



The Tell Tale



Vol. XXIII ISSUED BY THE SAFETY & FIRE PREVENTION DEPARTMENT, NORTHERN PACIFIC RY., ST. PAUL, MINN., DECEMBER 1960 No. 12



A BIG LIFT FOR SANTA

JIM PERRYMAN



MEMO . . . FROM THE PRESIDENT

Concern of a man for his means of livelihood and of a city for its payrolls are, of course, fundamental and completely understandable in the case of an individual or a community.

I think it is unfortunate, however, that efforts to stir up opposition to the proposed NP-GN-Burlington-SP&S merger have resulted in many unfounded claims being circulated as to the effects of such a merger.

Such reports only tend to cause undue concern to railroad workers and their families and to the railroad communities involved.

In the last issue of the Tell Tale I carefully explained the operating plan and outlined the results of our study on employment.

There is much detail involved in a merger proceeding. It is unlikely that our application to the Interstate Commerce Commission can be filed before February, 1961. Stockholders must approve the plan. Hearings by the ICC may be held beginning in the late spring, at which time full opportunity will be given interested parties to be heard.

If the merger is authorized, it is estimated that it will take at least 5 years to integrate the operations. Studies clearly indicate that due to natural attrition and retirement during this period there will be jobs on the railroad for everyone presently employed. Furthermore, the law and the Washington agreement protect all employees.

The new consolidated company will be better able to compete, give better service to our customers, and, I hope, will be able to reverse the traffic trend and increase employment.

Robert MacFarlane

HIGHLIGHTS OF NP'S 1961 BUDGET FOR IMPROVEMENTS AND NEW EQUIPMENT

The Northern Pacific Railway will carry on a large scale improvement program in 1961 despite a lag in traffic due to the leveling off in general business activity.

The company plans to spend \$26.4 million for improvements and new equipment in 1961. This figure may be upped another \$3 million for additional box cars and further extension of centralized traffic control if business conditions improve during the year.

This compares with \$33 million which will be spent out of a \$38 million program this year. The 1960 budget, however, included a \$3 million item for purchase of 15 diesel locomotive units, which is absent from next year's program since present requirements for motive power have been filled.

Nearly \$14.5 million has been allocated for new freight cars in 1961. This includes construction at Brainerd Shops of 168 50-ft. double-door box cars, 200 50-ft. insulated "RBL" cars with damage-prevention loaders, 150 50-ft. double-door box cars with damage-prevention loaders, and 200 40-ft. box cars with combination plug and sliding doors.

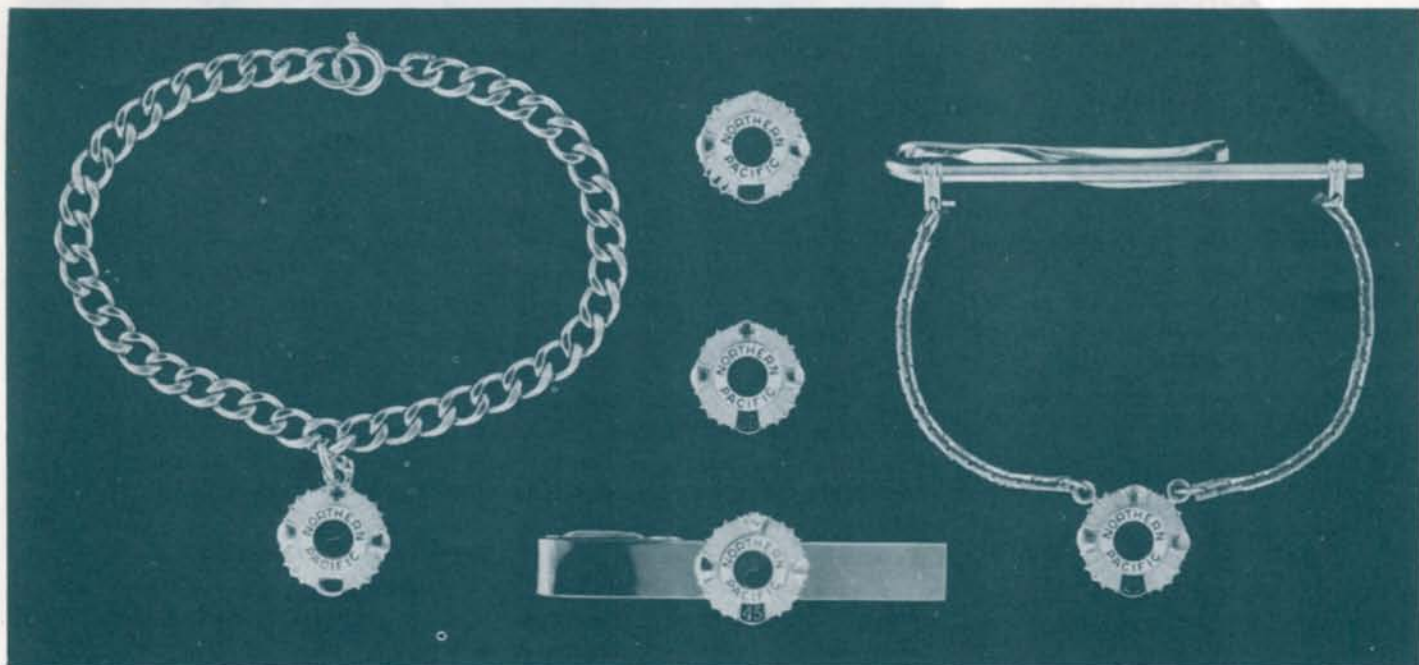
The company will purchase 150 60-ft. wood chip cars, 50 mechanical refrigerator cars, 50 steel cabooses and 25 70-ton covered hoppers with pneumatic unloading devices. All

