

# TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

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## Tabloid Replaces Telltale Format in July Issue

General objectives and a new format have been approved for Northern Pacific Railway Company's employee publication.

Starting in July, employee and company news will be presented in the form of a tabloid newspaper which will replace the present TELLTALE.

James A. Hagle, assistant advertising manager, has been named editor of the new publication.

Walter Gustafson, manager of advertising and publicity, said the change is being made to improve the appearance and content of the company news publication and at the same time extend the scope of news coverage.

Communication is of vital importance in any large company, and this is particularly true in a company like ours where every employee has a significant role in providing transportation services and carrying out other company business.

The initial issue of the new publication will more fully outline general aims and objectives, but its principal role will be to keep employees informed about the Northern Pacific, its people and events everywhere the company operates and conducts business. It will also help keep employees abreast of developments within the railroad industry and relate these to Northern Pacific programs and objectives.

The name selected for the newspaper is **Along Northern Pacific Railway's MAINSTREET.**

The new publication will more fully serve the interests of all employees through a free flow of information from employees throughout the company to the publication staff in the advertising and publicity department.

## Our Cover . . .

One of two 20-foot containers bound for Yokohama, Japan, is loaded aboard the SS Washington Mail at Seattle. The containers are first experimental shipment handled jointly by the Northern Pacific and American Mail Lines under new direct containerization program joining U. S. cities with the Far East. For story, see details on page 3.

## Memo...

Service is the only commodity our railroad, or any railroad, has to sell.

When we cannot supply shippers with the rail transportation services they demand, they turn to other modes of transportation. It's as simple as that.

Not so simple, however, is a solution that will enable us to supply shippers with all of the freight cars they want, when and where they are needed.....a vitally important part of our service.

While it is a fact that Northern Pacific has built and purchased more than its fair share of cars, the freight car fleet nation-wide is inadequate. The industry is not financially able to build and purchase as many cars as are needed to fill the demands of the country's rapidly expanding transportation market.

Even if the railroads were able to finance such a major project, the combined facilities of the railroad shops and car builders could not immediately produce enough cars to fill the demand.

The most practical and immediate solution to the problem is to make more efficient use of the freight cars now available.

Industry wide, we must move more freight cars farther and faster than before. In 1955 the average movement for a freight car was 48.2 miles per day. In 1965 it was 51.7 miles per day, an unimpressive gain of only 3.5 miles per day over a ten-year period. Raising the average to 56 miles per day could, in effect, increase the efficiency of the national freight car fleet by approximately 10 per cent.

Let us relate increased efficiency to our own fleet of 34,000 Northern Pacific freight cars. If we increase the effective use of these cars by only one per cent, it is equivalent to an investment of \$5,249,000 in new freight cars, figured at the 1966 average cost of \$15,440 per car.

How important is your job, your continued co-operation in attaining company goals? The above figures graphically illustrate how valuable your efforts are to the continued growth and success of Northern Pacific.

Chairman of the Board

President





NORTHERN PACIFIC Transport Co. truck moves container load from flatcar for delivery to Seattle docks and shipment to Japan. Piggyback shipment arrived from the Twin Cities on first leg of new containerization service being implemented by Northern Pacific and American Mail Lines.

## First Container Shipment Reaches Japan Under New NP-American Mail Lines Program

Implementation of a new program for direct containerized shipments through Pacific Northwest ports connecting U. S. Eastern and Midwestern cities with the Far East has been jointly initiated by Northern Pacific and American Mail Lines, Ltd., Seattle.

An experimental shipment of two 20-foot containers loaded with various refrigeration equipment and parts manufactured by Thermo-King Corp., in the Twin Cities, arrived June 2 in Yokohama, Japan, destined for Westinghouse Electric International Co., which represents Thermo-King in Japan.

The containers were loaded in the Twin Cities for third-day arrival at Seattle where they were placed aboard

an American Mail Lines vessel for trans-Pacific movement and delivery at Yokohama after total in-transit time of only 13 days.

The initial movement was a joint effort on the part of Northern Pacific and American Mail Lines to determine feasibility of implementing the program on full scale via major U. S. ports in the Pacific Northwest and several Japanese ports.

After unloading in Japan, the containers will be filled with merchandise to be exported to the U. S., with consignments destined for the Midwest.

Also cooperating in the shipment was Xtra, Inc., a container leasing firm in Boston.

