



Vol. XXV ISSUED BY THE SAFETY & FIRE PREVENTION DEPARTMENT, NORTHERN PACIFIC RY., ST. PAUL, MINN., FEBRUARY 1962 No. 2



"EYE OF THE NEEDLE" is a name about to take its place among the world's most famous restaurants. Here is a view visitors to the top of the Space Needle

will get at the 1962 Seattle World's Fair. In the background are the rugged Cascade Mountains and picturesque Puget Sound.



MEMO . . . FROM THE PRESIDENT

The first merger hearing was held in St. Paul, starting October 10th and running through the 13th. The second hearing was held in Minneapolis, December 5th through the 19th. The third hearing began in St. Paul, January 18th and concluded January 31st.

Other hearings will be held during 1962 in approximately 16 other cities along the lines of the roads involved in the merger.

In a matter of this importance, there are bound to be differences of opinion. It is any man's privilege to have his own opinions and to express them freely.

There is misunderstanding, however, and it might be well to review the position of the railroads, particularly on employment which is so important to all employees of the lines concerned.

We have given much thought to the problems of employment brought about by consolidation.

It has been stated that by the end of the consolidation period, the new company will be able to operate with 8% fewer than the present 64,000 employees. In one year, however, the normal attrition of 6% on the four lines creates almost as many jobs as will be vacated over the five year period it will take to integrate operations. Thus about 4,000 job opportunities annually are created on the combined roads due to resignations, retirements, deaths and other reasons, to take care of elimination of about 5,200 jobs over a 5 year period.

Some employees may have to change their line of work. In most instances, however, they will be employed in the same or comparable positions.

Remember, too, that all employees now in service have specific guarantees under Federal Law or by agreement. These are listed below:

1. If the earnings of an employee with four or more years of service are reduced by reason of consolidation, whether because of job transfer or for any other reason, he will be reimbursed for this loss for a period of at least four years. Proportionate benefits are specified for employees with shorter service.

2. When transfers are necessary the new company will, in addition:

- (a) Assume moving costs which may be incurred by the affected individual and his family.

- (b) Pay wages lost during the transfer period as well as for a time thereafter to enable the employee to arrange his affairs in the new location.

- (c) Reimburse transferred employees for any loss in the sale of their homes at less than fair value or for loss in the termination of leases.

In approving the merger, the Interstate Commerce Commission is required, by law, to specify protection of this general character. I know of no other industries where comparable protection is afforded the employees.

The number of employees on the four component lines on July 1, 1960 was 64,000. It is significant that on the same date in 1956, only four years ago, 77,000 were on the employment rolls. In other words, a reduction of 13,000 employees has taken place in a four year period, the result of further dieselization, mechanized track maintenance and other operating economies; also partially because of traffic declines necessitating the adjustment of payrolls to reduced revenues.

It is my opinion that the merged lines, operating as one company, will be in a better position, physically and financially, to compete for new business, to increase the use of rail transportation and thus, I hope, reverse the downward trend in employment.

Paul MacFarlane

JOHN E. CORETTE NAMED NP DIRECTOR



John E. Corette, of Butte, Montana, President, General Manager and a director of the Montana Power Company, has been elected a director of the Northern Pacific Railway.

Mr. Corette, 53, attended the University of Montana and the University of Virginia where he received his degree in law in 1930.

He is a member of the Business Council, is a director of the First Bank Stock Corporation, a director of the Stanford Research Institute, Vice President and Director of the Butte Chamber of Commerce and Vice President of the Northwest Electric Light and Power Association. He is a member and past director of the National Association of Electric Companies, the National Association of Manufacturers and a member of the United States Chamber of Commerce. President of the Edison Electric Institute in 1958 and 1959, he is now a director of that association.

He served in 1957 and 1958 at Geneva as a United States Delegate to the Committee on Electric Power, a subsidiary of the United Nations Economic Commission for Europe.



