

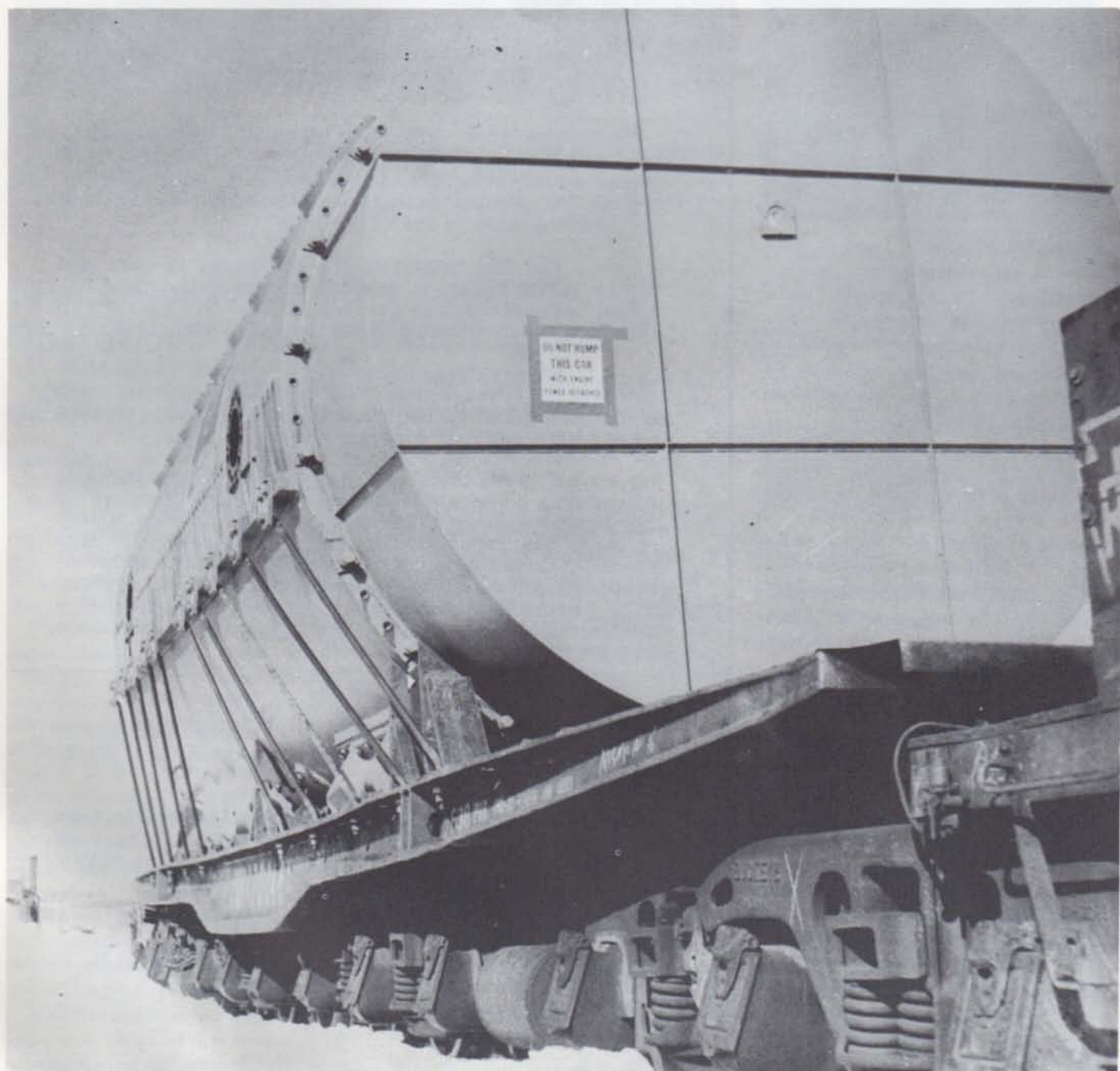
# TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

VOL. XXX

MARCH, 1967

NO. 3





Published monthly by the Advertising & Publicity Dept., Northern Pacific Railway, Saint Paul, Minn. 55101. W. A. Gustafson, Manager.



