



# The Tell Tale



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WORLD'S FAIR SEATTLE, WASHINGTON • April 21-October 21, 1962

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Vista-Dome NORTH COAST LIMITED  
CHICAGO • ST. PAUL • MINNEAPOLIS • SPOKANE • PORTLAND • TACOMA • SEATTLE



# MEMO ... FROM THE PRESIDENT

The new year is just getting under way as these lines are written. Results for 1961 will not be fully known until the accounting is completed late this month. We experienced some lean months during 1961, especially during the early part of the year, and our performance will not measure up to that of 1960, a year in which we didn't set any records.

Prospects for 1962, however, appear to be brighter. Most economists think that business activity will continue to gain momentum and show a healthy and steady improvement. If business picks up, we will have a better year, too. Any increase in the economy will result in more rail traffic movement. We also anticipate a substantial passenger business this year. The Seattle World's Fair, April 21 to October 21, is expected to attract many travelers to our trains. In order to handle this business properly, we have bought additional passenger cars.

Interbrau G. M. B. H., a grain and feed import-export company of Hamburg, Germany, recently asked to be put on the mailing list to receive the Northern Pacific Crop Reports. This is another indication of the widespread recognition of the excellence of these reports, which are issued twice a month from May 1 through September 1.

How many of you realize the extent to which teamwork is required to produce these reports? Our Agricultural Development Department could not put them out without the help of many agents, general agents, agricultural department field men as well as SP&S people in their territory. Altogether about 120 men cooperate in gathering information. The great majority of these reporting agents take pride in turning in accurate and informative reports. Without their efforts, the NP crop reports would not enjoy the fine reputation they do.

Teamwork at all levels of our operations and in all phases of our endeavors is more important than ever in these times which are so difficult for the railroads. Effective teamwork results in more efficient operation, and we are constantly striving to improve our efficiency.

No mention of the merger is included in this Memo because there is a complete story relating to the hearings on page 3 of this issue.

As we look ahead to 1962, we'll be seeking new and better ways of doing things. As I've said many times before, new ideas and suggestions will be welcomed and will be carefully studied.

*Robert MacFarlan*

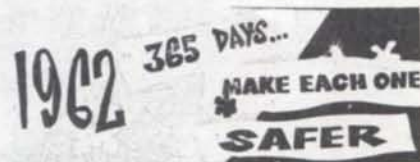
The following appointments were announced recently:

- L. D. A. REEL, Agent, Bozeman
- R. E. BENNETT, Agent, Deer Lodge
- H. J. SPENCE, General Agent, St. Louis, Mo.
- J. C. AUSTIN, Assistant General Agent, St. Louis, Mo.
- R. M. MONTBRIAND, Traveling Freight and Passenger Agent, Detroit, Mich.
- R. S. SMITH, City Freight Agent, Fargo
- T. E. SLATER, Live Stock Agent, West Fargo
- J. V. KRISMAN, General Agent, Oakland, Calif.
- E. J. HAUGH, Traveling Freight & Passenger Agt, Los Angeles, Calif.
- R. G. JOHNSON, City Freight & Passenger Agt, Los Angeles, Calif.
- S. A. JEWELL, General Agent, Los Angeles, Calif.
- W. J. MC ALLISTER, resident Traveling Freight & Passenger Agt, Tulsa, Okla.



Retiring after 43 years of continuous service, C. W. HEMSWORTH, Assistant to General Mechanical Superintendent, (right) is shown with General Mechanical Superintendent J. A. Cannon.

R. C. Forbes was appointed Mechanical Valuation Engineer, with headquarters at St. Paul, and will assume the duties formerly assigned to Mr. Hemsworth.



## MERGER HEARINGS ENTER SECOND PHASE

There was standing room only in the spacious sixth floor court room in the Federal Courts Building in Minneapolis Dec. 5 as ICC Examiner Robert H. Murphy opened the second phase of hearings on the proposed merger of Northern Pacific, Great Northern, Burlington and SP&S railways.

At this hearing, which ran through Dec. 19, cross-examination was begun of the 21 railroad witnesses who had testified at the four-day opening session in St. Paul, Oct. 10 through 13.

