

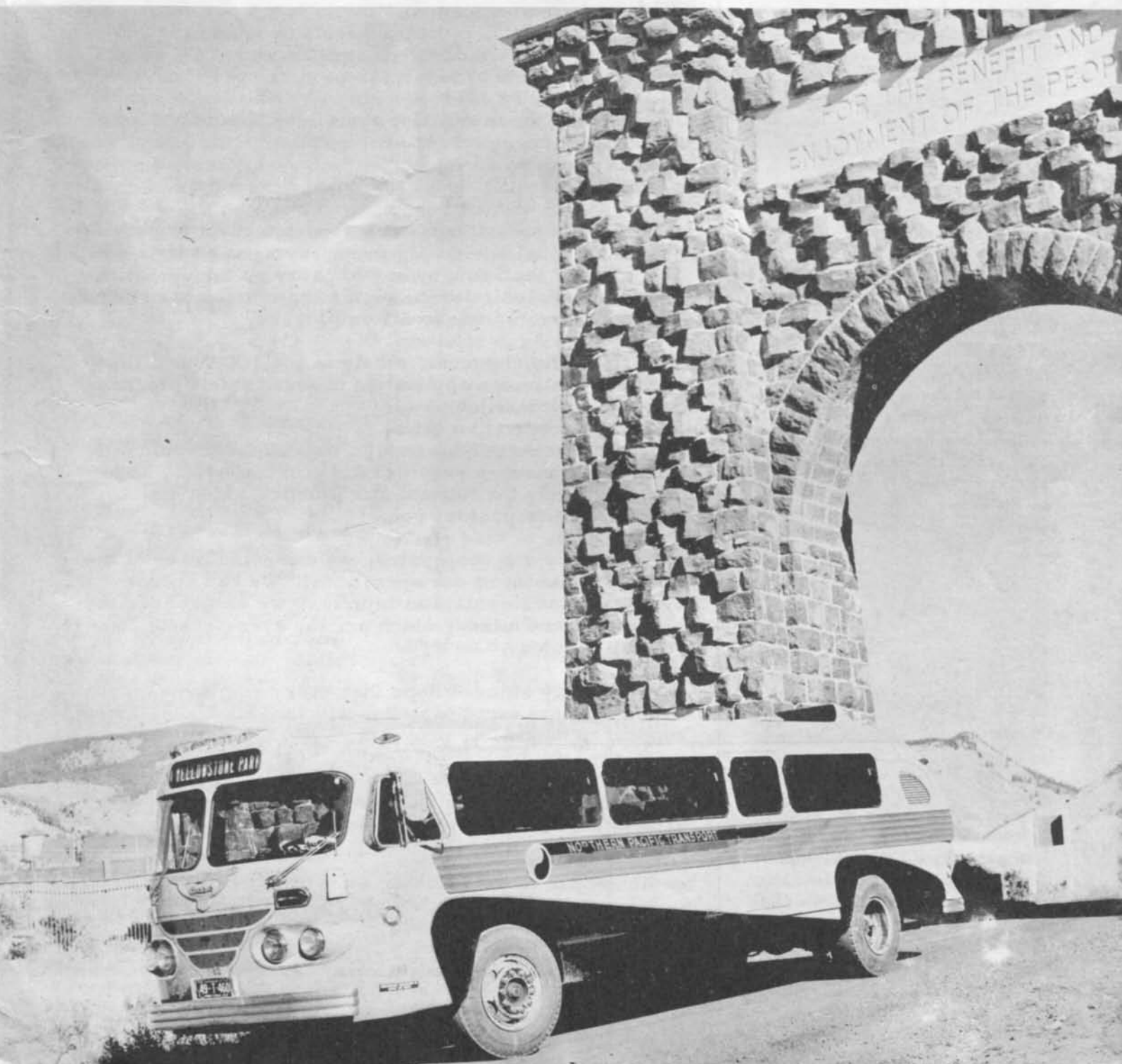
TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

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STEAM POWER was seen again on NP tracks recently when old No. 4960 of the Burlington chugged over Northern Pacific's line between Billings and Fromberg, Mont., with 1200 school children. The NP operator at Fromberg is shown passing up the orders to the engineer. The steamer was enroute to Frannie, Wyo.

