



The Tell Tale



Vol. XXIII

ISSUED BY THE SAFETY & FIRE PREVENTION DEPARTMENT, NORTHERN PACIFIC RY., ST. PAUL, MINN., MARCH 1960

No. 3



THIS VIEW OF TACOMA, WASHINGTON.--An aerial view of the Tacoma business district and a portion of the industrial district, with Mount Rainier in the background. In the left foreground is the City Waterway, an arm of Commencement Bay, Puget Sound. On

the right bank, foreground, are Northern Pacific Railway docks and NP's Point Defiance rail line. The majestic building just beyond the stadium in the center at the bottom of the picture is Stadium High School.
(Story on Page 3)



MEMO . . . FROM THE PRESIDENT

The railroads are asking for more freedom to enter other transportation fields and have asked Congress to enact new laws which would allow railroads to own, control and operate other competing forms of transportation.

Early in February, I was one of several railroad executives who appeared before a House Interstate and Foreign Commerce subcommittee to urge that government restrictions which discriminate against our industry be lifted.

In summing up my testimony, I said:

"We do not seek any preference with respect to engaging in other forms of transportation; we ask simply to be permitted to engage in such service where the public interest would thereby be promoted. Since we do not only provide all our railroad facilities at our own expense but additionally, as large taxpayers, share the cost of facilities provided at public expense for the use of our truck, water and air competitors, we believe justice requires that we be permitted to use these facilities on the same terms as others."



A good case in point is the certificate recently granted by the ICC to our subsidiary, the Northern Pacific Transport Company. It gives the Transport Company authority to provide highway service to all points served by our railroad west of Missoula. But the certificate is so severely restricted that we cannot provide the kind of fully integrated transportation service the public needs and has a right to expect. Neither can we compete on equal footing with independent motor carriers in the territory.

It's like another witness at the committee hearing, President Wayne A. Johnson of the Illinois Central said: "We're out on strikes before we get up to bat."



The other day I ran across this old Chinese proverb that reminded me again how important courtesy is in the conduct of our business:

"A man without a smiling face should not open a shop."

It is not just up to our train crews, traffic representatives, ticket sellers and others whose jobs bring them in frequent contact with people who need to have a friendly and helpful attitude toward our patrons and prospective patrons. All of us should be courteous, even if our dealings with the public are limited to an occasional phone call.

We are all "shopkeepers" for the Northern Pacific.

Paul MacFarlane

Cover Story . . .

TACOMA, "The forest Products Capital of America," and gateway to Rainier National Park, is situated on Commencement Bay at the head of deep water navigation on Puget Sound, and commands a view of the vast Cascade Range of mountains and of Mount Rainier.

The Northern Pacific has its principal coast shops at South Tacoma. Railroad construction reached this point in December of 1873 - a track laid north from Kalama.

Here is one of the world's best harbors, with ample accommodations for the largest deep sea vessels, and fine new port terminals.

Twelve hundred acres of public parks add to the charm of the city. Point Defiance Park of 640 acres, on the outskirts of the city, is one of them, and Wright Park, in the heart of the city, another. A number of fine colleges are located in Tacoma. Excellent hotels, six inviting golf courses and beautiful drives have made this a summer pleasure city.

It is estimated that Tacoma's manufactured products annually exceed \$150,000,000 valuation. The great fisheries of the Sound and the coal mines in the mountains, vast lumber resources, the fruit from the Puyallup and White River Valley tributary to Tacoma, and the harbor facilities - have united in making this important city a close rival of Seattle.

MEMO FOR THE CONGRESSIONAL CALENDAR





E. M. Stevenson



A. P. Kimmel



J. D. Nankivell



C. E. Moehring



C. H. Wilson



P. R. Richmond

TRAFFIC DEPARTMENT CHANGES

E. M. STEVENSON, General Freight Agent at Seattle, has been named Eastern Freight Traffic Manager, with headquarters at New York City, succeeding G. C. REINHARDT who retired March 1 after 40 years of NP service.

