



Vol. XXIV ISSUED BY THE SAFETY & FIRE PREVENTION DEPARTMENT, NORTHERN PACIFIC RY., ST. PAUL, MINN., NOVEMBER 1961 No. 11



VICE PRESIDENT C. H. BURGESS, CENTER, AND GENERAL MANAGER D. A. THOMSON, RIGHT, INSPECT NEW CTC TRAIN GRAPH WITH SIGNAL ENGINEER A. J. HENDRY AT GLENDIVE.

(See Story on Page 3)



# MEMO . . . FROM THE PRESIDENT

A serious threat to the economy of the Pacific Northwest is contained in the Wilderness Bill, now before the Congress. Known as Senate Bill 174, the bill has passed the Senate. If it is approved by the House and becomes law, it can remove from full productive use up to 60 million acres of public land. According to the lumber industry spokesmen, you can't take away that much land and have enough trees left to meet America's growing requirements and keep mills and payrolls going.

Proponents of the Wilderness Bill argue that its provisions involve only some 2% of the national forest area, which is not significant in the whole. The fallacy of that argument is that the bulk of such areas are in the West, with large acreage in Montana, Idaho, Wyoming, Washington and Oregon--states served by the Northern Pacific.

The Wilderness Bill Fails in Conservation because trees grow old and die. If they are not used, they are wasted, not conserved.

The Bill Fails in Recreation because it would prohibit roads, cars, motor boats, airplanes, sanitary camp sites or other accommodations. It is estimated that less than 1% of outdoor recreationists have either the time or money to enjoy a wilderness area.

Thus the proposal for broad expansion of wilderness areas boils down to a simple question, it seems to me, as to whether it is in the interest of the American people as a whole to provide a hobby for a select few or the means of livelihood for many by continuing to make a vital contribution to the American economy through proper utilization of our natural resources.

Because a large percentage of Northern Pacific's freight revenue (nearly 30% in 1960) is derived from forest products and a substantial percentage of westbound traffic is for businesses and services supporting primary forest industries, it is readily apparent that the economic health of the Northern Pacific and its employees is dependent to a considerable degree on forest products.

Both as citizens and as railway employees we all have a vital interest in the development and use of the natural resources of our Federal lands. Wilderness proponents are bombarding Congress with demands for greatly increased wilderness areas. Why not tell your Congressman how you feel about this Wilderness Bill (Senate Bill 174)?



L. L. Perrin, Manager of our Advertising & Publicity Department, retired November 1st. My close working association with him prompts me to personally acknowledge his many years of devoted service to the company, together with his effective work in planning programs for publicizing the progress of the Northern Pacific. I am sure all who know him join me in wishing him good health and many happy years of retirement.

*Robert MacFarlane*

1891

-

1961

W. W. Judson, former Vice President-Operating Department, died in Los Gatos, Calif., October 22.

Mr. Judson was Vice President of NP from April 1, 1947, until he retired because of ill health on May 1, 1954. He had made his home in Los Gatos since



retirement. A native of Rochelle, Ill., he entered railroading in the Engineering Department of the Spokane, Portland & Seattle Ry at Portland in 1912, following schooling at Knox and Dartmouth colleges. He began his career with the Northern Pacific at Centralia, Wash., in 1914 as a rodman in the Engineering Department.

He was Superintendent of the Yellowstone and Rocky Mountain Divisions and General Manager in St. Paul before he became Vice President.

Mr. Judson served 15 months overseas in the Army Transportation Corps in World War I and for a period in World War II served with the War Production Board in Washington, D.C.

1889

-

1961

Emil G. Anderson, retired Assistant General Freight Agent-Rates, St. Paul, died suddenly on November 11. Mr.

Anderson entered service of the Northern Pacific in 1906 as an office boy in the Freight Department.



After serving in various capacities in that department he was made Assistant General Freight Agent-Rates, in 1942, which position he held until retiring in 1954 account of ill health.

