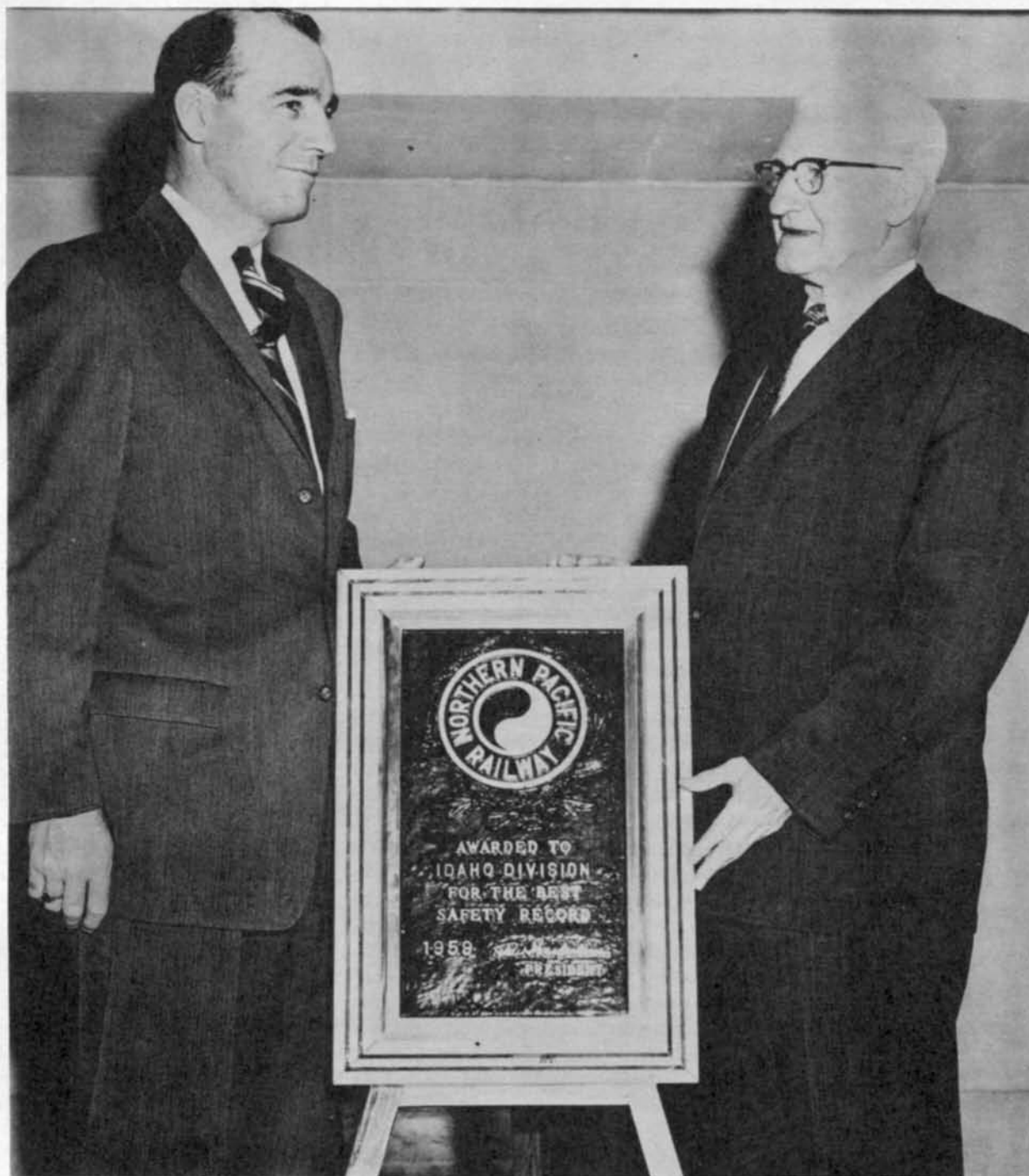




Vol. XXIII

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

No. 5



VICE PRESIDENT C. H. BURGESS (RIGHT) PRESENTS IDAHO DIVISION SAFETY AWARD PLAQUE TO DIVISION SUPERINTENDENT N. M. LORENTZSEN AT SPOKANE BANQUET.



MEMO . . . FROM THE PRESIDENT

Down through the years, our superb passenger service has done a great deal to build good will for Northern Pacific.

