

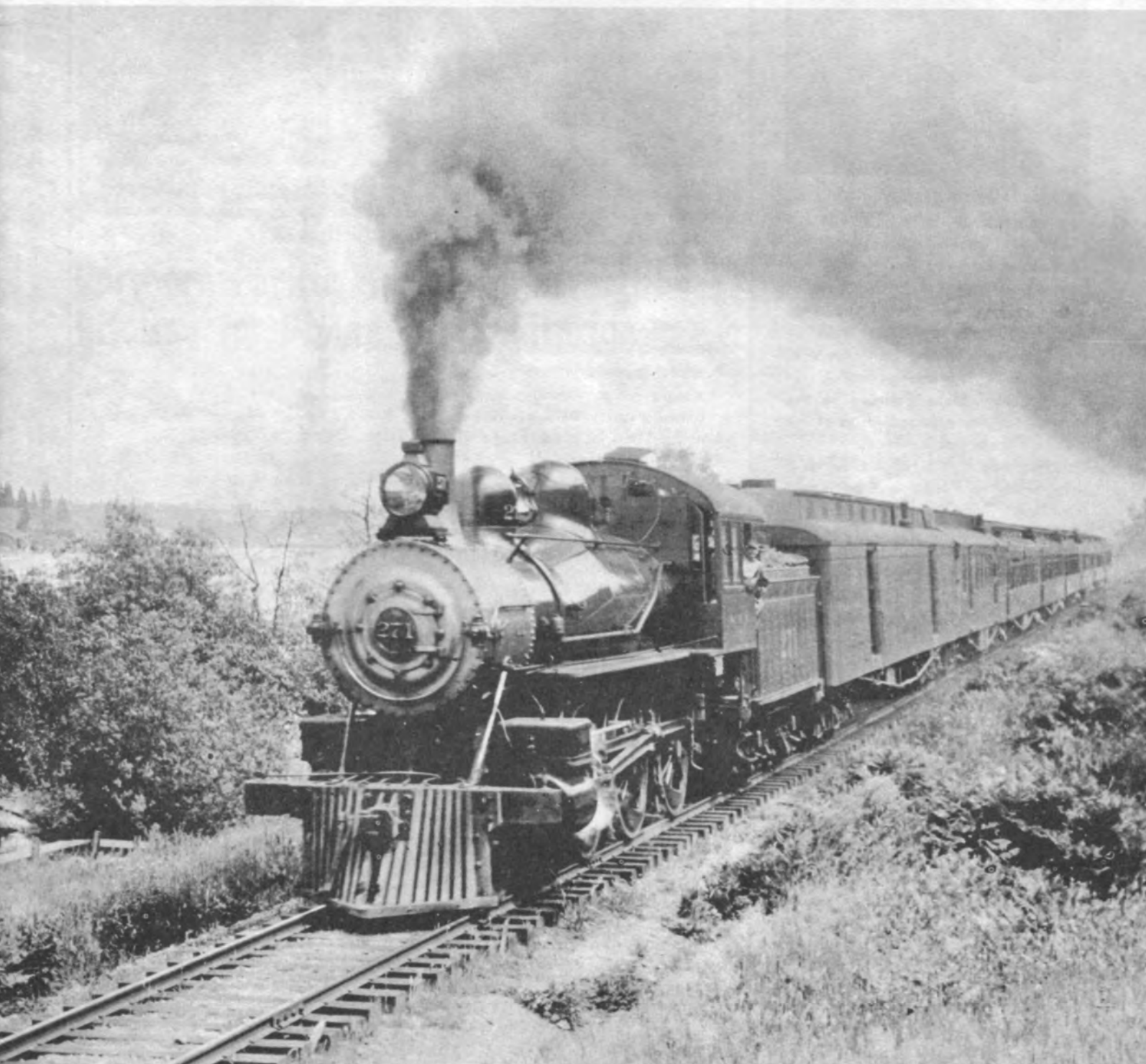
# TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

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TELLTALE



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**HIGHLY HONORED** - Twice in recent months, D. R. Hamm, NP Agricultural Development Agent in Spokane, has been honored for his achievements in agricultural work.

Named as Chairman of the 1966 Pacific Northwest Farm Forum by the Spokane Chamber of Commerce, Hamm was also chosen as one of six Honorary State Farmers by the Washington State Association of the Future Farmers of America.

