



Vol. XXIV ISSUED BY THE SAFETY & FIRE PREVENTION DEPARTMENT, NORTHERN PACIFIC RY., ST. PAUL, MINN., AUGUST 1961 No. 8



VILLARDS VISIT HISTORIC SITE - The eldest grandson and a great-grandson of Henry Villard, famed Civil War newspaper correspondent, financier and pioneer president of the Northern Pacific Railway, recently visited the scene of the ceremony which, on September 8, 1883, marked completion of the first northern trans-continental railroad -- an event in which President Villard played the leading role.

Shown under the Last Spike marker, which is along

the NP right-of-way near Gold Creek, in Western Montana, are Henry Serrano Villard, distinguished American diplomat, and his son, Dimitri. Mr. and Mrs. Villard and their son and daughter, Dimitri and Sandra, enjoyed a holiday at Flathead Lake Lodge, north of Missoula, before proceeding on to the Pacific Coast on the Vista-Dome North Coast Limited. Additional pictures and story on Page 3.



MEMO . . . FROM THE PRESIDENT

The sizeable number of hearings on the proposed NP-GN-CB&Q-SP&S merger, beginning in St. Paul September 19, is an indication of the thoroughness with which the ICC will examine all aspects of the consolidation proposal.

The hearings will be held in at least 13 cities, including principal cities in six of the seven states served by the Northern Pacific. Every individual and every organization with an interest in this merger will have an opportunity to be heard. From the evidence presented at the hearings, the ICC will attempt to get at the heart of this issue, which is:

Is this merger consistent with the public interest?

In determining the answer to this question, probably the best test is what those who use railroad transportation---those who pay the freight---have to say. It has been gratifying to me to see the strong support in favor of the merger which is coming in from rail users.

Two months before the hearings were to begin, the railroads had received commitments of support in writing from nearly 1,000 shippers and shipper organizations throughout the Northwest, and the list gets bigger every day. Another 217 organizations have given formal expressions of support in the form of resolutions or other official action. These figures apply only to the states served directly by Northern Pacific and Great Northern. In the area served by the Burlington, including such states as Illinois, Missouri, Iowa, Nebraska, Wyoming, and Colorado, public opinion, we believe, is very nearly unanimous in favoring the merger.

Shippers generally favor consolidation because of the improved service possible under consolidated operation. Doesn't it follow that we would also be in a stronger position to attract increased business and thus open up more jobs? I sincerely believe it would.

Seattle's Century 21 Exposition---the first World's Fair to be held in this country in more than two decades---is expected to attract up to 10 million visitors during its 184-day run.

The Northern Pacific is joining other firms and organizations in promoting Seattle's exciting venture. We already have in production some 200,000 1962 NP wall calendars with a color reproduction of a painting of the Century 21 main pavilion and 600-foot Space Needle, for distribution throughout the country.

The \$74 million World's Fair will stimulate the economy of the entire Pacific Northwest. And there may be longer range benefits as well. Some of the fair-goers will be business men getting their first look at the great possibilities for industrial development and plant expansion which exist in this and other areas served by Northern Pacific.

Paul MacFarlane

A. J. DEXTER RETIRES; J. A. HORRALL, BILLINGS, IS NAMED SUCCESSOR



A. J. Dexter



J. A. Horrall

A. J. Dexter, Agricultural Development Agent, retired August 1 after 34 years of service with NP. Joseph A. Horrall, of Billings, has been named to succeed him.

One of the best known agricultural development men in North Dakota and Minnesota, Mr. Dexter helped organize the North Dakota Winter Show at Valley City, the North Dakota Dairy Show at Jamestown, and the Junior Futurity Show at Crookston.

He was twice drafted by the federal government for agricultural assignments. During the "dust bowl" days in 1934, he headed a drouth relief organization which purchased 977,000 head of cattle in the drouth-stricken areas of North Dakota. In 1951, he directed rehabilitation of agriculture in Ireland where he served for a year as food and agricultural officer for the Economic Cooperation Administration.

A leader in developing the beet sugar industry in the Red River Valley, he also actively promoted North Dakota irrigation projects at Heart River, Dickinson, and Fort Clark. For several years, he has been associated with educational and promotional work for the Missouri River Development Project in North Dakota.

From 1957 to 1959, Mr. Horrall was associate county agent at Billings in charge of 4-H agricultural activities in Yellowstone County. He has been on the sales staff of the Midland Feed company, Billings, for the last two years.

A graduate in agriculture of Montana State College, he was born and grew up on a dry land wheat farm near Denton in central Montana.

