



Vol. XXIII ISSUED BY THE SAFETY & FIRE PREVENTION DEPARTMENT, NORTHERN PACIFIC RY., ST. PAUL, MINN., OCTOBER 1960 No. 10



President Macfarlane gets his first look at the Harriman Memorial Award won by Northern Pacific for its 1959 safety performance, while

Superintendent of Safety and Fire Prevention C. T. DeWitt looks on. (Other NP safety awards are pictured on page 3.)



MEMO ... FROM THE PRESIDENT

It was gratifying to me that 11 of our 15 directors found it possible to take time away from their primary business interests to inspect Northern Pacific properties on a trip over the line in September. We inspected our Brainerd and Livingston shops and the directors were favorably impressed with the modern equipment and efficient operation. They were impressed, too, with the shop personnel and with the other NP people with whom they came in contact on the trip.

The purpose of these periodic trips over the line -- which this time included dinner or luncheon meetings at Missoula, Portland and Seattle -- is not only to show our properties and operations to the directors, but to give our patrons an opportunity to meet these men who direct the affairs of our company.

Northern Pacific scored another Northwest first last month when we moved a shipment of new Studebaker Lark automobiles on a tri-level auto rack from Laurel to Spokane. The Burlington delivered them to us at Laurel. This is the latest method of transporting cars by piggyback. The tri-level rack, mounted on an 85-foot flatcar, will handle 15 compacts or 12 standard size cars. As I've mentioned before in this column, piggybacking of autos has been a bright spot in a year when traffic has been generally down.

The complexity of today's national and international problems imposes an obligation on all of us to vote this year. Moreover, the seriousness of the times reminds us that voting involves more than pulling a lever or marking an X on the ballot.

Intelligent exercise of our franchise implies that we take full advantage of the many sources of information available to help us form our own opinions. Only after careful study of the issues can we vote with good judgment -- and a clear conscience.

First, be sure you are registered -- then be sure to vote on November 8.

Paul MacFarlane

PERSONALS

The following appointments were announced recently:

L. W. DREIS, Car Accountant, St. Paul

D. F. BARTLEY, Roadmaster, Duluth
SAMUEL BERRETH, Road Foreman of Engines, Fargo Division, Fargo

L. P. LIPTACK, Assistant Roundhouse Foreman, Livingston

J. E. ROSS, Chief Dispatcher, Duluth

E. F. KULT, Diesel Supervisor, St. Paul

W. E. TAYLOR, Assistant General Freight & Passenger Agt, Fargo

EMPLOYEE OF THE MONTH



James K. Hatton

Conductor James K. Hatton has had a clear record, NO INJURIES, since he was employed as a yardman at Tacoma in 1923.

Mr. Hatton has also worked as a brakeman, train auditor and conductor, his present position being that of conductor on Trains 407 and 408. His father was also a conductor for the Northern Pacific on the Tacoma Division, and the possessor of an enviable safety record.

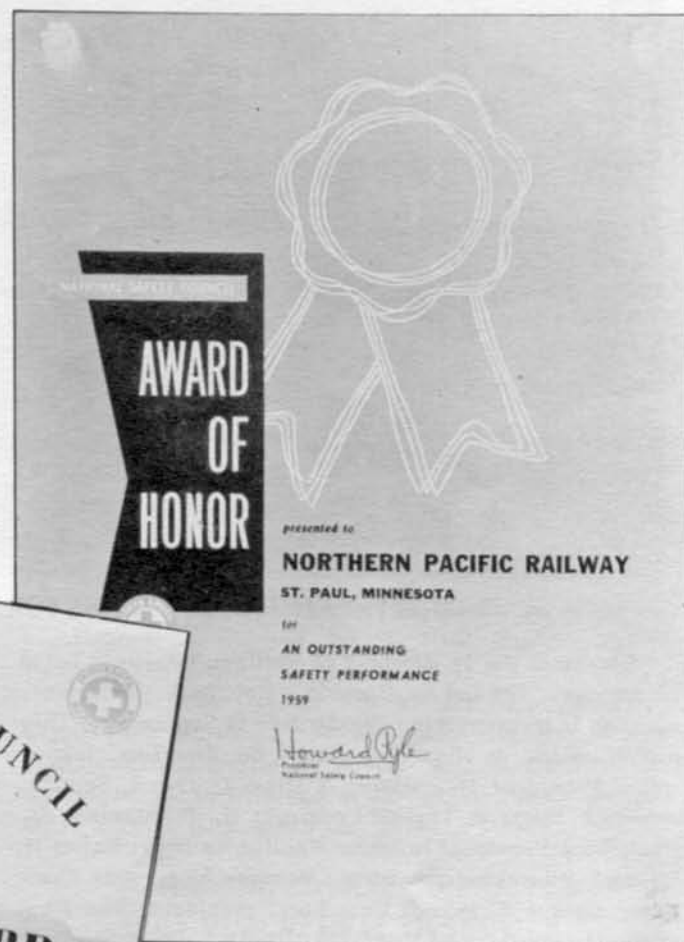
In the past, Mr. Hatton has been active in labor relations work and has served as a legislative representative for the Order of Railway Conductors and Brakemen in the State of Washington.