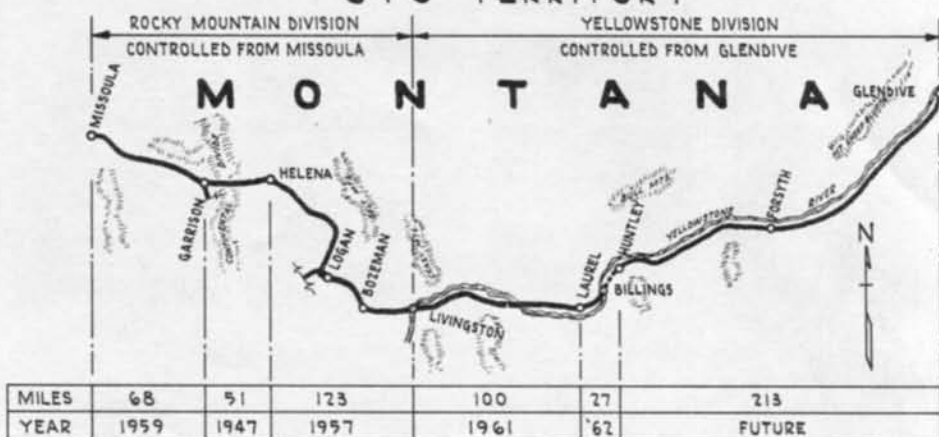
## NEW CTC ON YELLOWSTONE DIVISION IMPROVES TRAIN PERFORMANCE

### CTC TERRITORY

Northern Pacific's program for the installation of CTC (Centralized Traffic Control) now in progress on the Yellowstone Division has recently placed the hundred-mile territory between Laurel and Livingston under the direct control of the Dispatcher at Glendive. With this system, the train dispatcher remotely controls signals, switches and other facilities located nearly 350 miles from his headquarters. This latest addition of CTC places 340 miles of the road between Laurel and Missoula in the push-button age of rail-roading.

The new Laurel-Livingston installation lends much needed assistance to one of the busiest sections of track on the property for it is daily necessary that the eastward and westward North Coast Limiteds, as well as five time freights, meet or pass one another, all within a period of approximately four hours. Ten or twelve meets are now efficiently accomplished in this brief period of time and, with the new 10,000 foot sidings, many of these are "non-stop" meets. As a result, running time for freight trains has been reduced approximately one hour over the Subdivision.

The new control machine at Glendive, shown in the accompanying photograph, comprises a two-level control panel, communication facilities being on the upper level and signal control and indication facilities on the lower level. Control levers are provided for all switches and signals at the ends of sidings. Indication lights in the miniature track diagram on the control panel tell the train dispatcher where all

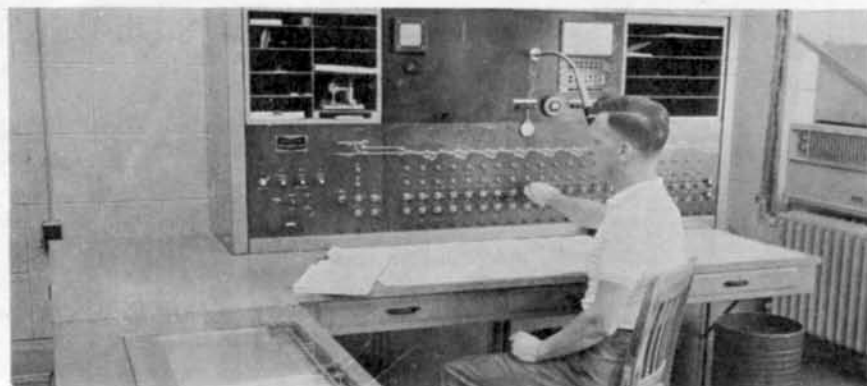


trains in the territory are located. Levers are also provided on the panel to control "employee-call" lights at the ends of sidings and electric switch heaters, used for the melting of snow, on all power operated switches. A very useful part of the system is the automatic train graph recorder which produces a permanent graphic record of the time each train passes the various control points at the ends of sidings. This graph is useful to the Dispatcher in predicting the best point for opposing trains to meet or the proper siding for a fast moving passenger train to pass a slower moving freight train. It also facilitates operational studies of train movement.

