



The Tell Tale



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MEMO ... FROM THE PRESIDENT

As 1961 draws to a close, it is well to examine our position and look ahead to Northern Pacific's plans for 1962.

I am sure our interests parallel in that we all want to see Northern Pacific continue its forward progress through improvements and new equipment, with expenditures based on sound fiscal policy and careful management.

Our improvement and equipment program for 1962 calls for the expenditure of approximately \$21 million. This is less than our expenditure for 1961, due in a large part, to our heavier program of new freight cars built last year at our Brainerd shops.

Ballasting will account for \$739,080 in our 1962 plans to improve roadbed on 44 miles of main line track and 57 miles of branch line track. We are spending \$337,315 more this coming year than we spent in '61 for improving roadbed.

In 1962, \$727,640 will be spent for bridges, culverts and trestles. This, too, is an increase in the amount allocated in 1961 for the same type of work.

A large portion of our \$21 million expenditure will be for rail and other track materials with \$3,463,915 earmarked for this phase of our program. Relays call for 42 miles of main line track, 36 miles of branch line track and 4 miles of secondary track.

Major expenditures will be made for signal and interlocking plants, \$2,124,835 in 1962. This provides for installation of Centralized Traffic Control and conversion from double to single tracks from Huntley to Billings and installation of Centralized Traffic Control from Spokane to Kootenai.

Advanced techniques in communications make it imperative that we improve and expand our communications systems in '62. We will spend more than half a million, \$510,760, for this purpose. Included in this program is a microwave system to be installed between Seattle and Portland. This microwave radio will be used to provide inter-city dial telephone circuits, also detailed car reports, financial data and other information via teleprinter. Future plans for use of the system call for high speed data and facsimile transmission.

Approximately half of our total expenditure for 1962, \$10,516,500, will be spent for freight cars. Construction scheduled for company shops will keep them busy throughout the major part of the year.

Existing equipment must be maintained and improved. For this purpose, \$913,300 will be spent in 1962.

Our expenditures can, of course, be raised or lowered to some extent, depending on general business conditions in the year ahead.

In closing this last Memo of 1961, it is my sincere wish that you and your families will have a Merry Christmas and that you will be abundantly blessed with good health and happiness through the coming year.

Paul MacFarlane



CHRISTMAS IS THE TIME TO BE EXTRA CAREFUL

Every year, from a few days before Christmas to the week following New Year's, a plague of fires rages up and down the country. Many of these fires result from the extra hazards which exist only during the holiday season and from carelessness that would not be tolerated at any other time.

Little careless acts - that seem so unimportant at the time - cause these holiday fire tragedies; they are all so needless if *YOU* will take a few minutes to read and follow these simple fire safety rules. Make this and every Christmas a fire-safe Christmas!

THE TREE - Cut a growing tree or try to buy one that hasn't dried out from prolonged storage. (When too dry, tree branches are brittle and shed needles easily.)

LIGHTING - Do not use candles on the tree or nearby where there is any chance for an open flame to contact the tree or combustibles piled beneath the tree.

DECORATIONS AND WRAPPINGS - Don't let Christmas wrappings accumulate in the home; place them in your metal covered trash barrel or burn them in your incinerator as soon as possible.

GIFTS - Don't buy pyroxylin plastic dolls, toys or non-flame-proofed cowboy suits, etc. Toys operated by alcohol, kerosene or gasoline are especially dangerous; they may upset and set fire to children's clothing, the tree, or to the house itself.

AND DON'T FORGET - Don't allow smoking near the tree amidst decorations or piles of wrappings; have plenty of safe ashtrays around and use them.

FIFTY NEW MECHANICAL REFRIGERATOR CARS were received recently by the Northern Pacific Railway. ➔

Built by Pacific Car and Foundry Company, Renton, Wash., at a cost of about \$1,400,000, NP's new reefers are equipped with load dividers to protect lading, roller bearings and a refrigeration-heating system that will maintain temperatures from 10 degrees below zero to 70 above.

NP is also augmenting its rolling stock with an additional 40 new airslide covered hoppers being built by General American Transportation Corp., Chicago.

These cars, which will be used to transport sugar, will be outfitted with pneumatic unloading devices and sealed hatches for sanitary protection of lading in transit. Cost of the line is more than \$580,000.



