

**NORTHERN PACIFIC RAILWAY COMPANY**

OFFICE OF THE PRESIDENT

July 20, 1960

To Northern Pacific Officers and Employees:

All Northern Pacific personnel is, I am sure, vitally interested in the plan announced July 15 to unify and operate our railroad and the Great Northern, Burlington and SP&S as a single integrated system. I will try to answer some of the questions which undoubtedly are in your minds.

1 - When will unification be consummated, if approved by stockholders and the Interstate Commerce Commission? Probably two years would elapse before integration of our properties could start, and complete integration might require an additional five years.

2 - How will unification affect existing jobs? It is our sincere belief that because of the very gradual integration of properties over a period of years, natural attrition from death and retirement would make displacement of employees negligible. Furthermore, federal statutes and labor agreements protect employees displaced by consolidations.

3 - What is Northern Pacific's status in the unification proposal? First let me tell you that our Board of Directors, our financial advisors and your management believe all phases of the unification are eminently fair to Northern Pacific. The new company's management, as was announced in the press, would be shared equally by your president as Chairman of the Board and by John M. Budd of the Great Northern as President, and the Board of Directors will have an equal number from the Boards of the Northern Pacific and Great Northern.

Because we feel strongly that unification of the four properties is in the public interest, we believe the Interstate Commerce Commission will approve. But until such time as integration of the properties may start, I am confident that all officers and employees will aggressively continue to further the interests of the Northern Pacific with traditional loyalty.

Paul MacFarlane



MEMO . . . FROM THE PRESIDENT

Our newly completed produce terminal in Seattle is another example of the progress that is taking place on many fronts on the Northern Pacific -- progress that is not confined to keeping our right-of-way and rolling stock in tiptop shape, but encompasses the whole sphere of our far-flung activities.

This new \$650,000 terminal gives Seattle a new, up-to-the-minute produce facility which houses brokers and wholesalers of fresh fruits and vegetables. And, it enables NP to participate in a more efficient distribution of produce in the Seattle area.

Better telephone service for our Minneapolis customers is now being provided by our recent installation of a new type of Direct Inward Dialing. This has done away with numerous extension numbers, which formerly could be reached only by calling through a switchboard, and permits direct dialing of the individual numbers of our various Minneapolis offices.

This forward step points up that NP has one of the best and most modern communications systems of any railroad in the country. Superintendent of Communications, D. C. Hill and members of his department deserve a great deal of credit for our leadership in this field.

In the June Tell Tale Memo, reference was made to the rapidly growing volume of automobiles moving in TOFC service. June saw some spectacular advances in this traffic on the Northern Pacific. This progress is reported on Page 3 of this issue of The Tell Tale. Our traffic and operating people are to be commended for the fine job they are doing to bring this business back to the rails.

Carloadings are down from 1959 levels. This means revenues are also down. I hope improved efficiency and better performance can absorb this loss.

Robert MacFarlane

THE REMARKABLE HUMAN MACHINE

While he creates complicated new machines that perform miracles in every field of human activity, man often forgets that he himself is a remarkable "machine."

He is endowed with an incomparable combination of instruments: eyes that are perfect cameras, ears sensitive to a wide range of sound, a nervous system that is an instantaneous telegraphic mechanism. His nose, lungs and skin work together as a ventilating plant more wonderful than any yet built by engineers. His muscles, legs and feet give him an amazing means of movement, responding immediately to his desire to walk or run. His hands and fingers perform in an infinite variety of ways and are capable of many skills. The most wonderful of man's instruments - his brain - is beyond comparison with any of the machines it has created.

The human machine has been called God's greatest invention. Isn't such a machine worthy of the highest respect, the best of care at all times?

