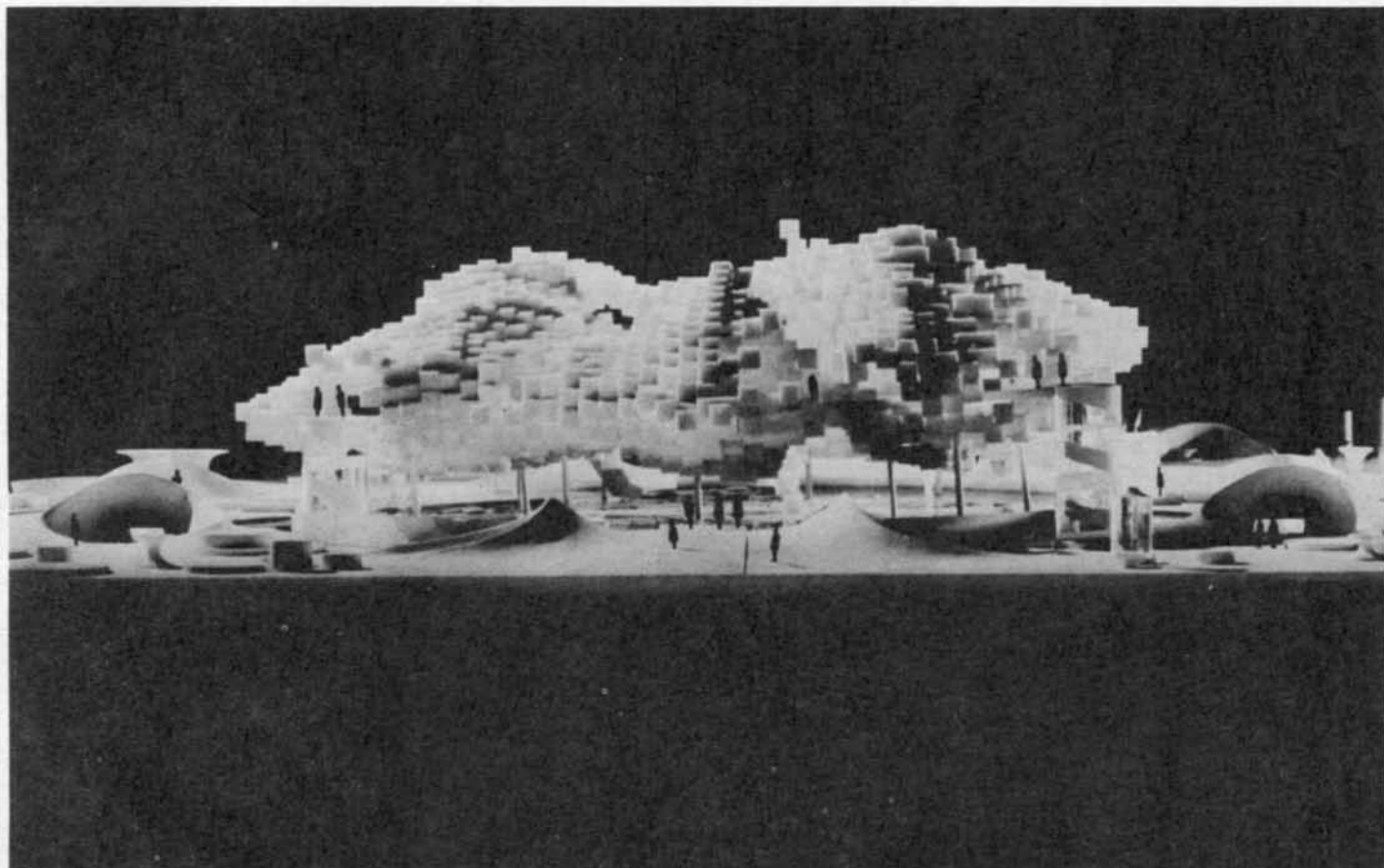




Vol. XXV ISSUED BY THE SAFETY & FIRE PREVENTION DEPARTMENT, NORTHERN PACIFIC RY., ST. PAUL, MINN., APRIL 1962 No. 4



THE WORLD OF TOMORROW -- Visitors to the 1962 Seattle World's Fair will rise, 100 at a time, to the next century in a plastic "bubbelator" which is guaranteed not to burst. But the idyllic future world projected at the fair is not guaranteed to materialize.

