

# TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

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--Seattle TIMES

NEW KENTUCKY COLONEL--Frank Morrow, an NP dining-car waiter, proudly displays the Colonel's commission he received recently for special attention he gave World's Fair visitors from his native Kentucky last year. As a self-appointed ambassador of good will, he conducted many Seattle tours for Kentucky college professors, doctors, high school principals and others during the Fair.

## Our Cover . . .

...shows lengths of quarter-mile-long welded rail bending around a curve as it is carried to track-laying destinations on the NP line. This year, Northern Pacific plans to lay three times as much welded rail--87 miles of it--than it has in any previous year. The rail is welded at NP's Dickinson, N.D., works.

## MEMO . . . FROM THE PRESIDENT

The United States Treasury department's Freedom Bond Drive will continue through June. I would like to remind you that your purchase of U.S. Savings Bonds is an investment in your own financial security as well as the security of our country.

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Under our present car building program, we are turning out 4 new freight cars per day at our Brainerd shops, part of an order for 250 new box cars to be completed around August 1st.

It is interesting to note, here, that in the past ten years, Northern Pacific has purchased 2200 freight cars and during the same length of time has built 7700 freight cars at its Brainerd shops. This represents a multi-million dollar investment on which we have not realized a full potential because of the fact that many of these new cars have been interchanged to other lines and have been used for long periods of time on a "per diem" basis before being returned to us.

There is an inadequate car supply in the United States today--but I am glad to say we have supplied more than our fair share of the ownership. Nevertheless we still have periodic car shortages in spite of A. A. R. and I. C. C. orders requiring immediate return of our 50-ft. and wide door cars.

A factor which should favorably influence the availability of cars in our territory is the new multi-level "per diem" rental on freight cars interchanged between lines. This new rate is scheduled to go into effect January 1, 1964.

The new "per diem" rental schedule will replace the present flat \$2.88 per car per day with a graduated scale from \$2.16 per car for older cars up to \$7.74 for newer, more expensive cars.

I am sure that this new, more realistic rate will result in a quicker return to our line of our better cars. It will, I believe, also initiate and accelerate the car building programs of other lines which have not invested in new freight cars and have an inadequate car ownership.

*Robert MacFarlane*



**SAFETY-CONSCIOUS CREW** -- shown here after completing 5,048 days without a reportable injury recently is the NP's Seattle warehouse crew. "This is quite an accomplishment," said Assistant Safety Superintendent G. R. Stephens in Tacoma, "because this crew handles heavy unloading with gantry crane, loading and unloading of both rail and NP Transport vans, and all heaters installed in refrigerator cars at the banana terminal." NP Local Freight Agent I. E. Ray, in dark suit in front row middle right, posed with the group.

## Tacoma Monad Club Is in Its Tenth Year

The Monad Club of Tacoma, composed of Northern Pacific women employees and wives of railway employees, is currently in its 10th year of existence.

Formed in January of 1953 to raise funds--through social functions --for the NPBA Hospital in Tacoma, the group has shown great success in their original purpose. Many pieces of valuable equipment in the Tacoma Hospital today are the result of the Monad Club's efforts.



**MONAD CLUB** -- Left to right, Tacoma President Carrie A. Twaites, Vice President Bernice Escene, Secretary Lillian Rapp and Treasurer Sue Anderson.

*For the  
BIG Things  
in  
Your Life*

*Be Ready With*

**U. S. SAVINGS BONDS**

Northern Pacific's 1963 U.S. Savings Bond Drive will run until July 4, according to G. M. deLambert, NP Personnel Director.

Employees can establish payroll savings plans to buy Bonds through department payroll clerks, who can also describe the available plans.

Personal benefits inherent in the Bonds are: your investment is guaranteed safe by the U.S. Government; your Bonds are replaced free if anything happens to them; you can get your money back whenever you desire; you can save automatically when you work; and you get \$4 back for every \$3 when your Bonds mature.

## Nipper news bits

Reservations for the Eighth Annual NP Western Division Golf Tournament, held this July 20 at Allenmore Golf Course in Tacoma, are now being accepted.

Send entries to J. J. Ackley, Assistant Chief Dispatcher at Tacoma Union Station. All employees of Northern Pacific Railway and associated terminal companies are eligible to compete.

Approximately \$500 in prizes was set up for NP's Eastern District Golf meet at Gall's Golf Course in St. Paul. Some 120 entries were received.

Northern Pacific's first depot in Jamestown will soon be operating again--but this time as a community theater.

The old station was recently presented to the Jamestown Community Theater group, who plan to restore the building at a new site. Their plans then are to produce plays in it as a community entertainment project.

