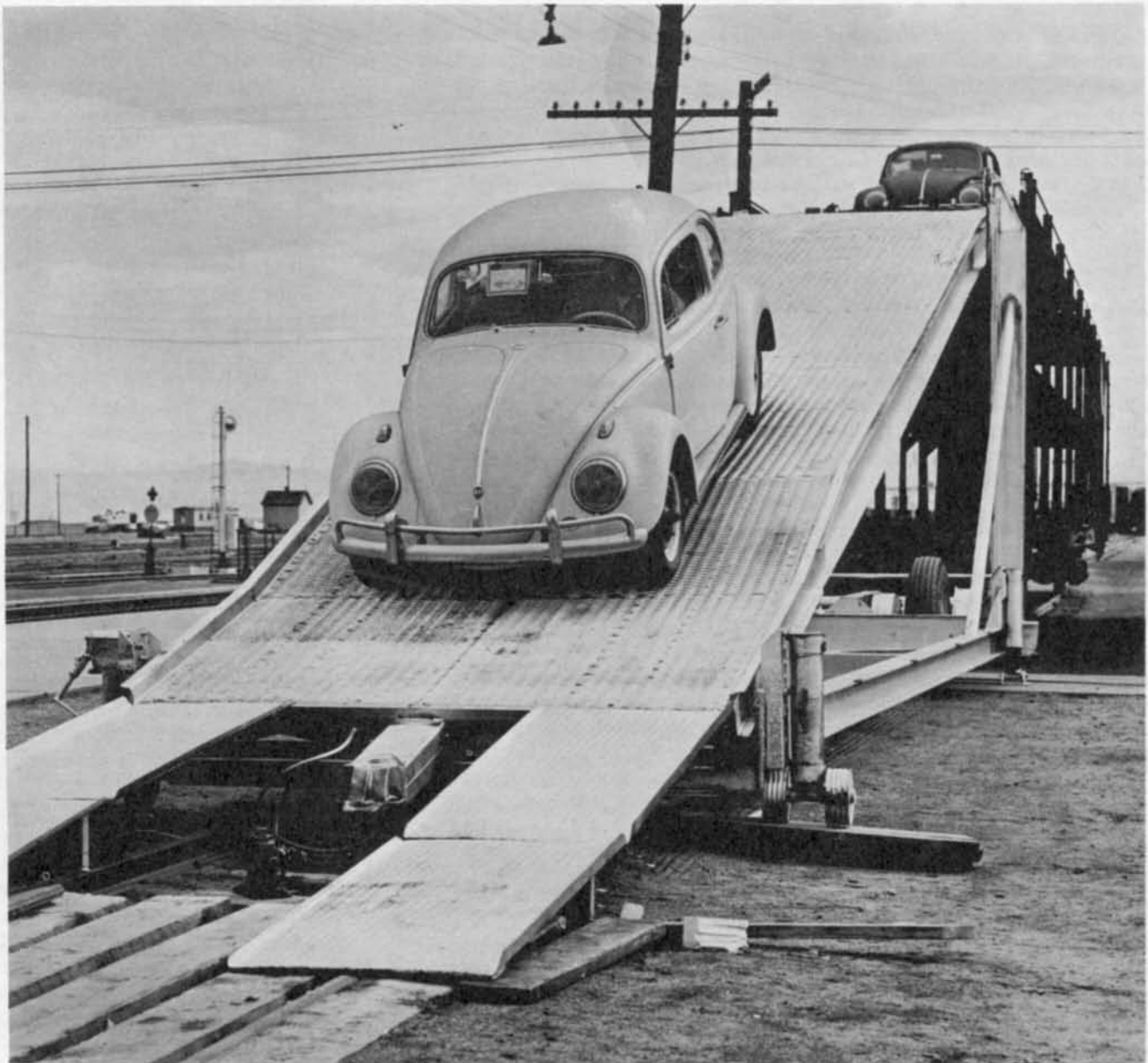




The Tell Tale



Vol. XXIV ISSUED BY THE SAFETY & FIRE PREVENTION DEPARTMENT, NORTHERN PACIFIC RY., ST. PAUL, MINN., OCTOBER 1961 No. 10



Northern Pacific's multi-level unloader completing first rail shipment of Volkswagens from Portland to Helena. (See story on Page 4)



MEMO . . . FROM THE PRESIDENT

Once again Congress has ended a session without passing legislation that would eliminate some of the inequities under which the railroads operate.

