

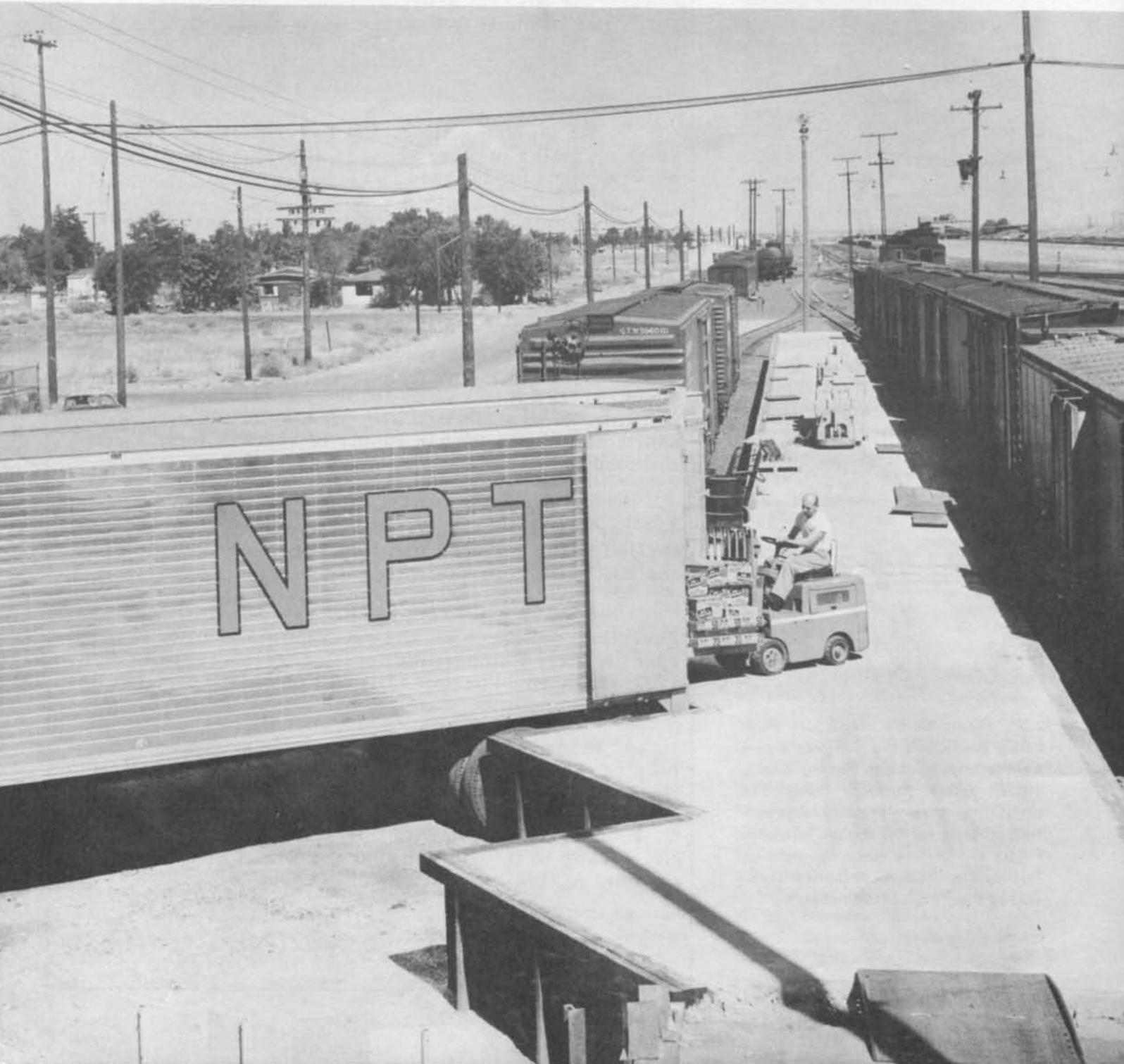
# TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

VOL. XXVI

NOVEMBER, 1963

NO. 9





Published monthly by the Advertising & Publicity Dept., Northern Pacific Railway, Saint Paul 1, Minn., W. A. Gustafson, Manager.



