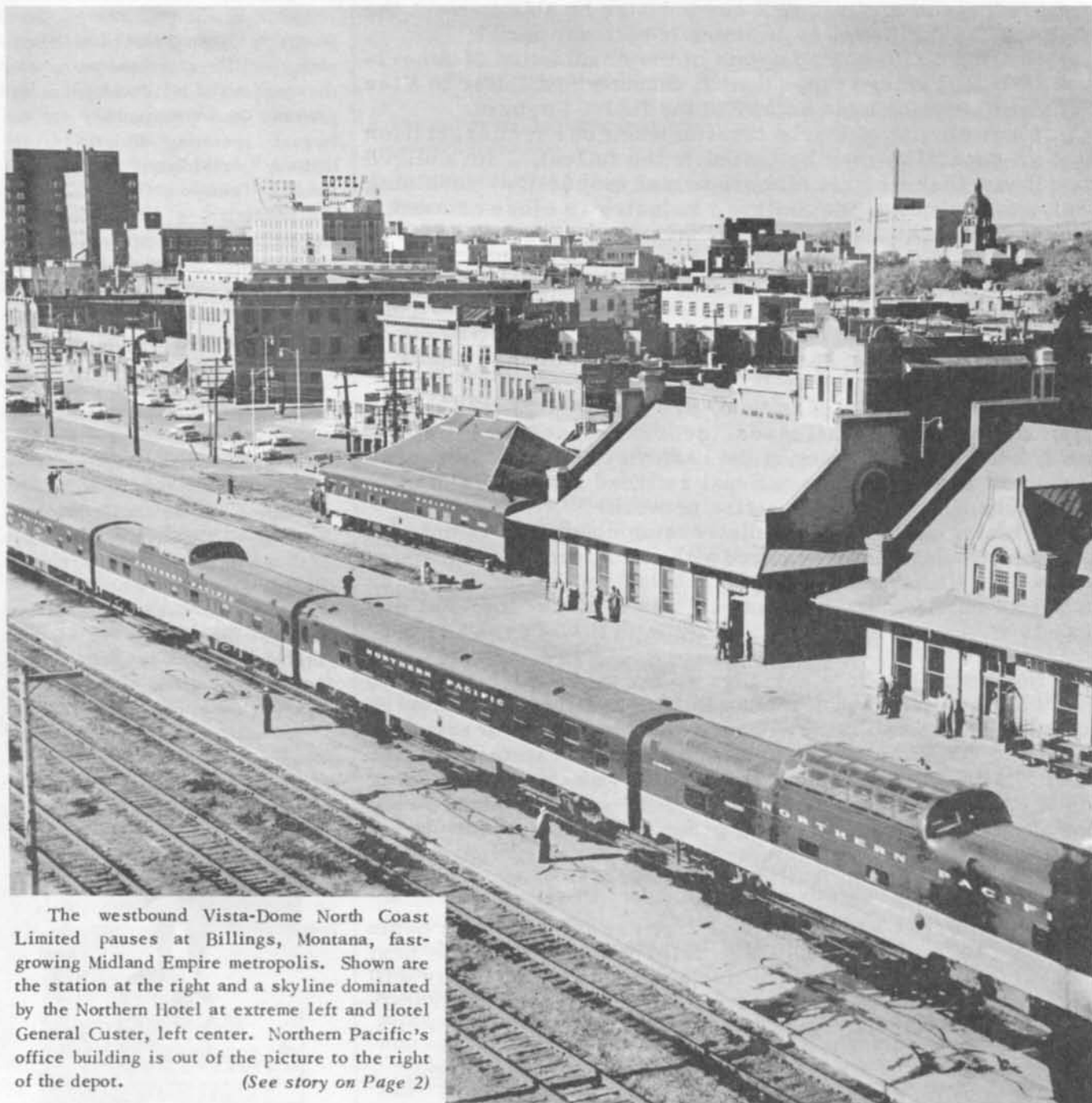




Vol. XXIV ISSUED BY THE SAFETY & FIRE PREVENTION DEPARTMENT, NORTHERN PACIFIC RY., ST. PAUL, MINN., SEPTEMBER 1961 No. 9



The westbound Vista-Dome North Coast Limited pauses at Billings, Montana, fast-growing Midland Empire metropolis. Shown are the station at the right and a skyline dominated by the Northern Hotel at extreme left and Hotel General Custer, left center. Northern Pacific's office building is out of the picture to the right of the depot.

