



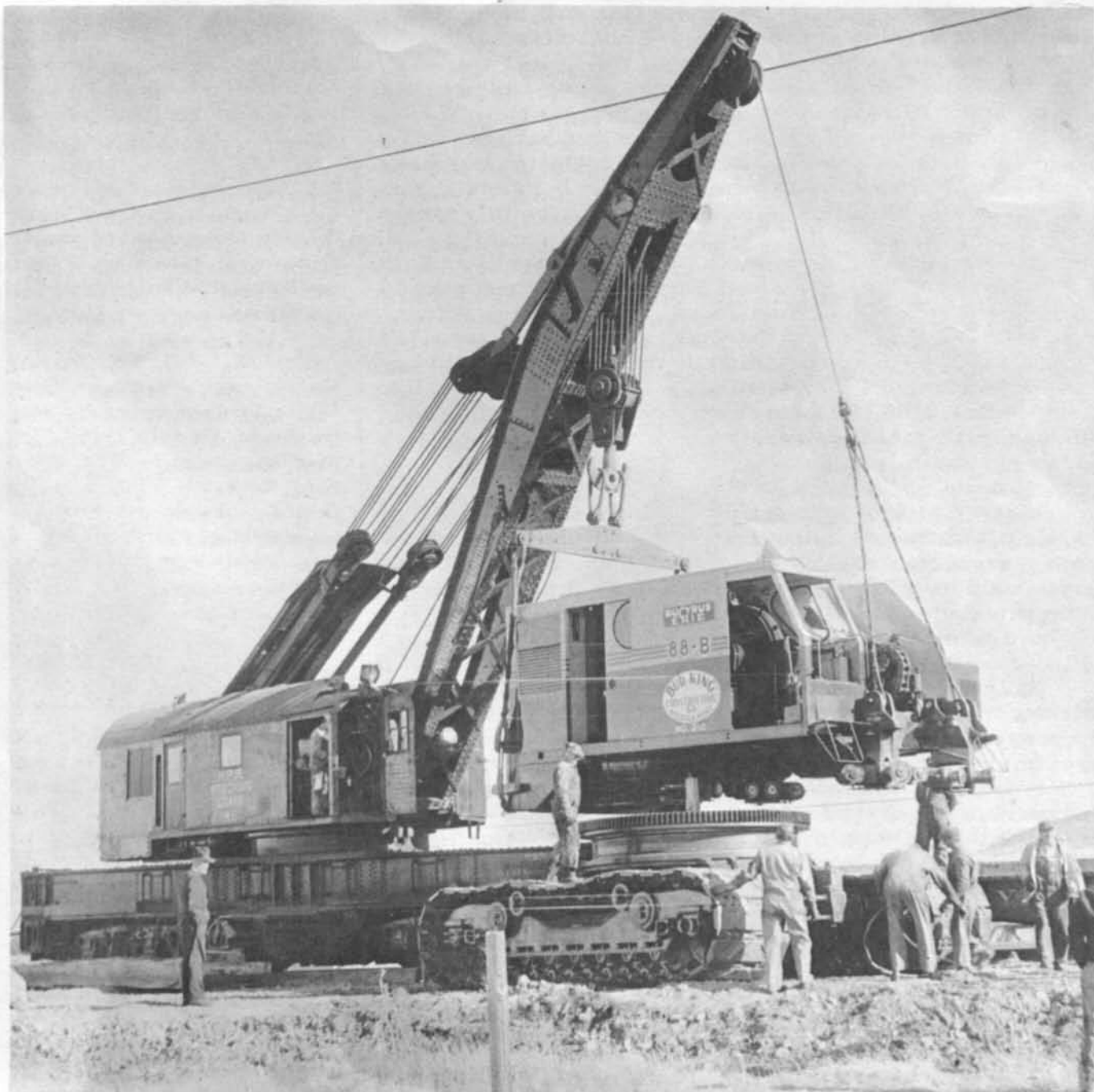
The Tell Tale



Vol. XXIV

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

No. 6



Northern Pacific Wrecking Crane Speeds Up Unloading of Heavy Equipment for Interstate Highway Project near Livingston.

