

TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

VOL. XXIX

NOVEMBER, 1966

NO. 11





Published monthly by the Advertising & Publicity Dept., Northern Pacific Railway, Saint Paul, Minn. 55101, W. A. Gustafson, Manager.



ELLSWORTH HONORED-Helena's International Ambassador of Goodwill, former Northern Pacific agent Howard H. Ellsworth, was honored guest at recent Helena Chamber of Commerce testimonial dinner. More than 200 friends attended to pay tribute to his many years of devoted community service and to celebrate his 78th birthday. An active member of the Helena Chamber for 31 years, Ellsworth has helped charitable organizations wherever he was needed. Called Helena's Goodwill Ambassador, he has advertised Last Chance Gulch and Montana during trips all over the world. During the last 10 years of his NP career, he continued on his job despite being blind. His sight restored by surgery, Ellsworth, retired railroader, fraternalist and good samaritan, will continue travelling, advertise his home town and win more new friends.

Our Cover . . .

. . . shows welding operation at Northern Pacific Brainerd Shops where 450 new freight cars will be built in 1967. Looking at underside of tipped box car underframe, electric-arc welders join steel members together while frame is held in turn-over jig. Jig turns car underframe to any desired welding position.

Memo from the Chairman

Northern Pacific's budget for new equipment and improvements in 1967 is the highest in the history of our company, \$45,519,865 which represents an increase of \$3,532,485 over last year's record budget.

In line with our five-year program to up-date and modernize our diesel fleet, we will purchase sixteen new diesel-electric units in the 3000 to 3600 hp class. This will bring to 72 the total of new diesel units acquired during a four year period.

Among the cars scheduled for purchase in 1967 are 300 covered hoppers, 300 wood chip cars, 100 mechanical refrigerator cars, 55 auto loading racks - 45 tri-level and 10 bi-level, 50 covered hoppers, 10 airslide covered hoppers and 25 drop-end gondolas. Construction at our Brainerd shops calls for 200 RBL cars, 100 56-ft. 6-in. flat bottom cars, and 150 single sheathed XML cars. A total of 1137 cars will be built or purchased at a cost of approximately \$20,921,200.

With the increasing need in this highly competitive age for more communication channels for the transmission of voice, teletype and computerized data on car movement and car utilization, it is imperative that we increase our micro-wave facilities. The sum of \$2,300,000 has been budgeted in 1967 to extend micro-wave facilities from Fargo, N.D., to Laurel, Mont. This will tie in with the micro-wave installation between St. Paul and Fargo to be completed in 1966.

Additional improvements in 1967 call for 101.08 miles of new main line track and 40.47 miles of branch line relay for a total of 141.55 miles of track. Track projects call for \$7,101,315 of the 1967 budget and an additional \$375,000 for ballasting.

Included in the 1967 budget is \$2,721,030 for signals and interlocking plants.

Expenditures for yard tracks, sidings and industrial tracks, which will enable us to better serve present shippers and establish additional industrial sites for new customers, are budgeted at \$1,637,220.

As the above budget figures indicate, Northern Pacific is pressing forward vigorously to improve its position in the highly competitive field of transportation.



The approaching Thanksgiving holiday is a time for all of us to pause and count our blessings. A happy Thanksgiving to you and your families.

Chairman of the Board



DOUBLE SAFETY AWARDS won by NP Transport Company, above left, for outstanding safety records in 1965 Montana trucking operations. Award presented Northern Pacific for second best 1965 annual report in recent Financial World competition is displayed above.



NP Transport Sets Top Safety Records in Montana Operation

Two major awards have been won by Northern Pacific Transport Company for safety in its Montana trucking operations.

The awards were made by the Montana Transport Association and Trailmobile, Inc., at the association's annual convention in Billings. NPT received first place in the 2 million or more miles-per-year division and the sweepstakes trophy for the best overall safety program and safety record for the past year.

G. N. Page, NPT general manager, credited supervisors, drivers and particularly the mechanical forces for having made the honors possible.

The sweepstakes trophy covers three divisions, firms with 500,000 miles per year or more, 500,000 to 2 million and 2,000,000 miles per year or more.

Annual Report Gets Best Industry Award

A certificate for second place in the 26th Annual Report Survey sponsored by FINANCIAL WORLD was awarded the Northern Pacific Railway for its 1965 annual report to November 1966

stockholders October 26 at the New York Hilton Hotel.

Presentation of the award was made at a banquet held in the Hilton grand ballroom, climaxing the competition conducted by the national business and financial weekly to select the best annual reports for 1965.