TWENTY-FIVE NEW REFRIGERATED TRAILERS have been put in service to augment the recently inaugurated piggyback movement of fresh fruit from the Yakima Valley in Washington to North Dakota and Minnesota.

← The trailers are equipped with a refrigeration system capable of maintaining temperatures ranging from 15 below zero to 80 above. The system is powered by a Chrysler-Perkins diesel engine. Oversize fuel tanks eliminate refueling stops on long, transcontinental runs. Each unit is 40 feet long, 13 feet high, has extruded aluminum floors, stainless steel meat rails and side doors to facilitate curbside delivery.

Northern Pacific has also purchased 25 non-insulated, high cube trailers for use in regular piggyback service in the Pacific Northwest. Custom-designed for trailer-on-flat car use, they are 40 feet long, 13-1/2 feet high and are equipped with side doors and heavy flooring for forklift loading.

Total cost of the new trailers is about \$525,000.



TWO NP MEN TAKE OFFICE AFTER RECENT ELECTIONS

Two Northern Pacific men have been elected to office in recent weeks. M. F. Connor, General Agent at Cincinnati, has been chosen as vice president of the Cincinnati Club's "Reciprocity Table," an organization of leading local business and professional men.

Gene Bowman, NP's Traveling Freight and Passenger Agent at Superior, has been elected to the board of directors of the Superior Association of Commerce.

Correction:

Item in the November Tell Tale regarding transfer of Northern Pacific Transport Co's western operations from Tacoma to Seattle should read: "Headquarters of C. W. Hawkes."

The second annual NORTHERN PACIFIC BOWLING TOURNAMENT will be held at Fargo, February 22, 1962, for all NP employees and their spouses.

For entry blanks contact C. L. Vincent, Relay Office, at Fargo.



PERSONALS

The following appointments were announced recently:

- O. B. HAMRY, Night Roundhouse Foreman, Parkwater
- G. B. TIEMANN, Assistant Car Foreman 3rd Street Coach Yards, St. Paul
- RICHARD D. JONES, Working Supervisor, Helena
- R. A. BAKKEN, Traveling Passenger and Freight Agent, Chicago
- R. W. FLEMING, Roundhouse Foreman, Seattle
- E. R. CAMPBELL, Traveling Electrician, Staples
- S. E. COLLUM, Assistant Statistician, Accounting Department, St. Paul
- C. L. WHITE, Staff Assistant to Vice President-Operating Dept., St. Paul
- R. G. RUSH, City Passenger Agent, Portland
- R. W. MILLER, Traveling Freight and Passenger Agent, Portland
- W. H. TICEN, City Freight and Passenger Agent, Portland

HERBERT A. KNUDSEN, Eastern Supervisor, Property Taxes, has been elected Mayor of Bloomington, Minnesota, and will take office January 1. Mr. Knudsen served on the Bloomington council during the past five years.



GILBERT T. FLYNN has been appointed Assistant General Freight and Passenger Agent at Tacoma. Mr.



Flynn, who has been General Agent in the Freight Department, St. Paul, joined the NP in 1941 at Billings. He received his degree in Business Administration at the University of Minnesota. He is president of the St. Paul Transportation Club.

RETIREMENTS SINCE LAST ISSUE OF TELL TALE

NAME	OCCUPATION	LOCATION	YEARS SERVICE	NAME	OCCUPATION	LOCATION	YEARS SERVICE
Allan G. Meldrum	Locomotive Engineer	Duluth	50	Wendelin Jancsek	Blacksmith	St. Paul	36
G. J. Peterson	Crossing Flagman	Tacoma	28	H. A. Doberstein	Switchman	Minneapolis	43
F. L. W. Irving	General Agent	Walla Walla	41	F. R. Emerson	Switch Foreman	Duluth	40
Gust Malstrom	Blacksmith	Brainerd	48	Louis Stalder	Locomotive Engineer	Auburn	45
Mildred F. Potter	PBX Operator	Glendive	35	Henry P. Mahler	Chf Clk - Frt Traffic	New York	44
Erasmus E. Lewis	Ticket Clerk	Tacoma	38	W. H. Hendrickson	Section Foreman	Custer	42
Joseph J. Engel	Section Laborer	Goodrich	34	Myrtle E. Olson	Grain Clerk	Duluth	44
Charles W. Davis	Night Roundhouse Frmn	Yakima	20	Fred Job	Store Laborer	Jamestown	32



J. W. NELSON, Electrician Inspector, Northtown Roundhouse, recently retired after 36 years of service. His many friends at Northtown presented "Walt" with a purse as a token of esteem. Shown making the presentation are fellow employees - l. to r. - J. J. Roth, Dean Miller, J. W. Nelson, P. W. Roth, R. H. Nelson, and George Dick.