Hamm began his NP career as a telegrapher in Fargo, and became a traveling freight and passenger agent at Spokane in 1954. Promoted to his present position in November, 1959, he is engaged in agricultural development, public relations and liaison work between railroad, agricultural and commodity organizations.

## Our Cover . . .

... steaming along a scenic route, Northern Pacific's first North Coast Limited made its maiden run on April 29, 1900. This month NP celebrates the 65th anniversary of its crack streamliner service. For an up-to-date report on the history of this famous train, read the feature on Pages 4-5 of this issue.



## MEMO . . . FROM THE PRESIDENT

In May, every Northern Pacific employee will have an opportunity to reach out and take a firm grip on a very special opportunity.

It is the opportunity to initiate your own regular savings program by participating in the purchase of United States Payroll Savings Bonds.

Briefly, the program is simple. You determine how much you want to save each payday. You authorize the deduction of this specific amount from your regular pay check. The rest is automatic. The Company will make the deductions for you and when enough money has accrued to your account for its purchase, a United States Savings Bond, made out in your name, will be delivered to you.

Your personal reward for participating in this program is two-fold. First, you constantly acquire additional bonds and secondly, your bonds increase in value. A Savings Bond with a face value of \$25.00 at maturity may be purchased now for only \$18.75.

Your money is safe because United States Savings Bonds are backed by the entire resources of our government.

President Lyndon B. Johnson calls participation in the United States Payroll Savings Bond program, "practical patriotism." Practical, because it provides a safe, easy and automatic way for all Americans to save ... to pay themselves a part of everything they earn ..... patriotism, because the total effort is our country's most effective bulwark against inflation.

Douglas Dillon, former Secretary of the Treasury, put it this way, "As you know, the Savings Bond program is a vital link in the partnership of mutual interest between citizens and their government - - - for it contributes not only to the personal security of the individual and family, but to the financial security of the community and the nation."

I urge every NP employee to give this opportunity serious consideration and to sign up in May as a participant in NP's 1965 United States Payroll Savings Bond program.

*Paul MacFarlane*



DINING CAR AWARD--F. L. Steinbright, NP Vice President-Operating Department, displays a special government citation presented the Northern Pacific for "excellent sanitation" on its dining cars for 1964. James E. Woodruff, left, U.S. Public Health Service Sanitation Specialist in Kansas City, Mo., made the presentation, W. F. Paar, right, Superintendent of NP's Dining Car Department, also represented the Railway.

## Northern Pacific Wins Fifth Straight Citation for Dining Car Sanitation

Northern Pacific Railway recently was awarded a special government citation in recognition of "excellence in sanitation" of its dining cars during 1964. This marks the fifth consecutive year that the NP has won the award.

F. L. Steinbright, NP Vice President in charge of Operations, received the citation on behalf of the Railway at a recent luncheon held in St. Paul. Making the presentation was James E. Woodruff, Sanitation Specialist for the U.S. Public Health Service in Kansas City, Mo.

### 95% Necessary to Qualify

To merit the award, Northern Pacific maintained a rating in excess of 95 per cent in preparation, storing, handling and serving of food in its dining cars. The rating is based on the Public Health Service's inspection of all dining cars used in Northern Pacific service last year.

Also representing Northern Pacific at the luncheon--held in the St. Paul Athletic Club--was W. F. Paar, superintendent of the Rail-

way's dining car department.

Miniature replicas of the citation are to be on display in Northern Pacific trains.

## NP Guided JA Company Leads Sales in Tacoma

Under the sponsorship and guidance of the Northern Pacific, 15 energetic Tacoma High School students are obtaining first hand experience with our free enterprise system.

NoPaCo, one of 15 Tacoma Junior Achievement Companies, was legally organized six months ago and issued 84 shares of stock at \$1 each. Today, NoPaCo has the highest sales --almost \$1,000-- of any JA company in the Tacoma program.

Their sales product, a three-tiered ceramic server, sells for \$3.50.

Contributing one evening of time each week to assist the youths in the business are NP advisors Lane Downy, Cal Radtke, Jim Hunsberger and Walt Petersen.

## Nipper news bits

H. E. Knutson, former NP Freight Revenue Accounting Manager, and Jackie Kalland, Key punch Operator in Mechanized Accounts, were winners of Instamatic Cameras in the recent St. Paul Winter Carnival button sale conducted by the Northern Pacific Railway.

Knutson, who retired on Feb. 1, and Miss Kalland, Button Sales girl, had their names drawn from among all employees who bought Carnival buttons during sale days in January.