Northern Pacific's annual report to stockholders for 1965 was selected second best in the Railroad classification. Last summer, the report won a merit award, the first step necessary to be eligible for final selections. The award was based on excellence of design, typography and content.

A group of more than 1,200 business, industrial and financial leaders attended the award presentations. Colonel Willard F. Rockwell, who has twice been honored with the Freedom Foundation Award, delivered the main address.

Approximately 5,000 annual reports were judged in 97 classifications in the 1966 contest which is held to encourage improvement of company annual reports to stockholders.

Nipper news bits

SPECIAL thanks is given the following contributors to the NPBA Hospital in St. Paul by the Northern Pacific Benefit Association:

From Mr. and Mrs. W. T. Featherly, retired locomotive engineer at Duluth, \$25 for TV fund, and \$19.25 for TV fund from the 3rd St. Coach Yard employees, St. Paul.

The St. Paul NPBA Hospital Auxiliary held a two-day gift sale in October in the St. Paul general office lobby.

Approximately \$300 in merchandise was sold during the noon hours.

Funds raised by the Auxiliary through such projects, and operation of the coffee and gift shops in the St. Paul hospital, are used to purchase items for improvement of hospital services and for patient use.

Since its organization two and one-half years ago, the Auxiliary has carpeted and decorated several hospital waiting rooms; conducted monthly birthday parties for patients, and performed various services for the hospital.

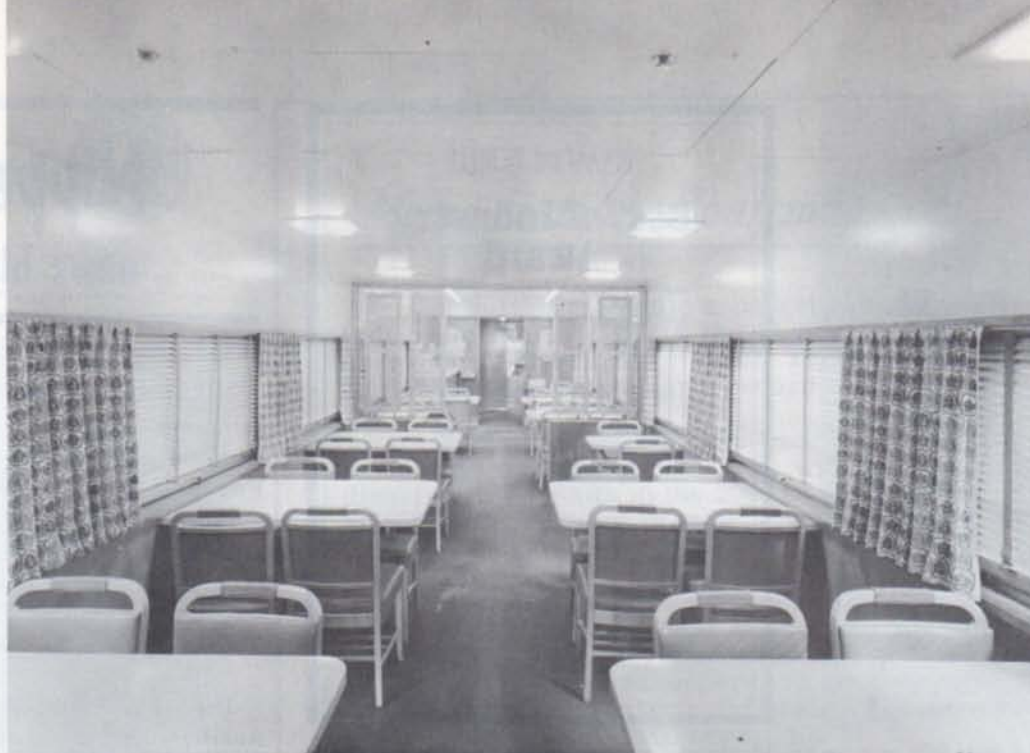
Membership in the Auxiliary is open to all women. Since June 1, 1964, volunteers have rendered more than 13,000 hours of service.

... Personalities in the News ...

J. H. GULLARD of Billings, superintendent of Northern Pacific Transport in Montana, has been re-elected president of the Truck Operator's League of Montana.

WIRE CHIEF C. L. Vincent of Fargo announces that the 7th Annual Washington's Birthday Bowling party is scheduled for February 22 at the Bowler in Fargo.

Last year 81 NP keggers participated in the yearly event. Vincent is in charge of the 1967 arrangements.



