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# TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

VOL. XXVIII

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NO. 8



TELLTALE



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NATIONAL CHAIRMAN - D. J. Wigstrom, NP Assistant Comptroller in St. Paul, has been selected chairman of the Freight Revenue Committee of the Association of American Railroads' Accounting Division for the 1965-66 term. Appointed national chairman by R. M. Sutton, chairman of the AAR's Accounting Division, Washington, D.C., Wigstrom will direct the 25 member committee during its three yearly meetings. The national committee acts as problem solving channel for the industry. Wigstrom, a University of Minnesota graduate, joined the NP in 1937. He was appointed Assistant to the Comptroller in 1956, and has been Assistant Comptroller since 1958.

## Our Cover . . .

. . . passengers aboard NP's Vista-Dome North Coast Limited relax while viewing the splendor of NP country. Obscured behind the glamour and excitement of traveling aboard this luxury train is the daily operation necessary to keep these streamliners in first class operating condition. For a behind-the-scenes view of this highly complex operation, turn to the feature story on page 4 of this issue.



## MEMO . . . FROM THE PRESIDENT

In addition to the Granite line change, which is scheduled for completion this fall, Northern Pacific has begun a major line change in North Dakota, between Mandan and Flasher. Parts of the 35-mile section of present line will be inundated by the rising waters of the Missouri river as it backs up behind the Oahe dam, approximately 250 miles downriver from Mandan. Acquisition of right of way has been in progress for some time, and actual construction on the line change was begun in June of this year.

\* \* \*

Two most encouraging developments in modern railroading are piggyback and the use of multi-level rack cars in the movement of new automobiles.

In 1955, piggyback loadings for the industry totaled 168,150 cars. In 1964, this figure had climbed to 890,216 and it is estimated that 1965 will see the figure pass the million car mark.

I am happy to say that Northern Pacific is sharing the healthy growth of this service. The average rate of increase in piggyback loadings for all American railroads in 1964 was 12%. Northern Pacific's increase in piggyback business in 1964 was 17%, exceeding the national average by 5%.

The movement of new automobiles by rail is another bright spot in the transportation picture. Just a few years ago, motor transport accounted for the bulk of new automobiles delivered. As recently as 1958, railroads moved a total of only 508,000 new cars to dealer destinations. The development of the multi-level rack car and an aggressive campaign by the railroads to sell this service to automobile manufacturers and dealers has returned a major portion of the movement of new automobiles to the rails. In 1964, new cars shipped by rail reached a total of 3,355,000.

In 1958, Northern Pacific's share of this business was a total of 20,000 cars. In 1964, 86,000 new cars moved via NP to dealer destinations in the area we serve.

\* \* \*

We are in a highly competitive market and the only commodity we have to offer is service. No other type of business is more dependent on the goodwill generated by the courtesy and efficiency of its employees.

*Robert MacFarlane*



TRIP WINNER - Mrs. Paul Vogt, personal stenographer in NP's St. Paul Treasurer's Office pauses in St. Paul's Union Depot before boarding the Vista-Dome North Coast Limited on her way to New York on the first leg of a 10-day all-expense paid trip. Winner of a recent drawing sponsored by the Twin City Federal Savings and Loan, St. Paul, Mrs. Vogt and her husband traveled on a Cook's Tour through New England to Quebec, Canada. She also received \$150 for incidental expenses during the trip.

## Northern Pacific Restates Policy on Equal Employment Opportunities

Employment and promotion on the Northern Pacific have for many years been based on qualifications and performance without discrimination because of race, color, religion, sex or national origin. In the light of the Civil Rights Act of 1964 and its provisions relating to equal employment opportunities, and in order to acquaint all Northern Pacific personnel with company policy and practices so that we will continue to be in full compliance with the law, the company desires to restate its policy in greater detail as outlined below.

I.

It is the policy of this company to afford equal employment opportunities to all qualified persons without discrimination because of race, color, religion, sex or national origin. In carrying out this policy, the company will:

(a) Recruit and select employees and retain them in employment on the basis of qualifications and performance--that is, on the basis of intelligence, education, experience,

character, aptitude, physical fitness, compliance with company rules and practices, and all other relevant factors.

(b) Promote employees on the basis of the qualifications listed above, but also taking into consideration loyalty and seniority and apply the same policy with respect to transfers of employees and with respect to reductions and increases in force.

(c) When training or retraining programs are sponsored, the company will select qualified employees for such programs without discrimination.

