



PRESIDENT MACFARLANE REPORTS ON MERGER PLANS

For the further information and guidance of our own people in the proposed merger of the Northern Pacific, Great Northern, Burlington and SP&S, we have prepared the following summary of a report which was given representatives of railway labor organizations at a meeting with management in St. Paul on October 27.

THE NEED FOR CONSOLIDATION

The increasing pressure of competition from other forms of transportation, much of it subsidized, makes it imperative that the railroad industry eliminate wasteful duplicate facilities and services if it is to remain strong and reverse the downward trend in traffic. Action on recent mergers indicates that the Interstate Commerce Commission approves this philosophy.

Highway competition has been particularly devastating and with the rapid expansion of interstate highways which follow easy grades, avoid cities and reduce mileage, truck competition is steadily growing more difficult to cope with. For example, Interstate Highways 94 and 90 will be 1,661 miles, Minneapolis to Seattle--241 miles shorter than the NP and 119 miles shorter than the GN.

Detailed studies show clearly that the one solution to the competitive handicaps which the Burlington, the SP&S and the two Northern's face is to combine the best features of the four properties. Such unification will give us operating advantages which no one road can acquire alone and will enable the new company to perform an expanded volume of transportation service with increased efficiency and economy.

FOUR AUTONOMOUS DISTRICTS

The unified system with 25,000 miles of track would be the largest in America. The Chicago headquarters of the Burlington and St. Paul general offices of the NP and GN would both be utilized. The system would be divided in four districts:

Eastern--principally the Burlington from Chicago to the Twin Cities. Six operating divisions with headquarters in Chicago.

Central--the remainder of the Burlington and a substantial part of the Northern Pacific from Bismarck through Helena, comprising five divisions. Headquarters in Omaha.

Northern--Great Northern and Northern Pacific west of the Twin Cities, north of Sioux City, east of Bismarck and Bainville. Five divisions with headquarters in St. Paul.

Western--all territory west of Paradise and Bainville comprising five divisions, with headquarters in Seattle.

Each district would be in charge of an Executive Vice President, who would head a complete staff of Operating, Mechanical and Maintenance forces and have autonomy in the district, except as to such matters that would properly be referable to headquarters.

PASSENGER SERVICE

No important changes are planned in passenger service on any of the four railroads. Our Vista-Dome North Coast Limited, Great Northern's Empire Builder and the Burlington fleet of Zephyr trains will continue to operate on their present routes with high class equipment so long as patronage warrants.

FREIGHT SERVICE AND ROUTINGS

In outlining plans to utilize the most advantageous segments of the main lines of the component roads for through freight traffic, let me emphasize that:

1-- Consolidation plans do not provide for any important or substantial abandonment of lines, and

2-- The new company will continue to provide the highest quality of freight service to areas which will not be on the through freight line under the unified operating plan. This not only is our obligation, but it is good business to give good service to industries at all intermediate points.

Between the Twin Cities and Seattle, Northern Pacific will be the principal freight route between Minneapolis and Casselton, N.D. This is because NP is shorter, is double tracked most of the way and will have better access to the proposed new classification yard at Northtown.

West of Casselton, to Sandpoint, Idaho, Great Northern will be the principal freight route because it is 86 miles shorter than our Helena freight line and crosses the Rockies only once, compared with NP's two crossings at Bozeman and Mullan.

Between Sandpoint and Spokane, both freight and

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passenger trains will use Northern Pacific tracks because of better access to the projected new freight classification yard at Parkwater and to the NP passenger station at Spokane which all passenger trains of the new company will use. NP's Sandpoint-Spokane line also is four miles shorter and has more favorable grades than GN.

Between Spokane and the coast, greater use will be made of the natural advantages of the SP&S route. Traffic originating south of Tacoma on the Coast Line will move to Spokane via Vancouver, Wash., thence to Spokane on the SP&S. This route is somewhat longer but with no mountain crossing of the Cascades, its easy grades will contribute to a high-speed operation.

Traffic from Tacoma and North will be routed to Spokane on the GN through Everett to take advantage of the 52-mile shorter line. Service via the Yakima Valley by the North Coast Limited and The Mainstreeter will be as at present, and freight service will be geared to giving the best and quickest service to the shippers of the area.