(See story on Page 2)



MEMO . . . FROM THE PRESIDENT

The possibility of a showdown with the Soviet Union over Berlin has, as we all well know, greatly increased world tension and has resulted in our government taking steps to further strengthen our military defenses.

We can only hope that an all-out war will be averted, but I think it is natural for us in the railroad industry to be greatly concerned as to whether the American railroads are in condition to play their traditionally vital part in the stepped-up preparedness program. Will our industry be able to meet the challenge as it always has in times of national peril?

President Daniel P. Loomis of the Association of American Railroads raised this question recently in a letter to Vice President Johnson and Speaker of the House Rayburn.

"In a period of world tension when our transportation system capability may be tested to the fullest, I am obliged to tell you that a crisis of monumental proportions involving major segments of the railroad industry is close at hand," Loomis wrote.

The situation is this: The critical world situation compels a stronger defense, one that could lean heavily on strong railroads. But the railroad industry today is financially weaker and, in some ways, less well equipped than it was at the outbreak of World War II.

Not all railroads, it is true, are in this weakened condition. The western railroads, generally speaking, are in better condition than many of the eastern lines. But weakness in any one segment of the national railroad network is justification for concern for the entire network.

A major cause of these distressing conditions is unequal government treatment compared with other forms of transportation. It is time to take off the hobbles and let the railroads compete on an equitable basis. The national interest demands it.

Northern Pacific's earnings so far this year continue to run well below those of 1960. During the first five months loadings of our two major commodity groups -- forest products and manufacturers and miscellaneous items -- were down. Since then, forest products have moved in greater volume, but manufacturing and miscellaneous items are still down. We are hopeful that the general improvement in business will generate a sufficient increase in our freight traffic to insure a reasonably satisfactory year.

The merger hearings have been rescheduled to begin October 10, and will continue intermittently for the next several months. May I emphasize again that all interests will have ample opportunity to be heard and that the Interstate Commerce Commission will decide the issues on their merits.

Robert MacFarlane

On the Cover

Featured on the cover of this issue of the Tell Tale is Billings, largest and fastest growing metropolitan area in Montana with a 41 percent population increase between 1950 and 1960, according to the 1961 edition of Rand McNally's commercial atlas. Actual figures published in the Standard Metropolitan Statistical Areas table of the atlas show a growth from 55,875 in 1950 to 79,016 last year.

An important point on Northern Pacific's "Main Street of the Northwest," Billings is headquarters for the company's oil development department and headquarters for the largest operating division of its highway subsidiary, the Northern Pacific Transport Company. Two oil refineries, a large beet sugar mill and an active livestock industry contribute to the prosperity of this fast growing city, which also is district headquarters for numerous companies operating in the Williston Basin.

The financial capital of the Midland Empire, Billings is the distribution center for central Montana and northern Wyoming. As such it is the state leader in wholesale and retail sales. In the former category, the city's 1960 sales were more than double those of its closest rival, Great Falls.

Named for Frederick Billings, early day president of the Northern Pacific, the city was established in 1882 with the arrival of the NP.



RETIREMENTS, PROMOTIONS AND APPOINTMENTS

GEORGE B. NELSON, Traveling Freight and Passenger Agent at Seattle, has been appointed General Agent at Walla Walla. He succeeds FRANK L. IRVING, who retired September 1 after nearly 50 years of railroad-ing, more than 40 of them with the



Northern Pacific. In other Traffic Department changes, H. J. BOND, City Freight and Passenger Agent at Seattle, succeeded Mr. Nelson, and R. L. EVERSON, of NP's Spokane Traffic Office, moved up to Mr. Bond's former post.