To conserve space in the second-floor dispatcher's office, the hundreds of relays needed to transmit and receive the CTC code impulses are located in a separate room on the third floor of the depot. Emergency power facilities are also located in this room so that the system can continue in operation indefinitely despite failure of commercial power sources.

Along with the new signal system, sidings were upgraded by extending them to accommodate trains of at least 175 cars, new switches were placed and the side track ballast improved so that train speeds entering and leaving could be raised to thirty miles per hour, twice former maximum permitted speeds. These improvements, together with the important advantages from direct dispatcher control of the switches and signals, enable the substantial train-hour saving.

First installation of CTC by Northern Pacific was made in 1947 between Helena and Garrison, Montana. As shown on the map at the top of the page, other installations followed in 1957 between Livingston and Helena and in 1959 between Garrison and Missoula. Now, with 342 miles of the main line under CTC operation, plans are being made to extend the control eastward another 27 miles to Huntley. When revenue conditions permit, this and the territory between Kootenai, Idaho, and Spokane, Washington, will be progressed.



New CTC control machine  
at Glendive



**L. L. PERRIN RETIRES;  
W. A. GUSTAFSON IS  
NAMED SUCCESSOR**



L. L. Perrin



W. A. Gustafson



W. L. Brouelette



R. K. Robinson



R. L. Gaunt



W. O. Forsten

Retirement of L. L. Perrin, Manager of the Advertising and Publicity Department of the Northern Pacific Railway, and appointment of Walter A. Gustafson of St. Paul to succeed him, became effective Nov. 1.

Mr. Gustafson, a native of St. Paul, studied advertising and journalism at the University of Minnesota. After seven years in the commercial motion picture business, he did sales promotion work at Brown & Bigelow for 17 years.

Mr. Perrin joined Northern Pacific 35 years ago after 13 years in newspaper editorial work in St. Joseph, Mo., Des Moines, and St. Paul. He worked 10 years on the St. Paul Dispatch-Pioneer Press, the last six as Dispatch city editor. He worked briefly on the old St. Paul Daily News before going to the NP in December 1926.

R. K. Robinson has been appointed General Agent in the Passenger Department in Seattle, effective November 1.

Mr. Robinson, who has been District Passenger Agent in Seattle, succeeded W. L. Brouelette who retired after more than 46 years of NP service. R. L. Gaunt, Traveling Passenger Agent at Tacoma, succeeded Mr. Robinson and W. O. Forsten of NP's Seattle general office staff, succeeded Mr. Gaunt.

Mr. Robinson joined the Passenger Department in Chicago in 1945. He was City Passenger Agent and Traveling Passenger Agent in Chicago before he moved to Seattle as District Passenger Agent in 1958.

Mr. Brouelette entered NP service at Wallace, Idaho, in 1915. After

holding various positions in the Operating Department at Wallace and Missoula, Montana, he became Passenger Agent at the U.S. Naval Training Station, Farragut, Idaho, during World War II. He was Traveling Passenger Agent at Seattle and Yakima, and City Passenger Agent in Seattle before taking over his present post in 1951.

Mr. Gaunt joined the railway at Wapato, Wash., in 1951. He was Chief Clerk in the Spokane Passenger Office and Traveling Passenger Agent at Spokane before moving to Tacoma in the same capacity last year.

Mr. Forsten went to work for NP at Portland six years ago and worked in the railway's Spokane Passenger Office before moving to Seattle in 1958.