W. A. MCKENZIE was appointed Assistant Manager, Advertising and Publicity Dept., St. Paul.

PERSONAL

The following appointments were announced recently:

H. E. WELSH, Assistant Roadmaster, Duluth
D. S. SMITH, Division Storekeeper, Parkwater
R. G. SCHULTZ, Division Storekeeper, Jamestown
L. R. MEISSNER, Acting Storekeeper, Northtown
H. J. BOND, General Agent, Aberdeen
E. H. KNOWLES, Traveling Freight and Passenger Agent, Seattle
C. F. MORELAND, Traveling Freight and Passenger Agent, Yakima
R. D. BARTELL, City Freight and Passenger Agent, Seattle
R. S. SANDGREN, Assistant General Freight Agent, Rate Dept., St. Paul
L. C. ANDERSON, Assistant to General Freight Traffic Manager, St. Paul
J. R. FARNEN, Assistant General Freight Agent, Rate Dept., St. Paul
PAUL H. LIPPERT, Boiler and Pipefitter Foreman, Brainerd Shops
G. C. HOOSEMAN, Traveling Mail, Baggage & Express Agent, headquarters St. Paul.

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K. A. Box, Superintendent at Glendive, was fatally injured in an automobile accident near Glendive on January 20th.

Mr. Box entered service of the Northern Pacific at Tacoma in 1928. He was appointed Assistant to General Manager, St. Paul, in 1955; transferred to Seattle in the same capacity in 1957; appointed Division Superintendent at Fargo in 1959 and in 1961 was made Division Superintendent at Glendive.

NEW ASSIGNMENTS OPERATING DEPARTMENT



S. A. ANDERSON, Superintendent Yellowstone Division, with headquarters at Glendive.



R. D. THOMPSON, Assistant Superintendent Lake Superior Division and Superintendent Duluth Union Depot & Transfer Co., Duluth.



J. G. HEIMSJO, Assistant Superintendent, St. Paul Division, with headquarters at Minneapolis.



J. W. MILLER, Trainmaster, Idaho Division, with headquarters at Spokane.



T. A. GREGORY (left), Assistant Superintendent, St. Paul Division, retired January 31 after 49 years of service. Pictured with him is Superintendent J. O. Davies.

SEATTLE WORLD'S FAIR



This artist's sketch shows the 40-foot gas torch topping the Space Needle. The monorail, first high speed, mass transit system of its kind in the world, has its World's Fair terminal at the needle's base.

The SPOKANE LILAC CHAPTER OF THE NATIONAL ASSOCIATION OF RAILWAY BUSINESS WOMEN has been a busy group since it received its charter in 1958. It is comprised of women employed by the various railroads serving the Spokane area, and thru various money-making projects contributes to two charities each year.

This year is an especially busy one. In September they were hostesses to the District 5 Conference held at Spokane. They have joined the Speakers Bureau of the Local World's Fair Board and assist in the showing of the film and telling groups about the World's Fair. Because of the tremendous educational value of the Fair and also to better acquaint the public with railroad transportation, they are sponsoring a special train at reduced rates to the World's Fair in Seattle and are now knee-deep in the promotion. Their special train will be via the Northern Pacific, consisting of a minimum of ten coaches with diner and coffee car manned by the members. This special will be the week-end of April 28th and, if enough interest is shown, others will follow.

The first world's fair in the United States in more than 20 years will open at high noon on April 21, 1962, at formal ceremonies presided over by President John F. Kennedy.

It is the Seattle World's Fair, a preview of tomorrow, of man's life in the space age.

Endorsed by the Bureau of International Expositions, it has as its official hosts the United States Government, the State of Washington, and the City of Seattle.

On a glittering fairground linked to the heart of the city by the famed Monorail, and crowned by the 60-story Space Needle, millions of visitors for six months will throng the gates seeking a multitude of thrills.

In the U.S. Science Pavilion, an incomparable scientific experience will feature an authentic "rocket ride" a billion light years past the Moon and Mars into remote galaxies of outer space.

In the massive Washington State Coliseum, a huge "bubbleator" will lift visitors to the floating city to see and experience work, play and travel in the year 2000 A.D.

Forty nations of the world will have on display the best of their technical predictions in pavilions

ringing the landscaped malls. On boulevards lined with colorful shops, bazaars and restaurants their craftsmen will sell native food and goods, and in new theatres and huge stadium, will perform in a continuous parade of music, dance and legitimate plays.

