



The

# Tell Tale

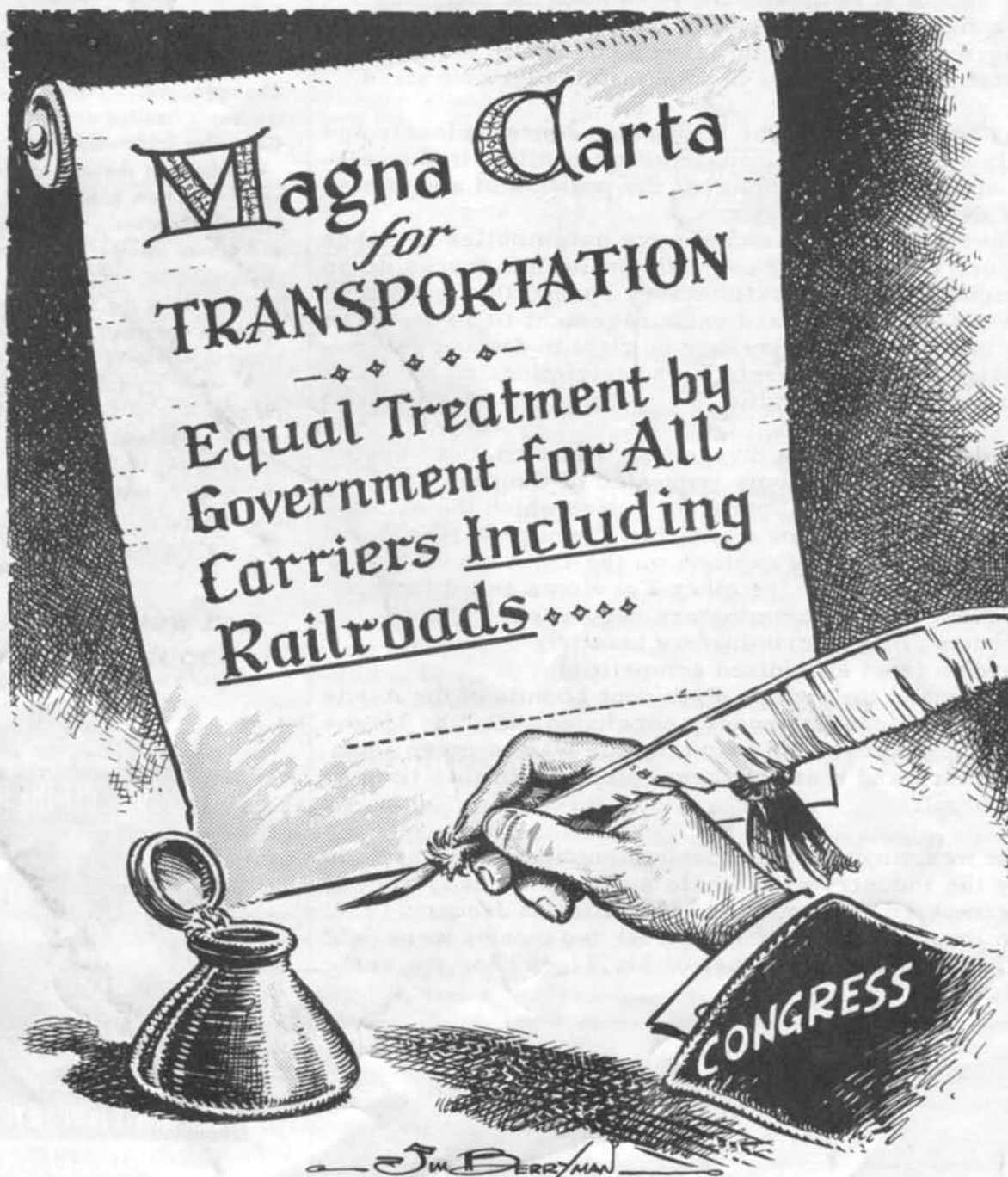


Vol. XXIV

ISSUED BY THE SAFETY & FIRE PREVENTION DEPARTMENT, NORTHERN PACIFIC RY., ST. PAUL, MINN., APRIL 1961

No. 4

## HIS SIGNATURE URGENTLY NEEDED





## MEMO . . . FROM THE PRESIDENT

Teamster Boss Hoffa has taken the warpath because of the increasing success of the railroads in recovering, by means of piggyback service, some of the traffic which had been lost to the trucks. The chief danger of piggyback, Hoffa says, is that scores of teamsters are already losing their jobs. He urges every teamster to contact his senator, his congressman and state or local government officials and inform them about the economic dangers of piggyback.

The efforts of Hoffa and others to deny the railroads the right to compete are of vital concern to railroad labor as well as management and we should leave no doubts in the minds of our elected representatives in Washington where we stand.

This editorial from The Milwaukee Journal clearly and forcefully states railroad management's position in the rail-truck controversy and, I believe, the position of a vast majority of the American people:

"Wherever railroads can move automobiles or other goods more economically and efficiently than trucks do on public highways, and at satisfactory speed, they should be given every opportunity and encouragement to do so. The trucking industry and drivers have no right to demand government assistance for themselves or restrictions on the railroads in handling such traffic."

Freedom to provide a diversified transportation service is one of the Four Freedoms requested of Congress and the new administration in an appeal for action which the nation's railroads term a "Magna Carta for Transportation" and which is depicted in the cartoon on the front cover of this issue of The Tell Tale. The other Freedoms asked for are:

- Freedom from discriminatory regulation
- Freedom from discriminatory taxation
- Freedom from subsidized competition

