



Vol. XXIII

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

No. 8



Northern Pacific recently put this \$2,800,000 fleet of 15 road-switchers in service in the main

line freight pool between the Twin Cities and Livingston.



MEMO . . . FROM THE PRESIDENT

In recent months, we have been experiencing a downturn in traffic. Movements of forest products, grain and manufactured goods -- all important traffic items for NP -- have been on the decline with the result that freight revenues are down \$2,462,000 during the first 6 months of this year as compared with the like period in 1959.

In the midst of this downward trend in business activity, we are faced with sharply rising operating costs resulting from the new wage increases.

Based on wage agreements reached up to the time this was written, it is estimated the July 1, 1960 increase will cost Northern Pacific about \$1,950,000 a year on an annual basis and that the March 1, 1961 increase will bring the cost to about \$3,900,000 annually.

The Northern Pacific is one of 14 western railroads participating in a series of tests this summer and fall to demonstrate the mobility of missile bases on rails.

The Air Force missile train being used in the trial runs has already moved over a portion of our line. The train is not carrying missiles, but it is envisioned that in the future a number of missile trains, all carrying Minuteman intercontinental ballistic missiles, will move over the nation's network of rails as an integral part of our defense. The mobility provided by such trains will protect against pinpointing of launching sites by an enemy.

In this new role, the railroads take on added importance in keeping our country secure and deterring attack by an enemy. We can all be proud that Northern Pacific is among the railroads selected to help pioneer this new defense concept.

On another page in this issue of the Tell Tale is a photograph of our general office telephone switchboard and four of our staff of operators. I wish to take this opportunity to commend the NP switchboard operators, not only those in the general office, but everywhere we operate switchboards. By their invariably courteous efficiency, they are constantly making friends for our railroad as well as capably serving those of our own personnel who use the telephone in the performance of their duties.

Paul MacFarlane

FINANCIAL WORLD MERIT AWARD

Northern Pacific's 1959 Annual Report to its shareholders has earned Financial World magazine's Merit Award "for distinguished achievement in annual reporting." Thus, for the fifteenth consecutive year, the Company's annual report has placed among the best of 5,000 entries judged by the magazine in its twentieth annual report survey.

The Award, based on excellence in content, design and typography, qualifies the report to compete for the Best of Industry awards made by the magazine each year.

ARMED FORCES VOTERS DAY SEPTEMBER 27, 1960

Those of you with relatives and friends who are in, or with the Armed Forces, are asked to encourage them to vote. The Secretary of Defense has designated September 27, 1960, as Armed Forces Voters Day which will constitute a maximum effort to insure that all citizens defending our American Heritage will have the opportunity to cast an effective ballot.

TWO NP OFF-LINE AGENTS BECOME CLUB PRESIDENTS

L. O. Moe, Commercial Agent for the Northern Pacific at Winston-Salem, N. C., and E. A. Cassell, Traveling Freight and Passenger Agent in the Railway Company's Dallas office, have been elected presidents of railway agents' associations in their respective territories.

Moe was picked to head the Railroad Traffic Agents' Association at Winston-Salem, and Cassell was chosen to preside over the Passenger, Ticket and Freight Agents' Association of Texas.

George Adamcik, NP's General Agent in Dallas, serves as a legal advisor for the Texas Club.

THINK AHEAD FOR SAFETY!

NORTHERN PACIFIC TRANSPORT DRIVERS HONORED FOR SAFETY RECORDS

National Safety Council safe driving awards were presented to thirty-one drivers for the Northern Pacific Transport Company recently.

Presentation of the awards to the Billings drivers was made at a banquet at the Northern Hotel on May 15, and to the Butte drivers at a banquet at Butte on July 11.

J. H. Gullard, Northern Pacific Transport Company Superintendent, of Billings, was the principal speaker at both functions.



AT BILLINGS: (standing) L. to R. - D. L. Ament, D. W. O'Neill, Anton Job, C. M. Larson, Z. A. Buckner, J. K. Dobson, and J. H. Eddy. (seated) L. S. James, Eugene McDonald, D. P. Hightower, Joe Perschillo, L. E. Smith, O. B. LaSeur, and L. R. Nichols.