(Story on Page 3)



MEMO . . . FROM THE PRESIDENT

Northern Pacific's program of major improvements which are being carried out in Montana this summer are tangible evidence, I believe any fair-minded person will agree, of management's announced pledge to maintain a first class, high-speed main line. I make a point of this because some opponents of the merger, in an effort to stir up unwarranted concern among shippers and communities along the NP, insist our main line will be severely downgraded after the properties are consolidated.

Do these projects sound as though we contemplate downgrading our main line after the merger?:

1 - A new 100-mile, \$2-1/2 million centralized traffic control installation between Laurel and Livingston is scheduled to be in full operation by mid-summer. Primary purpose of this installation is to speed traffic on this single track right-of-way.

2 - Fourteen miles of main line are being relaid with 115-pound welded rail -- about 3 miles near Bozeman and 11 miles between Ulmer and Joppa, west of Miles City.

3 - Before the end of the year, we will have extended our dispatcher-to-train radio communication hookup between Helena and Livingston.

4 - New \$185,000 Laurel car shop, scheduled to open in June, will increase repair and maintenance facilities along our main line.

In these days of light traffic and low earnings -- we're barely out of the red in the first four months of the year -- does it seem reasonable that we would be investing millions in maintaining and upgrading the main line through Montana if we expected to have little use for it within a comparatively short period of time? The answer is obviously No.

Railroad people, shippers and others from all parts of the country have sent a flood of letters to their Senators and Representatives to demand that railroads be given fair treatment in rate-making.

According to the Association of Western Railways, indications are that more than a million letters opposing Senate bills S. 1197 and S. 1089, and the companion House bill H. R. 5937, have reached Washington.

I want to take this opportunity to thank the very large number of Northern Pacific employees who wrote their legislators to express their views. You have aided the cause of the Northern Pacific and the railroad industry.

Robert MacFarlane

PERSONALS

The following appointments were announced recently:

- H. H. GOODROW, Master Mechanic, Glendive
- L. L. JOHNSTON, Trainmaster, Duluth
- WILLIAM K. GODDARD, Roadmaster, Glendive
- L. W. CLOUD, City Freight and Passenger Agent, Tacoma
- O. R. WILLIAMS, Traveling Passenger and Freight Agent, Portland
- E. R. GRAHAM, Traveling Passenger Agent, Seattle
- R. E. COOPER, Manager of Reservation Bureau, Seattle
- F. R. SIEGFRIED, Diesel Supervisor, Mandan.

KERMIT W. JOHNSON, General Claim Agent, St. Paul, was elected chairman of the General Claims Division of the Association of American Railroads at the group's annual meeting in Chicago, May 24-25.

GEORGE B. NELSON, Traveling Freight and Passenger Agent, Seattle, has been appointed to a key position in this fall's United Good Neighbor campaign - the United Fund Drive for Seattle and King County. Nelson is serving as 'colonel' in the public services division, one of eleven divisions in the drive.



PRINTED IN U.S.A.
NATIONAL SAFETY COUNCIL

Mr. and Mrs. W. C. Smith are shown receiving best wishes from their many friends who attended a reception in their honor at the Winthrop Hotel, Tacoma, on April 29. Mr. Smith retired as Tacoma Division Superintendent on May 1 after a railroad career of 43 years with the Northern Pacific. Congratulating Mr. Smith is Mrs. Jack Flagg, wife of Agent-Operator J. Flagg, Kelso.



D. C. HILL, NP Superintendent of Communications, was recently elected to his second two-year term as a member of Minnesota School Board District 197. The district includes two St. Paul suburbs - West St. Paul and Mendota Heights, - and two adjoining townships.



Don has a real incentive to put his heart into this extra-curricular, no-pay assignment, because he has three youngsters in school in the district and two others who will be starting school before too long.

GEORGE OMMUNDSEN, electrician at Livingston Roundhouse, was elected Mayor of Livingston and took office for a two-year term May 1. During the past four years Mr. Ommundsen served on the City Council from his ward.



EASTERN DISTRICT SIGNAL DEPARTMENT twelfth annual 'get together' for active and retired employees and their wives was held May 20 at the River Inn in Aldrich, Minnesota.

Master of Ceremonies was W. F. Nicholson. Pictured below is Assistant Signal Engineer D. E. Peterson (right) presenting a gift to A. A. Lindberg, former Signal Maintainer at Clear Lake, who retired during the year.

