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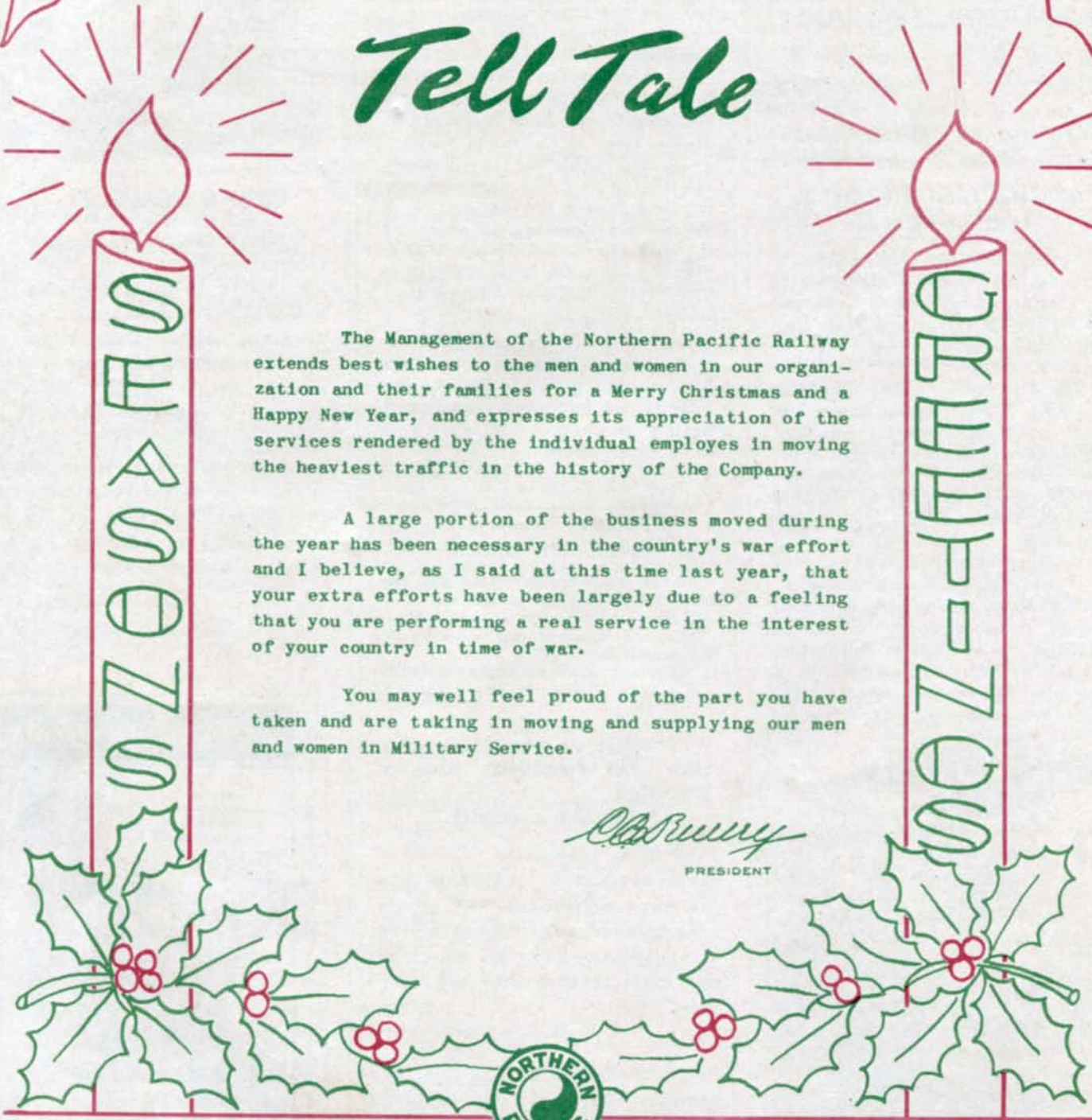
# Tell Tale

The Management of the Northern Pacific Railway extends best wishes to the men and women in our organization and their families for a Merry Christmas and a Happy New Year, and expresses its appreciation of the services rendered by the individual employes in moving the heaviest traffic in the history of the Company.

A large portion of the business moved during the year has been necessary in the country's war effort and I believe, as I said at this time last year, that your extra efforts have been largely due to a feeling that you are performing a real service in the interest of your country in time of war.

You may well feel proud of the part you have taken and are taking in moving and supplying our men and women in Military Service.