AT BUTTE: (standing) J. F. Johnson, C. E. Proffitt, J. R. Fish, E. E. Cleveland, G. A. Malmo, Ted Jokela, S. A. Parrish, and R. D. Erpenbach. (seated) J. L. Swenson, M. R. Bertrand, M. G. Shaughnessy, L. M. Crosby, R. P. McKinnon, and E. P. Sorini.

NEW NP PRODUCE HOUSE, SEATTLE

Northern Pacific's newly completed \$650,000 produce terminal in Seattle is open for business.

Eight of the ten firms who will occupy this modern, up-to-the minute produce facility have already moved in and the remaining two have signed leases and plan to join the others shortly.

A one-story, concrete block building, the new structure is 480 feet long, 80 feet wide and has a 25 by 180 foot balcony for offices. Located on Occidental Avenue between Massachusetts and Atlantic Streets, it replaces NP's old terminal on Western Avenue, known as the Commission Block, which was built in 1907.

The new terminal has both warehouse and office space, and will be occupied by six wholesalers, one truck delivery agent, and three brokers.

The building's design provides maximum usable space. The prestressed concrete roof eliminates need for pillars or posts, permitting a completely open interior area except for space taken up by coolers and banana rooms. The concrete construction also obviated installation of sprinklers and reduced firewall requirements.

The new terminal is served by two spur tracks which make possible direct handling of produce and eliminate time-consuming work which was

necessary to get cars spotted at the traffic-congested area of the old Commission Block.

The spur tracks serve a 10-foot platform on one side of the building. On the opposite side is a 15-foot platform for loading and unloading trucks, with ample maneuver room for the vehicles. Platforms at each end of the building are used for direct loading and unloading from trucks to coolers. Ample parking space is

also available in the area.

The terminal offers other advantages to its occupants. Brokers are close to the distributors. Wholesalers not only can unload directly from freight cars, but can share space in the same cars with their neighbors. And each can unload at his front door by moving the car from one entrance to another. Having drayage performed by one of the firms in the building is also a convenience.



Trucks backed up to the loading platform of the new Produce Terminal await being loaded with different kinds of produce.

VETS AT DULUTH

Nearly 700 Northern Pacific veterans and their friends heard "Cowboy" Howard Ellsworth do his usual good job of toastmastering at the annual convention of the Veterans Association banquet, June 11, at Duluth.

Main speaker of the evening was H. W. Zinsmaster, a director of our Road. He went into the history of Northern Pacific's beginning at Head-of-the-Lakes, and then told about the present activities, such as the port development, the taconite industry, jet plane and Bomarc bases, and other projects.

Sunday's program included a bus tour of the North Shore to the taconite plant of Reserve Mining Company at Silver Bay where lunch was served. Then an interesting film on the processing of taconite was shown.

At the business meeting held Saturday morning, it was decided to change Article II of the by-laws to read:

"The object of the Association shall be the bringing together into an organization all employees of the Northern Pacific or subsidiary lines (see Article 6) who have served (continuous or in the aggregate) for twenty-five (25) years or over, in order that they may revive and maintain old acquaintanceships, discuss subjects of mutual interest, develop an historical record of early days on the Northern Pacific, and promote measures which will be for the best interest of the Company and its employees."



Left to right: George Gravem, Spencer Olson, J. W. Swanson (retiring president), and J. H. Murray.

Officers for the coming year are J. H. Murray, Tacoma, President; Spencer Olson, Missoula, Vice President; George J. Gravem, Duluth, George F. Bauer, Seattle, and Carl A. Nyman, Missoula, directors; Elmer F. Slayter, St. Paul, Secretary-Treasurer.

The next annual convention of the association will be held in Seattle, June 2-3-4, 1961. Plan to attend.



TELEPHONE EQUIPMENT GETS "PREVENTIVE TREATMENT"

"Doctor" bird makes a house call to give one of his "patients" a check-up. W. E. Bird, Communications Supervisor for Northern Pacific at Livingston, is using some complicated testing apparatus to conduct a periodic check of the Company's carrier telephone equipment at Missoula. This installation is part of NP's direct distance dialing system between the Twin Cities and the North Pacific Coast.