ANOTHER HENRY VILLARD RIDES NORTHERN PACIFIC, VISITS SCENE WHERE NP LAST SPIKE WAS DRIVEN

Once again a Henry Villard has stood at the site where was enacted the most memorable event in Northern Pacific history.

Seventy-seven years ago next month -- on Sept. 8, 1883 -- the first Henry Villard directed the driving of the last spike near Gold Creek, Mont., to mark completion of the first northern transcontinental railroad.

The second Henry Villard, who appeared at the "Last Spike" site in July, is the eldest grandson of the pioneer NP president. He and his family stopped off there while on a vacation trip to the Pacific Northwest. With him during his brief visit to the scene were Mrs. Villard and their children, Dimitri and Sandra.

While making their cross-country trip, the Villards were particularly impressed by the friendly helpfulness accorded them by Northern Pacific personnel. At Gold Creek and Missoula they posed for photographs with a number of them. The pictures accompany this article.

Henry Serrano Villard, although far removed from the world of commerce which so occupied his grandfather, is distinguished nonetheless by the same dedication to service that was characteristic of the German emigrant who came to this country in 1853 under the adopted name of Villard (he had been born Heinrich Hilgard). While still in his teens, Mr. Villard drove an American Red Cross ambulance in Italy during World War I, and he has spent more than half his life as a career officer in the U.S. foreign service. Most recently he has been United States ambassador to the new African nation of Senegal.

Beginning in 1928, the ambassador has held such posts as vice consul at Teheran, consul at Rio de Janeiro, assistant chief in the State Department's Division of Near Eastern Affairs and chief of the Division of African Affairs, deputy director of the Office of Near Eastern and African Affairs and

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At Gold Creek the Villard family posed with Northern Pacific train and passenger personnel under the last spike marker. They are, left to right, Mr. Villard, Sandra Villard, Conductor Ivan Adams, Trainmaster E. P. Hughes, Mrs. Villard, Passenger Representative E. A. Rowell (Traveling Passenger and Freight Agent, Fargo), Stewardess-Nurse Karen Walt and Dimitri Villard.



While the Vista-Dome North Coast Limited paused at Missoula Mr. Villard and his children had another wish fulfilled when, with the diesel locomotive of their train as a backdrop, they were photographed with engineer Bob Storez, left, and fireman Frank Caron.



In contrast to the modern diesel locomotive of the North Coast Limited, a relic of the past served as another prop for the Villard family when they were snapped with old No. 1356, the NP steam locomotive that stands in an enclosure near the station at Missoula.

PERSONALS

The following appointments were announced recently:

- R. H. HAUGLAND, Relief Assistant Roundhouse Foreman, Northtown
- G. S. ROTH, Night Roundhouse Foreman, Yakima
- J. D. KROHNE, Assistant to the Mechanical Engineer, St. Paul
- A. A. RICHTER, Assistant Superintendent, Como Shops, St. Paul
- L. S. DAVIS, Western Freight Traffic Manager - Rates and Divisions, Seattle
- F. W. FOLGER, District Claim Agent, Fargo
- J. E. SHAW, District Claim Agent, Livingston
- A. E. SIMONTON, District Claim Agent, Glendive
- R. J. MURPHY, District Claim Agent, Brainerd
- L. A. WALSTAD, Claim Agent, Fargo
- W. R. CLINTON, Claim Agent, Seattle

VILLARD FAMILY

VISITS GOLD CREEK

(Continued from Page 3)

counselor at the U.S. embassy in Oslo. Too, he has taken an active role in the United Nations.

At San Francisco in 1945 he was a member of the American delegation to the U.N. Conference on International Organization; during three sessions he has been advisor to the American delegation to the U.N. General Assembly in New York, and he held the same post at the Paris meetings in 1948.

Following his graduation -- cum laude - from Harvard in 1921, Mr. Villard studied at Magdalen College, Oxford, for two years, then became a teacher at Thacher School, Ojai, Calif. From 1946 to 1948 he was a member of the faculty of the School for Advanced International Studies in Washington, D.C. Then, in 1955, he served as deputy commandant for foreign affairs at the National War College. From 1958 until his appointment as U.S. ambassador to Senegal, he was the U.S. representative at the European office of the United Nations and other International Organizations at Geneva, Switzerland.