For 60 years, one of NP's best salesmen has been the North Coast Limited. Friday, April 29, marked the 60th anniversary of inauguration of service on this famous train. On that day we held "birthday" parties in the dining cars for passengers on the various Vista-Dome North Coast Limited trains as they were running between Chicago and the North Pacific Coast, and feminine passengers received attractive corsages.

A Chicago newspaperman, after riding the original North Coast Limited in 1900, said: "There is no train in New England that will compare with the 'North Coast Limited' on the Northern Pacific. No train in the world will surpass it."

A few days ago, an NP stockholder from New York rode the streamliner, and he wrote us: "It was one of the most pleasant travel experiences I have ever had . . . The treatment, decor and food were perfect . . . I am going to tell my friends of my experience, and I am going to take the trip again with my family."

With the heavy travel season approaching, passenger train personnel will have many opportunities to make new friends for Northern Pacific by giving our patrons that little extra attention which travelers have learned to expect on our trains.

The annual meeting of Northern Pacific stockholders was held on April 28th in St. Paul. 81 percent of the outstanding stock was represented in person or by proxy. The Northern Pacific now has 31,000 stockholders, who have invested their savings in this property.

I feel -- as I believe everyone in the Northern Pacific organization does -- that as trustees of this investment we have a real obligation to see that it is used wisely and well.

Our company has acquired a high reputation for integrity and our stockholders, almost without exception, comment most favorably on the progress the company is making. The credit for this achievement belongs to everyone who has played a part.

Robert MacFarlane

PERSONALS

The following appointments were announced recently:

S. E. LOEFFLER, Assistant to Electrical Engineer, St. Paul
S. O. FOXLEY, Roundhouse Foreman, Pasco
O. E. HETHERINGTON, Roundhouse Foreman, Auburn
ROBERT C. HALL, Diesel Shop Foreman, South Tacoma Shops
W. E. PILGRIM, Acting Roadmaster, Twin Cities Terminals, Minneapolis
A. O. BEELMANN, Traveling Freight & Passenger Agent, Minneapolis
T. M. GORDON, Assistant General Freight Agent, St. Paul
H. P. WOHL, District Freight & Passenger Agent, Pasco
J. T. MERCER, JR., Traveling Freight & Passenger Agent, Portland
W. L. NINEMIRE, City Freight & Passenger Agent, Spokane
R. E. LUCKEY, Chief Clerk, Traffic Office, Lewiston, Idaho
L. H. HOLLOWAY, Traveling Freight & Passenger Agent, Tacoma
F. L. PUGLIESE, City Freight & Passenger Agent, Tacoma
R. D. BARTELL, Service Agent, Seattle
R. M. MONTBRIAND, City Freight Agent, Fargo
R. S. SMITH, Livestock Agent, West Fargo.

* * *

C. L. TOWNSEND DIES AT 84

Charles L. Townsend, retired General Passenger Agent of the Northern Pacific, died in Seattle April 12 at the age of 84. Mr. Townsend retired as GPA at Seattle in 1941 after 48 years of service with the NP. He was AGPA at St. Paul before going to Seattle in 1931.



IDAHO DIVISION AND BRAINERD SHOPS SAFETY AWARD WINNERS - 1959

F. L. Steinbright, General Manager, Lines Livingston and West (standing) was master of ceremonies at the Spokane banquet. Seated: Mrs. Steinbright and Mr. Burgess. ➔

Nearly 3,000 Northern Pacific Railway employees and members of their families were guests of the management at safety award dinners in Brainerd and Spokane, the past month.

At Brainerd, April 19, a dinner attended by some 900 men and women commemorated Brainerd Shops' success in attaining the best employee safety record among NP's four major shops in 1959. Shop Superintendent J. C. Bekemans accepted the President's plaque - the fifth win for Brainerd Shops.

At Spokane, April 23, about 2,000 saw Idaho Division Superintendent N. M. Lorentzen receive the award for the best safety record on the seven divisions.

C. H. Burgess, Vice President-Operating Department, was the principal speaker at both banquets and presented the awards.

Receiving Awards of Merit on behalf of their departments were E. L. Musolf, Electrical Engineer, Mechanical Department; C. V. Schutt, Superintendent General Office Building, St. Paul; and D. C. Hill, Superintendent Communications Department.