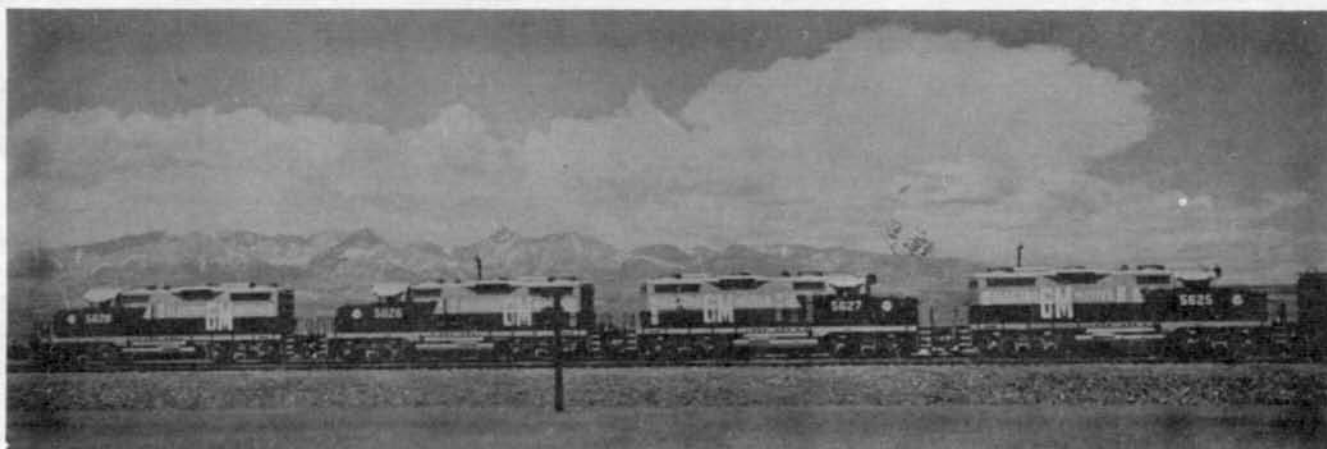
*Accidents don't pay  
but people do!*



*When you drive your auto  
let safety be your motto*

**RETIREMENTS SINCE LAST' ISSUE OF TELL TALE**

NAME	OCCUPATION	LOCATION	YEARS SERVICE	NAME	OCCUPATION	LOCATION	YEARS SERVICE
George W. Smyth	Locomotive Engineer	Tacoma	50	Leonard V. Titus	Acctnt-Seattle Frt	Seattle	46
Frank Goidich	Machinist	So. Tacoma	26	Ole Loe	Car Repairer	So. Tacoma	42
Erwin W. Petty	Machinist Helper	St. Paul	35	Mack T. Miller	Weighmaster	Yardley	43
William Vitous	Locomotive Painter	St. Paul	42	Merton D. Mogle	Locomotive Engineer	Forsyth	42
Waino Matson	Agent-Telegrapher	Mott	46	Ward Burfield	Conductor	Walla Walla	43
Jerome T. Moore	Western Manager - Ind. Development Dept.	Seattle	41	Carl A. Carlson	Asst. Warehouse Frmn	Minneapolis	49
Edward J. Whiting	Machinist	Brainerd	38	Stanley O. Forsythe	Locomotive Engineer	Minneapolis	49
John E. Hysen	Machinist	Missoula	33	John M. Peterson	Section Laborer	North Branch	25
Edward E. Loney	Cashier-Revising Clk.	Walla Walla	44	Jacob Lennick	Section Laborer	Hebron	34
Oran C. Gregory	Pipefitter	Livingston	35	John W. Weekes	Machinist	Parkwater	39
				Clarence E. Poore	Machinist	Centralia	41



Northern Pacific's main line between the Twin Cities and Missoula has been used as a proving ground in recent months to measure the efficiency of two new series of locomotives. Shown here are views of the GP-20, a 2000-hp unit developed by Electro Motive Division of General Motors. These test runs were conducted in June. Upper photo shows westbound freight No. 603 heading out of Missoula with 3,899 tons behind four GP-20 units, the dynamometer car and a business car. The latter carried NP and EMD personnel who gathered data on the performance. Speed, drawbar pull and wheel slippage are among the performance features checked. The lower photo above, shows the same train near Springdale,