"Century 21 -- The Threshold and the Threat," is the title of the fair's theme show and exhibit. The "threshold," as depicted in a startlingly real voyage into the total environment of Century 21, will be thrown into contrast by the shadow of you-know-what.

Not that there will be depictions of atomic destruction, but the alternative to a civilized future will be glimpsed. A grimly well-ordered fall-out shelter, housing an anonymous family that may or may not come into

being, will pose a question mark above a future depicted as slum-free and almost burden-free but nonetheless challenging and exciting.

The World of Tomorrow is now being rushed to completion high in the massive and handsome Washington State Coliseum, which after the fair will revert to Seattle for sports events and conventions, seating 18,500. It is 11 stories high at its tent-like peak and is in the shape of a hyperbolic paraboloid.

"The bubbelator is resting on the ground floor, bathed in iridescent, pearly light," states the theme show's pre-production script. "Optimistic (The Century 21 Theme) music, slightly eerie in orchestration, ema-

(Continued on Page 5)



MEMO

... FROM THE PRESIDENT

This month we join with the entire nation in saluting the World's Fair and the progressive Seattle businessmen, civic leaders and citizens who made this great dream come true.

During the six months (April 21 through October 21) the Seattle World's Fair will run, we will carry more passengers on our trains than at any time in many years.

While there is an immediate advantage in increased passenger revenue, there is an opportunity for a long-term goodwill benefit which is of great importance to our railroad. It is the opportunity to make known to thousands of people we have never served before, the convenience, comfort and pleasure of train travel via Northern Pacific.

The efficient, courteous and friendly service we provide for people who will be taking our trains to and from the Seattle World's Fair will make new friends for us and create thousands of prime prospects for future trips on NP trains.

Almost simultaneous with the opening of the World's Fair, Sunday, April 29th, marks the sixty-second anniversary of the inauguration of the famous North Coast Limited service between Chicago and the North Pacific coast. For all of these 62 years, "Service with a smile" has been, not a slogan, but a way we do our jobs and treat our customers.

This is the vital "plus" that has established the North Coast Limited's reputation for being one of the finest trains in the world. We will confirm that reputation to thousands of people during World's Fair travel months ahead.



Where does your tax money go? Did you know that railroad competitors will be the beneficiaries of \$13.8 billion in taxpayers' money (over \$271 for each U.S. family) this year?

A study of government budgets for 1962 reveals that more than \$12 billion will go for highways, \$613 million will be spent on airways, \$445 million on airports, \$82 million on domestic airmail subsidies and some \$568 million on water transportation.

In sharp contrast, railroads are self-supporting. They pay for construction, equipment, maintenance of right-of-way and taxes without the benefit of government funds.



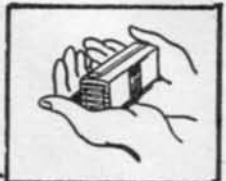
I hope you will carefully study President Kennedy's message to Congress on transportation. It makes recommendations which Congress will now study. I hope the result will be a modernization of our outmoded government policy on transportation. The railroads, I hope, will be given an equal opportunity to compete for business, without subsidy or favoritism to its competitors.

John F. MacFarlane

NATIONAL CAMPAIGN TO PROMOTE PERFECT SHIPPING EVERY DAY

This is the 26th year in which shippers, receivers and transportation people have joined forces in a national campaign to stamp out loss and damage. Through the years, many speeches have been made and many articles have been printed on the subject of Perfect Shipping. Loss and damage figures have been quoted; much emphasis has rightly been placed on the terrific economic waste involved; but

in spite of all these approaches to the problem, the claim account is high, damage continues, and customer dissatisfaction is obvious. What can we do about it?



In every business, whether it be transportation or manufacturing, service or sales -- in every campaign, if a purpose is to be accomplished, it must be recognized that PEOPLE are the keystone of its effectiveness and the deciding factor in its success and prosperity or in its failures. It must be recognized that most problems are of human origin and that they can best be solved through an understanding of the human failures which caused them.