In presenting the appeal, President Loomis of the Association of American Railroads, concluded that "the Magna Carta for Transportation provides the way to more jobs, better service and a strengthened defense in this time of national peril."

In the meantime railroad earnings continue downward. In January the industry as a whole suffered a net loss of \$8 million compared with profit of \$20 million in January, 1960. Northern Pacific earnings for the first two months were only \$31,007, compared with a net of \$1,711,409 for the same period last year.

*Paul MacFarlane*

## PERSONALS

The following appointments were announced recently:

- H. F. CAIN, Chief Dispatcher, Missoula
- C. E. MORRIS, Working Supervisor, Hoquiam Roundhouse
- V. L. GUTHRIE, Assistant Signal Engineer, Livingston
- G. A. HUFFMAN, Assistant Trainmaster, Jamestown

## W. R. BJORKLUND NAMED TO NEW GROUP

W. R. Bjorklund, District Engineer, St. Paul, has been named Vice-Chairman of a new organization tentatively called the Upper Midwest Executive Reservists Association.

Members of the organization were appointed from a five-state area by federal agencies. They were asked to serve in war and emergency periods.

Purpose of the organization is to maintain communications and liaison between members and other federal and state branches and personnel concerned with defense and mobilization problems. Regular meetings and studies will be held to keep pace with constantly changing needs and strategy.

**"IT WON'T HURT YOU  
TO BE CAREFUL."**



INTERNATIONAL SAFETY COUNCIL

## HAVE FISH . . . WON'T BITE

This is but one of the hobbies of Machinist Frank Fawcett of Moorhead. He also enjoys home movies and fishing. Shown here is an example of his fine craftsmanship in the lifelike fish he has hand carved out of white pine and painted. His carvings have won both judges' and peoples' choice in hobby shows.

Mr. Fawcett moved from his birthplace in Stillman Valley, Illinois, to Wisconsin Rapids, Wisc., in a covered wagon. Prior to his Northern Pacific service, commencing in 1922, previous experience was gained at Krieger Tool Manufacturing Co., Superior Ship Building Company, Great Northern back shops in Superior, and the Fargo Foundry.