A. P. KIMMEL, Assistant General Freight Agent at Minneapolis, succeeds Mr. Stevenson at Seattle. J. D. NANKIVELL, Assistant General Freight & Passenger Agent at Tacoma, succeeds Mr. Kimmel and C. E. MOEHRING, General Agent at Everett, succeeds Mr. Nankivell. Succeeding Mr. Moehring is C. H. WILSON, Assistant to the General Freight Traffic Manager at St. Paul. P. R. RICHMOND, Commerce Assistant at St. Paul, moved up to Mr. Wilson's post.

J. R. PATTERSON, General Agent, Freight Department at New York City, has been named General Freight & Passenger Agent in New York. K. F. ZIMMERMAN, Tariff Clerk at Seattle, has been appointed Traffic Analyst in the Seattle Office.

Mr. Stevenson joined the Northern Pacific at Spokane in 1935. Two years later he was transferred to Seattle where he was successively City Freight Agent, Commercial Agent, Foreign Freight Agent & General Agent, Freight Department. In 1954 he was appointed Assistant General Freight & Passenger Agent at Tacoma, and two years later became General Freight Agent at Seattle.

Mr. Reinhardt went to the NP in 1920 as Commercial Agent at New York City. He rose to General Eastern Freight Agent in 1946 after holding the position of General Agent, Freight Department, in New York for several years. He has been Eastern Freight Traffic Manager since 1956.

Mr. Kimmel held various traffic positions on the NP prior to his appointment as Assistant General Freight Agent in Minneapolis in 1953. During the past year he has been president of the Minneapolis Traffic Club.

Mr. Nankivell entered NP service in 1936 at St. Paul. He held various traffic positions on the system as well as at Milwaukee and Chicago, and in 1956 was appointed Assistant General Freight & Passenger Agent at Tacoma.

Mr. Moehring joined the Traffic Department in 1947 at Seattle. He has been City Freight & Passenger Agent at Spokane and Portland and Foreign Freight Agent at Portland.

Mr. Wilson, with the railway since 1941, became City Freight Agent at Minneapolis in 1950. Since then he has been Special Sales Representative for piggy-back service and Assistant to the General Freight Traffic Manager at St. Paul.

Mr. Richmond entered NP's traffic trainee program in 1956 at St. Paul. He was traffic representative at Minneapolis and Seattle and chief clerk in the San Francisco traffic office before going to St. Paul as Commerce Assistant last year.

Mr. Patterson began his NP service 38 years ago at St. Paul. He was City Freight & Passenger Agent at Detroit, Export-Import Agent and Traveling Freight Agent at Chicago before going to New York City as Assistant General Agent in 1942. He was promoted to General Agent, Freight Department, in 1951.

Mr. Zimmerman joined NP's Traffic Department at Seattle in 1953. He specialized in rate work prior to his appointment as tariff clerk two years ago.

CHANGES IN ELECTRICAL ENGINEERING DEPT. (Mechanical Department)



R. C. Sorenson



E. L. Musolf



T. J. Olson

ERVIN L. MUSOLF, Assistant Electrical Engineer, has been named Electrical Engineer, with headquarters at St. Paul, succeeding R. C. SORENSON who retired March 1 after 39 years of NP service.

T. J. OLSON, Assistant to Electrical Engineer, succeeds Mr. Musolf.

Mr. Musolf joined NP at Brainerd as wireman in 1942 after his return from assignment with U.S. Army Engineers in Newfoundland. He was promoted to Assistant to Electrical Engineer in 1953 and in 1958 was made Assistant Electrical Engineer.

Mr. Sorenson entered NP service as a Wireman in 1920, and was successively Leading Wireman and Chief Electrician before being appointed Electrical Engineer in 1945.

Mr. Olson joined NP's Mechanical Department as wireman helper on the Fargo Division in 1951; later transferred to Brainerd and in 1958 was made Assistant to Electrical Engineer, St. Paul.