*Chas. R. Murray*  
PRESIDENT





### U. S. Has Total of 6,000,000 In Overseas Areas

Almost 6,000,000 United States fighting men are now contributing to the defeat of the enemy in overseas battle theaters, War and Navy Department statistics disclosed as of July 29.

The Army revealed that more than 4,000,000 of its 7,700,000 officers and men — a force twice the American Expeditionary Force's strength in the World War — are now overseas. Henry L. Stimson, Secretary of War, has said the total will pass 5,000,000 by the end of this year.

Swelling the over-all figure was the Navy's recent announcement that 1,566,000 Navy, Marine Corps and Coast Guard personnel, out of a total of 3,250,000 were afloat or on foreign duty as of June 1. In addition, as of the same date, another 900,000 Navy men were in transit or training for sea or overseas duty.

#### Vast Flow of Supplies

Major General C. P. Gross, Army chief of transportation, disclosed also that while more than 4,000,000 men were being moved overseas in the thirty-one months from Pearl Harbor through June 30, more than 63,000 ship tons of supplies were being shipped for their use through 127 foreign ports.

His report showed that the volume of Army transport increased during the last year more than 100 per cent over any previous year. The European theater alone has received more than 18,000,000 ship-tons of cargo, which is more than twice the 8,900,000 ship-tons sent to supply troops of the AEF in the last conflict.

"So tremendous was the total volume of supplies going to all theaters a year ago to mount the offenses now in progress," General Gross said, "that it totaled 7½ ship-tons of space for every soldier going overseas, and slightly more than one ship-ton per man already overseas."

#### Packing Cuts Average

Improved packaging and stowing methods, along with other developments, have made it possible to reduce the over-all average to the point where only five ship-tons of supplies are now being shipped for each soldier. Once overseas, every man requires one ship-ton of supplies a month to maintain him there.

The transportation corps has the job of keeping supplies moving rapidly and smoothly for such operations as are now being carried out in Normandy. Before, during and for a considerable time after D-Day, transport battalions worked in English ports or on the Normandy beaches for periods of thirty to fifty hours without relief.

The corps, whose total strength is 277,655, now operates military train service on four continents. One of its more recently acquired responsibilities is operation of the rail line from Cherbourg to the interior of France. The corps expects fairly soon to be operating this line the entire 230 miles from the Norman port to Paris.

—The National Legionnaire.

#### MASCULINE CONCEIT

In the grammar lesson one day the teacher wrote on the blackboard:

"I didn't have no fun at the seaside."

Then she turned around to her pupils and said to one:

"Roland, how should I correct that?"

"Get a boy friend," he answered.

"What do you think of a man who constantly deceives his wife?"

"I think he's a wonder."

Never attempt to bear more than one kind of trouble at once — some people bear three kinds: all they have had, all they have now, and all they ever expect to have.

"War workers on the job, instead of on their backs, will speed the day our fighters give the Axis guys the axe."

### ACCIDENTS HELP THE AXIS



NATIONAL SAFETY COUNCIL

### WEAR GOGGLES TOO

Personal injuries caused by flying pieces of metal, when cutting bolts or rail, are sometimes due to the track chisel not being properly centered on the nut of the bolt before the first blow is struck and invariably another cut will be started to the side of the first cut and this will cause metal to break and fly; this also applies to the cutting of rail. It is very important that a cut be properly centered and after once started be followed up.

"Vacation plans don't bother me," said William Henry Penny. "My wife decides where I shall go, and my employer when."

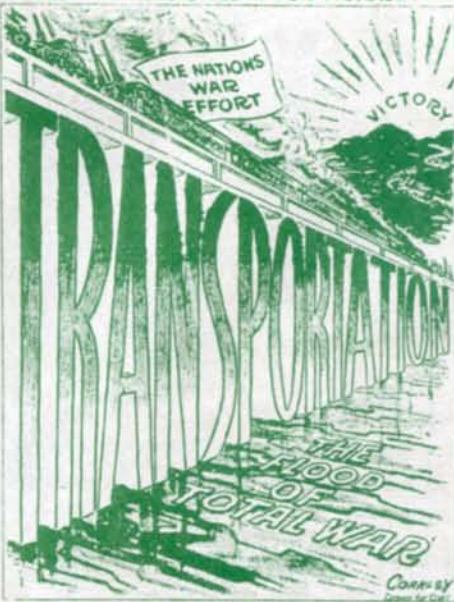
### SAVE MANPOWER FOR WARPOWER



IT DOESN'T PAY  
TO FORGET  
SAFETY!

NATIONAL SAFETY COUNCIL

KEEP THE TRACKS CLEAR FOR VICTORY!