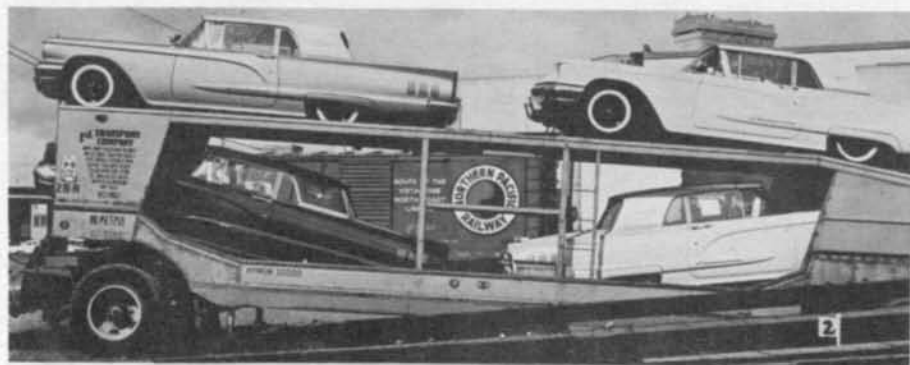
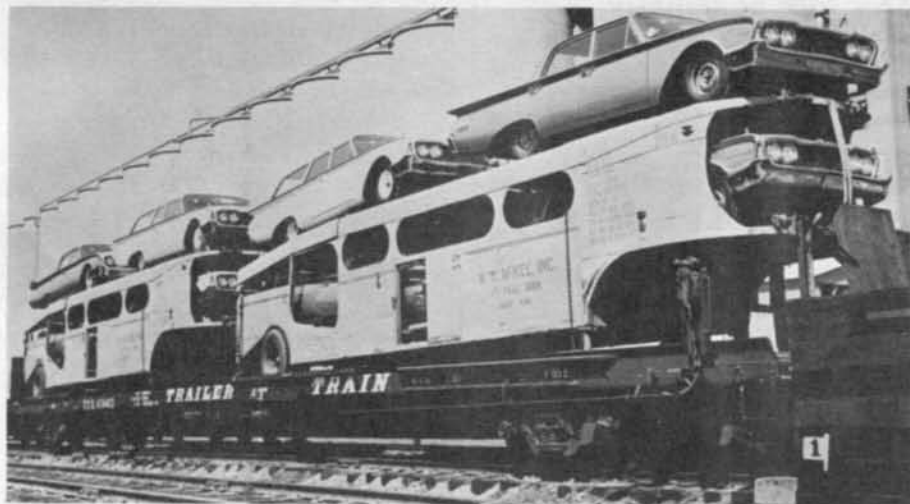
The man who is not careful at home, at work, at play - everywhere and always - lacks respect not only for himself and others. He lacks respect also for God's greatest work.

PERSONALS

The following appointments were announced recently:

H. J. WALTERS, Trainmaster, St. Paul Division, Minneapolis
R. O. HAMMERSTROM, Trainmaster, St. Paul Division, Minneapolis
E. P. HUGHES, Trainmaster, Helena
W. E. TAYLOR, Assistant General Freight Agent, St. Paul
G. E. STUART, Commercial Agent, Chicago
P. S. DeWALT, City Freight & Passenger Agent, Kansas City, Mo.
W. H. EGAN, Special Sales Representative, St. Paul
R. J. MC BURNEY, City Freight & Passenger Agent, Duluth
R. D. FORMICO, Assistant General Freight Agent, Rate Dept., St. Paul

NORTHERN PACIFIC TAKES LEAD IN HANDLING PIGGYBACK TRAFFIC IN NORTHWEST



(1) These Fords shown at Northtown Yard, Minneapolis, comprised NP's first TOFC auto shipment to the West. Their destination was Billings.

(2) Unloading Ford Thunderbirds at NP's Stacy Street Yard in Seattle. This was the first Northern transcontinental TOFC shipment of motor cars ever made.

(3) Chevrolets from Oakland, Calif., plant leave Portland for Renton, Wash. This traffic began on NP last August.

(4) This broadside of the first Rambler shipment gives a good idea of the capacity of one 85-foot Trailer Train flat car.

(5) NP Transport semi unloads Ramblers at ramp in Parkwater Yard, Spokane.



June 1960 will stand out in Northern Pacific freight traffic annals as the month NP began handling transcontinental TOFC shipments of automobiles--highway trailers on 85-foot Trailer Train flat cars.

Northern Pacific received its first piggyback auto traffic nearly a year ago when cars from Chevrolet's Oakland, Calif., assembly plant began moving by rail--Southern Pacific to Portland, thence NP to Renton and east in Washington as far as Spokane.

It was not until June 9 that Northern Pacific received its first long-haul shipment--conventional Fords, which were hauled by highway trailer from the St. Paul assembly plant to the NP ramp at the Minneapolis Northtown yards where they were loaded on Trailer Train flats for movement in Train 603 to Laurel.