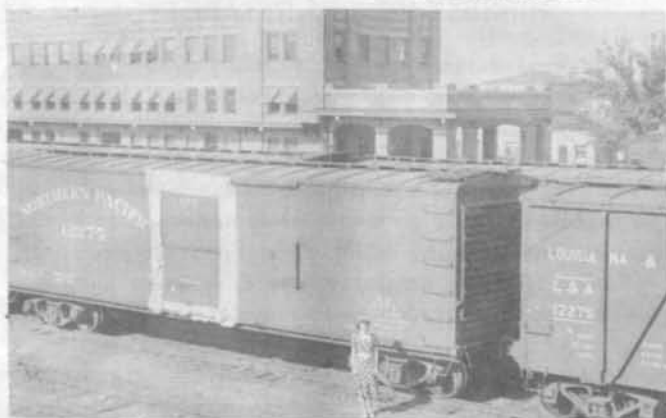
The Fawcett's have one son, two daughters and fourteen grandchildren.

"The surest way to have happiness and peace of mind is to give them to somebody else."



Frank Fawcett, machinist at Moorhead, displaying various types of hand carved fish he has carved out of wood.

## NP FREIGHT CARS DEFY ODDSMAKERS



Northern Pacific box cars frequently have defied the tremendous odds against their being coupled to foreign line cars of the same number. After having seen the photograph in Rock Island's publication *The Rocket*, of NP 29134 coupled to CB&Q 29134 at Groom, Texas, NP's telegrapher-photographer at Missoula, R. V. Nixon, forwarded three photographs of such an occurrence, all involving Northern Pacific cars. Shown here is his shot of NP 12275 and L&A 12275 at Glendive in 1938. Both cars were loaded with wheat and were bound for Duluth. Then J. L. Hawthorne, telegrapher-ticket salesman at Wapato, saw the Rock Island photograph reproduced in the December issue of the *Tell Tale*, and recalled having seen NP 100160 coupled to CB&Q 100160 at Wapato "45 or 50 years ago." The two cars, Hawthorne reports, had arrived together from Issaquah with lumber, were emptied, loaded with hay at the same warehouse and were returned once more to Issaquah, still together.

As reported in the *Tell Tale* in December, the odds against such an occurrence have been estimated as high as 782,000,000 to one.



The Northern Pacific Singles Handicap Bowling Party for employees and/or wives or husbands held at the Bowler Lanes, Fargo, February 22, drew 70 entries from Fargo Division and neighbors.

Of the 21 women who entered, the following took home prize money; Mesdames Pearl Rae, Lois Odum, Helen Schreiner, Margie Isaman, and Florence Coryell.

The Isamans' kept it in the family when Don topped the men. Other prize money winners were: Carl Dahlquist, Dwayne Bartholomay, Cecil Vincent, Leonard Kokott, George Whitford, Allen Peterson, C. A. Simkins, Wesley Cresap, Ed Bruce, Frank Gaines, and Leonard Olson.

Neighbors Dahlquist, Simkins and Olson teamed up against the Fargo team of Peterson, Gaines and Vincent for a scratch three-games series for total pins: Neighbors, 1498, Fargo, 1424.

Manager Vincent is to be complimented on this event which bowling enthusiasts hope to make an annual affair on the George Washington holiday.

Sadie Driscoll, cashier at NP Fargo Freight Office, picked the big four split (4-6-7-10) during the North Dakota Women's State Handicap Bowling Tournament, at Jamestown, recently.

1961 NORTHERN PACIFIC EASTERN GOLF TOURNAMENT will be held Saturday, June 17, at Galls Golf Course, North St. Paul. Entry Fee \$4.00 (Green Fee \$1.90 and Prize Fund \$2.10).

For further information contact J. W. Thayer, Room 808 Northern Pacific Building, St. Paul.





Head tables, with C. H. Burgess, Operating Vice President, principal speaker (inset on left), and Dr. A. McEwan, the M.C. (inset on right).



Receiving Awards of Merit from Vice President C. H. Burgess (right) are Signal Engineer A. J. Hendry; Electrical Engineer E. L. Musolf; and Superintendent General Office Building C. V. Schutt.

