

TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

VOL. XXIX

MARCH, 1966

NO. 3





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



FARM FORUM HEAD — David R. Hamm, Northern Pacific agricultural development agent in Spokane, was chairman of the recent 13th Annual Pacific Northwest Farm Forum, sponsored by the Spokane Chamber of Commerce Agricultural Bureau. The Forum, organized to foster better understanding between farmers and businessmen, featured nationally known experts at this year's sessions which were devoted to "Markets, Prices and the Pacific Northwest Farmer." In addition, Hamm heads the PNW Farm Forum Committee which develops agricultural interest for the forum.

Our Cover . . .

. . . Skiers relax on board Northern Pacific's Vista-Dome North Coast Limited enroute to Montana-Idaho ski country. NP provides special service to skiers traveling to ski areas located along Northern Pacific's main line. Above scene is in NP's famed Lewis and Clark Travellers' Rest car, decorated with murals concerning the famous expedition of the two explorers, and furnished in the spirit of Pacific Northwest pioneer days.



MEMO . . . FROM THE PRESIDENT

In the past few months, many shippers and freight traffic representatives have asked me, "What can be done about the acute shortage of freight cars?"

The only real answer, as I stated recently in a speech before a railway supply group in Chicago, is a massive program by all railroads to build and buy more freight cars, encouraged by a realistic per diem which will make it profitable for a railroad to own more cars.

In the meantime, until more cars can be acquired, we - all the railroads - must make better use of our present freight car fleet. We must move cars faster and farther each day. In 1964, the average daily freight car mileage reached 50, an increase of only 1.8 miles per car in a period of ten years. If we can increase the daily mileage per car to 55, we will have increased the efficiency of our present freight car fleet by 10 per cent.

Making the best use of our total freight car fleet will call for the unselfish efforts of all railroads . . . of shippers . . . of individual railroads and of employees.

Since a start in this direction must be made somewhere and soon, let Northern Pacific and its 15,370 employees go on record as one railroad that is making every effort to make most efficient use of freight cars.

This means working with shippers in making a realistic and accurate evaluation of the number of cars needed, arranging the most efficient routing, and loading and unloading to reduce standing or idle time to a minimum. It calls for smooth, efficient operation all along the line to see that daily train schedules are met. It means that cars must be handled carefully so as to avoid damage to cars or to lading. It necessitates prompt switching of all cars moving on our line, on to our line or off our line.

This is a challenge that calls for the best efforts of every one working for Northern Pacific . . . and well it may for each of us has a big stake in it.

Our future, our railroad's future and the future of the entire railroad industry can only be secured by meeting the needs of shippers who use, or can use, our service. There is no other way.

Paul MacFarlane



CREDIT UNION PLAN—Northern Pacific President Robert S. McFarlane, seated, signs agreement between railroad company and NP credit unions officially authorizing new payroll deduction plan for employee members. G. J. Cylkowski, NP Clerks Credit Union manager, represents the credit unions at the signing in the president's office in St. Paul.

NP Announces Payroll Deduction Plan for Credit Union Members

A new, convenient payroll deduction plan for employees wishing to invest in Northern Pacific Credit Unions has just been approved by Northern Pacific management and credit union officials.

"The new plan," according to F. S. Johnston, president of the NP credit union in St. Paul, "offers a businesslike, systematic savings program through payroll deduction and eliminates the need for a special trip to the credit union to deposit funds or to write a check or money order and send it through the mails."

Under the new plan, deductions will be made directly from payroll and sent directly to the credit unions. Each month, each credit union will receive a list of the people who have contributed through the payroll deduction plan and an accounting of the amount deducted for each individual. Not only will the plan make it easier for people to save regularly, it will ease the bookkeeping on the part of the credit unions and simplify their March 1966

accounting procedures.

The agreement was signed on February 24, in the office of NP President Robert S. Macfarlane. The effective date on which credit union payroll deductions will begin has not yet been set, but will be announced as soon as the bookkeeping procedures can be completed by the accounting department.