**HOT SHOT**--Joe H. Christensen, NP patrolman in the Chief Special Agent's Department at Grand Forks, N.D., won the Annual North Dakota Peace Officers' Pistol Championship recently. Christensen captured first place over 51 other officers with a score of 295 out of a possible 300. Firing was at the Camp Grafton Military Range.

### *Our Cover . . .*

. . . shows an NP Transport truck being loaded off the Railway's new sawtooth-type dock in Pasco, Wash., yards, where Northern Pacific is instituting a revolutionary distribution program for the region. Turn to Pages 4-5 of this issue for more on Pasco, the "New Distribution Gateway to the Pacific Northwest."



## MEMO . . . FROM THE PRESIDENT

At the time of this writing, Northern Pacific is experiencing a serious shortage of boxcars. At the present time, we have only 70% of our boxcar ownership on our line. The normal figure for this time of the year is closer to 85%. We are presently short about 200 cars per day in filling our boxcar orders.

The present shortage is due, in part, to the proposed sale of wheat to Russia. Cash wheat prices are over loan prices and farmers and elevators are eager to sell now to take advantage of the higher prices. This has increased the demand for cars.

At the same time, the harvest of soy beans and sorghum grains in other areas is at peak and has created a heavy demand for boxcars.

Compounding the problem is the heavy export of wheat from ports in Oregon and Washington where thousands of loaded cars are standing idle and out of service as they await unloading.

While the AAR has issued a special car order directed to eastern and southern railroads requiring them to send Northern Pacific, Great Northern and Soo line cars home, unless they can be loaded to, or via, the owner's rail line, or to a junction with the owner, the only permanent solution is a larger supply of boxcars for the entire railroad industry.

As you know, Northern Pacific has been building new cars over a long period of time. By all of the tests applied to the railroad industry, Northern Pacific owns, and has built, more than its fair share of boxcars.

It is encouraging to note that the Railway Labor Executives' Association has reversed its position with respect to Fair Competition legislation (S. 1061 and H. R. 4700) which would permit railroads to reduce certain rates to meet competition.

In identical letters to Warren G. Magnuson, Chairman of the Senate Commerce Committee, and to Oren Harris of the House Interstate and Foreign Commerce Committee concerning this legislation, RLEA Chairman G. E. Leighty closes with this statement, "I therefore, am writing to inform you that the RLEA now favors enactment of this legislation."

*Robert MacFarlane*



THEY 'BEAT BING'--Ron Vigard, left, 3-M representative, hands out golf award certificates to NP employes, left to right: Glen Wahman (Engineering), Bill Wheeler (Freight Claim) and Joe Wheeler (Freight Claim) of St. Paul for their performances in the nation-wide Bing Crosby Golf Tournament. The three topped Bing's 70 (with handicap) at White Bear Yacht Club. Now their names could be drawn to compete in an upcoming pro-amateur meet.

## Safety Board Elects R.C. Lindquist; NP Names Safety Representatives

R. C. Lindquist, Superintendent of Rules, Safety and Fire Prevention for Northern Pacific Railway, was recently elected to serve as an executive committee member of the railroad section of the National Safety Council.



Lindquist

The Council remarked that Lindquist's election to the railroad committee was in recognition of his abilities as a safety specialist in the industry. The election was held during the October National Safety Congress, annual convention of the Council.

### NP Safety

Last July a new Northern Pacific Safety Committee, composed of employes who have shown sincere interest in safety, was established. This committee has now extended throughout the entire NP system and includes a nucleus of interested

members from each division.

Space limits printing only the Lake Superior, St. Paul, Fargo and Rocky Mountain division members here, but subsequent issues of the TELLTALE will include the rest of the list. Here is the first part:

Lake Superior Division--Floyd W. Kruger (brakeman), David Rundquist (B & B foreman), Dick Young (brakeman) and W. H. Bradley (conductor).

St. Paul Division--R. F. Suess (engineer), R. R. Lundberg (conductor), L. R. Walters (brakeman), Joseph Michurski (switch foreman), H. E. Westphal (carman), G. L. Pappas (passenger Carman), W. L. Marshall (engineer), W. J. Corcoran (switchman), D. M. Grassie (conductor) and William Freeman (yardmaster).