His hobby is generalized as "Do it yourself" projects, and while so occupied Mr. Hatton advises he keeps his safety motto in mind the same as he does when working on the railroad: "Be sure it's safe as there is only one you."

NORTHERN PACIFIC EARNS SIX SAFETY AWARDS

The Tell Tale is proud to show on this page and on the front cover five of the six safety awards earned in 1959 by the Northern Pacific and its employees.

The sixth presentation is the same as the National Safety Council "Award of Honor" at the right except that, instead of being presented to the company, it was given to the General Office "for the operation of 13,383,327 man-hours without a disabling injury, July 26, 1956-December 31, 1959."





NORTHERN PACIFIC DIRECTORS LOOK OVER THE PROPERTY --

Eleven of the 15 members of Northern Pacific's board of directors, headed by President Robert S. Macfarlane, made an inspection trip over the line in September. This picture, made at Missoula, shows the directors, left to right: President Macfarlane; William G. Reed, Seattle, chairman Simpson Timber Company; E. B. Stanton, St. Paul, Vice President Northern Pacific Railway; Walter H. McLeod, Missoula, president, Montana Mercantile Company; George S. Moore, New York, president, The First National City Bank of New York; Philip L. Ray, St. Paul, chairman of the board, First Trust Company of St. Paul; Daniel F. Bull, Minneapolis, chairman of the board, The Cream of Wheat Corporation; Donald C. Dayton, Minne-

apolis, president, The Dayton Company; Harry W. Zinsmaster, Duluth, chairman, Zinsmaster Baking Company; Charles H. Bell, Minneapolis, president, General Mills, Inc., and H. P. Davison, New York, vice chairman, Morgan Guaranty Trust Company.

Accompanying the directors were Vice Presidents C. H. Burgess, Otto Kopp, Dean H. Eastman, and George M. Washington and supervisory officers from various departments. The party inspected the Brainerd and Livingston shops and met with local business and civic leaders at dinners in Missoula and Seattle and luncheon at Portland.

NORTHERN PACIFIC HANDLES FIRST '61 FORDS TO NORTHWEST



This is part of the first shipment of 1961 model Fords handled from the St. Paul Ford assembly plant to the Northwest by piggyback. The total shipment, consisting of 112 automobiles loaded on 28 auto-carrier trailers on 14 flat cars, moved on NP time freight 603 on September 7. The new cars were destined for Spokane, Portland and Seattle. An interesting sidelight is that L. S. Kiser, special representative for piggyback traffic at St. Paul, who had a hand in lining up the shipment, took this picture of the train as it was pulling out of Northtown yards.



TACOMA DIVISION EMPLOYEES PICNIC

A crowd of more than 4,000 persons attended the Tacoma Division Employees 11th annual picnic held at Five Mile Lake, near Tacoma, on July 31.

In addition to a delightful day of sports, entertainment, and delicious food, everyone had a good time meeting old friends and making new acquaintances. Because of the superb job done by the committee, a resounding applause is due them.