A fun packed Gayway, with custom rides more complete than at any other World's Fair, will draw the visitors back to today's pleasures, amid surrounding acres of pavilions built by top U.S. industry to tell the story of man's better tomorrow.

Described as a "jewel box" Fair, it has received enthusiastic approval for the architecturally exciting collection of dozens of new pavilions, landscaped courts, and malls dotted with pools and fountains.

One of the feature attractions is the Monorail which is a preview for the world of the mass transit system of the future. Monorail provides a gleaming, stream-lined train ride on an overhead concrete rail, transporting 10,000 passengers an hour to the World's Fair from the city center. In 95 seconds the passengers travel just over a mile along tree-lined streets overlooking the city, Puget Sound, and the spectacular fair site.



Northern Pacific employees at Spokane serving as committee chairmen are, from left: Jo Batty, Promotion; Joyce Nelson, Reservations; Louise Berg, Tickets; Bette Chamberlain, General Chairman; and Gunly Peterson, Press & Publicity.

They are offering a complete transportation package, which includes round-trip coach fare Spokane to Seattle and return, admission ticket to the fairgrounds, transfer busses in Seattle, and a ticket on

the Monorail. Package prices (including tax) are

Adults....\$14.50

Students (age 12-18)...\$14.00

Children (age 11 and under)...\$8.10.

SHIPPER WITNESSES SUPPORT MERGER IN ST. PAUL HEARINGS

Traffic officials and representatives of 40 industries, trade associations and cooperatives, whose operations include Minnesota, and a Chamber of Commerce appeared before I.C.C. Examiner Robert H. Murphy in St. Paul last month to support the proposed merger of the Northern Pacific, Great Northern, Burlington and SP&S Railways.

Under direct examination by counsel for the four roads, the witnesses cited many improvements which they believed would result from the merger and which would benefit their organizations and the public. Among the many advantages stated were:

1. Faster and more efficient rail service through improved line-haul movements and the elimination of terminal delays;
2. A more adequate and improved car supply including special purpose cars;
3. Expanded routing and increased transit and diversion privileges, thus permitting them to use carload rail service to greater advantage, and
4. A substantial improvement in the competitive position of the merged system because of additional capital and improved service.

Norris K. Carnes, General Manager of the Central Livestock Association, presented a resolution in support of the merger which stated, "substantial economies can be realized, and efficiency greatly improved, which, in turn, would directly and beneficially affect livestock producers and producer organizations operating in these areas."

The Association's membership comprises some 177,000 producers of livestock and, as such, is the largest livestock marketing agency in the world.

Some of the other public witnesses who testified at the hearing included Frank L. O'Neill, General Traffic Manager, Minnesota Mining and Manufacturing Company; D. O. Ruthrauff, GTM, American Crystal Sugar Company; Robert F. Johnson, Director of Industrial Development, Minneapolis Chamber of Commerce; William Libby, Traffic Manager, Midland Cooperatives, Inc.; Verne J. Winter, Vice President, Red Owl Stores, Inc.; Ray S. Goodge, GTM, Nash-Finch Company; George O. Wilson, GTM, Gamble Skogmo, Inc.; William Ehrke, Traffic

Manager, Whirlpool Corporation; George Wilkins, Executive Vice President, Minneapolis Grain Exchange, and C. W. Meyers, President, Minnesota Farm Bureau Federation, representing 30,000 Minnesota farm families.

All of the shipper witnesses represented firms which are extensive users of transportation services and which ship and receive a large volume of traffic via the lines of the applicant roads. For example, Western Oil and Fuel Company and International Refineries, Inc., which were represented by George R. Watson, shipped about 19,000 carloads by rail in 1960. More than 65 percent of this freight moved via NP, GN and Burlington lines.

Flagler F. Flinchbaugh, Director of Traffic for International Milling Co., testified that the merger applicants handle annually about 8,000 cars for his company.

Paul W. Thorne, General Traffic Manager for Waldorf Paper Products Co., testified that the applicant lines handled 25,000 cars annually for his organization.

Defending their position under cross-examination by counsel for the intervenors, the witnesses stated that the reduction in operating expenses which would result from the merger would make it possible for the New Company to avoid further rate increases, thus stabilizing the shippers' cost of distribution. Some of the witnesses indicated also that the improved service might well lead to additional business for the applicant lines in cases where traffic has been diverted from the applicants to other modes of transportation because of service considerations.