(d) Continue to operate and maintain employee facilities and installations on an integrated basis.

II.

Northern Pacific Railway Company will continue to observe the policy above stated in the conduct of its business and will cooperate with any Federal or State agency designated to promote equal employment opportunities.

## Nipper news bits

NPBA St. Paul Hospital has received the following contributions in recent weeks:

W. H. Hendrickson, Agent, Buchanan, N.D., \$25; Alvin Larson, B&B employe, Valley City, N.D., \$5 for TV fund; Robert Lund, Machinist, Brainerd, \$20, and \$100 from family of Francis P. Shields, retired General Car Service Agent, St. Paul.

ST. PAUL HOSPITAL building program is progressing well. Most of the departments -- dietary, laboratory, x-ray, pharmacy and surgery -- are now in their new areas. Detail work remains to be done in various places and some equipment must still be permanently installed.

NORTHERN PACIFIC'S TF&PA Robert L. Charles in Cleveland was recently elected to the board of governors of the Central Ohio Traffic Club in Cleveland.

### NATIONAL DRIVERS TEST

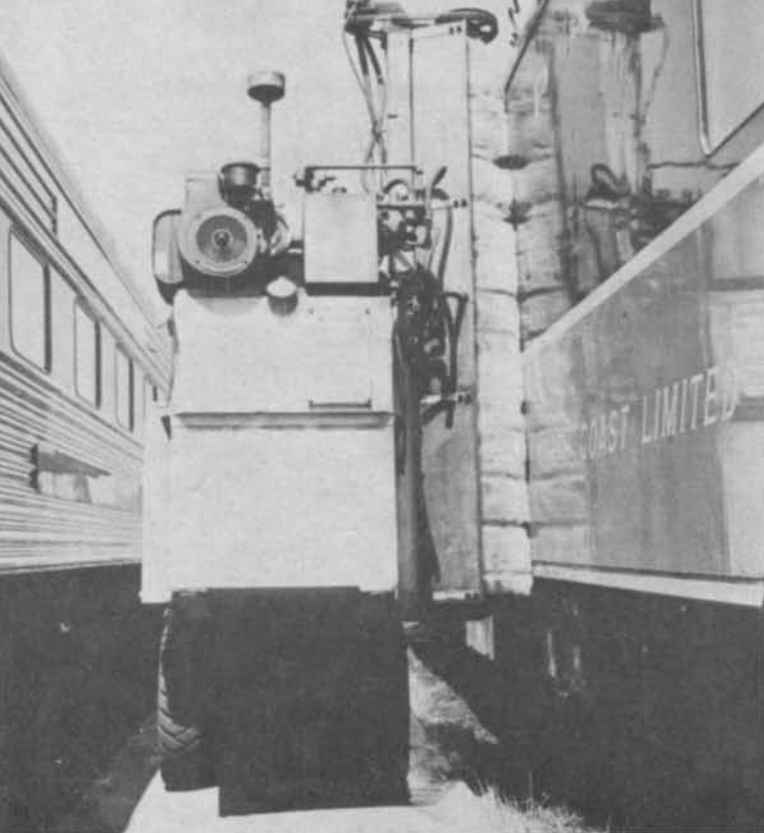
ANOTHER CHANCE to participate in the National Drivers Test will be offered on Monday, August 30, over the CBS Television network.

Sponsored by CBS News, the National Safety Council and Shell Oil last May 30, the first run was such a smashing success that public interest dictated that the original production be shown again.

Those who participated in the first showing will have a chance to improve their scores, while others who missed the original telecast will get a new crack at the pre-Labor Day test.

Viewing times are 9 P.M. Central Daylight Time and Mountain Time, and at 10 P.M. Pacific Time. Test form will be similar to the one used previously. Forms are available at your local Shell dealer and will be printed in local newspapers prior to the test night.





MOBILE CAR WASHER is used to scrub sides of North Coast Limited diner in St. Paul Third Street yards. Here, exterior and interiors of all diners and Traveler's Rest cars are cleaned before next round trip.

To passengers aboard Northern Pacific's sleek streamliners, the North Coast Limited or the Main-streeter, the trip across the continent from Chicago to Seattle is accomplished seemingly without effort.

The smooth precision that creates this illusion is a tribute to the friendly, courteous train crews and the hundreds of additional NP employes whose service and efforts make possible the safe, efficient operation of NP passenger trains.

A typical cross-country trip begins at St. Paul. Here at the railroad's Mississippi street shops, the diesel units that provide the motive power undergo a careful and thorough inspection before and after each run.