"Preventive treatment" such as this can spot trouble before it starts and save costly repairs and delays.



A. R. MIESEN, Agricultural Development Agent for the Northern Pacific at Fargo,

was honored recently by the North Dakota Future Farmers of America for his many years of outstanding service to the organization. The award plaque was presented to him at the group's annual convention in Fargo in June.



1896 . 1960

F. A. (ALGE) NELSON, chief clerk in the Helena yard office, died unexpectedly June 15 at his home.

Mr. Nelson had been in the service of the Northern Pacific 47 years, and was a past president of the Veterans' Association, NP Ry.

He is survived by his widow and one son, Frank A. Nelson of Libby, Montana.



F. A. Nelson

ST. PAUL GENERAL OFFICE HAS NEW SWITCHBOARD



Nerve center of Northern Pacific's Twin City telephone operations is this new four-position switchboard in the St. Paul general office building. The volume of calls handled here has increased since recent consolidation of Minneapolis and St. Paul PBX facilities at St. Paul. All manually placed calls from NP offices in both Minneapolis and St. Paul now go through this switchboard.

In the picture, from left, are Mrs. Ira Nelson, Grace Towey, Mrs. Helen Cormier, Mrs. Jean Brosnan, chief operator, and R. B. Johnson, Assistant Superintendent of Communications. Other PBX operators who work on this board but not in the picture, are Mrs. Clara Schlattman, Mrs. Molly Pitman, Mary McCabey and Mrs. I. R. Lawther.

PERSONALS

The following appointments were announced recently:

H. J. BROERS, City Freight Agent, Missoula
W. J. CONDOTTA, Trainmaster-Roadmaster, No. Bemidji
H. E. RATHBUN, Roadmaster, Minneapolis
C. L. CLARINE, Roadmaster, Duluth
C. L. PORTER, Roadmaster, Centralia
J. A. SLOWINSKI, Car Foreman, Laurel
G. W. STANLEY, Assistant Car Foreman, Laurel
J. L. NESWICK, Assistant Roundhouse Foreman, Laurel
J. J. ROTHSCILLER, Car Foreman, Tacoma
F. J. OWENS, Night Roundhouse Foreman, Auburn
H. E. WHITLOCK, Machine Shop Foreman, Brainerd Shops
E. L. NOLAN, General Yardmaster, St. Paul
J. R. CAMPBELL, Road Foreman of Engines, Fargo
R. W. SPANNRING, Assistant Mechanical Insp., St. Paul
W. M. REED, Staff Assistant, Mechanical Dept., St. Paul
J. L. LIND, Assistant to Engineer of Tests, St. Paul
J. W. CLEM, Road Foreman of Engines, Pasco
F. W. SCOBEE, Road Foreman of Engines, Laurel
J. A. BICHSEL, Road Foreman of Engines, Livingston

Today's American family is the best educated but most insecure; most experienced but most nervous; most adaptable, most married, but least stable, says Dr. Jessie Harris, Dean Emeritus, U. of Tenn. Families now rate themselves by their charge accounts rather than their bank accounts.

TRAIN CREWS WIN FRIENDS FOR NORTH COAST LIMITED

Much of the past success and continued popularity of our famed Vista-Dome North Coast Limited is due to the friendly, cheerful and helpful attitude of the train personnel. Ample evidence of this is found among the comments jotted down by satisfied passengers and sent voluntarily to the passenger department.

Following is a sampling of these comments taken from post cards received in the department recently:

A Pleasure to Report. . .

It's a pleasure to report how much I enjoyed your wonderful, smooth-riding train. Employees were most accommodating, pleasant and friendly. -

Miss E. W., Seattle

Service Was Excellent

The service given by all employees on the North Coast Limited was excellent; everyone...very polite and courteous and made the round trip a pleasure. -

Mr. E. J. G., Richland, Wash.

Splendid all the Way

Everything just splendid all the way. Enjoyed the trip; the train crews were very helpful... -

Mr. P. J. H., Youngstown, O.