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Our Cover . . .

An NP Transport passenger bus, representing over 30 years of supplementary service to the Railway, is shown entering Yellowstone National Park through historic Gardiner Arch. For complete story on Northern Pacific's valuable highway subsidiary, turn to Pages 4-5 of this issue and "The NP Transport Story."



MEMO . . . FROM THE PRESIDENT

The safety of Northern Pacific employees, as well as the safety of the people who ride our trains, is one of my major concerns.

As we go into this busy season, it is vitally important that we do not let the increased demands on our time and energy cause us to relax our efforts on behalf of safety.

It is always disappointing to learn that one of our employees has suffered a permanent or even a temporary injury when such an accident might have been avoided by strict observance or enforcement of safety rules.

I would like to see done everything possible to lessen the number of accidents, to reduce physical suffering, and loss of wages to the injured, which result every time an accident occurs.

To this end, I urge each superintendent to provide strong personal leadership in improving our safety record. I urge each supervisor to carry on the operations under his jurisdiction in such a manner as to provide maximum protection to all employees.

Basically, however, safety is you. . . your attitude and your continuous application of sound safety practices to your particular job.

Let me urge you to take maximum advantage of all of the measures provided for your safety. . . to observe diligently the rules of safe practice which have been established to protect you.

If every one cooperates, we can avoid many of the hazards inherent in our operations. We can reduce the number of accidents and injuries, we can reduce the heartaches and misery which are the ever-present companions of injury.

It is my sincere hope that every employee on our line, in any and every capacity, will lend his wholehearted support to our safety program.

Remember, there is no other area of free choice where an employee can do so much for himself as in the area of safety. Safety is a rule to live by.

Robert MacFarlane



SAFETY BADGES signifying appointment to Northern Pacific's new safety committee--composed of employees who have demonstrated a sincere interest in work safety--were recently presented to Edward Kuslich and Lucian Proue at Mississippi St. shops in St. Paul. At left, NP President Robert S. Macfarlane pins a Safety Committee badge on Kuslich, while R. C. Lindquist, Superintendent of Rules, Safety and Fire Prevention, pins badge on Proue. Kuslich, a carman at Mississippi St., and Proue, a sheet metal worker there, were among the first to receive badges for their interest in safety.

NPBA Directors Extend Long-Term Illness Aid

Benefits for treatment of long-term illnesses were liberalized recently, among other items of business, at the annual meeting of the Board of Directors for Northern Pacific Beneficial Association.

In the past, after an NPBA member had received six months' care for one condition, no further care could be given at Association expense. The new Board revision provides for a waiting period of 36 months, after which a member may again receive care--under NPBA coverage--for this condition another six months.

The revision is effective June 1, 1963.

The NPBA Board also made two additions to BY-Laws regarding emergency treatment of members at non-Association hospitals. Provision for emergency care of active members stipulates that the Association will not assume expenses for their care at another hospital beyond the time that the member can be safely moved to an NPBA hospital, with maximums of \$1,000 for one

period of confinement and \$1,500 for any 12-month period for all expenses incurred at all line points.

The same rule applies to emergency treatment of retired NPBA members, except that maximum provisions are \$675 for one confinement and \$1,000 for any 12-month period.

These provisions are effective July 1, 1963.

In other business, the Board approved plans for addition of a new wing to the St. Paul Hospital, and for the remodeling of the present building. Final approval was also given for installation of new boilers at Tacoma Hospital.

St. Paul NPBA Pharmacy Was Busy Last Winter

The NPBA's St. Paul Hospital pharmacy, an integral part of the out-patient department, last winter issued 5,000 doses of Asiatic Flu serum.

The pharmacy also issued 48 gallons of cough medicine, 100,000 tranquilizers and 72,000 diabetic pills.

For its service in drugs, it ranks second largest in the Twin City area.

