

TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

VOL. XXX

JANUARY, 1967

NO.1



High-speed Northern Pacific freight crossing Fish Creek trestle in the Missoula Rockies, west of Missoula.

Photograph by Tom Reed, Chicago, Illinois.

JANUARY							FEBRUARY							MARCH							
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	
1	2	3	4	5	6	7				1	2	3	4				1	2	3	4	
8	9	10	11	12	13	14	5	6	7	8	9	10	11	5	6	7	8	9	10	11	
15	16	17	18	19	20	21	12	13	14	15	16	17	18	12	13	14	15	16	17	18	
22	23	24	25	26	27	28	19	20	21	22	23	24	25	19	20	21	22	23	24	25	
29	30	31					26	27	28					26	27	28	29	30	31		
APRIL							MAY							JUNE							
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	
						1	1	2	3	4	5	6							1	2	3
2	3	4	5	6	7	8	7	8	9	10	11	12	13	4	5	6	7	8	9	10	
9	10	11	12	13	14	15	14	15	16	17	18	19	20	11	12	13	14	15	16	17	
16	17	18	19	20	21	22	21	22	23	24	25	26	27	18	19	20	21	22	23	24	
23 ³⁰	24	25	26	27	28	29	28	29	30	31				25	26	27	28	29	30		
JULY							AUGUST							SEPTEMBER							
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	
						1	1	2	3	4	5								1	2	
2	3	4	5	6	7	8	6	7	8	9	10	11	12	3	4	5	6	7	8	9	
9	10	11	12	13	14	15	13	14	15	16	17	18	19	10	11	12	13	14	15	16	
16	17	18	19	20	21	22	20	21	22	23	24	25	26	17	18	19	20	21	22	23	
23 ³⁰	24 ³¹	25	26	27	28	29	27	28	29	30	31			24	25	26	27	28	29	30	
OCTOBER							NOVEMBER							DECEMBER							
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	
1	2	3	4	5	6	7				1	2	3	4							1	2
8	9	10	11	12	13	14	5	6	7	8	9	10	11	3	4	5	6	7	8	9	
15	16	17	18	19	20	21	12	13	14	15	16	17	18	10	11	12	13	14	15	16	
22	23	24	25	26	27	28	19	20	21	22	23	24	25	17	18	19	20	21	22	23	
29	30	31					26	27	28	29	30			24 ³¹	25	26	27	28	29	30	

Vista-Dome NORTH COAST LIMITED
 CHICAGO • ST. PAUL • MINNEAPOLIS • SPOKANE • PORTLAND • TACOMA • SEATTLE



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1967 ROYALTY - Patricia Haggerty, 19-year old stenographer, is Northern Pacific's new princess representing the Railway during the St. Paul Winter Carnival from January 27-February 5. Miss Haggerty, employed in the General Office Freight Revenue Accounting department, was picked from 15 princess candidates. A 5-foot, six-inch brunette, Miss Haggerty lives in So. St. Paul, Minn. She succeeds Ellen Peham, 1966 NP princess.

Our Cover . . .

. . . a high-speed Northern Pacific freight crossing Fisk Creek trestle in the Montana Rockies, west of Missoula, is the illustration on NP's 1967 wall calendar, this month's cover picture. The colorful train illustration was painted by artist John Gould.

Memo...

Final figures will show Northern Pacific revenues and earnings at a near-record high.

This vitally important fact cannot be acknowledged without expressing appreciation to the thousands of NP employees whose conscientious efforts during the year made the 1966 gains possible.

Implicit in accomplishments of 1966 is the challenge to outshine them in 1967 for it is a well known truism that a business cannot stand still. It can go forward or it can go backward, but it cannot stand still. If it moves backward, it is tagged as a failure, if it moves forward, it is dogged by determined competitors seeking the same goals in the same market.

Our task in 1967 is doubly challenging for never in the history of railroading has competition been so spirited or from so many different modes of transportation.

A record \$45 million budget for new equipment and improvements, as spelled out in the November issue of the Telltale, will provide more and better tools to help make gains possible this year.