One wonders how long the lawmakers can continue to ignore the "railroad problem" when so many high level studies by objective groups all conclude that government transportation policies are seriously unbalanced, uncoordinated and unequal in the treatment of the various carriers.

But at least we managed to hold the line. If Congress had passed S. 1197, the trucker bill so militantly supported by James Hoffa, competitive rate-making by the railroads would have been further restricted. This bill was not defeated, but the Senate Commerce committee did vote to postpone action until the next session of Congress. We can be sure, however, that the bill's supporters will be back next session.

I again want to thank all NP employees and retired personnel who wrote their legislators to oppose this bill which was so vigorously backed by the trucking industry, water carriers and the teamsters union. Your letters, I am sure, had a great deal to do with the decision to postpone action.

The railroad traffic picture changes rapidly. Take, for example, automobiles. Just one year ago--in the October, 1960, Tell Tale--I commented on inauguration in the previous month of automobile traffic in multi-level rack cars on the NP. We began transcontinental TOFC shipments of autos in June, 1960, and in September, 1960, we handled our first rack car traffic--on equipment obtained from the Burlington. Now, just a year later we have in service 100 multi-level rack cars of our own. This type of equipment, which supplements our TOFC operation, has substantially increased our automobile traffic and revenues.

It must be recognized, of course, that to handle the multi-level rack business, we have been obliged to invest nearly three quarters of a million dollars in new equipment, plus the cost of leasing Trailer-Train flat cars on which the racks are mounted.

In these days of increasingly fierce competition, we not only must invest heavily in new equipment, but it is imperative that management and all personnel be ever alert to provide all-around superior service if we are to command our fair share of the traffic.

The merger hearing got under way Oct. 10 in St. Paul before Robert H. Murphy, ICC commissioner. A second hearing is scheduled for St. Paul at a later date. Then will follow -- probably after the first of the year -- hearings in various other cities. Examiner Murphy made it clear at the outset that all interests will have ample opportunity to be heard.

Paul MacFarlane

NP HAS AN ADDITIONAL ADVERTISING SPOT ON TWIN CITIES TELEVISION

Starting September 27, the Northern Pacific has had a commercial on Twin Cities television station KMSP-Channel 9, which is the ABC network outlet here.

Our one-minute spot advertisements each Wednesday night precede the new Steve Allen comedy show starting at 6:30 pm and follow a western show known as "Track-down".

Most of our commercials are along the lines of those being used on WCCO-TV, with Bob Allard, KMSP newscaster, telling the story. We also will occasionally use on KMSP-TV as an experiment a commercial built around Charlotte Hanes, our supervisor of stewardess-nurse service, who will do the announcing.

Our Dean Montgomery spot will continue to appear on WCCO-TV, Monday through Thursday, at 10:15 pm, immediately following the Dave Moore News and just ahead of the Weather report.

Keep Calm and Live

Calmness and self-possession will make life not only more enjoyable, but longer, some experts maintain. How to gain the calm, tranquil state? The National Safety Council newsletter suggests:

Learn to like what doesn't cost much. Learn to like reading, conversation, music. Learn to like plain food, plain service. Learn to like fields, trees, woods, brooks, hiking, and life.

Learn to like people, even though some of them are different from you. Learn to like work, and then enjoy the satisfaction of doing your job as safely and as well as it can be done.

Learn to like the songs of birds, the companionship of a dog, the laughter of children. Learn to like the sunrise and the sunset. Learn to keep your wants simple. Refuse to be anchored by the opinion of others.

Learn to work and play safely so that you can enjoy the things in life that mean happiness--and live longer.