NP's Missoula Hospital recently received \$122 from Harry E. Balzhiser, retired NP Telegrapher.

C. L. Herrick, retired Machinist, gave \$10 to the Tacoma Hospital.

St. Paul NP Hospital donors were: K. A. Klepinski, Track Supervisor at Duluth--\$20; P. G. Westby, Conductor from Jamestown--\$10; Lydia Hartman and Hazel Krech, Brainerd First Aid Department--\$10; and Victor Johnson, Minneapolis Switchman--\$5.

Joseph Pozarski, joint Northern Pacific-Soo Line telegrapher at Ashland, Wis., was recently honored as the Junior Chamber of Commerce "Outstanding Young Man of the Year" there.

Pozarski is also colonel of the Ashland Civil Air Patrol



# NP HELPS AN

*"Modern transportation has, among other things, changed the diet and food fare of almost all people on this continent. Twenty-five years ago, fresh produce sold in stores was almost wholly confined to that in season locally. Today, hardly a region is so remote that it cannot have fresh fruits and vegetables which may have been harvested thousands of miles away. Efficient refrigeration, speedy trains....have made such shipments possible."*

SAFeway NEWS, MARCH, 1951

This tribute to transportation appeared in a special 25th anniversary edition of the Safeway Stores, Inc., news magazine 12 years ago. At that time, officials of Safeway and representatives of Northern Pacific's industrial development department were engaging in talks about a distribution center which has become a successful and mutually beneficial undertaking at Bellevue, Wash.

Here, on a 61-acre site purchased from the railway company, Safeway is operating one of the complex distribution centers that serve its 19 retail divisions in the U.S. and Canada. This multi-million dollar installation serves 117 stores located between the Canadian border and Centralia and Chehalis, Wash., between central Washington and the Pacific, and in Alaska.

The sprawling supply center is comprised of buildings which house a general grocery warehouse for perishable produce, frozen foods, meats, milk and ice cream. In addition, there is an administration building and a garage.

Safeway's distribution-center plan is built around modern, efficient transportation.

It all began in 1926 with the founding of Safeway Stores, Incorporated. At the close of 1926, some 750 Safeway stores had had aggregate sales of \$50 million. By 1961, the firm's 35th year, there were more than 2,000 stores in the Safeway group, with sales of more than \$2.5 billion.

Rail transportation provided the means to an early experiment in volume selling by Safeway's first board chairman, M. B. Skaggs. (According to Safeway NEWS, Skaggs opened his first store at American Falls, Idaho, in 1915, the store which the new mammoth firm considers as the "rootstock" of its corporation.) Wondering what would happen, the NEWS article relates, if he should buy

**RAIL TRANSPORTATION** -- today plays a role of incalculable value in Safeway Stores, Inc. operations at NP's Bellevue, Wash., industrial sites. Shown here is the newly-laid industry track during construction of the first buildings in 1958. Box car on track between buildings brought construction materials to the site.



# INDUSTRY GROW ON ITS LINE

a product in volume, eliminate handling costs, and price the goods on the basis of lower costs, Skaggs ordered a carload of peaches. When it arrived, he parked the car on a siding and advertised the fruit for sale by the bushel at a price that reflected the savings he had envisioned. The experiment was an unqualified success. His customers flocked to the siding, and the peaches, in the words of the NEWS story, "sold like gold nuggets in a dime store."

Each year since Safeway began operating its Bellevue center, the firm has received more than 2,000 carloads of merchandise via Northern Pacific, plus a growing number of piggyback loads. While most of the carload traffic is short haul, more than one carload per day, on the average, moves from Laurel or beyond on the NP.

The Safeway operation, from the beginning, has provided a unique example of transportation's contribution, particularly the complete services offered by Northern Pacific.

Initially, the Properties and Industrial Development department worked with Safeway to establish the proper location for the center. This, in turn, led to Northern Pacific's securing the more than 100 acres which constitute our Bellevue industrial sites along side the Lake Washington Belt Line.