This, and the cooperation and effort put forth by NP employees in every job capacity will be the final determination of our accomplishment in meeting the challenge of 1967.



Northern Pacific Railway Company's application to construct a 55-mile branch line between Mesa and Mattawa, Wash., to serve the Wahluke Slope and Basin City areas, was recommended for approval on Dec. 8, by the Interstate Commerce Commission Examiner.

Final approval by the Interstate Commerce Commission would be the go ahead for Northern Pacific to begin work on the \$5 million project.



The Interstate Commerce Commission announced on January 4, a limited reopening of our merger proceedings to receive further testimony. The hearing date has been set for March 6, with oral arguments before the full Commission to be held 30 days after the close of the hearings. We are pleased that the commission has reopened the case and is providing an expedited schedule for future proceedings.

Chairman of the Board

President



NEW EXPANDED computer room, located in Northern Pacific's data processing department in St. Paul main office, houses latest IBM system 360 installed in December. In right foreground is new card-read machine with cart holding punch card trays. In the center, is the console printer and control units. Two of the three new disk storage drive machines are seen in the far corner of the room, back of the console units.

IBM 360 Computer Expands Northern Pacific Data Processing System

Northern Pacific's computerization system was updated in December as a new IBM system 360, model 40, was installed in the Data Processing department at the St. Paul General Office, replacing the 1410 data processing system which was installed only three and one-half years ago.

Housed in an expanded and remodeled computer room in the department's third floor operation, the new blue and gray colored units will eventually enable the Northern Pacific to process more data at a faster rate than was possible under the former system. The IBM 360 also has a greater capacity to program NP's future needs because of the system's increased facilities.

"With 131, 072 positions of core storage, and with the added facility of disk storage containing 22 million positions of directly accessible storage," said G. C. Krahn, director of Northern Pacific's data systems

and programming, "the 360 system will give us the ability to handle commercial, scientific and teleprocessing applications in one system."

Special innovation of the 360 system which distinguishes the computer from its 1410 predecessor is three disk storage drives. Each machine can store up to 7,250,000 characters of data of which any part can be transmitted electronically into the main computer for processing in a matter of seconds. This direct accessibility is its main advantage over tape drives which must unreel to obtain the desired data for usage.

Each of the three drives consists of six large disks, made of a non-magnetic material covered with a thin coating of iron oxide, similar in color and material used for making recording tape.

Speed of operation is another big

Continued on page 5

Nipper news bits

A MEMORIAL fund of \$172.50 has been given the Northern Pacific Beneficial Hospital at Missoula, Mont., in memory of Charles W. Herron, a former patient at the hospital.

The fund, given by his family, relatives and friends, will be used to purchase a piece of equipment for the hospital's physical therapy department.

Mrs. Herron is head nurse on second floor of the hospital. She has been on the staff for 13 years.

THE NORTHERN Pacific Benefit Association extends special thanks to the following persons and groups for their recent contributions to NPBA hospitals.

To the St. Paul hospital: Marcella R. Goetz, of Winter Haven, Fla., former PBX operator at Fargo, \$10; Walter Zielinski, at St. Paul Mgr. Pass. & Sta. Accts., \$12 for TV fund, and the Minneapolis Northtown Car dept., \$26 for the TV fund.

To the Missoula hospital: NPBA Hospital Guild of Missoula, \$166 for a new light in emergency room, and Ray P. McKinnon, NP Transport driver from Butte, Mont., \$5.

To the Tacoma hospital: Ruth Stucky, wife of former NP conductor at Pasco, Wash., \$5 in memory of Emmett Stucky.

THE ST. PAUL Traffic Department Social club is presently conducting its 1967 membership drive.

During the year, four meetings are held in addition to a summer outing and a Christmas party attended by members' wives or girlfriends.

The club also sponsors other activities including "Old Timers" vs. "Youngsters" softball championship, swimming, going away parties and the Traffic department golf championship.

Men wishing to join the club may contact Dick Rishavy, club treasurer, or Ted Kay, president.



PRESIDENT Louis W. Menk

Modern Railroads Names Louis W. Menk, Man of Year

Louis W. Menk, president of the Northern Pacific Railway, was named "Man of the Year" for 1966 by Modern Railroads magazine.