Fargo Division--George Delmore (conductor).

Rocky Mountain Division--G. C. Purdy (machinist), W. A. Hargrove (switch foreman), J. G. Arentaro (machinist) and K. A. MacAskill (machinist).

## Nipper news bits

Northern Pacific's hospital at Glendive, Mont., recently celebrated its 50th anniversary with an open house. The hospital was opened for patients back in Jan., 1913.

Hospital Administrator Richard Warr said one of the hospital's new features is a wing for patients needing long-term care, and who can't be cared for in their homes.

The hospital is under the supervision of a 24-man board of the Northern Pacific Beneficial Association.

A satisfied customer recently sent this kind note to North Coast Limited conductors on the Bozeman to Seattle run:

"A personal thanks to each of you for making my trip from Seattle to Bozeman and back one of the nicest trips I have ever taken on a train. Your friendly kindness shall long be remembered.

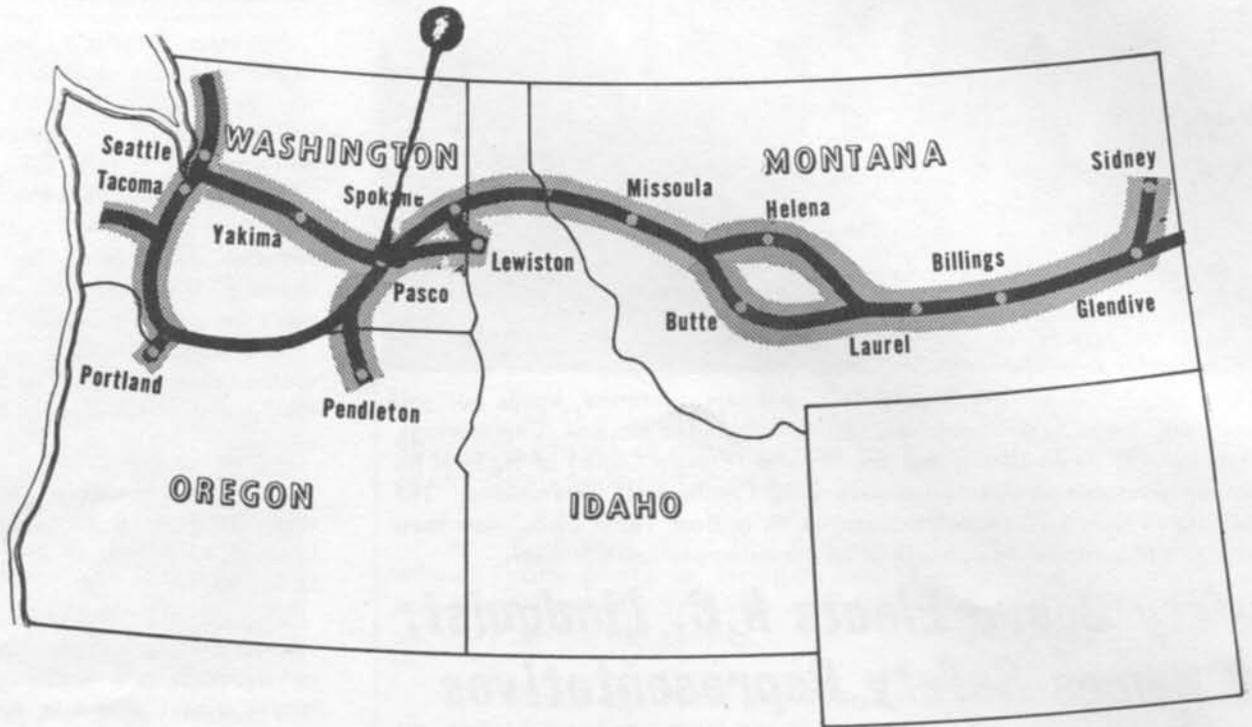
Signed, Faye A. Maddox  
(your knitting passenger)



MODERN OFFICE--Mrs. Joyce Prokop waits on NP employe James Axling in Como Shop's modern, new Credit Union in St. Paul, one of 18 such NP organizations in the Northwest. Other NP Credit Unions are at the St. Paul General Office, Minneapolis, Northtown, Brainerd, Duluth, East Grand Forks, Staples, Fargo, Mandan, Missoula, Livingston, Glendive, Butte, Helena, Billings, Spokane, Tacoma, and Laurel.