Marvelous - the Finest

Marvelous - good service - courteous employees. The finest - especially the Slumbercoach. -

Mr. & Mrs. L. E. F., Minneapolis

Employees were the Best

It was a great pleasure to ride on the Northern Pacific and all the employees were the most courteous. -

Mr. J. V., Philadelphia

Distinct Pleasure to Ride

This is the most beautiful train I have been on; immaculately clean and comfortable; courteous, well-trained crew...a distinct pleasure to ride. -

Miss M. M. P., San Francisco

Scenery was Terrific

Enjoyed the trip... The scenery was terrific. Especially enjoyed hearty friendship of the Stewardess-Nurse. Thank you for your complete services. -

Miss B. T., Minneapolis

Finest in the Country

Well managed. Clean. Consider this finest train in country. Scenic route. Good roadbed. Comfortable sleep. -

Mr. S. F. & Family, Darien, Conn.

Will Urge Our Friends

We'd like to urge our friends to come this route when going to Northwest or wherever NP service is available. We hope to go with you to West Coast in near future. -

Mr. & Mrs. E. R. P., Bloomfield, Ind.

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
Frank M. Cich	Machinist Helper	St. Paul	29	Manfred Olson	Freight Stower	Duluth	41
Ira W. Hallman	Machinist Helper	Missoula	31	Ernest W. Robinson	B&B Carpenter	Jamestown	43
Fred R. Barber	Check Clerk	Tacoma	37	Tom Monacelli	Section Foreman	Yakima	36
Angelo Condotta	Section Foreman	Wallace	47	Ben J. Dambly	Locomotive Engineer	Dickinson	50
Adamo Rossetti	Section Laborer	Seattle	38	Arthur C. Larson	Gang Foreman	Seattle	37
Arthur L. Hedge	Dining Car Waiter	St. Paul	39	Michael C. Brennan	Conductor	Missoula	43
Edwin L. Birge	Asst. Genl. Yardmaster	Spokane	48	Harvey L. Mattson	Agent-Telegrapher	Elgin	49
George E. Tuberg	Steno. to Div. Supt.	Spokane	38	Arthur H. E. Buls	Conductor	Missoula	43
Austin H. King	Coach Builder	St. Paul	43	Ralph D. Moore	H & R Clerk	Auburn	43
Charles T. Eng	Coach Trimmer	St. Paul	38	Orie V. Garletts	Machinist	Tacoma	38
John C. Repko	Stationary Engineer	St. Paul	33	Frank Jaeger	Yardmaster	Staples	45
Alfred Larsen	Agent	Maddock	45	Sandy R. Gilberg	Locomotive Engineer	Duluth	44
M. L. Cornell	Yardmaster	Duluth	42	William D. Smale	Conductor	Minneapolis	22
Ephraim Zacher	Agent-Telegrapher	Pingree	40	W. H. Bauknecht	Baggage man	Mandan	44
Clarence S. Brown	Water Service Foreman	Seattle	34	J. G. Schlosser	Locomotive Engineer	Mandan	53
A. J. McDonnell	Electrician	St. Paul	50	Walter R. Hopkins	Locomotive Engineer	Minneapolis	52
Holger Larsen	Locomotive Engineer	Dickinson	49	A. R. Bergeson	Chief Timekeeper	St. Paul	49
Alfred J. Jentoft	Section Foreman	Mission	50	Stephen Kvien	Agent-Telegrapher	Lisbon	48

M. F. O'TOOLE, Tacoma Division Conductor, retired June 4, on completion of more than 48 years' service and a perfect safety record. At the time of his retirement, Mr. O'Toole was the oldest conductor in point of service on the Tacoma District.



GEORGE W. MINKEL, Trainmaster at Minneapolis, retired on June 30 with over fifty years' service. On June 23rd he was honored at a retirement party at Little Jack's Cafe, Minneapolis, attended by 75 of his fellow workers and other friends. George was presented with a complete supply of fishing tackle.

Shown at the affair are, from left: A. J. Delaney, E. P. Hughes, R. H. Anderson, G. W. Minkel, Russell Erickson, A. J. Ferlaak, and M. T. Kirkvold.



Guest of honor at a "coffee hour" on June 17 was DAVID S. TYE, Car Inspector at Everett, who retired after 43 years of railroading.