Nipper news bits

Ralph L. Trimble, former NP Telegrapher at Yakima, was the subject for a lengthy feature story recently by W. K. Clark, business news editor of the Yakima Herald.

Trimble, 73, retired recently after 57 years of unbroken service with the railway.

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Marjean McShane, daughter of NP Conductor William McShane and his wife of Fargo, was recently awarded a three-year nursing scholarship by the Dakota Medical Foundation.

Miss McShane will study nursing at the College of St. Teresa, Winona, Minn.

Nelson Wins Eastern NP Golf Title Third Time

Gene Nelson, a switchman from Duluth, captured the 1963 NP Eastern District Golf championship recently by firing a two over par 74 on Gall's course near St. Paul.



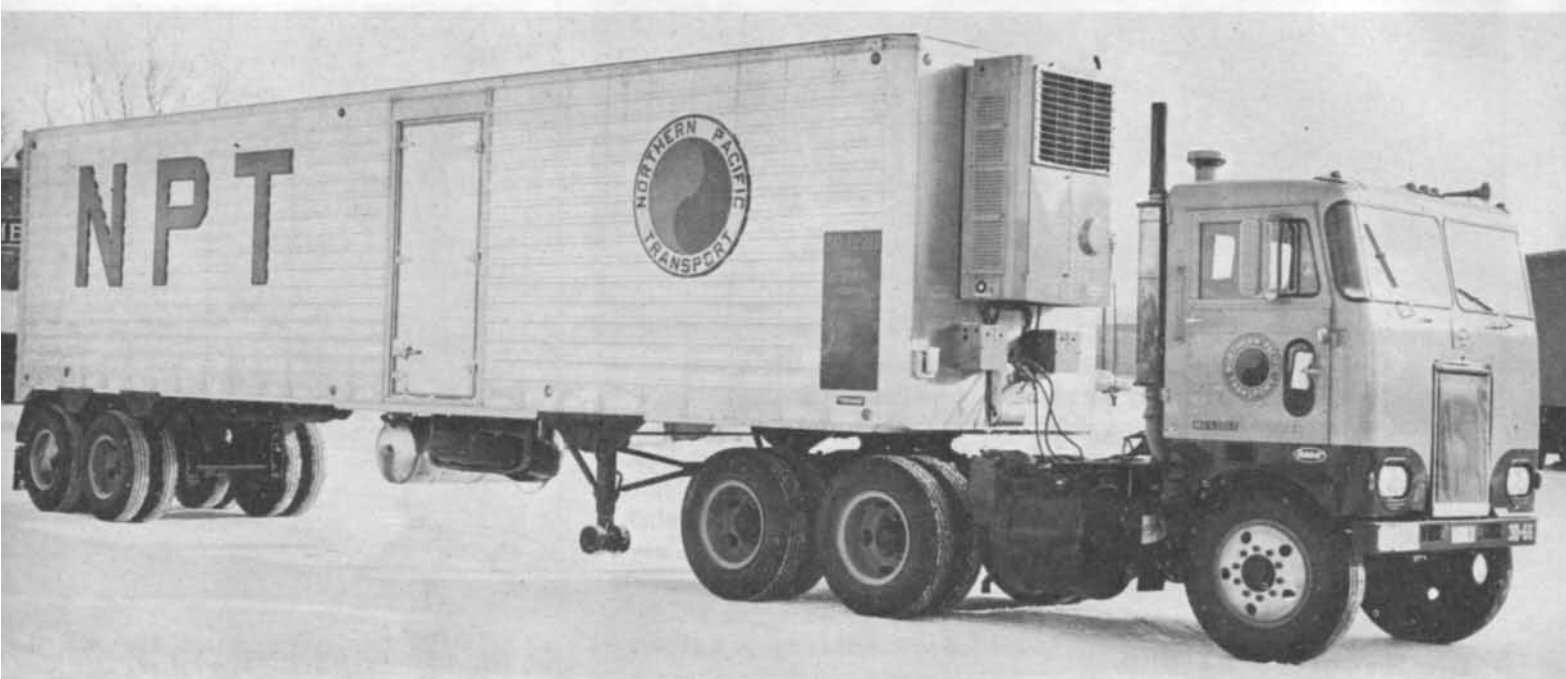
Nelson and trophy

It marked the third time the husky Nelson has walked off with the best low gross title, giving him permanent possession of the trophy.

