

1864--Northern Pacific Charter Centenary--1964

TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

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CENTENNIAL FLOWERS -- Bernette Erickson, clerk-Secretary's office in the St. Paul General Office, admires a bouquet of 100 roses presented to the Northern Pacific on the Railway's Charter Centennial.

Our Cover . . .

. . . Miss Jane Chaput, 20, Northern Pacific's St. Paul Princess for 1964, smiles amidst a mass of flowers presented to the Railway on the occasion of its 100th Anniversary last July 2. Happily, Miss Chaput's birthday fell on the same date, giving her a double reason to be so cheerful. The bouquets were gifts from several large companies on the NP line.



MEMO . . . FROM THE PRESIDENT

Figures for the first half of 1964 are encouraging. Total operating revenues for the first six months of the year are up approximately 4-1/2% over the same period last year. If we could safely project these figures through the balance of 1964, NP could be assured of a relatively good year.

The last half of the year, however, is always more crucial than the first half for Northern Pacific. This is due to the fact that the area we serve is devoted predominantly to agriculture and weather during the growing and harvesting season is a vital factor in the success or failure of the grain crop.

The outlook in general, however, is for a good crop. This will insure a strong economy in our territory. Results of a good harvest will be reflected, not only in the movement of grain, but in the movement of all types of freight in the territory we serve.

An important line change just west of Grass Valley in Montana has just recently been approved. The present line which is 2.65 miles in length will be relocated and shortened to 1.64 miles, a savings of almost half the total distance of the old line. In addition to the reduction in length, the new line will eliminate nine relatively sharp curves thereby permitting faster, safer, more efficient and more economical movement of freight traffic through this area. Grading and filling are expected to be completed this year with the laying of the new track to be completed in 1965.

At this writing, all of the fifteen General Electric U25C, 2500-HP diesel units ordered for delivery this year are now in regular service. In grueling, actual performance tests on our own lines, these diesel units have demonstrated tremendous power and efficiency. In use over the most rugged terrain on our line, they make it possible to effect economies in operation and to provide our shipper-customers with better, more dependable service.

Did you know that the railroads pay one of the nation's biggest industrial tax bills?

According to the magazine, Basic Transportation, "American railroads turn over to federal, state and local treasuries all revenues received for nearly forty days of the year -- a total of over \$900 million."

Paul MacFarlane



OLD NO. 684 was pulled out of "retirement" by the Northern Pacific recently to be put on display for "Waterfront Days" in Seattle. A. Stranik, left, NP Road Foreman of Engines at Auburn, and Sam Elmore, retired General Freight Agent at Seattle, are shown here "changing shifts" on the old steam locomotive.

Northern Pacific Hospital Orderly Is Named Tacoma 'Father of the Year' by Civic Group

Wallace O. Walker, an orderly in the NPBA hospital in Tacoma, has been selected the City's "Father of the Year" by the Unique Social and Community Club.

Walker, a father of eight, is scoutmaster of Boy Scout Troop 39 (which boasts a 24-member drum and bugle corps), a member of Allen Church, the National Congress of Parents and Teachers, the Masons, and has been active in the Hilltop Neighborhood Improvement Council in Tacoma.

His concern for helping others has always been evident.

After seeing combat in Europe during World War II, Walker returned to action during the Korean Conflict. In 1951 he was wounded by artillery fire, which killed an eight-year-old boy he had been caring for. Walker received the Purple Heart.

Later, he took up a collection in his Army unit to aid a Korean family whose home had burned down.

Walker retired from the Army as a sergeant last September after more than 20 years service.



Walker

The Unique Social and Community Club presented Walker with a plaque, a \$50 U.S. bond and many other gifts from friends and merchants.

New Geologist Appointed

John O. Landreth, a graduate of the University of Idaho's College of Mines, has been appointed to NP's staff of geologists in the properties and industrial development department.

Nipper news bits

CONTRIBUTIONS TO NPBA hospitals continue to come in. The Beneficial Association would like to thank the following persons for their generosity:

TO ST. PAUL HOSPITAL--Tony Antobelli, retired Sectionman at Dilworth, \$4.25; William Armitage, retired Warehouse Foreman at Bemidji, \$5; Miss Gertrude M. Kirch, retired Clerk in St. Paul, \$10; G. H. Lemke, retired District Accountant in St. Paul, \$15; W. F. Schwendeman, Crane Operator at Brainerd, \$25; and Frank Stopa, Car Inspector at Minneapolis, \$1.