COMING EVENTS

in the
Northern Pacific Country

Washington

April 4-10 - Daffodil Festival at Tacoma, Puyallup, Sumner and Orting
May & June - Rhododendron Tours, Bremerton
May 18-22 - Spokane Lilac Festival
June 24-26 - Lilac City Open Golf Tournament, Spokane
July 20-24 - Water Follies, Pasco
July 27-31 - Aquatic Festival, Bremerton
July 28-31 - Diamond Spurs Rodeo, Spokane
Sept. 3-4 - Ellensburg Rodeo

Oregon

May 6-8 - Pea Festival, Milton-Freewater
June 7-12 - Portland Rose Festival
July 2-4 - World Champion Timber Carnival, Albany
July 25-Sept. 3 - Oregon Shakespearean Festival, Ashland
July 29-31 - Miss Oregon Pageant, Seaside
Aug. 26-28 - Regatta & Fish Festival, Astoria
Sept. 14-17 - Pendleton Round-Up

Montana

July 3-4 - "Home of Champions" Rodeo, Red Lodge
Aug. 13-21 - Annual Festival of Nations, Red Lodge

North Dakota

June 29-Sept. 4 - Custer Drama, "Trail West," Mandan
June 29-Sept. 5 - Teddy Roosevelt Drama, "Old Four Eyes," Medora
July 9-15 - Red River Valley Fair, Fargo

Minnesota

July 15-24 - Minneapolis Aquatennial
Aug. 27-Sept. 5 - Minnesota State Fair, St. Paul

Plan to attend the VETERANS ASSOCIATION OF NORTHERN PACIFIC RY convention at Duluth, Minnesota, June 10-11-12.

NP CALENDAR MAKES INTERESTING BACKGROUND FOR PHOTOGRAPH



Chief item of interest in the above photo is, of course, Northern Pacific's 1959 wall calendar. And what makes it interesting is the fact that it has been hanging on a wall in the home of S. H. Matthews of Loughborough, Leistershire, England, a British Railways employe. In his request for a 1960 calendar Mr. Matthews wrote: "Your calendar... has been much admired by all who visit us, and has been a source of great pleasure to my wife and myself. The words NORTHERN PACIFIC -- REALLY TERRIFIC have been a familiar catch-phrase to us and to our two children, and although the old year has now ended, your calendar is still hanging for we just cannot bear to take it down. As you will see from the photograph..., we have used it as a background for indoor photographs."

He got his new calendar. Incidentally, the woman in the picture is Mrs. Matthews.

No matter what looms ahead, if you can eat today, enjoy the sunlight today, mix good cheer with friends today, enjoy it and bless God for it. Do not look back on happiness—or dream of it in the future. You are only sure of today; do not let yourself be cheated out of it.



During February of 1960 the Boy Scouts of America celebrated their fiftieth anniversary of successful work for the youth of America.

On February 8, 1910, William D. Boyce, a Chicago publisher, incorporated the Boy Scouts of America in Washington, D.C., and on June 15, 1916, President Woodrow Wilson signed House Resolution 755-3, granting a federal charter and a legal foundation for Scouting as a permanent program for boys.

From this modest beginning the Scouting movement has grown to encompass 130,000 units with over five million members and is continuing to expand.

The 1960 program has several points of interest. Among these are the National Council Meeting in Washington, June 1-4; the Fifth National Jamboree at Colorado Springs July 22-28; the Golden anniversary commemorative postage stamp now on sale; dedication of the commemorative tribute in Washington, D.C., and the third nationwide Get-Out-the-Vote campaign next fall.

All these events are in addition to the regular program of duty to God and country, service to other people, and physical, mental and moral strength for which the Boy Scouts are famous.

Another point of the Scout law states: "A Scout is a friend to all and a brother to every other Scout." This might well be a guide for us all in these times so that we also may have a part in achieving peace and friendship in the world.

Bad habits are like a comfortable bed; easy to get into, but hard to get out of.

YELLOWSTONE NATIONAL PARK season this year will extend from June 20 through September 1.

