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WHEN DISASTER STRIKES
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MEMO ... FROM THE PRESIDENT

Thanks to an increase of \$4,000,000 in non-operating revenues, principally from timber and oil, Northern Pacific's net income in 1959 was 8% above 1958 and the highest since 1943.

Compared with the industry as a whole, this is a very satisfactory showing. The unfortunate fact remains, however, that the return from our investment in railway property continues well below 3% -- a pitifully low figure compared with earnings of other regulated industries and, as I have previously pointed out in this column, lower than the return on government bonds.



What kind of a year can we anticipate in 1960? Economists, generally, agree that business should be good. So, if railroad management and labor can solve their differences with reasonable dispatch, I anticipate that Northern Pacific will have another comparatively good year.



On February 11, I had the honor of addressing some 1,200 industrial traffic managers and other business executives and transportation officers at the 53rd annual meeting of the Traffic Club of Chicago. Presiding at the banquet was Carl M. Gautwick, Assistant Freight Traffic Manager of the NP in Chicago, who has been president of the Club for the past year.

Discussing the economy of the 1960's, I cited the optimistic predictions of the majority of the economists who say it would require a major war to alter the strong upward trend in business volume in the next decade.

Two important reasons for this optimism, which I share, are the huge sums being invested in research and development and the explosive growth of our population. Research expenditures by industry and government are expected to more than double the \$60 billion outlay of the 1950's in the next 10 years.



The anticipated rapid business expansion is, of course, of tremendous importance to Northern Pacific. It is imperative that the railroads and other transportation agencies be ready to carry out the stepped-up distribution job that lies ahead and at the same time be prepared to meet the demands of a national emergency.

It isn't enough that we maintain a modern, efficient physical plant. We also must be able to take full advantage of the technological changes which have been made in the railroad industry in the past 25 years.

Robert MacFarlane

The Tell Tale's Cover



Safe in a Red Cross shelter in the midst of destruction after a tornado struck St. Louis, Mo., last year, two-weeks-old Deborah Ann sleeps peacefully. The family dwelling in which she lived was destroyed. A Red Cross nurse lowers the baby into a make shift cardboard box crib and prepares to comfort other victims.

Red Cross records showed, after the debris had settled, 21 persons had met death, 72 were hospitalized, many others had minor injuries and 1800 families had suffered substantial loss. In addition, 1000 families suffered less severe loss. Emergency care included food, shelter, clothing, medical care, assistance in locating disaster stricken families for their relatives. These services were provided immediately and Red Cross prepared to provide rehabilitation help which includes rebuilding, repair, refurnishing of homes, and other types of help to restore victims to a normal way of life.

Join the Red Cross - contribute to this worthy cause during its March campaign - GOOD THINGS HAPPEN WHEN YOU GIVE.



ENGINEERING DEPARTMENT CHANGES



R. E. Nichols



J. D. Worthing

R. E. NICHOLS has been named Principal Assistant Engineer, St. Paul, to succeed J. D. WORTHING who has resigned.

R. G. BROHAUGH, Assistant District Engineer, succeeds Mr. Nichols as Office Engineer at St. Paul and H. E. MOORE, Assistant Engineer of Track, succeeds Mr. Brohaugh. C. E. AKIDAKIS, Assistant Engineer in the District Engineer's Office, St. Paul, and A. W. HEGLAND, Transitman at Missoula, have been named Assistant Engineers of Track at St. Paul.

Mr. Worthing has gone to Australia and will be working on a five-year rehabilitation program of the government owned narrow gauge (3'6") railway from Townsville to Mount Isa in Queensland Commonwealth. He will headquarter at Brisbane, the capitol of Queensland, and his family will join him next June. Mr. Worthing was honored by department associates at a luncheon held at the St. Paul Athletic Club on January 12, when he was presented a few mementos of his 20 years with the Northern Pacific.