PRESIDENT MACFARLANE TESTIFIES AT MERGER HEARING

Formal Interstate Commerce Commission consideration of the proposed Northern Pacific-Great Northern-Burlington-SP&S merger got under way in St. Paul on October 10. Subsequent hearings at various cities on the four systems will give all interests ample opportunity to be heard.

First witness at the initial hearing before ICC Examiner Robert H. Murphy was Northern Pacific's Robert S. Macfarlane. President Macfarlane's statement, which required approximately three hours to present, outlined virtually all phases of the proposed consolidation and made these principal points:

1--Low level of earnings of component lines in recent years necessitates elimination of wasteful duplication of services and facilities.

2--Natural competition existing between the component lines makes coordination of facilities out of the question as a substitute for merging the properties.

3--Basis for exchange of NP and GN stock is fair and equitable and is definitely in the best interest of Northern Pacific stockholders.

4--Proposed merger would not eliminate competition.

5--Inclusion of the Burlington in the unification proposal is one of the most important features of the plan.

Mr. Macfarlane declared that while the lines seeking to merge are presently relatively healthy financially, rising costs and intensified competition from other forms of transportation have reduced earnings in recent years "to a dangerously low level." This condition, he said, makes it more essential than ever that wasteful duplication of railroad services and facilities be eliminated to make available the capital needed to modernize and improve their properties, provide a more efficient transportation, and meet their competition.

Commenting on contention that the same results can be accomplished

by coordination as by merger, Mr. Macfarlane said few coordinations are accomplished because of "the competitive urge."

"I am emphatically of the opinion," he said, "that very few, if any, of the economies or efficiencies envisioned by our merger are possible by an attempted coordination of our facilities, but they can be achieved through unification of our four railroads into a single system as proposed."

Argument that this merger will create a monopoly in certain areas overlooks the fact, the witness said, "that while there is competition between the railroads, the important and significant competition is between the railroads on the one hand and other forms of transportation. Nearly all principal cities and areas concerned will continue to be served by two or more competing railroads and in the few that are not, there will continue to be effective competition by other modes of transportation."

Pointing out that Northern Pacific's extensive natural resources presented a "major difficulty" in arriving at terms which would be fair and equitable to both NP and GN stockholders, Mr. Macfarlane outlined in detail the studies and negotiations which finally resulted in an agreement as to the basis on which the stock of the Northern Pacific and Great Northern would be exchanged.

"In the last analysis," he said, "the determination of a fair and equitable exchange ratio had to be a matter of judgment based on a consideration of all factors including a realistic appraisal of what terms would be necessary to bring about acceptance by both sets of stockholders. Full consideration was given to Northern Pacific's natural resources as well as to every conceivable aspect of the properties, assets, earnings, operations and finances of the two companies. Upon such consideration it was the conclusion of the members of our consolidation committee and of our financial consultants that Great

Northern stockholders were entitled to and should be given somewhat better than a share for share exchange."

Accordingly, GN stockholders would receive, in addition, the equivalent of \$5 per share in the form of one-half share of a \$10 par value 5-1/2% cumulative non-voting preferred stock which eventually would be retired through operation of a mandatory sinking fund.

"While the agreement represents concessions by both Northerns, I think it is fair and equitable to both sets of stockholders and definitely in the best interest of Northern Pacific stockholders," Mr. Macfarlane said.

Recalling that the Interstate Commerce Commission in 1930 conditioned approval of an NP-GN-SP&S merger on divorce of the Burlington from control of the two Northerns, Mr. Macfarlane said inclusion of the Burlington in the current unification proposal is "one of the most important features of the plan" because it is a vital link in competing with other transcontinental railroads.

An incidental, but important, saving which would result in merger with the Burlington, he pointed out, would be the annual federal income tax of \$971,310 on the dividends currently paid to GN and NP on Burlington stock.

The component railroads, Mr. Macfarlane said, have made every effort to reduce operating costs and increase efficiency by improving and modernizing their services but in order to take full advantage of technological advances, large capital expenditures must be made, "and the problem now is to find the money."

