacific in St. Paul, was the keynote speaker for a special symposium conducted recently as a communication and signal meeting of the Association of American Railroads at the Hilton in Denver, Colo.

Nearly 300 of the nation's railway communication and signal engineers and power transmission experts attended the symposium on the effects of high voltage direct current transmission on railway operations.

High voltage direct current power transmission is a new concept in the United States. Intensive study is now underway on this type of transmission and how it may affect existing signal and communication systems. The symposium served to exchange scientific, technical and statistical information on the various systems involved.

About 15 special papers were presented by top electrical engineers in both railway and commercial power operations and representatives of U.S. governmental agencies.

Steinbright, a graduate of the University of Pennsylvania in electrical engineering, joined the Northern Pacific in 1941 as superintendent of communications.



BUTTE CAMERA CLUB members line up alongside chartered Northern Pacific Transport bus before leaving Butte, Mont., for Bozeman Camera Club meeting. Club uses NPT service for many camera trips in surrounding area. Pictured among camera club members are former NP employees W. E. Suydom, retired Butte depotmaster, standing third from left, and B. E. Lamb, retired city freight and passenger agent, member of club's transportation committee, second from the right.