National Transportation Week, a salute to the vital role of transportation in our national economy, will be observed this year from May 16 - 22.

America's great railroad industry is proud of its contribution to the over all transportation effort.

Charles H. Nichols of Tacoma, former Assistant General Storekeeper for the Northern Pacific Railway, has won top honors for excellence in communications and support to the Navy's Military Affiliated Radio System (MARS) in the state of Washington, the Navy Department announced recently.

MARS is an organization of licensed amateur radio operators who provide an auxiliary communications system available to the military during emergencies.

Nichols, one of some 300 "ham" operators in Washington State taking part in the MARS program, was presented the award by Rear Adm. William E. Ferrell, commandant of the 13th Naval District.

Nichols, who resides at 936 S. Ainsworth Ave., Tacoma, recently retired after 47 years with the NP. For the information of other "ham" operators, Nichols' call letters are: Navy MARS call sign - NØSIT; amateur call sign - W7WD.





NORTHERN PACIFIC'S CRACK STREAMLINER, the Vista-Dome North Coast Limited, is seen here approaching Bozeman, Mont., on its Chicago-Twin Cities-Pacific North Coast run.

## North Coast Limited Is in 65th Year of No

Northern Pacific Railway, this year, celebrates the 65th anniversary of the inauguration of its famous North Coast Limited Service between Chicago and Seattle.

The original North Coast Limited made its maiden run on April 29, 1900. A luxury train, it was described as a "palace on wheels" and included such travel comforts as steam heat, baths and barber-valet service as well as electric lights, the first electrically lighted train to operate between Chicago and the Pacific Northwest.

The train was widely acclaimed by the press, public and travelers. Typical of the praise was this comment from one metropolitan daily:

"The train is one of the finest ever placed on railroad tracks. It consists of eight cars, luxuriously finished in mahogany, with artistic decorations and the most elaborate equipment for the comfort of passengers."

A traveler on the original North Coast Limited enroute west in the summer of 1900, Count Kurt von Fersen of Berlin said:

"America has many surprises for us, and especially

this magnificent overland train of the Northern Pacific Railway. It is a veritable palace on wheels and excels anything I have seen on the Continent or in America."

Powered by ten-wheeler locomotives built by the Schenectady Locomotive Works, the first "North Coast", was not one, but 10 identical trains of eight cars each. Cost of each train was \$800,000. (One of today's ten complete North Coast Limiteds -- 14 cars plus a three unit diesel locomotive -- costs nearly \$3.4 million.)

Pride of the handsome train was the observation car which featured smoking and card rooms, a buffet, a library, a barber shop with bathroom with bathtubs, and a rear observation platform surrounded by an ornamental brass railing.

Through the years, the "North Coast" has lived up to the high standard of excellence displayed on its first trip. A virtual parade of travel refinements, new equipment and faster schedules has kept the North Coast Limited a name well known to travelers from both this country and abroad.

At the end of World War II, new lightweight, stream-



INTERIOR OF OBSERVATION-LOUNGE CAR on Northern Pacific's first North Coast Limited. Note the electric lights and fans and the library seen in the rear of the picture.



LOUNGE SECTION of modern day Lewis and Clark Traveler's Rest car seats 30 in comfortable surroundings decorated in the pioneer spirit of the Northwest.



POPULAR VISTA-DOME CARS offer today's passengers panoramic views of NP country.

## thern Pacific Service

lined equipment was put in service on the train. A few years later, a full day was saved from the Chicago-Pacific North Coast running time.

Vista-Dome coaches as well as Vista-Dome sleepers were added in 1954. Raymond Lowey Associates, the famed industrial designers, developed new interior and exterior color schemes and decorative motifs of the dome cars, diners, coaches, observation-lounge cars and the unique Lewis and Clark Traveller's Rest cars.

The following year, 1955, saw stewardess-nurses join the train personnel, giving the Vista-Dome North Coast Limited another exclusive service feature in the Northwest. All stewardesses on NP are also registered nurses.

A line of sparkling new dining cars was placed in service early in 1958. Slumbercoaches were added in December, 1959. Latest addition to the North Coast Limited is a two-way portable radio system, enabling the conductor and engineer to keep in constant contact with each other and providing for more efficient and safer train operation.



REAR PLATFORM of early North Coast Limited's Observation cars was favorite sightseeing spot for passengers before the introduction of Vista-Dome cars.