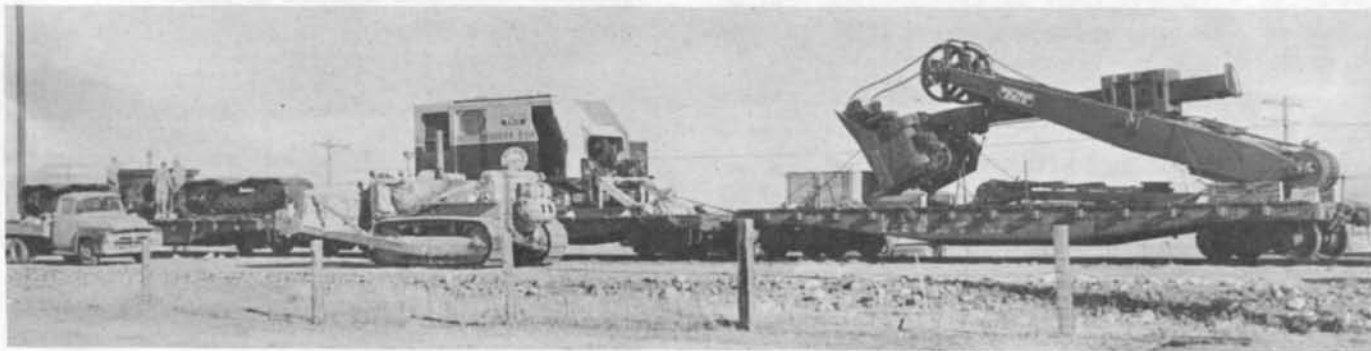


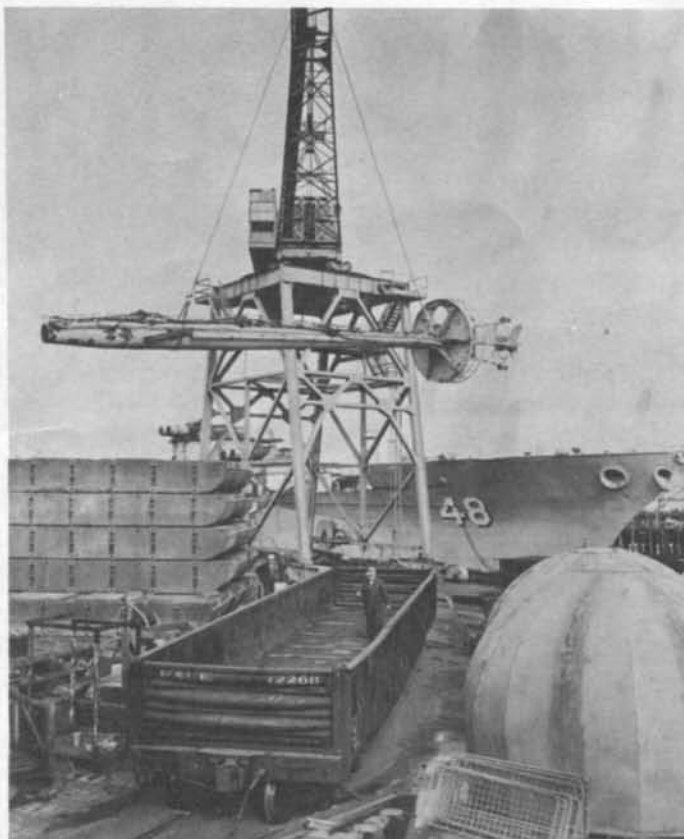
Eastern District Signal Dept. Retired Employees, from left: O. T. Frampton, Rochester, Minn.; A. A. Lindberg, Clear Lake, Minn.; E. F. Slayter, St. Paul; C. B. Olson, Ft. Lauderdale, Florida; B. W. Larsen, Superior, Wisc.; P. C. Norton, White Bear Lake, Minn.; and O. A. Jacobmeyer, Staples, Minn.

OUR COVER. A Northern Pacific wrecking crane made easy work of unloading the cab of a large shovel from a flat car at an interstate highway construction site near Livingston recently. Three flat cars were required to handle components of the shovel, shipped to the Bud King Construction Company of Missoula. After unloading and erection alongside NP's Yellowstone Branch line

tracks, the shovel had to move only 2,000 feet to begin work on the new highway.