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MANAGEMENT TO PROVIDE SERVICE AWARD ACCESSORIES BEGINNING IN 1961



In October 1953, announcement was made by the President of a plan to award service buttons or pins to Northern Pacific employees with 25 or more years of service with the Company. The awards present an attractive appearance and have been received with enthusiasm and worn with pride by employees. Some employees have undertaken to have the emblem mounted on a tie bar or tie chain. The Company has decided, effective January 1, 1961, to provide such accessories, through selection by employee, including that of a bracelet in the case of women and a tie bar or tie chain for men. There will be no change in the emblem, the plain one being for 25 years of service, the simulated ruby for 35 years, and the inset

diamond for 45 years, as indicated by the samples depicted. Future awards to women will not carry the numeral denoting years of service when the present supply is gone.

This selection may only be made by those acquiring eligibility after December 31, 1960, and no exchange is contemplated of awards previously issued.

New form of application card can be secured through employing officer and must be submitted for each additional award to which employee may be entitled. They should be returned to employing officer, who will transmit to A. M. Gottschald, Secretary, St. Paul, Minnesota.

HIGHLIGHTS OF NP'S 1961 BUDGET

(Continued from Page 2)

rolling stock to be built or purchased will be equipped with roller bearings. NP also will buy 50 tri-level and 13 bi-level auto transport racks. These will be mounted on flat cars and used to handle movements of new automobiles.

About \$4.3 million will go for rail and other track material to relay 54 miles of main line and 45 miles of branch line and secondary track. More than half of the main line relay will be welded rail. In excess of \$1

million has been allocated for application of 274,000 cubic yards of ballast.

Approximately \$2 million will be spent for installation of signals and interlocking plants with about half of this amount earmarked for centralized traffic control between Spokane and Kootenai.

Nearly \$1.3 million will go for miscellaneous and work equipment and to make improvements to existing equipment. Another \$600,000 has been allocated for various shop, roadway and station buildings and facilities.

DOES SAFETY PAY?

Why is safety a bargain? Does safety really pay off? To answer those questions you might give some thought to these questions.

DID YOU EVER...

Try to tie your shoes with one arm in a sling?

Try to see straight and clearly after an eye injury?

Try to sleep with an infected hand?

Try to walk with an injured foot?

Try to button your shirt with burned fingers?

Try to eat a meal with a fractured jaw?

If so, then you know that SAFETY PAYS!

Winter Carnival

Seated - From left: Juleen Bush, Dorothy Wegscheider, Princess Cecelia Colosimo, Joan Jacobson, and Annette Aarthur.