Traffic now routed via Great Northern through the Laurel gateway will be handled via the Northern Pacific main line, and intermediate service between Laurel and Northtown will be substantially as at present, only through cars between Coast terminals and the Twin Cities being handled via the "short route". It is expected that service on either Great Northern or Northern Pacific main lines to shippers along either route will be as satisfactory as at present, or better.

Much Better Freight Service

There will be tremendous competitive advantage in concentrating through traffic on a single route with the most favorable grades and shortest mileage because it will enable the new company to speed up and improve service immeasurably. For example:

At present NP's transcontinental Train 603 leaves Northtown, Minneapolis, each morning, usually in two or three sections. Cars received at the Twin Cities too late for the last section probably will be held for the following day's first section, with a delay of up to 18 hours. Great Northern has the same problem with its service on Train 401.

These delays and failures to make advertised connections all too frequently lose us business. However, by concentrating through traffic on one route, the consolidated company should be able to operate five, six, or seven sections of Trains 603 and 401 westward each day -- and so spaced throughout the day that no car need be delayed more than a few hours at most.

I believe it is obvious that the faster and more frequent schedules not only will make it possible for the new company to obtain new business, but it will be in a better position to retain the traffic the component lines now enjoy, and recover traffic which has been lost to competitors.

CONSOLIDATION AT COMMON POINTS

There are more than 100 common points now served

by two or more of the four component roads. Some are small non-agency stations, others already are jointly operated. However, at 39 common points, consolidation of facilities and forces is expected to increase operating efficiency and improve service. Some of the more important of these points are:

St. Paul-Minneapolis -- A new \$14,000,000 electronic freight classification yard, to be constructed at Northtown, Minneapolis, will be the terminal for NP, GN and Burlington freight trains. In addition to the classification yard with 70 or more tracks, there will be built at Northtown a grain storage yard, rip track equipped with a large car shop, and a diesel servicing facility. NP's Mississippi Street and Park Junction yards and existing Twin Cities yards of the GN and Burlington will continue to be utilized to serve local industry and make interchange in their respective areas.

The new Northtown diesel shop will maintain switch and road power for the new company and NP's Mississippi Street Diesel Shop will service all passenger locomotives.

Northern Pacific's Como Shops in St. Paul will handle major repair work in the Twin Cities area for standard passenger cars. The Burlington Shops will maintain stainless steel cars because of their extensive experience with this type of equipment.

The anticipated increased volume of business of the consolidated company indicates need for construction of a new Twin Cities freight house in the Midway District near Park Junction on the NP and just north of GN's Union Yard.

Seattle-South Tacoma -- Construction of a new 2,400-car capacity yard at South Seattle, near Northern Pacific's Rhodes Spur, will greatly speed up service to shippers in the area. NP's Stacy Street and supporting yards and GN's Interbay Yard will continue to handle industrial cars, but because they are hemmed in by industrial and other type property, South Seattle offers the best location for necessary expansion. The new yard, plus a diesel house and modern car repair facility, will cost in excess of \$6,000,000.

At South Tacoma, the diesel backshop will be expanded to serve the consolidated company. Work now performed in the NP classification yard and diesel shop at Auburn would gradually be transferred to Tacoma and South Seattle facilities.

Present plans call for continued operation of the King Street Yard and car forces on about the same basis as now.

Spokane -- As indicated in the preceding report on Freight Service and Routings, an electronic classification yard is to be built at Northern Pacific Parkwater. Cost is estimated in excess of \$11,000,000. Construction of a \$6,000,000 bridge over Hangman Creek will make possible westbound movement of trains from Parkwater over the present NP main line to a point about a mile west of the NP passenger depot, thence over the new bridge to the

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present SP&S line. This operation will permit use of the better grades of all three lines and utilization of NP's grade separation through Spokane. Both the NP passenger station and freight house will be used by the merged railroads.

Duluth-Superior - Under the consolidation plans, Northern Pacific and Soo ore trains which now run out of the NP Hill Avenue Yard will operate in and out of the GN Allouez Yard and the ore will be loaded over the Allouez Dock.