BRainerd CARMAN DESIGNS "CAR STOP"

Men at Brainerd Shop are always on the lookout for new and better methods to use in the performance of their work.

Carman R. W. Tessmer, at Brainerd Shop, is shown holding a "car stop" of his own design which has contributed much to safety and efficiency in moving the assembly line of new freight cars. This eliminates the use of wood blocks which become wedged under the wheels, thereby fail to stop the car at the right spot and are expensive to maintain. Mr. Tessmer's "car stop" stops the car at a predetermined location, after which the car rolls back several inches, releasing the stop.

The use of this seemingly unimportant piece of equipment is of significant importance in view of the hourly schedule of building new freight equipment, requiring the movement of 25 cars on the assembly line every hour of the day.

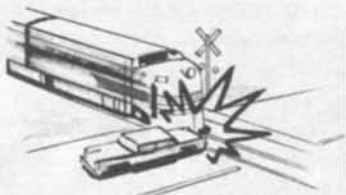
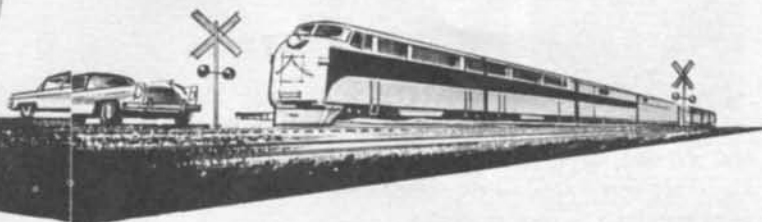
The "car stop" is a product of Mr. Tessmer's thinking and action consistent with his perfect safety record since he was employed by the Northern Pacific Railway in 1953.



THE KEY TO SAFETY IS YOU



WHY
HIGHWAY-RAILROAD
CROSSING ACCIDENTS
HAPPEN

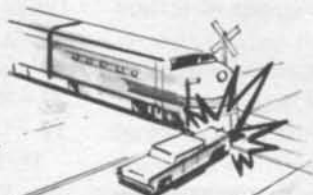
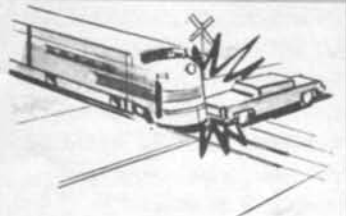


TOO FAMILIAR

The crossing is near the driver's home. He becomes so familiar with the crossing that he becomes careless and uses no precaution whatever.

MISJUDGED SPEED

This is the driver who sees the train coming but thinks he can beat it to the crossings. He goes. Rather than brake down he steps on the gas and finds to his horror that he's had it.

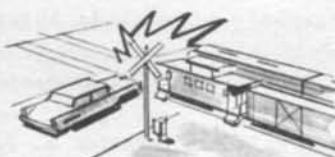


SPEED AT NIGHT

This is the driver who "outdrives his headlights." He sees the train ahead but is going so fast he can't stop in time.

STARTS UP TOO SOON

The impatient motorist waits for one train to clear the crossing, and then without looking both ways starts up fast and is struck or strikes train approaching from opposite direction on a second or third track.

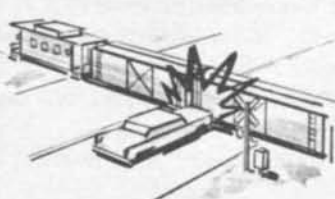


IGNORED SIGNALS

The motorist ignored crossing warning signs and signals, or tries to drive around crossing gates that are down. Some drive past a line of cars waiting for a train to pass and are hit.

DRINKING AND DRIVING

Many motorists killed at crossings had been drinking. They are incapable of determining what should or should not be done when they approach the crossing.



OTHER REASONS WHY

- ★ The driver has physical deficiencies which makes it hazardous for him to be behind the wheel — poor eyesight, defective hearing, or certain illnesses.
- ★ The attention of the driver is diverted by conversation with other passengers — he forgets what he is doing.
- ★ Mechanical defects of the vehicle — poor brakes, lights, windshield wipers or tires.