Mont., with the Crazy Range of the Rockies in the background. The GP-20's hauled as high as 5,799 tons on the eastbound run between Laurel and Northtown. Tests were made in August with the new General Electric U25B, a 2500-hp unit. Three units of this radically different type of locomotive hauled up to 104 cars with 4,643 tons west to Livingston at the head of No. 603. Powering the fruit train from Laurel to Northtown, it hauled 104 cars with 5,763 tons. The tests were made to provide information which will be useful when the company considers the purchase of additional or replacements units.



This all steel building at Laurel Car Shop, costing \$190,000 was recently completed and replaces the one destroyed by fire last year.

On completion seventy-six of the men who were furloughed because of the fire were returned to work.

## NORTHERN PACIFIC TRANSPORT RECEIVES NATIONAL HONOR

National honors for outstanding driver safety performance were won by Northern Pacific Transport Company in the 30th annual National Fleet Safety Contest conducted by the National Safety Council.

The Northern Pacific Transport Company fleet, consisting of 53 vehicles and 78 drivers, was awarded first place in the Common Carrier Truck Division of the contest at ceremonies highlighting the 49th National Safety Congress, annual convention of the Council recently held in Chicago.

The award is based on the company's safety performance from July, 1960, through June 1961. During the period, the firm's drivers operated 3,721,708 miles and had .026 accidents per 100,000 vehicle miles of operation.

Some 2,500 fleets competed in the contest. They operated 295,000 vehicles and traveled six and a quarter billion miles.

The combined average rate of 1.25 accidents per 100,000 vehicle miles was down 2 percent during the contest period from the previous rate, and was the lowest in the 30-year history of the contest. Contestants had 3,300 fewer accidents during the current contest period than in the previous year, with a decrease of 126 million miles of operation.



H. K. Halbrooks, Director of Accident Prevention Division, National Safety Council (left) presents award to Leigh E. Goodrich, Supervisor of Safety and Personnel, Northern Pacific Transport Company.

## THANKSGIVING

If the American Pilgrims had reason to give thanks to God for their lot, how much greater are the reasons why we Americans of the present day should be moved to express gratitude with humble heart, bowed head, and bended knee.

The feeling of gratefulness on the part of a people cannot be inspired by a presidential proclamation that a certain day shall be a day of thanksgiving. Gratitude is something of every day; it is an individual and personal experience. Giving of thanks is the overflowing of a grateful heart, made grateful by the humble recognition of one's blessings.

Many of our blessings are of every day, our homes, our friends, our heritage, and the experiences that enrich our daily lives.

Not a single one of our accomplishments would have been possible without the accomplishments of those who have gone before us and those who cooperate with us. No one is self-sufficient. A great deal more of our successes are due to the efforts of others than we care to admit. Everyone in looking back over his life can recall receiving undeserved good turns, advice, encouragement, help, and kindness from those around him. We could never in all time repay those to whom we are indebted. And who hasn't recognized the hand of the Creator working in his life . . . unexplainable decisions or moves we have made which have resulted in unanticipated blessings and successes.

The observance of Thanksgiving Day by us as a nation brings us clearer focus of the great heritage that is ours, an outgrowth of a grateful band of Pilgrim fathers who through bitter experiences in everyday living were moved to give thanks for circumstances that today would be those of great hardship.

Gratitude is every day "Gratitude is that grace we say to God."

Malcolm Hyatt in his "Prayer of Thanksgiving" wrote -

*"Keep our Faith a burning beacon shining  
Where our dreams may thrive;  
Lord, let each day be Thanksgiving  
For the privilege to be alive!"*

## TWIN CITIES WOMEN'S TRAFFIC CLUB, INC.



One of the projects sponsored by the Twin Cities Women's Traffic Club, Inc., is the purchase of a Master Eye Guide Dog, which is being trained by J. L. Sinykin, Director of Training, and Trustee of Master Eye Foundation of America.