PROGRAMMING FOR THE COMPANY'S NEW IBM 1401 Magnetic Tape Data Processing System is discussed by G. C. Krahn, left, Auditor Mechanized Accounts, and R. J. Helfman, Assistant Auditor. The new system, installed early in June, has replaced the IBM 650 system which had been in service since 1957. Completely transistorized for reliability and compactness, the 1401 has speeded up processing and has greatly increased our data processing capabilities, Mr. Krahn said. For example, the time required for one payroll procedure was two hours with the 650. This operation has been compressed into eight minutes by the 1401. Included in the system are, clockwise from left, a processing unit, a printer which can print up to 600 lines per minute, four magnetic tape units and a card "read-punch" unit that can read cards at up to 800 per minute and punch them at up to 250 per minute.



WHAT'S IT LIKE TO SIT in the "driver's" seat of a 3-unit diesel passenger locomotive? The only way to find out is to clamber up to that lofty perch and try it for yourself. And that's exactly what Alan, 13, and Bruce Darr, 11, of Chicago did. The boys, sons of Milton Darr, Vice President of LaSalle National Bank, Chicago, were in Seattle with their father who was attending the annual convention of the American Institute of Banking. After their arrival at King Street Station, Seattle, aboard the Vista-Dome North Coast Limited, they were escorted by Stewardess-Nurse Joan Reitz to the head end of the streamliner where Engineer J. A. Darker greeted them and opened the magic door for their exciting experiment.

BIG SUCCESS - Northern Pacific Como Shops Men's Club held its annual picnic July 15 at the St. Paul Water Works picnic grounds.

Over 150 attended the annual get-together this year, an event which grows yearly.

Races for the youngsters, entertainment, and good food, made the day most enjoyable.



ENGINEER A. E. KATH was honored by this group as he pulled into St. Paul on Train 26 for the last time on June 30. He retired with 50 years' service.

Shown in the picture, from left, are Mrs. A. E. Kath, Fireman R. F. Suess, General Mechanical Superintendent J. A. Cannon, Master Mechanic C. J. Wirth, Mr. Kath, General Manager D. A. Thomson, and Superintendent Motive Power O. J. Murphy.

Also on hand to greet him were some of his nine children and fifteen grandchildren who had organized a drum and bugle corps and carried a banner reading: "No more choo choo - just our papa."



C. V. (STEVE) STEVENS, Time-keeper, Accounting Office, Tacoma, retired May 31 after 45 years of continuous service. At a reception in the office, District Accountant M. F. Galbraith (left) presented Mr. and Mrs. Stevens with a gift check from their many friends.



MRS. MARGUERITE SMITH, Steno-clerk in the Superintendent's office, Minneapolis, retired recently after a career with NP that spanned 40 years. Shown presenting her with a gift from office associates is M. T. Kirkevold, chief clerk.

RETIREMENTS

Very best wishes for many more years of peaceful, happy living to the following employes who retired. May their years of loyal service bring their just rewards and may their memories of Northern Pacific be always pleasant.

NAME	OCCUPATION	LOCATION	YEARS SERVICE	NAME	OCCUPATION	LOCATION	YEARS SERVICE
Fred C. Buckhalter	Locomotive Engineer	Seattle	51	Alvin N. Stenstrom	Asst B&B Foreman	Tacoma	41
James T. Ryan	Conductor	Dilworth	40	Robert G. Lindgren	Field Engineer	Seattle	37
William E. Hawes	Relief Wire Chief	St. Paul	35	William E. Bush	Brakeman	Livingston	44
Oral E. Greer	Locomotive Engineer	Seattle	51	John H. Tolvstad	Drawbridge Tender	Aberdeen	42
Carl M. Brenden	Locomotive Engineer	Laurel	44	Ormond V. Pewitt	Ice Foreman	Laurel	43
Percy A. Huntley	Agent-Telegrapher	Reed Point	40	John H. Hecker	Agent-Telegrapher	Warden	25
T. H. DeZellar	Dining Car Steward	St. Paul	39	Carl D. Claiborne	Waiter-in-charge	St. Paul	38
Mike Shabaiash	Section Laborer	Sawyer	21	Willie F. Frenger	Carman	Pasco	38
N. L. Skinstad	Machinist	So. Tacoma	46	Cecil V. Stevens	Timekeeper	Tacoma	45
E. V. Morris	Asst B&B Supervisor	Jamestown	49	Charles H. Hoppe	Carman	Minneapolis	41
Robert Gerhardt	Section Foreman	Harrah	31	F. E. Safransky	Locomotive Engineer	Helena	43
W. A. Smith, Sr.	Locomotive Engineer	Bemidji	51	Raymond Larson	Master Mechanic	Glendive	43
John F. Peterson	Trainmaster	Duluth	41	Henry V. Showers	Agent	Kelso	39
Victor A. Olson	Conductor	Duluth	49	Carl S. Jackson	Locomotive Engineer	Minneapolis	49
Philip A. Ogg	Locomotive Engineer	Auburn	54				

ALFRED A. JACKSON, store-at Pasco, retired May 1, after more than 42 years of service. Mr. Jackson started in the Store Department in Duluth in 1918; then transferred to Northtown, Staples, and Pasco, where he had been employed since 1945. He was presented with a reclining chair and a purse from Store Department employes at Pasco.