Some car inspection facilities will be retained at NP's Rice's Point Duluth Yard but the car shop and round house work, to a large degree, will be transferred to the Great Northern's Superior facilities. Classification of cars and makeup of trains also will be transferred to the Superior Yard.

Northern Pacific's Brainerd Shops, Great Northern's St. Cloud Shops and Burlington's Havelock Shops at Lincoln -- the major car back shops of the three lines -- are scheduled to continue about as present in new freight car building, with each to be assigned the type of construction for which it is best suited.

In the Diesel Shop operation, mention already has been made of the role NP's Mississippi Street Shop, the new Northtown Shop and South Tacoma Shop will play in the consolidated company. In addition, diesel back shops will be operated at NP's Livingston Shops, at GN's Dale Street Shops in St. Paul and at the Burlington's West Burlington Shops.

HOW THE MERGER WOULD AFFECT JOBS

When plans for the consolidation study were first announced in January, 1956, I said in a letter to all Northern Pacific officers and employees:

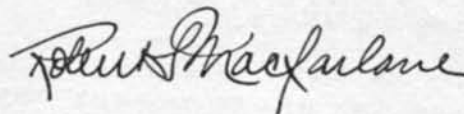
"It is contemplated that any consolidation would be on the basis of a gradual operating integration of the properties over a period of years,

It has been my earnest hope, in discussing our operating revenues in this column from time to time in recent months, that an upturn in business would enable me to give you a more optimistic report.

Unfortunately, however, the downward trend continues. Latest estimates indicate October operating revenues were down almost \$1-1/2 million while operating expenses continued to rise.

As a result, October earnings decreased an estimated \$665,000, or 31.2 per cent. For the year we estimate our operating revenues will decrease about \$8,336,000, but that operating expenses will increase approximately \$2,258,000.

These figures show the very difficult problem we face as a result of the reduced level of business generally, coupled with intense competition, and the pressing need for reducing expenses. Closing of shops and deferment of other work has been imperative in order to keep expenses more in line with operating revenues.



with the expectation that all present employees would continue in service".

In the July 1960 issue of The Tell Tale, following public announcement of the merger plan, in another letter to our officers and employees, I said:

"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".

With the merger plans now virtually completed, it is possible for us to be more specific about the effects of the merger on employment. It is estimated that about 8,100 jobs out of approximately 64,000 on the four railroads would be affected in some way. In about 2,900 of the 8,100 jobs, the position would remain, but the place of employment might be changed from one area to another.

Approximately 5,200 jobs would be discontinued at some stage in the consolidation, over a five-year period. This time-spread would permit the consolidated company to

place men in positions made vacant by attrition through death or retirement. So, of the men in these 5,200 jobs, some 4,250 -- or over 80% -- could be re-employed locally at the same locations.

This would leave about 950 men, who probably would have to transfer to fill vacancies, but our studies indicate clearly that there will be jobs somewhere on the railroad for everyone presently employed.

The managements of the four railways are determined to do everything we consistently can to minimize inconveniencing of employees in the transition period. Furthermore, any employee whose job position is worsened as a result of the consolidation will receive equitable treatment in accordance with agreements which we hope will be worked out with authorized employee representatives or, failing that, as required by the Interstate Commerce Commission as part of conditions prescribed for the merger. Bear in mind, too, that

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ENGINEER FIRST TO REPORT PLANE CRASH

First report of a Northwest Airlines plane crash on a mountainside near Missoula, on October 28, came from Carl Anderson, Jr., a Northern Pacific engineer, who is pictured on the right.

Anderson witnessed the smash-up as his train, Time Freight No. 600, was passing near Nine-Mile, about 26 miles west of Missoula. The plane went down about a mile and a quarter from the train.

Anderson immediately radioed Trick Dispatcher R. G. Strong in Missoula and Chief Dispatcher J. R. Gammill called the sheriff's office and the Civilian Air Patrol.

"It was a very spectacular crash. Almost unbelievable. Flames shot hundreds of feet into the air," Anderson said. "As the plane came into view, it went into a steep bank. It lost altitude very rapidly and burst into flames immediately upon impact. I never saw a worse crash in 10 years of military aviation."