INTERIOR VIEW of new economy-buffet car recently placed into Northern Pacific service between Portland and Seattle. Colorfully decorated dining area in foreground compliments new buffet service area located behind modern designed partition in background.

Self-Service Dining Car Enters West Coast Service

A specially designed economy buffet dining car has been placed in service on Northern Pacific trains between Portland and Seattle. It inaugurates a buffet style concept of meals for NP passengers.

M. L. Thomson, western passenger traffic manager at Seattle, and A. T. Mercer, general passenger agent at Portland, both said the new service is being offered to answer increasing demands by rail passengers for lighter, more economical meals, particularly on these trains, where the trip is less than four hours.

"Superb dining car service has always been a tradition with the Northern Pacific," said W. F. Paar, superintendent of the dining car department, "and we want to continue this tradition with the new service and still meet the needs of our passengers."

"In earlier years," he said, "trains required much more time to travel between the two cities and larger and more elaborate meals were essential. Now, with the time between Seattle and Portland shortened to just a few hours, passengers don't want as large meals as before."

Designed for quick, economical self-service food operation, the car features two self-service counters between the kitchen and dining area. The car has a full kitchen with most of the standard equipment on full service dining cars.

In the former pantry area, a new stainless steel food rack installed on a long, formica service counter displays ready-to-eat items such as snacks, sweets, pastry goods and packaged cereals. Underneath the rack, set in a champagne and flame colored counter, are four iced trays for plastic-wrapped fresh fruit, sandwiches and other

chilled foods.

Located at the entrance to the buffet area is a tray rack, menu board displayed on attractive wood panelling, and a station where hot meals and soups may be ordered from the chef on duty. After a patron has selected his food, he takes his tray to a second service counter located in the dining section.

At this counter is a toaster, can opener for juices, a condiment rack, plastic silverware, a coffee urn and water cooler. An attendant is stationed at a cash register at end of this line.

The buffet car retains the luxury of the full service diners. The fully carpeted dining area has seating capacity for 38 persons. Table tops are covered with formica. There are comfortable chairs and a window at each table.

Paar said the economy buffet service will offer passengers a choice of well prepared hot meals, juices, salads, desserts, assorted sandwiches and beverages at very reasonable prices.

"Our aim is to provide low priced basic meals which are both practical and nourishing and not to exceed one dollar in cost," he said.

Remodeling and conversion of the former North Coast Limited diner was done at the St. Paul Como Shops where it was completed in October at an estimated cost of over \$18,200.

Use of disposable eating items, streamlining of the self-service buffet area, and faster service for more people have added to the economy which makes the new service possible.

NP-Backed JA Company Makes Desk Pen Sets in St. Paul

The Northern Pacific sponsored Junior Achievement Company, Pacific Pens of St. Paul, is producing a luxury combination desk-pen and photo set as its sales product for this year.

It is an attractive combination with a black ball point pen and holder set in a lustrous black-walnut base. It also incorporates either one or two gold-type frames which will accomodate 2-1/4 by 3-1/4 inch wallet-size photographs.

The black pen was chosen as the most decorative for the production models.

The sets are made and assembled by the junior achievers at the St. Paul JA center during weekly meetings. Careful attention to quality control assures buyers of a high grade luxury desk item. The walnut base is hand-sanded to a perfectly smooth surface and then protected with a soft-luster, plastic finish.

With the price of the single picture frame set at \$2.25 and the double frame set at \$2.50, a quota of 800 sets must be sold for the company to meet its expenses. While most of the sales are expected through personal solicitation by JA members, the company is prepared to handle mail order business.

Organized in October, Pacific Pens capitalized for \$150 with each member required to own a share of stock valued at one dollar. Twenty-nine St. Paul area high school students attended the first meeting of the company which will operate as a business enterprise until next



spring.

Northern Pacific employees who advise Pacific Pen's operation in the following capacities are: John Controneo, sales management; Bill Rilling, management advisor; Roland LaFond, alternate management advisor, and Ray Davis, production advisor.

Macfarlane Heads National Chamber Study Committee

Robert S. Macfarlane, chairman of the board of Northern Pacific, has been selected to serve as chairman of a 27-member committee of the Chamber of Commerce of the United States to study national trends and perspective.

The Council on Trends and Perspective will identify, define, study, analyze and describe trends and problems, or issues, with which the Chamber, the business community and the American society will have to deal in the future.

The Council, which will meet twice annually and report its findings to the National Chamber's Board of Directors, will particularly attempt to anticipate ideas, changes and movements bearing on public policy.