**PIONEER AWARD** — Larry S. MacDonald, retired agricultural development director for the Northern Pacific at St. Paul, was presented the Northwest Farm Managers Association's Pioneer of the Year award at the group's recent 58th annual winter meeting at Fargo, N. D.

The award was given MacDonald "in grateful appreciation for outstanding lifelong service to agriculture and its related industries, to this association and to his fellow man". Since retiring from the NP in 1966, MacDonald's many activities have been directed toward the economic well-being of the region's entire agricultural complex.

### *Our Cover . . .*

**STATOR SHIPMENT**—Loaded on a specially equipped flatcar, this 400-ton generator-stator arrived in St. Paul in February nearing the end of its long journey. One of the heaviest single-car shipments handled by the Northern Pacific in recent years, this equipment was delivered to the Northern States Power Company's new Allan King plant near Bayport, Minn. For details behind this extraordinary shipment, turn to page four of this issue.

## Memo...

Final figures for 1966 show that American railroads made significant gains over 1965.

Railroads in 1966 set an all-time freight volume record, an increase of 7 per cent in 1966 over 1965. Northern Pacific shared in the increase in tons hauled to the extent of a 7.6 per cent gain over 1965 and .6 per cent over the national average.

In line with the increases in rail traffic, it is interesting to note that Northern Pacific gains, in many cases, exceed the national averages.

For the railroad industry as a whole, piggyback movement in 1966 increased by 12 per cent over 1965. Northern Pacific's increase in piggyback volume for 1966 was 18 per cent over 1965.

The 1966 movement of new automobiles and trucks by rail on multi-level rack cars in 1966 was up 3 per cent over 1965, on a national scale. Northern Pacific topped the national average by 7.3 per cent, or a 10.3 per cent increase in 1966 over 1965.

The full impact of the movement of cars and trucks by American railroads, however, is best illustrated by the percentage gain for the past five years with 1966 figures showing a 236 per cent gain over 1961.

While rail passenger traffic continued to decline on a national average, with 1966 figures down 2 per cent from 1965, Northern Pacific passenger revenues in 1966 were up 5.8 per cent over 1965.

It is not often that this monthly Memo turns to retrospect. The above-average increases attained by Northern Pacific in 1966, however, should be a source of pride and inspiration to every NP employee. This record of gains represents the combined efforts and close cooperation of the entire NP family of employees system-wide. It lends stature and credence to our advertising slogan, "This is the way to run a railroad. This is the way we run Northern Pacific."

• • •

Applicants testimony in the reconsideration of our merger application was heard by the ICC in Washington, D.C., March 6-8.

A further hearing will be held on May 9 to hear testimony of those in opposition. Reargument of the case before the full commission will be held about the middle of June.

Chairman of the Board

President





NP TORCHLITES are knighted by Vulcanus Rex XXX Richard Hassett at 21st Testimonial Luncheon held this February at new St. Paul Hilton hotel. Employed at the St. Paul general office, the young ladies were hostesses at the annual affair honoring Northern Pacific's 1967 princess Patricia Haggerty. Standing from left to right, are Mary Jo McCluney, Cheryl Cook, Cheryl Montpetit, Donna Grinnell, Diane Molander and Kathleen Kowalski. Among honored guests at head table are ceremonial masquer D. J. Wigstrom, NP assistant comptroller at right of Vulcanus Rex, and St. Paul Winter royalty, seated in left foreground.

## NP Consolidates Lake Superior Operations into St. Paul Division

Northern Pacific Railway Company's Lake Superior operating division was consolidated into the company's St. Paul division, effective March 1.

F. L. Steinbright, vice president-operating, said the consolidation move is part of a continuing program to improve the efficiency of Northern Pacific's transportation services.

"The Lake Superior division," he said, "was set up in 1898, a time when operating conditions, customer services and railway equipment were obviously quite different from those of today."