On arrival at the shops, the units are fueled, and sand containers are checked. The units are then run into the shops on tracks which straddle a long, well-lighted pit where expert mechanics can make a comprehensive examination of the entire undercarriage and running gear, wheels, steam lines, generators, air brakes, springs, trucks and bearings. Every section of the unit is subjected to close scrutiny, testing and repairs when indicated.

Instruments in the cab, horn, lights and bell are tested. After testing and inspection is completed, and units' steam generator tanks are watered, the diesels go to the St. Paul Union Depot where they will be coupled to the passenger train ready for the westbound trip.

In a different part of St. Paul, the NP's Third street coach yards, another round of inspections goes on. Here the dining cars and Traveller's Rest cars are cleaned and inspected. Air conditioning units, heating, lighting,

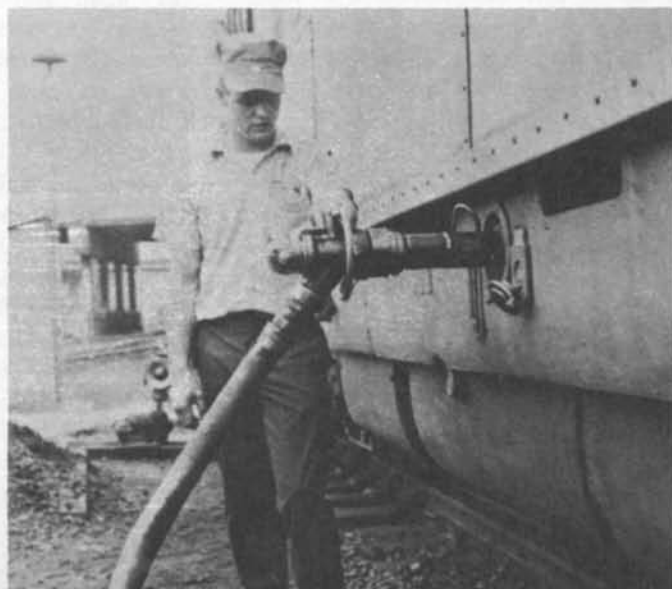
## Behind the Scenes on a Cross-Country Passenger Run

generator and refrigeration equipment is carefully checked. Propane gas cylinders are replaced. Gas is used for cooking and, in some cases, for operating air conditioning equipment.

After inspection, diners and Traveller's Rest cars are shunted to the nearby Commissary building for restocking. This includes not only food, but linens, silverware and necessary dishes.

An average food supply loaded on a diner will include 55 loaves of bread, 19 dozen sweet and dinner rolls, 23 dozen hamburger buns, 66 pies, 50 orders of chicken, 80 orders of turkey, 100 of seafood, as well as 480 cuts of meat and 12.5 gallons of ice cream. Raisin bread, rye bread, baby foods, apples, melons, potatoes, shortening, salad oils, fresh vegetables, fish and many other food items are placed aboard. After the dining and

REFUELING OPERATION takes place on entering St. Paul Mississippi Street Diesel shop after completion of run from the West. Diesel units arrive every morning at the shop. Here, hostler helper refuels a diesel locomotive.





**WHEEL SANDERS** are also refilled on diesels' arrival for servicing, inspection and testing at the St. Paul Diesel shop. Locomotive pulls alongside sanding tower to receive a new load from a hostler helper.



**CARMAN HELPER** replaces empty propane gas tanks on diner and Traveler's Rest cars in St. Paul Coach yards. Gas is used for cooking purposes and for some air conditioning units.

Traveller's Rest cars have been cleaned, inspected, and provisioned, they are ready to cut into the train on a journey that will take them to Chicago, back again to the Twin Cities and on to Seattle. At Seattle, the cars undergo another complete inspection and will be provisioned for the eastbound trip to St. Paul.

During the month of July, according to W. F. Paar, Superintendent of NP's Dining Car Department, a North Coast Limited diner will serve about 550 meals per day with an average of 270 food orders per day being served in the Traveller's Rest car.

The entire train consist of cars, including Pullmans, is inspected and serviced at Chicago. Running gear, electrical equipment, lights, generators, air conditioning units are carefully checked and tested. The exterior of the car is washed to remove the dust and grime accumu-

**LOCOMOTIVE UNITS** are completely inspected, tested, and repaired, if needed, at Mississippi Shops in St. Paul after each run. Here, machinist helper adjusts the air brakes underneath locomotive in the shop.



lated on the 2318-mile run from Seattle. After water tanks are filled, servicing and necessary repairs made, the cars are ready for the run from Chicago to Seattle.