President Johnson on Transportation

President Johnson has asked Congress to establish a new department of transportation in the cabinet which would consolidate a number of federal agencies responsible for transit and safety.

In a recent message to the house and senate Johnson said: "The American transportation system is not good enough. We must coordinate the executive functions of our trans-

Johnson

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Nipper news bits

NPBA wishes to thank the following persons for their recent contributions to the following Association hospitals:

IN St. Paul — Mrs. Marcella Goetz, Winter Haven, Fla., \$10 in memory of her brother, Joseph Rose, former NP machinist; Miss Ruth Longendyke, St. Paul, \$20 in memory of her sister, Miss Clara Longendyke, former general office employee; John Grivna, Minneapolis engineer, \$5 for TV fund; Edward H. Klampe, retired Duluth engineer, \$10; Mr. and Mrs. C. N. Frye, Fargo, \$5; William Carroll, valuation auditor, St. Paul, \$250, and \$25 from Mrs. Irma E. Andersen, crossing watchman, Superior.

TACOMA Hospital — Mrs. Henry Larson, Seattle, \$10 in memory of her husband, former NP laborer.



MARGUERITE Rafferty, secretary to the car foreman at Missoula, Mont., writes in appreciation of the excellent care and service she received as a patient at the NPBA hospital at Missoula.

Space does not permit publication of the entire letter and her instinted praise of the hospital personnel. It is pretty well summed up, however, in this excerpt, "I didn't realize what a wonderful hospital we really had at Missoula until I was in it. The untiring efforts of nurses, doctors, business managers and the hospital guild have made it what it is."

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RULES CONFERENCE — This committee representing 15 railroads and terminal and transfer companies, shown at a meeting late last year in St. Paul, has developed a common set of operating rules which have been presented to member roads for approval. From left, clockwise, are R. C. Lindquist, NP supt. of rules, safety and fire prevention; R. W. Rohrer, asst. supt. of rules, safety and fire prevention, NP; R. L. Hicks, Chief train rules exam., Milwaukee Road; T. N. Hemmesch, rules examiner-lines west, GN; J. H. Boyd, rules examiner-lines east, GN; D. B. Stewart, supt. of rules, GN, and committee chairman; G. W. Carr, rules examiner, Soo Line; L. C. McDowell, supt. of rules and safety, C&N; T. S. Davis, supv. of rules, Union Pacific; M. F. Schwamberger, supt. of rules, Burlington, and J. J. Button, supv. of rules, Rock Island.

Unified Regulations Goal of Rules Committee

A committee of railroad personnel who write the "rules of the road" on their respective lines, recently concluded a 1½-year study to compile a uniform set of rules for all operating employees to facilitate train movements in jointly-operated territory.

In addition to unifying the rules, the committee also updated a number of them to meet present-day requirements and to be in step with recent technological advancements in the railway industry. The members are awaiting adoption of the unified rules by the roads involved in the study. Target date for placing the common rules book in effect is January 1, 1967.

Meeting on the average of once a month, the committee represents more than 15 Class I railroads, their subsidiary lines, and terminal and transfer railways.

Adoption of the rule book is the committee's immediate goal. The group would like to enlarge the use of the common rule book to the point of inclusion of all U.S. railroads.

By way of illustration, the track flagging rule is one example of the way the committee unified a rule. Prior to unification, the procedure for flagging varied on most of the roads with regard to minimum distance flags were to be posted from points where maintenance gangs were working. Some roads required a minimum of 1 mile, others 2 miles, and some listed no figures, stipulating simply that flags must be set out a "safe distance" from the work crew.

The new rule prescribes a distance of 2 miles because there are certain conditions such as in mountain-

ous terrain or other areas where there may be steep grades, in which a minimum of 1 or 1½ miles might not be absolutely safe.