NP Golf

Continued on Page 7

THE NP TRANSPORT STORY



One of NP Transport's modern mechanical refrigerated units, 1963

Three drivers, three bus-truck units and a 149-mile freight and passenger run between Billings and Miles City—that was the Northern Pacific Transport company on Jan. 2, 1932, the day of its maiden run.

By contrast, the railway company's highway subsidiary today operates 262 trucks, truck tractors and buses over 5,730 authorized route miles in eight states, and its 265 drivers log more than 6.5 million miles annually.

This is the story of Transport's birth and how it grew from a scrawny experiment into a relatively robust dollar-saver for its rail parent.

That it was an experiment, there is little doubt. The first drivers were ex-rails with no highway experience, and their first vehicles, while no worse off, perhaps, than others on the road in the early 'thirties, were not so new.

The whole idea was to find out if highway operations could be substituted economically for some of NP's deficit train operations. In addition, there was the hope that a more versatile transportation service would help retain business that was being diverted to truck and bus lines.

During each of the first two years, revenues totaled something less than \$20,000. In 1934 they more than doubled to almost \$45,000. And then came 1935 with a surge of new business that almost carried the fledgling company to its first quarter-million in revenue.

Despite this seeming affluence, there was no profit.

In fact, there was an accumulated loss of more than \$10,000 for the first four years. Yet officials of both companies were cheerful, to say the least, because the experiment was proving to be successful.

Not only was the new company paying interest on its loans from the railway company, but it had shown that highway service could reduce the losses from certain train operations. Also, the railway now found it possible to release many badly needed box cars for more productive use. These successes led the railway to push for more and more substitutions. Convinced that an even better service could be provided, both the Interstate Commerce Commission and the Montana Railroad Commission approved many such applications.

On Feb. 1, 1933, service was added between Billings and Bridger; on March 19 the following year, the Billings-Miles City route was extended to Glendive, and within a short time, straight passenger service was inaugurated between Bozeman and Glendive, as was a separate freight service between Billings and Bozeman.

Soon, freight and passenger service was being provided to practically all points served by the railway in Montana. Then, in September, 1941, the Transport company made a giant step westward to the Yakima valley, to offer service for the first time in Washington State.

Later on, Transport began pick-up and delivery service for the railway at principal cities on the system and succeeded in improving that service materially while re-

ducing the cost of such service through having direct supervision and control. (Formerly, the railway was required to contract for this service with local trucking firms who were often the railway's competition.)

Another development came when piggyback service was begun by the railway early in 1954. Transport owns 324 semi-trailers which it leases to the railway, and piggyback traffic is handled by its forces at most of the railway terminals throughout the system.

The Transport company maintains its own freight and passenger sales forces. These men are responsible for a substantial volume of traffic that moves under motor carrier billing, at motor carrier rates and which is interchanged with a number of other motor carriers. They also coordinate their traffic activities with railway traffic department personnel for more economical and efficient operation.

With a combination of these services, although not the same in each state, Transport operates in Washington, Idaho, Oregon, Montana, North Dakota, Wyoming, Wisconsin and Minnesota. This is, indeed, a far cry from the short, 149-mile-long run between Billings and Miles City with which the company started its operations.

Not all of this expansion came about through a mere offering of service. Purchases and mergers of other truck companies and their rights have played a major role from the beginning down to the present. Such acquisitions are chiefly responsible for most of Transport's Washington routes today. The railway's law department has been signally successful in obtaining interstate rights for Transport, as well as handling the acquisitions with state commissions.

Although it is not as old as its octogenarian parent, the Transport company can, indeed, claim to have been a pioneer of sorts. Trucking in the depression years and pre-World War II days was still in adolescence, especially in the matter of equipment. That there was some interstate transportation, it is true. But by far the greatest percentage of trucking consisted of local cartage and intrastate hauling. Economical transcontinental service had to await development of power and equipment. And, as in rail service, the diesel engine was to be the workhorse.