Mr. Nelson began his NP career in the Operating Department at Seattle in 1928 and joined the Traffic Department the following year. He went to Tacoma in 1937 and became Traveling Passenger Agent in 1945. With his appointment as service agent in NP's Foreign Freight Department in 1947 he returned to Seattle, where he was named City Freight and Passenger Agent in 1948 and Traveling Freight and Passenger Agent in 1957.

Mr. Irving spent nine years with the Grand Trunk Pacific and Canadian Northern Railways before coming to the Northern Pacific as City Freight Agent at Winnipeg in 1920. After 20 years in Spokane as Traveling Freight Agent he went to Eugene, Ore., as Commercial Agent in 1946. Two years later he took over the railway's traffic office at Walla Walla.

Mr. Bond joined the NP at Duluth in 1926 and moved into the Traffic Department at Walla Walla in 1942. After his appointment as Traveling Freight and Passenger Agent in 1943 he served in Spokane and Yakima, then went to Seattle as City Freight and Passenger Agent in 1957.

L. S. DAVIS, General Freight Agent in NP's Rate Department in Seattle, has been promoted to Western Freight Traffic Manager in charge of rates and divisions.

Mr. Davis joined the Rate Department in Seattle as Assistant General Freight Agent in 1948 and was named General Freight Agent in 1955. Mr. Davis entered railroad service with the SP&S Ry in 1918 and held various traffic positions with that railroad before going with NP.

MARVIN H. NIXON, Industrial Agent at Seattle, has been appointed Western Manager Industrial Development at that point. He succeeds J.T. MOORE who retired September 1 after more than 45 years of service with the company.



Mr. Nixon joined the NP in 1926 as secretary to the Traffic Vice President in St. Paul and moved west a year later as secretary to the General Agent at Spokane. In 1929 he was named secretary to the Western Vice President at Seattle.

He transferred to the Properties and Industrial Development Department -- known then as the Right of Way Department -- as its chief clerk in 1935, became Assistant Industrial Agent in 1948 and moved up to post of Industrial Agent five years later.

Mr. Moore began his Northern Pacific career as a Land Department draftsman at St. Paul in 1914 and, after twice interrupting his service, joined the old Right of Way Department in that capacity in 1920. He was appointed lease clerk in the Seattle office in 1937 and became Assistant to the Industrial Agent in 1941. The following year he rose to Assistant Industrial Agent and was promoted to Western Manager of the department in 1953.

PERSONALS

The following appointments were announced recently:

T. C. HANSEN, Coach Shop Foreman, Como Shops

M. J. BAUMGARTNER, Working Supervisor, Helena

RAYMOND A. MARKEL, Night Roundhouse Foreman, Livingston

ALBERT J. CANTWELL, Working Supervisor, Helena

A. T. KNUTSON, Agent, Minneapolis

W. D. KLEIN, Agent, St. Paul

L. H. AMENT, Agent, Grand Forks

L. E. ANDERSON, Agent at East Grand Forks

G. W. STANLEY, Assistant Car Foreman, Laurel

NORTHERN PACIFIC'S FAMOUS FRUIT CAKES AGAIN PLACED ON SALE FOR THE HOLIDAYS

Northern Pacific Fruit Cakes, baked as a holiday delicacy for dining car patrons on the Vista-Dome North Coast Limited and other NP trains will again be available for sale to the public.

Baked in the Company's St. Paul Commissary, the Fruit Cakes contain the finest of ingredients. For Yuletide gift giving, they are packed in colorful Christmas-designed metal boxes. The 3-pound cake is \$3.90 and the 5-pound cake \$6.50, Express or Parcel Post prepaid. For shipment outside of the U.S. add \$1.50.