Those who have the direct responsibility for attempting to stem the tide of freight loss and damage analyze them



closely with respect to causes. Why do loss and damage occur? Who was responsible? Where did the error happen? In

most instances it can be concluded that somewhere along the line - in production, packing, selection of the container, sealing, marking, checking, loading, transportation or in one of the many other phases of shipping and handling - someone made a mistake. Was it because he didn't care? Or

(Continued on Page 3)

MURDER ON THE HIGHWAY

Are Americans becoming safer drivers? Statistics recently released by the National Safety Council would indicate that they are, based on deaths per vehicle miles traveled, or on number of cars, or our growing population. But survivors of the 38,200 persons killed in 1960 would not agree.

The death rates, shown here in table, do show a slightly lower curve; for example, 5.2 killed per every 10,000 motor vehicles registered, as compared to 10.9 in 1938 and 7.1 in 1950. In those same years the number of deaths were: 1938, 32,582; 1950, 34,763; 1960, 38,200. So more people are being killed even though the rate per thousand is a bit lower.

The year 1960 was fourth high in traffic fatalities, only a few hundred below 1956 (highest), 1957 and 1955. It exceeded the two previous years by a few hundred also.

Here is an interesting conclusion drawn from the statistics compiled by the Council: "Based on the number of drivers of each sex, males have a sharply higher involvement rate than females, although generally the rate for males has been improving, while the rates for females have been getting worse. Related to miles driven by each sex, females have higher (accident) rates than males."

Too fast a speed was a contributing factor in 35% of all fatal accidents in 1960. Speed is a relative factor depending on congestion; half the fatal accidents in urban areas occurred at speeds under 30 m.p.h.

Nearly one-half of the fatal accidents where specific studies were made (all states do not agree) involved a drinking driver or a drinking pedestrian.

Saturday was the worst fatality day for auto drivers, Sunday being second. And December (except in 1960) has been the worst month. Whether that was due to more hours of darkness or office Christmas parties, it is not known.

Death rates by states, based on population ratios, showed Nevada highest and Rhode Island lowest.

It has been said that "drivers are better than they used to be," but it is still necessary to watch out for that 'one in a thousand'!

PROMOTE PERFECT SHIPPING

(Continued from Page 2)

was it because the procedure wasn't correct, or the individual wasn't properly instructed?

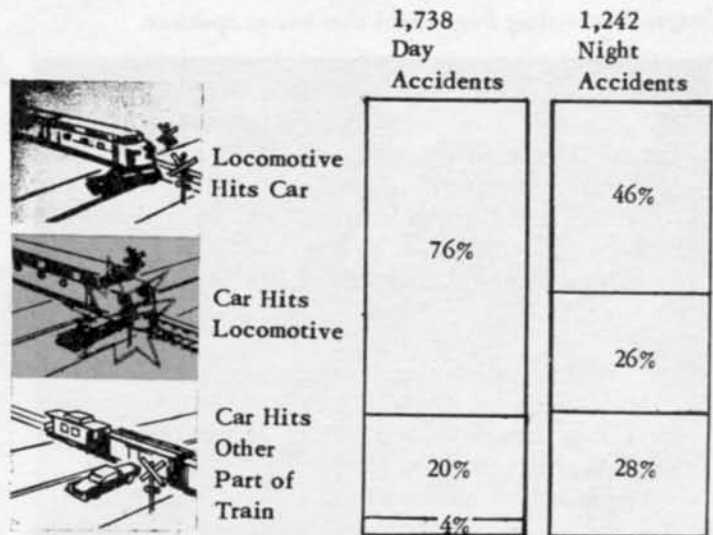
Was it because he hadn't been told how his job of product design and manufacture, of assembly and packaging, of trucking and loading, of transporting and delivering are all important to the success of his company? Was it because he hadn't been shown that he, himself, through carelessness, thoughtlessness or indifference may have been directly responsible for the loss of a customer? What he hasn't been told about and what he hasn't been shown, he may not correct. Here, then, is where the job of practicing the ART of Perfect Shipping begins -- with Communication and with Vision.

KEEP TRAFFIC ON THE RAILS

MOTOR VEHICLE DEATH RATES

(From "Accident Facts" -
National Safety Council, 1961)

Year	Number Deaths	Death Rates		
		Per 10,000 Motor Vehicles	Per 100 Million Vehicles Miles	Per 100,000 Population
1935	36,369	13.7	15.9	28.6
1940	34,501	10.6	11.4	26.1
1945	28,076	9.1	11.3	21.2
1950	34,763	7.1	7.6	23.0
1955	38,426	6.1	6.4	23.4
1956	39,628	6.1	6.3	23.7
1957	38,702	5.8	6.0	22.7
1958	36,981	5.4	5.6	21.3
1959	37,910	5.3	5.4	21.5
1960	38,200	5.2	5.3	21.2



HOW AND WHEN RAILROAD-MOTOR VEHICLE
ACCIDENTS OCCUR

RAILROAD GRADE CROSSING DEATHS

The Signs of Life program has helped the nation's traffic control efforts and has been a contributing factor in the gradual reduction of accidents involving motor vehicles at railroad grade crossings.