Standing - Sharon Erickson, Beverly Burke, Patricia McDonough, Phyllis Tschida, Judy Lemire, Joan Luken, Geraldine Binder, Bonnie Ulstad, and Margaret Baranko.



Chosen to represent the Northern Pacific Railway in the ST. PAUL WINTER CARNIVAL, which will be held from January 27 through February 6 next year, is Cecelia Colosimo. Princess Cecelia was selected from the contestants here shown and is employed in the Office of Miscellaneous Accounts.

The winter carnival will mark the 75th anniversary of the oldest celebration of its kind in the country and carnival officials report that plans are being made to make it the biggest in history, too.

Help Fight TB



Use Christmas Seals



G. P. Lindahl



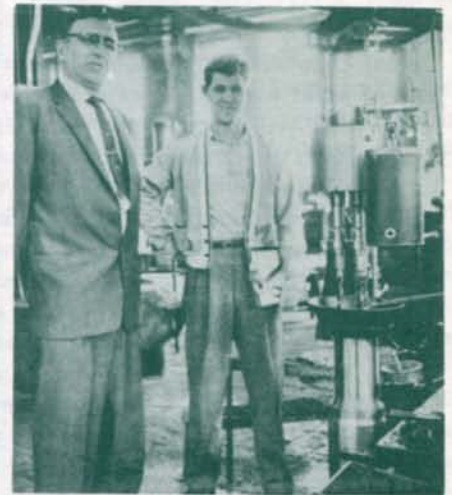
C. W. Jordan

G. P. Lindahl, General Car Foreman, Laurel, retired November 1 after 47 years of service. He was succeeded by C. W. Jordan, former Car Foreman at Laurel.

With the combined ingenuity at BRAINERD SHOP a multiple drill-head has been devised for the purpose of drilling, countersinking and tapping three holes instantaneously in the end of freight car roller-bearing axles. This operation was formerly performed by drilling, countersinking and tapping one hole at a time.

Brainerd Shop has just completed the drilling and tapping of 2,000 axles for the new car program, which amounts to 12,100 holes at a depth of 2-1/4 inches each, or the combined total depth of 3,100 feet.

This has been accomplished with the breakage of only one tap, and results in a considerable saving in labor and tap breakage.



Shop Superintendent J. C. Bekemans (left) and Shop Draftsman Paul Lipfert are shown with improved drill head.



A "Believe-It-or-Not" type incident was produced recently when a Northern Pacific and a Burlington freight car were coupled together in a Rock Island Lines freight yard at Groom, Texas. The cars bore identical numbers--29134! Agent L. C. Jones recorded the event on film, and the "tall tale" was reported in The Rocket, a Rock

Island publication. The odds against such an occurrence, according to the AAR's "Rail Oddities," are about a million to one. The Rocket, to whose editor we are indebted for the use of this illustration, quotes the chances of its happening again at 782 million to one. But whatever the odds, it is odd.



Think YOUR automobile tires are expensive? Then pity the Holland Construction Company at Deer Lodge who must pay the bill for the two tires exhibited here by Northern Pacific Agent F. F. Knuchel at Missoula. The excise tax alone on each of these monsters would pay for a full set of ordinary tires for your car. Each weighs nearly a ton and costs \$3,357.05, plus \$91.72 federal tax. And, as if that isn't enough, the inner tubes for them cost \$259.92 each, including tax! The tires were being shipped to the Deer Lodge firm by Empire Tire Company of Billings. Holland Construction is engaged in work on the federal highway system in the Deer Lodge area.



The above picture was taken at Pasco while Communication crew linemen were making repairs to cables of the retarder yard loudspeaker system.

The loudspeaker system plays an important part in the efficient operation of the retarder yard, and any failure of this system must be promptly corrected to permit smooth functioning of yard operations.

Left, D. W. Peterson, Communication Crew Foreman, and Peter Jendro, Lineman.

NP AGENT FRED SOMMARS CALLED CUB SCOUT 'HERO'

"You are a hero, Mr. Sommars, to my wife and to her entire Cub Scout den."