The track flagging rule on most roads now requires maintenance workers to set out a yellow flag to warn oncoming trains of a slow track condition or an impassable track condition ahead. Under the unified rule, yellow flags would be used to indicate slow track only and a yellow-red flag used to indicate impassable track. Utilization of the appropriate one-color or two-color flag as warranted in each situation will make an engineer's job easier by accurately describing the track condition ahead of his train.

Work on a common rule book had its beginnings in Washington in 1939 when all the railroads operating in that state met in an attempt to provide employees with a common set of operating rules. Over the years, many changes have been made toward unifying rules of the railroads operating in the evergreen state and the work of the present committee in an extension and an enlargement of the studies launched there more than a quarter-century ago.

The Class I roads participating in the current study are the Burlington, Great Northern, Northern Pacific, Milwaukee Road, Soo Line, Union Pacific, Chicago & Northwestern, and Spokane, Portland and Seattle. Also involved are the Pacific Coast, Minneapolis, Northfield and Southern, and the Spokane International railroads.

L.L. Perrin, Former NP Advertising Manager, Wins Coveted Ad Club Award

L. L. "Lon" Perrin, former advertising manager of the Northern Pacific Railway, has been selected as the 1966 recipient of the Silver Medal Award presented by the Advertising Club of St. Paul in cooperation with Printer's Ink Magazine. The announcement was made in St. Paul by Loren Miller, chairman of the selection committee. The award was made on February 14 at a dinner meeting in the Town and Country Club.

Recipients are judged on four criteria: (1) contributions to their company; (2) creative ability; (3) contributions to general advancement of advertising; and, (4) personal qualifications of principle and integrity. It is given for a lifetime of service rather than for one spectacular achievement.

Perrin retired in 1961 after 35 years with the NP, 26 of which were spent as advertising and public relations manager. Perrin took over the department in 1935. He developed it into a highly efficient and productive force engaging in all phases of advertising, research, publicity and public relation. He developed both an external and an internal publication enhancing the company image with the general public, shareholders, employees and the financial community.

Perrin was instrumental in reorganizing the Town Criers Club, forerunner of the present Advertising Club of St. Paul. He also engaged in Red Cross Work; sang in the Orpheus Club of St. Paul and Randolph Heights Presbyterian Church Choir; belongs to the Masonic Order; is an avid golfer, bowler, bridge player and
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enjoys reading as his favorite hobby.

Perrin served for six years as city editor of the St. Paul Dispatch before joining the Northern Pacific Railway.

NP Veterans Set June 10-12 for St. Paul Convention

Northern Pacific Veterans Association's annual convention will be held in St. Paul June 10-12, F. J. Sailer, secretary-treasurer of the organization has announced.

"All members in good standing and their dependents are invited to attend," said Sailer. "They can travel to and from the convention on half-rate Pullman fares and receive meals at half-rate in the dining car."

General chairman of the 1966 convention is NP vice president-traffic E. M. Stevenson. Included in present plans are tours of the Twin City metropolitan area.

Complete convention details will be mailed soon. All members are urged to make convention plans now, and to return their reservation cards promptly.

The Veterans Association, made up of NP employees with 25 years service or more, is currently conducting a system-wide membership drive. Any qualified employee wishing to join the association should contact F. J. Sailer at the Veterans' office in St. Paul. Membership dues are two dollars per year.



Promotions



D. H. King, superintendent of the Idaho division, Spokane, has been appointed superintendent of Northern Pacific's Tacoma division, effective February 1. King succeeds I. W. Brewer, who retired February 1 after nearly 48 years of continuous NP service.

G. W. Thompson, Idaho division assistant superintendent, Spokane, succeeds King, and D. B. Lewis, trainmaster at Pasco, was named to succeed Thompson. R. D. Schlappy, also trainmaster at Pasco, assumes charge of the territory formerly assigned to Lewis, and V. R. Scovill, assistant district engineer, Seattle, was named trainmaster succeeding Schlappy.