### Crossing Fatalities Increase Over 1943

Fatalities resulting from highway-railroad grade-crossing accidents in the first nine months of 1944 totaled 1,235, an increase of 68 compared with the corresponding period in 1943.

In the first three quarters of this year, 2,742 persons were injured in such accidents compared with 2,799 in the same months of 1943.

There were 137 fatalities resulting from highway-railroad grade-crossing accidents in the month of September alone, an increase of 19 compared with the corresponding month in 1943. Persons injured in such accidents totaled 252 in September, 1944, compared with 379 in the same month of 1943.

### Courtesy and Public Relations

Publicity and advertising can and does promote a friendly attitude toward the railroads, also serves as an aid toward appreciation of what they are doing. Yet, these things can not remove an unfavorable opinion a person may have gathered as the result of an unpleasant experience with a representative of the railroads. It is easily possible for one employee to upset cordial relations built up by years of public relations work and courteous service by other employees.

Courtesy and service are so closely allied that one is no good without the other. The most pressing public relations problem confronting the railroads today is to satisfy, in every possible way, patrons making use of either freight or passenger service. This can not easily be done because of the likelihood of untoward happenings often beyond control. Yet, it is well known to veteran employees, and many of the younger ones, that the most vexatious situations can be ironed out by proper treatment.

By courteous demeanor and manifestation of a down-right desire to be of real service much good can be accomplished. A considerable number of our employees meet and deal with the public daily, thus affording a multitude of opportunities for sowing the right sort of seed, which should, of course, be nurtured on appropriate occasions. By persistently practicing the art of uniformly dealing out the niceties of life a groundwork is created so that courteous treatment of patrons becomes habitual rather than occasional.

Courtesy, which is nothing more than good conduct, on the part of railroad employees, is appreciated by the public and it is long remembered. REMEMBER—that the memory of our shippers and passengers will last longer than the war.

It's not the number of hours that a man puts in, but what the man puts in the hours that counts.

### TRUE LOVE

Last night I held a lovely hand  
A hand so soft and neat,  
I thought my heart would burst  
with joy,  
So wildly did it beat.  
No other hand unto my heart  
Could greater solace bring  
Than the dear hand I held last  
night--  
Four aces and a king.

Golfer (in a thicket): "Never mind about my ball, caddie. Come and find me."

Speed causes Accidents



### SOUNDS REASONABLE!

Pat, a section foreman, suddenly stopped his motor car. A motor car closely following him crashed into his car and some of the men riding on it were injured.

The roadmaster asked Pat, "Why didn't you hold out your hand to signal the following car in accordance with safety rule 104?"

"Well," Pat said indignantly, "if he couldn't see my motor car, how in heaven's name could he see my hand?"

### Leo Got Hungry

PO: "Chief, there is an applicant here who said he used to make his living by sticking his right arm into a lion's mouth."

CPO: "Interesting. What's his name?"

PO: "Lefty."

Her: "Pardon me, Miss, but has your dress slipped off, or are I seeing things?"  
She: "Both."

--Smiles

YOU CAN BE TOO THIN



YOU CAN BE TOO FAT

YOU CAN BE TOO RICH



YOU CAN BE TOO POOR

**BUT—  
YOU CAN'T BE TOO  
CAREFUL**

NATIONAL SAFETY COUNCIL

**DON'T BE FOOLED  
into TAKING CHANCES**



NATIONAL SAFETY COUNCIL



### TAKE SAFETY HOME WITH YOU

Are you sure your home is safe for your family? Last year over 4,000,000 people were injured and 30,000 were killed in home accidents. All these people thought their homes were safe, or else they just didn't think about safety. The National Safety Council reminds you that ordinary disorder is one of the chief causes of home accidents. Brooms, pails, toys and other objects on stairways and in dark corners are accident-makers. Be sure your home is safe!



### ON THE JOB

While making terminal air test on Extra train ready to leave International Falls recently, the brakeman discovered that air brake on car loaded with cedar poles would not release. Engineer E. R. Glidden, noting the delay, went back to assist in determining the cause.

It was found that the retainer was turned up. Inspection of the wheels on the car was then made to determine whether any were flat. This inspection revealed a piece of the ball of one wheel, 10½ inches long and 2 inches deep, broken out. The car was set out for repairs.

The good judgment displayed by Engineer Glidden in assisting brakeman and in making a first class inspection of this car before moving it no doubt prevented an accident. He is to be congratulated for being "On The Job."

Professor: "I won't begin today's lecture until the room settles down."