Pictured with Shop Superintendent D. T. Capistrant (left), receiving the Como Safety Award Plaque, is General Mechanical Superintendent J. A. Cannon and Superintendent Safety & Fire Prevention C. T. DeWitt. Sam Bongiovanni, employees' representative from Como, accepted the plaque for the employees.

For efforts in '60

### HIGHEST HONORS IN SAFETY!

On April 4 the President's Safety Award was presented to Como Shop employees at a banquet at the Hotel Lowry, St. Paul, . . . their win for the ninth time.

Como Shop and Livingston Shop led in the competitive safety award race and placed first in safety among the four main shops on the system, neither shop having had a reportable injury during the entire year.

Idaho Division employees and Livingston Shop employees were similarly honored at a later date.



(Right) A group photo shows part of the more than five hundred Como Shop employees and their wives who attended the banquet.

## G. N. PAGE IS NAMED HEAD OF NP TRANSPORT



C. R. Opsahl



G. N. Page

George N. Page of St. Paul has been appointed General Manager of the Northern Pacific Transport Company. Page, Assistant to the Vice President since 1955, succeeded C. R. Opsahl, who retired April 1 because of ill health after nearly 42 years of service with Northern Pacific.

Page entered NP service in the St. Paul Accounting Department in 1928 and became a train auditor in 1943. Between 1944 and 1954 he served successively as General Traveling Inspector of Mail, Baggage and Express; District Mail, Baggage and Express Agent, Seattle, and Manager of Mail, Baggage and Express Traffic. In 1954 he was named Assistant to the General Manager and the following year rose to Assistant to the Vice President.

Opsahl began his service in 1919 at Marion, N.D., and for the next 26 years served as telegrapher or agent at various stations throughout the state. He was appointed Supervisor of Station Service for the system in 1945 and became Superintendent of

## OPERATING DEPARTMENT PROMOTIONS



R. K. Mossman



R. W. Humphreys



J. H. Hertog

Richard K. Mossman, of Seattle, has been appointed Assistant to the Vice President, Operating Department, St. Paul.

Mossman, Assistant to the General Manager at Seattle since 1959, succeeds George N. Page, who has been named General Manager of the Northern Pacific Transport Co.

Reese W. Humphreys, Special Assistant to the General Manager, Seattle, was appointed to succeed Mossman, and J. H. Hertog, Trainmaster at Jamestown, succeeds Humphreys.

Mossman joined the NP at Seattle in 1942 as a ticket clerk, became District Passenger Agent in 1945 and transferred to St. Paul as Assistant General Passenger Agent in 1949. Five years later he went to

Duluth as trainmaster, then returned to Seattle in 1955 as Assistant Superintendent of the Tacoma Division. He was named Special Assistant to the General Manager in 1957 and became Assistant to the General Manager two years later.

Humphreys entered Northern Pacific service in the Engineering Department at Missoula in 1943 and rose to Division Engineer in five years. He was transferred to Pasco in 1954 as Assistant Engineer, then moved to St. Paul the following year as Office Engineer. In 1959 he returned to Seattle to become Special Assistant to the General Manager.

Hertog began his service in 1944 at St. Paul in NP's Operating Department. Following his return from military service after World War II, he worked as a section laborer while attending the University of Minnesota. In 1950 he was appointed Assistant Roadmaster at Duluth, moved to Mandan as Trainmaster-Roadmaster in 1953 and was named Trainmaster at Jamestown in 1955.

the Transport Company at Billings in 1951. Three years later, when the railway trucking subsidiary's headquarters were moved to St. Paul, he was given the newly-created title of General Manager.