Mr. Nichols joined NP's Engineering Department at Duluth in 1942. He was Engineer Inspector at St. Paul and Division Engineer at Fargo prior to his appointment in 1956 as Assistant District Engineer at St. Paul. Later that year he was appointed Office Engineer.

Mr. Brohaugh started as a rodman for the Northern Pacific at St. Paul in 1947.

He was employed in the Engineering Department at Glendive, Spokane, and Seattle before he was named Assistant Engineer at St. Paul last year.

Mr. Moore began his NP service

as a rodman on the Idaho Division in 1948, then transferred to Clark's Fork, Idaho, and later to Missoula. He was appointed Assistant Engineer of Track in 1957.

Mr. Akidakis came to the railway in 1953 as a chainman at Glendive. He transferred to Duluth, Fargo and then back to Glendive before going to St. Paul last year as Assistant Engineer.

Mr. Hegland joined NP at Missoula in 1950. He worked in various capacities at Spokane, Noxon, and Seattle before returning to Missoula as transitman last year.



C. R. Hansen



A. A. Melius

C. R. HANSEN, Assistant Architect, St. Paul, has been named Architect to succeed the late A. A. MELIUS.

A. C. CAYOU, Assistant Architect at Seattle, has been transferred to St. Paul to succeed Mr. Hansen, and R. P. COOLEY, Division Engineer at Missoula, succeeds Mr. Catou at Seattle. V. C. BROWN, Division Engineer at Tacoma, moves to Missoula as successor to Mr. Cooley, and W. D. O'HEARNE, Resident Engineer at Eagle Gorge, succeeds Mr. Brown.

Prior to joining the Railway as Assistant Engineer in 1943, Mr. Hansen supervised construction of several major projects in the Twin Cities, including the Ford Bridge over the Mississippi River. During the 1940's he supervised construction of major facilities at NP's Livingston diesel shops and building of the car manufacturing shop at Brainerd. He has been Assistant Architect since 1955.

Mr. Cayou began his NP service as a chainman in the Engineering Department at St. Paul in 1941. He

was Assistant Engineer at St. Paul and Division Engineer at Duluth before he became Assistant Architect at Seattle in 1955.

Mr. Cooley joined the NP at Glendive in 1947. He was Resident Engineer at Clark's Fork, Montana, and Engineering Inspector on a 19-mile line change near Noxon, Montana, before his appointment as Division Engineer in 1957.

Mr. Brown started to work for the Northern Pacific at Missoula in 1942. He was named Assistant Engineer at Tacoma in 1954 and two years later became Division Engineer at Tacoma.

Mr. O'Hearne has been with NP since 1941. He has been Assistant Engineer at Seattle and Division Engineer at Spokane. Since 1957 he has been Resident Engineer on a 14-mile line change at Eagle Gorge, near Seattle.

PURCHASING AND STORE DEPARTMENT CHANGES

R. F. BLAKESLEE has been named Assistant Purchasing Agent with headquarters at Seattle.

R. L. JOHNSON, Division Storekeeper at Seattle, will succeed Mr. Blakeslee as District Storekeeper at South Tacoma. Succeeding Mr. Johnson is E. K. BEALS, Division Storekeeper at Glendive, and R. G. BECKER, Storekeeper at Tacoma will succeed Mr. Beals.

Mr. Blakeslee joined NP's Store Department at Livingston in 1941. After serving in the Navy three years, he entered Washington State College where he graduated in business administration four years later. He returned to the railway as Storekeeper at Laurel and was Division Storekeeper at Glendive for two years before moving to South Tacoma in 1956.

Mr. Johnson entered NP service in the Store Department in 1942 at Brainerd; later transferred to Spokane and Duluth, and since 1954 has been Division Storekeeper at Seattle.

Mr. Beals, with NP since 1934,
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RETIREMENTS

Very best wishes for many more years of peaceful, happy living to the following employes who retired. May their years of loyal service bring their just rewards and may their memories of Northern Pacific be always pleasant.