TO TACOMA HOSPITAL--George W. Ortolf, retired Roundhouse Foreman at Naches, Wash., \$25; Employees of Auburn Yard, in memory of R. G. Baker, retired Conductor-Griever, \$5; and Sidney Cherry, Cook at Seattle, \$16.

TO GLENDIVE HOSPITAL--D. L. Davis, Yard Clerk at Dickinson, \$2.

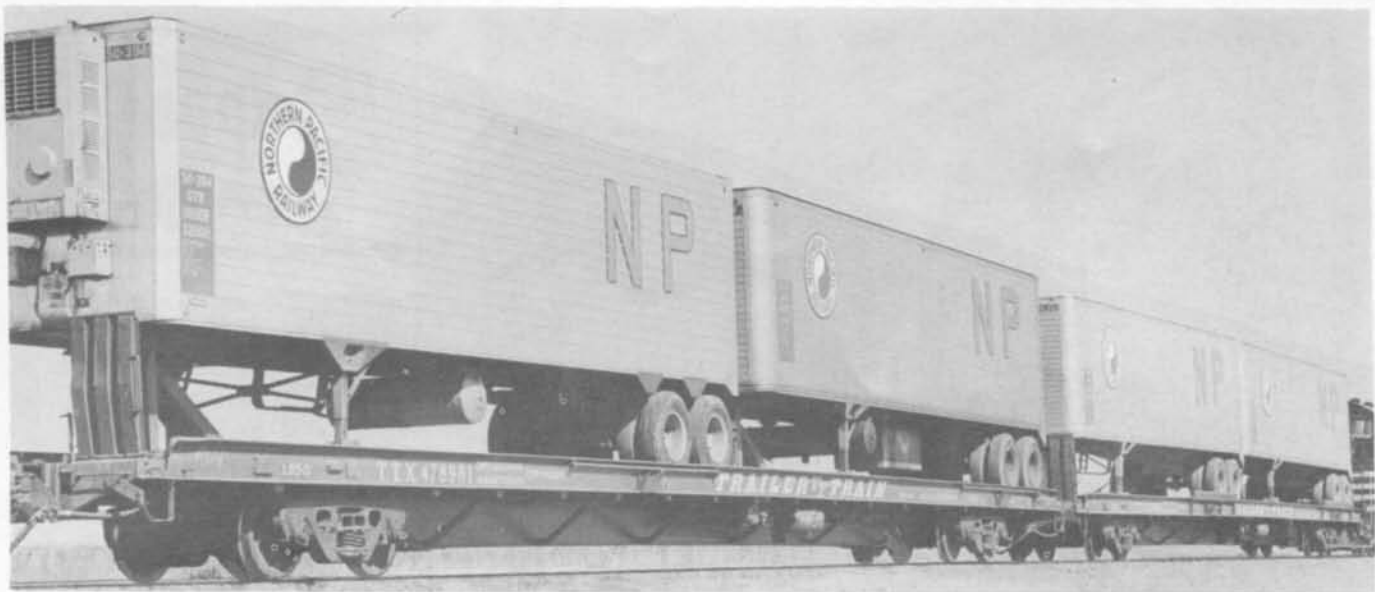
TO MISSOULA HOSPITAL--Mr. & Mrs. Charles M. Mason, Laurel, Mont., in memory of John W. Mason, former Yardmaster at Livingston, \$10.

Theodore W. Meckstroth, son of Wallace Meckstroth, Northern Pacific General Agent at Lewiston, Idaho, has been selected as the first recipient of the Hubert H. Humphrey Fellowship in political science from the University of Minnesota.

The \$2,500 fellowship awarded Meckstroth, 24, will provide for a year of study in political science in the University's graduate school during the 1964-65 academic year.

The Humphrey fellowship endowment fund was created by a group of private citizens in honor of the Minnesota Senator.

Walt Brouette, NP passenger agent in Missoula, has been appointed an officer of the Montana Elks Association.