Northern Pacific Beneficial Association



AMONG YOUR N.P.B.A. ELECTED DIRECTORS

Last November N.P.B.A. members elected a Board of Directors. In order to acquaint you with the people who will represent the various crafts during the next four years, we will present a series of pictures and "thumbnail" sketches of each elected Director.

SAM BONGIOVANNI, Carman, Como Shops, St. Paul, was employed by the Northern Pacific in February 1944 and this is his first term on the Board of Directors.

He lives in St. Paul with his wife and two children, Sam Jr., 14, and Marissa Jo, 3.

During off-duty hours he enjoys bowling, boating and water skiing.

At present he is Chairman of the local Protective Board, Local #490, Como Shops.



Eastern District Director for the next four years will be **THOMAS H. DENESEN**, Clerk in the office of Auditor of Freight Accounts, St. Paul, who has been with NP since 1940.

Many employees in the General Office are also acquainted with Mrs. Densen who works in the office of Auditor Passenger and Station Accounts.

Many of his off-duty hours are spent studying for the degree he hopes to receive in about two years. He is now doing extension work at the University of Minnesota. However, in addition to working and studying, he manages to find time to indulge in an occasional game of golf.



ERNEST E. BOYCE, Conductor, Auburn, is a newcomer to the Board.

He joined the NP as a Switchman in 1928, became a Brakeman in 1929 and a Conductor in 1942.

Railroading has been a family affair in his household. Mrs. Boyce, former NP Clerk, only recently retired from service.

Director Boyce has been an amateur radio operator since 1914. He also enjoys fishing and playing a Hammond organ which he modestly claims is "strictly a hobby."

He is a member of Masonic Bodies, 32° Nile Temple Shrine and is Local Chairman, Grievance Committee, O.R.C. & B.



BLOOD DONORS

In the past we have stressed the constant need for blood donations, and it is gratifying to learn how well our members respond to this urgent need.

Since 1948, Mechanical Department employees at South Tacoma Shops have made 886 donations to Pierce County Blood Bank which were credited to the NPBA pool. The following have given 10 or more units:

Units

- 42 - Lee Giles
- 37 - A. R. Miller
- 27 - W. Ausserer and C. J. Jensen
- 19 - J. F. Gannon, W. P. George, and O. R. Jones
- 18 - K. I. Webb
- 17 - P. J. Elsdon, H. E. Landis, and R. W. Rosenow
- 15 - R. N. Turnbow
- 14 - P. McCafferty
- 13 - F. A. Jones
- 12 - H. A. Gerber and F. J. Schwartz
- 11 - C. L. Huber, M. J. Skube, F. Wilson, and R. L. Seeberger
- 10 - T. F. Hoffman, F. L. Hughes, C. Harris, R. E. Meeks, H. Thompson, and O. L. Upton

Congratulations to these members for their achievement. We would be pleased to hear from other groups

(Continued on Page 7)

GIFTS THAT LIVE

A contribution to your N.P.B.A. is truly "the gift that lives." Dedicated to the care of its members for 78 years, the Association continues to improve and expand its facilities with the cooperation of many individuals who are sincerely interested in its operation. We gratefully acknowledge the following gifts received in recent weeks:

- \$160.00 for Tacoma from "The Beansoupers," Seattle, a group of retired NP officials;
- \$100.00 from N.P.B.A. Hospital Ladies' Guild, Missoula, for construction of room furniture;
- \$ 72.00 from the family of Olena Ordahl, deceased retired Director of Nursing, St. Paul;
- \$ 15.00 for St. Paul Hospital from Director E. S. Moug, representing Agents-Telegraphers;
- \$ 10.00 from Local #788, Firemen & Oilers Union, representing non-professional employees, Missoula Hospital;
- \$ 10.00 from A. W. Bengston, R.E.A. employee, Minneapolis, for St. Paul Hospital;
- 1959 issues of "National Geographic" magazine from Harry Engstrom, Engineer, Duluth, for St. Paul.