This is the second reorganization of the division. It was originally set up as Minnesota-Wisconsin division.

"Such changes as the one now being made in the company's operating divisions," Steinbright continued, "are consistent with the advent of high-speed communications systems, data-processing and other technological advances in the railroad industry."

"The new divisional organization does not constitute a reduction of transportation service, nor does it reflect a decrease in the importance of

March 1967

the Head-of-the-Lakes area as a high-volume terminal point in Northern Pacific operations. It opens the way to more efficient service for all the industries and communities we serve."

W.L. Wood, terminal superintendent at Duluth, will retain principal responsibility and jurisdiction over operations in Duluth-Superior-Carlton-Cloquet area, and will report directly to the general manager of the company as in the past. Various service functions at points within the former organizational structure will continue.

### K. Cook, NP Ag. Chief, Elected to Garrison Council

Ken Cook, NP agricultural development director at St. Paul, has accepted appointment to the Garrison Diversion Irrigation Council.

As a council member, Cook will serve with Federal and State agencies associated with irrigation development under the Garrison Diversion Unit of the Missouri River Basin Project. The project was authorized for construction in 1967 to develop irrigation of 250,000 acres of land.

## Nipper news bits

WINNERS of the Northern Pacific's 1967 Winter Carnival Button campaign drawing were Donald E. Koski, assistant to the controller, and Linda Droubie, Labor Relations dept. steno, both St. Paul general office employees.

Koski received his Zenith solid-state clock radio as drawing winner, and Droubie won her radio as button-seller to Koski.

The drawing was held at the 21st Annual Testimonial Luncheon in honor of NP's 1967 princess at St. Paul's Hilton hotel in February.

NORTHERN Pacific Trap League begins its second season this spring at Castle Greens Country Club range outside North St. Paul, Minn.

Last year's activities ended with a banquet at Northwood Country Club at North St. Paul when the following officers were elected for 1967:

L. Johnson, valuation dept., president; J. Thayer, manager industrial properties; vice president; G. Gouette, freight traffic, secretary, and L. Peron, car accounting, new treasurer.

FARGO division superintendent R. D. Thompson rolled a 663 to win the Washington's Birthday Bowling Party held at Sunset Lanes, Moorhead, Minn.

Repeating as top woman bowler was M. Dahl, wife of Staples fireman Russ Dahl. Her 620 total pins equalled her winning score of last year. Second place for women went to D. Isakson, wife of Jamestown night roundhouse foreman, who edged out H. Schreiner, wife of R. Schreiner, Moorhead electrician, by a 609 to 608 score.

L. J. Edgekoski, Fargo division brakeman, was second high in the men's division with a 655 three-game total. Following him in total pins were Ulen agent C. Dahlquist, 651; Fargo trainmaster M. Hagen, 651, and D. Sherman, last year's winner from Detroit Lakes, rolled a 645.



# NP Delivers Giant Stator to Minnesota Power Plant

Single-Car Shipment  
Unusual in  
Recent Years



GENERATOR-STATOR is nearly three times height of boy standing on car. Here the stator awaits delivery to Bayport, Minn., after arrival in St. Paul Dayton's Bluff yard.

Northern Pacific completed delivery of a giant, 610,000 pound generator-stator in February marking the completion of one of the heaviest single-car freight shipments handled by the railway in recent years.

Valued at \$1,700,000, the heavy generating equipment was delivered to the Northern States Power Company's new Allan King plant at Bayport, Minn. The stator will encase a turbine wheel used in the turbo-generating equipment being installed at the NSP plant.

Northern Pacific was one of five railroads involved in the joint handling which also called for special construction work by Northern Pacific's operating department at St. Paul.

Gross weight of the single-car shipment was 798,300 pounds, including the 31-foot long by 13-ft. wide stator, the special flatcar which carried it, and the special equipment used to fasten down the load. The immensity of the load is equivalent to approximately 400-tons, or put in other terms, it is equal to the weight of 16 single-family houses today, which weigh around 25 tons each.