Train-vehicle crash deaths have dropped from 6.1 percent of the total deaths in 1945 to an estimated 3.5 percent in 1961.

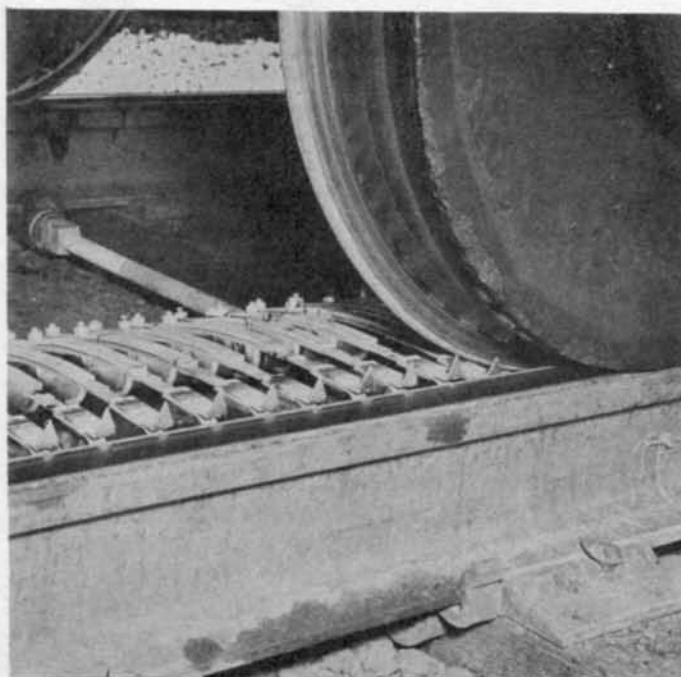
There were 1,311 grade crossing deaths in 1960--177 more than the 1959 total of 1,134. There were 3,237 injured in 1960.

The 1961 record for the first seven months shows a decrease in deaths from the 1960 figures for the same period--719 deaths compared with 782. However, injuries increased to 1,929 in 1961 from 1,880 in 1960 for the same period.

NORTHERN PACIFIC BECOMES FIRST RAILROAD TO AUTOMATICALLY RECORD DEFECTIVE WHEELS



Assistant General Yardmaster M. W. Echelbarger inspects recording from wheel checker at Spokane.



All car wheels pass over a series of detector fingers.

Westward freight trains entering Spokane yard all pass through a detector device in the track, which makes sure that the wheel flanges have not been chipped or broken. Tested and thoroughly proven since 1960, the device also detects wheels which have become loosened and shifted on the axle toward the center of the car, as well as defective brake shoes which may be dragging along the top of the rail. Although the method of detection is not new, Northern Pacific takes pride in becoming the first railroad to automatically record the results for each train by a unique recording system conceived and designed by engineers in the Signal Department's planning section at St. Paul.

Known as a 'wheel checker,' the device in the field consists of a series of steel fingers with vertical spikes extending upward near the inside edge of the top of the rail. Freight car wheels roll over these fingers in passing through the detector and the flange of the wheel rolls on an insulated part of the finger, depressing each one in turn. The fingers are electrically charged so that any contact between the spike part of the finger and the wheel tread sets off a warning in the detector. Thus, if a piece is broken from the flange of a wheel, one of the fingers will not be properly depressed and its vertical spike will come in contact with the tread of the wheel. When a defect is discovered, the new recording system records a special entry and sounds an alarm in the yardmaster's office.

The new system is substantially self-monitoring although it does provide a visual indication to the train crew on the incoming train. Lunar white indicators on a 22-foot signal mast become continuously illuminated when the train enters the detector, one unit facing in each direction along the track so they may be observed by either the engine crew or the train crew in the caboose. If a defect is detected, these indicators commence to flash.