Orders should be sent to W. F. Paar, Dining Car Department, Northern Pacific Railway, St. Paul 1, Minnesota.

SUMMER FESTIVAL AT FARGO

Sponsored by the Fargo Chamber of Commerce, the Summer Festival held July 31 and August 1 was a huge success.

On display was a three-unit Northern Pacific diesel engine which was visited by more than 7,000 men, women and children.

This Summer Festival is a repeat - merchants sell their bargains from sidewalk displays in front of their stores - special entertainment for children is provided up and down Broadway, culminating in a sizeable parade (in costumes) from each school in the city, each depicting an idea.

**A PLACE FOR
EVERYTHING
EVERYTHING
IN ITS PLACE**



THE NORTHERN PACIFIC SOFTBALL TEAM had its best season this year in the top commercial league in St. Paul. After losing the first two games, the railroaders won the next eleven, only to lose the championship to Remington Rand Univac 2-1 in seventeen innings.


From left: Front row - John Kellerman (manager), Jack Schmidt, Joe Roberts, Clar Fenton, and Bill Blatzheim. Middle row - Jim Lang and Bob Trapp. Back row - Jack Kelly, Charlie Wieck, Red Roberts, Art Carlson, and Larry Niemczyk. Not in picture Gordy Crupi and Tom Sullivan.

RAILROAD Y.M.C.A. WILL CONDUCT ANNUAL MEMBERSHIP CAMPAIGN IN OCTOBER

The Railroad Y.M.C.A., organized 89 years ago to meet the recreation, health, educational, religious and personal needs of railroad workers, will again conduct its annual Continental Membership Enrollment during the month of October.

Keyed at all times to the physical and spiritual requirements of the men who operate and maintain the steel ribboned life-line of the nation, the Railroad 'Y' has but one destination -- a practical, cooperative fellowship. The railroad YMCA's of today, as of yesteryear, with over 121,000 members, are working partners with management and labor.

Tomorrow's leaders are being made today. The Railroad YMCA program is developing the kind of leadership which we need in our society. Join your Railroad YMCA! And, after joining, increase the value of membership of yourself and others by becoming active in the program and service of the Association.

the **MAN** 
who is interested
in **SAFETY**
is interested
in his **JOB**

Accidents can

be Exciting ...

ARE YOU BORED with it all? Are you looking for a new horizon? Have an accident.

Accidents can open up a whole new exciting world for you. You'll see places and experience sensations like way out there.

You'll meet pretty young nurses—and probing doctors.

You'll learn how emergency wards, operating rooms, surgeons and other specialties function—first hand.

You may get a stub or scar which will make an ideal conversation piece.

You can write a best seller on, "How I Was Brought Back from the Brink," or "How a Cripple Can Up His income."

You may get your name in the paper. Maybe even get a headline like "Drunk Runs into School Bus."

You can collect on that accident insurance you've been pouring money down the drain on so long.

You may deduct your time lost from work on your income tax return.

You can sit around the house while recuperating and catch up on all the daytime TV shows.

You can solicit sympathy you'd never get otherwise, maybe even from the kids and spouse.

Your physical system will be injected with all sorts of drugs and stimulants.

The wife might get to go to work, the older kids drop out of school, and so enrich their experiences.

The doctor may have to put you on a regimen to cure some of your bad habits.

You might have to learn a new trade to replace the old one you can't continue and didn't like anyway.

So live modern. Have an accident. Experience can be a good teacher—if you live through it.

ROBERT D. GIDEL

From Washington Safety Advocate

FOR FELLOWSHIP AND FUN!



TACOMA GOLF TOURNAMENT TROPHIES

THE COMMITTEE, From left: H. L. Bradbury, R. C. Judson, E. R. Anderson, A. B. Johnson, F. R. Bradbury, J. J. Ackley, E. T. Aune, and L. L. Norquist.