The cross-examination was carried out by counsel for four railroads, which do not oppose the merger but have intervened to protect their present competitive positions, and by various public bodies which oppose the consolidation.

Robert S. Macfarlane, president of the Northern Pacific, was the first witness to be called at the Dec. 5 hearing. He was followed to the stand by John M. Budd, president of the Great Northern, Harry Murphy, president of the Burlington, and seven other witnesses before the session was recessed.

Mr. Macfarlane told his interrogators that the new company, while financially healthier than its component lines, would not substantially affect other railroad competition. He also reaffirmed his original testimony that merger was a necessary move because of steadily declining revenues and increasing competition from trucks and airlines.

When Mr. Budd took the stand, he also emphasized that the "main reason we are asking for this merger is to reverse the trend to deterioration of service and help us keep up with the parade."

William Wyer, president of Wyer, Dick and company, the New Jersey railroad consultant firm which made an economic study of the proposed merger, was interrogated at length on the effect of the consolidation on employment.

He again stated to the press that his study revealed that a total of 5,172 positions would be eliminated during the first five years following



*DECEMBER session of merger hearings was held in Minneapolis Federal Building. Above, counsel for intervenors and merging lines are seated at center; witnesses awaiting cross-examination are at far right. Facing camera are Examiner Murphy, left, and NP President Macfarlane, who is being cross-examined.*

approval of the merger, but that absolutely no employee would lose his job as a result of the merger.

Eighty per cent of the employees in positions to be eliminated, or 4,287, would be reemployed locally within a short period of time, Mr. Wyer indicated. It will take somewhat longer to relocate the remaining 885 employees, who may be required to transfer to other points, he stated.

He also reaffirmed his statement that all employees whose jobs would be abolished will receive full compensation while awaiting reassignment. All employees required to relocate will be reimbursed for any loss of time, all moving expenses and for any loss they may incur in the sale of their homes or termination of their leases, Wyer said.

Clark A. Eckart, vice president and western counsel of the Great Northern, representing the Pacific Coast R.R. which is a party to the merger, and D. H. Shoemaker, assistant chief engineer of the NP, were questioned only briefly.

Robert W. Downing, vice president-executive department of the Great Northern, Carl H. Burgess, vice president of NP's operating department, and E. L. Potarf, vice president of the Burlington operating department, were questioned about



*Presidents Macfarlane (left) and Budd confer at hearing.*

the service to be provided by the new company.

In general, they reaffirmed their original testimony in which they had stated that service would be improved and at no point would service suffer as a result of the merger.

The last witness to appear was C. E. Finley, GN's traffic vice president, who was questioned on service and rate features.

The hearing was recessed until Jan. 18 when it was scheduled to resume in the Federal Courts building in St. Paul. At this time cross-examination of the railroad witnesses will be completed and will be followed by introduction of public witnesses testifying in favor of the merger.



A gaily decorated Christmas tree, together with the Nativity scene, gave a festive holiday spirit to the lobby of Northern Pacific's General Office Building in St. Paul.

On the wall, behind the tree, is the large photo mural, familiar to Northern Pacific employees, which depicts a train and other railroad scenes. It also contains pictures of Yellowstone Park and other scenic spots as well as agricultural and industrial activities in Northern Pacific territory.

Accidents  
Spoil Holidays!



**BANK BY RAIL** - Tellers at the National Bank of Washington, Tacoma, haven't missed a train yet in carrying our drive-in banking service for railroadmen. While the bank's permanent branch is being built in a busy industrial area, the temporary office is located just a few feet from the railroad track. This enables engineers, like **RAYMOND OLSON** of the Northern Pacific, to stop within whistle distance and still keep the freight on time.



*Mr. and Mrs. R. H. Morrow*

**R. HARRY MORROW** who concluded 48 years of railroad service, 41 of which were continuous with the Northern Pacific, was honored at a retirement dinner recently.

Mr. Morrow served at several stations in Montana and in 1937 went to Bozeman as ticket clerk. In 1948

**MRS. JULIA B. KINNEY**, janitress in the General Office Building, St. Paul, retired December 15.



he was made agent at that point, which position he held until his retirement.

Mr. Morrow has been active in civic affairs of Bozeman and on November 1 was elected City Commissioner for a four-year term, the last two years of which will see him seated in the Mayor's chair.