Answer to the problem, Mr. Macfarlane said he is convinced, is this merger which studies by the engineering firm of Wyer, Dick & Co., indicate would result in an increase in annual net income, before federal income taxes, of more than \$43 million by the end of the fifth year after merger.

After explaining that witnesses
(Continued on Page 4, Col. 2)

MODERN RAILROADING UTILIZES SPECIALIZED EQUIPMENT

Monday, September 25, 1961, marked two transportation "firsts" in Helena when Northern Pacific completed its initial shipment of Volkswagen automobiles between Portland and Helena, via tri-level rack cars.

This was the first of regular shipments of Volkswagens via rail to Helena and the first time the new mobile-multi-level loader and unloader was seen in operation here.

It is estimated that from 70 to 100 Volkswagens per month will now be shipped to Helena by rail, with each tri-level car carrying as many as 18 of these compact cars. This activity initiates a service which will make Helena an important distribution point for Volkswagens in Montana.

This rapidly expanding freight service is augmented by a unique 45 foot mobile multi-level loading and unloading ramp. The ramp can be raised or lowered to any one of the three levels of the rail carrier, making it quick and easy to drive the cars off the carrier and down the ramp to street level. The versatile piece of equipment can raise its ramp to a maximum height of 14 feet 7 inches above ground level.

Raising or lowering the ramp is accomplished by a cable and pulley system powered by an electric motor.

Should the loader-unloader be needed at another rail point, where no permanent unloading facilities are maintained, it can be rolled up a ramp on to a flat car and transported to its destination. There any tractor, trailer or fork lift truck equipped with a trailer hitch can be used to move it down a ramp to level ground for operation.

The combination of tri-level racks for transportation of motor cars by rail and the use of mobile multi-level loaders and unloaders tailored to tri-level equipment, highlights another important milestone in railroad progress.

* * *

MISTAKES STOP WHEN YOU START THINKING



Volkswagens from first level of rail car go down ramp of multi-level unloader. After first level is empty, ramp is raised to second level for removal of cars there and finally to third level where remainder of cars are run down ramp. Mechanization makes possible unloading entire tri-level rack of automobiles quickly and efficiently.

MERGER HEARING

(Continued from Page 3)

who will follow him will detail the plans for integration and operation of the properties, Mr. Macfarlane summarized what he termed "the over-riding consideration" in connection with the merger application in these words:

"It is a part of sound and accepted American political and business philosophy that government ownership and operation of transportation is not in the public interest. But the trend in the railroad industry during recent years has been ominous. On the one hand, a continually smaller portion of the nation's intercity traffic is being handled by the railroads. At the same time, the return on investment has been decreasing to wholly inadequate levels measured by any standard. This is true throughout the industry. Unless these trends are reversed, and reversed soon, the end result is inevitable.

"The survival of the American railroad industry as a private enterprise is at stake and, before it is too late, steps such as this proposed merger must be taken. Our merger is not a quickly determined, hastily devised, or speculatively inspired proposal, but is the result of six years of careful, thoughtful and, I

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.

DON'T GIVE A FIRE A PLACE TO START

hope, statesmanlike effort to carry out the Congressional intent of preserving our industry by increasing efficiency in order to better serve the public at lower cost than would otherwise be possible."



This is the season when enthusiastic anglers, back from vacation, regale us with stories about "the one that got away." But here are some that didn't get away. In the top picture (left), Director of Purchases W. K. Smallridge and Mrs. Smallridge of St. Paul, both ex-Puget Sounders, proudly display a catch of King Salmon. Caught in the straight of Juan de Fuca near Sekiu on Washington's Olympic peninsula, the fish Bill is holding weighed in at 25 pounds. Mrs.



Smallridge is just as proud of her 7 and 5 pounders.

At right, another group of happy fishermen show off an impressive catch of King and Silver salmon made in Grays Harbor, about 12 miles out from Westport, last August. Standing are W. J. Galt, NP's Livestock Agent, Billings; E. M. Stevenson, Assistant Vice President-Traffic for NP, St. Paul; Ray Brugeon, Traffic Manager of the St. Regis Paper Co., Tacoma; Gordon

Goheen, President of the Hoquiam, Wash., Chamber of Commerce, and Frank Wittenberg, NP's General Agent at Aberdeen.