He was selected for the honor by a panel composed of close observers of the railroad industry. Included on the panel were railroad security analysts, industry traffic managers, newspaper transportation writers, college professors of transportation and management consultants.

Menk is the third railroader to be so honored. Previous winners were D. M. Brosman (Southern Railway company) 1962, and Stuart Saunders (Pennsylvania railroad) 1964 and 1965.

An important consideration in awarding the honor to Menk was, according to one panelist, "because of his revitalization of the Burlington. He inaugurated new marketing concepts, accelerated the computer program, established a new industrial engineering department, infused a new look in railroad advertising. His efforts enabled the Burlington to double its net income in the first nine months of 1966 compared with 1965."

Menk began his railroad career in 1940 as a telegrapher for the St. Louis-San Francisco railway and rose to the post of president and chairman of the board.

He resigned to become president of the Burlington on Oct. 1, 1965, a post he held until Oct. 1, 1966, when he became president of the Northern Pacific.

Macfarlane Urges D.O.T. Review of Present Transportation Policy

"It is imperative that appropriate standards and criteria for guidance be developed and consistently applied," Robert S. Macfarlane, chairman of the board and chief executive officer, Northern Pacific Railway, told a United States Chamber of Commerce forum on the newly-created Department of Transportation in a recent speech at Washington, D.C.

Macfarlane said that while Section 7 of the D.O.T. bill (Public Law 89-670) was diminished in form and substance as enacted, "the coordination envisioned by the new law will at least make it possible for the Congress to have available much more consistent and meaningful transportation information than has been the case in the past."

The railroad executive suggested that the new department be encouraged to review present policy and law which handicaps the performance of coordinated, unified transportation activities by a single carrier.

Such a review, he added, "conducted objectively and without regard to the positions of the individual modes, would be extremely enlightening not only to members of the transportation industry, but to regulatory commissions and the Congress as well."

Speaking at the forum, Secretary of Transportation, Alan S. Boyd, said, "I have every expectation of asking various people in the transportation industry and in the shipping industry to meet with me in the very near future..."

Boyd said public investment of capital facilities for America's transportation system will be an area of primary concern for the D.O.T. The new department, he emphasized, will attempt to develop some "rational ways to expend limited funds available to improve the national transportation system."



WHEN GEORGE H. DAVIS, NP steno-statistician, engr. dept., gave his 80th pint of blood to the St. Paul Red Cross, he was presented a special key chain with the coveted 10-gallon donor emblem by Gerry George, staff member, and Mrs. A. L. Overbee, Red Cross volunteer. Davis is one of nine donors in the five-state St. Paul region to give more than his total blood supply in 18 years.



WEST END of computer room was enlarged and now provides space for these four new, high-speed tape drive machines. Other 360 equipment shown here include the console printer and keyboard unit at left, and a corner of one disk storage drive unit seen at the right. New removable white-tiled floor sections cover the raised flooring.



SEATED at new console printer, T. G. deWerd, traveling auditor, looks over 360 system manual. Messages sent from console control unit, the lighted panel at left, are typed by the printer unit at bottom of picture. Console operator can also type messages on the printer's keyboard.

New Computer

Continued from page 3

factor in the use of these disk drives over use of tape. This greater speed is made possible as each disk whirls around at approximately 2,400 revolutions per minute when in use as compared with the speed of today's 33-1/3 rpm long playing record.

Data can be stored on ten of the twelve surfaces on the six two-sided disks. Each of the ten surfaces has 203 tracks available for storing data which is picked up when needed by ten individual heads, one per each side of the disks.

To pick up data off the high-speeding disks, the heads ride on a thin cushion of air which is injected across the surface of the disks by a blower system and is exhausted out the opposite side of the glass enclosed drive unit. Any desired information stored on these disks can be obtained in a fraction of the time formerly required by the use of tape. The computer operator can either program for the data by means of punch cards, or he can tell the drivers to "seek it" by use of control console instructions.

In addition to the new disk storage drives, the 360 system uses four tape drives, an 1100 line-a-minute printer, a punch card-read machine, a control console and the main data processing units.