Anderson, who was a pilot in the Army Air Corps and the Air Force from 1943 to 1953, saw service in the Pacific in both World War II and the Korean War. During that time, he clocked several thousand hours in transport aircraft.



He joined the Northern Pacific at Missoula in 1942 as a fireman and returned to engine service when he left the Air Force. He lives in Missoula, is married and has four boys.

"The highest reward for man's toil is not what he gets for it, but what he becomes by it."—John Ruskin

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federal laws provide protection for workers affected by railroad mergers.

While these various safeguards appear to provide reassuring protection for our employees, to me the most promising outlook for all concerned—workers, management, shareholders, suppliers, our patrons, and the areas we serve—is that from the proposed consolidation will emerge a dynamic new transportation system which is destined to provide such an improved and expanded service that it is bound to command a greatly increased volume of business, thus creating additional jobs and making an increasingly important contribution to the economy of the vast territory it serves.

Paul MacFarlane

HOWARD ELLSWORTH VISITS RADIO FREE EUROPE SITES ON OVERSEAS STUDY TOUR

Howard H. Ellsworth, retired Northern Pacific traffic officer, was one of 60 prominent Americans who made a 10-day overseas study tour of Radio Free Europe's broadcasting facilities.

He is Montana vice chairman for the RFE Fund (the Crusade for Freedom), which sponsored the trip. The fund supports RFE's anti-communist broadcasts to the Iron Curtain countries of Poland, Hungary, Czechoslovakia, Romania and Bulgaria.

Howard retired in 1953 after 47 years with the Northern Pacific. From 1950 to 1953 he served as Montana State Chairman of the Crusade for Freedom. His other civic interests include activities with the Chamber of Commerce, Community Chest, Red Cross and Salvation Army.

The tour group visited RFE's headquarters in Munich, received briefings and inspected broadcast operations. One day was spent at the West German-Czechoslovak border where the visitors saw the deadly Iron Curtain. The tour also included an inspection of RFE's short-wave transmitter site near Lisbon. In the



accompanying picture, Howard is shown as he broadcast a message to the people behind the Iron Curtain.

On its return trip the group took part in ceremonies celebrating the 10th anniversary of the dedication of the Freedom Bell in West Berlin. This bell was a gift of the American people to the people of West Berlin in 1950. Each of the 60 tour members received replicas of the Freedom Bell from West Berlin Mayor Willy Brandt.

NORTHERN PACIFIC TRANSPORT RECEIVES NATIONAL HONOR



National honors for outstanding safe driver performance was won by Northern Pacific Transport Company in the Common Carrier Division of the 29th National Fleet Safety Contest conducted by the National Safety Council.

The Northern Pacific Transport Company fleet, consisting of 55 vehicles and 86 drivers, was awarded first place in the Common Carrier Division, Intercity Group III, at ceremonies held in conjunction with the 48th National Safety Congress and Exposition, in Chicago, October 20.

The award is based on the company's safety performance from July 1959 through June 1960. During this period, the firm's drivers operated 3,684,955 miles and had .1085 accidents per 100,000 miles of operation.

Some 2,600 fleets competed in the contest. They operated 286,000 vehicles and traveled over six and a half billion miles.

H. K. Halbrooks, Director of Accident Prevention Division, National Safety Council (left) presents award to Leigh E. Goodrich, Supervisor Safety and Personnel, Northern Pacific Transport Company.

1921

1960



Wilbur S. Lycan, Jr., Assistant General Solicitor, St. Paul, died November 12 from injuries received earlier that day in an automobile accident in Minneapolis.

Mr. Lycan was born in Minneapolis and grew up in Bemidji where he attended grade and high school. He was a veteran of World War II and a graduate of the University of Minnesota Law School. He joined Northern Pacific's law department in 1950.

Surviving are his wife, Virginia, four children, and his parents, Mr. and Mrs. Wilbur S. Lycan, Sr., Bemidji.