Kneeling are two well-known NP anglers, A. P. Kimmel, General Freight Agent, and O. A. Kobs, Western Freight Traffic Manager, both of Seattle. Kimmel walked off with top honors with a 34-pound King. A spokesman for the group said the last five pulled in, each weighed over 30 pounds.

50-YEAR MAN -- FRED A. SOMMARS, Agent at Jamestown, was honored at an informal gathering on August 7 in observance of his 50th year with the company. Mr. Sommars began his railroad career in 1911 as station helper at Turtle Lake. He has held his current post for the past 13 years.



*Vote for
PERFECT
SHIPPING!*



The forty-eight members of the NORTHERN PACIFIC GOLF LEAGUE held its annual banquet August 29 in St. Paul.

Elected officers were Glen Larson, president; Tom Denesen, vice president; and Marvin L. Morrisberger, secretary-treasurer.

The team champions of the 14 week schedule were George Carlson, Art Wahlstrand, Ben Fuchs, Loren Elverhoy (captain) Dick Michel, and Walter J. Webb.

RETIREMENTS SINCE LAST ISSUE OF TELL TALE

NAME	OCCUPATION	LOCATION	YEARS SERVICE	NAME	OCCUPATION	LOCATION	YEARS SERVICE
Elmer L. Buttshaw	Roundhouse Laborer	Staples	36	Fred W. Hohensee	Machinist	Brainerd	49
John J. Bedard	Carman	St. Paul	24	Charles E. Ayer	Agent-Telegrapher	Rice	48
Mendel Orenstein	Coach Trimmer	St. Paul	39	Morten Amundsen	Conductor	Duluth	42
Arthur E. Kath	Locomotive Engineer	St. Paul	52	Robert Egle	Boilermaker Helper	Brainerd	34
Howard U. Lemon	Triple Valve Repairer	So. Tacoma	24	Lyman Loetscher	Water Ser. Foreman	Livingston	39
Hermann Klatt	Crossing Flagman	Auburn	43	Thomas J. Cowan	Switchman	Tacoma	47
Frank E. Johns	Section Laborer	Jamestown	21	D. W. Donoghue	Pumper	Glendive	42
Albert Meissner	Tinsmith	Livingston	38	James W. Tuttle	Machinist	Duluth	26
F. H. O'Donnell	Bus Driver - N.P.T.Co.	Billings	30	Alger E. Thon	Machinist	Brainerd	49
F. C. Harrington	Gen'l. Signal Supervisor	Livingston	51	H. M. Caverly	Machinist Inspector	Minneapolis	39
Lloyd H. Terry	Signal Maintainer	Avon	42	Fred H. Ward	Yardmaster	Yakima	51
				Carl A. Ostness	Carman	So. Tacoma	26



Approximately 200 friends and associates gathered at the Town and Country Club in Seattle recently to honor C. E. "Pat" Fulton on the occasion of his retirement after 45 years' service with the Northern Pacific Railway.

Theme of the dinner party was "THAT WONDERFUL YEAR - 1916." Reprints were taken from the Chehalis High School Annual of 1916. These were used for wall and table decorations. Mr. Fulton's senior picture from the Annual was used as the main decoration behind the head table. The Northern Pacific Quartet entertained, as well as Jerry Robinson of the Traffic Department who

played a medley of songs popular in the year 1916.

O. A. Kobs was master of ceremonies. He presented Mrs. Fulton with a lovely pin and Mr. Fulton with an RCA television set. Mr. Stevenson presented Mr. Fulton with a 45-year tie bar. A scrapbook containing letters from many of Mr. Fulton's friends was also presented to him.

In addition to Mr. and Mrs. Fulton, those seated at the head table were: F. G. Scott, G. W. Rodine, Mrs. Otto Kopp, Mr. and Mrs. A. P. Kimmel, Mr. and Mrs. Ober A. Kobs, Mr. and Mrs. F. L. Steinbright, Dr. and Mrs. F. M. Fulton, and E. M. Stevenson.