Remarks by Mr. Burgess

It is a real privilege for me to be given the opportunity to be on hand to take part in both the Brainerd and Spokane victory celebrations.

And it is cause for celebration, because you men and women established an enviable safety record in 1959 to win the President's Award.

I wish to make a point of giving the women a good share of the credit for this fine safety record, because there isn't a shadow of a doubt in my mind or in the minds of our supervisory personnel that you wives and mothers can and do perform a most important role in guarding the safety of your menfolk.



You can and do, I am sure, accomplish a lot simply by starting them off for work with a good breakfast under their belts, a cheery good-bye and, perhaps a final admonition, "Now, do be careful -- don't take chances."

In spite of the prolonged steel strike last year which cut deeply into our freight traffic, and a sharp drop in grain tonnage due to a light crop, Northern Pacific did enjoy a prosperous year.

But I should point out to you that the comparatively high earnings were realized not from freight and passenger revenues, but as a result of an increase of more than 25 percent in our income from non-rail operations -- from \$16,422,000 in 1958 to \$20,566,000 in 1959.

These non-rail revenues were principally from sale of timber and oil and from real estate rentals. If we had had to depend on operating revenues alone, our earnings last year would have been very meager indeed.

Well, what about 1960? Although the first three months of this year failed to live up to the enthusiastic forecasts which many economists and business analysts made last fall, we still anticipate a heavy volume of traffic on the Northern Pacific for the year.

If this volume of traffic materializes and if our non-rail income continues to increase, as we anticipate it will, we should have another



Mr. Burgess, center, presents Brainerd Safety Award Plaque to Shop Superintendent J. C. Bekemans, right, while General Mechanical Superintendent J. A. Cannon looks on.

satisfactory year, assuming, of course, that labor and management succeed in solving their problems with reasonable dispatch.

We are aggressively pricing our freight service competitively and we are designing new freight equipment to give better service, with the two-fold purpose of doing an improved job of transportation for our customers and to win back business lost to our competitors.

A prime example of the latter traffic is the transportation of assembled new automobiles which, until a short time ago, were carried entirely by highway trailer. Now these new autos are moving in rapidly increasing volume in railroad piggy-back service. Northern Pacific

(Continued on Page 4)



Receiving Awards of Merit from Mr. Burgess are C. V. Schutt, Superintendent General Office Building (left) and E. L. Musolf, Electrical Engineer, Mechanical Department.

(Continued from Page 3)

is now handling such traffic -- which originates in California -- from Portland to Seattle, thence east as far as Spokane.

And speaking of service, let's not overlook the pride and joy of every man and woman on the Northern Pacific -- The Vista-Dome North Coast Limited. April 29 marks the 60th anniversary of the inauguration of this famous transcontinental passenger train -- one of the world's finest.

Thanks to its popularity, we were able to hold our own in passenger revenue in 1959, as compared with the previous year. The increase was only fractional, it is true, but it was an increase, while passenger revenues for the industry as a whole continued to drop.

In closing these remarks, I cannot refrain from making some reference to the current negotiations between labor and management over management's insistence on revision of work practices.

And may I say that no-one realizes more than I the extremely controversial nature of this subject and the complexity of arriving at solutions fair to all concerned.

I believe in all sincerity that I would be remiss in my duties if I

did not take this opportunity to re-fute with all the emphasis at my command the charge made by some labor leaders that the railroads' campaign for revision of outmoded work rules actually is a campaign against railroad labor.

Nothing is further from the truth. In my nearly 44 years of service on the Northern Pacific, I have been closely associated with literally thousands of workers and I say to you men and women -- and to anyone else who will listen -- that there are no more able, conscientious and loyal workers anywhere than on the Northern Pacific and other American railroads.

May I point out that the work practices on the railroads are governed by the schedule rules which are, in effect, an agreement between labor and management. The provisions of these agreements are binding on both parties. It is the outmoded provisions of some of these agreements that we desire changed, and that implies no criticism of the workers who abide by the terms of these contracts as they presently exist.

Now, before performing the pleasant duty of making this safety award, I ask your indulgence while I read a brief statement by President Woodrow Wilson which so effectively



D. C. Hill, Superintendent Communications Department (left) receives Award of Merit for his department from C. T. DeWitt, Superintendent of Safety & Fire Prevention.

makes the point I wish to leave with you men and women. Said Mr. Wilson:

"We came to America, either ourselves or in the persons of our ancestors, to better the ideals of men, to make them see finer things than they had seen before, to get rid of the things that divide and to make sure of the things that unite. It was but an historical accident no doubt that this great country was called the 'United States'; yet, I am very thankful that it has that word 'United' in its title, and the man who seeks to divide man from man, group from group, interest from interest in this great Union is striking at its very heart."