Following the sale of 61 acres to Safeway, the site was graded and prepared for construction. Then NP's engineering department laid out service trackage and a siding, and construction forces moved in to lay the in-

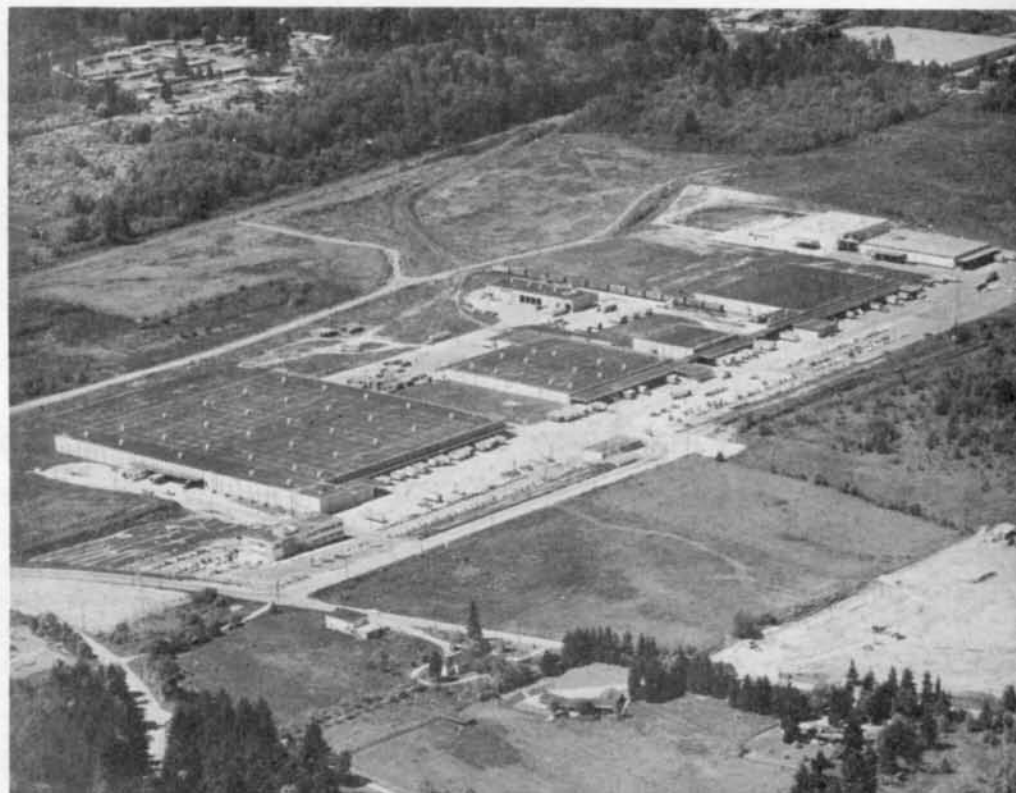
dustry's track. Immediate traffic resulted, with building materials moving in for the construction of eight buildings.

Many departments have contributed to NP's total service to Safeway and NP personnel are continually working to provide top service.

While Safeway is served by only one railroad, Northern Pacific, highway transportation is deeply involved, too. Practically all outbound traffic is carried by truck, and common carrier truckers are eager to furnish more and more inbound service to Safeway. And, because Safeway wants to provide its millions of customers the best merchandise at the lowest possible cost by the most efficient means, they must utilize the transportation service that will help them make this possible.

The moral, if it must be stated, is most clear. Northern Pacific will continue to enjoy a large share of Safeway's business so long as it continues to provide fast, efficient transportation service at reasonable rates and with the least amount of damage to lading. Obviously, then, our service to Safeway must still be total; that is, the product of concerted, conscientious effort on the part of each and every individual member of the Northern Pacific family who is in any way involved in that service. (It should not be necessary to add that the same attention to service holds true for every customer we have.) With this kind of coordinated effort, Northern Pacific and Safeway can look forward to many more years of working together to bring the people of northwestern Washington the best in food and service.

OVERALL VIEW --of Safeway's distribution center at Bellevue. NP's Lake Washington Belt Line cuts across at upper left, with Safeway spur near center of photo. Construction of the center was begun in March, 1958, and Safeway began operations the next year.



# Promotions

R. T. Kealy, City Ticket Agent for the NP in St. Paul, has been appointed City Passenger Agent at the railway's downtown ticket office in St. Paul, it has been announced by G. W. Rodine, Passenger Traffic Manager.

Kealy succeeds E. J. Trettel, who retired June 1 after more than 50 years of service with the company. Named to succeed Kealy is R. G. D'Andrea, who has been in charge of ticket stock distribution in NP's general passenger office.

Kealy joined the railway's freight claim department in 1951 and transferred to passenger traffic four years later. He was appointed Chief Clerk to the General Passenger Agent in



KEALY



D'ANDREA



TRETTEL

1959 and the following year was named city ticket agent.

Trettel began his half-century of Northern Pacific service at Little Falls, Minn., in 1912. After serving as Ticket Clerk and special representative in Buffalo, N.Y., and Minneapolis, he came to St. Paul in 1941. Four years later he became City Passenger Agent.