NORTHERN PACIFIC'S PIGGYBACK

You would think, when Northern Pacific's piggyback trailer loadings increased by 17.5 per cent and piggyback tonnage hauled jumped 22.5 per cent last year, there would be quite a few raised eyebrows on the Railway. There wasn't much stir, though. The NP has come to expect this kind of dynamic growth in its still fledgling trailer-on-flatcar (TOFC) service.

"This year our piggyback tonnage is up 22.1 per cent over the first six months of 1963," according to Bill Egan, Northern Pacific TOFC representative on the Railway's east end at St. Paul. "This is a little above our expectations, but we think we'll show a noteworthy increase in business by the end of 1964."

Ever since Northern Pacific first experimented with piggyback between the Twin Cities and Fargo in 1954, this has been the story. For nine consecutive years the service has grown by leaps and bounds, and last year the increase substantially exceeded the national average.

From that first experiment in transporting trailers on flatcars early in 1954, NP piggyback has grown into a transcontinental operation spanning seven Northwest states. Northern Pacific initiated piggyback service on the north Pacific Coast between Seattle and Portland, and, in Montana, the Railway pioneered TOFC movements of lumber.

The piggyback operational formula is simple: an NP semi-trailer is loaded at a shippers plant and then moved over the highway to be placed on a rail flatcar. From there, a Northern Pacific train hauls the trailer-on-flatcar to a piggyback ramp at, or near, the destination point, where the trailer is removed and driven directly to the receiver's warehouse or plant. Thus, the flexibility of local trucking, combined with the speed, dependability and low cost of rail hauling, provides the shipper and

receiver with an economical and efficient transportation service.

While the NP originally inaugurated the service merely to retain freight business that might have gone elsewhere, piggyback is now winning new customers for the Railway. Many companies have even found it economical to dispose of their private truck fleet and utilize TOFC service. Others have switched from motor common carrier to TOFC.

Northern Pacific has found that unusual shipments once considered unadaptable to conventional railway boxcar handling can be moved easily by the trailer-on-flatcar method. For example, prestressed concrete slabs—a very recent innovation in the building construction field—are now being handled by piggyback because of the reduced handling required, the low damage factor of TOFC, and the direct delivery offered to the jobsite, whether it be on or off railway trackage.

Egan feels that reliable service and the availability of top-flight equipment in the program are key reasons for Northern Pacific's outstanding TOFC business gains. The fact that many shippers are utilizing TOFC as standby service for their own carriage operation, in the event of equipment failure or severe weather, indicates its reliability.

Piggyback equipment has been constantly updated to meet the increasing demands being made on the service. The Northern Pacific has a ready fleet of new flatbed trailers, refrigerated vans and insulated dry vans on hand at all times. And, besides its own fleet of specially-equipped flatcars, the NP has membership in Trailer Train Company, the nation's largest piggyback car rental firm.

Recently, to better serve off-trackage plants, the



YBACK STORY

PRESTRESSED CONCRETE slabs are handled safely on NP piggyback (flatbed trailers and flatcars (above left), and are delivered directly to jobsite (right).

NP acquired a portable ramp that can be hauled by truck to convenient rail points for TOFC loadings and unloadings. Northern Pacific has also purchased extendible trailers--normally 40 feet in length, but extendible up to 60 feet--to solve problems in handling loads of extreme length, such as steel or concrete beams.

This year, the Railway acquired 35 new piggyback trailers of various types and replaced 40 others with brand new equipment.

More and more, Northern Pacific is expanding its piggyback operation, a service that is bringing the railway directly to the public's doorstep.



DOORSTEP DELIVERY by local trucking complements the speed, dependability and low cost of rail service in piggyback.



83-FOOT LENGTHS of structural steel are handled easily on NP's new extendible piggyback trailers.



Promotions



R. W. Rohrer has been made Assistant Superintendent of Rules, Safety & Fire Prevention in St. Paul, to head a list of six appointments made by the Northern Pacific Safety Department recently.

In other changes effective August 1, R. E. Wilkins has been appointed Supervisor of Rules, Safety & Fire Prevention at Duluth. J. D. Sells has been appointed Supervisor of the same department, with headquarters in St. Paul.

D. M. Smith has also been appointed a Supervisor of the department at Livingston, while R. W. Shearer and G. R. Stephens have been appointed to similar positions at Spokane and Tacoma, respectively.