At Brainerd . . .

Mr. Burgess presented the bronze plaque to Shop Superintendent Beke-mans, who in turn presented it to W. E. Fox, the employees' representative, who said:

"On behalf of the employees of the Brainerd Shops, it is with a great deal of pleasure that I accept the President's Safety Award for 1959.

"It is our hope and our ambition to continue being safety-minded so that we may all gather here again next year for this worthy occasion, and speaking for all of the Shop Crafts,

we shall strive to keep our record 100% accident free during 1960.

"I thank you."

Other speakers at Brainerd were - J. A. Cannon, General Mechanical Superintendent; W. R. Shannon, Assistant General Mechanical Superintendent (Toastmaster); H. E. Brakke, Superintendent Car Department; C. T. DeWitt, Superintendent Safety and Fire Prevention; and H. G. Knudson, General Car Foreman, Brainerd.

Mayor Levi Johnson, of Brainerd, gave an address of welcome and said:

"The Northern Pacific Railway, which was responsible for the founding of Brainerd at the Mississippi crossing site, still remains a vital force in the economy of the Brainerd area after nearly 90 years.

"Brainerd is proud of its railway shops and its shopmen who last year had the best record on the line."

At Spokane . . .

In presenting the plaque to Superintendent Lorentzen, Mr. Burgess said:

"It is especially gratifying because during my service as trainmaster on this division and in the office of General Manager of Lines West, it became quite evident to me that, because of the nature of your operation, the Idaho is not the easiest division on which to establish a safety record that will be the best of the seven divisions on our railroad."

Mr. Lorentzen thanked Mr. Burgess and said:

"Acceptance of this award is done humbly, yet proudly, and not least of all, aware of the challenge it presents.

"Winning the President's Safety Award for 1959 by the Idaho Division was not the accomplishment of one individual, nor the result of the interests of a small group of employees; it was however, the result of mutual cooperation, the interests and efforts of all the employees represented here tonight and those many employees not here tonight, that are keeping the wheels of our railroad running. This plaque was awarded to you because your personal interest in safety permitted this division to establish the best division safety performance on

the railroad. Because of your interests and cooperation I have the right and I am indeed, most proud of the employees of this division.

"This then brings us to the third item, 'The challenge this award presents'. Accidents and injuries are a drug on the market. They have no value, accomplish no purpose, and in the end leave their mark of adversity. It is and will continue to be our aim to make this railroad a better and safer place for our employees to work. With your continued interests we shall be mindful of the challenge to do a better job each succeeding day and year."

After his acceptance speech, Mr. Lorentzen presented the plaque to Conductor Paul Griffith and Wrecker Foreman Don Hardy.



In accepting the plaque, Mr. Griffith said:

"I am happy to be at this very impressive banquet and I tell you now I am honored to be one of the individuals selected to accept the 1959 Safety Award plaque in behalf of the employees on the Idaho Division of the Northern Pacific Railway.

In my nearly 24 years of service on this division, the winning of the safety award is a great big first. In fact I believe that in the past most of us had become so accustomed to being in sixth or seventh spot in safety standing, as far as the Northern Pacific system was concerned, that we never dreamed we could ever be in first place. However, I am sure all will agree the winning of this award was not brought about by

all other divisions on this great system having poorer accident records in 1959 than we previously had in years gone by, but instead was brought about by this division setting a safety record that was better by far than any it ever had in the past. Now this did not happen in an accidental manner, but instead must be contributed to very fine cooperation between the officers and employees of the Idaho Division.

"I must speak for a moment on cooperation and explain why I feel it was the tangible factor that put the Idaho Division in number one position in safety standing in 1959.

"As a representative of train service employees, during the past year, it became necessary at times for me to call the attention of various officers of this division to conditions or practices that we felt were unsafe and I must say in all sincerity every complaint was given consideration and an earnest effort on the part of the officers was made to correct each unsafe condition or practice, but of course it took a great deal more than that to achieve our first place position. It took the cooperation of all employees and this was brought about by the rank and file recognizing that a safety program is without meaning if it is not taken to heart and practiced by each individual personally and that is what happened, otherwise we would not be here tonight.