King, a native of Duluth, Minn., entered Northern Pacific service there in 1940 as a brakeman. He was named conductor the same year, then served successively as trainmaster, Dickinson, N.D., 1952; assistant superintendent of the Yellowstone division, Glendive, Mont., 1953; assistant to vice president operating, St. Paul, 1954; became superintendent of the Fargo division, Fargo, 1955, and held that post on the Rocky Mountain division, Missoula, Mont., from 1959 until his appointment as superintendent at Spokane in 1964.

Brewer's NP career started at Spokane in 1918. While there, he arose to section foreman, assistant yard foreman, track supervisor and roadmaster, the latter in 1934. He went as roadmaster to Missoula in 1938, and between 1942 and 1950 served as trainmaster at Helena, Forsyth and Billings, Montana.

He was promoted to assistant superintendent of the Tacoma division at Seattle in 1950, and to superintendent of the Lake Superior division, Duluth, four years later. Before going to Tacoma in 1961, he had spent four years as superintendent of the Yellowstone division at Glendive.

Thompson has been with the railway company for nearly 10 years, starting as an operating department apprentice on the Tacoma division in 1956. Two years later he was appointed assistant trainmaster, then was named trainmaster in 1960. He has been assistant superintendent at Spokane since 1964.

Lewis, a 28-year veteran of NP service, joined the company's operating department in Seattle in 1938. From 1941 until 1958 he served as a brakeman, then conductor. At the end of this period, he was appointed assistant superintendent of safety and fire prevention at Tacoma, a post he held until he was named trainmaster at Staples, Minn., in 1961. He has been at Pasco since 1963.

Schlappy entered Northern Pacific service as an operating apprentice on the St. Paul division in 1957. Since then he has been assistant roadmaster at Minneapolis and roadmaster on the Fargo and Tacoma divisions. He was named to the Pasco post in 1963.

Scoville has been in the company's engineering department since joining NP at Missoula in 1952. He was

Promotions

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SAVINGS BOND AWARD — W. D. Gray, left, assistant superintendent of Lake Superior Division and W. L. Wood, division superintendent, accept Savings Bond "Minute Man" award from Henry Schmokel, right, Minnesota Savings Bond representative for the Treasury Department. The division won the award by having 78 per cent of its employees participate in the purchase of Savings Bonds. It was the second such award won by the division.



ST. PAUL RETIREMENT — Hilda Meister, freight rates secretary, stands between co-workers, general freight agents I. C. Lawson, left, and R. S. Sandgren at recent retirement party attended by fellow employees in St. Paul. Mrs. Meister served the NP for nearly 42 years.



KING LEAVES — Don King, right, new superintendent of Tacoma division, poses with his successor G. W. Thompson, new superintendent of Idaho division, at recent farewell party given King by Spokane employees.

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RETIREMENT PARTY — H. D. Klum, center, chief dispatcher at Spokane, is surrounded by fellow employees at recent dinner honoring his 44 years of NP service. At left is E. D. McNall, new chief dispatcher, Mrs. Klum and G. W. Thompson, Idaho division's new superintendent.