On June 13 the first Northern transcontinental shipment of autos by piggyback -- Ford Thunderbirds -- left Northtown on 603 destined for Seattle.

(Continued on Page 8)

CHINESE JUNK "SAILS" INLAND VIA NP

A Chinese junk from Hong Kong "sailed" across the northwestern United States recently.

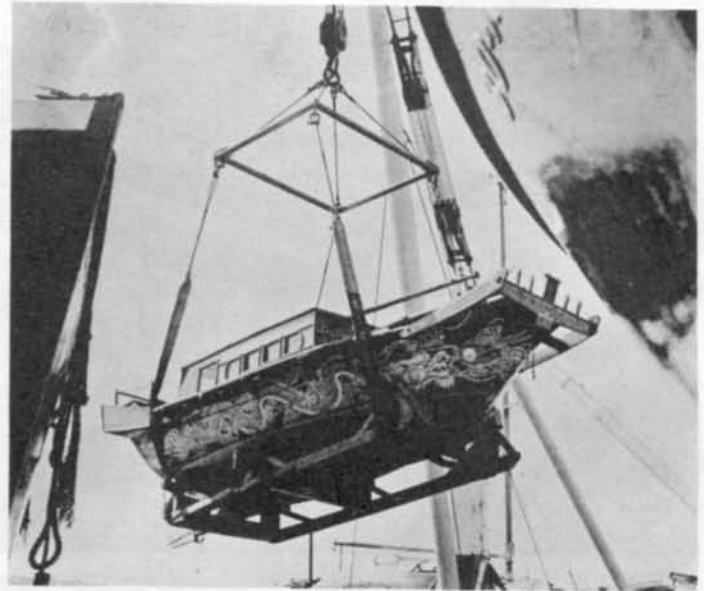
This unnautical feat was performed aboard a Northern Pacific flatcar enroute from Seattle to Fennville, Mich., in what is reported to be the first movement of this type of vessel straight out of the Orient to an inland U. S. point. It moved on Fruit Train out of Pasco on Friday, May 27, to St. Paul.

The gaily-decorated, 30-foot-long Sea Dragon was sent to Richard Hoffman, Mayor of Saugatuck, Mich., who will use it as a pleasure craft and for chartering trips on the Kalamazoo River and Lake Michigan.

The most ancient type of vessel still in use, the Chinese junk has become the newest thing among U.S. pleasure boating enthusiasts. Already a fleet of around 200 of the colorful craft are plying the coastal waters of the country.

But the Sea Dragon's importer, Claude E. Casady, president of Seattle's Overseas Trading Corporation, believes the Michigan-bound junk to be the first to find a home on inland U.S. waters. Casady, one of the country's two leading importers of junks, built the Sea Dragon in his company's own ship yard at Hong Kong.

With an eye-catching dragon painted along the entire length of its hull in vivid hues of gold, red, blue and yellow, the Sea Dragon never fails to stop traffic ashore



as it sails by on the water. The curiosity of more than one landlubber was roused as it "sailed" along on a railroad flatcar through the Cascade Mountains, over the Continental Divide in the Montana Rockies, across the North Dakota prairies and the gently rolling farm lands of the Midwest.



THIS NORTHERN PACIFIC BOWLING TEAM recently won first place in the Friday Night League at BEACH, N.D. The team's season record was 68 games won and 44 lost for a percentage of .607, with eight teams rolling in the Friday Night League.

All NP employes, these team members are H. G. Bargfeld, Section Foreman at Golv; O. D. Hanen, Agent Sentinel Butte; and E. A. Kautzman, Agent and Team Captain; L. R. Heid, General Clerk; A. F. Lechler, Section Laborer; E. O. Waldal, Section Foreman, and C. E. Berger, Telegrapher, all of Beach.

THE WORLD'S LARGEST BUFFALO at Jamestown, N.D. was dedicated during "Buffalo Days" June 2 through 4 and was climaxed by the appearance of Governor Nelson Rockefeller who delivered a major agricultural address.

This Buffalo is constructed of concrete and steel, weighs 160 tons, and stands on a hill south of Jamestown where it can be seen from the windows of our Northern Pacific trains.

Governor Rockefeller said the buffalo is symbolic of America, its pioneering history and all it stands for.