PAUL ROSELLE, left, locomotive engineer, is shown with his nephew, G. R. McGilvray, as he arrived in Seattle on Train 25, June 30, to complete 49 years of service without an injury. Mr. Roselle intends to continue traveling in his trailer.

ROY H. RAMEY, agent at Kendrick, Idaho, ended 54 years of service June 21 when he retired. "When Ramey retired it was the first time the agency at Kendrick has been bulletined in 38 years. He was an excellent agent," said General Manager F.L. Steinbright.



ROY PAGE, locomotive engineer at Staples, has made his last run in 44 years of railroading. He has never had a reportable or non-reportable injury during his service with the NP, a very commendable record. Mr. and Mrs. Page are moving to Santa Monica, Calif. Their many friends are welcome to pay them a visit at any time.



JOE COWAN, switch foreman at Tacoma, has retired after 44 years' service without an injury, effective July 7.



MISS EMMA B. OLSON, of the District Accountant's Office, St. Paul, ended her service with the Northern Pacific which started in 1912 at Fargo. Miss Olson was honored by her associates and presented a camera and other gifts.



CHARLES H. SWANSON, Statistician, Chief Engineer's Office, retired July 1 after 44 years of railroad service. A party was staged in his honor at the Elks Club on Thursday evening, June 29, m.c.'d by Chief Engineer H. R. Peterson.

A new high was reached in retirement parties by the surprise visit of Vivian Dystrom, Svenskarnas Dag Queen, an appropriate honored guest for the retiring Swede, Charley Swanson.

Among the many gifts were a 19" Zenith portable television set and a season ticket to the Minnesota football games.





Northern Pacific Beneficial Association



REVISED N.P.B.A. CONSTITUTION AND BY-LAWS

A new revised edition of the Constitution and By-Laws of the N.P.B.A., adopted August 16, 1882, and with all amendments through May 17, 1961, has been issued.

The first page covers general instructions and provides space for listing names of local Association surgeons. It is important that members' families know who the N.P.B.A. doctors are.

The booklet was further changed by listing the By-Laws first for easier reference by members, inasmuch as this section covers benefits. The second part is the Association's Constitution.

An index precedes both By-Laws and Constitution to assist members in locating topics of interest. "Articles" of the By-Laws have been changed to "Rules" to lessen confusion with Articles of the Constitution. Reference is made to Rule or Article number rather than page number.

A new manner of presentation of Articles and benefits has been adopted. Contents have been divided into topical paragraphs with descriptive captions to enable members to find specific information readily. Subject matter has been separated to make each section easy to understand. This change in format is the first major revision of this sort, and it is hoped it will enable the members to understand their N.P.B.A. better.

Copies of the Constitution and By-Laws are posted on bulletin boards throughout the system. Distribution has been made to as many individuals as possible. Those who desire additional copies may write the Secretary, Room 612, N.P. Building, St. Paul, Minn.

NATIONAL RAILROAD HOSPITAL ASSOCIATION NEWS

A periodical called "The Railroad Hospital Association Reporter" has recently come into existence. It is published by a national railroad hospital organization officially named the "Association of Railroad Medical Service Executives," whose membership includes chief surgeons, business managers and administrators of practically all railroad hospital and medical plans in operation in the United States. The group is dedicated to the continuance, improvement, expansion and better understanding of railroad hospital and medical plans. These men, charged with direct responsibility of operating, maintaining and providing the service and medical care expected by the contributors to the various hospital plans want YOU to KNOW MORE about railroad hospitals and medical plans. It was with this thought in mind the sustaining members of ARMSE originated this publication.

Future issues of "The Tell Tale" will contain excerpts from the "Railroad Hospital Association Reporter" of interest to our members.

Congratulations to:

Joan Schnagl, Registered Medical Records Librarian, St. Paul Hospital since October, 1960, who was recently elected Secretary of the State Association of Medical Record Librarians, and

C. A. Philbrook, Purchasing Agent, who was elected Secretary of the Twin Cities Area Association of Hospital Purchasing Agents. Mr. Philbrook has been with the Association three years.