Safety Score Board

January 1966

RANK		REPORTABLE CASUALTIES		CASUALTY RATIO	
		1966	1965	1966	1965
STANDING BY DISTRICT					
1.	Western	10	9	10.97	9.47
2.	Eastern	21	13	24.55	13.90
STANDING BY DIVISION					
1.	Idaho	1	1	3.36	3.24
2.	Yellowstone	1	4	3.67	13.28
3.	Fargo	1	3	6.59	17.82
4.	Rocky Mountain	2	2	9.07	8.49
5.	Tacoma	7	6	17.81	14.76
6.	Lake Superior	4	2	27.66	13.00
7.	St. Paul	15	4	52.35	12.83
STANDING BY MAIN SHOP					
1. Tie	South Tacoma	0	0	.00	.00
	Tie Brainerd	0	0	.00	.00
3.	Como	1	1	24.90	22.82
4.	Livingston	1	0	26.87	.00
STANDING BY CLASS OF EMPLOYEES					
1.	Shopmen	0	2	.00	13.76
2.	Enginemen	2	1	9.47	9.64
3.	Trackmen	4	1	12.66	2.96
4.	Stationmen	6	0	13.27	.00
5.	Bridgemen	1	0	13.28	.00
6.	Carman	3	2	15.19	9.64
7.	Trainmen	8	8	38.06	35.27
8.	Yardmen	7	8	42.97	46.13
MISCELLANEOUS DEPARTMENTS					
Tie	General Office & Misc.	0	1	.00	3.33
Tie	King Street Station	0	—	.00	—
Tie	Dining Car Dept.	0	0	.00	.00
Tie	Signal Dept.	0	0	.00	.00
Tie	Communications Dept.	0	0	.00	.00
Tie	Chief Special Agent	0	0	.00	.00
Tie	Electrical Engr.	0	0	.00	.00
Tie	Mechanical Engr.	0	0	.00	.00
9.	Store Dept.	1	0	15.96	.00
10.	Engineering Dept.	1	0	28.40	.00
TOTAL FOR SYSTEM		35	24	13.86	9.08

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Retirements



Walter W. Beilke	Pipefitter	Missoula	30
Raymond E. Berus	Car Inspector	Minneapolis	45
Edwin E. Edquist	Pass. Car Painter	St. Paul	43
Jack Garcia	Track Supervisor	Rivulet, Mont.	48
Cecil R. Garrison	Section Foreman	Elk River	40
Delbert C. Goodsell	Locomotive Engineer	Staples	51
Ernest H. Griffin	Refrig. Inspector	Dilworth	46
Herman H. Grondahl	Carman	Staples	24
Michael J. Harding	Locomotive Engineer	Minneapolis	39
Franklin H. Jahnke	Agent-Telegrapher	Alfred, No. Dak.	44
Leo J. Janke	Traveling Auditor	Fargo	48
George T. Larson	Carman	St. Paul	42
Edwin O. Lundberg	Yardman	Yardley, Wash.	29
Edward J. Mack	Brakeman	Spokane	20
August F. Maier	Section Foreman	McKenzie, N.D.	49
Primitibo A. Martinez	Section Laborer	Billings	21
Affie H. Matteson	Telegrapher	Marshall, Wash.	22
Elmer G. McClure	Agent-Telegrapher	Wahpeton	48
Marie D. Meredith	Distribution Clerk	Tacoma	38
Lloyd E. Meske	Brakeman	Missoula	22
Theodore I. Miller	Sheetmetal Worker	Seattle	38
Iden I. Morris	Switchman	Pasco	37
Paul P. Mosher	Car Supervisor	N. Bemidji	42
George H. Neiffer	Section Laborer	Blatchford, Mont.	24
Hector Nerhus	B & B Foreman	Billings	45
John Niess	Crossing Flagman	Minneapolis	22
John E. Olson	Locomotive Engr.	Duluth	47
Charles F. Orr	Leading Car Insp.	Parkwater	43
Robert D. Ousley	Car Inspector	Staples	43
Geraldine M. Pelzel	Cashier	Bellingham	22
Carl Axel Peterson	Electric Welder	Brainerd	47
Alfons A. Sellen	Relay Telegrapher	Spokane	20
George E. Smiley	Locomotive Engr.	Minneapolis	49
Louise D. Sonnenburg	Steno-Clerk	Parkwater	22
Joseph N. Steiner	Switchman	Mandan	20
William F. Stowe	Locomotive Engr.	Duluth	22
John E. Sullivan	Warehouseman	Valley City	43
William J. Surbur	Car Repairer	Parkwater	24
Carl F. Swanson	Signal Maintainer	Superior	43
John C. Toscano	Store Laborer	Livingston	44
Thomas L. Tschider	Conductor	Jamestown	54
Herman E. Werner	Boilermaker	So. Tacoma	40
William L. Whitney	Store Laborer	Brainerd	22
David D. Wiens	Carman	Duluth	43
Lloyd P. Zwerneman	Leading Car Insp.	Livingston	43

Promotions

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promoted to division engineer at Spokane five years later and has been in Seattle since 1964.