A service record of 45 years came to a close recently with the retirement of A. RICHARD JOHNSON, Chief Clerk, Valuation Engineer's Office, St. Paul.

Inset is Valuation Engineer M. C. Wolf congratulating Mr. Johnson. In background are, from left, Hugh J. Hawkins, R. A. Kuehlwein, Haaken Falk, A. R. Johnson, C. H. Swanson, E. H. Brown, and J. F. Allen, all retired NP employees.



MISSISSIPPI STREET SHOP EMPLOYEES recently held a party for fellow employees retiring during the year.

Upper photo shows the honored guests (seated) Hub. Latture, Erv. Petty, Arne Wicklund, and William Vitous. Other retired employees attending the party were (standing) Pete Leo, A. G. Kress, Swan Olson, George Bauer, Elmer Wenner, Elmer Kohler, L. C. Connelly, C. Kreyer, and Al. Hoffmeyer.

The lower photo above shows, L. to R. - Mr. and Mrs. Erv. Petty, Mr. and Mrs. Arne Wicklund, Mr. and Mrs. E. D. Cantwell (General Foreman), Mr. and Mrs. Hub. Latture, and Wm. Vitous.

"Retirement is not a time to quit, but a time to start living," says THOMAS HAWKINS, who on August 31 called his last train in the performance of his stationmaster's duties for the NP Ry at Spokane. He served in various capacities and retired as Assistant Depotmaster after 36 years of service.



MARTIN I. LARSEN, Assistant Engineer, Engineering Department, Seattle, retired October 1 after more than 45 years continuous service. Mr. Larson began his railroad career as a Chainman at Duluth in 1916, and worked in various capacities on the system before going to Seattle as Instrumentman in 1947. He was promoted to Assistant Engineer in 1955 and held that position at time of retirement.



A CHANCE TAKER IS AN ACCIDENT MAKER

"PRESERVE OUR HIGHWAYS - SHIP FREIGHT BY RAILWAYS"

On the occasion of his recent retirement, friends and associates of G. F. BAUER, honored the former Roundhouse Foreman at Seattle at a dinner. At the head table, from right, are: Roundhouse Foreman and Mrs. H. L. Rapp, Tacoma; General Mechanical Superintendent and Mrs. J. A. Cannon, St. Paul; Mrs. W. T. Kennelly; Mr. Bauer; retired Superintendent Motive Power and Mrs. F. W. Taylor; retired Shop Superintendent A. I. Anderson, Livingston; Superintendent Motive Power W. T. Kennelly, who acted as m.c., is at the microphone.

Mr. Bauer (inset) started his railroad career with the Northern Pacific in 1912 as a machinist apprentice at Como. After serving in various capacities he went to Seattle in 1945 where he was roundhouse foreman until his retirement.



A. H. SNOOK retired October 31 after more than 42 years' service in the Signal Department. He was appointed General CTC Maintainer at Missoula on April 26, 1950, the position he held until his retirement.

In the photo, left to right, Signal Supervisor R. F. Dewing, Mr. and Mrs. Snook, and Superintendent D. H. King.



At an informal gathering on September 7, WILLIAM D. BRIC (right) was presented with gifts from his company associates by Chief Special Agent C. B. Jacobson, honoring Mr. Bric's retirement from NP service as Special Officer, General Office Building, St. Paul.



NP career begun 44 years ago ended for HENRY G. JOHNSON, chief clerk in Labor Relations Office, St. Paul. Making presentation in behalf of associates is Chief of Labor Relations G. M. Hare (left).



THOMAS J. FLAHERTY, St. Paul switchman, retired November 30 after completing 49 years' service. He is shown being congratulated by O. J. Murphy, Superintendent Motive Power (left) and C. T. DeWitt, Superintendent Safety and Fire Prevention.

A 51-year railroad career came to an end recently with the retirement



of FLOYD HARRINGTON, General Signal Supervisor at Livingston. Mr. Harrington assumed responsibility for important phases of the CTC installation

program on the Rocky Mountain and Yellowstone Divisions. S. C. SWORDER, SR., of Helena, has been appointed successor to Mr. Harrington.

