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TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

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-- Capitol NEWS Photo

INTERNATIONAL TOUCH -- Carol Sinks, 22-year old daughter of Northern Pacific District Claim Agent Walter Sinks of St. Paul, has claim to being United States' goodwill ambassador to Columbia, South America. Last summer, Miss Sinks visited Columbia under the SPAN program for college students. As part of the program, she wrote a thesis on a 300-home housing development in Bogota. Later, the developer applied for an Inter-American Bank loan in Washington, D.C., and remembering Miss Sinks, wrote her for permission to use her thesis to substantiate his loan request. The loan was approved. Carol gets credit, and the Bogota developer got \$1 million to add 500 more homes to the project!

Our Cover . . .

. . . a special Girl Scout train circles into the NP's Gardiner, Mont., station to drop off the girls for a bus trip into Yellowstone National Park. Of the 16 Girl Scout specials that traveled over the NP to and from the 1965 Scout Roundup at Camp Farragut, Idaho, four made runs down the famous Yellowstone Park branch line to the original Park entrance. For more details on the trains, see Pages 4-5 of this issue.



MEMO . . . FROM THE PRESIDENT

On September 1, our general offices in Seattle were moved from the Smith Tower to the Central Building on Third Avenue. At the same time, our city ticket office, formerly located in the Logan Building, was moved to a new ground floor location in the Central Building. I am sure that our customers and business associates will find our modern offices more attractive and inviting and will appreciate the convenience of this new location which is closer to the center of Seattle business activity.



The wheat harvest in the northern tier of states is in full swing. The combination of a bumper crop, a government movement of wheat just prior to the harvest and the efficiency of modern harvesting methods has created a serious car shortage.

We are doing everything possible to obtain necessary cars. While we have 82% of our car ownership on our line, the need is such that we should have at least 100% of our car ownership on line. We are continuing our heavy program of car building to augment our present large ownership and doing more than our share in building up the supply of available cars.



To help alleviate the acute need for serviceable cars, we are in the midst of an accelerated car repair program at Brainerd, where our facilities are being used to repair bad order cars at the rate of 27 to 30 cars per day. As soon as this program is completed, work will begin on construction of 100 new RBL cars.



Work is about half completed on the elimination of the Iron Ridge tunnel, 14 miles west of Helena. This 530-foot tunnel is being replaced by a cut. Grading will be completed this year about the middle of October and the new line will be in operation as soon as possible in the spring. The major advantage of the Iron Ridge line change will be the elimination of the severe load-size restrictions imposed by the tunnel.



Contractual agreements for the Grass Valley line change, west of Missoula, between DeSmet and Schilling, are being finalized at the time this is being written. This change will shorten the distance by one mile, eliminate 8 curves and result in a saving of two minutes time for freight shipments. We are expecting to route freight over this new section of line some time next year.

Robert MacFarlane



ROBERT E. McLAUGHLIN of Spokane, Northern Pacific Transport driver, wound up in a precarious position recently when he swerved his big semi-rig off the highway south of Spokane to avoid a head-on collision with a car approaching in the wrong lane. After dodging the car, he tried to guide his rig back onto the pavement, but the empty trailer slid over the edge of a 200-ft. embankment, above. McLaughlin's quick and courageous action was credited with saving the youthful driver of the other car from serious injury or death.

- Colfax GAZETTE Photo

Railroad Employees and Families Covered by New Health Insurance Legislation

Railroad employees and their families are eligible for the same hospital and medical benefits as other aged persons under the health insurance bill that was signed into law by President Johnson on July 30, 1965.

Two health insurance programs for aged persons were established by the new legislation. The first is a hospital insurance plan that will pay most of the costs of hospital and related care. The second is a voluntary medical insurance plan that will pay a substantial part of doctor bills and certain other medical expenses. Both programs will start in July 1966.

The hospital insurance plan will be financed by special taxes on employees and employers. Railroad employees and employers will pay these taxes at the same rates as persons covered by the social security system. The voluntary plan will be financed by premiums of \$3 a month from the aged persons who choose the additional coverage and by matching contributions from the Federal Government.