NAME	OCCUPATION	LOCATION	YEARS SERVICE	NAME	OCCUPATION	LOCATION	YEARS SERVICE
Peter M. Froelich	Car Inspector	Mandan	33	Otto E. Drews	Lunchroom Manager	Paradise	29
Lawrence Mancuso	Car Repairer	St. Paul	39	Richard C. Bearden	Drawbridge Tender	Seattle	26
E. F. Crossman	Car Inspector	So. Tacoma	37	Walter E. Ward	Agent-Telegrapher	Darrington	51
Loyd A. Fisher	Section Foreman	Kennewick	44	Paul Wagner	Locomotive Engineer	Duluth	48
David I. Johnson	Section Foreman	Fromberg	47	Carl O. Peterson	Pipefitter	St. Paul	37
Frank P. LaRose	Section Laborer	Carlton	31	Albert J. Tapper	Carman	Minneapolis	37
Colin Peter	Blacksmith Helper	Brainerd	39	Richard H. Artis	Train Attendant	Seattle	33
Randall N. Parrish	Switchman	Yakima	42	Peter Chirmas	Section Laborer	Saltese	40
Samuel G. Back	Ticket Clerk	Bemidji	40	Erick G. Magnuson	Asst Roundhouse Frmn	Parkwater	37
A. F. L. Bergstrom	Clk-Dining Car Dept	St. Paul	32	H. W. Streubel	B&B Foreman	Seattle	46
Algot E. Sandman	CTC Maintainer	Louisville	37	C. A. Zimmerman	Telegrapher	Peak	43
W. H. Thompson	Check Clerk	Missoula	43	Chester B. Creed	Signal Maintainer	Tacoma	41
George E. Cayer	Switchman	Duluth	31	Fred Moore	Section Foreman	Granite	22
Wilmer J. LaPage	Section Foreman	Glendive	31	John H. Heater	Chief Clerk	Pasco	37
Adam H. Heim	Warehouseman	Cloquet	40	Frank E. Meyers	Brakeman	Auburn	42
Stephen Boor	Brakeman	Billings	43	J. J. Reisenauer	Locomotive Engineer	Mandan	44
G. F. Van Allen	Locomotive Engineer	Minneapolis	47	M. E. Schroder	Agent	Athol	43
E. C. Peterson	Chief Clerk	Livingston	52	George T. Burke	Locomotive Engineer	Bemidji	50
Jacob O. Johnson	Car Repairer	St. Paul	32				



Photo Courtesy - The Staples World
L. to R. Martin Kowalski, Claus Peterson, J. J. Scott, and John Paggen.

With a combined total of 181 years of employment with the Northern Pacific Ry, these four Staples railroad men retired recently - Engineer Claus F. Peterson with 50 years' service; Conductor J. J. Scott, 47 years; Machinist Helper Martin Kowalski, 47 years; Leading Car Inspector John Paggen, 37 years.

Two Duluth Freight Office employes retired December 31 - J. T. GENEREAU with 52 years of service, and MISS CAROLINE BURDINE with 50 years' service.

L. to R. - Standing (front row) Assistant Freight Agent J. C. Higgins; seated Miss Burdine, Mr. and Mrs. Genereau; retired Freight Agent J. J. O'Brien, and Freight Agent J. E. Hynes (standing).



Two-way handshake symbolized the end of active railroad service for E. R. THOMPSON, Assistant Agent, Spokane Freight Office, after more than 52 years of service with the Northern Pacific.

Extending congratulations are Superintendent N. M. Lorentzen, left, and Freight Agent C. M. Sisty, right.



L. to R. - J. T. Long, Agent; D. R. Wilhelm, Cashier; Mr. Koons; C. R. Ticen, Telegrapher; H. P. Wohld, Trav. Frt & Psgr Agt, Tacoma, and E. M. Overlie, Trainmaster, Tacoma Divn.

R. E. KOONS, Chf Clk in the Fort Lewis Frt Office, retired December 31, after more than 32 years with NP.

Department associates, and other friends, among them many shippers in the Fort Lewis area, were on hand to honor Mr. Koons at a retirement party when employes' wives served cake and coffee.