DAVID H. WILLIAMS, Traveling Auditor Disbursements, at Livingston, terminated his railroad career December 1 after 55 years of continuous service, 48 with the NP.



CLYDE A. CARRUTHERS, General Yardmaster at Butte, has retired after 54 years of railroad service - 49 with Northern Pacific.



E. M. LIVENGOOD, Tacoma Division Special Agent retired recently after 39 years of service. Pictured with Mr. Livengood (left) is District Claim Agent R. J. Murphy.



make Every day
a Holiday from
accidents



Saint Paul Winter Carnival



Seated, from left: Bonnie Ulstad, Donna Tretter, Princess Dorothyann Wegscheider, Jule Rolph, and Fran Rowan.

Standing: Eleanor Gjerde, Dorothy Laska, Judy Lemire, Mady Lendway, Karen Kruse, Jacquelyn Thoreson, and Marcia Maxson.



Chosen to represent the Northern Pacific Railway in the St. Paul Winter Carnival, which will be held from January 26 to February 5 next year, is Dorothyann Wegscheider. Princess Dorothyann was selected from the contestants here shown and is employed in the office of Auditor Disbursements. She was crowned by Queen of the Snows Mary Ann Schwab.



The annual meeting of the ASSOCIATION OF MECHANICAL SUPERVISORS of the NP Twin City Terminals, was held at the American Legion Hall, December 2nd. Supervisors, who retired during the year, and their wives were seated at the head table. From left, Mr. and Mrs. E. O. Madson (Como Shop); Mr. and Mrs. T. F. Wade (Northtown Roundhouse); and Mr. and Mrs. H. L. Latture (Mississippi Street). These men had a combined service of 132 years at the time of of their retirement.



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.



This majestic 75-foot Douglas fir, growing near Aberdeen, Wash., will end up as a Christmas tree on the White House lawn this year. The Northern Pacific will move the tree on the first leg of its journey to St. Paul. It will be handled by the Burlington to Chicago and by the Baltimore and Ohio to Washington, D.C. The Aberdeen Lions Club, responsible for selecting the tree, picked this one from Weyerhaeuser's Clemons Tree Farm in the Wishkah Valley.



Northern Pacific Beneficial Association



DRUG PRIVILEGE FOR MEMBERS' DEPENDENTS

The N.P.B.A. Board of Directors met in St. Paul in October. Action was taken to permit members' dependents to purchase prescription drugs from N.P.B.A. Hospital pharmacies at the Association's actual cost, including cost of drugs, handling charges and overhead. This privilege will be extended effective January 1, 1962.

It is anticipated by the Board of Directors that this action will be of considerable benefit to the members and their dependents.

IMPORTANT NOTICE TO N.P.B.A. MEMBERS FURLOUGHED ON ACCOUNT OF REDUCTION IN FORCE

An employe has to retain seniority and an employe relationship with the Railway Company to qualify for continuation of N.P.B.A. membership while on furlough. He must notify the Secretary, N.P.B.A., 612 Northern Pacific Building, St. Paul 1, Minnesota, within 30 days after leaving service of his election to continue membership. The Secretary will forward an application form, B.A. 70A, to the member who must have the form completed by his superior officer. The member may also obtain this form from Superintendents, Foremen or Department Heads. The completed B.A. 70A should then be sent to the Secretary, together with a \$10.30 dues payment for the current month. Monthly dues payments must be made in advance each month until return to active service.

A negotiated labor agreement permits qualifying non-operating employes who are furloughed due to force reduction and who have at least three months' service to have hospitalization provided for three months after being furloughed due to force reduction.

The question of the Company assuming the hospitalization dues for a three months' furlough period of these non-operating members who qualify through the national agreement is not finalized at present, and these members are, therefore, requested to submit full dues of \$10.30 per month during their period of force reduction. Any portion of these dues for the three months' furlough period that will be assumed by the Railway Company will be refunded to the member when the national agreement is applied to this benefit.

N.P.B.A. BLOOD DONORS

The St. Paul Chapter of the American Red Cross Mobile Blood Unit made its third visit to the St. Paul Hospital October 24th and found more than thirty employes ready to donate. A number of these donors have given blood during each visit of the unit to the hospital.