The main computer units can memorize 131,072 positions of core storage compared to 40,000 positions
January 1967

which the 1410 system could store in its memory cores. The new tape drives are also faster in operation. Although both systems are similar in appearance and in kinds of units, the smaller-sized 360 units take up less space in the computer room.

Computer equipment is housed in a room specifically designed for computer use. The room is air-conditioned to protect the highly sensitive electronic components and to insure maximum efficiency from the equipment. Power transmission cables, formerly covered by walkover platforms, now run under raised tile-covered floor sections which are easily moveable to change any future computer installation.

With the new 360 system which the NP leases from International Business Machines corporation, Northern Pacific not only can keep abreast with its current commercial programming, but can expand its computer services for future application. For example, teleprocessing of car movement information will become possible when the use of microwave communication becomes operational by the Railway. Under a teleprocessing system, data can be transmitted via microwave from on-line sources directly into the computer system at St. Paul where the data will then be processed.

Future NP plans call for additional equipment to be added to the 360 system early in 1967. Then, a system 360, model 20, one of the family of International Business Machines in the 360 system, will replace various tabulating machines now employed in the data processing department.



Promotions



Richard A. Beulke was named secretary of the Northern Pacific Railway December 8 succeeding Russell H. Dick who retired December 1, after 50 years of service with the company.

Beulke, who has been assistant secretary since May 1, 1959, joined the Railway in 1942 at St. Paul. He served as claim agent at Spokane; district claim agent at Glendive and at St. Paul before being transferred to Livingston, Mont., as district claim agent in 1951.

Since his return to St. Paul in 1959, he has served three years as chairman of the Practical Politics committee and as chairman of the Policy committee of the St. Paul Area Chamber of Commerce. He is chairman of the Chamber's Congressional Action committee and of the Public Affairs Council. He is also a member of the United States Chamber of Commerce and of the Public Affairs committee of the Minnesota Employers Association. At White Bear Lake, Minn., where he lives, Beulke is chairman of the Business Development Advisory committee.

Northern Pacific has announced the creation of four new positions at its general offices in St. Paul and two appointments to the traffic department in Minneapolis.

W. R. Bjorklund has been named director-industrial engineering, effective Jan. 1. He holds a degree in civil engineering from the University of Washington and started work with the NP in 1934 in the engineering department surveying section.

Bjorklund rose through the ranks to become district engineer of lines east of Livingston, Mont., in April, 1958, and has been assistant chief engineer at St. Paul since 1962.

Thomas M. Taylor has been appointed director of customer service engineering. He will be responsible for service evaluation, equipment planning and development of data processing systems for transportation and utilization functions.

Taylor holds a bachelor of arts degree from Wesleyan University in economics and a bachelor of science degree from Georgia Institute of Technology in civil engineering. He worked for the New York Central railroad from 1957 through 1961 and was manager of equipment planning for the Louisville & Nashville railroad at Louisville, Ky., from 1962 until joining the Northern Pacific in December.

J. F. Schmidt has been named service agent for trailer-on-flatcar-service at St. Paul. He joined Northern Pacific as a clerk in the employment bureau in 1955 and served in various clerical positions at the St. Paul office, where he became chief clerk in the commercial

Continued on page 8



DULUTH RETIREMENT - William H. Olson, yardmaster at West Duluth, Minn., poses at his office before retiring November 1 with over 48 years of NP service. Olson started his railroad career as a yardman September 24, 1918.