NORTHERN PACIFIC NITE AT MUSICAL ICE REVUE

Honored guest was Carol Van Lith, NP's lovely princess of the St. Paul Winter Carnival, a stenographer in the District Accountant's Office, pictured with Rudy Clemensen, chairman of NP Carnival Committee.



Lovely singing and some fine bladework on the rink highlighted the August 3rd St. Paul Pop Musical Ice Revue in the Auditorium theater.

On the ice, District Storekeeper Frank Marvin, of Como, gave his usual good performance, and there was a fine threesome routine by Maureen and Mary Murphy, twin daughters of Superintendent of Motive Power and Mrs. O. J. Murphy, with Susan Martinson.

TRAINING COURSE CONDUCTED BY PUBLIC HEALTH SERVICE

Continuing training course, conducted by U.S. Public Health Service of all Dining Car Department employees, was held in another chapter, conducted by James E. Woodruff, Sanitation Specialist, U.S. Public Health Service, Kansas City, Missouri.

Again, these classes numbering up to as many as 44 in a single day attended the training course during the week of August 22. Stewards, cooks, waiters, and train attendants, were informed of many factors pertaining to the advantages of these training courses to keep them mindful of the recognized need for proper sanitation procedure in the storing, preparation, and serving of food to our patrons.

The Northern Pacific's U.S. Public Health Service average for 1959 was 96%, or 1% higher than the required rating for passing of the establishment as being approved, and this year, in 1960, the ratings on the Northern Pacific have reached 99% in many instances and in one or two cases 100%.

During the sessions, slides showing the dangers of bacteria, stressed the need for constant alertness by all food handlers to maintain proper sanitary facilities and personal hygiene at all times.

From left: W. F. Paar, Superintendent Dining Car Department; L. F. Schmidt, Assistant to Superintendent Dining Cars; J. E. Woodruff, Sanitation Specialist, U. S. Public Health Service; W. S. Bush, Assistant Superintendent Dining Car Department.

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.

NAME	OCCUPATION	LOCATION	YEARS SERVICE	NAME	OCCUPATION	LOCATION	YEARS SERVICE
Robert J. Hart	Stationary Fireman	Billings	42	R. J. Michels	Welder	Livingston	37
Lee S. Alexander	Tinsmith	Brainerd	32	Edward B. Arnold	Car Service Clerk	Pasco	40
Max C. King	Locomotive Engineer	Seattle	43	Ralph A. Ward	Waiter - in - charge	St. Paul	47
Roy M. Whittaker	Switchman	St. Paul	43	Arthur O. Tumms	Machine Shop Foreman	Brainerd	43
Fergus R. Fullerton	Roundhouse Foreman	Mandan	35	Ernest Salting	Conductor	Jamestown	48
Charles P. Hough	Conductor	Seattle	48	Louis Varlec	Painter Helper	St. Paul	38
Charles E. King	Car Repairer	Glendive	38	William F. Gildart	Carman	So. Tacoma	25
John J. Zelinski	Conductor	Dilworth	43	Louis Sternberg	B&B Helper	Dilworth	31
Mark A. Doucette	Pumper - Helper	Jamestown	21	Edwin O. Orleman	Chf. Jt. Bill & Voucher Clerk	St. Paul	49
Martin L. Johnson	Locomotive Engineer	Seattle	48	Steve Porter	Dining Car Chef	St. Paul	42
Sverre I. Anderson	Lay-out-man	So. Tacoma	38	John P. Waint	Locomotive Engineer	Duluth	47
Jacob P. Schmidt	Baggage Helper	Mandan	42	S. M. Drolsum	Patrolman	Superior	35
Walter J. Borglund	B&B Foreman	Duluth	44	R. H. Williams	Gang Checker	Spokane	37
Charles P. Jodel	Pipefitter	St. Paul	47	Milan Kostoff	Machinist Helper	Seattle	32
Gerhard O. Swingen	Painter - G.O. Bldg	St. Paul	41	E. E. Cronemiller	Chf. Clk. & Accountant, The D.U.D. & Trf. Co.	Duluth	40
Andrew J. Kelly	Dispatcher	Dispatcher	50	Charles W. Kreyer	Sheet Metal Worker	St. Paul	32
Hersal H. Black	Locomotive Engineer	Staples	48	Earl J. Donley	Locomotive Engineer	Tacoma	42
Martin C. Lahren	Locomotive Engineer	Mandan	42	Hilding E. Safstrom	Telegrapher	E. Grand Forks	45
Mildred C. Oman	Switching Clerk	Duluth	42	Amedeo Federighi	Carman	So. Tacoma	26
Andrew B. Ryan	Switchman	Hoquiam	50				
Roy J. McDonough	Conductor	Glendive	44				