All persons aged 65 or older who

are receiving a monthly benefit from the Railroad Retirement Board will automatically participate in the hospital insurance program. They will receive literature in the mail describing the new health insurance programs, along with a form on which they can apply for the supplementary medical insurance coverage. If a beneficiary enrolls in the supplementary plan, the premiums will be deducted from his monthly checks.

Aged persons not receiving monthly benefits are also eligible for health insurance coverage. Railroad employees aged 65 and over can obtain information about participating in the health insurance programs at any Railroad Retirement Board office after September 1, 1965. Proof of age will be required along with an application.

Beginning in 1966, railroad employees and their employers will pay special taxes earmarked for the hospital insurance program. The hospital insurance tax rate for each will start at 0.35 per cent in that year and will gradually rise to 0.8 per cent in 1987 and later years.

Nipper news bits

First delivery date for Northern Pacific's Holiday fruit cakes will be October 1, W. F. Paar, Dining Car Superintendent, announced recently.

Baked in colorful Yuletide tins, the delicious cakes make excellent Christmas gifts.

Prices are \$3.90 for the three-pound size, and \$6.50 for the five-pounders, express or parcel post prepaid. Add \$1.75 for shipment outside the U.S.

Address orders -- now being taken -- to W. F. Paar, Superintendent Dining Car Department, Northern Pacific Railway, St. Paul, Minn. 55101.

SUSAN JANE McLEAN, daughter of Northern Pacific dining car steward Myron W. McLean of St. Paul, has been awarded a Fulbright Government Grant for a year's study in France. Miss McLean, a 1965 Phi Beta Kappa graduate of the College of St. Catherine in St. Paul, sails Sept. 16 on the Steamship France for Caen, France, where she will study French literature at the University there.

NP Wins Golden Spike Safety Award for '64

The Northern Pacific Railway has been named a Golden Spike award winner for outstanding safety in 1964, the National Safety Council has announced recently.

The 12th annual Public Safety Activities Awards recognize such varied activities by the railroads as participation by railroad personnel in community safety activities, off-the-job safety programs for employees, cooperation with local safety and civic groups and attention to public safety in institutional advertising and public information work.



Largest Group Passenger Movement Since WW II

NP MOVES GIRL SCOUT S

When seven special Girl Scout trains converged upon Northern Pacific railway tracks at St. Paul in mid-July, it marked the beginning of what was to become one of the largest group passenger moves over the NP since World War II.

The trains, which had originated at such far-off points as New York, Atlanta, Cincinnati and Chicago, were carrying 4,304 girls. For some of the girls, St. Paul was just the halfway point on their westward journey to Camp Farragut, Idaho, scene of the 1965 Girl Scout Roundup.

An eighth train, bearing 739 girls out of Omaha and Kansas City, would enter Northern Pacific trackage at Billings, Mont.

F. G. Scott, Passenger Traffic Manager for the NP, recalled that initial arrangements for the trip were made with the Girl Scout directors in New York City nearly two years before. There were some knotty problems to work out at that time.

"The first problem," Scott said, "was in finding enough equipment to handle such a large number of individuals. We had to call on the Army to lease us several of their kitchen cars to serve as food preparation cars. The Pullman Company also had a job finding enough sleepers to handle the girls."

Despite the long journey, the girls enjoyed themselves immensely on board the trains. Since it was an international encampment, many foreign scouts were traveling with them out of the east.

"You should have heard all the different languages

being spoken," a Pullman conductor said. "It was like being at the U.N. They all wanted to learn a part of each other's language."

Songfests broke out spontaneously among the girls, and amidst the entanglement of hair curlers, guitars and suitcases, many new friends were made.

As the trains sped out of St. Paul toward Idaho, Northern Pacific Railway operating personnel went into action. The eight trains had to be synchronized into the

DETRAINING PLANS for Girl Scouts are discussed by Jean Huff, Girl Scout rail co-ordinator, and, left to right; Harold Storms, Western Passenger Association representative; Roy Matthews, NP district passenger agent; Bill Condotta, NP trainmaster, and Len Holmstrom, NP assistant passenger traffic manager.