Since late in 1960, more than 50 carloads and 15 piggy-back trailer loads of construction equipment and material have been moved into the Livingston area over the NP. The shipments have included everything from a pile driver to culverts and steel cattle guards.





QUINALT RIVER WHOPPER. Here the trick is in the fishing, not in the photography. Jim Hathaway, night wire chief at Seattle, happily displays a 20-pound steelhead which he landed while fishing the fast waters of Quinalt River in Western Washington. The trick? Experience. Jim is a veteran angler who hails from Minnesota, "Land of 10,000 Lakes." He battled all the way across the river after having hooked this big brother to a rainbow trout and landed it after a 20-minute contest. In Washington there is a 24-per-year limit on steelheads, but already Jim has caught 15 of the finny fighters.

ONE YEAR OLDER BUT STILL "CHAMPS" ➔

Winners of the NP Bowling League of St. Paul for the third time are the 'Engineering' team. From left: Joe Cihlar, Charles Swanson, Al. Dexter, John Krey, Lloyd Rystrom and Dick Kuehlwein. The team won 58 games during the year and lost 26.

THE MAINMAST OF THE HISTORIC BATTLESHIP "West Virginia" sailed across the Northwest recently aboard a gondola car on the Northern Pacific Railway.

The six-ton, 50-foot-long mast from the veteran battleship now being dismantled at the Todd shipyards at Seattle, enroute to Morgantown, West Virginia, was moved via NP, Burlington and the Baltimore and Ohio railroads.

A gift of the U.S. Navy to West Virginia University, the mast will be erected on that school's campus as a memorial to West Virginians who lost their lives in World War II.

The West Virginia was sunk at Pearl Harbor December 7. She was refloated, put back in fighting shape and participated in many engagements in the Pacific, including Lingayen Gulf, Okinawa and Iwo Jima.



THE NORTH DAKOTA RAILWAY LINES booth proved interesting to visitors at the 14th Annual North Dakota Safety Conference held at Bismarck, April 14 and 15. The booth was attended by personnel of the Northern Pacific and Soo Line.



NORTHERN PACIFIC BOWLING TEAM AT SANDPOINT- From left: Ray Dunn, clerk; Don Horn, agent; Jim Miller, operator; Darrel Miller, operator, and Joe Darby, resident engineer. This team finished in fourth place in the Tuesday evening league.





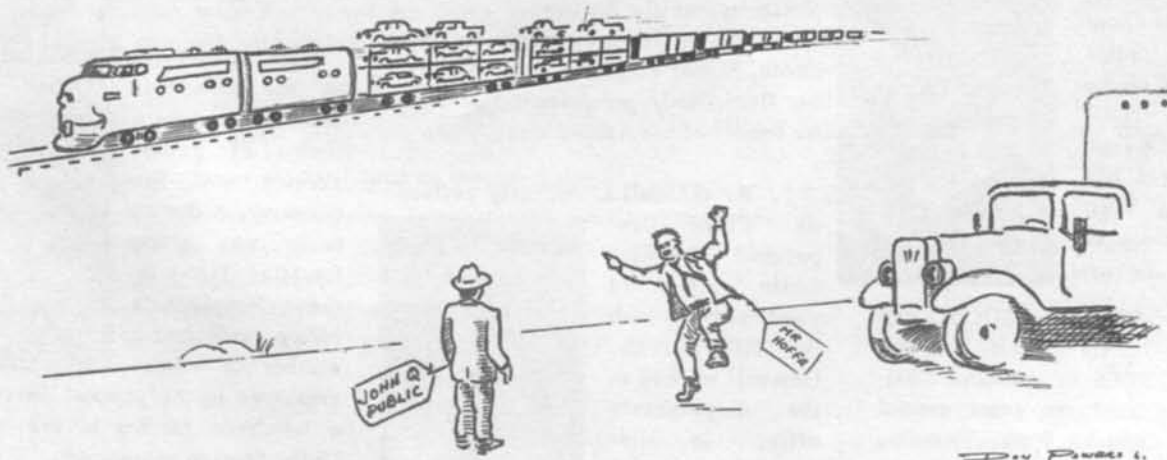
A. M. Gottschald, Secretary, is shown cutting his anniversary cake upon the completion of 50 years of service with the Company. He started his career as office boy in the Superintendent's Office at Duluth in 1911, and has been Secretary since 1940.