THE SIXTH ANNUAL WESTERN DISTRICT GOLF TOURNAMENT was held at Elks Allenmore, Tacoma, on July 22nd.

A total of 90 entries was received, of which 85 participated, representing all divisions on the Western District.

Among the participants were General Manager F. L. Steinbright and Western Freight Traffic Manager Ober Kobs, both of Seattle, and Doctors C. W. May, T. H. Skrinar, and C. I. Stevens of the NPBA Hospital, Tacoma.

Agent Ora Watkins, Tacoma, was the low gross winner. Dispatcher Cam Galbreath, Tacoma, and Yardmaster F. D. Eastman, Centralia, were low net winners.



W. C. Smith and E. T. Aune.



K. A. Runyan, J. J. Ackley, M. J. Galbraith, Art Overman, and E. R. Anderson.

H. J. Walters and H. L. Bradbury participated in both East and West Tournaments.



← Presenting trophy to winner low gross - O. A. Watkins.

Gary Gustafson, C. E. Moebring, O. A. Watkins, A. P. Kimmell.



FROM SEATTLE YARD - Singleton, Morris, Heiser and Fitzgerald.



Train Service - F. G. McCulloch and R. A. Tessier.



King Street Station - L. Brabee and D. Hough.

RETIREMENTS SINCE LAST ISSUE OF TELL TALE

NAME	OCCUPATION	LOCATION	YEARS SERVICE	NAME	OCCUPATION	LOCATION	YEARS SERVICE
John W. Nelson	Ldg. Loco. Carpenter	Livingston	39	Edward Suko	Roundhouse Laborer	Jamestown	32
Floyd H. Walker	Conductor	Staples	43	Ernest H. Murray	Manager-Wire Chief	Missoula	50
Hilfred Uddenberg	Material Clerk	St. Paul	38	Henry E. Ebinger	Boilermaker Welder	Brainerd	42
Charles A. Krause	Carman	St. Paul	35	Genevieve Towey	Reviser-Audr. Frt Accts.	St. Paul	44
John Dahl	Layer-out-man	So. Tacoma	39	Robert G. Hall	Car Repairer	Billings	39
Arthur W. Lang	Section Stockman	Mandan	36	Carl M. Peterson	Machinist Inspector	Duluth	39
Richard Eide	Locomotive Engineer	Mandan	49	Frank J. Westlund	Chief Clerk	Glendive	47
George M. Dick	Locomotive Fireman	Minneapolis	44	Robert T. Gray	Conductor	Mandan	49
Charles Boyd	Special Clerk	St. Paul	46	Martin L. Lervold	Diesel Supervisor	St. Paul	34
Leo G. Thies	Conductor	Staples	43	Chester L. Jackson	Treating Engineer	Paradise	25
Harry E. Claflin	Section Foreman	Big Falls	45	Florence L. Smith	Chf. Material Clerk	St. Paul	41
Cecilia M. Malley	Tmkpr-Dining Car Dept.	St. Paul	44				

WALTER A. BUTKA, Brainerd Shops, retired recently after 55 years of service for the Northern



Pacific, during which time he has not had a reportable injury. Mr. Butka plans to devote part of his leisure time to some of his favorite hobbies - hunting and fishing. His co-workers at Brainerd Shops hope he is as successful with his hobbies as he has been with his employment and safety record with the Northern Pacific.



ASSISTANT B&B SUPERVISOR EDWARD V. MORRIS, of Jamestown, recently retired, having faithfully served the Northern Pacific since 1912.

Mr. and Mrs. Morris were honored at a farewell party at the Elks Club, Jamestown.



W. W. SIMPSON, retired as System Diesel Supervisor at Livingston, after 45 years of NP service. Mr. Simpson began his



A coffee and cake reception was held at Seattle Commissary at the close of business August 15, honoring the retirement of Head Baker HARRY E. EDSON.

Mr. Edson started with the NP Dining Car Department in 1915 and worked on the road for many years in various classes as a cook and in later years worked in St. Paul Commissary and then transferred to Seattle Commissary.