This is how Robert B. Melland, of Melland Incorporated, Jamestown, described the reaction of his Den Mother wife and her group of scouts, who were taken on a guided tour of the Jamestown station and The Mainstreeter by Northern Pacific Agent Fred Sommars.

It all began with a request from Mrs. Melland for some help in teaching the boys how to read time tables. Before their "lessons" were ended, however, they had learned a lot more.

The youngsters found out about time tables, tickets, baggage checking, Morse telegraph, inter-office radio communication and much more. Then, when Train No. 1 pulled into the station, they all trooped through the long line of cars and received NP paper engineer caps at the end of the tour.

"Even today, a full week after the tour, my son and my wife are still talking about the extreme hospitality and the wonderful time you extended and made possible for the kids," Melland wrote. "The trip will long be remembered by each of the Cubs who enjoyed the opportunity, and your kindness will long be remembered by me and my wife."



A winning model and a winner's smile are displayed by Emil J. Skok, St. Paul, whose half-sectional model of the now-extinct Northern Pacific Class A-5 locomotive won first place at the Minnesota State Fair hobby show. Emil, one of hundreds of railroading-model enthusiasts from all over the world who have secured plans and drawings from NP's mechanical department, said he spent 400 hours during a two-year period building his prize-winning entry. Now 35, he said he has been a "railroad nut" since he was 12 and has spent much of his spare time "hangin' around the railroad yards."



He who has no Christmas in his heart will never find Christmas under a tree.

PERSONALS

The following appointments were announced recently:

R. L. GAUNT, Traveling Passenger Agent, Tacoma

W. W. BARKER, Traveling Passenger Agent, Spokane

T. J. LOVING, Traveling Freight and Passenger Agent, Butte

J. L. FLOIR, Assistant Roundhouse Foreman, Seattle

M. L. PURCHASE, Car Foreman, Pasco

T. L. KELLY, Car Foreman, Parkwater

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.

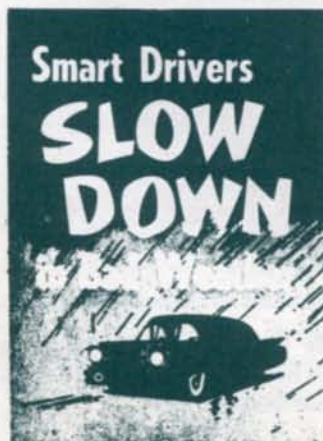
NAME	OCCUPATION	LOCATION	YEARS SERVICE	NAME	OCCUPATION	LOCATION	YEARS SERVICE
Claire J. Lofgren	Comm. Lineman	Ritzville	38	Frank J. Eisel	Section Laborer	Brainerd	37
Charles T. Gowen	Car Repairer	Laurel	38	Jacob Kercher	Section Laborer	Jamestown	41
Buell C. Coleman	Brakeman	Spokane	48	John F. Brill	Pipefitter	St. Paul	49
John G. Elhard	Car Repairer	Jamestown	24	Carl J. Stepanek	Machinist	So. Tacoma	26
V. J. Kozlowitz	Locomotive Engineer	Glendive	42	O. W. McLaughlin	Asst. Gen. Frt. Agt.	St. Paul	34
Bennie Behrendsen	Locomotive Engineer	Billings	44	George S. Flack	Switchtender	Auburn	21
George S. Waring	Locomotive Engineer	Centralia	55	Claude H. Smith	1st Class Carpenter	Pasco	37
Henry C. Addicks	Conductor	Minneapolis	31	Ednah F. Ryan	Zone Clerk	Seattle	23
Harry D. Engstrom	Locomotive Engineer	Duluth	54	Alex Estreich	Car Repairer	Laurel	26
Christian Ferderer	Roundhouse Laborer	Mandan	52	Rodney R. Warnick	Locomotive Engineer	Livingston	41
Harry C. Hopewell	Section Foreman	Cooperstown	41	Emanuel A. Zweigle	Section Laborer	Goodrich	37
Mary A. Leach	PBX Operator	Seattle	29				



WM. H. MAJORS, conductor, Staples, retired August 31 after 46 years of service.