WALTER W. GORDON, carman, began employment at Brainerd Shops in 1919 and after 42 years of service retired without a reportable accident—indeed a wonderful record. Mr. Gordon has a home on Clark Lake near Nisw,

Min., and is looking forward to doing a lot of fishing. Best of luck and a long and happy retirement.



ANGEL MONSON retired September 1 as B&B Supervisor at Glendive, after more than 47 years on the Yellowstone Division. Mr. Monson was first employed in the track department at Wibaux and transferred to the B&B Department in 1918. He was appointed B&B Supervisor of the Yellowstone Division in 1935.



J. G. (Gordie) MILLER, Agent at Lake Park, who retired September 8, is pictured at his telegraph desk after 54 years of continuous service without a reportable injury. Mr. Miller started working for the Northern Pacific in 1907 as a timekeeper for an extra gang and three years later started as telegrapher, becoming Agent at Lake Park in 1934.





Northern Pacific Beneficial Association



The Association suffered a great loss through the death of Dr. E. S. (Pat) Murphy September 5.

During his many years of service, he was an enthusiastic N.P.B.A. supporter and maintained an active interest in its welfare.

Dr. Murphy interned at Brainerd Hospital in 1916-1917, leaving there to serve in the army during World War I. After release from military service, he was associated briefly with the St. Paul Hospital staff. In 1924 he joined Glendive Hospital staff where he remained until 1930 when he took a leave of absence to do post graduate work at the University of Minnesota, specializing in eye, ear, nose and throat work. He returned to Glendive for a time, and in 1934 was appointed Assistant Surgeon at Missoula Hospital and served as specialist in the above field. During World War II he served with the armed forces from 1942 until 1945, when he returned to the Missoula staff.

On March 1, 1955, Dr. Murphy retired from Association service, but his interest continued, and he maintained close contact with his many friends and associates.

We extend our sincere sympathy to his family.

Dorothy L. Sharpe was appointed Director of Nurses at St. Paul Hospital July 1st.

She is a graduate of the University of Minnesota School of Nursing where she received her Bachelor of Science Degree in Nursing. As a result of post graduate work she received the degree of Master of Nursing Administration.

We are pleased to welcome Miss Sharpe to our Association.



Dr. J. D. Morrison, N.P.B.A. Specialist, Billings, recently showed a film entitled, "It's Up To You," concerning eye injuries and protection of eyes to employees of the Car, Store and B&B Departments at Laurel. A lively question and answer period followed the film. Dr. Morrison, associated with the N.P.B.A. since 1940, is also Montana State Consultant for the National Society for Prevention of Blindness.



St. Paul Hospital was surveyed August 25 by Dr. William Talbot of the Joint Commission of Accreditation and received a full three year accreditation, with commendation for constant effort to improve the quality of patient care and maintain the high standards achieved.

Railroad hospital and medical plans serve 400,000 employees on 30 railroads in this country. These plans provide a maximum amount of medical service and hospitalization at a minimum cost for railroad employees. They provide the most comprehensive hospital and medical service on a private group basis available in America today.

An individual participating in a railroad medical plan who enters a railroad hospital finds that the doctors make a complete history of his case which becomes part of his permanent record. Each laboratory procedure, each series of x-rays, every dose of medicine and all surgical procedures are entered on the chart.

Specialists outstanding in their particular fields examine the patient and work with the attending doctor. Consultations are frequently informative and bring forth the latest techniques for predicting problems to come or caring for ailments diagnosed in their early stages.

Each time an individual re-enters the hospital, his entire record is available to the attending doctor. The patient is afforded complete diagnostic service, and if a medical or surgical problem exists, it can be detected and corrected before it permanently affects the patient's health and well being.

In the course of performing their medical work, doctors compile statistics taken from railroad hospital records, and outstanding contributions have been made to medicine as a result of this type of activity. Such care is available only through a comprehensive service type hospital plan such as is available to railroad workers. (Compiled from The Railroad Hospital Association "Reporter".)