ENROUTE to the roundup aboard the special trains, the Girl Scouts busied themselves at various activities ranging from guitar playing, letter writing and reading to just plain visiting. Chow time was a highlight for all.

PECIALS TO '65 ROUNDUP

regular flow of NP freight and passenger train traffic, and countless other details had to be attended to.

Leonard Holmstrom, NP's Assistant Passenger Traffic Manager, took the *North Coast Limited* on ahead so he could be on hand to oversee the detraining operations at the Athol, Idaho, station. The main bulk of baggage for the encampment had already been shipped over the NP for temporary storage at Spokane.

"Everything went off like clockwork," Holmstrom

MOUNTAIN OF BAGGAGE shipped over the Northern Pacific for the Girl Scout Roundup at Camp Farragut is checked in temporary storage by Roy Matthews, NP district passenger agent, at Spokane. The Railway estimated it handled over 15,000 separate pieces of baggage for the 1965 encampment.



reported. "Our people all along the line were alerted about the Girl Scout move well in advance and they responded to the situation wonderfully. We were able to store the baggage in one of our warehouses at Spokane until a local drayage company could transfer it to the encampment ahead of the Scouts' arrival."

Enroute to the Roundup, four of the Girl Scout trains made stop-overs at Livingston, Mont., enabling the girls to make a side trip into nearby Yellowstone National Park. Two of the trains actually proceeded southward down Northern Pacific's famous--and unusually scenic--Yellowstone Park branch line to the original entrance of the Park to Gardiner, Mont. Buses at Livingston transferred girls from the other two trains into the Park.

For some of the girls, viewing the lofty Rocky Mountain peaks enroute into Yellowstone, it was the first time they had ever seen snow.

Meanwhile, at Athol station, preparations were completed to receive what was to amount to 5,043 Girl Scouts in two days.

The physical layout at the tiny station proved ideal for handling such a large train movement, Holmstrom said.

"The three sets of tracks at the station allowed us plenty of breathing space to handle detraining," he

Girl Scout Trains

Continued on Page 8



Promotions



F. B. Childs has been appointed Assistant Superintendent of Communications for Northern Pacific in St. Paul. Childs, former Radio Engineer-Communications Department, succeeds R. B. Johnson who retired August 1 for health reasons.

Johnson, an electrical engineering graduate of the University of Minnesota, served the NP as Assistant Superintendent of Communications for 24 years.

In other personnel changes, R. J. Murphy, District Claim Agent in St. Paul, has been appointed Assistant General Claim Agent succeeding E. F. Gaskill in St. Paul. Gaskill retired September 1, due to ill health after 39 years of NP service.

Four Traveling Auditor changes have been made recently in the Department of Internal Audit:

R. F. Finch, Tacoma, was appointed Traveling Auditor at Seattle, succeeding R. W. Caldwell, who retired May 31.

L. F. Radtke, Traveling Auditor in Billings, succeeds Finch with headquarters in Seattle.

Succeeding Radtke at Billings is R. F. Davidson with R. L. Denesen appointed Assistant Traveling Auditor at St. Paul.

Caldwell, who retired under Company pension rules, has been Traveling Auditor since 1947 and was with the NP for 35 years.



-- Little Falls TRANSCRIPT Photo

LITTLE FALLS RETIREMENT - Alex H. Hanschen, Northern Pacific Station Agent and Telegrapher in Little Falls, Minn., was the subject of a recent newspaper article in the Little Falls TRANSCRIPT. Hanschen was second high on the St. Paul Division seniority list when he retired recently after 49 years with the NP. A few hours after he handled his last message above, he was feted by some 50 NP employees at a dinner party at Lake Alexander, Minn. A fish bowl of Kennedy 50 cent pieces was the "centerpiece" and gift presented to him.



NOVEL NP CABOOSE, built by Tacoma Carman Harry Thompson, standing at right, is part of the shoe service offered by a Firecrest, Wash., shoe store. Thompson made the Northern Pacific model for his friend, Ken Ostlund, at left, owner of the store. Children sit in it while they are fitted for shoes. Thompson believes it is the only one of its kind in use today.