An unexpected donor was a passerby who saw the unit in front of the hospital and thought it worthwhile to join the group of donors. We commend him for his civic spirit.

We are proud of the effort made by Association personnel to help meet the constant need for blood.

Refreshment Time - From left: Nurses Barbara Keller and Judith Bollinger, Ward Maid Hulda Rentz and "Unexpected Donor."



Mobile Unit at St. Paul Hospital

OUR SINCERE THANKS FOR...

\$100.00 from John Leaf, Leading Laborer, Brainerd;

\$25.00 from Ray J. Cullen, retired switchman, Fargo;

Portable radio from widow of Robert Korsch, Engineer, Duluth;

Books from J. C. Kelly, Engineer, Duluth.

The above gifts were received by St. Paul Hospital.

Tacoma Hospital received an "Arrow Walkette" from Ray Koons, retired Chief Clerk, Fort Lewis Depot, in memory of his wife.

These gifts will benefit patients in these hospitals in the future, and we appreciate the thoughtfulness on the part of the donors.

THE OFFICERS AND PERSONNEL OF THE N.P.B.A. EXTEND BEST WISHES FOR THE HOLIDAY SEASON TO ALL MEMBERS AND THEIR FAMILIES.



Registering with Red Cross Personnel - Nurse Marilyn Lenzman (standing) Nurse Aid Ludwina Budziszewski.



GREETINGS!

Again the Christmas Season with all its joy is with us. Under its spell we take on a feeling of kindness and warmth towards others that is not always in evidence during other seasons.

Let us take a moment, however, to consider how easily this grand and glorious feeling all too often is ruined completely. If we are not alert to the prevailing hazards of the season, such as fires, falls, motor vehicle accidents, and other mishaps, tragedy is sure to be visited upon countless homes.

In all our activities, at work and at home, safety is of paramount importance. If safety rules are not followed, or the mind is permitted to wander, accidents are likely to result. This not only brings sorrow and suffering to ourselves, but to our family and fellow workers.

We are now concerned with a better and safer year in 1962. This can be accomplished by methods of control and the elimination of accidents. We ask the cooperation of all Northern Pacific employees to make this a better railroad on which to work. Let us work to make this Christmas and every Christmas a day in which to rejoice for the injury-free days that we have enjoyed.

It is our earnest wish for you and those dear to you that this will be a truly Merry Christmas and that the New Year will bring you health and happiness and real satisfaction -- with the hope that you have included safety in those plans for 1962.

At the 22nd annual convention of the Montana Motor Transport Association held in Great Falls on October 26, 27 and 28, the NORTHERN PACIFIC TRANSPORT COMPANY was awarded a plaque in recognition of placing first in the annual safety contest in the State of Montana in a division which includes fleets traveling 2,000,000 miles or more.

L. E. Goodrich, Safety and Personnel Supervisor, of Billings, was elected Vice Chairman of the Montana Safety Council for the forthcoming year, and J. H. Gullard, of Billings, was re-elected a director of the Association.

STATEMENT OF EMPLOYEES' REPORTABLE CASUALTIES BY CLASSES FOR THE PERIOD JANUARY 1 TO NOVEMBER 30, 1961

	Divisions							Main Shops				
	Lake Supr.	St. Paul	Fargo	Yellowstone	Rocky Mtn.	Idaho	Tacoma	Como	Brainerd	Livingston	So. Tacoma	Total
Enginemen	1	5	1	1	2	2	7					19
Trainmen	3	6	1	3	3	15	15					46
Yardmen	6	16	3	5	3	4	23					60
Stationmen	2	3	1	4	1	2	7					20
Trackmen		3	2	6	6	4	7					28
B & B. men		1	1	1	8	4	2					17
Shopmen		2			1		1		1	4	2	11
Carmen	1	3	1	3			6	2	2			18
Total	13	39	10	23	24	31	68	2	3	4	2	219
Rank	2	6	1	3	4	5	7	2	3	4	1	
Store									1		1	2
Dining Car												8
Engineering												5
Signal												1
Chief Spl. Agent												1
Communications Dept.												3
Electrical Engr.												
General Office												
King St. Station												
Miscellaneous												
Grand Total	13	39	10	23	24	31	68	2	4	4	3	239
Casualty Rate per Million Man Hours (est.) - - - - - 8.1												