# 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 |
|--------------------|---------------------|----------------|---------------|-------------------|--------------------------|--------------|---------------|
| William E. Firth   | Telegrapher         | Duluth         | 45            | Hobert C. Hatley  | Ticket Clerk             | Ft. Lewis    | 40            |
| T. Secondi         | Section Foreman     | Enumclaw       | 47            | Frank DeBellis    | Section Foreman          | Issaquah     | 34            |
| Helmer M. Knudson  | Agent-Telegrapher   | Johnstown      | 44            | Frank A. Paladin  | Ldg Mill Machinist       | Missoula     | 53            |
| Henry S. Gage      | Conductor           | Duluth         | 51            | Domenico Lapore   | Section Foreman          | Lake         | 40            |
| Louis Bokolyo      | Crossing Watchman   | Duluth         | 34            | Joseph Moravec    | Car Inspector            | Missoula     | 38            |
| Wayne A. Mallory   | Signal Maintainer   | Medora         | 37            | William Collins   | Patrolman                | Yakima       | 38            |
| Adolph A. Lindberg | Signal Maintainer   | Clear Lake     | 45            | G. W. Livingston  | Claim Clerk              | Tacoma       | 42            |
| Arthur G. Berg     | Locomotive Engineer | E. Grand Forks | 38            | Gerey Romeos      | Boring Machine Opr. Hlpr | Brainerd     | 29            |
| Frank L. Allen     | Section Foreman     | Bemidji        | 39            | Anna B. Hancock   | Lunch Room Chef          | Billings     | 26            |
| George H. Miller   | Section Laborer     | Laurel         | 31            | G. A. Schleicher  | Locomotive Engineer      | Mandan       | 43            |
| Arthur J. Johnson  | Warehouse Foreman   | Fergus Falls   | 43            | Charles Sykes     | Conductor                | Glendive     | 50            |
| R. A. Nygaard      | Agent-Telegrapher   | Randall        | 53            | John E. Linden    | Agent-Telegrapher        | Duluth       | 43            |
| Sam N. Trahanes    | Section Foreman     | Vader          | 49            | Millard G. Helm   | Telegrapher              | Kennewick    | 41            |
| Kaleb S. Sanburg   | Dining Car Chef     | St. Paul       | 40            | Earl M. Rayner    | Agent-Telegrapher        | Barnum       | 38            |
| George Dukart      | Roundhouse Laborer  | Dickinson      | 38            | George M. Nelson  | Asst. Warehouse Frmn.    | Billings     | 42            |
| Armin O. Zuelow    | Section Laborer     | Cassleton      | 41            | Leslie A. Paxton  | Machinist Inspector      | Mandan       | 47            |
| Harry Palos        | Car Inspector       | Seattle        | 45            | Genevieve Dolbec  | PBX Operator             | St. Paul     | 34            |
| Thomas Reh         | B&B Foreman         | St. Paul       | 35            | Alfred B. Iverson | Section Laborer          | New Rockford | 31            |
| Peter Giardini     | Boilermaker         | Mandan         | 48            | James R. Heebner  | Agent-Operator           | Laurel       | 49            |
| Irvin H. Cook      | Baggage Agent       | Billings       | 42            |                   |                          |              |               |



Plan now to attend VETERANS ASSOCIATION OF THE NORTHERN PACIFIC RAILWAY ANNUAL CONVENTION, at the Olympic Hotel, Seattle, June 2, 3, and 4.

Arrangements have been made for the following events:  
 Friday, - bus tour of North Seattle  
 Saturday, - banquet at Olympic Hotel  
 Sunday afternoon, - boat-bus tour of Bremerton Navy Yard with a buffet dinner after the tour.

## SMILE AND THE WORLD SMILES WITH YOU



Mr. and Mrs. Jacob Schlenker

Jacob Schlenker was first employed by the Northern Pacific in 1919 at Jamestown in the old Transfer Freight Department; he transferred to the Track Department later that year, retiring as crossing gate-man on January 1, 1961.

His retirement years will be busy because he and his wife enjoy fishing, gardening and traveling. Most of the Schlenkers' time will be spent at their Spiritwood Lake cottage, although they hope to repeat their 1960 trip to Germany in the near future.