NP GOLF TOURNAMENT

A blind bogey golf tournament was held for NP employees of the Fargo Division and surrounding area at the Edgewood Golf Course, Fargo. All participants agreed that those who didn't join missed a lot of fun.

George Whitford, dispatcher, won medalist honors with a 78. Other prize winners were Ken Dahl, Dick Raatz, Ken McKane, Ken Box, Curt Heiberg, Paul Warner, Bill Tangney, Obert Dahl, Dick Leahy, Tony Meisen, Merle Widener, Sadie Driscoll, and Marlys Sanders.



MR. AND MRS. RAY MURPHY were photographed at a party given for Ray in connection with his retirement as AGF&PA at Fargo, effective October 1.

The Murphys are now living at Stevensville, Montana.

Pictured at his typewriter on his last working day is CHIEF DISPATCHER E. J. WIGG, who retired September 30 after more than 49 year's service on the Northern Pacific.

Ed mentioned that one of the things he didn't like to leave was his old typewriter. Accordingly, co-workers bought it from the Company and presented it to him, along with other gifts, at a coffee party held in the Superintendent's office.

Mr. and Mrs. Wigg were also honored at a farewell dinner given by division officers and their wives.



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
Martin L. Ingstad	Locomotive Engineer	Jamestown	48	Irby L. Hunter	Locomotive Engineer	Tacoma	44
Florence M. Keefe	Distribution Clerk	St. Paul	38	Oscar L. Nelson	Comm.Lineman	Fargo	33
Nelson Barrett	Work Frmn-Store Dept.	Parkwater	42	William A. Crosetto	Chauffeur-Store Dept.	So. Tacoma	34
Carl F. Nack	Switchman	Tacoma	40	George B. Peterson	Switchman	Minneapolis	43
Ethel E. Mooney	Steno-Clk-Store Dept.	Parkwater	41	John F. Gannon	AFE Clerk	Tacoma	41
Andrew O. Anderson	Switchman	Mandan	37	Frank J. Pelava	Machinist	St. Paul	38
K. J. Eljenholm	Roundhouse Laborer	St. Paul	38	Leo T. Connell	Trucker	St. Paul	40
Frank T. Pelletier	Asst Baggage Agent	Billings	23	Carl V. Rasmussen	Conductor	Minneapolis	43
Lysle F. Watt	Conductor	Duluth	51	Frank T. Streich	Agent-Telegrapher	Villard	47
Harry M. Kay	Switchman	Minneapolis	44	Oscar S. Duncan	Conductor	Seattle	51
Nick Sadorf	Brakeman	Glendive	48	Stay W. Clement	Demurrage Clerk	Seattle	38
Claus G. Johnson	Carman	Brainerd	23	Arnie K. Mannes	Agent-Telegrapher	Horace	45
Harriet M. Munro	Steno - Local Freight	St. Paul	42	George Kourres	Section Laborer	Seattle	24
John C. Bjelland	Section Foreman	Sauk Centre	34	Frank Ludwig	Carman	Auburn	37
Thor Monrad	Section Foreman	Billings	44	William R. McLain	Machinist	Livingston	25
Albert McGuire	Locomotive Engineer	Laurel	43	Leo M. Blanchette	Conductor	Seattle	40
Garabed Tarpinian	Crossing Gateman	Jamestown	42	Wilbur L. Graham	Stationary Engineer	Duluth	37
James R. Keizer	Asst.Genl Yardmaster	Tacoma	51	Willis D. Moffitt, Jr.	Brakeman	Livingston	48
Harry F. Wayne	Asst.Chf. Dispatcher	Missoula	50	Harry Crewdson	Locomotive Engineer	Pasco	53
Fritz A. Holmberg	Locomotive Engineer	Missoula	42	Frank A. Hartman	Agent-Telegrapher	Thompson Falls	53
M. G. McCauley	Conductor	Missoula	46	William A. Bent	Agent-Telegrapher	Steilacoom	37
Minnie Mesenbourg	Clk-Aud.Disbursements	St. Paul	45	Louis Nepple, Jr.	Coach Trimmer	St. Paul	38
Iver Hanson	Agent	Gilby	31	Ralph A. Henry	Boilermaker Helper	Livingston	25
Joseph Haytin	Locomotive Engineer	Missoula	50	John A. Adams	Car Repairer	Parkwater	38
Nicholas E. Brady	Brakeman	Jamestown	48				



ERNEST W. BENSON, locomotive engineer, Little Falls, recently retired after half a century with the Northern Pacific. One of Mr. Benson's hobbies is writing poetry.