Photo shows Assistant Superintendent L. S. Waller presenting Mr. Edson with a 'foot travel kit' with the suggestion that since he had traveled so many thousands of miles by rail, air and automobile, he might now find time to slow down and count the ties. The kit was filled with 'green paper' to finance his travels, presented by his host of friends.

railroad career at Livingston as a shop draftsman in 1916. He was stationed in St. Paul for 31 years where he held posts of motor car supervisor, superintendent of gas and diesel engines and system diesel supervisor. He was trans-

I. P. FENNE, of Leonard, N.D., recently retired after more than 49 years' service on the Fargo Division as a telegrapher and agent. Mr. and Mrs. Fenne are taking an extended vacation before returning to Leonard where he had been agent since 1927.



MISS LORETTO R. REVORD retired August 1, having worked 53 years in the Accounting Department, St. Paul.

Pictured is Auditor Passenger & Station Accounts E. W. Englund presenting a purse to Miss Revord, a gift from her co-workers.

A dinner party in her honor was attended by more than 50 fellow employees, at which time she was presented with a table radio.

ferred to Livingston in 1958.

R. W. SPANNRING, Assistant Mechanical Supervisor, St. Paul, succeeded Mr. Simpson at Livingston. Mr. Spannring joined the railway in 1942. He became Assistant Mechanical Inspector last year.



Northern Pacific Beneficial Association



It is suggested that members wishing to obtain drugs from Association Hospital pharmacies anticipate their needs to avoid delay in receiving the medication. Hospital personnel make every effort to process requests as rapidly as possible. A week is usually sufficient time for the prescription to be sent to the hospital, filled and returned to the member. However, mail service to some points is somewhat slower and requires more time.

Prescriptions are normally sent by railway mail to keep expenses to a minimum, and it is well for individuals to check to determine if their drugs are being held at the depot or elsewhere.

It would be appreciated if drug boxes or containers could be sent in with requests for refills, as this would provide the pharmacists with ready information.



We recently received a letter from Steve Hynes, retired Maintenance of Way employe, advising he and his wife are willing their entire property to the N.P.B.A. for the reason "we attribute our wonderful physical condition at this late stage of our lives to the operations and medical care we received from the Northern Pacific Hospital."

At one time Mr. and Mrs. Hynes were both members of the Brotherhood of Railway Clerks.

Since retiring, they have resided in Seffner, Florida, where they keep busy growing 25 varieties of vegetables and fruits.

They recently celebrated their 51st wedding anniversary. We ex-

Missoula Hospital will soon experience two changes in personnel which will be noted by hospital employes and patients alike.

Gertrude Gerike, registered nurse who has been with the Association since 1931, will retire October 1. During the years she served as Director of Nursing Service, Director of Central Supply and Medical Records Librarian. In all phases of her career she has placed the welfare of the patient, loyalty to her employer and profession above her personal feelings.

In addition to her nursing ability, she is a hunting and fishing enthusiast and has bagged many deer, as well as a number of elk. In so doing, she has had some exciting adventures, such as becoming lost during a hunting trip and having to walk twenty miles.



Emma Cyr, registered nurse, is looking forward to her retirement when she can spend more time with her 26 grandchildren and 2 great-grandchildren, do more embroidering and continue to collect and try new recipes.

Mrs. Cyr's nursing career goes back to 1913 when she graduated from Columbia Hospital, Great Falls, Mont. She left the nursing field to be married and raised five children. In 1942 she joined the nursing staff of Missoula Hospital and has served as Head Nurse on the medical floor for the past sixteen years.

The excellent work performed by these two nurses will be greatly missed, and the Association's officers, hospital employes, members and patients extend best wishes to them for many years of good health and pleasant leisure.



The Missoula Hospital cafeteria is the most recent area to benefit from the thoughtfulness of the N.P.B.A. Hospital Ladies' Guild.