Sponsored by the Glendive Chamber of Commerce, a special train, consisting of eleven coaches, was run between Glendive and Beach, N.D., on December 2, carrying 1200 children. The train was met at Beach by the Beach High School band, where Santa boarded the train for the return trip to Glendive and delivered candy and gifts to all on the train.



Shown boarding the train with Santa Claus (Bryan Culver of Glendive) are Northern Pacific officers, from left: **W. C. Widenhoeffer**, District Passenger Agent, Billings; **Norman Livers**, Traveling Freight Agent, Miles City; **E. A. Kautzman**, Agent, Beach; and **C. M. Gullickson**, Trainmaster, Glendive.



For 25 years the Northern Pacific Traffic Department has assisted the Salvation Army in their program by ringing the bells at the entrance to the general office building during one noon hour prior to Christmas. December 20th was selected as the date to again join in offering our support; \$412.21 was collected in 1961, as compared with \$31.88 in 1936, when the practice was first started by retired AGF&PA H. H. Ellsworth.

With the money collected this year, the Salvation

Army people tell us they provided approximately 1,000 families with Christmas dinners, 410 Christmas gifts to prisoners' children, 291 fruit cakes to servicemen, almost 1,000 sunshine baskets to hospitals, rest homes, etc., and numerous works of charity.

The committee appreciates your generosity. Thank you.

The bell ringers are, from left: I. C. Lawson, H. A. Shultz, K. R. Hirsch, J. J. O'Connor, E. T. Gibson, and R. E. McCourtney.



General Yardmaster and Mrs. H. A. Barnette spent many hours in decorating their attractive Minneapolis home, inside and out, during the 1961 Christmas holiday season. More than 300 lights were used in the decorations. The Nativity scene, shown in the photograph, appeared in the Barnette's front yard, while Santa and his reindeer were on display in the back yard. In 1960, the

Barnette's won first place in the Minneapolis Northside Christmas lighting contest for homes over \$17,000.

Mr. Barnette (shown in inset at left) also likes to play Santa Claus to the children in his neighborhood, and this year, with the help of Mrs. Barnette, more than a thousand candy bars were distributed to the youngsters.

# RETIREMENTS SINCE LAST ISSUE OF TELL TALE

NAME	OCCUPATION	LOCATION	YEARS SERVICE	NAME	OCCUPATION	LOCATION	YEARS SERVICE
John T. Avery	Switchman	Staples	43	Stephen W. Kidd	Conductor	Mandan	44
Walter W. Gordon	Carman	Brainerd	42	Lyle B. Day	Clerk	Garrison	44
Oscar Hanson	Coach Builder	St. Paul	25	H. J. Scheitlin	Locomotive Engineer	Glendive	44
Basil G. Simon	Boilermaker	Butte	31	Harry G. Ames	Locomotive Engineer	Auburn	52
Lewis H. Keyes	Agent-Telegrapher	Winlock	56	E. N. Spitchke	Agent-Telegraph	Pequot Lakes	43
M. P. Heffernan	Section Laborer	Ypsilanti	40	James G. Poppo	Crossing Flagman	Haquiam	37
W. M. Hendershott	Agent-Telegrapher	Logan	45	Peter L. Roucoff	Section Foreman	Aitkin	39
John H. Igloski	Section Foreman	Frances	44	Eusebe E. Brollard	Machinist	Staples	39
John C. Evers	Car Repairer	Parkwater	39	M. A. Eddinger	Brakeman	Fargo	48
Dallas H. Carter	Traveling Freight & Passenger Agent	Portland	25	Marco A. Parisi	Locomotive Machinist	Livingston	41
Howard F. Snow	Signal Maintainer	Logan	42	George R. Kelley	Carman	St. Paul	24
Loyal H. Carlson	B&B Foreman	So. Tacoma	40	Roy M. Stallsmith	Clerk-Weighmaster	Everett	52
Alvin P. Rusch	Section Laborer	Gemmell	25	E. W. Haselhorst	Locomotive Engineer	Helena	46
				Lewis C. Hager	Conductor	Glendive	44



Pictured at the head table at the retirement party for FRANK L. IRVING, General Agent at Walla Walla, Wash.: General Agent and Mrs. George B. Nelson; Western Freight Traffic Manager and Mrs. Ober A. Kobs, Seattle; and retiring General Agent and Mrs. Frank L. Irving.