Northern Pacific Transport acquired its first diesel power in 1940. R. D. (Bob) Phythian, assistant to G. N. Page, General Manager of the Transport company, has rueful memories of driving those early "beasts." But let him tell it.

"There was no such thing as diesel fuel in those days. What passed for fuel was really a by-product of gasoline refining, a heavy liquid with a high wax content. During the winter months we carried a blow torch in the cab to melt the fuel and wax after it had congealed. You would be driving along when all of a sudden--nothing.

"To keep motors going, we would jam a fence post down the stack to keep the heat backed up through the manifold tank heaters. Sometimes the post would catch fire and we would have to start looking around for another to replace it. This procedure wasn't described in our operations manuals, but most often it was the only way to get the freight through.

"There wasn't a great deal of competition among truck drivers then, either. In fact, we pretty much depended on each other to get our loads over the mountains in the winter. You would often have the spectacle of three or four vans chained together hauling one short trailer up the icy grade to the top of a mountain, then seeing them return to pick up another and haul it to the summit, repeating the process until each trucker had his trailer over the hump.

"The comraderie which thus developed was valuable to the company. We were able to pool our knowledge of these new machines and learn to handle them much faster than if left to our own devices."

Fence posts are no longer standard equipment, needless to say. Progress has taken care of that.

Transport equipment today is more modern. Nearly two-thirds of its 142 truck tractors and more than half of its 92 trucks have been built since 1955. Pretty much the same can be said for its 245 trailers and semi-trailers, 19 buses and 9 combination bus-trucks. That's quite a "stable" for a company that started business with three used bus-trucks a little more than 31 years ago.



NP Transport's first bus-truck service, 1932

Looking back at this 31-year record, General Manager Page said that Transport's past growth and success would have been impossible without the wholehearted cooperation and assistance that it received from virtually every department of the railway company.

"The future appears bright for the Transport company," he added, "and with this kind of cooperation, we can look forward to continued growth and expansion of our services."

No story about the Transport company would be complete without mention of the outstanding safety record established in recent years by its drivers. In 1962, for the third consecutive year and the sixth time since 1951, the company's Montana highway fleet was awarded first place in the 31st annual National Fleet Safety contest sponsored and conducted by the National Safety Council. The award last year was based on safety performance from July, 1961 through June, 1962, a period during which the 74 participating drivers racked up a total of 3,715,580 miles. They were in competition with 2,500 other firms whose fleets travel 2 million or more miles, so coming out on top is a remarkable achievement.

Retirements

MINNESOTA

Thomas T. Modahl, an NP Car Inspector at Duluth, has retired after 40 years on the line.....Clifford Crosby, Section Foreman at Philbrook, joins the ranks of the retired after 39 years with the NP.

Andrew L. Tabery, Section Laborer at Staples, retires with 44 years in.....Edward C. Schmitt, Brakeman at St. Paul, has 26 years in upon retirement.....Milicent R. Burgess, a Train Attendant in St. Paul, retires after 33 NP years.

Eugene S. Scheuer, Brainerd Carman, completed 40 years on the line before retiring.....Walter Hodges, a Train Attendant at St. Paul, retires from Northern Pacific after 23 years.

Edwin C. Picha, Bureau Chief of Auditor Freight Accounts in St. Paul, retires after 43 years.....James Forseth, AFE Clerk, District Accounting, is now retired after 44 years with NP.....Harry B. Anderson, Boilermaker Helper in Minneapolis, retires after 35 years.

Walter A. Denneweyer, Sandblaster at Brainerd, is now retired after 38 years.....Charles L. McDonald, General Foreman from St. Paul, ended his NP service at retirement with 30 years in.

MONTANA

Roy C. Larson, a Locomotive Engineer from Glendive, retires after 48 years with the railway..... William B. Hopkins, Assistant General Yardmaster at Laurel, has retired after 45 years on the line.