Their check for \$45.54 to cover the cost of drapery rods for that room has been received.

We wish it were possible to fully express our appreciation for this group's outstanding work and their interest in the N.P.B.A.

Copies of the N.P.B.A. Constitution and By-Laws are available to all members upon request to Secretary, 612 Northern Pacific Building, St. Paul 1, Minn.

tend congratulations to them and wish them many more years of happiness together.

Their generous bequest to the Association is deeply appreciated.

Approximately two hundred St. Paul Hospital employes and members of their families gathered at Como Park August 17 for their annual picnic.

The delicious buffet supper was an excellent beginning for the pleasant evening and provided the strength necessary for contestants to keep up with the fast pace set by the entertainment committee.

Games for children and adults, complete with prizes, provided a great deal of hilarity. An amusing skit put on by hospital personnel was followed by bingo, and a wide variety of prizes were presented to the victors.

All who participated in the planning of this picnic are to be congratulated for having made it "the best ever."

HAVE YOU BEEN 'SAVED'?

By Walter Armstrong,
Car Foreman, Brainerd Shops.

I was stopped on the street of a large city one time by a strange, old man who asked me quite earnestly if I had been 'saved'. Maybe, to that old fellow, I looked like some rascal that needed to be 'saved'.

You cannot explain the word 'saved' without bringing in the word 'safe' and from that 'safety'. The old man could just as well asked me if I had gone through life, with all its temptations and pitfalls, in a safe manner and was thereby able to reach safety.

A baseball player, for instance, reaches home or safety in spite of the hazards and dangers along the way. Having reached each base safely, his reward is to reach 'home' safely.

But let's apply the old man's word from an industrial worker's viewpoint:

Are we going about our business in this industrial plant in a safe manner and thus being 'saved' from a lot of grief, worry and pain? Are we watching ourselves so closely in our work and play, and in our dealings with others, that we have been saved from suffering, from spending time in a doctor's office, or saved from spending time in a hospital bed?

Like the baseball player, can we go from point to point - from one job to another, safely, and get 'home' in the evening safe and sound?

It pays to ask ourselves:
"Have I been saved?"



THIS SECTION CREW AT COLUMBUS, MONTANA, has over 6,000 days without a reportable injury and shooting for the 7,000 day mark.

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

	Divisions						Main Shops					
	Lake Supr.	St. Paul	Fargo	Yellowstone	Rocky Mtn.	Idaho	Tacoma	Como	Brainerd	Livingston	So. Tacoma	Total
Enginemen	1	3			2	1	3					10
Trainmen	2	6	1	1	1	9	10					30
Yardmen	4	11	3	3	2	1	18					42
Stationmen	2	2		3	1	1	5					14
Trackmen		1	1	3	5	4	6					20
B & B. men		1		1	6	3	2					13
Shopmen		2			1				1	2	1	7
Carmen	1	1		2			6	1	1			12
Total	10	27	5	13	18	19	50	1	2	2	1	148
Rank	3	6	1	2	5	4	7	2	3	4	1	
Store									1		1	2
Dining Car												7
Engineering												3
Signal												1
Chief Spl. Agent												
Communications Dept.												3
Electrical Engr.												
General Office												
King St. Station												
Miscellaneous												
Grand Total	10	27	5	13	18	19	50	1	3	2	2	164
Casualty Rate per Million Man Hours (est.) - - - - -												7.79

ON THE JOB IN LAUREL YARD



From left: Fireman Floyd Fletcher, Engineer Thomas Williamson, Switchmen P. L. McLarnon, D. L. Hafer, and R. P. Palmer.



Switchmen D. W. Hunter, G. E. Storck, and W. E. Evans, with Yardmaster H. A. Whitcanack (2nd from left).



From left: Switchman P. B. Marvin, Yardmaster W. F. Adams, Switchmen O. C. Jordahl and L. H. Gunn, Fireman H. C. Meyers and Engineer H. A. LaRue.