PROMOTE

**PERFECT
SHIPPING**

EVERY DAY

PAR BUSTERS

One hundred thirty-five golfers turned out for the annual Northern Pacific Eastern Golf Tournament, June 11, at Como Park Municipal Golf Course, St. Paul.

Winner of the low gross event was W. R. Bjorklund, District Engineer, and winner in the blind bogey event was Pete Loveland, of the Mail, Baggage & Express Dept.

Highlight of the tournament was an eagle "2" scored by Lauren Elverhoy, of the President's Office, on the 18th hole. Playing in the last foursome, Lauren's 5-iron shot of about 150 yards rolled into the hole as a large crowd cheered.

Everyone participating in the tournament received a prize and an NP Monad golf ball marker.



E. B. Stanton, Vice President, Executive Dept., presents trophy to W. R. Bjorklund, District Engineer.



1. H. C. Hoving, W. H. Goodyear, P. Cocchiarella, and W. J. Webb

2. G. Wabman, R. Michel, L. Hillstrom, and A. Carlson

3. J. O'Gorman (caddie), W. O'Gorman, J. Schmidt, S. Sievert, W. Jungbauer

4. From Duluth: C. E. Mausolf, D. C. Bostrom, J. Facette, R. B. Peer

5. J. C. Moore, G. T. Flynn, T. Zwicky, and R. E. McCourtney

6. W. Votruba, H. L. Bradbury, H. W. Carlson, and R. LaBrosse

7. E. M. Klott, E. E. Oberg, O. E. Elverhoy, and G. W. Nelson

8. L. E. Elverhoy, J. Morrissey, E. Faykish, and J. W. Tbayer

9. G. E. Carlson, L. K. Goodman, J. W. Kenaley, and W. K. Smallridge

10. J. K. Wheeler, R. Young, C. Petrowske, and W. T. Wheeler

11. A. J. Schrumph, N. Norrobohm, S. Anderson, and J. N. Jenkins

12. W. K. Smallridge, W. J. Luchsinger, M. L. Countryman, Jr., J. A. Risendal



Kermit W. Johnson, General Claim Agent of the Northern Pacific, is the new First Vice Chairman of the General Claim Division of the Association of American Railroads. Mr. Johnson was elected at the annual convention of the division in June.

E. L. Jensen, Northern Pacific's General Storekeeper, was elected to the general committee of the Purchases and Stores Division, A. of A.R.R., at the group's annual meeting in Chicago, June 3.

R E T I R E M E N T S

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 ones.

NAME	OCCUPATION	LOCATION	YEARS SERVICE	NAME	OCCUPATION	LOCATION	YEARS SERVICE
Victor L. Hall	Machinist Helper	Livingston	33	T. C. DiSanto	Hammer Man	St. Paul	35
Earl Goslin	Locomotive Engineer	Missoula	45	W. J. Brintnell	Section Foreman	Gilby	41
Sam M. Frisco	Car Oiler	Dilworth	40	Eva J. Stary	Clerk-Car Accountant	St. Paul	41
Mathew A. Koch	Pumper	Glendive	46	E. O. Bergstrom	Car Repairer	St. Paul	38
Hiram P. Morgan	Crossing Gateman	Fargo	25	Swan Olson	Store Helper	St. Paul	48
James H. McCoy	Yard Clerk	Minneapolis	43	R. B. Russell	Dispatcher	Duluth	37
Frank M. Brain	Locomotive Engineer	Pasco	42	Amiel L. Napper	Agent-Telegrapher	Bangor	49
Harry A. Wood	Agent-Telegrapher	Pembina	47	Otto I. Erickson	Leading Car Inspector	Butte	45
A. E. Dahlgren	Bureau Chief	St. Paul	39	Richard N. Seddon	Switch Foreman	Duluth	33
Frank Hatzenbeler	Asst. Section Foreman	Yakima	43	George Luedke	Switchman	Minneapolis	42
Edward D. Whitney	Locomotive Engineer	Pasco	42	Alice I. Dyer	Stenographer-Clerk	Butte	41
Lillian L. Puvogel	Voucher Clerk	St. Paul	43				