Safety Score Board

January 1 thru June 30, 1964

| RANK | REPORTABLE INJURIES | | CAS. RATIO | |
|--------------------------------------|---------------------|------------|-------------|-------------|
| | 1964 | 1963 | 1964 | 1963 |
| STANDING BY DISTRICTS | | | | |
| 1. Western District | 44 | 45 | 7.76 | 8.01 |
| 2. Eastern District | 63 | 45 | 11.47 | 8.26 |
| STANDING BY DIVISIONS | | | | |
| 1. Rocky Mountain | 8 | 10 | 5.49 | 7.05 |
| 2. Fargo | 6 | 1 | 6.17 | 1.08 |
| 3. Idaho | 11 | 9 | 6.34 | 5.23 |
| 4. Yellowstone | 16 | 12 | 9.17 | 7.05 |
| 5. Tacoma | 25 | 21 | 10.09 | 10.82 |
| 6. Lake Superior | 12 | 10 | 13.46 | 11.76 |
| 7. St. Paul | 29 | 22 | 15.38 | 11.99 |
| STANDING BY MAIN SHOPS | | | | |
| 1. Livingston | 0 | 1 | 0.00 | 4.44 |
| 2. Brainerd | 1 | 1 | 3.10 | 3.06 |
| 3. South Tacoma | 1 | 0 | 3.77 | 0.00 |
| 4. Como | 4 | 1 | 15.12 | 3.66 |
| STANDING BY CLASS OF EMPLOYEE | | | | |
| 1. Enginemen | 5 | 4 | 3.41 | 2.80 |
| 2. Stationmen | 10 | 3 | 3.61 | 1.09 |
| 3. Carmen | 5 | 9 | 4.20 | 7.61 |
| 4. Shopmen | 5 | 5 | 5.73 | 5.70 |
| 5. Trackmen | 17 | 9 | 8.03 | 4.67 |
| 6. Bridgemen | 8 | 13 | 15.22 | 25.37 |
| 7. Trainmen | 22 | 15 | 18.73 | 13.17 |
| 8. Yardmen | 35 | 32 | 33.43 | 31.74 |
| MISCELLANEOUS DEPARTMENTS | | | | |
| Tie General Office | 0 | 0 | 0.00 | 0.00 |
| Tie Chief Special Agent | 0 | 1 | 0.00 | 9.42 |
| Tie Mechanical Engineers | 0 | 0 | 0.00 | 0.00 |
| 4. Dining Car Department | 2 | 0 | 7.18 | 0.00 |
| 5. Communications Dept. | 2 | 3 | 8.52 | 13.07 |
| 6. Signal Department | 2 | 2 | 8.59 | 8.97 |
| 7. Store Department | 4 | 0 | 9.05 | 0.00 |
| 8. Engineering Department | 2 | 2 | 9.47 | 9.53 |
| 9. King Street Station | 4 | ---- | 11.41 | ----- |
| 10. Electrical Engineers | 1 | 1 | 21.71 | 24.64 |
| TOTAL FOR SYSTEM | 130 | 102 | 8.17 | 6.54 |
| Train and Yard Accidents | 75 | 109 | | |
| Motor Car Accidents | 13 | 13 | | |



AFTER 48 YEARS, NP Engineer A. J. Brass, center, retired from service with the Railway at Minneapolis Northtown. Flanking Brass are Road Foreman T. R. Rohla, left, and P. W. Roth, Roundhouse Foreman. Brass had no reportable injuries during his NP career.



ANNIVERSARY PRESENT -- Richard Donot, left, president of the Staples Civic and Commerce Association, presents NP employes with a bouquet of flowers on the Railway's 100th Anniversary. Receiving the gift are, left to right, Agent L. M. Dyer, Road Foreman of Engines P. H. Wagner, Round House Foreman Arthur Hill and Car Foreman E. A. Davis.



RAILROADERS AT CAMP -- SFC Henry W. Foos, right, NF signal maintainer at Toston, Mont., in civilian life, and Maj. Pat Hurley, a claim agent for Great Northern Railway at Great Falls, Mont., inspect tank together at desert training area near Ft. Irwin, Calif., during their two-week Army Reserve training recently. The two serve with the 191st Infantry Brigade of Helena, Mont.



This Sam's A Real Safe Man

The fellow pictured above is "Safety Sam," a new character on the Northern Pacific system. You'll be seeing a lot of him on bulletin boards in NP stations, shops and offices from now on.