Fellow employees looked on as Car and Roundhouse Foreman W. E. Dillman presented Mr. Tye with a gift.



MRS. E. E. SAMUELS, Personal Stenographer to Engineer of Tests, Como, St. Paul, was honored at a retirement party upon completion of 30 years of service.



JOHN HEIN, (second from right) Freight Checker, Billings, was honored at a retirement party May 31, having completed 44 years of service.

Among those on hand to wish him well were C. L. Anderson, R. A. Condon, W. J. Hawkins, Louis Sassano and R. H. Gebhardt, all retired NP employees.

MILES J. BOYLE, Freight Supervisor, Minneapolis, retired June 1 after 50 years of railroading.



OSCAR C. GORDER (right) Agent, Superior, Wisc., retired recently after more than 45 years' service with the Northern Pacific. Shown with Mr. Gorder is his successor, JAMES C. HIGGINS.





Northern Pacific Beneficial Association



BENEFITS OF MEMBERSHIP

In response to many inquiries we have received, we are listing below the major N.P.B.A. benefits. Further details may be obtained from the revised copy of the Constitution and By-Laws, May, 1960, available through the N.P.B.A. General Office, St. Paul, Minnesota. Benefits are also posted at points of employment and at Association hospitals.

1. HOSPITAL AND MEDICAL CARE - Cost of medical care rendered by N.P.B.A. Local Surgeons and hospitalization at any Association hospital is assumed by N.P.B.A. up to need of active medical treatment not to exceed six months for any one illness. (Article VIII of By-Laws)
2. EMERGENCY CARE - N.P.B.A. will cover only the period of emergency. Members are responsible to secure services of an N.P.B.A. doctor immediately. (Article VII of By-Laws)
3. "OFF-LINE" BENEFITS - N.P.B.A. will pay maximum of \$25.00 per day for first five days, \$15.00 per day for next five days, for active members requiring emergency service outside zone of operation. (Article IV, Section 3 of By-Laws)
4. REFRACTIONS - N.P.B.A. will assume cost of refraction by Association oculist when member has one year's continuous membership. (Article IV (d) of By-Laws)
5. AMBULANCE SERVICE - Charges up to maximum of \$20.00 are paid by N.P.B.A. if service is ordered by Association doctor.

If member is requested to transfer by ambulance from private hospital to Association hospital, N.P.B.A. will assume cost. (Article IV, Section 2, By-Laws)
6. SPECIAL NURSES - N.P.B.A. pays fees up to \$150.00 if nurses are approved by District Chief Surgeon. (Article XI of By-Laws)
7. T.B. CARE - N.P.B.A. pays \$3.00 per day to sanatorium for 90 days if member has two years' continuous membership. If member has ten years' continuous membership, \$3.00 per day for 365 days is maximum allowance paid by Association. (Article VI, Section 2, By-Laws)
8. ARTIFICIAL LIMBS AND EYES - N.P.B.A. pays allowance not to exceed \$250.00 when member has three or more years' continuous membership and no liability exists on part of employer for loss of limb or eye. Chief Surgeon must approve appliance. (Article IV, Section 1(c), By-Laws)
9. CONTAGIOUS DISEASES - N.P.B.A. pays \$5.00 per day to non-Association hospitals rendering in-patient care when authorized by District Chief Surgeon. (Article VI, Section 1, By-Laws)
10. ATTENDANTS - N.P.B.A. pays regular daily compensation (maximum \$20.00 per day) and actual traveling expenses to non-related attendants accompanying members to hospitals at request of Local Surgeon. (Article XI, By-Laws)
11. OUT-PATIENT CARE - N.P.B.A. assumes cost of such care at Association hospitals and by Local N.P.B.A. Surgeons.
12. DRUGS AND MEDICINES - N.P.B.A. assumes cost of drugs and medicine when required by members and prescribed by N.P.B.A. doctors. (Article IV(e) of By-Laws)
13. DUES WAIVERS - N.P.B.A. dues are waived for periods up to six months when active members with 90 days' service are granted leaves of absence due to disability or illness. Such members must present to Secretary completed form B.A. 70A. (Article III, Section 2, Constitution)
14. QUESTIONS - Direct questions to N.P.B.A. General Office, 612 N.P. Building, St. Paul 1, Minnesota.