In the yardmaster's office at Yardley the recording unit records on a paper tape the time each train enters or leaves the detector, as well as the total number of cars, counted from the head end of the train to any car registering a defect. The recorder also indicates on which side of the car the defect was registered. With this information the car may be readily located for inspection purposes.



KEEP WATER BUCKETS OR GARDEN
HOSE HANDY WHILE BURNING RUB-
BISH OR GRASS. THE SAFE WAY IS
THE BEST WAY!

DINING CAR DEPARTMENT EARNS SANITATION AWARD

For the second consecutive year, a special citation has been awarded to the Northern Pacific Railway by the United States Public Health Service. The award, in recognition of excellent sanitation in the preparation, handling and serving of food, was presented recently to President Robert S. Macfarlane (center). James E. Woodruff, Sanitation Specialist of the Public Health Service's regional Kansas City, Missouri, office (left) made the presentation, while Superintendent of Dining Cars W. F. Paar looks on.



Mr. Woodruff, representing Luther L. Terry, Surgeon General of the United States, said that the Northern Pacific had received a rating in excess of the 95% needed to qualify. The rating was based on inspection of all dining cars in use in 1961. Inspections were conducted by Public Health Service personnel.

Winning the coveted award was possible only through teamwork between departments concerned and unqualified cooperation of dining car employees, said Mr. Paar.

Northern Pacific, working with a U.S. Health Service Sanitation Specialist as the instructor, holds two sanita-

tion schools each year for dining car employees. Participation is voluntary. Each school runs for five days, from 9 to 12 o'clock each day.

THE WORLD OF TOMORROW

(Continued from Page 1)

nates from the ascension area and there is a considerable crowd of visitors gathered for the next ride to the Theme Show Structure which looms above in changing, tremulous, shimmering light."

The bubblelator releases its occupants to a ramp inside a spiral of thousands of interlocking four-foot cubes which project the show.

These cubes house complex equipment. Some surfaces will be sections of three dimensional motion picture screens; others will catch montage transparencies; some will support graphic representations; other cubes will house back-lighted models. The exhibit will involve the senses of sight, hearing, and smell.

During the 26-minute tour, especially-composed musical themes will augment a narration interpreting projections of Century 21 cities, homes, industries, offices, schools, recreation -- the entire physical context of life.

"... The chamber brightens into a paler blue-green light ... and several lovely pastel colored flowers appear," the script states near the beginning of the tour. "Their petals open and we see in related montage other transparencies, rich in the tender details of birth of babies ... the doctor's hands, the mother, the first slap and the first cry ... and over this we begin to hear a remote, ominous ticking. It is time, past, present, and future; time, both the threshold and the threat."

Time: the Acropolis, the signing of the Declaration of Independence, St. Peter's in Rome, Lincoln, Mae West, Shakespeare, the Atomic Mushroom ... Babe Ruth, the Sphinx, the Empire State Building and Marilyn Monroe.

Time: a business man in a commuter's gyrocopter;

(Continued on Page 8)

ADVANCE SALE OF TICKETS TO WORLD'S FAIR PROVES SUCCESSFUL



When the Seattle World's Fair Advance Ticket Sale ended March 15, Northern Pacific employees had purchased a total of \$44,274 worth of tickets under this program. It was expected sales would top the \$7 million mark, representing in excess of 3 million admissions. Sales in Seattle alone were in excess of \$200,000.

D. C. O'Malley, Executive Clerk in the Law Department at Seattle and Mrs. M. E. Brentwood, Secretary to Western Freight Traffic Manager, are shown making distribution of some of the \$45,000 worth of tickets to Northern Pacific employees.

RETIREMENTS SINCE LAST ISSUE OF TELL TALE

NAME	OCCUPATION	LOCATION	YEARS SERVICE	NAME	OCCUPATION	LOCATION	YEARS SERVICE
Donald F. Walker	General Agent	Los Angeles	32	Thomas Flaherty	Switchman	St. Paul	49
Frank L. Freeman	Locomotive Engineer	Auburn	49	Walter H. Kelsch	Machinist	Billings	40
Orlando M. Lewis	Section Stockman	Pasco	38	Gunnar C. Wahlgren	Section Laborer	Forest Lake	24
Milton J. Finn	Car Inspector	Staples	25	Peter F. Ebert	Telegrapher	Cheney	43
E. R. Calhoun	Switchman	Missoula	45	W. M. Braithwait	B&B Foreman	Centralia	42
A. H. Schmall	Carman	So. Tacoma	27	J. F. Sargent	Carman	Pasco	26
Rupert A. Nelson	Car Inspector	Staples	39	Arthur G. Treffry	Chf. Clk to MM	Spokane	50
Patrick Donohue	Com. Lineman	Ellensburg	34	Alfred Fiskum	Section Stockman	Brainerd	36