Sam was created specifically to dramatize the importance of safety on the railway. The NP Safety Department ran a contest recently to get a name for him, and three different employees along our line picked "Safety Sam" as the most fitting handle for the old timer. The Safety Department agreed, and all three employees received \$5 for their prize-winning entries.

The contest winners are: Al Jacobsen, Electrician Foreman at Livingston; V. S. Drake, Trainmaster's Clerk at Staples; and Bill Buhl, Steno-Clerk at Stillwater, Minn.

Buhl even came up with a poem to go along with his selection. It goes like this:

"On the Northern Pacific there works a man,
who is known by all as Safety Sam.

He is present when an extra west pulls out,
or when an Extra Gang Foreman shouts.

You will find him in a warehouse unloading
freight, or in an office when there are cars to
rate.

In the B & B and Signal Department, too, or
out in the yards with the switching crew.

When you think of Safety or Fire Prevention,
there is just one name that comes to our atten-
tion.

And that is the name of a careful man, The
Northern Pacific's own Safety Sam."

Keep watching for Safety Sam on your bulletin boards; he'll have some sage advice for those who want to remain free of accidents.



Retirements



| | | | |
|---------------------|---|------------|----|
| John A. Ammann | Machinist | So. Tacoma | 41 |
| Melvyn E. Beals | Accountant | Spokane | 44 |
| Wilbur C. Bethke | Loader | Jamestown | 44 |
| Harold M. Betts | Store Helper-Watchman | Brainerd | 42 |
| Joe Binetti | Section Laborer | Auburn | 37 |
| Frank J. DeMarco | Dining Car Chef | St. Paul | 40 |
| Ralph J. Doty | Telegrapher | St. Paul | 36 |
| Arne M. Dybvik | Writer-up-Man | Brainerd | 29 |
| Emil W. Englund | Auditor Passenger & Station Accounts | St. Paul | 49 |
| George H. Forshee | Locomotive Engineer | Yardley | 49 |
| Early I. Gillespie | Locomotive Engineer | Livingston | 46 |
| Martin R. Hansen | Machinist | Livingston | 37 |
| Edward Holden | Conductor | Livingston | 48 |
| Arthur O. Jaspersen | Section Stockman | St. Paul | 41 |
| Thomas L. Kelly | Car Foreman | Parkwater | 42 |
| Robert L. McClaskey | Section Laborer | Pullman | 24 |
| Charles H. Rolfe | Chief Timekeeper | Tacoma | 52 |
| John G. Wegleitner | Clk.-Frt.Rev.Accounting | St. Paul | 50 |
| Eva Wilson | Clk.-Signal Eng.Office | St. Paul | 26 |



MONAD CLUB PRESENTATION -- Mrs. Carrie Twaites, left, outgoing president of the Tacoma Monad Club (which has provided gifts to the NP hospital there for the past ten years) presents a check to Mrs. Helen Underwood, director of nursing service at Northern Pacific Hospital. The check will be used in purchasing nearly \$500 worth of furniture for the hospital. Lamps, tables and chairs, similar to the ones shown here, are now in use in the second and third-floor waiting rooms. The Monad Club made the furniture presentation in honor of service by Mrs. Twaites and 1962 president, Mrs. Rose Parker. Mrs. Pearl Johnson is the 1964 president of the club.



Vista-Domes Have 10th Anniversary

Although Northern Pacific's North Coast Limited is the oldest "name" train west of the Mississippi--its service beginning in 1900--the "Vista-Dome" North Coast Limited is just ten years old this month. It was in August, 1954, that the NP added dome cars to the makeup of the North Coast streamliner.

Initiation of the popular, all-view dome cars was the prime reason Northern Pacific earned the Passenger Service Award of the Federation of Railway Progress that year. Dome Pullmans also introduced to NP patrons in 1954 were the first such cars with sleeping accommo-

dations ever put into service in the western United States.

Along with the introduction of Vista-Dome cars, and the present North Coast Limited exterior color scheme, came several other improvements that have kept Northern Pacific's passenger service among the best in the world. Stewardess-nurse service and the unique Traveler's Rest buffet-lounge car were added to the train in 1955, and, in 1959, slumbercoaches became a North Coast Limited "extra."