# PASCO

... FROM MAN-MADE OASIS  
TO DISTRIBUTION GATEWAY  
OF THE PACIFIC NORTHWEST



In 1880 Henry Villard, then President of Northern Pacific Railroad Company, prophesied that "Some day a great city will spring up at the confluence of the Columbia and Snake."

Three years later, Pasco, Wash., was platted and Villard's prediction was on its way to reality. In the beginning, though, few shared his enthusiasm for the area.



Villard

One early woman settler remembered her first impression of the townsite. "What a place!" she recalled. "Just sand, sagebrush, jack-rabbits and rattlesnakes. I said 'Alvin, I've seen enough; you just take me right out of this place.' But he kept right on talking and finally I agreed to stay a little while."

Those who stayed found it worthwhile. When Northern Pacific rails reached Pasco, establishing it as a division point on the railway's line to Puget Sound, the city began to have a future. Its strategic location was to make it the hub of southeastern Washington.

Since last January, Pasco has been even more than that. It has been described recently as the "New Distribution Gateway to the Pacific Northwest," in the middle of a market area that includes Western Montana, Northern Idaho, Washington, Oregon and Alaska.

Key to Pasco's becoming a center for such a vast area this year was Northern Pacific's decision to make the city its base for a new and flexible plan of distributing freight to 160 Pacific Northwest cities on its line.



HOTEL VILLARD was big attraction in Pasco around the turn of the century when it was on its way to becoming the hub of southeastern Washington. It's doubtful that anyone visualized the city becoming a key distribution center for the entire Pacific Northwest at that time.

Under the new operation, the NP is serving both as line haul carrier and doorstep distributor in the Pacific Northwest for far-off transcontinental shippers. In short, the Railway, in conjunction with its wholly-owned trucking operation--NP Transport Co.--has assumed full responsibility of handling goods from the shipper's plant to the customer's doorstep, and at a drastically reduced rate.

Pasco is ideally suited as the nerve center for such an operation. Located 200 miles east of Portland-Seattle, it receives freight one day in advance of arrival at coastal points. From here, goods can get immediate NP Transport truck substitute service for expedited delivery.

Freight destined for Western Washington continues on the fast NP train schedule to Seattle terminal for distribution without intermediate handling.

## Distribution Program

This revolutionary rail-truck operation provides five low cost distribution arrangements for shippers originating traffic east of the Rocky Mountain:

- Carload lots may be distributed direct to a single customer, or partial carloads may be delivered to several destinations in the Pacific Northwest.
- Part of a carload may be distributed from Pasco, with



PASCO HUMP YARD--Northern Pacific's \$5.5 million electric freight classification yard is a factor in allowing the Railway to institute its revolutionary distribution program out of Pasco. Here, freight cars are being switched rapidly by push button from the control tower at bottom of photo.



LAYOVER PRIVILEGES for freight are provided for east-of-the-Rockies shippers at Big Pasco Warehouse, Inc. (shown here) under NP's new distribution arrangement. Goods may be stored in transit up to a year and then delivered to consignees at their doorsteps by NP trucks.

the balance of the carload continuing on to California.

- Distribution of part carloads at Pasco to several customers, with the balance of the carloads going on to customers for direct car spot at their plants.

- Storage privileges at Big Pasco Warehouse, Inc., for up to a year. Shipments may then be moved out and delivered to consignees on a consolidated bill of lading by NP Transport trucks.

- Combination of shipping freight from a current carload with added weight from stored freight already at Pasco.

Besides all its other advantages as a distribution center, Pasco is also the site of Northern Pacific's \$5½-million electric freight classification yard. This makes NP rail service even more exceptional at this point.

The overall NP distribution program at Pasco, then, is a streamlined version of integrating the best and fastest of train schedules with short-haul advantages of its motor carrier subsidiary.