Safety Score Board

January 1 thru July 31, 1965

RANK	REPORTABLE INJURIES		CAS. RATIO	
	1965	1964	1965	1964
STANDING BY DISTRICTS				
1. Eastern District	90	76	14.68	11.76
2. Western District	108	56	17.17	8.34
STANDING BY DIVISION				
1. Rocky Mountain	16	11	10.22	6.34
2. Fargo	12	20	10.86	9.77
3. Idaho	22	14	11.66	6.74
4. Yellowstone	23	20	12.06	9.77
5. Lake Superior	16	13	15.04	12.65
6. St. Paul	39	34	19.00	15.40
7. Tacoma	70	31	24.68	10.69
STANDING BY MAIN SHOPS				
1. Brainerd	1	1	2.69	2.65
2. Como	1	4	3.51	13.09
3. Livingston	1	1	3.74	3.67
4. South Tacoma	2	1	6.83	3.27
STANDING BY CLASS OF EMPLOYEE				
1. Stationmen	9	13	2.92	4.04
2. Enginemen	8	6	5.77	3.60
3. Shopmen	6	5	6.15	4.97
4. Bridgemen	5	9	8.94	14.50
5. Carmen	13	6	9.36	4.34
6. Trackmen	35	24	14.47	8.98
7. Trainmen	48	25	34.84	18.09
8. Yardmen	74	44	65.83	36.12
MISCELLANEOUS DEPARTMENTS				
1. Mechanical Engineering	0	0	0.00	0.00
2. General Office & Misl.	3	0	1.53	0.00
3. Dining Car	1	4	2.99	11.59
4. Signal	1	2	3.50	7.27
5. Communications	1	2	4.02	7.29
6. Chief Special Agent	1	0	7.90	0.00
7. Store	7	4	14.50	7.73
8. Electrical Engineering	1	1	19.77	18.82
9. Engineering	6	2	24.24	8.17
TOTAL FOR SYSTEM	224	130	12.64	8.48
Train and Yard Accidents	160	83		
Motor Car Accidents	19	13		



ST. PAULITE RETIRES - A. H. Marty, left, Assistant to General Superintendent of Transportation, poses for his retirement picture with E. S. Ulyatt, General Superintendent of Transportation in St. Paul. A party, honoring Marty's 50 years of service, was held recently in North St. Paul.



48-YEAR SERVICE ENDS - Henry Beck, Chief Clerk at Northern Pacific's Billings Yard, seated, is congratulated by Herb Oblander, Assistant General Yardmaster, on his recent retirement. Beck is holding his granddaughter.



WESTERN CHEF RETIRES - Dick Gorden, well known for his culinary art as an NP Business Car Chef, retired June 30 after more than 30 years of service. Gorden, left, was presented a U.S. bond and a share of NP stock by N. M. Lorentzen, Manager Western Lines, at retirement party in the Seattle Commissary.



Retirements



Graham W. Alder	Car Foreman	St. Paul	48
Thomas E. Anderson	Section Laborer	Toppenish	23
George Bangert	Stationary Engineer	Laurel	41
Phillip N. Boehm	Section Timekeeper	Jamestown	48
Royal W. Caldwell	Traveling Auditor	Seattle	28
Antonio Collova	Section Foreman	Laurel	47
Hunter O. DeBree	Agent-Telegrapher	Polson	47
Mable C. Dinneen	Timekeeper-Eastern District Accounting	St. Paul	39
Joseph Dzubak	Blacksmith Helper	Minneapolis	20
Max F. Evans	Machinist	Brainerd	43
Ditlef E. Hansen	Leading Car Inspector	Tacoma	46
Takvor Jamgoehian	Section Laborer	Bismarck	42
Daniel I. Laun	Labor Foreman	St. Paul	41
Isaac A. Leland	Locomotive Engineer	Laurel	20
F. A. Mackenroth	Assistant Superintendent of Communications	Seattle	47
Lauri J. Maki	Section Laborer	Moose Lake	42
Arthur H. Marty	Assistant to General Superintendent of Transportation	St. Paul	50
Bert Miller	Locomotive Engineer	Auburn	48
Pearl C. Olson	Voucher Clerk, Properties & Industrial Development Dept.	Seattle	45
Roy C. Patterson	Store Helper	St. Paul	43
Earl E. Potter	Communications Maintainer	Seattle	43
Axel X. Solfield	Roundhouse Laborer	Minneapolis	23
Fred Stroh	Section Laborer	Jamestown	40
Carl T. Swanson	Chef	St. Paul	39
Archibald R. Taylor	Stationmaster	Tacoma	42
Anton Tomsick	Switchman	Auburn	20
Foster W. Tusler	Signal Maintainer	Yakima	40
George J. Vogel	Store Foreman	So. Tacoma	46
Francis W. Ward	Chief Demurrage Clerk	Tacoma	47
William Wiggins	Chief Clerk to District Storekeeper	So. Tacoma	34