RECENT RETIREMENT OF MONTANAN'S ON THE ROCKY MOUNTAIN AND YELLOWSTONE DIVISIONS



*T. T. Thorson
Agent
Missoula*

*A. S. Sorenson
Roadmaster
Helena*



*R. C. Stoness
Section Timekeeper
Missoula*

*R. E. Noyes
Conductor
Livingston*



*W. F. Schroeder
Conductor
Livingston*

*W. G. (Scotty) Muir
Conductor
Glendive*



*F. A. Paladin
Mill Machinist
Missoula*

*E. J. Beck
Carman
Billings*



TACOMA DIVISION AGENTS AND TELEGRAPHERS retired during the past two years were honored at a banquet held recently at the "Top of the Ocean," Tacoma. Honored guests attending the banquet were: Agent and Mrs. C. H. Swanson, Puyallup; Telegrapher and Mrs. H. R. Denzene, Sumner; and Telegrapher Carl Chenoweth, "W.R." Office, Tacoma.

Pictured left to right: Train Dispatcher C. C. McClean, Superintendent W. C. Smith, H. R. Denzene, C. H. Swanson, C. H. Chenoweth, and Chief Dispatcher C. G. Stillman.



FRED YAGER, (standing) draftsman, recently retired after 38 years' service in the Engineering Department.

Office associates honored Mr. and Mrs. Yager at a luncheon recently at the St. Paul Athletic Club. Also shown at the head table are Chief Engineer H. R. Peterson (left) and Chief draftsman R. A. Skooglun.



W. S. BROOKS, Chief Dispatcher Northern Pacific Transport Company, Billings, retiring June 1, receives gifts from J. H. Gullard, Superintendent of the company, on behalf of his many friends, as Mrs. Brooks looks on.

Mr. Brooks was first employed by the NP Ry at Glendive in 1918 as a brakeman and joined the Transport Company in 1931 as a driver.

YOUR LIFE - HANDLE WITH CARE !



Northern Pacific Beneficial Association



The replacement of blood given our members at our hospitals or at line points continues to present a problem. Serious consideration was given this matter by the Board of Directors at their recent meeting, and the following policy was established:

1. Members should be made aware of the fact that hospitals, blood banks and the National Red Cross prefer that blood be replaced rather than paid for.
2. Constant efforts should be made to encourage members, individually and through various lodges and organizations, to donate blood.
3. Donors should state the blood is to be credited to the Northern Pacific Beneficial Association.
4. If no blood credits exist in the area, members are expected to obtain blood replacements.
5. If no blood credits exist and no blood replacements can be obtained, members are expected to pay for the blood.

BE A DONOR!! BLOOD IS URGENTLY NEEDED!! BE A DONOR!!

Public criticism of increased costs of medical care is often based on confusion. Many people feel if hospitals and physicians were re-organized, more effective care would lead to reduced cost. So it has for care for specific illnesses. Some economy is possible, but there is no indication that over-all national costs for medical service would be reduced.

New medical knowledge has made dramatic changes in average length of life and has reduced human suffering. Diseases such as smallpox, malaria and typhoid fever which once took many lives have been practically eliminated in this country. Other diseases such as tuberculosis and scarlet fever have been reduced both in incidence and as a cause of death. Other conditions, such as pneumonia, occur as frequently as in the past but with less risk, discomfort and expense to the patient. These gains can only be held by wise use of medical care.

As many conditions have been eliminated or controlled, persons who would once have died have been able to live--but with chronic impairments requiring extensive use of physicians' services, hospitals and drugs. This is particularly true of older people.

It appears that more days are lost through illness today than was true thirty years ago. The fact that we are taking better care of our health does not necessarily mean we have fewer illnesses. There may well be more measurable illness simply because people take better care of themselves by not carrying on their usual activities. Sick leave policies, for example, are more liberal today. Differences in working and living conditions may also be factors in comparative illness rates. Although the average worker is certainly under less physical strain, he may well be under more severe emotional strain.

New medical knowledge and proper treatment have reduced death and extended life and work years. Pain and disability have been reduced for many illnesses. However, with the aging of the population and extension of life for those with chronic conditions, wise use of medical care seems likely to lead to more demand for services and higher costs. Increasing investment by the public for medical care confirms this trend. The public cannot reasonably hope to get something for nothing, but it is certainly receiving good value for the medical care it pays for.

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

(More of a Series)

K. A. Voelk, elected to the Board of Directors last November, represents Telegraphers, Agent-Telegraphers, Towermen, Dispatchers, Telephoners, except Switchboard Operators.