It looks like Henry Villard was right; a great man-made oasis did spring up at the point where the Columbia and Snake rivers meet. And with NP's amazingly flexible distribution effort just getting underway, Pasco's importance should increase even more in the coming years.



PHIL N. WALSH, Northern Pacific Warehouse Foreman at Missoula, poses on the warehouse loading dock on one of his last days at work before retirement. Walsh was with the Railway for 49 years.



C. J. WIRTH (right), Master Mechanic on NP's St. Paul and Fargo divisions, is congratulated on his retirement by General Mechanical Superintendent J. A. Cannon. Wirth was with the Company 48 years.

## Retirements

### WASHINGTON

John F. Hines, NP Switchman at Prisco, has retired after 43 years on the Railway....Carl E. Johnson, Locomotive Engineer at Seattle, terminated his 45-year Northern Pacific career recently on retirement.

Erick Johnson, South Tacoma had recorded 28 NP years before retiring....Ray R. Bingham, Crane Engineer for the Railway in Spokane, has retired after 23 years.

Harry F. Sauter, Leading AFE Clerk at Tacoma, notched 47 years with the company at retirement....Giuseppe Devito, Section Foreman at Lester, ended a 30-year Northern Pacific career on his recent retirement.

John M. Egge, Carman at South Tacoma, has retired after 42 years with the company....LaVelle Stafford, Waiter-in-Charge from Seattle, recorded a 50-year NP career on his recent retirement.

James T. Templeton, General Car Foreman at South Tacoma, has retired after 48 NP years....Bernadine

D. Craig, Motor Messenger on the NP at Spokane, has retired after 23 years.

### MONTANA

Frank W. Miller, NP Machinist from Missoula, has retired after 40 years on the line....John F. Warner, Machinist at Laurel, had made it 20 years with the Northern Pacific on his retirement date.

William C. Halepeska, Agent at Forsyth, has retired after 29 years on the Railway....Lawrence Barnes, NP Locomotive Engineer at Livingston, completed 47 years with the Railway at retirement.

Frederick J. Hirst, Timber Cruiser for the Northern Pacific at Missoula, has retired after 40 years....Henry A. Schatzer, Railway Boiler Foreman at Livingston, was with the NP for 41 years on his retirement.

Sam J. Dickey, Freight Loader at Billings for the NP, retired recently after 20 years....Joseph L. Condotta, Section Foreman at St. Regis, was with the Railway for 50 years at retirement.

Jacob Frank, Jr., Mill Machinist from Laurel, has retired after 41 years....Michael J. Wisser, NP Truck Driver at Laurel, had turned in 21 years of service before retiring.



FRANK WENDLAND (right), Clerk in the NP Roadmaster's Office in Duluth, receives congratulations from Division Roadmaster R. W. Saker and B & B Supervisor R. S. Swanson on his retirement after 54 years.



J. L. CONDOTTA, Section Foreman at St. Regis, Mont., and his wife view the gifts given them on Mr. Condotta's retirement party. He had been with the Northern Pacific nearly 38 years and never had a reportable injury.

## Retirements

Continued on Page 7 . . .

# Promotions

L. R. Earl, Master Mechanic on Northern Pacific's Rocky Mountain Division at Livingston, has been appointed Master Mechanic for the NP's St. Paul and Fargo Divisions with headquarters in St. Paul.

He succeeds C. J. Wirth, who retired after more than 48 years of service.

O. E. Hetherington, Assistant Master Mechanic at Livingston, was named to succeed Earl, and K. R. Anderson, Road Foreman of Engines at Duluth, was appointed to Hetherington's former post.

R. A. Juba has been appointed Assistant Manager, Industrial Development, with headquarters in St. Paul.

F. A. Wahlstrand has been appointed General Car Foreman at South Tacoma Shops, succeeding J. T. Templeton, who retired after more than 48 years of service.



**OLD CARSON CITY COINS**--Karl Welsh, Brakeman on NP's Mainstreeter run between Helena and Paradise, shows Assistant Division Superintendent L. L. Wollschlaeger his collection of uncirculated Carson City dollars. Some of them are worth as much as \$400 apiece. Welsh has been collecting coins since 1937.