His superiors say: "Mr. Schlenker has been a most reliable and efficient employee."



NORTHTOWN PENSION CLUB held its annual retirement party on March 6. Members who retired during the year 1960 were honored guests - George Minkel, C. V. Rasmussen, and J. H. McCoy, shown in the front row with the committee. Photo was taken by R. T. Boyd, also a member of the group.

Back row - from left: Wm. Balholzer, V. E. Higgins,

M. S. Carlsen, Charles Nelson, Fred Cussler, Tom Murphy, Fred Desch, Gottfrid Lindsten, Louis Reckenthaler, and George Garlock.

Front row - Edgar Scherer, K. G. Frick, R. R. Lundberg, C. V. Rasmussen, George Minkel, J. H. McCoy, T. H. Dabl, E. S. Schubert, and Joe Ferlaak.





# Northern Pacific Beneficial Association



## IMPORTANT NOTICE TO FURLOUGHED NON-OPERATING PERSONNEL

Effective March 1, 1961 and thereafter for the duration of the present agreement, non-operating personnel covered by agreement are eligible for a maximum of three (3) months' hospitalization coverage. The employee must qualify according to terms of the agreement.

Non-operating employees should submit N.P.B.A. Form BA 70A to the Secretary, N.P.B.A., 612 Northern Pacific Building, St. Paul 1, Minnesota. These forms may be obtained from Superintendents, Foremen and Department Heads. This notice to the Secretary will place you on record for hospitalization protection during your allotted period of furlough. Further instructions will be sent to you by the Secretary after you notify him.

If Form B.A. 70A is not available, send information as suggested below to:

Secretary, N.P.B.A.

612 Northern Pacific Building

St. Paul 1, Minnesota

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

DATE FURLOUGHED \_\_\_\_\_

OCCUPATION \_\_\_\_\_

(Please  
(  
(Print

Dr. H. S. Proud, Associate Surgeon, recently presented a talk on "Intramuscular, Intravenous and Subcutaneous Technique" as part of the In-Service Education Program conducted at St. Paul Hospital.

Anna Lanz, a St. Paul Hospital nurse now attending the University of Minnesota, discussed "Rehabilitation and Care of Long Term Illness" in another session.

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

Once again patients at Missoula Hospital will benefit from the generosity of a group of women who have been responsible for many of the improvements made in that hospital in recent years.

The N.P.B.A. Hospital Ladies' Guild has now presented a portable sitz bath and a croupette for use in rendering patient care. Both items are most welcome additions to the hospital's present equipment.

In the past this organization has purchased several pieces of equipment for hospital use, in addition to giving much of their time to the making of draperies and other items to make the hospital attractive. They played an active part in the establishment of the recreation room at Missoula Hospital which has provided a great deal of pleasure for patients.

We are most grateful to this fine organization for its untiring efforts, continued interest and generosity.

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St. Paul Hospital has received the following contributions in recent weeks:

\$30.00 from an anonymous donor;

\$15.00 from employees in the Agricultural Development Department, St. Paul, in memory of Thomas F. Lang, former Chief Clerk in that Department;

\$10.00 from Ethel Bentz, Waitress, N.P.B.A. Hospital.

The above were designated for use as needed.

The St. Paul Hospital television fund received:

\$5.00 from L. G. Thies, Conductor, Staples and

\$1.00 from K. A. Stennes, Telegrapher, West Fargo.

We are pleased to report that in 1960 contributions and gifts to all four N.P.B.A. Hospitals totaled \$3,247, a truly outstanding amount.

We extend a sincere "thank-you" to all who have so indicated their interest in their Association.

## PROUD OF THE JOB

Whether I sit on the right side of a diesel locomotive cab and handle the controls, or on the left side and check the signals -

Whether I wear a blue uniform on a streamliner, or blue overalls on a manifest freight -

Whether I sit at the C.T.C. board and direct trains, or in a small-town way station and tap out telegraph signals -

Whether I sit at a drawing board and plot curves and angles, or work on the track under summer sun and winter storms -

Whether I am General Manager or a "car knocker," a Superintendent or a "gandy-dancer" -

It makes no difference - I'm a railroader!