Hearings are tentatively scheduled to resume March 12 at Des Moines, Iowa, following which the examiner will take testimony also at Omaha, Portland, Seattle and Spokane. A second series of hearings, which will conclude the proceedings, is scheduled for such points as Chicago, Milwaukee, St. Paul, Duluth, Fargo, Bismarck, Helena, Missoula, Great Falls, Billings and Aberdeen, with the final hearing for rebuttal in St. Paul. It is now believed that the hearings will conclude either in late June or early July of this year.

At future hearings, more than 100 intervenors and several hundred additional shipper and public witnesses are expected to testify in support of the merger proposal.

SEATTLE WORLD'S FAIR ADVANCE TICKET SALE

The Northern Pacific will participate in the Seattle World's Fair advance ticket sale program, whereby, through volume purchases, tickets to the Fair will be made available to our employees at reduced prices. The savings to employees will be as follows:

ADULT FAMILY BONUS BOOKS - \$10 value for \$5.85 - Saving \$4.15

CHILDREN'S BONUS BOOKS - \$6.50 value for \$3.55 - Saving \$2.95

(The Family Bonus Books and Children's Bonus Books include 2 Century 21 admissions; 4 amusement rides; 2 performing art events (may take the form of a

pageant, stage show, film or other selected events); 2 fine art exhibit admissions; and 1 Official Exposition Guidebook.)

\$2.00 SINGLE ADULT ADMISSION TICKET @ \$1.60 each (Saving - 20%)

\$1.00 SINGLE CHILDREN'S (12 and under) ADMISSION TICKET @ 90¢ (Saving - 10%)

Requests for tickets should be sent to O. A. Kobs, Western Freight Traffic Manager, NP Ry., Seattle, Wash. All checks should be made to "Dean H. Eastman, Trustee." Do not send cash.

The advance ticket sale ends March 15, 1962.

RETIREMENTS SINCE LAST ISSUE OF TELL TALE

NAME	OCCUPATION	LOCATION	YEARS SERVICE	NAME	OCCUPATION	LOCATION	YEARS SERVICE
Glenn E. Miller	Locomotive Engineer	Spokane	45	Anne C. Wicks	Assistant Cashier	Seattle	38
John R. Hunke	Conductor	Mandan	52	George E. Odion	Locomotive Engineer	Missoula	53
Fred L. Feldman	Conductor	Auburn	32	Edmund C. Kaufer	Carman	St. Paul	39
Albert W. Matejcek	Telegrapher	Valley City	47	John W. Mase	Asst. Frt. Claim Agent	St. Paul	46
Arthur T. Berg	Switchman	Duluth	34	Ray B. Melrose	Conductor	Spokane	44
Nicholas Christ	Section Laborer	Livingston	45	Richard M. Olson	Locomotive Engineer	Duluth	48
Arthur P. Pederson	Section Foreman	Sheldon	39				

To our employees and their families:

Each year, since 1934, the National Conference of Christians and Jews has sponsored the national observance of Brotherhood Week during the week of George Washington's Birthday. The dates for this year are February 18-25, 1962.

It is most appropriate that we should celebrate the birthday of our first President and at the same time rededicate ourselves to those same basic principles of Liberty, Freedom and Equality for all to which Washington and his compatriots dedicated their lives.

Their ardent belief in the principles of democracy kindled a fire throughout the world: the fire of freedom and belief in the dignity of the individual. The United States became the haven of liberty to which men and women of every race, creed and nationality were drawn. All of these people contributed their strengths and differences to the growth of our great country.

It is by no means perfect, but it is almost the only country in the world where so many people of all races, creeds and nationalities are living and working together in freedom toward a better society.

Today our basic democratic philosophy is being tested as never before under the microscope of reality in a rapidly changing world. Our very strength — the differences of race, creed and national origin — that made us a nation, is being exposed and played upon by bigots who would divide us.

Democracy is our country's greatest product; it is a commodity that the rest of the world will either adopt because they recognize its true value, or they will pass it up as inadequate. We Americans, in our everyday pursuits must become better salesmen for our way of life, believing and practicing these beliefs with the same fervor as our forefathers did.