D'Andrea came to the railway's accounting department in 1955 and moved into traffic three years later. He was named to the ticket stock post last year.

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L. E. Downey, former City Freight

and Passenger Agent for Northern Pacific at Walla Walla, has been appointed Traveling Freight and Passenger Agent at Tacoma.

He is succeeded at Walla Walla by R. E. Luckey, former chief clerk in the railway's Yakima traffic office.

Downey joined the company at Portland in 1955 and was named chief clerk at Aberdeen in 1957. He was promoted to the Walla Walla post two years ago.

Luckey came to Northern Pacific's traffic department at Seattle in 1957 and became chief clerk at Lewiston, Idaho, in 1960. A year later he was transferred to that position in Yakima.

# Retirements

## MINNESOTA

Clarence C. Trueblood, Chief Clerk to Shop Superintendent at Brainerd, has retired after 47 years on the Northern Pacific....Fred A. Gumm, NP Conductor from Minneapolis, had 41 years in on his retirement....Paul B. Umerski, Carman at Brainerd, retired after 22 years on the NP.

George R. Penrose, Northern Pacific Agent-Telegrapher from North Branch, completed 44 years of service on his retirement....Vello H. Miller, Roundhouse Laborer from St. Paul, retired after 40 years....Ann



--Duluth NEWS TRIBUNE

A JOB WELL DONE -- When J. E. Hynes, right, retired as Northern Pacific's Freight Agent at Duluth after 47 years with the company, his friends held a party in his honor at the Duluth Athletic Club. Here, W. L. Wood, NP's Lake Superior Division Superintendent, congratulates Hynes on his excellent service. J. C. Higgins, center, succeeded Hynes and is also supervising freight station operations at Superior.

(Continued on Page 7)



## RETIREMENTS

(Continued from Page 6)

D. Gross, Assistant Chief Clerk at St. Paul, had chalked up 45 years of NP service on her retirement date.

### MONTANA

John B. Murphy, General Yardmaster for the NP at Laurel, has retired after 29 years....Homer W. Curtis, NP Machinist from Glendive, completed 38 years on the railway on his retirement....Anthony J. West, Leading Car Inspector at Glendive, had been with Northern Pacific 38 years when he retired.



**RETIREMENT DAY** -- for Reuben Shoholm, Assistant Car Foreman at St. Paul, was a happy occasion as his wife joined him at a farewell party given by friends at the yard lunchroom. Shoholm began working for the NP in 1926.

William R. Shepard, a Conductor from Glendive, retired after 46 years on the line....William F. Sisson, NP Signal Maintainer from DeSmet, was on the line 37 years when he terminated service...James H. Brent, Brakeman from Billings, completed 20 NP service years on his retirement....Harry F. Guy, a Section Foreman from Huntley, notched 38 years with the Northern Pacific before retiring.

### NORTH DAKOTA

Mark W. Sexton, Northern Pacific Agent-Telegrapher at Wilton, has retired after 49 years with the railway.

### IDAHO

Charles A. Knutson, an NP Road-

master from Sandpoint, retired after 48 years on the line.

### WASHINGTON

Charles H. Goodhue, a Northern Pacific Section Laborer from Grandview, has retired from the railway after 20 years....Wesley E. Alderson, Machinist for the NP at South Tacoma, retired with 21 years in.

Benedetto F. Noviello, Section Foreman for the NP, has retired at Orting, after 39 years of service.... Clifford A. Ridgeway, an NP Waiter in the Dining Car Department, has retired in Seattle after 23 years with the railway.



**RIDE TOGETHER** -- Northern Pacific Engineer E. O. Clark had his wife on board as he completed his last run on the Train No. 2 from Billings to Forsyth. Clark retired after more than 50 years with the Railway.

Arthur W. Behnke, NP Switch Foreman at Pasco, retired after 26 years on the line....Harold R. Baker, Northern Pacific Agent at Kirkland, retired recently after 35 years of service.

Jess Jarrard, Ditcher Engineer for the railway at Auburn, was with the NP for 33 years before retiring.... John L. Tannehill, Brakeman from Tacoma, has retired after 26 years on the railway.

Alfred E. Eder, with the railway 33 years, retired as a Switch Foreman in Seattle....Charles W. Nottage, a Section Foreman from Gate, had 42 years in on his retirement.... Carl Ness, NP Locomotive Engineer from Auburn, has retired after 45 years service.