In addition to the stator equipment, the shipment included three extra cars of small parts and equipment for the generating plant.

Ordered from the Westinghouse Corporation, the 610,000 pound stator was loaded onto a special 57-foot Pennsylvania railroad flatcar at East Pittsburgh, Pa., and routed via the Pennsylvania, New York Central and Santa Fe railroads to outside of Chicago where the Burlington hauled it to St. Paul. From there, the NP moved it to the NSP power plant near Bayport, Minn., twenty miles northeast of St. Paul.

As the load capacity of the flat car was only 500,000 pounds, extra trucks were added making a total of four-six wheel trucks, or 24 wheels, necessary to sustain the weight over the 900-mile journey.

To keep the load in place, the stator was welded to the car floor, and steel rods were fastened from the sides of the stator to the floor.

As an extra safety precaution in moving the shipment, the train was made up with three empty cars placed between the locomotives and the flat car carrying the stator, while one empty was also placed behind the flat car.

The shipment took 12 days to arrive at Bayport, primarily due to the speed restrictions imposed by the heavy shipment. While en route, the train was restricted to a top speed of 25 mph while certain bridge crossings were restricted to 10 mph, too.

In addition, Northern Pacific crews had to strengthen one bridge between St. Paul and Stillwater, Minn., before the shipment could be sent from St. Paul to the NSP site at Bayport.

With the delivery of the generator-stator to the Northern States Power plant completed, Northern Pacific has again demonstrated that it can deliver even the largest of shipments direct to the customer's doorsteps. In this case, here's more power to you.

## Your Railroad Taxes

The next time you are near a railroad track, take a look at the crossties then play this little game. Imagine paying as many dollars in taxes as there are crossties on the railroads. This is exactly what the railroads do.

If you place one dollar on every crosstie of the 372,000 miles of U. S. railroad track, the total would add up to \$913 million -- just \$1 million short of the annual taxes paid by railroads to federal, state and local governments.

TELLTALE



## NP Employee, J. McCartney, Directs Mandan Art Show

John McCartney, Director of the Ninth Annual Mandan Art Show which was held March 10-12, is a man who takes his art seriously.

Employed as a write-up man in Northern Pacific's Mandan, North Dakota, car department, McCartney became enthused about art when serving in the Army in 1940. He recalls that he and two other servicemen



DIRECTOR of the Ninth Annual Mandan Art Show, John McCartney, NP employee at Mandan car department, relaxes in the evening at his easel. Oils and watercolors are his favorite media.

"dallied with pencils" and learned something about shading and depth perception, doing mainly landscapes and still life.

Although he still likes pencil and ink, his media has changed more to oils and water color, with portraits, illustrations and landscapes his favorite subjects.

He became real serious about his art work in 1959, the year of the first Mandan Art Show. He has exhibited in each local show since, is currently vice president of the Mandan Art Association and for the third year is chairman of the Mandan Security Bank Gallery hanging committee.

McCartney, who co-directed the plans for the recent local Art show, resides at 410 11th St. N.W. with his wife, two sons and daughter at Mandan.

March 1967



PILOT-PHOTOGRAPHER Harry O. Tutmark with Land division's 1967 turbo-charged, Cessna Super Skylane. This plane is capable of flight altitudes in excess of 30,000 feet above sea level. Some of photography equipment carried on board is shown on runway.

## NP Acquires New Airplane for Photographic Surveys

A six-passenger, turbo-charged Cessna Super Skylane, the largest airplane ever used by the Northern Pacific for photogrammetric purposes, has been placed into company service.

Rigged with all available safety equipment and enough photographic equipment to qualify for service in almost any kind of aerial reconnaissance, the plane will be used mainly in photographing NP's timber and western lands which includes a million and half acres of forest, agricultural, grazing range, commercial and residential land areas.

"The primary purpose of our venture into the air twelve years ago," states George Powe, general manager of the properties and industrial development department in St. Paul, "was to obtain basic data for an inventory of our forest resources to be used in timber management."