During Brotherhood Week, and throughout the year, let's not permit the forces of bigotry and prejudice to divide us as a nation — creed from creed, nationality from nationality, race from race, labor from management, government from its people and communities from their law enforcement personnel.

Decide now to respect all your fellow Americans as individuals and brothers under the Fatherhood of God. Together, we can uphold the heritage of America.

Sincerely,

Robert MacFarlane



From left: E. L. Ordell, H. C. Wright, W. J. Johnson, Jr., M. S. Egan, Miss Mary Sweetman, J. H. Hughes, R. E. Bodin, and H. J. Jensen.

M. S. (Matt) EGAN, Traveling Joint Facility Accountant, after completing 45 years of service, retired December 31, at which time he was presented a television set, a gift from his co-workers in the Accounting Department.



Two Missoula yardmen with a total of 97 years' service with the Northern Pacific retired January 1-- General Yardmaster Carl A. Nyman (left) and Yardman E. R. Calhoun. Mr. Nyman was appointed General Yardmaster in Missoula in 1935 and held that position until his retirement.

J. J. (Jerry) BARDES, Yard Clerk at Yakima, retired recently after 38 years of service.





Northern Pacific Beneficial Association



N.P.B.A. HOSPITAL LADIES' GUILD

The conversation provoking drapes now hanging in the dining room of Missoula Hospital are the result of the combined generosity of the N.P.B.A. Ladies' Guild and the efforts of two members of the hospital staff.

Material was donated by the Guild, and Virginia Tompkins, Dietitian, made the headings and hems for the 38' by 6' drapes. Nora Staael Physiotherapist, embroidered the first names of her fellow members of the staff on the material, with the exception of Dr. J. A. Evert, Chief Surgeon, whose whole name was included.

This organization's outstanding achievements are evident throughout the entire hospital. They have worked untiringly to raise funds to purchase equipment for the hospital and have given unstintingly of their time in making items to brighten the surroundings. We are deeply indebted to the Guild for the important part they have played in the improvements made at Missoula Hospital.

From left; Mrs. L. L. Hendrickson, Guild President; Mrs. L. E. Ryan, Cart Committee Chairman; Mrs. M. G. McCauley, Secretary; Mrs. L. D. Brill, Treasurer.



N.P.B.A. DIRECTOR MEETS STORK

A rapidly moving series of events made December 25, 1961 a day to be remembered by Ed Ogle, N.P.B.A. Central District Director.

Director Ogle, Engineer of a Northern Pacific "Santa Claus" special, left Missoula at 12:05 Christmas morning and was relieved from duty at 1:25 A.M. in Paradise. Returning to Missoula his car was involved in a head-on collision with another vehicle. Fortunately, no one was injured, and Director Ogle walked two miles to Perma where he aroused the owner of the Meulick Mercantile and asked permission to use his telephone to notify authorities and call his wife to have her send a car to take him back to Missoula.

A few minutes later a young man began a frantic pounding on the door. When admitted, he identified himself as Larry McKenzie of Thompson Falls. He explained that his wife, Judy, was expecting a baby at any time and required assistance. An urgent phone call was put through to

a doctor at Hot Springs. After learning of Mrs. McKenzie's condition, the doctor stated he did not believe he could beat the stork to Perma and that someone on the scene would have to deliver the baby.

No one present felt capable of coping with the situation, but Director Ogle found himself offering his services. In recalling the event later, he could not say what prompted him to volunteer, as he had no previous experience in obstetrics.

A nearby cabin was prepared for



"Doctor" Ogle with Master McKenzie and proud father

OUR THANKS TO . . . The following individuals who generously presented the following to:

St. Paul Hospital -

\$10.00 from W. T. Featherly, Engineer, Duluth;

\$10.00 from Marcella Goetz, Winter Haven, Florida, in memory of her brother, Joseph Rose, deceased Machinist;

\$5.00 from Gerhard Swingen, Painter, St. Paul;

\$7.00 from Glenn Adams, Engineer, Minneapolis;

\$4.50 from Antonio Altobelli, Sectionman, Dilworth;

\$2.00 from John Grivna, Engineer, Minneapolis.