Voice from the rear: "Go home and sleep it off, old man."

Naval Visitor: "So you are on a submarine. What do you do?"

Sailor: "When we want to dive, I run forward and hold her nose."

Then there was the traveler who asked a native of a remote region in the Ozarks if he didn't have trouble getting the necessities of life in that inaccessible spot.

"Yes, we do," said the mountaineer, "and half the time we do get it, it ain't fit to drink."

"So your husband is one of the big guns of industry?"

"Yes, he's been fired seven times."

Office Boy: "There's a salesman outside with a mustache."

Executive: "Tell him I've got a mustache."

it can happen!



BETTER SAFE THAN SORRY

NATIONAL SAFETY COUNCIL

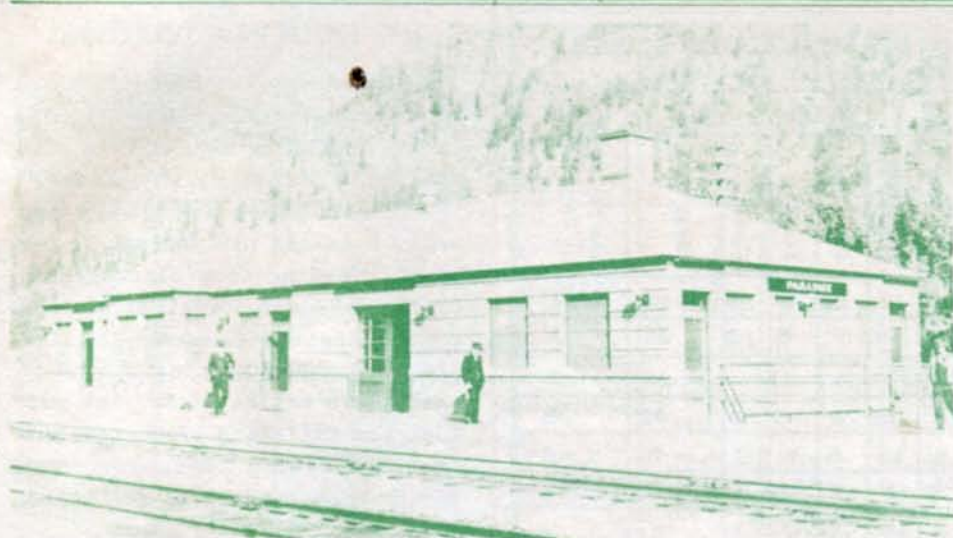
### SAFETY HAS NO QUITTING TIME

Maintaining top rank in safety among the Divisions is no easy task and as yet no division has ever won first place in the safety contest two years in succession.

The Fargo division winners in last years contest and leaders to date this year have found it a difficult task. Only hard unremitting work has produced results. Nowhere on the system is this so apparent. When a division staff with assistance of employes runs one hundred twenty-two consecutive days without a reportable injury it is evident that a good job is being done. The Dilworth roundhouse, ably assisting in the maintenance of a good safety record, recently broke its long run of two thousand nine hundred forty-two days of perfect performance. With such a favorable record first thought would be that a serious accident must have been the cause. Investigation however states: "Employe was removing washout plug, wrench slipped and he fell from running board of engine incurring disability beyond three days."

This accident also broke the one hundred twenty-two days of perfect performance for the entire division.

Continued on pg. 6, col. 2.



**NEW DEPOT AT PARADISE  
COMPLETED**

A modern depot has just been completed at Paradise, Montana, eastern terminus of the Idaho Division, making station facilities adequate and up-to-date at that point.

Arrangements consist of baggage and express room, modern waiting room for passengers, telegraph and ticket office with private office for agent and trainmaster, and locker room each for train and engine crews working into Paradise. With central heating system and fire proof construction the depot presents a favorable impression of the Northern Pacific Railway and the City of Paradise on passengers traveling on the Main Street of the Northwest.

**ALMOST A MIRACLE**

**A**ll private enterprise is being challenged in this country by government policies of regulation and taxation, by direct government competition, or by competition stimulated by unequal government regulation, government subsidies, or both. The railroads have been longer and in more ways confronted with this challenge than any other form of private enterprise. Thus far they have met it and carried on amazingly well—at times in spite of seemingly insurmountable difficulties. One of the most effective means by which they have met it has been by the great improvements in their passenger service; and what they have accomplished under the conditions existing has been little short of a miracle.

—Jackson (Miss.) News

**ON THE JOB**

As Extra 5107 West was leaving Paradise, Brakeman Frank Gibson was making a train inspection and discovered a wheel with a broken flange and part of tread missing. He signaled the train to stop and the car was set out.