"We have good reason to be thankful and proud of our 1959 safety record, but I am sure we all realize that we cannot now rest on our laurels, but must continue to keep safety foremost in our thoughts and actions as we perform our duties from day to day.

In behalf of the employees I wish to thank the management of the Northern Pacific and the members of the various committees responsible for this outstanding affair and in conclusion I say - may the Idaho Division win the safety award again and again, as it couldn't happen to a finer group of people."

F. L. Steinbright, General Manager, Lines Livingston and West, was Toastmaster.

Kenneth Lawson, Mayor of Spokane,
(Continued on Page 8)

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 ones.

NAME	OCCUPATION	LOCATION	YEARS SERVICE	NAME	OCCUPATION	LOCATION	YEARS SERVICE
J. M. Metropoulos	Checker	Miles City	41	Robert Melani	Section Laborer	Billings	42
C. F. Krysiak	Store Deliveryman	Duluth	39	Harlie M. Goodrick	Switchman	Duluth	37
Sam G. Petrecca	Section Laborer	Pasco	40	Donald L. Long	Locomotive Engineer	Minneapolis	43
Arthur Bodin	Switchman	Duluth	42	Claud C. Rubottom	Assistant Cashier	Tacoma	43
John P. Andrews	Conductor	Mandan	40	A. G. Abrahamson	Locomotive Engineer	Dilworth	47
Lee R. Raines	Switch Foreman	Seattle	41	A. F. Schuneman	Elevator Operator	St. Paul	38
Joseph W. Kupfer	Section Laborer	Wadena	49	Nels Jacobson	Section Laborer	Staples	33
Frederick A. Beer	Locomotive Engineer	Minneapolis	48	Robert E. Laughlin	Locomotive Engineer	Minneapolis	46
Joseph F. Oster	Locomotive Engineer	Dickinson	43	Charles F. Feller	Painter Helper	So. Tacoma	36
J. C. McPherson	Switchman	Duluth	36	Olaf C. Mageli	Chauffeur-Store Dept.	Brainerd	41
Ida H. Bristow	Agent-Telegrapher	Belefield	42	Joseph E. Keller	Locomotive Engineer	Forsyth	43
Lloyd N. Paulston	Agent	Wadena	40	Arne A. Suomela	Telegrapher	Staples	47
W. F. Grosgebauer	Baggageman	Mandan	47	Fredrick J. Foster	Roundhouse Laborer	Auburn	36
Albert E. Fisher	Drawbridge Tender	Tacoma	37	Virginia M. Wiener	PBX Operator	St. Paul	31
Fred Axling	Dining Car Chef	St. Paul	40	Erick J. Miller	Car Inspector	Dilworth	37
Kinnie Ford	Locomotive Engineer	Livingston	48	Andrew J. Nelson	Carman	Brainerd	25
Albert G. Okonesky	Machinist	St. Paul	21	Arthur W. Kane	Comptometer Clerk	Duluth	40
George Sams	Asst.B&B Foreman	Seattle	41	Donato A. DiBrito	Machinist	Dilworth	49
Ludvig R. Eidsvick	Locomotive Engineer	Seattle	47	John M. Frey	Locomotive Engineer	Pasco	53
Martin S. Warhol	Car Painter	Minneapolis	44	Joseph F. Dunn	Machinist Helper	Helena	29
Peter D. Thomson	Wrecker Foreman	Laurel	37	George Manaske	Carman	Duluth	37
Anthony Corbo	Car Repairer	St. Paul	37	Roscoe C. Williams	Patrolman	Superior	31
William Shear	Dining Car Chef	St. Paul	39	S. L. Anderson	Section Foreman	Fargo	31
Victor L. Hall	Machinist Helper	Livingston	26	Albertine A. Smith	Clerk-Aud.Frt.Accts.	St. Paul	41
E. B. Klosowsky	Machinist	Duluth	25	Elwin Backer	District Claim Agent	Tacoma	38
Samuel L. Gould	Car Foreman	Yakima	43	Norman R. Cranage	Tax Agent	Seattle	36
Arthur G. Spiering	Traveling Auditor	St. Paul	44	C. W. Hanshaw	Asst.Roundhouse Frmn	Livingston	44
Fred A. Schroeder	Asst.Roundhouse Frmn	Auburn	21				



Stuart B. Harrington is pictured with one of his bobbies.