Missoula Hospital -

\$5.00 from J. M. Vannice, Engineer, Pasco.

the event, and at 3:18 A.M. seven pound one-half ounce Randy Duane McKenzie was delivered by "Doctor" Ogle. The Meulicks provided clothing for the baby and other necessary items from the stock in their store.

When Mr. Ogle's station wagon arrived from Missoula, he prepared a bed in the back for the mother and child and drove over treacherous, icy roads to the hospital in Hot Springs where, following an examination of both, the attending doctor described the episode as an "excellent delivery."

Assured that his "patients" were doing well, Director Ogle returned to Missoula. He admitted he was tired but said, "Bringing that baby into the world was one of the best Christmas presents I have ever had."

His small son is impressed with his father's ability. He recently handed his father a teddy bear with a "broken" arm and said, "Here Daddy, you fix him--you're the doctor."

As a fitting climax to his Christmas Day adventure, Director Ogle journeyed to Thompson Falls to attend Randy's baptism as honorary godfather.



How many times have you knowingly done something the wrong way just to save a little effort or a few seconds of time? All too often, when we are in a hurry to do something or get somewhere, we take short cuts to reach our goal, thereby permitting our better judgment to lose out to chance and carelessness, or what is known as "unsafe short-cutting."

Unsafe short-cutting includes acquiring unsafe habits and practices, taking unnecessary chances, and disregarding your personal safety and the safety of others. Your unsafe short cuts may not affect you, but some innocent fellow worker may suffer from your act. Every time you take an unsafe short cut, you create a hazardous condition, and each hazardous condition is the foundation for a potential accident. Unsafe short cuts are numerous and more are created daily. You may have a small job at the grinding wheel, but you fail to wear your safety goggles; you may elect to pass under a scaffold, rather than take a few more steps to go around it; or you may use the wrong tool to do a job, rather than go to the trouble of getting the proper tool.

It has been said that the best safety device is the man himself. All kinds of safety devices and protective measures are used to keep you safe and protect you from getting hurt but, when all is said and done, the best safety device is you. So why not stop taking unsafe short cuts and show how effective our best safety devices can be. An unsafe short cut taken at the expense of the safety of yourself or your fellow workers is no bargain.

STATEMENT OF EMPLOYEES' REPORTABLE CASUALTIES BY CLASSES FOR THE PERIOD JANUARY 1 TO 31, 1962

	Divisions						Main Shops					
	Lake Supr.	St. Paul	Fargo	Yellowstone	Rocky Mtn.	Idaho	Tacoma	Como	Brainerd	Livingston	So. Tacoma	Total
Enginemen				1	1							2
Trainmen						1						1
Yardmen		2		3			2					7
Stationmen		1		1		1						3
Trackmen							1					1
B & B. men												
Shopmen		1										1
Carmen												
Total		4		5	1	2	3					15
Rank	1	6	1	7	3	4	5	1	1	1	1	
Store												
Dining Car												
Engineering												
Signal												
Chief Spl. Agent												
Communications Dept.												
Electrical Engr.												
General Office												
King St. Station												
Miscellaneous												
Grand Total		4		5	1	2	3					15
Casualty Rate per Million Man Hours (est.) - - - - -												5.74



FRANK A. FAWCETT, machinist at Moorhead, retired January 1 with a record of more than 39 years' service without a reportable injury.

The above picture shows a cake in the form of the B-21 motor bus on which Mr. Fawcett has done a lot of work, and Roundhouse Foreman E. W. Erickson (right) congratulating him. In the April 1961 Tell Tale appeared a story of Mr. Fawcett and his well-established reputation as a fine craftsman.

NP GENERAL OFFICE BUILDING EMPLOYEES will hold a mixed doubles bowling party at Maplewood Lanes on Saturday, February 24th.



"Great people are not affected by each puff of wind that blows. Like great ships they sail serenely on, in a calm sea or in a great tempest"—Geo. Washington.

HENRY ESPELAND, retired Bridge & Building Supervisor, passed away January 21 in Tacoma.

Mr. Espeland worked on almost every division on the Northern Pacific and retired six years ago as B&B Supervisor, Fargo Division, after completing fifty years of service.