Safety Score Board

January 1 thru Nov. 30, 1966

RANK	REPORTABLE INJURIES		CAS. RATIO	
	1966	1965	1966	1965
STANDING BY DISTRICT				
1. Eastern District	131	134	12.98	13.52
2. Western District	168	148	15.75	14.55
STANDING BY DIVISION				
1. Rocky Mountain	18	20	6.73	7.78
2. Yellowstone	22	33	7.01	10.71
3. Fargo	18	20	9.66	10.89
4. Lake Superior	25	23	14.39	13.38
5. Idaho	50	34	15.19	10.94
6. St. Paul	66	58	19.70	17.70
7. Tacoma	100	94	21.27	20.91
STANDING BY CLASS OF EMPLOYEE				
1. Stationmen	28	16	5.36	3.14
2. Shopmen	9	9	5.94	5.23
3. B & B Department	8	8	8.64	8.86
4. Enginemen	20	9	9.51	4.19
5. Carmen	24	18	10.71	8.24
6. Trackmen	51	45	11.14	10.70
7. Trainmen	67	75	28.97	33.53
8. Yardmen	92	102	49.51	56.52
STANDING BY MAIN SHOPS				
1. Como	1	1	2.25	2.25
2. Brainerd	3	2	4.93	5.23
3. South Tacoma	3	2	6.32	4.34
4. Livingston	4	1	9.44	2.41
MISCELLANEOUS DEPARTMENTS				
1. Chief Special Agent	0	2	0.00	10.08
2. Electrical Engineering	0	1	0.00	13.04
3. General Office & Misc.	6	3	2.15	.95
4. Signal	2	2	4.43	4.45
5. Store	7	9	9.17	11.68
6. Communications	6	4	14.96	10.26
7. Dining Car	8	4	15.83	7.09
8. Engineering	15	8	37.68	21.03
9. King Street Station	15	-----	49.24	-----
TOTAL FOR SYSTEM	369	322	12.90	11.48

TELLTALE

WHO'S WHO
ON THE
NORTHERN PACIFIC



Retirements



Mr. Mrs. Miss _____
Date of Birth _____ Date of N.P. Employment _____
Marital Status _____ Names and ages of Children _____

If in Military Service, indicate: Branch _____ Date Entered _____ Date Discharge _____

EDUCATION
Indicate highest grade completed: Elementary 6__ 7__ 8__ High School 1__ 2__ 3__ 4__
College 1__ 2__ 3__ 4__ 5__ 6__ 7__ 8__
College (Include Business College)

Name	Dates		Water Field Study	Degree Received
	From	To		

Other education - List night school, correspondence courses, etc., which you might be taking or have completed

BUSINESS EXPERIENCE

Present Position
Title _____ Date began this position _____
Department _____ Location _____
List all positions held, with dates

ACTIVITIES

Membership in civic, professional, social or other organizations _____

WORK INTERESTS

Are there fields of work other than the one in which you are presently employed in which you have an interest and for which you would like to be considered if openings occur? (Explain fully what they are and indicate whether you feel you are presently qualified or what additional training you would need). Use back of form if necessary.

(Date) _____ (Signature) _____

WHO'S WHO on the Northern Pacific. When you receive this form, please make it a point to fill in the information requested. It is for your personal record file.

Personnel Form to Update Employee Record File

It's not too difficult to know Who's Who on the Northern Pacific if you confine yourself to your own department, division or immediate working associates.

Knowing Who's Who, however, is a big job for the Personnel department, charged with maintaining accurate records of more than 15,000 employees of the Northern Pacific.

So, the Personnel department is asking for your help and cooperation in bringing its employee files right up-to-the-minute.

Here's how you can help. Your supervisory officer will provide you, if he has not done so already, with a form to be filled out by you. When you get yours, take a few minutes to read it over and fill in the answers to all of the information requested.

When you have finished, return it to your supervisory officer, or mail it to the Director of Personnel in St. Paul.