NP RADIO EXHIBIT - D. A. Murray, left, of the Federal Communications Commission, was one of hundreds of visitors to the week-long radio progress exhibit in the lobby of the General Office building, St. Paul, presented by Communications department. F. B. Childs, NP Radio Engineer, described for Murray the uses of a Motorola portable in the Railway's passenger service. The exhibit was comprised of more than 25 radio sets and allied equipment, which occupied three tables across the full width of the lobby. Purpose of the display was to illustrate the rapid and expanding development of radio communication within the company since its experimental inception in 1946. Murray is Engineer-in-Charge for the FCC in Minnesota, North and South Dakota, Iowa, Wisconsin and Upper Michigan.



ON MARCH 19 the day the proverbial swallows return to Capistrano, a flock of Northern Pacific "snowbirds", originally from colder climates, gathered at an informal luncheon and reunion at Oceanside, Calif. Pictured, left to right, are former NP employees and their wives: R. H. Gebhardt, Oceanside; Harry Bradford, Escondido; Mrs. Spencer Olson; W. C. Smith, La Jolla; Mrs. Harry Bradford; Mrs. R. H. Gebhardt; Larry Ryan, Palm Springs; Mrs. Larry Ryan; Mrs. C. R. Opsahl, Laguna Hills; C. W. Coil, Cardiff by the sea; Spencer Olson; Mrs. C. W. Coil and J. D. McLaughlin, Oceanside. Picture was taken by C. R. Opsahl



# Promotions



G. J. McGuire, Northern Pacific Labor Relations Assistant in St. Paul, has been appointed to succeed C. B. Wolf as Assistant to Chief of Labor Relations. Wolf, who had nearly 45 years of continuous service with the NP, retired April 1 due to ill health.

D. M. Tisdale, Trainmaster on the Rocky Mountain Division, succeeds McGuire, and L. M. Hunter will succeed Tisdale in Missoula. G. G. Richardson, Trainmaster in Duluth, becomes Trainmaster at Jamestown, and in turn, is succeeded by J. D. Sells, Supervisor of Rules, Safety and Fire Prevention in St. Paul. G. A. Sjol, former Engineer at East Grand Forks, was promoted to Sells' former post. All promotions were effective April 1.

In other recent changes, R. A. Lindell, Relief Roundhouse Foreman at East Grand Forks, has been appointed Night Roundhouse Foreman at Dilworth.

J. W. Schmidt, Machinist at St. Paul Como Shops, was named Air Brake Foreman at the Livingston Shop.

L. O. Proue, Sheet Metal Worker at the Mississippi St. Shop, St. Paul, was promoted to Tin Shop Foreman at the Como Shops in St. Paul.



ST. PAUL RETIREMENT--Roy V. Gage, Passenger Car Distributor in NP's Transportation Department, Master of Ceremonies H. L. Bradbury, seated, and E. S. Ulyatt, General Superintendent of Transportation admire gift presented Gage at his recent retirement party in St. Paul.

## Safety Score Board

Jan. 1 thru Feb. 28, 1965

RANK	REPORTABLE INJURIES		CAS. RATIO	
	1965	1964	1965	1964
STANDING BY DISTRICTS				
1. Western District	26	12	15.01	6.77
2. Eastern District	28	25	17.23	14.35
STANDING BY DIVISIONS				
1. Idaho	5	3	8.83	5.36
2. Rocky Mountain	6	1	14.33	2.27
3. Lake Superior	4	6	14.56	21.28
4. Yellowstone	8	5	15.45	9.03
5. Fargo	5	3	17.34	9.84
6. Tacoma	15	8	20.08	10.34
7. St. Paul	11	11	20.21	18.30
STANDING BY MAIN SHOPS				
1. Brainerd	0	2	0.00	19.08
Tie Livingston	0	0	0.00	0.00
3. Como	1	0	13.11	0.00
4. South Tacoma	1	0	13.17	0.00
STANDING BY CLASS OF EMPLOYEES				
1. Bridgemen	0	0	0.00	0.00
2. Stationmen	1	0	1.16	0.00
3. Trackmen	3	1	5.00	2.96
4. Enginemen	3	1	7.45	4.47
5. Shopmen	4	2	14.68	13.76
6. Carmen	7	2	18.65	9.64
7. Trainmen	13	8	32.55	35.27
8. Yardmen	23	8	74.33	46.13
MISCELLANEOUS DEPARTMENTS				
1. Dining Car	0	2	0.00	20.85
Tie Signal	0	0	0.00	0.00
Tie Mechanical	0	0	0.00	0.00
4. General Office & Misc.	1	0	1.79	0.00
5. Engineering	1	2	14.95	29.53
6. Store	3	1	25.20	7.11
7. Chief Special Agent	1	0	29.25	0.00
8. Communications	2	0	36.72	0.00
9. Electrical Engineering	1	0	73.83	0.00
TOTAL FOR SYSTEM				
	65	44	13.54	8.71
Train and Yard Accidents	23	35		
Motor Car Accidents	5	2		