E. M. Stevenson, Northern Pacific vice president-traffic, said completion of the test shipment will mark the first step in a comprehensive intermodal transportation program to expedite handling of exports and imports to and from Japan and other Far Eastern countries through use of the container concept and full coordination of all handling by participating carriers.

"Northern Pacific's entry into this program," Stevenson said, "opens the way for faster, more direct shipment both ways between the U. S. and the Orient for shippers and importers in the Midwest and Eastern cities."

Stevenson noted that Northern Pacific has handled millions of dollars worth of materials in shipments to and from Japan through the years, but with the use of containers and expedited service, a new era in trade with Japan and other Far Eastern countries is opening.

Northern Pacific recently appointed Masae Kitagawa as its director of Far East sales. He returned to Tokyo in April to set up a staff and prepare for opening of the Northern Pacific office.

Prior to his return, Kitagawa was honored at NP-sponsored luncheons at Portland and Seattle while touring the U. S. to promote routing of cargo via the NP.

Kitagawa will handle arrangements for export of materials from Japan destined for the U. S. and will coordinate handling of containerized shipments from the U. S. when they arrive in the Orient.

## Nipper news bits

FOURTH annual Northern Pacific Idaho division Golf Tournament will be held July 15 at the Liberty Lake Golf Course at Spokane.

Tee-off times are set between 7 a.m. and 10 a.m. with a buffet lunch and awarding of prizes to follow at the Valley Moose club, H. B. Clark, of Yardley, Wash., has announced.

### NOTICE TO ACTIVE EMPLOYEES NEARING AGE 65

To be covered by Medicare, you must enroll in any of the three months before the month of your 65th birthday, even if you have NPBA coverage.

For further details and information, contact your local railroad retirement board or social security agency.



WITH HONORED GUEST Masae Kitagawa (center), Northern Pacific's new director of Far East sales in Japan are (left to right): A. P. Kimmel, assistant Western freight traffic manager, NP, Seattle; W. D. Miller, NP general freight agent, Portland; C. A. Taylor, foreign freight agent, NP, Portland; and C. C. Gardner, NP general agent at Portland. (Traffic Manager photo)

June 1967



# Rocky Mountain, Como Shops Win Top Safety Awards for 1966



1966 SAFETY AWARD WINNERS display their certificates after presentation at St. Paul general office. Representing winning departments, from left to right, are signal engineer A. J. Hendry (signal dept.); manager, security and freight claim prevention J. F. Dean (chief special agent); president L. W. Menk, who made the presentations; electrical engineer E. L. Musolf (electrical engineering dept.); and superintendent GO Bldg. C. V. Shutt, (general office building).

Northern Pacific's Rocky Mountain division and the St. Paul Como Shops compiled the best injury-free record in their respective categories to win NP's top safety awards for 1966.

The winning division and shop received their President's Safety Awards from Northern Pacific president Louis W. Menk at a special presentation at the St. Paul General Office in May.

The Rocky Mountain division bettered its 1965 ratio of 7.86 by posting a winning ratio of 7.60 during the 1966 competition. This marks the third straight year the division has won the coveted President's Award. It won the bronze plaque previously in '56, '57 and '58.

W. W. Walters, Rocky Mountain division superintendent, was presented the safety plaque won by his division.

Como Shops won the President's Award for the second straight year. It had but one injury to report for 1966 with a winning ratio of 2.06 per million man hours worked.

Como Shop superintendent D. T. Capistrant accepted the bronze plaque on behalf of the shop employees.

President's Award of Honor certificates were awarded to the Special Agents and the Electrical Engineering departments. Certificates of Honor were awarded to the Lake Superior and Yellowstone division stationmen and shopmen; Rocky Mountain division shopmen and B&B department, and to the St. Paul General Office employees.

Many smaller groups earned the Certificate of Safety. They are to be congratulated for their contribution to our overall safety program.

Each officer and employee in the Rocky Mountain division and Como shops will receive a safety memento. Men will receive a key case containing a nail clipper and knife, encased in a cowhide case with the inscription, "Presented in Appreciation of Your 1966 Safety Record," imprinted in gold. Women employees will receive a set of four plastic place mats, each depicting a different part of the world.



W. W. WALTERS, Rocky Mountain division superintendent, receives President's Safety Award from NP president L. W. Menk for top division safety performance in 1966.



D. T. CAPISTRANT, Como shop superintendent, displays bronze plaque presented by president Menk for best injury-free shop safety record last year.