Left, Mrs. Elaine Smith, treasurer of the club, presents a check to Mr. Sinykin, while Miss Hazel Cornell, president, and Misses Betty Jane Walen and Eunice Mercier, of the Ways and Means Committee, look on.

**PATRIOTISM IS EVERYBODY'S JOB!**





# Northern Pacific Beneficial Association



A special meeting of the N.P.B.A. Board of Directors was held in St. Paul October 16th through 19th.

## ASSESSMENT DISCONTINUED

The Directors did not reinstate the assessment of 75¢ per month on active members and 70¢ per month for retired members.

It is the intention of the Board to provide the greatest number of benefits for the lowest possible dues. Expenses will be closely supervised and financial operations reviewed.

The dues rate is dependent upon current prices and increased costs. Force reductions have a great affect on the financial condition of the Association. If the operations of the Association continue to be adversely affected by these factors, it may be necessary to adjust dues rates in the future. Most insuring groups have experienced rate increases recently.

## OUT-PATIENT DRUG COSTS

Definition of word "cost":

The question of what is meant by the word "cost" in filling prescriptions for members through N.P.B.A. Hospital pharmacies was discussed by the Board of Directors.

It was decided to delete the words "plus 10%" in Rule 4 F of the Association's By-Laws and substitute the words, "including cost of drugs, handling charges and overhead".

The provision will now read: "Out-patient drugs are not furnished. The members may send their prescriptions to an N.P.B.A. Hospital Pharmacy at St. Paul, Glendive, Missoula or Tacoma where they will be filled at cost, including cost of drugs, handling charges and overhead."

Prescriptions containing excessive narcotics:

Regulations in some states prohibit prescriptions containing excessive narcotics from being sent through United States mails. Problems involved in getting such prescriptions to members were discussed.

The Board decided that members may have those prescriptions containing excessive narcotics filled locally at no greater cost than they would have had to pay at the N.P.B.A. Hospital pharmacy. Members will be reimbursed the difference between the local pharmacy charge and the charge which would have been made by an N.P.B.A. Hospital pharmacy.

----

At the present time the Association has arrangements with 276 physicians and surgeons as Local Surgeons to serve N.P.B.A. members from the Head of the Great Lakes and St. Paul to Seattle.

In addition, 105 specialists and consultants furnish specialized care to the membership.

These groups, together with the staff members of the four Association Hospitals, represent a total of more than 400 doctors now caring for the health needs of N.P.B.A. members.

## IN-SERVICE EDUCATION PROGRAM

Two films concerning the control of infection in hospitals have been shown as part of the In-Service Education Program conducted at St. Paul Hospital.

"Hospital Sepsis" was viewed by personnel from nursing, housekeeping and dietary departments.

"I Dress The Wound" was shown to nursing personnel.

The nurse aides were given classes on temperature, pulse and

## OUR THANKS TO:

The Monad Club of Tacoma for the new television set recently presented to Tacoma Hospital. The Club also arranged to have two new all weather and all channel antennas installed for this set and the one they presented to the hospital some months ago.

We are very grateful to this organization for the many thoughtful and generous contributions they have given the hospital, and we are sure the patients would wish to join us in extending sincere thanks to the Monad Club for their most recent gift.