Membership of the Council includes many outstanding figures in business, industry, science, economics, research, writing and education.

Macfarlane, chairman of the Council, is a director of the National Chamber of Commerce of the United States.

November 1966

St. Paul Commissary Fills Holiday Fruit Cake Orders

W. F. Paar, Northern Pacific dining car superintendent, reminds all employees that orders are now being taken for NP's fruit cakes.

The delicious, prize-winning cakes, made from an 1873 recipe, are baked at the St. Paul Commissary and packaged in colorful Yuletide containers.

The recipe which won the Grand Prize at the Paris Exposition in 1909 calls for generous amounts of raisins, currants, and candied fruits. In addition, it is spiced with the same special flavoring as it was in days of old. The cakes make delightful Christmas gifts as well as being a wonderful holiday treat around the home.

Orders for the \$3.90 three pound tins and \$6.50 five-pounders should be sent to W. F. Paar, Dining Car Superintendent, Northern Pacific Railway, St. Paul, Minn. 55101. If shipment outside the United States proper is desired, please add \$1.75.

In keeping with Northern Pacific tradition dating back over 50 years, fruit cake portions will again be served to dining car patrons aboard NP trains during the two weeks before Christmas.



Promotions



Northern Pacific has named Linus L. Tumbleson as assistant to the director of the agricultural development department in St. Paul.

Tumbleson's agricultural background began on the family farm at Sherburn, Minn. He earned a bachelor of science degree in animal husbandry and concentrated on agricultural economics at the University of Minnesota. He also did graduate research work on oat rust in the department of plant pathology at the University.

In his new position at the Northern Pacific, he will work closely with farm groups and agriculturally related industries in Minnesota, North Dakota, Montana and the Pacific Northwest.

In other company promotions effective October 1, R. W. Shearer, trainmaster at Staples, Minn., has been transferred to Yakima, Wash., as trainmaster succeeding F. W. Cochran who recently retired under company pension rules.

W. W. Harper, trainmaster at East Grand Forks, Minn., succeeds Shearer at Staples.

As a result of these changes, E. L. Nolan, trainmaster at Minneapolis, succeeds Harper at East Grand Forks; J. A. Black, St. Paul trainmaster will be new trainmaster at Minneapolis, and T. C. Hoff has been appointed St. Paul division trainmaster with headquarters at Minneapolis.

T. J. Samuelson, assistant trainmaster at Jamestown, N.D., has been appointed as trainmaster, Idaho division, with offices at Spokane.

Succeeding him at Jamestown is G. A. Sjol, former superintendent of rules, safety and fire prevention, Minneapolis.

C. F. Tye, assistant trainmaster at Spokane, has been appointed trainmaster, Tacoma division, at Tacoma, Wash.

E. D. Cantwell, general foreman at St. Paul Mississippi St. Shops, has been named assistant master mechanic, Rocky Mountain division, with offices at Livingston, succeeding J. A. Bichsel who was recently promoted to new system diesel supervisor at St. Paul.

S. O. Foxley, roundhouse foreman at Pasco, succeeds Cantwell at St. Paul.

J. S. Simpson, formerly trainmaster-road foreman at Lewiston, Idaho, has been appointed master mechanic, Idaho division, at Parkwater, Wash., succeeding H. H. Ramer.

Ramer becomes new shop superintendent at Livingston, Mont., succeeding A. R. Genin who retired recently after serving the Northern Pacific for over 48 years.

E. G. Loeffler, city freight and passenger agent at New York, has been appointed city freight agent succeeding A. L. Stam who retired November 1 under company pension rules. J. H. O'Brien takes Loeffler's post.



TURKEY TOPPERS - Harold S. Latham, NP treasurer at St. Paul, and Robert Toppins, chief dispatcher at Glendive, with turkeys shot opening day of Montana turkey hunt, Sept. 25. On checking with game warden, it was learned that the hen shot by Latham and the tom shot by Toppins, both north of Glendive, were the largest turkeys checked in on opening day.