TELLTALE





W. F. PAAR, superintendent of dining car dept., explains features of the new economy buffet service for Leonard Holmstrom, assistant passenger traffic manager, and Mrs. Lucille Zack, St. Paul city ticket agent. The new car began service on one of the company's two main line trains, the Mainstreeter, June 6.

## Buffet Car Placed in Service on Mainstreeter

Northern Pacific Railway Company is heading into the peak 1967 travel season with introduction of a new economy buffet car on its Mainstreeter trains between Chicago and Seattle.

A similar dining car service was recently introduced on the company's trains between Seattle and Portland, with enthusiastic response on the part of passengers.

The service was first tried by Northern Pacific as an answer to increasing demands by rail passengers for lighter, more economical meals.

Through the years, Northern Pacific has been noted among American railroads for its superb dining car service and meals.

"We want to continue this tradition with the new service", says W. F. Paar, superintendent of Northern Pacific's dining car department, "and still meet the demands of our passengers."

"Our objective is to offer a choice of well prepared hot meals, juices, salads, desserts, assorted sandwiches and beverages at very reasonable prices — a dollar or less for a basic meal which is both practical and nourishing."

The economy buffet cars retain much of the luxury of full service diners operated by the Northern Pacific. They

are carpeted, have picture windows at each table, and have a colorful interior decor.

A special buffet service counter is located between the kitchen and the dining area. Self service is an economy feature, as is use of disposable eating items.

The cars seat 38 persons, and with streamlining of service can accommodate a greater number of travelers for meals or snacks throughout the day and evening.

The first economy buffet car was placed in service on the Mainstreeter June 6. A total of five such cars will complete the change on all trains making up the Mainstreeter fleet. Two more cars will be placed in service during the summer months, and the balance will be in operation by late December or early January.

The cars are being refashioned from standard dining cars at Northern Pacific's Como shops in St. Paul.

## Northern Pacific to Construct Wood Chipping Plant at Cle Elum

Northern Pacific has announced plans to construct a million dollar wood chipping plant near Cle Elum, Washington.

The plant, which is expected to be in production by the 1968 logging season, represents a major step by Northern Pacific in achieving full production from forest lands in its Upper Yakima Tree Farm and surrounding areas.

George R. Powe, manager of the properties and industrial development department, said the plant will make possible the conversion of unused pulpwood and logging residuals into raw materials for paper production. The raw materials will be shipped by rail to pulp mills in the Puget Sound area for manufacturing.

Powe said the new operation will initially use about 20 million board feet of timber annually which was previously left to decay or was destroyed in slash disposal. The plant will not be used to chip timber which is suitable for sawlogs.

A feasibility study for the plant was done for Northern Pacific by Bovay Engineers, Inc., Spokane. The study concluded that there would be a continuing supply of residuals from logging operations in the area adequate to sustain production by the chipping plant.

The plant will be equipped with a modern 43-inch mechanical ring debarker and 140-inch chipper. Such equipment makes it equivalent to single chipping units in major northwest pulp mills.

The two-acre plant site will include facilities for handling the logs and chips, log storage decks and 750 feet of spur track.

**SWEEPSTAKE WINNER**—This replica of the first Northern Pacific train into Yellowstone Park won the sweepstake award in the recent annual Helena Senior High School Vigilante Parade. Built by eleven senior students, the float which cost \$3 won its builders \$150 in prize money. The train was built over a farm tractor and old automobile chassis. All material was donated. Float will be entered in other Montana summer events, according to local NP spokesman. (photo by Helena INDEPENDENT RECORD)







## Promotions



Larry S. Kiser, assistant to vice president-traffic, has been promoted to the position of freight traffic manager for Northern Pacific Railway's Central-Eastern region. He succeeds J. D. Nankivell, who was recently named to the newly created post of general manager-sales.

In his new post, Kiser is responsible for the region which includes agencies in 21 states and company offices in nine principal cities: Denver, Omaha, Kansas City, Mo., St. Louis, Cincinnati, Detroit, Chicago, Milwaukee and Dallas. He will continue to headquarter at St. Paul.

Kiser joined the NP in 1956 as a traffic trainee at Seattle. He served in various positions through 1959 when he became TOFC special sales representative at Billings. In 1960 he was named to a similar position at St. Paul.

In 1963, Kiser became assistant to the general freight agent at Seattle, and two years later became assistant general agent at the Minneapolis office. Last year he was named assistant to the vice president of traffic at St. Paul.