"An airplane is now an indispensable trade tool in our business, and the one we have just acquired with its added aerial reconnaissance capabilities reflects in many ways the growth of our entire program.

"Our first plan was adequate for our earlier needs, but now we need a plane which can work at 30,000 feet to do the right kind of aerial photography on much of our timber lands."

Another factor making the new plane a decided advantage over the earlier model is its capacity for more equipment. With more sophisticated techniques, such as infrared photography, has come the need for more space and weight capability.

Pilot-photographer for the Northern Pacific is Harry O. Tutmark. He joined the company in June, 1954, shortly after the NP decided to introduce a complete photogrammetric inventory program including a company plane and a photography laboratory.





# Promotions



Northern Pacific has appointed *James D. Nankivell* of St. Paul to the newly created post of general manager-sales for the company.

In his new post, Nankivell will headquarter in St. Paul and be responsible for directing the sales and service efforts of Northern Pacific traffic representatives, nation-wide. Also his new duties will include the development of sales training programs for traffic personnel.

E.M. Stevenson, vice president-traffic, said, "Creation of the new post is part of Northern Pacific's program to update sales techniques, provide more assistance and information to shippers, and in general, reflects the company's total policy of progressive and modern rail operations."

Nankivell began his career with Northern Pacific in 1936, in St. Paul. He has held various positions with the company in Minneapolis, Minn., Fargo, N. D., Milwaukee, Wis., Chicago, Ill., and Everett and Tacoma, Wash.

In 1956 he returned to the Twin Cities as Assistant general freight agent in Minneapolis where he served until 1965 when he was appointed freight traffic manager with headquarters in St. Paul.

D. D. Kammer has been appointed city freight agent in the Minneapolis commercial office, effective March 1.

Kammer, formerly with the Midland Continental Railroad in Minneapolis, started his railroad career in 1954 with the traffic department of the Soo Line Railroad. He joined the freight traffic department of Midland Continental at Minneapolis in 1962.

He will work under R. E. McCourtney, assistant general freight agent for Northern Pacific in Minneapolis.

J. J. Lifo, formerly general yardmaster at St. Paul, is new Tacoma division trainmaster, with headquarters at Tacoma. He succeeds C. F. Tye, who was recently named manager of transportation engineering at St. Paul.

G. K. Naylor has been named trainmaster, Idaho division, with offices at Spokane. He was formerly conductor at Dilworth, Minn.

Naylor succeeds L. L. Johnston, who has been assigned to special duties in connection with a major company program to improve operating efficiency.

S. R. Hall was appointed trainmaster, St. Paul division, with headquarters in Minneapolis. Hall, former switchman at Pasco, Wash., succeeds T. C. Hoff, who was recently named manager of service and equipment planning at the St. Paul general office.

Lifo joined the Northern Pacific as a switch-



**PROHOFKY RETIRES**—Arthur S. Prohovsky, foreman-tariff & advertising at St. Paul, left, is presented luggage gift by D. P. Becker, chief clerk, mail baggage dept., during retirement dinner at St. Paul. Mrs. Prohovsky looks on at January party attended by fellow NP employees honoring Prohovsky's 49 years of service.