Safety Score Board

January 1 thru Sept. 30, 1966

RANK	REPORTABLE INJURIES		CAS. RATIO	
	1966	1965	1966	1965
STANDING BY DISTRICT				
1. Western District	113	123	12.89	14.89
2. Eastern District	119	112	14.41	13.88
STANDING BY DIVISION				
1. Rocky Mountain	13	19	5.90	9.07
2. Yellowstone	19	27	7.42	10.73
3. Fargo	17	18	11.03	12.10
4. Idaho	31	26	11.40	10.46
5. Lake Superior	24	16	16.95	11.49
6. Tacoma	69	78	17.95	21.21
7. St. Paul	59	51	21.53	19.10
STANDING BY CLASS OF EMPLOYEE				
1. Stationmen	20	10	4.55	2.41
2. Shopmen	6	6	9.08	4.83
3. Trackmen	34	40	9.08	11.78
4. B & B Department	7	5	9.29	6.86
5. Carmen	19	14	10.42	7.84
6. Enginemen	18	9	10.56	5.11
7. Trainmen	54	64	29.07	35.41
8. Yardmen	74	87	49.40	59.41
STANDING BY MAIN SHOPS				
1. Como	1	1	2.79	2.76
2. Brainerd	3	2	6.04	4.24
3. South Tacoma	3	2	7.73	5.31
4. Livingston	4	1	11.61	2.94
MISCELLANEOUS DEPARTMENTS				
1. Chief Special Agent	0	1	0.00	6.13
2. Electrical Engineering	0	1	0.00	15.65
3. General Office & Misl.	6	3	2.88	1.18
4. Signal	2	2	5.24	5.36
5. Store	5	8	9.60	12.75
6. Dining Car	6	2	13.62	4.16
7. Communications	5	2	15.47	6.25
8. King Street Station	9	----	29.55	-----
9. Engineering	15	8	45.09	25.22
TOTAL FOR SYSTEM	292	270	12.52	11.67

TELLTALE



Retirements



Maceo A. Buford	Waiter	St. Paul	24
Edith A. Burdash	Cashier-Rate Clerk	Duluth	41
Christian S. Christianson	Machinist	St. Paul	44
Alfonso Dire	Conductor	Dickinson	49
Lyle F. Divine	Locomotive Engineer	Livingston	49
Albert S. Egeland	Shop Cranesman	Livingston	43
Alvin E. Elmore	Blacksmith Helper	Brainerd	25
Frederick W. Gense	Agent-Telegrapher	Underwood	46
Herman F. Johnson	Carman	Brainerd	45
Oscar F. Johnson	Signal Maintainer	Elk River	49
Mike Jorde	Section Laborer	Mekinock	30
Joseph Koval	Machinist	So. Tacoma	38
Andrew J. Litvany	Upholsterer	St. Paul	21
Lawrence J. Lund	Yard Clerk	Minneapolis	20
Warrie C. Means	Coach Cleaner	Billings	22
Cecilia M. Moore	General Clerk	Laurel	40
Hubert J. Muller	Conductor	Livingston	44
Jacob P. Reisenauer	Roundhouse Laborer	Dickinson	38
David Rundquist	Painter Foreman	Duluth	55
Paul P. Schneider	Clerk, Tracing Bureau- Freight Revenue Accounting	St. Paul	49
Jerry Skerbini	B&B Carpenter	Auburn	44
George F. Slavick	Yard Clerk	Minneapolis	49
Eugene Smith	Locomotive Engineer	Livingston	40
Edward Stolz	Track Supervisor	Jamestown	21
John A. Sullivan	Assistant Chief Clerk	Seattle	48
Gerhard A. Ulland	Stower	Fargo	21
Winston K. Van Walk	Sheet Metal Worker	Brainerd	36
Gilbert R. Weaver	Assistant Car Distributor	Tacoma	48
Olaf E. Zettervall	Machinist	Livingston	44



PARKWATER RETIREMENT - Locomotive engineer R. R. "Dick" Rauschke, center, ended more than 50 years service recently after departing on last run, above, on train No. 2 from Spokane to Paradise. Seeing him off are: R. M. Cain, left, road foreman and H. H. Ramer, master mechanic, both from Parkwater.



WIDENHOEFER PARTY - St. Paul officials join in recent celebration for W. C. Widenhoefer, district passenger agent at Billings, who retired after 46 years of NP service. Front row left are: Widenhoefer, W. J. Luchsinger, retired vice president-traffic; Mrs. Widenhoefer; L. Holmstrom, asst. passenger traffic mgr., and C. Sheffield, asst. general passenger agent. In back row are: F. G. Scott, passenger traffic mgr., and E. M. Stevenson, vice president - operations.



48-YEAR SERVICE ENDS - W. M. (Kelly) Kellermann, dining car department storekeeper, second from right, gathered with friends and co-workers at recent retirement cake and coffee social at St. Paul Commissary. Kellermann began his career with Northern Pacific dining car department Sept. 3, 1918. Pictured from left are: R. T. Hackett, asst. to superintendent; Mrs. Kellermann, Kellermann and W. F. Paar, dining car superintendent.