For the past months, Kiser has headed the Northern Pacific program to establish offices in Tokyo, Japan. He will continue his responsibilities in that program.

Kiser, a native of Spokane, is a graduate of Washington State University at Pullman, where he majored in economics and transportation. He is also a graduate of Northwestern University Transportation Center.

In recent industrial-engineering appointments, B.A. Nelson, a 1967 graduate from Marquette University, was named as industrial engineer.

J. J. O'Keefe, mechanical draftsman at St. Paul, has been appointed associate industrial engineer. Both men will headquarter at St. Paul.

Nelson, a native of Deerwood, Minn., graduated from Crosby-Ironton, Minn., high school before entering Marquette University at Milwaukee, Wis., in 1959. After serving for two years as a radio-teletype operator in the U.S. Army, he returned to college in 1965 where he earned a B.S. degree in mechanical engineering last January. He joined the NP March 1 in his new position.

O'Keefe joined the Northern Pacific in October, 1947, as a laborer at Livingston. He held various posts until 1955 when he became a tracer in the St. Paul mechanical engineering department. In 1958, he was appointed assistant to the general car foreman at Brainerd, and in 1966, he became a mechanical draftsman at St. Paul.

In other personnel changes, Gary L. Sund has been appointed assistant manager, advertising and publicity department. He will headquarter in Seattle, where he will handle public relations for the railway in the Pacific Northwest.

Sund, a native of Seattle, graduated from Pacific Lutheran University at Tacoma before joining the NP as an instrument clerk in the timber and western lands department in 1965. Last December he became staff assistant, a post he held until his present appointment.

Roger A. Arneberg, general statistician-costs and statistics department, St. Paul, has been appointed assistant to the comptroller.

Richard A. Beltz has been named fleet manager under the director of purchases and stores at St. Paul.

Effective June 1, J. L. Elpel became assistant signal engineer, Mandan to Paradise, with headquarters at Livingston, Mont., succeeding S. C. Swords, who retired after more

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**BURKE RETIRES**—Earl L. Ordell, Northern Pacific comptroller, congratulates Paul S. Burke, left, assistant comptroller, at May retirement dinner attended by 60 friends at St. Paul. Burke, who began work in the St. Paul freight accounting department in 1915, served the NP for over 52 years.

## Safety Score Board

January 1 thru April 30, 1967

RANK	REPORTABLE CASUALTIES		CASUALTY RATIO	
	1967	1966	1967	1966
<b>Standing by District</b>				
1. Eastern District	58	58	18.31	16.91
2. Western District	74	40	22.21	11.15
<b>Standing by Division</b>				
1. Rocky Mountain	8	4	10.06	4.69
2. Yellowstone	10	8	10.15	7.44
3. Fargo	7	10	13.07	16.34
4. Tacoma	37	27	24.23	16.61
5. St. Paul-Lake Superior Term.	41	41	24.88	23.59
6. Idaho	29	9	28.71	8.13
<b>Standing by Class of Employee</b>				
1. Stationmen	8	13	4.70	7.41
2. Shopmen	4	2	7.66	3.59
3. Carmen	7	8	8.89	9.87
4. Trackmen	15	11	12.12	8.02
5. Enginemen	9	8	13.45	10.62
6. B & B Dept.	5	2	16.45	6.15
7. Trainmen	25	25	36.72	31.15
8. Yardmen	59	29	98.71	45.25
<b>Standing by Main Shop</b>				
1. Brainerd	0	3	.00	13.35
2. South Tacoma	0	1	.00	5.72
3. Livingston	1	1	6.55	6.25
4. Como	1	1	6.81	6.06
<b>Miscellaneous Departments</b>				
1. Communications	0	2	.00	14.16
2. Signal	0	0	.00	.00
3. Dining Car	0	2	.00	11.11
4. Security & Frt. Claim Prev.	0	0	.00	.00
5. Gen. Office & Misl.	1	4	.77	3.45
6. Engineering Dept.	1	10	6.98	67.93
7. Store Dept.	3	2	11.86	7.15
8. Electrical Engineering	1	0	37.93	.00
Total for System	140	127	14.56	12.56

TELLTALE





**DULUTH RETIREMENT**—Car foreman O. R. Humes, Sr., gathers with family and company associates during party honoring his 47 years of NP service. Pictured from left are Mrs. Humes; O. R. Humes, Jr.; Humes, Sr.; L. O. Aldahl, ass't car foreman and N. Brayton, stenoclerk, car dept. Humes was feted by over 100 friends who attended March party at Duluth, Minn., car shops.