BRainerd Blacksmiths, Boilermakers & Helpers Local #1130 honored all of its retired members with a delicious turkey supper and all the trimmings in the Moose Hall on December 19. A very pleasant evening of dancing followed the supper.

Honored with gifts were John Mankowski, Earl Bedal,

William Otis, and their wives, and Colin Peter, retired members of last year.

Seated at head table were L. E. Best (Chairman of the affair), Erick Erickson, Carl Simenson, Louis G. Lee, Russell K. Berg, Miss Arlene Erickson, Mrs. Louis Lee, Mrs. Fred Schrader and Fred J. Schrader.



On their last ride together, **EMIL STASSART** sits at the throttle of his Diesel locomotive on the way to Portland and back.

The veteran Tacoma Division engineer, who started with the Northern Pacific as an engine washer in 1908, retired December 31.



CONDUCTOR JAMES L. MC CORD (center) is pictured with train crew and station personnel at Sumas, Wash., on his last run December 30.

Mr. McCord retired after 43 years of service with the NP and did not sustain a reportable injury during that time.

Each week, according to the National Safety Council, 81,000 persons are injured in home accidents -- an average of an injury every eight seconds. More than four million persons are hurt in home accidents annually, and about 28,000 persons are killed.

Be careful off the job as well as on the job.



MR. AND MRS. SAM CAMPANELLI are pictured at a retirement dinner held in their honor at the Rainbow Cafe, Auburn, November 20, attended by 100 of their friends.

Sam entered service of NP Ry in 1930 and for the past 20 years has been section foreman at Stampede.

The smiling gentleman standing between Sam and Clementine is Superintendent W. C. Smith, who performed the duties of toastmaster in his entertaining manner.

Mr. Campanelli has never sustained a reportable injury during his railroad career and his section crew has the best safety record of any section on the Seattle District.



CONDUCTOR BURR O. TODD, of Auburn, retired December 31 after more than 42 years of railroading. When he came into King Street Station on the North Coast Limited to "tie up," he was greeted by several Northern Pacific officials. He is shown here on his last run with Miss H. Cobb, stewardess-nurse.



TEA AND LUNCHEON HONOR NORTHERN PACIFIC PRINCESS OF WINTER CARNIVAL



Carol Van Lith, Northern Pacific Railway's St. Paul Winter Carnival Princess and a stenographer in the District Accountant's Office, didn't take as much dictation as usual from January 29 to February 8, but she was mighty busy as a participant in the many activities of St. Paul's annual Festival of Snows.

As part of the Carnival festivities, she was honored at a tea in the general office building and was guest of honor and hostess for other princesses at a luncheon staged on an NP dining car.

Pictured at the tea, top photo, are, from left: Mary Blaeser and Sharon Erickson, chairmen for the tea; Mrs. C. A. Van Lith, Carol's mother; Princess Carol; Rudy Clemmensen, chairman of the NP Carnival Committee, and Sharon Schacht, NP's 1959 princess.

At the luncheon, lower left, are Princess Carol and M. C. Wolf, Valuation Engineer. Carnival royalty attending the luncheon, lower right, were Hubert E. Schell, King Boreas XXIII, Karon Sontag, 1959 Queen of the Snows, and Patrick Egan, Prime Minister.

SAFETY GOES MUCH FURTHER THAN RULES AND THEIR ENFORCEMENT. IT INVOLVES THE CULTIVATION OF SAFE HABITS AND THE DEVELOPMENT OF SELF-RESTRAINT AND CONTROL.



Northern Pacific Beneficial Association



HOSPITAL BILL BETTER THAN A TOMBSTONE

By George E. Sokolsky

(Reprinted by Special Permission of King Features Syndicate, Inc.)