ALOYOUS JOSEPH MC DONNELL, electrician at Como Shops, retired September 1 after more than 50 years of continuous service.



J.H. MC ENTIRE, Livingston, retired October 1, after serving nearly 43 years as a trainman out of Livingston.



A service record of 58 years came to a close September 15 with the retirement of **STANISLAUS WILCZYK**, electrician, Como Shops.

Congratulating Mr. Wilczyk on his long service record, is Shop Superintendent D. T. Capistrant, while Electrical Shop Foreman C. H. Clausen looks on.

MISS EMILIE JACOB, Secretary to Comptroller, admires a watch presented to her by Comptroller E. L. Ordell on behalf of her many Northern Pacific friends. Her retirement party was held at the Elks Club, St. Paul.



WALTER OLSON, carman at Brainerd Shops, retired September 1 after more than 40 years with the NP and a clear safety record.



J. EARL HALTERMAN, Rocky Mountain Division engineer, retired August 31, after 53 years service without a reportable injury. Mr. Halterman also served for a number of years as Road Foreman of Engines.



FRANK L. JUNG-HANS, Chief Clerk to System Engineer of Track, Engineering Department, St. Paul, retired recently after 37 years of service.





Northern Pacific Beneficial Association



EFFECT OF MERGER ON N.P.B.A. DISCUSSED

On Friday, October 21, some of the elected and appointed members of the Board of Directors of the Northern Pacific Beneficial Association met in an unofficial meeting to discuss the effects of the possible merger on the Association. Meetings will be held along the system with other members of the Board to consider the same problem.

No official information has been received that the Northern Pacific, Great Northern, Burlington and Spokane, Portland & Seattle Railroads will merge. The members of the Board of Directors of the N.P.B.A. believe that precautionary steps should be taken in view of the possibility of the merger, and that such steps should be taken as soon as possible in order that the N.P.B.A. will be prepared to offer concrete programs, if and when the time comes.

If the merger occurs, there will be new employees of the new company to consider. The present employees of

the Burlington cover a great territory from Chicago to Omaha, Denver and into Texas. These points are great distances from the Northern Pacific lines. How and to what extent all the employees of the new company or part of them can be served is a perplexing problem.

It is possible that after merger, the membership will be on a voluntary basis. This may require rearrangement of the present benefits of the NPBA in order to attract members who now work for the Great Northern and Burlington. There is great concern about the service to the Northern Pacific employees. A plan will have to be evolved that will appeal to all the above groups.

Officers and Board members of the NPBA are most interested in any suggestions the membership will have. They would like to know the type of plan the members would like and would invite any suggestion for action to be taken in the event of merger. Correspondence should be directed to the Secretary, NPBA, St. Paul, Minnesota.

NP BLOOD DONORS ACTIVE

There is a continuous need for blood donations. The Twin Cities group has been active in the last two months in giving much needed donations.

Sam Bongiovanni, NPBA Carmen's representative in the Board of Directors, has had very good cooperation from the members at Como Shops in the recent blood drive.

Following is a list of Northern Pacific employees who have donated blood for the Northern Pacific Hospital, St. Paul, or for friends and relatives in other hospitals in the cities:

Russel Hayne	Raymond Kline
Robert Heinal	Roman Prokof
Robert Wolff	Huam Smith
James Gibbons	Irvin Melin
Donald Kolbeck	Leon McDonald
Fred Zanalán	Charles Simpson
Donald Lang	Lester Shan
David Mahoney	

Appreciation is extended to these members for their consideration. Others in the area who can give

Once again it is time to say "thank-you" for the following contributions received in recent weeks:

\$100.00 from Dell H. Carter, Traveling Freight & Passenger Agent, Portland, for Tacoma Hospital;