## Safety Score Board

January 1967

RANK	REPORTABLE INJURIES		CAS. RATIO	
	1967	1966	1967	1966
<b>STANDARD BY DISTRICT</b>				
1. Eastern District	15	21	17.22	24.55
2. Western District	18	10	20.01	10.97
<b>STANDING BY DIVISION</b>				
1. Yellowstone	2	1	7.23	3.67
2. Rocky Mountain	2	2	9.24	9.07
3. St. Paul	5	15	16.84	52.35
4. Fargo	3	1	19.71	6.59
5. Tacoma	9	7	22.61	17.81
6. Idaho	7	1	24.55	3.36
7. Lake Superior	5	4	34.39	27.66
<b>STANDING BY CLASS OF EMPLOYEE</b>				
1. Stationmen	2	6	4.50	13.27
2. Carmen	1	3	4.87	15.19
3. Trackmen	3	4	9.01	12.66
4. Enginemen	2	2	10.33	9.47
5. Shopmen	3	0	21.16	.00
6. B&B Dept.	2	1	24.87	13.28
7. Trainmen	7	8	33.43	38.06
8. Yardmen	12	7	73.59	42.97
<b>STANDING BY MAIN SHOP</b>				
1. Brainerd	0	0	.00	.00
2. South Tacoma	0	0	.00	.00
3. Livingston	0	1	.00	26.87
4. Como	1	1	24.26	24.90
<b>STANDING BY MISCELLANEOUS DEPARTMENTS</b>				
1. General Office & Miscl.	0	0	.00	.00
2. Dining Car	0	0	.00	.00
3. Signal Department	0	0	.00	.00
4. Communications	0	0	.00	.00
5. Chief Special Agent	0	0	.00	.00
6. Electrical Engineer	0	0	.00	.00
7. Engineering Dept.	1	1	27.10	28.40
8. Store Department	2	1	28.78	15.96
<b>TOTAL FOR SYSTEM</b>	<b>37</b>	<b>35</b>	<b>14.49</b>	<b>13.86</b>

TELLTALE

Continued on page 7





**44-YEAR SERVICE ENDS**—Conductor B. R. Fossum, who began working in the old Minnesota division in 1922, sits at his office at Staples, Minn., prior to recent retirement. During his NP career, he rose from section laborer to conductor.



**STAPLES CONDUCTOR** W. G. Johnson of the Lake Superior division at work in his office shortly before retirement day. Johnson began as brakeman for the NP in 1923. He completed 43 years of service when he retired in December.



**GLENDIVE RETIREMENT**—S. A. Anderson, left, superintendent Yellowstone division, presents retirement gifts to day warehouse foreman H. A. McDonald at recent Glendive party. Looking on are McDonald's daughter (holding fishing rod) and Mrs. McDonald at right. McDonald served the NP for 47 years.

March 1967



## Retirements



LeRoy D. Anglin	Trucker	Staples	21
Otto G. Beck	Tinsmith	Brainerd	25
Clifford A. Bratlie	Section Foreman	Lake Park, Minn.	50
Marie E. Burke	Ticket Clerk	Tacoma	41
Arthur H. Carroll	Car Repairer	Billings	44
Earl V. Clayson	Yardman	Seattle	26
Joseph G. Early	Chief Yard Clerk	Laurel	45
Bennard R. Fossum	Conductor	Staples	44
Wellington G. Johnson	Conductor	Staples	43
Joseph J. Karnowski	1st Class Carpenter	Brainerd	42
Vahan Kouragian	Section Laborer	Jamestown	48
Leonard A. Lipinski	Conductor	Minneapolis	41
Albert E. Loeffler	Water Service Mechanic	Helena	37
Huber M. Luther	Machinist	Brainerd	47
Nick J. Moratis	Section Laborer	Dilworth	40
Andrew Olson	Machinist Helper	Brainerd	36
Earl B. Perkins	Section Laborer	Hawley, Minn.	26
Vernon G. Shaw	Agent-Telegrapher	Hazleton, N.D.	45
William Small	Machinist	Laurel	30
John W. Smith	Switchman	Minneapolis	32
Loren M. Smith	Water Service Mechanic	Spokane	27
Earl H. Tyler	Dispatcher—Northern	Missoula	40
	Pacific Transport Co.		
Catherine L. Wellner	Material Clerk—Eastern	St. Paul	41
	District Accounting		

## Promotions

Continued from page 6

man in 1941 in the St. Paul division. The next year he became a brakeman in the Lake Superior division and then returned to St. Paul as a switchman. He was promoted to general yardmaster at St. Paul in 1963 and held that position until his present promotion.

Naylor began his NP career in 1947 as a brakeman at Dilworth, Minn. He was promoted to conductor at Dilworth in 1960 and held that post until his present appointment.