The train is made up in Chicago. A typical consist of the North Coast Limited numbers from 14 to 16 cars, powered by three diesel units. The consist includes a combination water and baggage car directly behind the diesel units. This car carries two 1500-gallon water tanks to store reserve water for the diesel's steam generators. Also included, but not in order, are a mail-dormitory car, two dome coaches and two dome sleepers, three day-nite coaches, two Pullman sleepers, a Slumber-coach, Traveller's Rest and sleeper-observation unit, which is the last car on the train.

Northern Pacific trains, leaving Chicago on their westward run, operate over Burlington tracks with Burlington diesels providing the motive power as far as St. Paul. Here, the train switches to NP power. Burlington diesels are uncoupled and replaced by NP diesel units for the trip from St. Paul to the Pacific North Coast. While the train is at the Union Depot in St. Paul, carmen are busy refilling water tanks and inspecting the air hoses, air brakes and trucks before the train proceeds on its way to Seattle.

The North Coast Limited makes an average of eight stops for supplies and servicing on its run from St. Paul to Seattle. These stops are integrated into its regular scheduled stops to provide a maximum of servicing time with a minimum of time from the regular schedule.

At Fargo and Mandan, the first and second supply

## NP Passenger Run

*Continued on Page 8*



# Promotions



Northern Pacific has announced five new appointments in its Freight Traffic Department in St. Paul.

H. A. Peterson, Assistant Vice President - Traffic assumes the system jurisdiction of freight sales and services.



Peterson



Walsh



Cobb

Other promotions were: P. A. Walsh, General Freight Traffic Manager to Assistant Vice President - Traffic, Rates and Divisions.

O. W. Cobb, former Freight Traffic Manager, was named Assistant General Freight Traffic Manager, Rates and Divisions.

J. D. Nankivell, Assistant General Freight Agent, Minneapolis, was promoted to Freight Traffic Manager, Sales and Service, Eastern Off-Line District.

Peterson, Walsh, Cobb and Nankivell will head-quarter in St. Paul.

L. S. Kiser, Assistant to the General Freight Agent in Seattle, succeeds Nankivell in Minneapolis as Assistant General Freight Agent.

E. L. Johnson was appointed to Kiser's former post in Seattle.

In other changes effected July 1, M. C. McElroy, Trainmaster, St. Paul Division, assumes the duties of J. R. Ulyatt, Assistant Trainmaster, who retired July 1 after more than 47 years of company service.

L. M. Barhan, Trainmaster at Staples, Minn., will assume McElroy's duties in Minneapolis.

R. W. Shearer is appointed Trainmaster, St. Paul Division, succeeding Barhan at Staples.

## NORTHWEST Editor W.J. Hunt Retires

Walter J. Hunt, Assistant Director of Agricultural Development and Editor of the Northwest magazine for the Northern Pacific, retired June 30, after more than 37 years with the company.

Hunt, who was born in Harrison County, Iowa, joined Northern Pacific in June 1928. Majoring in journalism at Iowa State University at Ames, Iowa, he received his degree in 1922. He was agricultural editor of the Waterloo Daily Courier for six years before coming to the Northern Pacific.

At the NP, Hunt edited and wrote many books and articles on the agriculture of the states in NP

## SAVINGS BOND CAMPAIGN RESULTS

Here are the final tabulations on Northern Pacific's U.S. Payroll Savings Bond campaign in June of this year.

A total of 2,628 new savers enrolled and 535 present savers increased their monthly investment in U.S. Savings Bonds.

Listed below are the percentages of employee participation by departments:

OPERATING DEPARTMENT		PER CENT			
Vice President's Office		46			
General Manager - East		86			
General Manager - West		48			
Supt. - Transportation		64			
Dining Car		42			
Manager, Perishable Freight		60			
Labor Relations		100			
Stores		57			
Rules & Safety		100			
Engineering (Signal Dept.)		46			
Tie Treating Plants		61			
Mail, Baggage & Express		58			
Communications		51			
Special Agents		60			
DIVISIONS		SHOPS			
	Yellowstone	61	Como	46	
Lake Superior	78	Rocky Mountain	61	Brainerd	54
St. Paul	74	Idaho	53	Livingston	59
Fargo	72	Tacoma	30	South Tacoma	35
DEPARTMENTS					
Advertising	100	Supt. General Office		71	
Secretary	75	Purchasing		63	
President's	75	Properties & Industrial Dev.		50	
Personnel	75	Oil Development		45	
Treasurer	73	Traffic		43	
Law	73	Accounting		38	



Hunt



McKenzie

territory. He prepared bulletins on the latest and most efficient methods of farming certain crops, as well as livestock bulletins. Also, many of his articles in the Northwest magazine have appeared in national publications.