Engineer MAX C. KING (center) Bellingham shakes hands with Fireman Hugh White as Mr. King completes his last shift before retiring recently. At left are Ray Shipley and Al. Hammon, while L. G. Lewis stands on the switch engine at right.

Mr. King's hobby is writing short stories and he has had several published in newspapers and Railroad Magazine. He is also an ardent hunter and fisherman. At present he is building a hunting and fishing lodge at Westport on the Washington Coast where he will devote his leisure time to his favorite activities.

Engineer King worked his entire railroad career of 44 years without a reportable injury.



MRS. MYRTLE HOVDE, stenographer in the Car Distributor's Office, Tacoma, retired August 1, after a railroad career which began in 1942.

At a coffee party given by office associates, Mrs. Hovde is pictured with her son, Robert Hovde.



Comptroller E. L. Ordell (right) presents a gift to PAUL A. STUTZ, Car Accountant, who recently retired after 48 years of service with the Northern Pacific.



Retiring after 41 years' service with the Company, GERHARD O. SWINGEN (right) painter, St. Paul General Office, received gift from C. L. McDonald, General Foreman, General Office Building.



C. E. EKBERG, Bridge Engineer, St. Paul, retired September 1 after more than 44 years of NP service.

Mr. Ekberg joined the railway in 1916 as a tracer in the Engineering Department at St. Paul. He was Assistant Engineer and Chief Draftsman in the Bridge Department before he became Bridge Engineer in 1946.

Shown with Mr. Ekberg are his sons Gerald (left) and Carl Jr. William was not present.



Northern Pacific Beneficial Association



Surgery in 1900 →

Through the courtesy of Guy Wickham, retired Roundhouse Foreman at Auburn, we are able to give our members a vivid picture of progress made in the medical field during the past sixty years.

Dr. W. Courtney, Chief Surgeon of the N.P.B.A. Hospital at Brainerd, Minnesota, performed an appendectomy on Mr. Wickham in 1900. This was only ten years after appendectomy for acute appendicitis was recommended by Dr. T. B. Murphy of Chicago and also Dr. McBurney, for whom the McBurney incision is named.

The anesthetic used was either drop ether or chloroform, and the picture discloses very few instruments in use.

Full or partial beards were worn by the doctors, sleeves were rolled up, and no masks were used. However, the doctors used rubber gloves.

In sharp contrast is the picture of Doctors B. I. Derauf, Chief Surgeon, and H. S. Proud, Associate Surgeon, St. Paul, employing modern-day techniques in surgery. Mrs. Merici Cummings is Anesthetist and Mrs. Hazel Kath is Surgical Supervisor.



Modern Day Surgery →

Mrs. Mary Ann Schoengarth, Glendive Hospital Nurse, has been appointed to the Montana State Board of Nursing by Governor J. Hugo Aronson for a term of five years. She recently attended her first meeting of the group in Helena.

Mrs. Schoengarth entered service of the Association in 1919 at the Brainerd Hospital, and is a graduate of the N.P.B.A. training school. In 1921 she accompanied the staff and patients to the new St. Paul Hospital and later transferred to Glendive Hospital.

We extend sincere congratulations to Mrs. Schoengarth on her appointment to the State Board of Nursing, as well as for the excellent service



Charles Kellstrom, retired locomotive engineer, Tacoma Division, who expired in June, 1960, left a bequest of \$100.00 to the Tacoma Hospital, according to his will. A check in that amount has been received from his son, Lyle Kellstrom, Klamath Falls, Oregon.