January 1967

Edward H. Anderson	Locomotive Engineer	Minneapolis	50
Archibald W. Berkland	Carman	Laurel	30
William O. Carrico	Car Repairer	Livingston	24
Francis W. Cochran	Trainmaster	Yakima	29
George L. Danielsen	1st Weighmaster Clerk	Spokane	48
Earl D. Davis	Store Deliveryman	Brainerd	24
Nathan A. Dillman	Conductor	Olympia	47
Arthur W. Engel	Chief Clerk - Traffic department	Detroit	48
George M. Freeman	Depot Janitor	Spokane	20
Archie R. Genin	Shop Superintendent	Livingston	49
Philip W. Grenz	Brakeman	Missoula	21
Percy R. Heavner	Section Laborer	Logan	25
William M. Kellermann	Commissary Store-keeper	St. Paul	48
Mack W. Kneadler	Weighmaster	Seattle	22
Henry G. Knudsen	Shop Superintendent	Brainerd	48
Eugene Kuebler	Conductor	Mandan	43
Edwin A. Lake	Sheet Metal Worker	St. Paul	30
Peter E. Lecher	Yard Clerk	St. Paul	54
Philip J. Meckler	Janitor	Missoula	23
Albert J. Moulin	Store Helper	St. Paul	33
Frederick E. Powell	Leading Draftsman	St. Paul	49
Edgar E. Saunders	Chief Clerk - Freight Office	Tacoma	48
Olaf M. Standal	District Roadmaster	Mandan	47
George P. Wallin	Agent-Telegrapher	Sterling	46
Vera G. Warner	Record Clerk - Miscellaneous Accounting	St. Paul	22
David C. Webster	Carman	Laurel	23
Walter C. Widenhoefer	District Passenger Agent	Billings	47
Harry M. Wordal	Signal Supervisor	Helena	48



PICTURED at his desk, Peter M. McGovern, assistant general yardmaster at Rices Point yard, Duluth, retired January 1 after serving the Northern Pacific for over 49 years. He started working for the NP as a yardman September 14, 1917.



WHEN BOB MADDEN, center, commercial agent for the Northern Pacific in Minneapolis, sported a necktie at the November Twin Cities Hoo-Hoo Club turkey trot party, it was ceremoniously scissored in half as is customary at the annual lumberjack event. Word of the dastardly act reached the Dayton Co., Minneapolis' largest department store and Donald Dayton, right, NP board member, provided Madden with a handsome replacement. Frank Villaume, president of the Hoo-Hoo club, looks on during the presentation in Dayton's office.



NP BELL-RINGERS take a break for pictures while ringing up donations for the St. Paul Salvation Army Christmas fund in front of the main office building in December. Each Christmas, members of the St. Paul commercial office and traffic department contribute their noon hour to this charitable cause. Outside front entrance of Northern Pacific building are, left to right: K. A. Knutson, C. L. Kath, J. M. Kelly, J. C. Moore and I. C. Lawson. Not shown are E. T. Gibson and F. C. Lucas. \$348.14 was collected for the 1966 fund.

New AAR Film Presents Railroads' 'New Directions'

'New Directions in Modern Railroading' is the title of a new 27-minute color film produced by the Association of American Railroads.

Featuring the development of advanced technology and new rail services, the film captures highlights of the dynamic action and vitality behind the recent rail comeback.

Narrated by Chet Huntley, the 16mm. motion picture provides an inside look at how U.S. railroads are winning new business and regaining old with "customerized service" and other imaginative ideas for reshaping rail operations and services.

Northern Pacific's Advertising department in St. Paul has a copy of this film which is available for public showing to groups upon written request to the department.

Promotions

Continued from page 6

office in January, 1966.

N. M. Doerr has been appointed assistant purchasing agent at St. Paul, effective Jan. 1. He has served as assistant district storekeeper for Northern Pacific at Brainerd, Minn., since July, 1959.

Effective January 16, the title of W. K. Smallridge, St. Paul, will be changed to director of purchases and stores.

G. R. Kutzero has been promoted to city freight agent at Minneapolis. He most recently served as a service agent in piggy-back operations in the St. Paul

office.

M. L. Sanders has been named traveling freight and passenger agent at Minneapolis. He served as city freight agent in Minneapolis from 1962 to the present promotion.

In other company changes, A. O. Beelman, traveling freight and passenger agent at Minneapolis, has been appointed general agent at Grand Forks.

G. W. Saylor, night chief dispatcher at Minneapolis, has been appointed acting trainmaster for the Tacoma division with headquarters at Centralia, Wash.



SANTA BOARDS North Coast Limited. Retired freight conductor, Myles A. Purfeerst, has been playing Santa for the past few years. Last Dec. 16, he met train no. 26 at Forsyth and distributed goodies to youngsters aboard the train (above). Although the NP has made up special "Santa Claus" trains for local community use, this may be a "first" Santa aboard the North Coast Limited.

TELLTALE