W. A. McKenzie has been appointed to succeed Hunt as Editor of the Northwest magazine. McKenzie is also Assistant Manager of Advertising and Publicity.





**FARGO RETIREMENT**-Phillip N. Boehm, Section Timekeeper since 1947, shows power saw presented to him at his recent retirement party at the Fargo Elk's Club. Boehm, who served the NP for 48 years, and his wife were honored by 50 Track Department friends.

## Safety Score Board

January 1, thru June 30, 1965

RANK	REPORTABLE INJURIES		CAS. RATIO	
	1965	1964	1965	1964
<b>STANDING BY DISTRICTS</b>				
1. Eastern District	74	63	14.23	11.47
2. Western District	88	44	16.43	7.76
<b>STANDING BY DIVISIONS</b>				
1. Idaho	17	11	10.46	6.34
2. Rocky Mountain	14	8	10.53	5.49
3. Fargo	10	6	10.80	6.17
4. Yellowstone	19	16	11.72	9.17
5. Lake Superior	13	12	14.46	13.46
6. St. Paul	32	29	18.23	15.38
7. Tacoma	57	25	23.73	10.09
<b>STANDING BY MAIN SHOP</b>				
1. Brainerd	1	1	3.13	3.10
2. Como	1	4	4.09	15.12
3. Livingston	1	0	4.38	0.00
4. South Tacoma	2	1	8.00	3.77
<b>STANDING BY CLASS OF EMPLOYEE</b>				
1. Stationmen	7	10	2.57	3.61
2. Enginemen	7	5	5.85	3.41
3. Shopmen	5	5	5.96	5.73
4. Bridgemen	4	8	8.43	15.22
5. Carmen	11	5	9.23	4.20
6. Trackmen	28	17	14.04	8.03
7. Trainmen	37	22	31.28	18.73
8. Yardmen	63	35	65.46	33.43
<b>MISCELLANEOUS DEPARTMENTS</b>				
1. Mechanical Engineering	0	0	0.00	0.00
2. General Office & Misc.	3	0	1.78	0.00
3. Dining Car	1	2	3.59	7.18
4. Signal	1	2	4.13	8.59
5. Communications	1	2	4.69	8.52
6. Chief Special Agent	1	0	9.24	0.00
7. Store	7	4	17.01	9.05
8. Electrical Engineering	1	1	23.00	21.71
9. Engineering	6	2	28.42	9.47
<b>TOTAL FOR SYSTEM</b>	<b>188</b>	<b>130</b>	<b>12.42</b>	<b>8.17</b>
Train and Yard Accidents	142	109		
Motor Car Accidents	15	13		



## Retirements



Walter H. Anderson	Yardman	Seattle	22
William J. Atkins	Car Repairer	Seattle	41
Clifford W. Birge	Warehouse Foreman	Spokane	44
William E. Brasch	Locomotive Engineer	Spokane	52
Merrill F. Bujold	Locomotive Engineer	Duluth	47
James S. Callahan	Locomotive Engineer	Dilworth	48
Edgar T. Christensen	Chief Clerk - Traffic Department	Chicago	34
Henry J. Christin	Locomotive Fireman	Centralia	21
Edward M. Doran	Locomotive Engineer	Yakima	47
Hurst H. Edgell	Assistant Land Supervisor	Seattle	29
Noah J. Edison	Locomotive Engineer	Laurel	48
Edward C. Elling	Locomotive Engineer	Brainerd	49
Charles S. Everest	Locomotive Engineer	Tacoma	47
Alfred C. Gardner	Section Laborer	Dilworth	49
Charles A. Hoppel	Locomotive Engineer	Pasco	53
Walter E. Houle	Carman	Brainerd	37
Clyde E. Hubbard	Conductor	Jamestown	45
John W. Knight	Night Chief Clerk	Pasco	20
Robert T. Larson	Locomotive Engineer	Jamestown	45
Albert W. Luke	Conductor	Glendive	44
Albert Meske	Section Laborer	Zap	36
Monroe A. Mowatt	Car Distributor	Missoula	47
Helmer Nielsen	Locomotive Engineer	Seattle	48
Chris F. Niess	Locomotive Engineer	Jamestown	42
Melvin O. Olson	Locomotive Fireman	Hoquiam	20
Max J. Scherting	Section Stockman	Glendive	45
Lewis J. Stickney	Locomotive Engineer	Duluth	47
Sanford M. Stoner	Locomotive Engineer	Tacoma	48
George M. Touchette	Locomotive Engineer	Seattle	47
David C. Townsend	Locomotive Engineer	Spokane	47
Ulysses L. Webb	Brakeman	Tacoma	23
William M. Wetherell	Locomotive Engineer	E. Grand Forks	47
Harry Williams	Locomotive Engineer	Livingston	52
Charles B. Wolf	Assitant to Chief of Labor Relations	St. Paul	45
M. J. Zechmeister	News Clerk - Dining Car Department	St. Paul	51