Dave Topp, a Locomotive Engineer at Livingston, earned his retirement after 44 years with the NP.....Wendell Scherting, an NP Pipefitter from Glendive, had completed 35 years with the railway before retiring.

William M. Sorg, a Laurel Section Laborer, retires with 37 years in..... Ommund M. Udem, a Northern Pacific B & B Carpenter, finished 34



A PARTY was held in honor of Adella Frederikson, former secretary to the Superintendent of Rules, Safety and Fire Prevention, on her retirement from the NP. C. L. Harding, Assistant to the Vice President-Operations, presented Miss Frederikson with a wrist watch from her friends.

years on the railway at retirement.... Emery C. Dunlap, General Store Foreman at Livingston, retires with 44 years in.

William G. McKay, Special Agent for the NP at Missoula, completed 35 years on his retirement..... Harry Larson, Roundhouse Foreman at Missoula, was with Northern Pacific 40 years before retiring.

WASHINGTON

Leopold Ullos, Extra Gang Laborer from Bellevue, retires after 37 years on the NP..... Deo C. Williams, Conductor from Arlington, reached 46 years of service upon retirement.

Armin Spoerhase, Delivery Clerk for the railway in Spokane, retired with 47 years of service.....Anne F. Smith, Steno-Clerk with the railway at Auburn, completed 45 NP years before retiring.



MACHINIST Elmer R. Anderson, center, was visited by General Foreman E. D. Cantwell, left, and Master Mechanic C. J. Wirth on his retirement at Mississippi Street in St. Paul. Anderson had completed over 49 years with the NP without a single reportable injury.

Promotions

R. W. Thoemke, Commercial Agent for Northern Pacific in Milwaukee, has been appointed General Agent at Philadelphia to succeed the late E. H. Breisacher.

Succeeding Thoemke in Milwaukee is E. A. Grieder, who headquartered there as Traveling Freight and Passenger Agent. G. S. Schally, Chief Clerk in the Milwaukee office, was named to the new position of City Freight and Passenger Agent.

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L. O. Moe, Commercial Agent for Northern Pacific at Winston-Salem since 1953, has been promoted to District Freight and Passenger Agent. He will continue to make the city his headquarters.

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L. N. Arthur, Claim Agent for the NP in Seattle, has been named District Claim Agent in Duluth. He succeeds B. B. Lee, who retired after more than 37 years of NP service.

James C. Lande, Claim Agent in Tacoma, succeeds Arthur in Seattle.

Correction

In Tell Tale's May, 1963, issue, Rayonier, Incorporated, of Hoquiam, Wash., was incorrectly described as a lumber firm. Rayonier is actually a chemical cellulose producer.

NP Golf

Continued from Page 3

Low net winner for the men was John Krohne, Assistant to the Mechanical Engineer in St. Paul.

Among the women, Betty Kinney took the low gross honors and Marge Baranko earned the low net title. Both are from the St. Paul General Office.

R. C. Castle, NP's Seattle City Passenger Agent, and retired employee Harry Hansen of Seattle were the long distance entries in the tournament.

In all, 96 Northern Pacific employees participated.



LOW GROSS winner among the women, Betty Kinney receives a transistor radio as her prize from H. C. Crampton, tournament director. Delore Rochon, center, looks on.



HORSEPLAY during the NP's Eastern Golf Tournament. Here (left to right) Gary Helbing, Dick Kealy and Bob D'Andrea use Bob Sailer, lying down, as their tee.



SIGNING IN with their golf totals here are (left to right) Joanne Gatti, Bonnie Ulstad, Georgia Mealy and Marge Baranko at the NP Golf Tournament near St. Paul.

Emblem Calls Attention to Special Medical Care

Persons with special physical conditions can now wear an emblem to indicate special treatment in case of emergency, the American Medical Association has announced.

The emblem, a hexagon-shaped symbol with a snake entwined around a staff, can be worn on a wristlet, anklet or medallion.

It will tell those finding the sick or injured person that he carries a health identification card containing vital personal medical information.