STUART B. HARRINGTON, Mill Machinist at Seattle, retired April 15 after 43 years of NP service and an accident-free record.

He is an accomplished oil painter of outdoor scenery, which is hard to believe of a person who is color-blind and not able to see whether a tree is green or brown.

His artistic wares are on display at various exhibits around the Seattle area.



VIC BUCHANAN, Warehouse Foreman, Billings (center) retired April 29 after 46 years of service with no lost time account illness or accident.

Fellow employees assembled in the freight house dining room at the close of the day and presented Mr. Buchanan with a gift. Refreshments were served by the women office employees.

Pictured with Mr. Buchanan are Assistant Superintendent C. W. Thompson (left), and Agent, M. A. Daley of Billings.



Charles Schwindeman Anfin Solheim

Two Brainerd Shop employees retired April 15, CHARLES SCHWINDEMAN, Boilermaker in the Pipe and Tin Shop, after 48 years of service, and ANFIN SOLHEIM, Blacksmith, after 44 years of service. Both retired with excellent safety records.

Both men are looking forward to enjoying their favorite hobbies - fishing, gardening, and traveling.

Immediately after retiring, Mr. Solheim left for Norway to spend the summer visiting relatives in his native land.



Northern Pacific Beneficial Association



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

(More of a Series)

H. R. Larsen was elected to the Board of Directors to represent Locomotive Firemen & Hostlers. His service with the N.P. dates back to 1934.

During World War II he served with the 735th Railroad Battalion. He resides with his wife and three sons in Spokane where he is very active in that city's Muscular Dystrophy Chapter. He has also served as Local Chairman of Lodge #133, Brotherhood of Locomotive Firemen and Enginemen since 1951.



B&B employes are represented by W. N. Ledin of Duluth, who began working for the N.P. in July 1939.

He is married and has four children, one daughter and three sons.

The various seasons of the year provide him with an opportunity to indulge in his favorite sports, including golfing and fishing, ice skating and hunting.

He is active in his church and in Trinity Masonic Lodge. He is also a member of the Military Order of the Purple Heart and the All American Club of Duluth.



The new representative of Brakemen, Switchmen, etc. is K. M. King, Switchman. He has been in the service of the N.P. since June 1943.

Mr. King resides in Superior, Wisconsin, with his wife and two children. The area surrounding Superior provides an excellent opportunity for Director King to engage in the fishing and hunting he enjoys so much.

He is active in his church and is a member of the Brotherhood of Railroad Trainmen and the Fraternal Order of Eagles.



Many Association members were acquainted with Roger D. Conant, former Orderly at Missoula Hospital, who died March 27.

Mr. Conant, who was 87 at the time of his death, was employed at Missoula Hospital from 1924 until his retirement in 1952.

DID YOU KNOW THAT. . .

The total membership of the N.P.B.A. is approximately 25,694. Of this number, 5,000 are retired members.

A letter of appreciation has been received from R. J. Tavernia, Telegrapher, Tukwila, Washington. His comments concerning the care he received as a patient at Tacoma Hospital were gratifying to the doctors, the staff and to the Officers of the Association.

A sincere effort is made at all times to render the finest care possible, and we are pleased to know our members have found the service satisfactory.

We acknowledge with sincere gratitude the following contributions received recently for St. Paul Hospital:

- \$100.00 from an anonymous donor;
- \$25.00 from the family of Fred Dellmore, Retired Brakeman, St. Paul;
- \$15.00 from P. A. McManus, Retired Locomotive Engineer, Dilworth (his second contribution for that amount);
- \$15.00 from Oliver W. Schultz, Caller, Minneapolis;
- \$5.00 from E. T. Andrews, Car Inspector, Superior, and
- \$2.00 from R. W. Mock, Retired Train Dispatcher, Fargo.

The thoughtfulness and generosity which prompted these gifts is deeply appreciated.

THE PERFECT HOSPITAL VISITOR

THE PERFECT VISITOR trampeth not on bard beels; neither does he shout. He walketh softly and speaketh quietly, for ill people are easily disturbed.

THE PERFECT VISITOR goeth home soon. He (or is it more often she?) might like to chat all afternoon, but is considerate of the weary patient--particularly in hot weather.