He began service with the Northern Pacific in 1947 on Yellowstone Division, transferred to St. Paul Division in 1948, and has



worked in Staples the past six years.

He is District Chairman of the Order of Railroad Telegraphers, representing members on St. Paul Division.

His family consists of his wife, who is a registered nurse, and a son and daughter.

Director Voelk is an ardent sportsman and lists hunting and fishing as his greatest outside interests.



We extend thanks for contributions received at:

St. Paul

\$25.00 from Alice Remore, Retired Clerk, Fargo

One year's subscription to the "Grand Forks Herald" from J. E. Jellis, Patrolman, Grand Forks;

Books for use of patients from J. F. Whistler, Retired Telegrapher, Custer, Montana.

Tacoma

\$25.00 from Mrs. John H. Good, widow of Retired R.E.A. Route Agent, Seattle;

\$10.00 from Dorsey H. Benton, Retired Stockman, Tacoma.

Little Vickie Pierre, polio patient at Missoula Hospital, has received a total of \$25.00 from employees in Communications Department, St. Paul. We know Vickie would wish to thank everyone who remembered her with such kindness.

IMPROVED PHONE SERVICE FOR MINNEAPOLIS OFFICES

A new and simplified telephone system has been installed for Northern Pacific's far-flung operations in Minneapolis to provide faster and better service for the railway's customers.

The installation is a modified form of Direct Inward Dialing, a recent development of the Northwestern Bell Telephone Company for business and industrial service.

The railway's former number -- FEderal 2-2213 -- and its numerous extensions have been abandoned in favor of individual numbers for each of 33 telephones in various NP offices throughout the city. Since June 25 it has been possible to dial any one of these numbers directly, without going through a switchboard operator.

At the same time, the new service became part of the automatic dial system which permits intercommunication between offices in the Twin Cities area and the Company's system-wide direct dial network comprising Fargo, Billings, Missoula, Spokane, Seattle, and Tacoma.

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

	Divisions						Main Shops					
	Lake Supr.	St. Paul	Fargo	Yellowstone	Rocky Mtn.	Idaho	Tacoma	Como	Brainerd	Livingston	So. Tacoma	Total
Enginemen					1		1					2
Trainmen		6	1	2	4	1	7					21
Yardmen		4	1				5					10
Stationmen				1			2					3
Trackmen	2	2	2		3	1	3					13
B. & B. men	1				1	1	1					4
Shopmen			1		1							2
Carmen		2		3			2		1			8
Total	3	14	5	6	10	3	21	0	1	0	0	63
Rank	2	6	4	3	5	1	7	1	4	1	1	
Store							1				1	2
Dining Car												
Engineering												6
Signal												
Chief Spl. Agent												
Communications Dept.												1
Electrical Engr.												
General Office												
King St. Station												2
Miscellaneous												
Grand Total	3	14	5	6	10	3	22	0	1	0	1	74
Casualty Rate per Million Man Hours (est.) - - - - -												4.2

AUTO PIGGYBACK TRAFFIC

(Continued from Page 3)

On June 18, NP scored another first when two TT flat cars, carrying 24 American Motors Ramblers in four sparkling new highway trailers left Northtown on 603 for Spokane. This was the first piggyback shipment of American Motors cars to the Pacific Northwest and the first shipment to that area which carried as many as six cars to the trailer and 12 to the flat cars. The Ramblers originated at Kenosha, Wis., on the Chicago & Northwestern.

Northern Pacific, in common with other railroads, has been able to obtain auto traffic by performing good service at rates which are attractive to the shippers--and which provide profitable tonnage for the railway. A steadily increasing volume of such business is in prospect, traffic officers say.

W. J. CORCORAN



EMPLOYEE
OF THE MONTH

William J. Corcoran, switchman at Northtown, entered yard service at Minneapolis in 1927 and, while in service continuously since that time, has never had a reportable injury.

He was born December 8, 1905, in Minneapolis. He has been married twenty-three years and is very proud of his twin daughters, 19 years of age.

His hobbies, in addition to the close attention he gives to his railroad occupation, are farming and horseback riding.

Says Mr. Corcoran: "If you want to be sure to avoid injury - and everybody does - keep Safety FIRST. Keep it uppermost in your thinking and acting at all times!"