In other department changes, D. L. Geynowa has been appointed supervisor transportation data with headquarters in St. Paul. C. W. Fish succeeds Geynowa as supervisor yard accounting at Minneapolis.

I. NOTICE TO:

EMPLOYEES IN ACTIVE SERVICE AGE 65 AND OVER and THEIR SPOUSES AGE 65 AND OVER

ALL MEMBERS IN ACTIVE SERVICE AGE 65 AND OVER, AND THEIR SPOUSES AGED 65 AND OVER MUST ENROLL IN THE MEDICARE PROGRAM, PLAN A, FOR HOSPITAL BENEFITS AND PLAN B FOR DOCTOR BENEFITS, if you desire this coverage.

This is necessary because the hospital and commercial plans covering the employee and/or his spouse will not make payments for the benefits covered under Medicare.

If you have not enrolled, be sure to do so before March 31, 1966, at your nearest Railroad Retirement or Social Security office.

II. NOTICE TO:

RETIRED EMPLOYEES AGE 65 AND OVER and THEIR SPOUSES AGE 65 AND OVER

ALL MUST ENROLL IN THE MEDICARE PROGRAM, Supplementary Medical Insurance Program (Plan B) if you desire this coverage. This is necessary because the hospital and commercial plans covering the employee and/or his spouse will not make payments for the benefits covered under Medicare.

A monthly payment of \$3.00 will be automatically deducted from pension check by the Railroad Retirement Board to cover the benefits of Plan B (Doctor Bills).

If you have not yet enrolled, be sure to do so before March 31, 1966, at your nearest Railroad Retirement Office or Social Security Office.

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Eighty-one bowlers turned out for the 6th annual bowling party held Washington's birthday at the Bowler Lanes, Fargo. Meredith Dahl, wife of NP fireman Russ Dahl, had the winning women's total of 620, followed by a 612 posted by Verna Livesay, wife of conductor Livesay of Jamestown.

Denny Sherman, section man from Detroit Lakes, hit a 658, three-game high for men. Second place went to section foreman Nelson of Hawley, Minn., who rolled a 651 total.

K. T. Woodruff, manager-disbursement accounting, and Audrey M. Strohmayer, employe in bureau of internal

audit, St. Paul, were winners of Instamatic Camera outfits in Northern Pacific's St. Paul Winter Carnival Button Campaign.

Woodruff was awarded the prize at drawing held at recent Testimonial Luncheon honoring NP's 1966 Carnival princess. Miss Strohmayer, Northern Pacific's 1965 princess, received an identical camera set for having been the sales girl who sold the Carnival button to the prize winner.

Johnson

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portation agencies into a single coherent instrument of government."

Johnson recommended the new transportation department pull together agencies which now contain about 100,000 employees and spend about \$6 billion a year.

Among the agencies and functions that should be merged in the new cabinet-level department are the Office of Under-Secretary of Commerce for Transportation and research staff.

Johnson discussed in his state of the union message last January the need for a new cabinet department to meet the transportation problems caused by rapidly expanding population and growing congestion.

"A new department of transportation is needed to bring together our transportation activities," he said at that time.

"The present structure — 35 government agencies — makes it impossible to serve either the growing demands of this great nation or the needs of industry, or the right of the taxpayer to full efficiency and real frugality."

He said the proposal for such a department would be part of an over-all plan to "modernize and streamline the executive branch, to modernize the relations between city and state and nation."



BENEFIT RECEIPTS — P. C. Newberg, St. Paul NPBA Hospital administrator, receives benefit drawing check from Miss M. A. Kight, assistant bureau chief in auditor freight revenue, at St. Paul NPBA office. \$225 check from recent fund raising project sponsored by NPBA Hospital Auxiliary will buy carpeting for family-waiting room in new St. Paul Hospital wing. Winner of afghan drawing was Miss Ellen Manke, St. Paul labor relations office.

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