THE PERFECT VISITOR talketh of the pleasant things in life; he smileth often and his demeanor is cheerful. Though at heart he may be a pessimist, he knows that the patient has his own more imminent troubles.

THE PERFECT VISITOR knoweth what a chair is for--he sits on it. He percheth not upon the bed, jouncing the aching head or obstructing the restless foot.

THE PERFECT VISITOR beareth with him no cold in the head. Though he may consider a sneeze or a cough as nothing, he inflicteth not his germs upon the helpless patient.

selects those of delicate fragrance--or a plant, which lasts longer. He considers carefully the appropriateness of fruit or candy for those with troubled stomachs.

THE PERFECT VISITOR is always welcome, for he observeth the visiting hours. Patient and nurses smile upon him, for he is a precious jewel--above price.

--Author unknown

Dramatic Lifesaving Development!

The
seven
steps
of the
mouth-to-
mouth
method



- 1 Clear Victim's Throat of water, mucus, food.
- 2 Tilt Head back to open the air passage.
- 3 Hold Jaw in jutting-out position.
- 4 Pinch Nostrils to prevent air leakage, unless victim is a child.
- 5 Blow into mouth (and nose, if victim is a small child) until you see the chest lift.
- 6 Remove your mouth; listen for air return from victim's lungs.
- 7 Repeat about 12 times a minute for an adult, about 20 times a minute for a child.

"Rescue breathing" is the newest Red Cross lifesaving technique. Thousands of people already owe their lives to this new form of artificial respiration. Help Red Cross find even more new ways to save lives. This year—give all you can.

Good things happen
when you give



DO YOU BELIEVE
YOU WILL NOT BE INJURED -
BECAUSE:

1. It can't happen to you?
2. It isn't your time?
3. Injuries are governed by the law of averages?
4. What will be, will be?
5. Safety is "for the birds"?
6. Your luck will protect you?

WE HAVE NEWS FOR YOU -
THEY ARE SIX MURDEROUS
BELIEFS!

Don't always assume that the other person has equal intelligence, says the contemporary sage. He might have more.

STATEMENT OF EMPLOYEES' REPORTABLE CASUALTIES BY CLASSES FOR THE PERIOD JANUARY 1 TO APRIL 30, 1960

	Divisions							Main Shops				Total
	Lake Supr.	St. Paul	Fargo	Yellowstone	Rocky Mtn.	Idaho	Tacoma	Como	Brainerd	Livingston	So. Tacoma	
Enginemen					1		1					2
Trainmen		3	1	2	3		3					12
Yardmen		2	1				1					4
Stationmen							1					1
Trackmen		2	2		3	1	1					9
B & B. men	1					1	1					3
Shopmen					1					1		2
Carmen				2			2		1			5
Total	1	7	4	4	8	2	10	0	1	1	0	38
Rank	1	4	6	3	7	2	5	1	3	4	1	
Store							1				1	2
Dining Car												
Engineering												4
Signal												
Chief Spl. Agent												
Communications Dept.												
Electrical Engr.												
General Office												
King St. Station												2
Miscellaneous												
Grand Total	1	7	4	4	8	2	11	0	1	1	1	46
Casualty Rate per Million Man Hours (est.)	- - - - - 3.98											

SAFETY AWARD PRESENTATION

(Continued from Page 5)

gave an address of welcome in which he said:

"We are proud of the Northern Pacific Railway and its people and we hope to have you back here again."

B. V. Coyer, Assistant Superintendent of the Idaho Division, was in charge of general arrangements for the banquet.

Entertainment was furnished by the students of the Department of Music, Washington State University, under the direction of Jon Spong, which was very enjoyable.

Dinner music was recorded by George Bullis.

In order that you may know what it took to put on a banquet such as held at Spokane, it took:

95 - 18 lb. rib roasts
63 waitresses
30 bus boys
6 head waitresses
27 kitchen helpers
220 - 20 ft. tables
800 lbs. cubed ice
9500 pieces of silverware

Good Old Dad

Customer: "I'll take this \$25 watch. It's for my son. He's graduating this spring."

Jeweler: "Ah, a surprise?"

Customer: "I'll say it is. He's expecting a new car."

Had To Come

"And now, gentlemen," continued the congressman, "I wish to tax your memory."

"Good heavens," muttered a colleague, "why haven't we thought of that before?"