



The Tell Tale



Vol. XXIV ISSUED BY THE SAFETY & FIRE PREVENTION DEPARTMENT, NORTHERN PACIFIC RY., ST. PAUL, MINN., MAY 1961 No. 5



MOUNT RAINIER, THE MOST OUTSTANDING SCENIC ATTRACTION IN WASHINGTON STATE
(Story on Page 2)



MEMO . . . FROM THE PRESIDENT

Now that the stockholders of the Northern Pacific, Great Northern and Burlington have approved the proposed merger, it is expected that the Interstate Commerce Commission soon will begin active consideration of the application for unification.

First step probably will be scheduling by the ICC of a series of hearings at which all concerned will be given ample opportunity to be heard. This will include The Milwaukee Road which has asked the Commission for permission to intervene, as was expected. Provisions of the Interstate Commerce Act dealing with railway mergers give the ICC adequate power to consider the interests of The Milwaukee Road and any other parties which may have a legitimate concern with the proceedings. The commission will, of course, consider all factors in determining whether the merger proposal is in the public interest.

It was most gratifying to me personally that the NP employee-stockholders who spoke in opposition to the merger at our annual meeting on April 27 thanked me in my office after the meeting for the fair treatment they received from me as presiding officer. My wish that every stockholder present have ample opportunity to have his say accounted for the fact that the meeting lasted from 10 am to past 2 pm.

Have you written your Senators and Representatives to urge defeat of Senate Bills 1197 and 1089? If you haven't, there is still time to write, but no time to lose.

As I indicated in my April 28 letter to all Northern Pacific personnel, these bills, inspired by the Teamsters' Union and the waterway interests, would severely handicap the railroads in making rates to meet competition. Passage of either bill could result in a heavy loss of traffic, and consequent loss of jobs.

Remember, there are more than 1-1/2 million members of the Teamsters' Union and they're flooding Congress with letters, so it is important that all of us get busy and write our Senators and Representatives. Encourage wives, friends and neighbors to write, opposing this inequitable legislation.

Paul MacFarlane

STOCKHOLDERS APPROVE MERGER

Northern Pacific Railway stockholders, at their annual meeting in St. Paul, April 27, approved the proposed unification of the NP with the Great Northern, Burlington, and Spokane, Portland & Seattle Railways.

The merger was also approved by the Burlington stockholders on May 3 and the Great Northern stockholders on May 11.

At the Northern Pacific meeting, the affirmative vote of 4,425,916 shares represented 73.86% of the total of 5,992,033 shares of stock outstanding. This provided a margin of nearly half a million shares since the two-thirds majority of outstanding shares required for approval of the merger was 3,994,689. The negative vote of 447,279 shares was 7.46% of the total shares outstanding.

The five management nominees were re-elected to the board of di-

(Continued on Page 8)

On the Cover

MOUNT RAINIER, the most outstanding scenic attraction in Washington State, can be seen for hundreds of miles in any direction.

Rainier National Park, containing 378 square miles of America's superlative mountain grandeur, is reached by motor bus from Tacoma or Seattle. There is daily service during the summer season. Mount Rainier, an extinct volcano, rises 14,410 feet above sea level. It has the largest system of glaciers in the United States. Here is fun for all - hiking and mountain climbing, horseback riding, skiing and fishing. In Paradise Valley, Paradise Inn and Lodge provide comfortable accommodations for the visitor. An ideal side trip from Tacoma or Seattle is to go up to the Mountain one morning, spend the afternoon and overnight at Paradise Inn and return the following afternoon. With completion of the Stevens Canyon road in 1957, a full circle tour of the peak is now possible.

RETIREMENTS, PROMOTIONS AND APPOINTMENTS



M. L. Countryman, Jr.



E. F. Requa



W. C. Smith



I. W. Brewer



K. A. Box



W. W. Walters

Retirement of M. L. Countryman, Jr., Vice President and General Counsel of the Northern Pacific Railway, and election of Earl F. Requa, General Solicitor, to succeed him, is announced by President Robert S. Macfarlane.

Requa, 56, has been in the NP law department since 1937. He was born at Everett, Wash., was graduated from the University of Washington Law School and practiced law in Seattle for seven years before being appointed Assistant Western Counsel of the NP at Seattle. He was promoted to Assistant General Counsel in St. Paul in 1945 and advanced to General Solicitor in 1949.