Good habits pave the way to a life free of accidents.



When B. V. Coyer was promoted from Assistant Superintendent of the Idaho Division at Spokane to Assistant to the General Manager, St. Paul, office associates held a party during a coffee hour in the Spokane Depot. Shown with Mr. & Mrs. Coyer is Supt. N. M. Lorentzen (left).



BUT WHEN THINGS CHANGE IT BECOMES A MATTER FOR LEGISLATION

This is the way the truckers' campaign against return of auto shipments to the rails looks to Don Powers, Northern Pacific General Agent at Billings.

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. Hinger	Coach Cleaner	Jamestown	37	T. G. Thorson	Locomotive Engineer	Jamestown	38
Leo H. Williams	Brakeman	Seattle	43	Samuel M. Wells	B&B Carpenter	Minneapolis	25
John S. Degenhart	Stationary Fireman	Billings	31	Victor Pirker	B&B Foreman	Pasco	38
Ezra A. Fox	Asst General Ydmstr	Auburn	34	John J. Bieger	Switchman	Tacoma	43
J. N. Johnson	District Roadmaster	Tacoma	42	Amy S. Katz	Stenographer	Seattle	47
John A. Shaw	Switch Foreman	Mandan	35	Bess M. Pearson	Stenographer - Clerk	Denver	30
Henry O. Nyquist	Asst District Stkpr	Brainerd	43	William Bye	Switchman	Duluth	32
Roy J. Bergie	Machinist	So. Tacoma	26	David J. Speier	Ticket Clerk	Pasco	49
Ernest B. Stone	Locomotive Engineer	Staples	48	Wilhelmina A. Otte	File Clk - Audr, Disbts	St. Paul	52
Don L. Dross	Conductor	Glendive	45	Charles A. Ehlen	Clerk - Baggage man	Anoka	43
Daniel C. Forsyth	Section Laborer	Missoula	31	G. G. Jacobs	Car Clerk	Toppenish	51
C. F. Twible	Conductor	Glendive	45	Hugh C. Lloyd	Asst Warehouse Frmn	St. Paul	47
Kyutaro Shiba	Roundhouse Laborer	Livingston	36	Edward G. Helms	Section Laborer	Detroit Lakes	34
Oscar Avelsgard	Carman	Brainerd	25	Einar O. Waldal	Section Foreman	Beach	21
J. M. Sorenson	Special Accountant	St. Paul	41	William H. Bogen	Ldg Car Inspector	Tacoma	47
John E. Fleming	Conductor	Duluth	48	Arthur J. Hanson	Asst B&B Foreman	Brainerd	25
Sigurd O. Wold	Car Repairer	So. Tacoma	39	D. O. Abinanti	Section Foreman	Easton	42
S. E. Shaeffer	Head Sta. Fireman	Livingston	36	Stanley A. Webert	Yard Clerk	Seattle	24

CARL H. FREY retired recently as Agent-Telegrapher at Englevalle, N.D. after 42 years' service.



Mr. Frey states he has no present plans for travel as "we find North Dakota still the best place to enjoy one's self." Of various hobbies stamp collecting and photography are his favorites.

MISS MARTHA V. CARLSON, stenographer-clerk, District Storekeeper's Office, Como, was honored at 'open house' held in the office on April 14. Miss Carlson retired May 1 and is leaving soon on a tour of Europe.



THE NATIONAL ASSOCIATION OF RETIRED AND VETERAN RAILWAY EMPLOYEES of southern California will hold its joint annual picnic in Canesha Park, Pomona, California, September 5. An invitation is extended to all retired and veteran railway employees to attend.

For further information write V. G. Derichs, 266 Tate St., Pomona, Cal.



Mr. and Mrs. J. T. Groth

Assistant Signal Engineer J. T. Groth, Livingston, retired recently after 37 years' service with the Northern Pacific Railway.

At a retirement party for Mr. Groth, Signal Engineer A. J. Hendry, St. Paul, made presentation of gifts on behalf of his associates.