We also appreciate letters of commendation from:

Mrs. Aileen Plotts, Tacoma, sister of Valmore Backman, Section Laborer, for care he received at Tacoma;

Mrs. Margaret Rowan, Retired Clerk, Seattle, concerning service rendered her at Tacoma;

Maurice G. Petersen, Retired Check Clerk, Seattle, for care given him at Missoula.

RETIREMENTS

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

NAME	OCCUPATION	LOCATION	YEARS SERVICE	NAME	OCCUPATION	LOCATION	YEARS SERVICE
Carl A. Warndahl	Silver Plater	St. Paul	38	Paul E. Brown	Locomotive Engineer	Missoula	44
Edwin M. Broten	Section Foreman	E. Grand Forks	43	Joseph F. Chandak	Section Foreman	Davenport	45
Petter G. Westby	Conductor	Jamestown	50	Reno A. Lepper	B&B Carpenter	Auburn	42
George W. Fillner	Locomotive Engineer	Forsyth	42	M. A. O. Vanberg	Switchman	Laurel	37
Mabel M. Fisher	Agent-Telegrapher	Pompeys Piller	42	Simon Hoffman	Car Inspector	Mandan	37
Joseph Graskow	Leading Car Inspector	Minneapolis	37	Archie L. Nelson	Locomotive Engineer	Auburn	32
Gust A. Nelson	Locomotive Engineer	Dilworth	46	Frank J. Dablow	Coach Builder	St. Paul	37
Roman R. Kuntz	Locomotive Engineer	Dickinson	41	Eugene Myers	Switch Foreman	Mandan	43
Frank S. Pulsifer	Locomotive Engineer	Missoula	51	Joseph Hadrits	Car Inspector	Minneapolis	22
P. T. McCormick	Timekeeper	Livingston	38	Florence V. McNally	Stenographer	St. Paul	33
Martin Kowalski	Machinist Helper	Staples	43	Russell Hughes	Conductor	Mandan	44
Harry Van Custer	Agent	Pasco	46	R. E. McDonnell	Storekeeper	St. Paul	45
Duane C. Paul	Car Clerk	Bemidji	21	Clara M. Furcht	Demurrage Clerk	Fargo	43
LeRoy H. Baker	Locomotive Engineer	E. Grand Forks	41	E. L. Humphreys	Car Repairer	Missoula	37
Earl Davison	Water Service Foreman	Missoula	39	Philip J. Hoehner	Locomotive Engineer	Mandan	46
F. A. Miller	Agent-Telegrapher	Robinson	44	Roy A. Gamble	Dist. Material Inspector	Seattle	43
Harvey B. Avery	Asst. to Gen Supt. of Transportation	Seattle	50	Emil Stoltz	Locomotive Engineer	Mandan	50
				John P. Tullius	Conductor	Valley City	37



HARRY V. CUSTER, Agent at Pasco, recently retired after 46 years of service.

Mr. and Mrs. Custer were honored guests at a retirement party held in the Elks Club at Pasco on January 6.

N.P.B.A.

(Continued from Page 6)

who also have outstanding records.

* * *

Occasionally when a member moves outside the zone of operation where no Association benefits are available to him, he may elect not to continue his N.P.B.A. membership. We find the following letter, which enclosed a contribution, particularly gratifying as it reveals the sincere interest such an individual retains in the welfare of the Association as a result of his previous association:

"Noticed in the Christmas Tell Tale of donations being sent to help hospitals.

"I am no longer a member of the



ENGINEER FRANK A. SCHELHORN, of North Bemidji, retired December 31 after 52 years of railroad service.

At the age of 15, Mr. Schelhorn started working for the M&I RR on a section near Bemidji. He then worked as an engine wiper in the roundhouse until 1912 when he was employed as a fireman, and in 1920 was promoted to engineer.

With him on his last run on Train 12 from International Falls to North Bemidji were: L. to R. - Brakeman D. J. McAllister, Mr. Schelhorn, Conductor A. C. Thoe, and Fireman C. N. Swanberg.