Countryman is a native of St. Paul and earned B.A. and law degrees at the University of Minnesota. Between degrees he served as an infantry captain in World War I. He practiced law in Sioux Falls, S.D., and Duluth before joining the Great Northern Railway law department in 1922. In 1924, he became a General Attorney for the Northern Pacific and has headed the NP law department since May 1, 1949.

While at Northern Pacific, Countryman also was for many years on the faculty of the St. Paul College of Law, now the William Mitchell College of Law.

Three operating divisions of the Northern Pacific have new superintendents, as of May 1.

W. C. Smith, Superintendent Tacoma Division, at Tacoma, retired after 44 years of service, and was succeeded by I. W. Brewer, Superintendent Yellowstone Division, at Glendive.

Succeeding Brewer at Glendive is K. A. Box, Fargo Division Superintendent at Fargo, and W. W. Walters, Assistant to the General Manager, St. Paul, became Superintendent at Fargo.

B. V. Coyer, Assistant Superintendent Idaho Division at Spokane, succeeded Walters; J. J. Auge, Trainmaster at Duluth, took over at Spokane; W. E. Buckley, Trainmaster at Staples, moved to Duluth, and D. B. Lewis, Assistant Superintendent of Safety and Fire Prevention at Tacoma succeeded Buckley. G. R. Stephens, Tacoma Division conductor, was appointed Assistant Superintendent Safety and Fire Prevention, at Tacoma.

W. C. Smith joined the NP at Tacoma in 1917 after railroad service in Mexico and Canada, and has been with the railway since then except for military service during both world wars. After 12 years in passenger traffic work at Portland, he was named trainmaster at Billings. He became Assistant Superintendent

of the Yellowstone Division at Billings in 1947, was named Superintendent, Lake Superior Division, at Duluth, in 1950 and went to Tacoma to head that division in 1954.

I. W. Brewer, Superintendent at Glendive since 1957, is a 43-year veteran with Northern Pacific. He began his service as a section hand on the Idaho Division in 1918 and became track supervisor in 1933. He served as Trainmaster at three Montana cities before promotion to Assistant Superintendent, Tacoma Division at Seattle in 1950. He was named Superintendent, Lake Superior Division at Duluth, in 1954 and went to Glendive in 1957.

K. A. Box has been with NP since 1928. He has been Assistant Roadmaster and Roadmaster on the Tacoma Division, Trainmaster at Spokane and Tacoma, and Assistant Superintendent Tacoma Division at Seattle. He served as Assistant to the General Manager in St. Paul and Seattle before being named to the Fargo post in 1959.

W. W. Walters began his NP service as a telegrapher, Tacoma Division, in 1936 and was named Assistant chief dispatcher at Seattle in 1952. He became Trainmaster at Auburn in 1953; Assistant Superintendent Rocky Mountain Division, Missoula in 1955; and Assistant to General Manager in St. Paul in 1959.



B. V. Coyer



J. J. Auge



W. E. Buckley



D. B. Lewis



G. R. Stephens



Safety award banquets, staged to salute the Livingston Shops and the Idaho Division for winning the President's Safety Awards for 1960, attracted more than 2,000 employees and members of their families.

About 500 turned out at Livingston and 1,550 at Pasco. C. H. Burgess, Operating Vice President, who presented the awards to the winners, was also the principal speaker at both banquets.

Como Shops and Livingston Shops led in the competitive safety award race and placed first in safety among the four main shops on the system. Como Shops safety award dinner was held at the Hotel Lowry, St. Paul, April 4. (April Tell Tale).

After complimenting the shop and division employees for their excellent safety performances during 1960, Mr. Burgess discussed the seriousness of the current railroad situation.



HONORS for SAFETY

In presenting the safety award to Livingston Shops, Mr. Burgess said:

"When an organization like Livingston Shops ends up the year, as you did, with no reportable injuries, it is especially gratifying because it represents a successful team effort."