JOSEPH J. ENGEL, sectionman at Goodrich, N. D., retired recently after 34 years' service, all of which was with the Goodrich section except for two winters when he worked at other points. The Goodrich section now have over 15,000 accident-free days... a record of which they can well be proud.

Shown congratulating Mr. Engel are Roadmaster R. D. Schlappy (right) of Jamestown and Section Foreman O. C. Sheets.



Fellow employees gathered at the AUBURN YARD OFFICE on November 29th to extend best wishes to YARDMASTER ROSCOE ENSLEY who retired after 43 years of service. From left: Fred Marsh, Tim Poyser (retired), Floyd Pankratz (retired) Mr. Ensley, Gus Hoggund (retired), R. W. Bolton (retired) and D. A. Granger.

On arrival of Train 58 at Duluth, November 30, was Superintendent W. L. Wood (r) to extend best wishes to Conductor HERBERT Y. TORREY, who was making his last run, ending a railroad career of more than 47 years. Mr. Torrey was Secretary of the Minnesota Senate for the past 20 years and prior to that was Assistant Secretary for 10 years. He was also Local Chairman for the Brotherhood of Railroad Trainmen, Lake Superior Division, at one time.



Shown with Minneapolis Telegraph Operator C. H. HOWE (right), who retired November 30, is Chief Dispatcher S. O. Erickson.



TO MEMBERS OF VETERANS ASSOCIATION, NORTHERN PACIFIC RY:

The dates of the annual convention to be held at Missoula, Montana, have been changed to June 1, 2 and 3, 1962.

Please take notice of this change and notify your friends of this change in dates.



## Northern Pacific Beneficial Association

Christmas spirit prevailed at St. Paul Hospital as employees joined "Santa Anonymous" by purchasing a toy costing \$2.00 or less. Gifts were wrapped and tags attached, indicating whether for a boy or girl and the suggested age group.

Every Twin Cities area youngster, from infants to fifteen year olds, who might find Christmas a sad day, is on the "Santa Anonymous" list, children from broken homes, those whose parents might be in jail or on relief, those from families where trouble has drained away money that might have gone for toys.

"Santa Anonymous" has existed thirteen years, but this was the first time our personnel participated, and the more than 100 gifts donated reflected the enthusiasm which greeted the project. Dorothy Sharpe, Director of Nursing, was Chairman of the hospital's committee, assisted by Barbara Keller, Elin Pfutzenreuter, Vlema Nelson, Margaret Bollinger, Nurses; Mabel Strehlow, Cashier, Irma Williams, Dietitian, Elsa Johnson, Housekeeper.



### HOSPITAL CHRISTMAS PARTIES.

TACOMA employees met in the cafeteria to enjoy cake, ice cream, coffee and all the trimmings. . . . GLENDIVE's party was held in the Nurses' Home, which was beautifully decorated under direction of Agnes Joseph, Nurse. Refreshments were furnished by the medical staff . . . . Santa Claus (Richard Dontigny) joined MISSOULA's party in the recreation room. Traditional decorations and foods could result in only one thing, a successful party . . . ST. PAUL's dining room was gay and festive for the Christmas tea. The beautiful buffet table, good food and entertainment helped set a holiday mood.



### CONTEST WINNERS

The following were winners in the hospitals' window painting contests:

Glendive: 1st prize, Laboratory; 2nd prize, Nurses, 2nd floor.

Missoula: 1st prizes, Richard Dontigny, Physical Therapist; Mary Craft, Nurse Aide; 2nd prizes, Lilly Robbins, Accts. Receivable Clerk; Phil McComber, Porter; 3rd prizes, Joyce Solander, Karen Hermsmeyer, Nurses.

St. Paul: Yvonne Duda, Cleaner; Joanne Jensen and Ludwina Budziszewski, Aides; Margaret Schmidt, Nurse.

We are sorry space does not permit use of pictures of the fine work done by these employees.