We are also very appreciative of the following contributions received in recent weeks:

For St. Paul Hospital -  
\$25.00 from C. R. Hansen, retired Architect, St. Paul;  
\$6.00 from an anonymous donor;  
\$5.00 from J. C. Kelly, Engineer, Duluth;  
\$5.00 from N. A. Miller, B&B Foreman, Staples;  
\$4.50 from A. Altobelli, Sectionman, Dilworth;  
\$1.00 from A. O. Hegdahl, Crossing Watchman, Brainerd.  
For Tacoma Hospital -  
\$5.00 from S. D. Kirk, Section Laborer, Pasco;  
\$1.00 from Warren Cutler, retired Telegrapher, Tujunga, Calif.;

Special thanks are due the family of D. N. Wood, retired Station Agent, Sunnyside, Wash., for their kind letter of appreciation for care given Mr. Wood recently at Tacoma Hospital.

respiration, and several demonstrations of "isolation technique" were given for nursing personnel.

Also included in this educational program was an address by President T. O. Peterson on employee-patient relationships.

## FOR YOU . . .

A thousand new inventions in the last generation have made our lives safer against the thousand mortal shocks that flesh is heir to.

For our safety devices we may well be thankful. But - don't rely too blindly on them. To do so exposes you to the danger they're supposed to protect you against. The existence of a safety measure does not mean that you are excused from thinking about your own protection. Your peak importance is, you are personally responsible for your own protection.

Somehow, through the years, all of us have grown a bit calloused about this matter of personal safety. We read the slogans on the posters and agree with the thought in general, but then we more or less "let it go" with the feeling that it's good advice "for someone else."

After repeated warnings and safety messages and after nothing in particular seems to happen to us - even when we violate the rules of safety - we come to develop an attitude "it won't happen to me." An accident or injury then, often has to put us back into our honest sense of values. Safety becomes more than a word we may have come to think of us "some kind of a program the company is trying to put across." Safety becomes a living thing - something real and personal. Perhaps we need a new word for safety - a word which brings to mind embarrassment, damaged look, or pain, or the trickle of blood. Perhaps we need a word which won't let us imagine for a moment that by taking precaution we are only doing that which is normally right in the eyes of the vague thing called SAFETY. We need a word for safety which inscribes the thought indelibly in our mind - on the job and off the job.

If you keep your mind on your work, you'll find you won't have work on your mind.

Headquarters of C. W. Kawkes, Superintendent of Northern Pacific Transport Co's western operations, has been transferred from Tacoma to Seattle.

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

	Divisions							Main Shops				
	Lake Supr.	St. Paul	Fargo	Yellowstone	Rocky Mtn.	Idaho	Tacoma	Como	Brainerd	Livingston	So. Tacoma	Total
Enginemen	1	5	1		2	2	7					18
Trainmen	3	6	1	3	1	13	17					44
Yardmen	5	14	3	5	3	4	21					55
Stationmen	2	3	1	3	1	1	6					17
Trackmen		3	2	6	6	4	7					28
B & B. men		1		1	8	4	2					16
Shopmen		2			1				1	3	1	8
Carmen	1	3	1	3			6	2	2			18
Total	12	37	9	21	22	28	66	2	3	3	1	204
Rank	2	6	1	3	4	5	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	37	9	21	22	28	66	2	4	3	2	221
Casualty Rate per Million Man Hours (est.) - - - - -												8.31



From left: Otto Hable, Emil Winter, H. L. Walton, Frank Quitter, Joe Harris, and H. R. Purcell.

HAROLD L. WALTON, clerk, Auditor Disbursements, St. Paul, retired October 1 after more than 43 years of service.

Mr. and Mrs. Walton were honored guests at a dinner party held at the Elks Club, October 12.

Mr. Walton's versatile talents will keep him busy for many months to come.

OTTO W. WEYRAUCH, Carman Brainerd Shops, retired October 1 after 24 years of service without a reportable injury. Mr. Weyrauch is looking forward to doing a lot of traveling, including plans to visit Alaska.



JOHN H. SCHONBERG, retired as Locomotive Engineer on the First Sub, St. Paul Division, effective October 1. Retiring after 47 years of faithful service, his many friends on the Northern Pacific wish him many years of happy retirement.

Mr. Schonberg (left) is shown with Engineer Robert B. McLagan.