## New Plan Honoring Employee Safety Records Announced

A new plan for honoring Northern Pacific employees who help establish the best accident prevention records in the Railway's annual safety competition has been announced by R. C. Lindquist, Superintendent of Rules, Safety and Fire Prevention.

Beginning this year, in lieu of the banquet formerly held for these groups, each employee of the winning division and shop will receive a gift. This year a fine quality leather billfold, which bears a citation and the company trademark in gold leaf, will be given.

The change is being made, Lindquist said, to assure that each person who has contributed to his group's efforts will share equally in the commendation.

"For the past 12 years," he said, "the Northern Pacific has sponsored a banquet for the employee groups which score the lowest injury ratio in their respective categories. These occasions were highly successful, and those who could attend looked forward to them as

## Safety Award Plan

Continued on Page 7





VETERANS' CONVENTION GUEST, NP Princess Audrey Strohmayr and Frank Sailer, Secretary-Treasurer of the Veterans' Association look over literature showing facilities for this summer's Vets' Convention at Yellowstone National Park.

## NP Vets' Convention Slated for Yellowstone June 11-13

Northern Pacific Veterans' Association announces that its 41st Annual Convention will be held June 11-13 at the Canyon Village Lodge in Yellowstone National Park.

Honorary guest Audrey Strohmayr, NP's 1965 princess and Winter Carnival queen candidate, plans to attend the convention banquet, June 12.

A special Veterans' train, leaving Livingston at 8 a.m., Fri., June 11, will arrive about 10 a.m. at Gardiner where Park buses will bring veterans to convention headquarters at Canyon Village. Here, a special committee will handle room assignments, banquet tickets and special Saturday afternoon tour tickets, which may also be purchased by veterans arriving by car.

Schedule of events begins Friday, June 11, at 4 p.m. with a social hour in the main lodge. The annual business meeting will be held Saturday at 9 a.m., followed by a special 2 p.m. tour of the Canyon and Rim areas. The annual banquet, featuring dinner music, a sing-along, and after-dinner dancing, starts at 7 p.m., Saturday. Sunday morning, a main bus tour of the Park will leave at 9:30 a.m., stopping for lunch at the Old Faithful Inn and ending with buffet supper at Mammoth Motor Inn.

After supper, buses will return veterans to Gardiner at 6 p.m. for a return train trip to Livingston to officially end the three-day convention June 13.

Frank Sailer, Veterans' Association's secretary-treasurer, reminds all members to make plans now for the convention, and urges all employees with 25 years or more seniority, plus all eligible retired persons, to join the NP Veterans' Association.



## Retirements



Elmer B. Bailey	Car Repairer	Missoula	23
Fred Beier	Car Repairer	Missoula	21
Christ Bjelland	B&B Carpenter	Glendive	26
Walter E. Bloomfield	Brakeman	Spokane	20
Leon L. Brain	Locomotive Engineer	Pasco	47
Lewis W. Colburn	Machinist	Auburn	20
Melvin Culow	Locomotive Engineer	Pasco	50
Frank A. Davidson	Track Supervisor	Miles City	47
Byron J. DeLange	Tin Shop Foreman	St. Paul	42
Adele G. Farrell	Clerk - Disbursement Accounting	St. Paul	48
Carroll L. Field	Section Laborer	McGregor	23
Joseph F. Fliseck	Switchman	Seattle	24
Peter Groll	Carman Helper	Missoula	23
Henry Grove	Section Laborer	Pequot Lakes	38
Dewey L. Hafer	Switchman	Laurel	39
Howard H. Happe	General Agent	Portland	42
Sherman H. Harper	Train Attendant	St. Paul	21
James A. Keene	Switchman	Pasco	38
James G. Kirk, Sr.	Dining Car Waiter	Seattle	44
Howard I. Koon	Machinist	Parkwa. er	24
Fred G. Law	Mail Room Foreman	St. Paul	49
William J. Mallon	Clerk-Traffic Dept.	New York	41
Antoni Mieloch	Working Foreman - Store Department	St. Paul	46
Peter Purdes	Car Oiler	Minneapolis	42
Charles Schustrom	Cranesman	Livingston	22
Adolph Shandera	Switchman	Hoquiam	37
Henry W. Stromwall	Locomotive Engineer	St. Paul	48
Milo E. Van Voast	Carman	Helenä	22
Herbert C. Yaeger	Machinist	St. Paul	27
Elmer C. Zamzow	Section Foreman	Shelton	35
George J. Zander	Carman Helper	Laurel	21