Many thanks for the following donations to the television fund at Missoula Hospital:

\$10.00 from Charles Isakson, machinist foreman, Livingston;

\$6.00 from Wilbur L. Vawter, telegrapher, Reardon, Wash.

Livingston members, active and retired, recently presented Missoula Hospital with two air conditioning units as a result of a fund drive in that area.

This equipment will provide a great deal of comfort for patients in months to come, and we wish to express appreciation to all who participated in this drive.

Much has been done in recent years to expand and improve the benefits to our members, and contributions of this nature enable us to continue the improvement program.

Many members, individually and collectively, have made contributions to their Association, and we wish it were possible to thank each of them personally.

she has given the N.P.B.A. and its members through these many years.



A GOOD POINT-

*make it a
Closed Season
on Accidents!*



NATIONAL SAFETY COUNCIL

Hunting season is here so we admonish you to be careful with firearms.

According to the National Safety Council, 2,600 persons lost their lives last year in accidents resulting from the mishandling of firearms.

A FEW POINTERS...

Never point a gun at anything you don't intend to shoot, even though you're convinced that the gun is unloaded. Pointing it at random is a hazardous procedure. A shocking number of accidents are attributed to the fact that someone didn't know the gun was loaded.

Before examining or cleaning a gun always look through the breech, never through the muzzle end.

Never bring a loaded gun into the house.

Store a gun and its ammunition in separate places; be sure that both firearms and ammunition are locked up.

When learning to shoot, or when teaching someone else, choose a well protected range.

Never carry a loaded gun in an automobile.

When hunting with a loaded gun, keep safety catch on until you are ready to shoot.

When climbing over a fence or other obstacle, put the gun over first.

Never lean a loaded gun against a wall, fence, or tree.

Never allow a person unfamiliar with firearms to handle a gun.

Be sure that young people especially, are carefully instructed in the handling of firearms, and that they

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

	Divisions						Main Shops					
	Lake Supr.	St. Paul	Fargo	Yellowstone	Rocky Mtn.	Idaho	Tacoma	Como	Brainerd	Livingston	So. Tacoma	Total
Enginemen					1		2					3
Trainmen	1	8	1	2	4	1	11					28
Yardmen		4	1	2	1	1	8					17
Stationmen			1	1			2					4
Trackmen	2	5	4	2	6	3	7					29
B. & B. men	3				1	1	1					6
Shopmen			1		1							2
Carmen		2		4			2		1		3	12
Total	6	19	8	11	14	6	33		1		3	101
Rank	2	6	4	3	5	1	7	1	3	1	4	
Store							1				1	2
Dining Car												
Engineering												9
Signal												
Chief Spl. Agent												
Communications Dept.												1
Electrical Engr.												
General Office												
King St. Station												4
Miscellaneous												1
Grand Total	6	19	8	11	14	6	34		1		4	118
Casualty Rate per Million Man Hours (est.) - - - - -												4.4

1908

1960

C. W. BAUMEISTER, Chief Rate Clerk, Freight Traffic Department, St. Paul passed away suddenly on September 17. Mr. Baumeister had been in the employ of the Northern Pacific Railway 31 years.



GIVE

THE UNITED WAY
THROUGH YOUR COMMUNITY CHEST

never use them except under adult supervision.

Remember, these rules apply to all firearms.

NORTHERN PACIFIC'S FAMOUS FRUIT CAKES AGAIN PLACED ON SALE FOR THE HOLIDAYS

Northern Pacific Fruit Cakes, baked as a holiday delicacy for dining car patrons on the Vista-Dome North Coast Limited and other NP trains will again be available for sale to the public.

Baked in the Company's St. Paul Commissary, the Fruit Cakes contain the finest of ingredients. For Yuletide gift giving, they are packed in colorful Christmas-designed metal boxes. The 3-pound cake is \$3.90 and the 5-pound cake \$6.50, Express or Parcel Post prepaid. For shipment outside of the U.S. add \$1.50.

Orders should be sent to W. F. Paar, Dining Car Department, Northern Pacific Railway, St. Paul 1, Minnesota.