**MINNEAPOLIS RETIREMENT**—Roy R. Labelle, center, switching clerk—Minneapolis local freight, at office retirement party in February. Labelle served the NP for over 49 years. Pictured from left are R. J. Setterholm, agent; Shirley Degel, asst. switching clerk; Labelle and his wife, and Ray Hill, switching clerk.



**GLENDIVE RETIREMENT**—C. M. Gullickson, right, Yellowstone Division trainmaster, with his son, Morris and wife, at left, and Mrs. Gullickson at recent Glendive retirement party. Nearly 100 friends honored Gullickson who retired after serving the Northern Pacific for 44 years.



## Retirements



Michael J. Borkan	Coach Builder	St. Paul	37
William A. Brockman	Assistant Car Shop Foreman	Brainerd	36
Frank Bresgal	Car Inspector	Parkwater	44
Alex J. Brown	Section Laborer	Parkwater	23
Jesse A. Cannon	Chief Mechanical Officer	St. Paul	51
Wilber Carlston	Locomotive Engineer	Livingston	51
Lawrence A. Clearey	1st Class Carpenter	Livingston	23
Mark J. Conroy	Machinist Helper	Livingston	24
Nels G. Dokken	Section Laborer	Mekinock, N. D.	21
Harold E. Domm	Clerk—Como Shop	St. Paul	22
George W. Erickson	Machinist	Jamestown	42
Edgar L. Fetter	Board Clerk	Pasco	20
Alma R. Floberg	Agent-Telegrapher	Redmond, Wash.	56
Harvey C. Fredrickson	Chief Dispatcher	Fargo	49
Winford F. Fuller	Warehouse Foreman	Yakima	42
Frank Gambol	Waiter-Dining Car Department	St. Paul	22
Andrew Gehmert	Roundhouse Laborer	Glendive	22
George L. Gilbertson	Warehouse Foreman	Missoula	47
Conrad M. Gullickson	Trainmaster	Glendive	44
Walter H. Hendrickson	Agent-Telegrapher	Buchanan, N. D.	45
Jack M. Hensel	Assistant Chief Clerk	Seattle	21
Oliver R. Humes	Car Foreman	Duluth	44
Albert A. Jackson	Section Stockman	Duluth	49
Enoch J. Johnson	Section Foreman	St. Paul	42
Ernest C. Johnson	Locomotive Fireman	Parkwater	21
Walter H. Jording	Roundhouse Laborer	Yakima	23
Delmar E. Kellison	Section Laborer	Perma, Mont.	20
August Kepper	Trucker-Janitor	Chehalis	24
Michael E. Kunschak	Tinsmith	Livingston	37
George P. Lally	Switchman	Duluth	20
Louis Lamphier	Section Foreman	Lind, Wash.	47
Carl Lazzaro	Crossing Flagman	Yakima	41
Elsie M. Lenhart	Chief Clerk—Agricultural Development Department	St. Paul	49
John A. Nyquist	Assistant Engineer	St. Paul	49
Clyde F. Pickrell	Valuation Department	Seattle	47
Paul Quarararo	Chief Demurrage Clerk	Arlington, Wash.	43
Frederick G. Radford	Section Laborer	Parkwater	45
Arthur E. Rasmussen	Roundhouse Foreman	Superior	29
Helen S. Reimer	Car Inspector	St. Paul	42
Richard W. Saker	Chief Clerk—Eastern Supervisor Property Taxes	Duluth	48
Charles J. Schuster	Division Roadmaster	Chehalis	50
George A. Sharp	Cashier	St. Paul	44
Clarence Warner	Machinist Welder	St. Paul	41
	Chief Material Inspector	St. Paul	41

## Promotions

*continued from page 6*

than 43 years of company service.

Succeeding Elpel as general signal supervisor, Mandan to Paradise, is G. L. Flagan at Livingston.

M. J. Tessier has been appointed local freight agent at Duluth-Superior succeeding J. C. Higgins who retired recently with 49 years service.

Marvin Lovstad, traveling joint facilities accountant at St. Paul, succeeds Tessier as assistant agent at Duluth-Superior.

Tessier joined the NP as a car checker in 1943; was on military leave from 1943 to 1946, and was appointed assistant agent at Duluth in 1960.