The following gifts illustrate the continued interest of our members and friends and are appreciated:

FOR ST. PAUL HOSPITAL:

\$48.60 from Mrs. Michael Hart for overbed table in memory of her husband, deceased Chief Clerk, Advertising Dept., St. Paul;

\$28.00 from Accounting Department employees in St. Paul, Livingston and Tacoma, in memory of Carl R. Leaf, former General Accountant;

\$10.00 from Frank Grundmeier, Section Foreman, Gemmell, Minn.;

Renewal of "Saturday Evening Post" subscription from Irma E. Andersen, Crossing Watchman, Superior, Wis.;

FOR MISSOULA HOSPITAL:

\$17.00 for television fund from employees of Livingston Roundhouse;

\$10.00 from William Robertson, Engineer, Clarkston, Wash.;

Portable television set donated by Ethel Donnelly, deceased retired Crossing Watchman, Helena;

FOR TACOMA HOSPITAL:

\$10.00 from C. L. Herrick, Machinist, Tacoma, Wash.

ACCIDENT-PRONE EMPLOYEES

Accident frequency is the barometer which indicates the trend of your safety performance. A high frequency rate denotes carelessness, which, if not curbed, will produce serious accidents.

An analysis of accidents shows that there are "repeaters." It has been verified that a small group are responsible for the majority of accidents, and it is possible that some or all of these men are accident-prone - that is, they tend to have more accidents than would occur by mere chance. Usually, however, accident repeaters are victims of faults that can be easily discovered and removed by common-sense methods. Accident proneness may result from any number of causes, and the supervisor can easily detect them when the employee is closely observed.

Supervisors should look for conditions surrounding the work of the accident repeater which might cause him to have accidents.

Accident-prone employees can be advised why they are accident-prone after a careful study. Most of the causes are personal matters and should be handled with considerable tact if results are to be expected. A lot can be accomplished if the employee is interviewed every so often and told that the Company is concerned about his repeated accidents.

STATEMENT OF EMPLOYEES' REPORTABLE CASUALTIES BY CLASSES FOR THE PERIOD JANUARY 1 TO SEPTEMBER 30, 1961												
	Divisions						Main Shops					
	Lake Supr.	St. Paul	Fargo	Yellowstone	Rocky Mtn.	Idaho	Tacoma	Como	Brainerd	Livingston	So. Tacoma	Total
Enginemen	1	4	1		2	2	5					15
Trainmen	3	6	1	2	1	1	1					35
Yardmen	5	1	3	4	2	1	19					45
Stationmen	2	2		3	2	1	6					16
Trackmen		3	1	4	5	4	6					23
B & B. men		1		1	8	4	2					16
Shopmen		2			1				1	2	1	7
Carmen	1	2		3			6	1	1			14
Total	12	31	6	17	21	23	55	1	2	2	1	171
Rank	3	6	1	2	5	4	7	2	3	4	1	
Store									1		1	2
Dining Car												8
Engineering												3
Signal												1
Chief Spl. Agent												
Communications Dept.												3
Electrical Engr.												
General Office												
King St. Station												
Miscellaneous												
Grand Total	12	31	6	17	21	23	55	1	3	2	2	188
Casualty Rate per Million Man Hours (est.) - - - - -												7.7

Believe in Safety!



WAREHOUSE EMPLOYEES AT THE MINNEAPOLIS LOCAL FREIGHT HOUSE gathered for their last safety meeting before the retirement of Agent William B. English after more than 48 years of service. Mr. English (inset) was first employed as a telegraph operator at Grafton, subsequently working at various stations on the St. Paul Division as agent-operator. He was appointed agent at Minneapolis in 1958.

Mr. and Mrs. English were honored guests at a retirement party given by the local freight office and warehouse employees.

Shown at the extreme right is Superintendent Safety & Fire Prevention C. T. DeWitt who attended the employees' safety meeting and extended retirement greetings to Mr. English.