Hall joined the Northern Pacific in 1953, and has worked for the company for 13 years.



**235 YEARS SERVICE ENDS**—These five Brainerd shop employees retired December 1 with a combined total service of 235 years. Left to right are: H. M. Luther, machinist, 50 years; E. LeDaux, crane operator, 38 years; C. H. Bedal, machinist, 49 years; A. L. Swanson, machinist, 49 years; and A. Olson, machinist helper, 47 years of service.





VOLKSWAGEN buses, gifts of the Dantis Women's Club of Spokane, Wash., and the Spokane Committee for Project Hope, arrive at Northern Pacific's Minneapolis freight yard en route to Philadelphia. The buses were put aboard the U.S.S. Hope at Philadelphia and will be used to extend the hospital ship's services at world ports of call. The ship sailed in February to Bogota, Columbia, on another mission of mercy. Northern Pacific contributed freight service from Spokane to Minneapolis.

## NP Veterans Set June 9-11 for '67 Tacoma Convention

Northern Pacific Veterans Association has set June 9-11 for its 1967 convention to be held at Tacoma, Washington. F. J. Sailer, Secretary-treasurer of the organization, has announced at St. Paul.

Headquarters for the 43rd annual convention will be at the newly remodeled Winthrop Hotel at Tacoma. Rooms will be also available at the Olympus and Tacoma Motor Hotel, Sailer said.

General Chairman of this year's convention will be J. O. Davies, superintendent of Northern Pacific's Tacoma division.

Included in the plans now being made is a famous Salmon Barbeque dinner which has been arranged by the Tacoma committee. Future details on the convention will be announced later.

Sailer advises all members to make convention plans now. Reservation material is being compiled and will be mailed to members in the coming weeks.

## Credit Union Members Get New Payroll Deduction Plan

A new semi-monthly payroll deduction plan for members of Northern Pacific credit unions has been announced by George Cylkowski, treasurer of Northern Pacific Railway Clerks' Credit Union at St. Paul.

Approved in February by NP credit union and company officials, it is now possible for an employee to authorize deductions from each of his semi-monthly paychecks to be sent directly to the credit union. Deductions may be applied to savings accounts or payments.

The new plan offers greater convenience and flexibility than the previous plan announced a year ago which permitted deductions to be made only once each



NP EMPLOYEE HONORED—"In recognition of his many years of community service," Otto DeLaBarre, Northern Pacific agent at Mandan, N.D., was honored by the Mandan Chamber of Commerce at its 31st annual meeting. DeLaBarre, far right, was presented a plaque by I. W. Bates, outgoing Chamber president. Assembled after the presentation, from the left, are Bates, James Hanson, 1967 Chamber president, and Mrs. DeLaBarre. DeLaBarre joined the NP in 1923 and has been at Mandan since 1954. He is retiring this year.

month. Under the new plan, the deduction can be made once-a-month, or twice-a-month to suit the individuals' preference and needs.

Application forms are available at all NP credit unions for members wishing to take advantage of the new plan. Interested employees, who are not now members of a credit union, may obtain information by contacting G. Cylkowski, 176 E. Fifth St., St. Paul, Minn. 55101, for further information.

## Report on Who's Who on Northern Pacific

"I wish to take this opportunity to thank each one of you who has filled out and returned the 'Who's Who' form to the personnel department.

"Every form received to date has been reviewed and it is enlightening to note the social, fraternal and educational activities and hobbies of our employees.

"The purpose of the form, as you know, is simply to make it possible for Northern Pacific to make an up-to-date inventory of its most valuable possession, its employees. Additionally, it is the first step on adapting our personnel records to faster, more efficient data processing.

"To those who have already completed and returned their forms, my sincere thanks. To those who have not yet completed and returned the form I ask your cooperation so that we may have a complete personnel record on every person employed by Northern Pacific. If you have lost or misplaced your original 'Who's Who' form, drop a note to this department and we will provide you with a new one."

*J. M. de Lambert*

Director of Personnel  
TELLTALE