Lovstad joined the railway in 1944 as a car checker at Duluth; held various clerical positions until 1964 when he became traveling joint facilities accountant at St. Paul.

Higgins joined the NP at Duluth as a night car checker in 1918. He was promoted to local freight agent at Superior in 1960, and became agent at both Twin Ports in 1963.





IMPACT RECORDER is inspected by H. C. Faulkner, supervisor of freight claim prevention, while J. F. Dean, manager, security and freight claim prevention checks tape roll for machine. Device helps department in checking on rough handling of freight shipments.

## Claim Prevention Continuous Task for NP Security Staff

An ounce of prevention is worth a pound of cure. While this axiom may sound trite to some, it's a way of life to Northern Pacific's security and freight claim prevention staff.

Formerly known as the chief special agent's office, freight claim prevention is now part of the newly created security and freight claim prevention department, located in Room 203 of the St. Paul Union Depot.

Heading the combined operation is J. F. Dean, former chief special agent at St. Paul, recently appointed manager, security and freight claim prevention. Newly appointed supervisor of freight claim prevention is H. C. Faulkner, former special agent at Spokane.

Dean, a rugged veteran of 28 years of NP police service, explained that while claim prevention is not new with the railway, a more efficient program in prevention can be established under the combined department.

The department's primary aim is to prevent damage to goods or shipments carried over the NP. It is a continual process employing various techniques and procedures to get a shipper's lading to its destination in an undamaged condition.

To carry out its claim prevention and security work, the department employs 90 staff members including seven special division agents who maintain a close relationship between the railway and its shippers, consignees and other carriers. During the first 60 days of operation, the new department made 275 investigations of various damage claims as taken from OS&D reports from NP's own lines and other carriers.

When an overshort and damage report is filed with the department, an investigation is made to determine the cause and determine if corrective methods can be initiated to eliminate damage to future shipments from the same cause.

Information relative to these cases is obtained from personal contacts with shippers, consignees and the railway

personnel, depending on the nature of the damage.

Among the causes of damaged goods investigated during damage determination cases are improper loading and blocking of shipments; faulty railway equipment, and improper handling of freight cars.

Damage as a result of rough or improper handling of cars makes up a large part of the total claim bill for loss and damage to freight. To minimize damage to goods during switching operations, the department uses mechanical devices as well as personal observation.

One method is to spot check the cars. This is done by staff members assigned to interchange points and freight yards along NP lines. The speed of freight cars is checked by use of a stop watch as the cars pass a given check point while being switched.

A coupling speed of over four mph is considered unsafe for lading in a car. The faster the car moves, of course, the greater the risk of damage to shipment from impact.

Impact registers, mechanical devices to check impact, are often used by the department on shipments traveling a long distance. This clock-type mechanism, installed inside individual cars, tape records the number and time of day of any jarring movement made to the car while in transit. This information can be recorded for eight to 16 days at a time, and provides ready reference for the department in cases of damage claim determination.

In addition to spot checking and impact recording, each Northern Pacific operating division agent has available a polaroid camera to record photographically the condition of shipments as they move along NP lines. Instant pictures are taken whenever the need arises.

"The department still functions in police activities," Dean commented, "and will continue to do so as theft and vandalism are on the rise."

By nature of its dual role, the department's operations are interrelated to each other, one division's work is basic to the results of the other, in that security investigation is essential to the success of claim prevention work.

Staff members are frequently called on to watch special loads which are vulnerable to vandalism by nature of their cargo, such as automobiles, boats, and other high-class commodities, on open type cars. Agents keep a watchful eye on these special shipments as they go through terminal and interchange points, even to escorting the shipment aboard the car or train during an entire journey.

Another facet of freight claim prevention is obtaining seal records on cargo, such as liquor and tobacco shipments, when received from a connecting carrier. Even though seals are intact and remain that way until destination is reached, the car may check "short". The intact seal record, then, becomes a valuable aid to the freight claim department in settlement of claims.

## President Menk Named CED Board Member

Louis W. Menk, president of the Northern Pacific, has been elected a trustee of the Committee for Economic Development (CED). Mr. Menk is one of 23 new members named to CED's board of trustees at its semi-annual meeting in Washington, May 11, 1967.

The Committee for Economic Development is a non-profit, non-partisan research and educational organization of 200 business executives and educators who study national and international problems in order to determine policies that will promote high employment and stable economic growth. This year CED is observing its 25th anniversary.

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