**RETIREMENT PARTY** - Russ Johnston, right, Assistant Cashier, Billings Freight, retired recently after 32 years with the Northern Pacific. He is shown with M. A. Daley, Freight Agent, at a retirement party held in his honor.



FRESH UNIFORMS and table linens are placed aboard NP diner while provisions are taken aboard at St. Paul. Silverware and dinnerware are checked during this time when diner is in St. Paul.



DINING CAR personnel restock kitchen shelves aboard North Coast Limited diner at Commissary in St. Paul. Every day a diner pulls in for a fresh supply of food for the westward run to Seattle via Chicago and St. Paul.

## NP Passenger Run

*Continued from Page 5*

stops respectively, the only need is for water. At Fargo, the storage tanks in the water-baggage cars are refilled. At Mandan, water tanks on all cars are refilled. Here, too, carmen make a 500-mile, ICC required, air brake test while cars are inspected to insure the safe operation of the train. This test is repeated at Billings, Missoula, Spokane and Pasco, and again at Seattle as part of the inspection procedure there.

At Glendive, the diesel units are refueled, water tanks refilled and NP carmen inspect the cars. An ice supply is placed aboard the diner and Traveller's Rest cars.

At Billings, the operation is repeated and another inspection is made. When time permits, all car windows, except those on the Domes, are washed.

Livingston is an interchange point for motive power. Incoming diesel units from both east and west bound trains are changed here, and replaced by units that have been through the shops for testing, inspection and necessary repairs. While at Livingston, window washing crews clean all dome car windows.

Other supply, inspection and service stops are made at Missoula and Spokane.

On the trip from St. Paul to Seattle, eleven changes of train men, conductors and brakemen, are made and sixteen changes of firemen and engineers. Porters, waiters, and other dining car personnel work a complete round trip. On completion of the trip, they have five days off before beginning another.

Approximately 39 hours after leaving St. Paul, the North Coast Limited arrives at the King street station in Seattle, completing the westward leg of its round trip. In Seattle cars are inspected, cleaned and washed. The diner and Traveller's Rest cars are restocked for the

return trip to St. Paul.

Basically, the same schedule of operations performed going west is repeated on the eastbound trip. Similar crew changes are made, only the order is reversed for the eastbound trains.

In addition to the services performed by carmen at stops along the line, the Northern Pacific has three traveling electricians headquartered at Missoula, Glendive and Staples. Each man works his own territory traveling forth and back on east and westbound trains to insure the efficient operation of electrical equipment.

Besides the food and other operating necessities carried along enroute, NP trains carry many passenger conveniences such as magazines, stationery, brochures and information material about the train. These items are placed on the train in Chicago, St. Paul and Seattle, with additional supplies available at various other points along the line.

The "Sues", stewardess-nurses who are part of the North Coast Limited crew, headquarter in Seattle. They travel to Chicago and return on a regular schedule divided among ten "Sues." Each one is a graduate registered nurse.

The operation of Northern Pacific's two crack trains from Chicago to Seattle and back is a highly complex operation, with a vital part of the effort carried on behind-the-scenes, obscured behind the glamour and excitement of traveling over this scenic route.

The operation of these fine trains, with two departures each day both eastbound and westbound, calls for 10 complete North Coasters and 10 complete Main-streeters. With 20 trains (Chicago to Seattle to Chicago) to be kept in first class operating condition, stocked, cleaned and serviced for a safe and efficient operation on a 4600-mile round trip schedule, it is only through the continuous and conscientious efforts of Northern Pacific personnel that successful operations of our main trains are made possible.