# Retirements

... Continued from Page 6

## NORTH DAKOTA

Adolf O. Mayer, Northern Pacific Section Foreman at Mandan, has retired from the Railway after 48 years of service.

## MINNESOTA

Lawrence J. Burger, Tinsmith Helper in Minneapolis, has retired from company service after 40 years ... Webster W. Johnston, Carman at Brainerd, has retired after 28 NP years.

Arthur Toutant, Brakeman at Bemidji, has retired after 45 years on the NP line.... Charles T. Wallace, Car Inspector at Duluth, has retired after 41 years.

Frank C. Klein, Carman-Painter for the NP at St. Paul, retired recently after 43 years on the NP.... Virgil A. Carlson, Section Laborer at Mahtowa, had 22 years in with the Railway at his retirement.

William E. Carroll, Auditor Valuation Accounts in St. Paul, has retired after 45 NP years.... Clifford J. Peterson, Sr., Chief Clerk-Auditor

Passenger & Station Accounts, has retired in St. Paul after 51 years with the Railway.

Mary B. Radford, Record Clerk in St. Paul, retired recently after 46 years with the NP.... Willard S. Cogin, Yard Clerk in St. Paul, has retired after 47 years.



**SYLVIA ODENHEIMER**, Stenographer in NP's St. Paul Freight Traffic Department, unwraps a gift at her recent retirement party as E. E. Chapman, Assistant to the Vice President, Traffic, looks on. Miss Odenheimer was with the company 46 years.

# Safety Scoreboard

STANDING BY DIVISION - Jan. 1 to Sept. 30, 1963

Rank	Division	Reportable Injuries	Cas. 1963	Ratio 1962
1	Fargo	3	1.76	6.00
2	Rocky Mtn.	14	5.48	15.52
3	Idaho	17	5.63	11.38
4	Yellowstone	20	6.67	8.65
5	Lake Superior	13	7.87	10.54
6	Tacoma	40	9.73	12.56
7	St. Paul	42	13.04	12.71

STANDING BY MAIN SHOPS

1	So. Tacoma	1	2.15	0.00
2	Brainerd	2	3.74	3.98
3	Como	2	4.67	4.74
4	Livingston	2	5.43	5.70

STANDING BY CLASS OF EMPLOYES

1	Stationmen	8	1.70	3.63
2	Enginemen	9	3.53	8.04
3	Trackmen	21	5.38	9.28
4	Shopmen	8	5.50	6.14
5	Carmen	16	8.07	5.92
6	Trainmen	24	11.90	29.70
7	Bridgemen	16	18.09	10.06
8	Yardmen	47	26.22	32.18