This efficient attention to duty no doubt discovered a defect on a car which, if allowed to proceed, might have caused a serious wreck. The fact that the Engineer was complying with that part of transportation rule 812, which reads as follows:

"In starting freight trains, the speed for the first train length should be such as will permit full inspection by the train crew, and permit them to safely board the train."—no doubt aided Brakeman Gibson in finding this defect.

This is a perfect example of good railroading as prescribed by transportation rules.

"It was such a short piece of work that it seemed a waste of time to go to the stock room for goggles."

Don't let that excuse rob you of your eyesight.

You're only kidding yourself when you "wear" your Safety Goggles in your pocket.

They have to cover your eyes to do you any good.

**WHY RISK IT?**



**YOU CAN WALK ON A  
WOODEN LEG**



**YOU CAN CHEW WITH  
FALSE TEETH**



**BUT YOU CAN'T SEE WITH  
A GLASS EYE**

**BY MAKE SURE**



**WEAR YOUR GOGGLES!**

## STATEMENT OF EMPLOYEES' REPORTABLE CASUALTIES BY CLASSES for the period January 1 to November 30, 1944

Division	Divisions									Rank per Million Man Hours (Est.)
	Enginemen	Trajinmen	Yardmen	Stationmen	Trackmen	E. & B. men	Shopmen	Carmen	TOTAL	
Lake Supr.	7	1	16	2	10	1	4	1	42	4
St. Paul	1	3	8	6	8	1	6	2	35	2
Fargo	1	1			8	1	1		12	1
Yellowstone	5	13	16	6	15	4	6	8	73	5
Rocky Mountain	8	15	10	5	18	5	8	1	70	6
Idaho	13	38	15	9	18	6	15	1	115	7
Tacoma	16	25	20	4	12	1	9	4	91	3
<b>Main Shops</b>										
Como								3	3	2
Brainerd							8	4	12	3
Livingston							6	1	7	4
So. Tacoma							3	0	3	1
Store									9	
Miscellaneous									40	
<b>Grand Total</b>	<b>51</b>	<b>96</b>	<b>85</b>	<b>32</b>	<b>89</b>	<b>19</b>	<b>66</b>	<b>25</b>	<b>512</b>	
<b>Casualty Rate per Million Man Hours (est.)</b>										<b>8.2</b>

## THE TRUTH IN ADVERTISING

Recent newspaper advertising by American Trucking Associations, Inc., that "these trucks are hauling a 'vital fifth' of America's landborne freight," can well be called misleading.

According to a careful survey of all data available from the Interstate Commerce Commission and other sources the railroads have estimated for the year 1943 the following proportions of freight traffic handled by each agency on the basis of ton miles.

Railroads	-----	71%
Great Lakes	-----	12%
Pipe Lines	-----	8%
Trucks	-----	5%
Inland Waterways	-----	3%
Airplanes, et al	-----	1%

### A Little Too Eager

She was a good-looking blonde, and when her tire went flat she hailed a passing motorist. He stopped.

"Wonder if you'd help a girl in trouble?" she inquired.

He said, "Sure, sister, what kind of trouble do you want to get in?"

If every housewife in the Nation saves as little as two tin cans in one week, it would mean enough scrap steel to make the steel used in the hulls of three heavy cruisers, and the tin used in 20 submarines.

### "WHEN A MAN MARRIES."

"How long have they been married?"

"About five years."

"Did she make him a good wife?"

"No, but she made him an awfully good husband."

Continued from page 4.

It is not necessary to discuss how this accident could have been prevented. All experienced employes know the answer. The lesson to be learned is that, "Safety has no quitting time."

The broken records are a trivial affair, the injury of the employe serious, his suffering, loss to family and to the railroad are of deep concern. From this experience where a simple accident happens on a division, "Tops in safety." Let every officer and employe on this railroad realize "You bet your life when you take a chance." Let everybody "Preach safety; then practice what you preach."



**STAY CLEAR**  
OF ALL  
**ROPES OR CABLES**  
**UNDER TENSION**  
and you'll be safe if  
they break

NATIONAL SAFETY COUNCIL



Buy U. S. WAR BONDS  
\$52.00 Will Buy  
One Bombarrier Kit

USE THE PAYROLL PLAN

## HELP DEFENSE STOP ACCIDENTS

BOY! AM I STOPPIN'  
ACCIDENTS WITH  
THESE RESOLUTIONS!



NATIONAL SAFETY COUNCIL