Every once in a while someone writes on the high cost of medicine, excessive utilization of hospitals, unnecessary reference to specialists. As I read such articles, I cannot help wonder whether those writers write for nothing, whether they never ask for higher pay and whether they never believe they are underpaid considering their alleged talents.

I can go by my experience. In the past two or three years a large portion of my income has gone to doctors and hospitals, but the alternative would undoubtedly have been no income and, beyond a doubt, a tombstone costing more than my hospital bill. In fact, half a century ago nobody survived who had my combination of illnesses, and as the cost of burials has gone up with inflation, I figure the doctors who kept me alive and fighting did it at a very fair price.

How much is a life worth? I don't know, but I like to be alive. I enjoy every moment of it. If I must pay to stay alive, no price is too high. During all the illnesses, I lost not more than three columns. True, some were written under unbelievable circumstances, but today nothing is unbelievable.

This tremendous progress in saving lives, in making it possible for human beings to live longer, achieve more and continue to work under the most difficult physical circumstances has been made possible by doctors, surgeons, chemists, biochemists and hospitals. What is their work worth to them in dollars? Who can say?

I know when I discovered I had a malignant growth, I would have offered all I possessed to have my life saved, not because I am important to mankind but because, selfishly, I want to live as long as possible and support myself and my family as long as I live. How much is that worth? Shall we go to a bargain counter, or a shop in a basement?

Hospitals are the place to go for the best medical attention. The theory that folks go to hospitals for no good reason is, generally speaking, nonsense. The food is too terrible and the atmosphere unpleasant.

More lives have been saved by blood testing, blood transfusions, technical work of needle-stickers than statistics show. The best place to have such technical work done is in a hospital.

Again I cite personal experience as a witness. For seven days technicians and x-ray photographers battled against the unknown. Each day data collected established that hidden somewhere was something damaging which did not show. Meanwhile, I was kept alive and working in the hospital.

One day a new friend, a surgeon, a man heretofore unknown to me, showed up with another expert from altogether a different hospital. X-ray plates were stuck in a window for the sun to light them up. What I saw was as clear as day and as nasty as death. There it was, and from that moment I knew I was in the right place. I had confidence that these men and women working over me would save my life.

How much is it worth in dollars? How much are dollars worth? Had one of these men or women asked for a settlement then and there, I would have agreed to any price, for I love life; I love my family; I love the world. Who can think about dollars at such a time?

But when we get well, many of us look at the bill like cheapskates who, having gorged themselves in a fancy restaurant, count the items. As it stands today, I prefer a hospital to a tombstone and am willing to pay the price it costs to keep such institutions going.

Thomas H. Denesen, Clerk, Auditor of Freight Accounts office, St. Paul, was appointed Eastern District Director by the Executive Committee to fill the unexpired term of A. J. Haggerty who died December 15, 1959.

Mr. Denesen, a resident of St. Paul, entered N.P. service in December, 1940. He was in military service from 1942 to 1946 and attended the University of Minnesota two years, studying electrical engineering and business administration. He is now doing extension work and hopes to have his degree in two years.

He is married, and his wife is employed in the Auditor Passenger and Station Accounts office, St. Paul.

Many thanks for the following:

\$50.00 from C. R. Opsahl, General Manager, NP Transport, St. Paul.

\$50.00 from Paul Perl, Retired Draftsman, St. Paul;

\$40.00 from Mrs. Carl Pace, widow of former Assistant Comptroller, St. Paul;

\$10.00 from Mrs. Marcella Goetz, sister of Joseph Rose, former machinist, St. Paul.

\$5.00 from James Dupre, Conductor, Minneapolis;

\$5.00 from G. J. Connors, Retired Special Accountant, St. Paul;

\$3.00 from R. A. Phillips, Conductor, Valley City, N.D.

We appreciate the fine letter received from Mrs. J. J. Keyes concerning care given her husband, former B&B Dept. employe, at St. Paul Hospital.

We congratulate Richard C. Atkins, Business Administrator, Missoula Hospital, on his appointment to the Board of Trustees of the Montana Hospital Association, effective January 1.