NP COMO SHOPS Softball champs, winners of white commercial league, pose at St. Paul Dunning field. In front row, l. to r., are: D. Roy, W. Schinzing, G. Christea, W. Mahoney, R. Prudhomme, T. Capistrant, D. Marks. Backrow: L. Daddario, mgr., F. Finnegan, C. Fenton, J. Gerlich and H. Linder, coach. Team won 10 games for title; 2 out of 3 in playoffs for 12-1 overall record.

Your Zip Code Needed for Telltale Mailing List

Beginning January 1, all TELLTALES delivered by U.S. mail must have a zip code number on them, according to postal regulations.

If you receive your copy by U.S. mail delivery, be sure we have your zip code number.

Enclosed in your TELLTALE is a postal reply card. This must be returned to us so that your zip code is put in our mailing list.

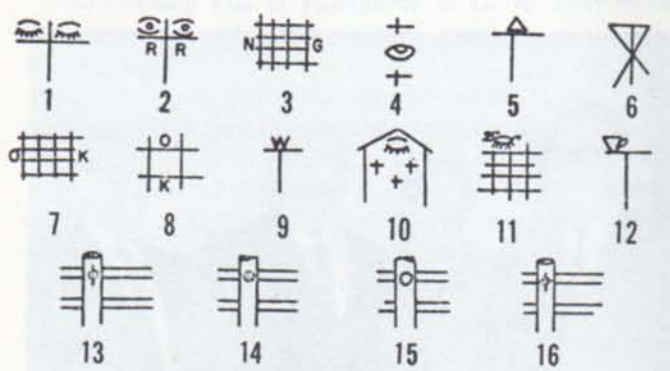
Please check your address on the back of the card. If it is correct, just print in your zip code number. If you have a new address, other than is printed on the card, please make the change on the space provided, including your zip code and send the card to us. No postage is necessary.

Only TELLTALES delivered by U.S. mail will have a reply card. If your copy was delivered by U.S. mail, but didn't contain a card, please clip the address on the front of the envelope and mail it, with any address changes and your zip code to TELLTALE, 914 NP Bldg., St. Paul, Minn. 55101.

We need your cooperation to assure U.S. mail delivery of your TELLTALE after the first of the year.

What's My Sign?

Signs of a by-gone era used by hobos or tramps to mark towns and houses as they traveled around are pictured below. Here's a challenge to test your sign-language ability. Some old rails might be familiar with these signs, but everyone should have fun trying to guess their correct meanings. So put your wits to work and match the numbers under each sign with the meanings at bottom of page. Mark your choice on the lines below. Good luck!



(Answers in next column)

- | | | | | |
|----------------------------------|-------------------------------|------------------------------------|-----------------------|------------------------------------|
| Saloons
In Town | Cranky
Woman Or
Bad Dog | Streets
Good For
Begging | Stay
Away | Not
Generous |
| A _____ | B _____ | C _____ | D _____ | E _____ |
| Police
Hostile
(RR Police) | Jail Is A
Workhouse | Town Is
Hostile | Jail Has
Rock Pile | Plainclothes
Detectives
Here |
| F _____ | G _____ | H _____ | J _____ | K _____ |
| Jail Food
No Good | "Coolies"
In Jail | Jail Good
For Nights
Lodging | Good For
A Handout | Police Not
Hostile |
| L _____ | M _____ | N _____ | O _____ | P _____ |
| | | | | R _____ |

Quiz Answers

Count number of correct answers and rate your standing according to the following number of right answers:

- | | |
|------------------------------|-----------------------|
| 12 to 16 - World Traveler | 6 to 8 - Good moocher |
| 9 to 11 - Knight of the Road | 3 to 5 - Don't bum |
| 2 or under - Stay home | |

- | | | | | | |
|-------|-------|-------|-------|------|-------|
| L 3. | M 11. | N 10. | O 15. | P 1. | R 7. |
| F 2. | G 9. | H 6. | J 5. | K 4. | E 13. |
| A 12. | B 14. | C 8. | D 16. | | |



KOLLER RETIRES - H. Koller, manager disbursements accounting clerk, is shown with family at recent party at St. Paul office. From left is: son-in-law and daughter, Mr. and Mrs. J. Grzesik; Koller and his wife; and son, Brother John. Koller served the NP for 57 years.