THE STICKER

Oh it's easy to be a starter, my friend,
But are you a sticker too?
'T is fun sometimes to begin a thing,
But harder to see it through.
And sometimes failure is best, dear friend,
To keep you from being too sure;
Success that is built on defeat, you know,
Will oftentimes longest endure.
'T is the sticker who wins in the battle of life,
While the quitter is laid on the shelf;
You are never defeated, remember this,
Until you lose faith in yourself.



FRED M. SCHAUMBURG, retiring Tacoma Division Trainmaster, is shown at right, receiving from Superintendent W. C. Smith the guest list of over 100 co-workers and other friends who gathered for dinner at the New Yorker Cafe in Tacoma on September 23 to wish him well on his Graduation Day. Forty-eight years of hard work, a goodly crop of gray hair and a lot of fun and excitement went into the winning of this diploma.

L. W. (LES) TUTTLE, City Passenger & Ticket Agent, Tacoma, retired December 1 following a railroad career that has spanned 53 years and four different railroads.

Les began as a stenographer in 1907 with the Illinois Central in Chicago. Later he served two "hitches" with the Nickel Plate, separated by three years in Arizona where he worked for the El Paso & Southern.

He joined NP in 1924 as Traveling Passenger Agent in Los Angeles. The following year he became City Passenger & Ticket Agent at Spokane and, in 1930, went to Tacoma.

PHILLIP D. (DALTON) NOBLE, locomotive engineer, Auburn, recently retired after 48 years of service with the Northern Pacific. He went to work on the NP in the roundhouse at Lester in 1912, became a fireman in 1913 and has been an engineer since 1942. Two sons of the Nobles are NP engineers at Auburn.

The retired engineer plans to catch up on his fishing and spend some time on the Olympic Peninsula where he owns property.

C. T. PENN, Assistant General Agent, Pittsburgh, retired Dec. 1 after 51 years of railroad service, nearly 40 of them with NP.

After graduating from College in 1909, Cliff began railroading on the Pennsylvania System. He came to this company in 1921 as Traveling Passenger Agent in Pittsburgh, where he stayed throughout his career. He was appointed General Agent, Passenger Department, in 1934 and was promoted to Assistant General Agent in 1941.

*Long ago when I was childish,
I liked winters not so mildish.
Dow that I ab sobewhat oldish,
I prefer theb dot so coldish.*
—Frank McInnes.





Northern Pacific Beneficial Association



All N.P.B.A. retired members are now billed for dues to cover periods of three months in advance; namely, January through March, April through June, July through September and October through December.

The present arrangement creates less hardship on those members receiving smaller monthly pensions who have found it difficult to remit advance dues payments covering six months periods. It is now possible for this office to run machine billings on these 5,500 retired memberships and maintain the necessary records for each individual.

Those retired members who prefer to remit dues payments beyond the current quarterly period may do so, providing their remittance is in an amount equivalent to dues for full three months additional periods. However, their receipt will indicate dues paid for the current quarter and bear a notation that a credit balance amount will apply to future three months periods.

Retired members will note that the dues statement card requires payments be made thirty days in advance of the quarterly period, which permits the payment to be processed and a receipted membership card returned before the commencement date of the period for which dues payment is made.

We wish to thank our retired members at this time for their cooperation in adjusting to this new billing method.

* * * * *

We wish to thank Charles Schwindeman, retired Boilermaker, Duluth, for his generous contribution of \$122.40 for St. Paul Hospital.

The Association is also very grateful for two anonymous contributions of \$100.00 each for Tacoma Hospital use. Both donations were accompanied by letters expressing appreciation of care received at that hospital. One letter stated ". . . . I truly do not know what we would have done without this wonderful protection when we needed it most. We have always been so very grateful for this coverage. . ."

The other letter contained the following comment: ". . . You have a fine hospital and a very efficient and courteous staff and both of us are very appreciative of the many courtesies we have been extended, as well as the medical care we have had. . . ."

Our thanks also to Mrs. Edith Brown, Spokane, for her gift of \$5.00 in memory of her husband, Edward A. Brown, deceased Conductor.

Patients at St. Paul Hospital will enjoy the year's subscription to "The Saturday Evening Post" furnished by Mr. and Mrs. Nels C. Andersen, Superior, Wisconsin, Assistant Section Foreman and Crossing Watchman, respectively.