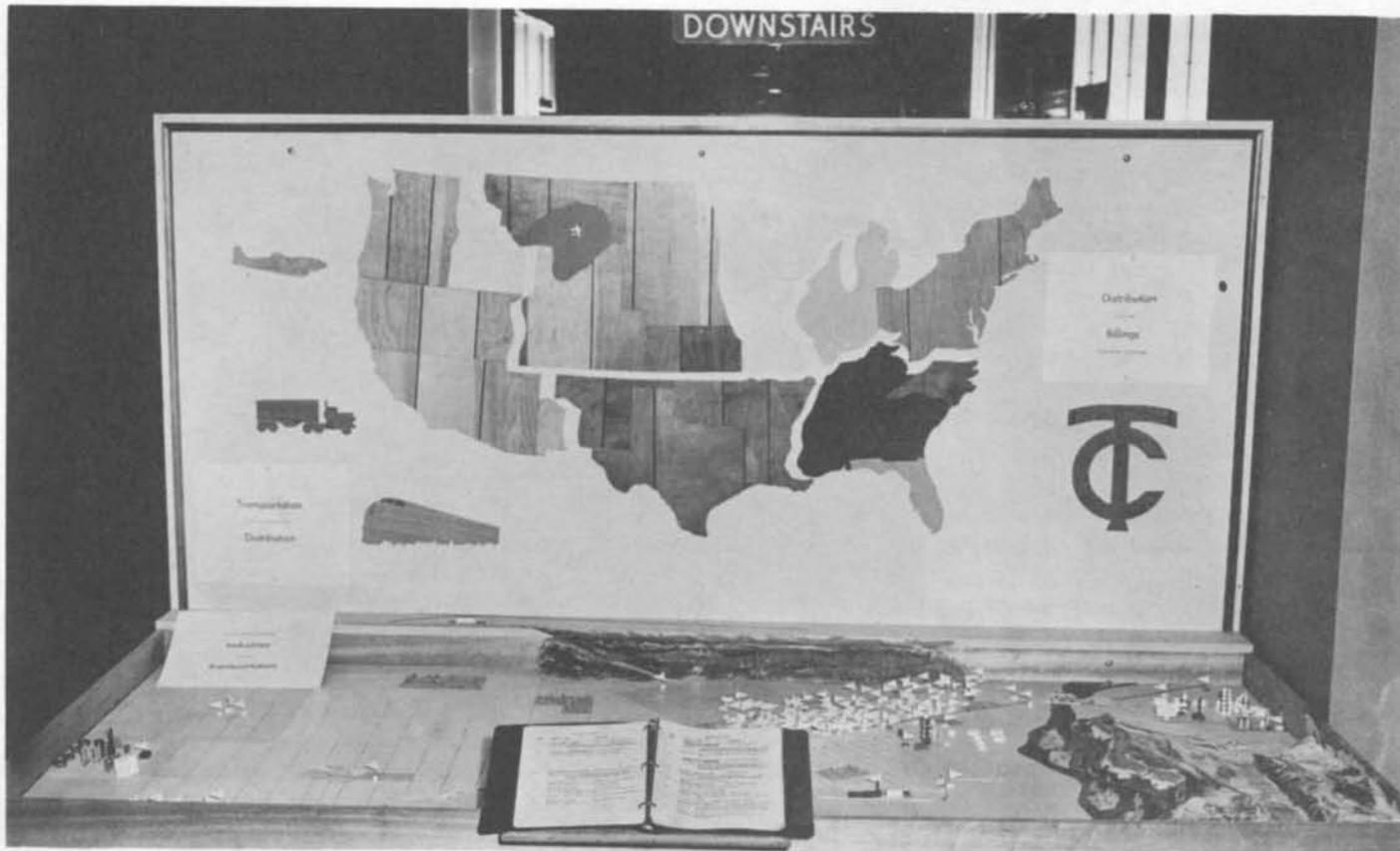
MISCELLANEOUS DEPARTMENTS

1	General Office	0	0.00	1.38
2	Store Dept.	1	1.36	6.94
3	Dining Car Dept.	1	1.87	6.54
4	Engr. Dept.	1	3.01	18.06
5	Chief Spec. Agent	1	5.52	0.00
6	Elec. Engr. Dept.	1	10.58	10.31
7	Signal Dept.	4	11.00	5.64
8	Communications	7	18.38	5.72

TOTAL FOR SYSTEM - 175 6.50 9.61

	Number	
Train and Yard Accidents	173	213
Motor Car Accidents	24	13

DOWNSTAIRS



MIDLAND EMPIRE MARKET CENTER--this Billings Traffic Club display--illustrating the importance of Billings, Mont., as a market center--has received much interest in the Midland Empire area recently. The graphic map of the United States (above) is broken up into rate-making sections and highlights the Billings distributing territory. At the base of the map is a scale model of Billings, which includes the refineries of East

Billings and Laurel, Mont. In the model, all large shippers are indicated by small white buildings; each carrier by an orange building. Businesses are pinpointed by small numbered flags. Chiefly responsible for developing the educational visual aid was Northern Pacific General Agent Don Powers. Two other NP men--Traveling Freight and Passenger Agent Chuck Stanley and depot ticket man Clint Mellum--did much to complete it.

## Zip Codes

The Post Office Department now requires us to include zip code numbers with our mailing addresses to speed delivery. Would you please assist our staff in updating the TELLTALE mailing list by returning this coupon with your complete address--and zip code number--to:

NAME \_\_\_\_\_

STREET \_\_\_\_\_

CITY \_\_\_\_\_

STATE \_\_\_\_\_

ZIP CODE \_\_\_\_\_

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