And being a railroader, I'm an essential part of the world's greatest and most efficient transportation system.

Because of me and my fellow workers, 165 million Americans travel swiftly and safely; they enjoy an abundance of food and clothing; they receive their express packages and their mail promptly at all seasons.

Along with my fellow workers I'm performing an honorable and essential service, vital to the well being of our great nation.

Therefore, I'm proud to be a railroader!

For Safety All - Ways



| STATEMENT OF EMPLOYEES' REPORTABLE CASUALTIES BY CLASSES<br>FOR THE PERIOD JANUARY 1 TO MARCH 31, 1961 |            |          |       |             |            |       |            |      |          |            |            |       |
|--|------------|----------|-------|-------------|------------|-------|------------|------|----------|------------|------------|-------|
|  | Divisions  |          |       |             |            |       | Main Shops |      |          |            |            |       |
|  | Lake Supr. | St. Paul | Fargo | Yellowstone | Rocky Mtn. | Idaho | Tacoma     | Como | Brainerd | Livingston | So. Tacoma | Total |
| Enginemen  | 1          | 3        |       |             | 1          |       | 2          |      |          |            |            | 7     |
| Trainmen   | 1          | 1        | 1     |             | 1          | 1     | 4          |      |          |            |            | 9     |
| Yardmen  | 1          | 1        | 2     | 2           |            |       | 6          |      |          |            |            | 12    |
| Stationmen   |            |          |       | 1           |            |       | 1          |      |          |            |            | 2     |
| Trackmen   |            |          |       |             |            |       | 1          |      |          |            |            | 1     |
| B.& B. men   |            |          |       |             | 1          | 2     | 1          |      |          |            |            | 4     |
| Shopmen  |            | 1        |       |             |            |       |            |      |          | 1          |            | 2     |
| Carmen   |            | 1        |       | 1           |            |       | 2          | 1    |          |            |            | 5     |
| Total  | 3          | 7        | 3     | 4           | 3          | 3     | 17         | 1    | 0        | 1          | 0          | 42    |
| Rank   | 5          | 6        | 4     | 3           | 2          | 1     | 7          | 3    | 1        | 4          | 1          |       |
| Store  |            |          |       |             |            |       |            |      |          |            |            |       |
| Dining Car   |            |          |       |             |            |       |            |      |          |            |            | 6     |
| Engineering  |            |          |       |             |            |       |            |      |          |            |            | 2     |
| Signal   |            |          |       |             |            |       |            |      |          |            |            | 1     |
| Chief Spl. Agent   |            |          |       |             |            |       |            |      |          |            |            |       |
| Communications Dept.   |            |          |       |             |            |       |            |      |          |            |            |       |
| Electrical Engr.   |            |          |       |             |            |       |            |      |          |            |            |       |
| General Office   |            |          |       |             |            |       |            |      |          |            |            |       |
| King St. Station   |            |          |       |             |            |       |            |      |          |            |            |       |
| Miscellaneous  |            |          |       |             |            |       |            |      |          |            |            |       |
| Grand Total  | 3          | 7        | 3     | 4           | 3          | 3     | 17         | 1    | 0        | 1          | 0          | 51    |
| Casualty Rate per Million Man Hours (est.) - - - - -   |            |          |       |             |            |       |            |      |          |            |            | 6.9   |



SAFETY AT PASCO . . . Meet these Car Department employees who have worked without a reportable injury 816 days. Their safety efforts helped put the Idaho Division "FIRST" IN SAFETY the past two years.



SAM LEE, fifth from left in front row, of the General Office maintenance force, retired March 1 after 16 years of service. Standing next to Mr. Lee is his daughter, Mrs. Dorella Jones. At the time of his retirement Mr. Lee was presented with luggage and other gifts.