Much progress has been made in improvement and expansion of N.P.B.A. facilities in recent years, and gifts such as the above have enabled us to accomplish many of these improvements.

* * *

Plans are under way at the hospitals for the annual Christmas parties for employes, as well as the window painting contests which have come to be a tradition.

We congratulate Dr. Donald E. Derauf, Association Surgeon, St. Paul Hospital, on his position as President of the St. Paul Heart Council.

He is a graduate of the University of Minnesota Medical School and a specialist in Internal Medicine. He is a member of the American Board of Internal Medicine, American College of Physicians, American College of Chest Physicians and American College of Cardiology.

Dr. Derauf joined the St. Paul Hospital staff in May, 1955.

He is married and has four children.

* * *

We extend sincere congratulations to Dr. B. E. Hoyer, Consulting Surgeon, who will observe his 100th birthday February 14, 1961.

Born in New York State, Dr. Hoyer moved west in 1888 upon graduation from medical school. He was appointed Local Surgeon at Slough, Washington, in 1890, then moved to Auburn in 1895 where he also served as Local Surgeon. He was appointed Consulting Surgeon in 1930.

He remembers vividly when he made his rounds via horse and buggy, freight train and even the old time hand car.

Dr. Hoyer is in excellent health and drove his own car until fifteen months ago. He now resides in Tacoma.

* * *



THE OFFICERS AND EMPLOYEES OF THE ASSOCIATION EXTEND BEST WISHES FOR A BLESSED HOLIDAY SEASON TO ALL N.P.B.A. MEMBERS AND THEIR FAMILIES.



The Yuletide Season and New Year will be celebrated soon, and again we pause and reflect upon the many blessings bestowed upon us by our Creator. This season is one of joyful celebration and goodwill, one to another, affording the opportunity of cleansing the mind of any evil thought, and remind us that we are all brothers in the sight of our Creator.

Your Safety Department appreciates the loyal support of every employee in its program during the year now ending, and wishes to thank you for your part in what has been accomplished in the saving of lives and prevention of injuries to our employees.

**make Every day
a Holiday from
accidents**

MARSHAL JOHNNY GETS HIS MEN



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

	Divisions							Main Shops				Total
	Lake Supr.	St. Paul	Fargo	Yellowstone	Rocky Mtn.	Idaho	Tacoma	Como	Brainerd	Livingston	So. Tacoma	
Enginemen					1		2					3
Trainmen	2	8	2	2	4	1	15					34
Yardmen	1	7	1	2	1	1	10					23
Stationmen			1	1			2					4
Trackmen	3	6	5	2	6	3	7					32
B. & B. men	3				2	2	2					9
Shopmen			1		1							2
Carmen		3	1	4			2		1		3	14
Total	9	24	11	11	15	7	40		1		3	121
Rank	3	6	5	2	4	1	7	1	3	1	4	
Store							1				1	2
Dining Car												
Engineering												11
Signal												
Chief Spl. Agent												
Communications Dept.												2
Electrical Engr.												
General Office												
King St. Station												5
Miscellaneous												1
Grand Total	9	24	11	11	15	7	41		1		4	142
Casualty Rate per Million Man Hours (est.) - - - - - 4.5												

EMPLOYEE OF THE MONTH



Kneeling, from left: J. M. Thoma (Foreman), J. A. Karpinski, J. C. Krantz. Standing, E. E. Stenquist, H. L. Saker, E. A. Kicker, C. W. Moran, and D. G. Schober.

More than 5700 days without a reportable injury have been chalked up by BRIDGE AND BUILDING CREW #6, AT MISSISSIPPI STREET, ST. PAUL. The example set by these employees clearly demonstrates that SAFETY IS OF THE FIRST IMPORTANCE IN THE DISCHARGE OF DUTY.



Louis Hougan

Switch Foreman Louis Hougan entered yard service at Staples in 1920 and now has 40 years of yard service without a reportable injury.

His main hobbies are hunting and fishing. He owns lake property east of Staples where he and his wife plan to make their home when Louis has finished railroading.