St. Paul Hospital has received:
\$261.00 in memory of Ruth H. Broughton, deceased Steno-Clerk, Fargo, from her family and friends;
\$5.00 from Hjalmer O. Johnson, Messenger-Baggage, St. Paul.

These contributions were made in appreciation for care given at the hospital, and we are grateful for the kind letters which accompanied the gifts.



More than one hundred adults and children attended the Tacoma Hospital employees' picnic June 21 at Western State Hospital Public Picnic grounds, Steilacoom, Wash.

Rumor has it special "thanks" are due Phyllis Sorensen, Nurse, who was in charge of the food. The rolled barbeque beef roasts were delicious, as were all items of the picnic menu, salads, pickles, watermelon, ice cream and cake.

Entertainment was planned by Storekeeper Elwood Hare who provided games for young and old, and prizes were awarded to the victors.

In the April "Tell Tale" we acknowledged receipt of a portable sitz bath from the N.P.B.A. Hospital Ladies' Guild at Missoula.

We are now advised that Clause Jacobson, Retired Engineer, Missoula, and his wife, President of the Guild, asked that they be permitted to pay for this gift personally in appreciation for care he received as a recent patient at Missoula Hospital.

Their gift of \$199.28 will permit the Guild's money to be used for other needed equipment.

Our sincere thanks to Mr. & Mrs. Jacobson for their generosity.



MAKE YOUR LABOR DAY A HOLIDAY FROM ACCIDENTS

PRINTED IN U.S.A.
NATIONAL SAFETY COUNCIL

During the three days of the 1960 Labor Day week end 616 Americans lost their lives in non-occupational accidents. We hope this loss of lives on our Labor Day week end in 1961 will not happen this year, and it won't if each one of us is alert - not only when on a vacation but at all times.

I wonder how many of us ever stop to think what an important part 'alertness' has in safety. Glance back over your many and varied experiences and you will recall the numerous occasions when alertness on your part or someone else saved a personal injury to you or your fellow workmen. You will no doubt recall where it also saved a life or lives. Alertness, along with good practices and safe habits in reality are the fundamentals of safety.

Very early in life we develop a natural instinct of self preservation sufficient to cope with ordinary dangers. However, man's ingenuity and inventive ability, which we accept as progress, has surrounded us with countless hazards, and in many cases our only safeguard is alertness.

Irrespective of what our position is, regardless of what department we are in, there is ever present the urgent need for alertness. So let's be alert on this Labor Day week end and on other days too. Remember, you are the one who can stop injuries and death.

SAFETY
DEPENDS ON TEAMWORK

STATEMENT OF EMPLOYEES' REPORTABLE CASUALTIES BY CLASSES FOR THE PERIOD JANUARY 1 TO JULY 31, 1961

	Divisions							Main Shops				Total
	Lake Supr.	St. Paul	Fargo	Yellowstone	Rocky Mtn.	Idaho	Tacoma	Como	Brainerd	Livingston	Sn. Tacoma	
Enginemen	1	2			2	1	3					9
Trainmen	2	5	1	1	1	9	9					28
Yardmen	3	8	3	3	2		16					35
Stationmen	2	1		3	1		2					9
Trackmen			1	3	5	4	5					18
B. & B. men				1	6	4	2					13
Shopmen		2							1	2	1	6
Carmen	1	1		2			5	1	1			11
Total	9	19	5	13	17	18	42	1	2	2	1	129
Rank	3	4	1	2	6	5	7	2	3	4	1	
Store									1			1
Dining Car												7
Engineering												3
Signal												1
Chief Spl. Agent												
Communications Dept.												1
Electrical Engr.												
General Office												
King St. Station												
Miscellaneous												
Grand Total	9	19	5	13	17	18	42	1	3	2	1	142
Casualty Rate per Million Man Hours (est.)	7.6											



An American is being newly-defined as a person who drinks Brazilian coffee from an English mug while sitting on a Danish couch after returning home in his German car from an Italian film — and gets up the next day to write his congressman with a Japanese ballpoint pen demanding something be done about all the gold that's leaving the country these days.



On June 1, K. A. RUNYAN (left) was appointed chief clerk to Superintendent at Tacoma. Succeeding Mr. Runyan as chief clerk to Superintendent at Fargo is T. J. SAMUELSON, formerly employed at East Grand Forks.



**THINK
IT OVER
PREVENT
ROUGH HANDLING**