*Scene at Glendive Christmas party, 1961.*

*Santa (Carl Bisciglia, pharmacist) and Harry McMartin, retired stenographer, Superintendent's Office, Duluth, one of the originators of the fund - now a recipient.*



### MONAD CLUB

The Monad Club Dance December 15 in the Driftwood Room of the Wild West Veterans' Hall, Tacoma, attracted about one hundred couples. Among the guests were T. O. Peterson, N.P.B.A. President, Director and Mrs. E. E. Boyce: Director and Mrs. G. P. Haas.

Margaret Bryant, Club President, stated proceeds totaled \$160.00, which will be used to purchase equipment for Tacoma Hospital.

This group, organized in 1952 and composed of women employees of the N.P. and N.P.B.A. and wives of employees, have presented many gifts to the hospital, including television sets, electric water cooler, wheel chairs and other items, for which the Association is very grateful.

### DULUTH VETERANS

Santa distributed gifts and stockings filled with fruit and candies to all patients at St. Paul Hospital. This was possible due to the generosity of the N.P. Veterans' Duluth Social Branch. For several years this group has collected money to purchase gifts for patients Christmas Day. This year their check totaled \$247.23. The unused portion was put in the television fund for maintenance purposes.

We thank everyone who contributed and commend them for their thoughtfulness.



## NEW JOB A 'CINCH'?

(By Walter Armstrong,  
Car Foreman, Brainerd Shops)

When we work in a shop such as Brainerd Shop, or for that matter wherever we work, we get accustomed to the machine and the way we do things. Our experience increases what might be called a person's automatic skill in a particular direction or on a particular job, yet this automatic skill tends to land a man in a groove or rut. The effect is to narrow one's consciousness of danger or attention to safety factors. In other words, along with automatic skill we develop a slack or careless attitude that dulls us to the dangers that still exist.

We have all adopted an attitude toward a given job, especially a new job. If it looks easy, we assume it is easy - a cinch; and that attitude creates a laxity and even a total disregard for dangers that do exist which a superficial inspection fails to show. If we would assume that there is an element of danger in every new situation and approach the new task with a little more respect, perhaps we would avoid a dangerous condition and maybe learn that there are dangers in the job that's a 'cinch,' even though they may not show themselves at first glance.

Often a person who gets hurt on such a job claims that "he was new on the job." The job could be far from complicated, heavy or awkward-like running a machine punch, for instance: just sit and feed material to it. In fact, the job looks so simple that the new operator thinks it is a 'cinch' and immediately ignores the fact that there are dangers involved.

So when assigned to a new job, keep your minds alert for dangers that may show up as you gain experience on the new job and after that don't allow automatic skill make you careless of the dangers that do exist.

**ACCIDENTS  
DON'T PAY.**  
Ask the Man Who Had One!

## STATEMENT OF EMPLOYEES' REPORTABLE CASUALTIES BY CLASSES FOR THE YEAR 1961

	Divisions							Main Shops				Total
	Lake Supr.	St. Paul	Fargo	Yellowstone	Rocky Mtn.	Idaho	Tacoma	Como	Brainerd	Livingston	So. Tacoma	
Enginemen	1	5	1	1	2	3	8					21
Trainmen	3	6	1	3	3	17	16					49
Yardmen	6	18	3	7	4	4	26					68
Stationmen	2	3	2	4	1	3	7					22
Trackmen		3	3	7	6	5	10					34
B & B. men		1	1	1	9	5	3					20
Shopmen		2			1		1		1	4	2	11
Carmen	1	3	1	4			6	2	2			19
<b>Total</b>	13	41	12	27	26	37	77	2	3	4	2	244
Rank	?	5	?	3	4	6	7	2	3	4	1	
Store									1		2	3
Dining Car												8
Engineering												5
Signal												1
Chief Spl. Agent												1
Communications Dept.												3
Electrical Engr.												
General Office												1
King St. Station												
Miscellaneous												
<b>Grand Total</b>	13	41	12	27	26	37	77	2	4	4	4	266
Casualty Rate per Million Man Hours (est.) - - - - - 8.35												



Approximately half of Northern Pacific's total expenditures 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. The program includes 350 of the 50-ton cars, series 2000-2349, shown here, sixty-five of which have already been released at Brainerd Shops.

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

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

**You can  
BANK ON  
SAFETY  
to pay  
DIVIDENDS**