J. R. GAMMILL recently retired as Chief Dispatcher at Missoula after 44 years' service with the NP Ry. Mr. Gammill worked in the dispatcher's office in Missoula since 1941 as trick dispatcher, assistant chief dispatcher and chief dispatcher. He also served as trainmaster at Helena for a while.



C. R. (ROY) KENNEDY, Superintendent of Employment, St. Paul, retired May 1, after nearly 49 years with the Company. A St. Paul native, Kennedy joined NP in 1912 as a clerk in the Employment Bureau. He was promoted to chief clerk in 1916 and became Superintendent of Employment in 1943. During this time Roy perhaps became acquainted with more people than any other individual working for the Company.



MISS ANNA B. TIBBS, secretary in the President's Office, retired June 1 after more than 43 years' service with the company. A dinner party was given for Miss Tibbs by the President's office staff, and a number of women employees in the general offices held a luncheon for her at the St. Paul Union Station restaurant.



Many of the newest passenger cars cost more than \$200,000 each. A modern railroad diner costs nearly \$360,000.



Northern Pacific Beneficial Association



To Members of the N.P.B.A.

The Board of Directors of the Northern Pacific Beneficial Association held their annual meeting May 17th. It was necessary to make several changes due to the problems created by force reductions and general economic pressures.

To understand the recent changes, you must first understand the problems facing the members and the Board of Directors:

1. The 1960 loss amounted to \$101,106;
2. The loss for January, February and March, 1961 amounted to \$97,893. The "losses" were attributable mainly to the decrease in active membership. Also, the retired membership is constantly increasing and now represents 22% of total membership. The retired members must be given serious consideration. However, in 1960 more than 3-1/2 times the amount of dues received from retired members was paid out in benefits to this group.
3. N.P.B.A. Hospitals are 600 miles apart, and the active members wish to have more local care to avoid loss of time and wages, as well as travel expenses involved in going to Association Hospitals.

The Board felt some constructive changes should be taken at this May meeting, and they set another Board meeting for September 18, 1961, to review the results of these changes and take whatever measures may be necessary for the future.

Out-patient drugs and prescriptions cost your Association approximately \$400,000 in 1960. Our studies indicate that in February, 1961 about 22% of the membership drew drug benefits, that these members spent 73.9% of their monthly dues on drugs alone, and at one major point they spent \$3.27 more than their dues on out-patient drugs for the month of February, 1961.

How are we to meet the losses, maintain the present benefits and increase local care desired by so many?

1. Dues were unchanged for active members. A special assessment was continued on all members from July through September, 1961.
2. All out-patient drugs were discontinued in order to provide other benefits.
3. Retired members' dues were decreased for those receiving annuities of less than \$100.00 a month and increased for those receiving the larger annuities.
4. Retired members using hospital facilities are required to pay a nominal charge on admission and a small daily cost while hospitalized.

What benefits were increased by the Board at their meeting?

1. Where the Association does not have arrangements with oculists, members may go to any doctor for refractions and send receipted statement to the N.P.B.A. for a \$7.50 reimbursement.
2. To avoid travel expense and loss of wages and time, local care is now extended active members to cover x-ray and laboratory procedure as follows:

X-RAY EXAMINATIONS

	Maximum Allowance
ABDOMEN (Intestines, colon, rectum, kidney, etc.).....	\$10.00
ARM OR LEG.....	5.00
CHEST (Heart and lungs)	
Flat Film	10.00
Stereoscopic Films	15.00
GALL BLADDER, dye method.....	15.00
GASTRO-INTESTINAL SERIES -	
Barium meal	25.00
HEAD (Skull or sinuses).....	10.00
JOINTS (Shoulder, knee, ankle, wrist, hands or feet).....	5.00
KIDNEY, URETER OR BLADDER, dye method.....	15.00
PELVIS OR SPINE.....	10.00

LABORATORY EXAMINATIONS

BASAL METABOLISM TEST.....	\$ 5.00
BLOOD TEST	
Hemoglobin determination, red blood cell count, white blood cell count, differential - each	2.00
(Any combination not to exceed \$5.00)	
ELECTROCARDIOGRAM.....	7.50
HINTON, KAHN OR KLINE TEST..	3.00
MALARIA SMEAR.....	2.00
SPUTUM TEST.....	2.00
SUGAR TEST	
One blood sugar determination and accompanying urinary sugar determination.....	5.00
Sugar tolerance test, involving two or more blood sugar determinations and accompanying urinary sugar determinations.....	10.00
WASSERMAN TEST	5.00

Total of x-ray and laboratory procedures will not exceed \$50.00 in any six successive month period.