\$30.40 from employees of the Staples, Minnesota, Roundhouse for St. Paul Hospital;

\$15.00 from P. A. McManus, retired Engineer, Dilworth, for St. Paul Hospital (his sixth contribution in this amount);

\$1.00 from C. E. Welsh, Agent, R.E.A., Bemidji, for the television fund at St. Paul Hospital, and

A table radio from D. H. Williams, Accountant, Livingston, for Missoula Hospital.

blood may do so by calling at the Red Cross Blood Center, 107 East Kellogg Boulevard, St. Paul, on Thursday from 1 p.m. to 7 p.m. and on Fridays from 10 a.m. to 4 p.m., or by phoning CA 4-4981 and making arrangements.

IN CASE OF EMERGENCY, NOTIFY AN N.P.B.A. PHYSICIAN OR THE N.P.B.A. GENERAL OFFICE AT YOUR EARLIEST CONVENIENCE.



Miss Frieda Beyrer, Director of Nursing, St. Paul Hospital, retired August 1, 1960.

She had an extensive background in the nursing profession and served in a supervisory capacity in various hospitals before joining the Association in October, 1950.

Miss Beyrer is now on an extended European vacation, and we extend our best wishes to her for a most enjoyable retirement.



THOUGHTS FOR THANKSGIVING

In this Thanksgiving season, as always, our thoughts turn to God in gratitude for the countless blessings we have enjoyed during the past year.

Not the least of these blessings is the much-improved safety performance on our railroad in recent years, the result of united efforts and a firm belief in the success of our accident prevention program.

We can be thankful, too, for the privileges that go with our employment and for the opportunity that is ours to play an important role in making the Northern Pacific a safe place to work.

We are thankful to our management team for their interest in safety, for the help and leadership they have given to our training methods, and for their determination that no stone shall be left unturned in efforts to assure better and safer performance on the railroad.

As we reflect this Thanksgiving upon the gifts of the present, let us think also of our obligation to the future. Let us have faith that in working to promote safe practices whatever the price we pay in effort our contribution will be not an expense but an investment, an investment which we confidently believe will yield a return that cannot be measured in terms of dollars and cents.

This is an effort in which all of us must assume the obligation of making a contribution. We then can give thanks for the progress in the cause of accident prevention.

All of our problems are man-made, yet God has made provision even for these. He has given man the intelligence and ability to solve them. So

STATEMENT OF EMPLOYEES' REPORTABLE CASUALTIES BY CLASSES FOR THE PERIOD JANUARY 1 TO OCTOBER 31, 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	12					29
Yardmen	1	7	1	2	1	1	10					23
Stationmen			1	1			2					4
Trackmen	3	6	5	2	6	3	6					31
B. & B. men	3				1	1	1					6
Shopmen			1		1							2
Carmen		2	1	4			2		1		3	13
Total	8	23	10	11	14	6	35		1		3	111
Rank	3	6	4	2	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												5
Miscellaneous												1
Grand Total	8	23	10	11	14	6	36		1		4	129
Casualty Rate per Million Man Hours (est.) - - - - - 4.4												



endowed, we can meet and master any difficulty, including that of railroad safety. We need only recognize our strength and use it in a spirit of humility, in an unselfish consideration of others, as the Creator originally intended.

So, this Thanksgiving, we should give thanks to God most of all, perhaps, for the marvelous capacity He has given us to overcome obstacles, and for an increasing awareness of this, the supreme gift.

'TIMETABLE' ANNOUNCES NEW ARRIVAL AT SIDNEY

J. T. Yadon, clerk in the joint NP-GN station at Sidney, used a "timetable" to announce the arrival of the Yadons' No. 2 offspring in early September. Here's how it reads:

Announcing The Arrival Of The
NEWEST GN-NP STREAMLINER
The

Toni Jayne

Arrived on Track Number One
The 9th Day of September, 1960
At 10:30 p.m.

Weight 7 pounds 4 ounces
Engineer John T. Yadon
Fireman Rebecca L. Yadon
Conductor Robert D. Harper, MD
Brakeman Tami Layne Yadon
Stewardess Marjorie Hansen, RN
Stockholder
Community Memorial Hospital