The symbol will be used by many individuals. Diabetic coma, for instance, sometimes makes its victims appear intoxicated, and treatment may be dangerously delayed. The symbol also could indicate allergies to antibiotics, such as penicillin, and many other physical problems.

Safety Scoreboard

STANDING BY DIVISION—Jan. 1 to June 30, 1963

Rank	Division	Reportable Injuries	Cas. 1963	Ratio 1962
1	Fargo	1	1.08	5.10
2	Idaho	9	5.23	11.11
3	Yellowstone	12	7.05	8.10
4	Rocky Mountain	10	7.20	12.80
5	Tacoma	26	10.82	11.87
6	Lake Superior	10	11.76	10.61
7	St. Paul	22	11.99	13.19

STANDING BY MAIN SHOPS

1	So, Tacoma	0	0.00	0.00
2	Brainerd	1	3.06	6.59
3	Como	1	3.66	3.81
4	Livingston	1	4.44	9.09

STANDING BY CLASS OF EMPLOYEES

1	Stationmen	3	1.09	3.18
2	Enginemen	4	2.80	10.98
3	Trackmen	9	4.67	6.75
4	Shopmen	5	5.70	6.61
5	Carmen	9	7.61	5.50
6	Trainmen	15	13.17	28.07
7	Bridgemen	13	25.37	10.51
	Yardmen	32	31.74	30.89

MISCELLANEOUS DEPARTMENTS

1	Stores	0	0.00	3.07
Tie	Dining Car	0	0.00	9.72
Tie	General Office	0	0.00	1.11
4	Signal Department	2	8.97	0.00
5	Chief Special Agt.	1	9.42	0.00
6	Engineering Dept.	2	9.53	32.47
7	Communications	3	13.07	4.75
8	Elec. Engineering	1	17.24	16.83

TOTAL FOR SYSTEM...102 6.54 8.93

	Number
Train and Yard Accidents	109 117
Motor Car Accidents	13 6



"These days, young man, does anyone know where he's going in such a mad rush?"

Bauer Is Elected President of NP Vets' Association

George F. Bauer of Seattle was elected new President of the Northern Pacific Railway Veterans' Association recently at the group's 39th annual convention in Minneapolis.

Bauer succeeds George J. Gravem of Duluth as head of the organization.

Some 450 Association members heard Phillip B. Harris, vice president of Northwestern National Bank, welcome them to Minneapolis at their banquet in the Leamington Hotel. C. H. Burgess, NP's vice president-operating department, delivered the principal banquet address.



BANQUET SPEAKERS--at the NP Veterans' Convention. Left to right: C. H. Burgess, NP vice president-operating department; George F. Bauer, Veterans' Association President; Phillip B. Harris, vice president of Northwestern National Bank; and Robert S. Macfarlane, president of the NP.



NP RAILWAY VETERANS' Association officers. Left to right: President George F. Bauer of Seattle, outgoing President George J. Gravem of Duluth, Vice President Carl A. Nyman of Missoula, Director George A. Pringle of St. Paul, Director Bryan L. Linnane of Seattle, Director C. E. Love of Missoula and Secretary-Treasurer Elmer F. Slayter of St. Paul.



IN ST. PAUL--the "Yards" team won the NP Bowling League championship with a 48-36 record on a team pin average of 867. Left to right are: Arne Franzen (174), Gene Kutzena (180), Ben Ashby (171), Bob McGinnis (163) and Bob Trapp (174). Not pictured--Wes Lodge (181).



SOUTH TACOMA--NP Bowling League champion is the "4-Men" team, thus named because its members are all foreman at South Tacoma Shops. Left to right: John Bennett, B. A. Bartysal, Al Jacobsen, Frank Jensen and R. C. Hall.



SPOKANE--NF's Junior Achievement entrant Doris Johnson, a senior at Lewis and Clark High, poses with her railway escorts. Left to right: E. L. Childers, Superintendent's Stenographer; W. E. Luders, City Freight and Passenger Agent; N. S. Steckling, Assistant B & B Supervisor; and W. W. Barker, Traveling Passenger Agent.