GOLF KING - Superintendent of Northern Pacific's Idaho Division at Spokane, Don H. King, right, won the Grand prize at recent golf outing during the Washington Potato and Onion Growers-Shippers Association meeting at Yakima. Fred Toland, Association Traffic Consultant, center, presents King the championship trophy as Bert Dunne, Golf Outing chairman, looks on.



CROSS COUNTRY trip of the Girl Scout trains ends at Northern Pacific's Athol, Idaho, station. Girls arrived full of enthusiasm for two weeks of "roughing it."



GIRL SCOUT PRESIDENT Mrs. Holton R. Price, Jr. (center) greets a delegation of girls from St. Louis, Mo., as they arrived via the NP at Athol, Idaho, for the 1965 Girl Scout Roundup. Camp Farragut, site of the encampment, is just four miles from the Northern Pacific Railway station.

Girl Scout Trains

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pointed out. "We were able to use the first track to handle the Girl Scout trains, and a second to route our through train traffic on. On the third track we spotted an air-conditioned hospital car to handle any emergencies."

Northern Pacific passenger representatives on the Girl Scout trains were instructed to call ahead by phone to report any sicknesses or injuries on their trains.

It turned out that the NP hospital car wasn't needed. As each train pulled in, the girls emerged hale and hearty, anxious to board their buses for Camp Farragut and two weeks of roughing it.

Townpeople at little Athol (pop. 214) hadn't seen anything like the Girl Scout "invasion" since the War years, when trainloads of sailors went in and out of the station almost daily. At that time, Camp Farragut--located just four miles away on beautiful Lake Pend Oreille--was a Naval training center.

The station platform was soon bustling with activity. Television and radio newsmen, newspaper photographers, police, public health officials, Girl Scout directors and many other interested onlookers were on hand to greet the girls. Band music blared from a loudspeaking unit as the girls detrained and headed for their waiting buses.

Despite the swirl of activity, average time of de-training was just over 15 minutes per train. When the final train was unloaded, NP representatives met with Girl Scout officials in the transportation tent at Camp Farragut.

"Purpose of the meeting," Leonard Holmstrom ex-

plained, "was to discuss any problems that might have arisen on the inbound move, and to prepare for the return over our line."

The return movement also involved eight trains, all of which were routed through St. Paul without incident.

In the end, Northern Pacific's part in the cross-country movement of Girl Scouts was a major one. Of the 9,000 girls who traveled to the Roundup, F. G. Scott reported that well over half of them arrived via the NP.

"Counting the outbound and return moves," Scott added, "we carried 9,495 over our line, and our train crews tell us they've never served a more splendid group of youngsters."

Other statistics were also impressive.

"Our dining car crews served over 46,000 meals aboard the specials," Scott said, "and we estimate we handled over 15,000 separate pieces of baggage for the encampment."

Despite the unusually heavy load of traffic, F. L. Steinbright, NP Vice President-Operating, said the Railway maintained its regular transcontinental passenger service and normal fast freight service without a hitch.

"All employees involved can well be proud of their part in this venture," Steinbright said. "All facets of the operation, such as dispatching, inspecting and servicing trains, operation over the road and the loading and unloading of the Girl Scouts were accomplished with neatness and dispatch, as well as to the satisfaction of all concerned."

The entire experience might serve merely as a warm-up for the NP--the 12th World Boy Scout Jamboree (involving 17,000 boys) has been scheduled for the same Camp Farragut in August, 1967.