Shop Superintendent A. R. Genin accepted the plaque from Mr. Burgess and then presented it to Ernie Tollefson, representing the employees, who stated:

"Thank you Mr. Genin. I am pleased and honored to accept this safety award in behalf of the Livingston Shop employees. I think we have done a fine job and cooperated one hundred percent. I would also like to thank the supervisors for their help, and I know I am speaking for everyone when I say that we will try to make our safety record one that will be hard to beat in the future."

From left: C. T. DeWitt, Superintendent Safety and Fire Prevention; General Mechanical Superintendent J. A. Cannon; Shop Superintendent A. R. Genin; Superintendent Motive Power W. T. Kennelly, Seattle, master of ceremonies at Livingston dinner.

From left: General Manager F. L. Steinbright, Seattle, master of ceremonies; Assistant Superintendent R. C. Webb, Pasco; Yardman Norman Bosse.



Address of Welcome to Idaho Division Employees by Assistant Superintendent R. C. Webb

"Welcome to the Idaho Division 1960 Safety Award dinner. The wonderful turnout this evening is most gratifying and is symbolic of your interest in safety.

1960 was the second consecutive year that Idaho Division employees earned the President's Safety Award in the entire history of the Northern Pacific; whereas this is the first safety award dinner ever held at Pasco, which is in recognition of the prominent part that Pasco occupies in the successful operation of the Northern Pacific.

The splendid cooperation of employees, school personnel and many others in making this dinner possible has been outstanding and is typical of the friendly greeting we in Pasco wish to extend to our guests.

The people of Pasco bid you a most cordial welcome."

Remarks by Mr. Burgess

"While this isn't the first time you men and women of the Idaho Division have been honored for winning the President's Safety Award, you can always be proud when you finish on top. This is especially so in view of the nature of operations on the Idaho Division. This is not

the easiest division, of the seven on our railroad, on which to establish the best safety record.

I know that day in and day out, each of you is doing a commendable job of carrying out his individual duties for the Northern Pacific. How well you do your job is a difficult thing to measure in terms of group effort, except in a general way. However, a good safety record is usually a reflection of a good work record. An employee who practices safety is a conscientious employee who takes an interest in his work. Safety performance is something that can be put down in black and white. We can determine, without question, what division and shop turned in the best effort. When an organization like the Idaho Division establishes the best safety record among all the divisions, it represents a successful team effort.

(Continued on Page 6)

From left: General Manager F. L. Steinbright, Seattle; Superintendent of Safety and Fire Prevention C. T. DeWitt; Vice President C. H. Burgess; Idaho Division Superintendent N. M. Lorentzen.



HONORS FOR SAFETY

(Continued from Page 5)

There are many individuals on every division and in every shop who consistently live up to the safety rules, but when a division or shop finishes in first place, it means that everyone has contributed toward winning the award. So, each of you here tonight has a rightful share in the honors."

In accepting the award, Superintendent N. M. Lorentzen said:

"Thank you, Mr. Burgess. Accepting this plaque is perhaps one of the greatest privileges a superintendent can be accorded.

I have a strong conviction that every person, no matter what his occupation or position in life, is a salesman within his own right. When the men here tonight proposed to their wife they made a sale, probably the most important one of their life. Your friendships, your daily work, your every association involves selling your personality, your skills and services.

As Superintendent, I am indeed fortunate. Why? No Sales Manager ever had a sales force equal to this division. In this audience we have over 800 salesmen, and not here tonight another 1100 tending jobs or for various reasons unable to be here. What are they selling? Safety - every day - at work - at home - yes - and more than that - the wives and husbands of every one of our employees performs a valuable job assisting the effectiveness of the sales job you do.

The President's Safety Plaque was attained through the effort of this sales force - the employees of the Idaho Division.

Close at hand is a representative of this safety sales force. May I ask Norman Bosse, yardman and extra yardmaster at Pasco, to please step forward.

Mr. Bosse, in representing the employees on this division, it is my pleasure to present to you, the President's Safety Award for 1960."

Students of Kennewick High School presented "The Mad Hatters" under the direction of William H. Ames, at the Idaho Division dinner.



Remarks by Norman Bosse -

"Fellow employees and guests:

It is a pleasure and an honor for me to be here on the platform on this occasion to accept this Safety Award Plaque on behalf of my fellow employees of the Idaho Division.