(MEMBERS MAY WISH TO RETAIN THIS PAGE FOR READY REFERENCE)

Members continue to show appreciation of care given them as Association members through generous contributions. In recent weeks St. Paul Hospital has received:

- \$30.00 from Clarence D. Prather, Cashier, Minneapolis;
- \$20.00 from Sophus L. Anderson, Sectionman, Fargo;
- \$15.00 from P. A. McManus, Retired Engineer, Dilworth.
- \$12.00 from estate of James Morrison, Retired General Freight and Traffic Manager, St. Paul.

We extend sincere thanks to all for their interest and thoughtfulness.

We were sorry to learn of the death of Elfrida Thomsen on July 7.

Miss Thomsen joined the Association in 1919 as General Office Nurse and held that position until her retirement in June 1955.

**Driving on the Highways:
Safety is Good Citizenship**

THE PART SAFETY PLAYS IN OUR EVERYDAY LIFE

There was a time when we of the railroads, probably more than any other industry, wrote and talked a great deal about Safety and gave more thought to it than our fellow citizens.

This is not true today. The Safety campaign is a universal and continuous one. Practically all radio and T.V. programs include a plea to drive safely, work safely, and play safely.

According to the records, the largest percentage of accidents occur on the highway, and next to that in the homes. We are warned to be careful, no matter what we may be doing. We are admonished to be certain that all tools and mechanical devices used are in perfect working order, and to watch our step when getting on or off moving equipment.

Everyone everywhere seems to be aware of the importance of working, playing and living safely. Safety to us as railroaders should always be on our minds - it is one of the most important factors in our lives. Just one thoughtless act, a chance taken just once, may be the one that causes injury or death. Time and events move swiftly. A split second of inattention to the job at hand, whether it be at work on the railroad, in or around home, or at play, can bring sudden disaster. Perhaps not to us, but maybe to someone else.

Be thoughtful, thoughtful of your own Safety for the sake of your beloved ones, and of others for the sake of their beloved ones. Doing it the safe way, which is the only way to do anything, will bring its own rewards. Safe practices, like complying with safety rules, are always a perfect investment - the dividends are freedom from pain.

Don't live and work the hard way. It is much easier to plan and arrange work in an orderly, safe manner, always keeping Safety and the safe way to do it uppermost in mind.



STATEMENT OF EMPLOYEES' REPORTABLE CASUALTIES BY CLASSES FOR THE PERIOD JANUARY 1 TO JULY 31, 1960											
	Divisions							Main Shops			
	Lake Supr.	St. Paul	Fargo	Yellowstone	Rocky Mtn.	Idaho	Tacoma	Como	Brainerd	Livingston	So. Tacoma
Enginemen					1		1				
Trainmen	1	6	1	2	4	1	8				
Yardmen		3	1			1	6				
Stationmen				1			2				
Trackmen	1	2	2	1	3	2	4				
B & B. men	1				1	1	1				
Shopmen			1		1						
Carmen		2		4			2		1		
Total	3	13	5	8	10	5	24		1		
Rank	1	5	4	3	6	2	7	1	4	1	1
Store							1				1
Dining Car											
Engineering											
Signal											
Chief Spl. Agent											
Communications Dept.											
Electrical Engr.											
General Office											
King St. Station											
Miscellaneous											
Grand Total	3	13	5	8	10	5	25		1		1
Casualty Rate per Million Man Hours (est.)	4.0										



WALTER A.
BUTKA



EMPLOYEE
OF THE MONTH

Walter A. Butka, boilermaker at Brainerd Shops, entered service of the Northern Pacific at Brainerd as a rivet heater. During his 54 years of service with the Company he has had no personal injuries.

Mr. Butka is married and has two daughters.

He likes to hunt and fish and is a great booster for the Sportsman's Club and for the betterment of lakes and waterways. He is interested in community affairs that are for the betterment of the city.

SAFETY . . EVERYWHERE . . ALL THE TIME