Association but have a tender spot in my heart for Missoula Hospital and the late Dr. Jennings account receiving special services from them."

*Signed - Will G. Marsh
Redwood City, Calif.*



CONDUCTOR F. A. CAIN (left) Missoula, and **CONDUCTOR J. C. HUTCHINGS**, Livingston, who recently retired, had a combined total of 95 years' service, no injuries and seven letters of commendation for exceptional service in the performance of their duties.

FRANK G. COOK, former Idaho Division Superintendent, passed away in Livingston, February 5. During World War II, Mr. Cook served as a Lieutenant Colonel in the U. S. Transportation Corps and was in charge of the 743rd railway battalion in the European Theater.



Since retiring from railroad service, he served as Mayor of Livingston, having been elected to that office in April 1959.



Good housekeeping is one of the most important factors in accident prevention. Every year about this time Spring Clean-Up Week is observed in many communities throughout the country. Because of the various climatic conditions, there is no established date. Most campaigns, however, are held during March, April or May with the advent of warm weather.

Now is the time for stores, warehouses, shops, and other properties to get rid of accumulations of rubbish, combustible and otherwise. Fire records reveal that "poor housekeeping" accounts for a large percentage of the total number of fires which occur each year.

Provision should be made for prompt removal of waste materials. Combustible materials should be placed in metal cans - not in wood or paper boxes.

Good housekeeping means cleanliness and order - a place for everything and everything in its place. Keep your work place tidied up.

In addition to the fact that a clean and orderly property will prevent tripping and stumbling, there is a certain pride in working where surroundings are neat and attractive.



The driver backed his dump truck too far over a fill and the weight of the load lifted the front end off the ground several feet.

"What are you going to do now?" asked another driver.

The driver contemplated his situation, then replied, "I think I'll grease it. I'll never have a better chance."

STATEMENT OF EMPLOYEES' REPORTABLE CASUALTIES BY CLASSES FOR THE PERIOD JANUARY 1 TO FEBRUARY 29, 1960

	Divisions						Main Shops					
	Lake Supr.	St. Paul	Fargo	Yellowstone	Rocky Mtn.	Idaho	Tacoma	Como	Brainerd	Livingston	So. Tacoma	Total
Enginemen												
Trainmen		2		1	2		3					8
Yardmen		1	1				1					3
Stationmen												
Trackmen		2	2			1						5
B.& B. men												
Shopmen					1							1
Carmen				2								2
Total		5	3	3	3	1	4					19
Rank	1	6	7	4	5	2	3	1	1	1	1	
Store											1	1
Dining Car												
Engineering												2
Signal												
Chief Spl. Agent												
Communications Dept.												
Electrical Engr.												
General Office												
King St. Station												1
Miscellaneous												
Grand Total		5	3	3	3	1	4				1	23
Casualty Rate per Million Man Hours (est.) - - - - -												4.1

BEST PASSENGER FATALITY RECORD REPORTED BY RAILROADS IN 1959

Railroads in 1959 recorded the lowest number of passenger fatalities in their history, according to a preliminary report on the years' operations released recently by the Association of American Railroads.

Only one passenger fatality resulted from a train accident last year. Nine other passengers, it was reported, lost their lives in "train Service" accidents -- those over which railroads have little or no control, such as in cases of people attempting to board or leave moving trains.

Railroads carried 352 million passengers a total of 22 billion miles during the year. This indicates a traveler could have covered 2.2 billion miles -- equal to 100,000

trips around the world -- without fatal accident.

By comparison, 198 fatalities were reported by the Civil Aeronautics Board for domestic airline travel last year, A.A.R. noted.

On a passenger-mile basis, the railroads' safety performance in 1959 was 14 times better than that of the airlines. This rate, expressed in fatalities per 100,000,000 passenger-miles traveled, was 0.05 for railroads and 0.65 for domestic air carriers.

The lowest fatality rate ever recorded -- 0.04 -- was in 1952, when 14 passengers lost their lives in 34 billion miles of railroad passenger service, the A.A.R. noted.