For those who are here to enjoy this event, and those who are unfortunate not to be here, because of the nature of their jobs, I wish to congratulate the supervising officers and employees of the Idaho Division on their successful drive to keep the division in top place in the safety program again for the year 1960, and to thank the management for their expression of appreciation with this fine banquet and entertainment.

In searching for a thought to leave with you, I found the following little anecdote in an issue of the Readers Digest. Some of you may have read it.

Director Mike Curtiz to actors in rehearsal:

"Thanks, that was just perfect--perfect. Now let's do it once more--better." Our employee safety achievement may not have been perfect, but it was top. Now let's do it again--better in 1961. We all know the safe way is the best way."



PARKWATER CAR SHOP RETIREES attended a party on March 18 for Carmen Lincoln Seibert (back row, 4th from right) and Dewey Sherman (front row, 4th from right). These two carmen retired after 18 and 21 years' service, respectively.



Northern Pacific Beneficial Association



In recent years a great deal of work has been done in our four hospitals in order that our patients may receive the finest care available. Many individuals frequently take time to write us, commending the improvements which have been made, and a large number of people have made cash contributions to express their appreciation for care they have been given as patients. We are very grateful for these letters and contributions, all of which indicate a sincere interest in the Association.

We are especially pleased with the following paragraph which was contained in a recent letter received from the State Fire Marshall, State of Washington:

"We wish to thank you for your interest and courtesy in this matter and also wish to commend you and your staff for the excellent manner in which you have improved this hospital during the past few years. We know that such achievement has not been accomplished without untiring effort, and we in the fire service congratulate you for a job well done."

Through long years of service with the Northern Pacific Railway, a man makes many friends, and his name may be even familiar to many other employees who do not know him personally.

So it is with Pat Huntley, telegrapher, Reed Point, Montana, who has been a recent patient in Missoula Hospital.

In addition to the recognition he has gained through his own endeavors, he is, as previously reported in the Tell Tale, the father of Chet Huntley, who is half of the well-known Huntley-Brinkley team of news analysts.

Chief Surgeon of the Eastern, Yellowstone, Central and Western Districts met in the St. Paul General Offices April 14th and 15th. Many matters were discussed, including various phases of medical and surgical service to N.P.B.A. members at Hospital and line points.

Present at the meeting were Drs. B. I. Derauf, St. Paul; S. A. Olson, Glendive; J. A. Evert, Missoula and J. W. Gullickson, Tacoma.

HAVE YOU COMPARED YOUR
NPBA BENEFITS WITH BENEFITS
OF OTHER PLANS?

A new and novel means of "transportation" has been created for Vickie Pierre, the little polio victim who has received extensive physical therapy treatment at our Missoula Hospital.

Through the ingenuity of Patrick Harbaine, former Physio-Therapist at that Hospital, Vickie now glides about on a pair of "skis". Her shoes are securely fastened to the skis, which are equipped with wheels. Her hands fit into small wristlets on the top of two poles which she uses to propel herself. The skis were made especially for Vickie's particular needs and have made it possible for her to move up and down the corridors by herself, "visiting" the many friends she has made during her long stay in Missoula Hospital.

Missoula and Tacoma Hospitals recently instituted a central food supply service. All food is now prepared in the main kitchen of each hospital and then taken to the various floors in specially constructed hot food carts for distribution to the patients.

This is another innovation to assure our hospital patients of the finest service available.



Mrs. Claus Jacobson, president, NPBA Hospital Ladies' Guild, right, and Mrs. Gene McAuley, secretary of the Guild.

In the April issue of the "Tell Tale" we expressed our appreciation to the N.P.B.A. Hospital Ladies' Guild for their most recent gifts, a portable sitz bath and a croupette.

This croupette, or "Mist-O-Gen" tent, furnishes high humidity in cases of pneumonia or other respiratory diseases. It can be used for persons of all ages. The tent is equipped for use with either compressed air or oxygen.

When the Red Cross Blood Mobile Unit pulled up in front of the Northern Pacific Building recently, the N.P.B.A. was well represented in the large group of employees who participated.

N.P.B.A. donors included T. O. Peterson, J. C. Tierney, R. C. Graff, G. W. Subra, N. Hedlund, W. Koepp, J. Smith and M. Walker.