## Safety Scoreboard

STANDING BY DIVISION-Jan. 1 to May 31, 1963

Rank	Division	Reportable Injuries	Cas. Ratio 1963	1962
1	Fargo	1	1.31	3.80
2	Idaho	9	6.30	10.76
3	Rocky Mountain	9	8.17	14.09
4	Yellowstone	12	8.63	9.31
5	Tacoma	21	10.66	12.50
6	St. Paul	18	11.93	14.15
7	Lake Superior	10	14.21	9.30

### STANDING BY MAIN SHOPS

1	So. Tacoma	0	0.00	0.00
2	Brainerd	1	3.76	8.97
3	Como	1	4.50	4.63
4	Livingston	1	5.41	11.04

### STANDING BY CLASS OF EMPLOYEES

1	Stationmen	4	1.76	2.58
2	Enginemen	3	2.53	12.60
3	Shopmen	3	4.09	6.67
4	Trackmen	8	5.38	8.02
5	Carmen	9	9.16	5.71
6	Trainmen	11	11.77	26.89
7	Yardmen	31	36.96	31.91

### MISCELLANEOUS DEPARTMENTS

1	Stores	0	0.00	2.74
Tie	Dining Car	0	0.00	4.02
"	General Office	0	0.00	0.67
5	Engineering Dept.	1	5.85	27.61
6	Communications	2	10.72	6.18
7	Signal Dept.	2	11.14	0.00
8	Chief Special Agt.	1	11.28	0.00
9	Electrical Engr.	1	21.74	0.00

TOTAL FOR SYSTEM....90 7.06 9.05

	Number	
Train and Yard Accidents	96	97
Motor Car Accidents	10	4



**JUNIOR ACHIEVEMENT** -- award winner Adrienne Keller accepts a Dale Carnegie scholarship from Northern Pacific President Robert S. Macfarlane, who took part in presenting awards at the 14th Annual St. Paul JA dinner. The event was co-sponsored by NP and the Great Northern.

# NP Safety Awards Given

## At South Tacoma

Northern Pacific's top shop safety award for 1962 was presented to South Tacoma Shops of the NP at a recent banquet held at the Winthrop Hotel in Tacoma.

The award was presented to R. H. Spellmeyer, Superintendent of South Tacoma Shops, by F. L. Steinbright, General Manager of NP lines Livingston and west.

It was the second consecutive year and the sixth time since 1943 that the South Tacoma Shops' employees have won the award in competition with NP shops at Livingston, Brainerd and St. Paul.

Steinbright complimented the South Tacoma employees on their accident-free record in 1962. They won the award in 1961 despite two lost-time injuries.

R. C. Lindquist, NP Superintendent of Rules, Safety and Fire Prevention, urged the gathering of approximately 600 to continue being safety conscious.

"No one," he said, "would stake his life on the toss of a coin. That's what you do when you violate safety rules. Nearly everything that is important in life is tied to your ability to earn a living. Don't take chances."

Lindquist said concern for safety education on the NP began in 1913, when 68 employees were killed and 2,659 injured.



AT TACOMA--Officials pose with safety awards presented to NP's South Tacoma Shop employees. Left to right: NP General Mechanical head J. A. Cannon, Assistant Safety Superintendent G. R. Stephens, South Tacoma Shop Superintendent R. H. Spellmeyer, Motive Power head W. T. Kennelly, A. J. Cecci (President of Federated Shop Crafts), Safety Superintendent R. C. Lindquist and F. L. Steinbright, General Manager of NP lines Livingston and west.

## At Jamestown

Northern Pacific's Fargo Division was awarded the Railway's top division safety award for 1962 at a recent banquet in Jamestown.

C. H. Burgess, Vice President of NP's Operating Department, made the presentation to W. W. Walters, Superintendent of the Fargo Division.

This marks the second straight year that the Fargo Division has won the coveted President's Safety Award, and the 11th time since the award was instituted in 1940.

Awards of merit for individual St. Paul-based departments were presented to D. C. Hill, Superintendent of Communications; A. J. Hendry, Signal Engineer; E. L. Jensen, General Storekeeper; C. B. Jacobson, Chief Special Agent; and C. L. McDonald, General Foreman of the St. Paul General Office.



MERIT AWARDS--(left to right) C. L. McDonald, St. Paul Office Foreman; Chief Special Agent C. B. Jacobson, Signal Engineer A. J. Hendry, General Storekeeper E. L. Jensen and Communications Superintendent D. C. Hill display Awards of Merit presented for their departments.



DIVISION SAFETY--W. W. Walters (left center), Fargo Division Superintendent, received the NP's top Division Safety Award from C. H. Burgess, Vice President of NP's Operating Department. R. C. Lindquist (far left), Safety Superintendent, and General Manager D. A. Thomson (right) look on.