## Safety Award Plan

Continued from Page 6

opportunities to visit with old friends and to 'have a night out on the NP.'

"However," he continued, "the banquet always had one major disadvantage -- the employees who either had to work or found it inconvenient or impossible to travel to the dinner could not share in the reward for the record they had helped to establish.

"Under the new plan," Supt. Lindquist concluded, "all employees of a winning group will be remembered with an individual token of the company's appreciation. At the same time, the President's Safety plaque will continue to be awarded to each winning group, and the President's and General Manager's Awards will still be presented to smaller groups for accident-free records."

*During May Payroll Savings Campaign....*

## NP Seeks 34 Per Cent More Bond Savers



**SAVINGS BOND SYMBOL** - The Minute Man represents America's readiness to defend freedom. It also suggests a way for every citizen to have an active part in building a strong America by participating in the Payroll Savings program.

Beginning May 1 and continuing throughout the month, Northern Pacific Railway will be seeking 10,000 "practical patriots" to participate in the U.S. Payroll Savings Bond Program.

Robert Macfarlane, NP president and Chairman of the Industrial Savings Bond Program for Minnesota, points out that 34 per cent of NP employes are already saving money through U.S. Payroll Savings Bonds.

"I would like to see an additional 34 per cent of the NP employes take advantage of this easy, automatic way to save money during our drive for savers in May," Macfarlane said.

Guy deLambert, Personnel Director for the company, said, "An all-out effort will be made to make a personal contact with every NP employe to offer him the opportunity to start a Payroll Savings Program, or to increase present participation. The important thing is that he can start a regular program of savings and, in this way, pay himself a part of everything he earns."

In organizing the general plan for the NP, each department or division will be headed by a chairman who will enlist the support of committeemen and canvassers. Canvassers will contact fellow employes and explain the Payroll Savings Bond Program.

DeLambert goes on to explain that "We'll need the support and cooperation of everyone to make our goal of 68 per cent participation. It is our hope that anyone called on to serve in any capacity will enter into the program with enthusiasm and a spirit of real cooperation. It goes without saying that we would like to see NP lead the nation's railroad industry in the percentage of participation."

Nicholi Lenin once said, "The best way to destroy

the private enterprise system is to debauch the currency." There is no surer, no more subtle way to overturn the existing basis of our economy than through inflation.

Our present nation-wide U.S. Savings Bond Program is a bulwark against inflation. Americans have invested a total of \$48 billion in U.S. Savings Bonds. This investment is a major factor in protecting our currency, our purchasing power here and abroad, and our position among the nations of the world.

The rallying cry of this year's U.S. Industrial Payroll Savings Bond campaign is "Practical Patriotism." Savings Bonds have proved to be both practical and patriotic; practical, because bonds contribute to national fiscal stability, as well as personal savings and security, and patriotic, because they represent an expression of faith in the nation's future.

Aided by the successful industry campaigns of 1963 and 1964, the Payroll Savings Plan already has more than eight million participants in 40,000 companies throughout the country. The 1965 Payroll Savings Committee deserves the full support of all citizens in its efforts to expand the scope of this truly worthwhile program.

"For millions of Americans, Payroll Savings represent the sole efforts to put aside systematically for their future," President Lyndon B. Johnson told the U.S. Industrial Savings Committee in Washington recently. "I think that everyone who purchases Bonds not only feels he is providing for his future, but is providing for his present by setting a good example and helping his government.

"What you folks are really doing; you are selling shares in this country, shares in the future of America by selling Bonds in the Payroll Savings Plan. We are determined," the President concluded, "that this investment shall continue to be the safest, and the soundest, and the most successful in the world."



**U.S. SAVINGS BONDS**