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OUR 1959 CASUALTY RECORD

Maintaining the lowest casualty ratio of all seven divisions, Idaho Division ranks first at the close of the year 1959. This is the first time the Idaho Division has won the President's Safety Award.

Among the four main shops, Brainerd Shop was the winner with one reportable injury for the year. This is Brainerd Shop's fifth win since the President's Safety Award was inaugurated in 1940.

Of the eight departments that do not come under the supervision of division or shop, three departments won the Award of Merit. They must maintain a ratio equal to or better than the winning division. These three departments are -

Communications Department
Electrical Engineering Dept.

General Office Building

This is the third win for the Electrical Engineering Department and General Office Building, and the second win for the Communications Department.

Our congratulations to all the winners for a good safety performance.

Our system ratio of 3.70 for 1959 was a slight improvement over 1958; however, our ratio is much better than the national average.

During the first eleven months of 1959 the average ratio for 107 railroads was 7.24 per million man hours.

I am sure we can improve our ratio. Now is a good time to start.

PURCHASING AND STORE DEPARTMENT CHANGES

(Continued from Page 3)

has been located at Tacoma, Brainerd, Missoula, and has been at Glendive since last July.

Mr. Becker, a 40-year NP veteran, has held various assignments in the Store Department at St. Paul, Laurel, Glendive, Staples, South Tacoma, and since 1951 has been Storekeeper at Tacoma.

STATEMENT OF EMPLOYEES' REPORTABLE CASUALTIES BY CLASSES FOR THE PERIOD JANUARY 1 TO 31, 1960

	Divisions						Main Shops					
	Lake Supr.	St. Paul	Fargo	Yellowstone	Rocky Mtn.	Idaho	Tacoma	Como	Brainerd	Livingston	So. Tacoma	Total
Enginemen												
Trainmen		1	1	1								3
Yardmen		1	1				1					3
Stationmen												
Trackmen			1			1						2
B.& B. men												
Shopmen												
Carmen												
Total		2	3	1		1	1					8
Rank	1	6	7	4	1	5	3	1	1	1	1	
Store											1	1
Dining Car												
Engineering												
Signal												
Chief Spl. Agent												
Communications Dept.												1
Electrical Engr.												
General Office												
King St. Station												1
Miscellaneous												
Grand Total		2	3	1		1	1				1	11
Casualty Rate per Million Man Hours (est.) - - - - -												3.7

N. P. B. A.

(Continued from Page 7)

During 1960 Mr. Atkins will serve as Chairman of the Indigent Care Committee for the MHA, as well as Program Committee Chairman for the mid-year meeting of this group to be held in Helena during April and the annual convention to be held in Missoula in conjunction with that city's centennial celebration.

We extend sympathy to the family of Dr. P. G. Arzt, Local Surgeon, Jamestown, who died January 14, 1960, at the age of 79.

Dr. Arzt, who was associated with the Jamestown Clinic, was appointed Local Surgeon in May 1909 and served our members well through the years.

Miss Olena Ordahl, 78, former Superintendent of Nurses at Northern Pacific Hospital in St. Paul, died January 28 in Tacoma. Born in Grafton, N.D., she had lived in St. Paul for 25 years prior to her retirement

PERSONALS

The following appointments were announced recently:

W. H. EGAN, City Freight & Passenger Agent, Duluth

J. L. JEFFRIES, Branch Line Roadmaster, East Grand Forks

in 1946.

Miss Ordahl was graduated from the N.P.B.A. school of nursing at Brainerd in 1913 and remained at the hospital there as a nurse until 1918. After a few years as an Army nurse, during which she served in France, she returned to Brainerd and her position on the NP hospital nursing staff.

In 1921 she was transferred to the St. Paul hospital as a surgical nurse. Two years later she was appointed Superintendent, a position she held until her retirement in 1946.

Miss Ordahl was a member of the Red Cross and the Jean Templeman Nurses Post 162 of the American Legion.