T. O. Peterson
President, N.P.B.A.



HAVE A NICE VACATION, but be sure to have a safe one.

This is the time of the year when you make plans for your annual outing with your family or friends. During the summer months off-the-job accidents are at their peak and extra precaution is needed.

If you are going to travel by automobile, be sure it is in good shape for the trip. Smart drivers don't take chances. Start early and take it easy. Drive relaxed and you will reach your destination intact. If the other fellow thinks he has the right of way, let him have it. It is better to stand still for a minute than to spend hours or days in a hospital.

Remember, too, that there are hazards connected with all enjoyable activities, such as swimming, boating, fishing, hiking, etc.

Poison ivy time is with us. Should you have the slightest contact with it, be sure to wash hands well with strong naphtha soap. Carry a first-aid kit in your car.

If you are going to work around the house, be sure your working equipment is in good order.

Falls are the major cause of all house accidents.

All these vacation activities require a different type of exertion than we are accustomed to, so let's be careful - have a good vacation and play it safe.

DRIVING IS ONE WAY IN WHICH WE EXPRESS OUR PERSONALITIES. WE TEND TO DRIVE AS WE LIVE.

STATEMENT OF EMPLOYEES' REPORTABLE CASUALTIES BY CLASSES FOR THE PERIOD JANUARY 1 TO MAY 31, 1961												
	Divisions						Main Shops					
	Lake Supr.	St. Paul	Fargo	Yellowstone	Rocky Mtn.	Idaho	Tacoma	Como	Brainerd	Livingston	So. Tacoma	Total
Enginemen		1			1		2					4
Trainmen	1	4	1		1	6	7					20
Yardmen	3	7	2	3	1		11					27
Stationmen	2	1		2	1		1					7
Trackmen			1	2	2	1	4					10
B. & B. men					1	3	1					5
Shopmen		2							1	2	1	6
Carmen	1	1		1			5	1	1			10
Total	7	16	4	8	7	10	31	1	2	2	1	89
Rank	5	6	1	2	3	4	7	2	4	3	1	
Store												
Dining Car												7
Engineering												3
Signal												1
Chief Spl. Agent												
Communications Dept.												
Electrical Engr.												
General Office												
King St. Station												
Miscellaneous												
Grand Total	7	16	4	8	7	10	31	1	2	2	1	100
Casualty Rate per Million Man Hours (est.) - - - - -												7.8



JOE L. JOHNSON joined the railroad in 1922 in the Stationery Storekeeper's Office. In 1942 he transferred to the Como Store where he is now employed as Chief Clerk. He is proud of his record of 26 years without being absent account illness and never had an accident.

NORTHERN PACIFIC
GOLF TOURNAMENT

THE SIXTH ANNUAL GOLF TOURNAMENT WILL BE HELD AT THE CLARK HALL GOLF COURSE IN TACOMA ON SATURDAY, JULY 22, 1961.

TEE-OFF TIME 10:00 A.M. UNTIL 9:00 P.M.

PLEASE SEND YOUR ENTRY BLANKS AND FEES AS SOON AS POSSIBLE TO J. J. ADLEY, CHIEF DISPUTES OFFICER, TACOMA, SO WE MAY RESERVE ADEQUATE SPACE AT THE GOLF COURSE DEADLINE FOR ENTRIES IS: JULY 17, 1961.

EVERYONE IS WELCOME! FROM CHIPPERS TO PROS! WHAT NO HANDICAP? WELL, WE'LL GIVE YOU ONE!

YOUR COMMITTEE,
J. J. ADLEY, CHAIRMAN.

F. R. BRADSHAW L. L. WRIGHT
E. R. ANDERSON G. E. MOOREHEAD
R. J. JOHNSON R. G. JOHNSON
W. J. SMITH S. J. LEWIS
A. J. BAKER E. J. FINE
S. F. SALVENDY