We acknowledge with gratitude the following contributions received in recent weeks:

For St. Paul Hospital:

\$30.00 from Jacob N. Olson, retired locomotive carpenter from Duluth;

\$20.00 from George Olson, Agent, Carrington, N.D., and

\$2.00 from M. C. Krog, retired conductor, Bemidji.

For Tacoma Hospital:

\$20.00 from Huberta Swenson, Steno-Clerk, Seattle.

STOCKHOLDERS APPROVE MERGER

(Continued from Page 2)

rectors by votes of more than 5,000,000 each. They are Harry P. Davison and George S. Moore, both of New York City; Norton Simon of Los Angeles and Edward B. Stanton and Carl H. Burgess, both of St. Paul.

Russell E. Skeen, Northern Pacific conductor from Billings, who mailed proxy statements to stockholders in opposition to the merger and as a nominee for election to the board, received 54,540 votes for director. Another NP conductor, Warren McGee of Livingston, who was nominated as a director from the floor, received 682 votes.

In addition to Messrs. Skeen and McGee, a labor speaker in opposition to the merger was Webb Sullivan, NP locomotive engineer from Livingston.

A New York attorney and stockholder, Louis B. Dailey, said he favored the proposed merger, but he opposed the terms because, he said, Northern Pacific stockholders would not fully realize on NP's natural resources.

Vacation Time
have fun
SAFELY!



GOOD HOUSEKEEPING and Safety Know-How are important to Carman Helper JOHN DE LOYA, employed at Third Street Coach Yard, St. Paul, since 1949.

STATEMENT OF EMPLOYEES' REPORTABLE CASUALTIES BY CLASSES FOR THE FIRST FOUR MONTHS OF 1961

	Divisions							Main Shops				Total
	Lake Supr.	St. Paul	Fargo	Yellowstone	Rocky Mtn.	Idaho	Tacoma	Como	Brainerd	Livingston	So. Tacoma	
Enginemen		1			1		2					4
Trainmen	1	3	1		1	4	6					16
Yardmen	1	2	2	3	1		8					17
Stationmen	1	1		1	1		1					5
Trackmen			1				2					3
B & B. men					1	3	1					5
Shopmen		1							2	1	1	5
Carmen	1	1		1			5	1				9
Total	4	9	4	5	5	7	25	1	2	1	1	64
Rank	4	6	3	1	2	5	7	2	4	3	1	
Store												
Dining Car												6
Engineering												3
Signal												1
Chief Spl. Agent												
Communications Dept.												
Electrical Engr.												
General Office												
King St. Station												
Miscellaneous												
Grand Total	4	9	4	5	5	7	25	1	2	1	1	74
Casualty Rate per Million Man Hours (est.) - - - - - 7.1												

VETERANS' ASSOCIATION, NP RY TO MEET IN SEATTLE



About 800 old-time railroaders will swap yarns at the 37th annual convention of the Northern Pacific Veterans' Association in Seattle June 2 through June 4.

Special Pullman cars on NP's Mainstreeter, leaving St. Paul May 31, will take members to the meeting from Minnesota, North Dakota, Montana, Idaho and western Washington.

J. H. Murray, Tacoma, is president of the association whose 3,000 members are retired and active employees of the Northern Pacific Railway with at least 25 years of service. Spencer Olson, Missoula is Vice President. Directors are George F. Bauer, Seattle, George Gravem, Duluth, and Carl A. Nyman, Missoula. Elmer F. Slayter, St. Paul, is Secretary-Treasurer.

YOUR SAFETY

As we all know, but sometimes forget, there is always a right and a wrong - a safe and unsafe way to perform our work. Over the years there has accumulated a lot of experience, which clearly shows the correct and safe way to perform this work - experience which removes from the performance of our jobs the element of risk, provided that we learn and profit from it. Much of this experience has been incorporated in the Safety and Operating Rules, safe practice pamphlets and passed along from supervisor to employee, from our veterans to the newest man.

Obviously it is to your benefit to take advantage of and use this great store of knowledge as you go about your job. It is indeed hazardous to take a chance by choosing a different and untried method, especially when your Safety and welfare are at stake.