At the head table, from left: H. F. Beulke, Mrs. Lilyquist, A. E. Lilyquist, Mrs. Ordell, E. L. Ordell, Mrs. Hanson, H. G. Hanson, Mrs. Woodruff, K. T. Woodruff, H. R. Purcell, Mrs. Carroll and W. E. Carroll.

Honored by department associates and other friends was Assistant Auditor Disbursements H. G. Hanson when he retired recently after more than 49 years of service with the Northern Pacific.

In 1913 Mr. Hanson was employed in the Superintendent's office, Minneapolis, where he worked until 1919 when he was appointed timekeeper in the office of Auditor Disbursements until 1939. He then went to the District Accountant's office, Tacoma, until 1946 when he was appointed Assistant Auditor Disbursements, St. Paul, which position he held until retiring.

H. G. Hanson, left, Assistant Auditor Disbursements, happily accepts an envelope with "foldin' stuff" from Auditor Disbursements K. T. Woodruff.

A capacity crowd attended a dinner at the Palace Hotel, Missoula, March 10, honoring three veteran officials of the Rocky Mountain Division who retired from Northern Pacific service.

Shown with General Manager F. L. Steinbright (left) and Division Superintendent D. H. King (right) are the honored guests: Bridge and Building Supervisor G. P. Smith, in service since 1914; Division Roadmaster J. D. McLaughlin (1916) who will retire May 1; and District Roadmaster A. G. Erskine (1922).



PERSONALS

The following appointments were announced recently:

- K. M. RUE, Assistant Electronic Engineer, Communications Dept., St. Paul
- H. L. MEYERS, Relief Assistant Roundhouse Foreman, Mississippi Str., St. Paul
- D. M. TISDALE, Road Foreman of Engines, Dickinson, N.D.
- T. R. ROHLA, Road Foreman of Engines, Northtown
- T. C. BARWISE, City Freight and Passenger Agent, Denver, Colo.



Shown with Locomotive Engineer Todd Merager (left) who retired February 1, after 45 years of service with the Northern Pacific, is Master Mechanic W. W. Larson, Spokane.



ENGINEER WALTER YOST, of Missoula, is congratulated on his last run by Division Superintendent D. H. King. Mr. Yost retired after 45 years in engine service.



Northern Pacific Beneficial Association



DOCTORS'S PRESCRIPTIONS

When a member or his dependent orders medicine from an Association Hospital Pharmacy, a doctor's prescription must accompany the request.

Federal law prohibits a pharmacist from dispensing prescription drugs without authorization from a doctor. This ruling covers all drugs except those which may be purchased over-the-counter; that is, aspirin, vitamins, rubbing alcohol and other items of that nature.

IMPORTANCE OF SUBMITTING CORRECT FORM IN CASE OF ILLNESS

Article III, Membership Dues, Section 2D of the Constitution reads as follows:

"When an active member in service beyond 90 days is off the payroll of his or her company for an entire month, or months, solely because of disability, his or her membership will be continued without payment of dues while being treated by an Association physician, but not to exceed a period of six months for any one ailment, after which time payment for dues must be resumed."

When Form B.A. 70A, "Application to Continue Membership (For Persons on Sick Leave, Furlough or Force Reduction)", is submitted for members on leave of absence due to illness, it MUST indicate the NAME OF THE ASSOCIATION DOCTOR in attendance and the SPECIFIC ILLNESS for which the member is being treated.

REASON FOR PAYMENT OF N.P.B.A. RETIRED DUES IN ADVANCE

Retired members are billed quarterly for N.P.B.A. dues. There are approximately 5,500 retired members, and a considerable amount of time is required to process this number of payments. For this reason, members are requested to make payment 30 days in advance of each quarterly dues period.

This arrangement makes it possible for the Association to send the member a receipted membership card before the quarter begins, and the member always has a current membership card in his possession to show his dues are in good standing.

DONATIONS TO N. P. B. A.

In 1961 the Association received \$2,707.77 in cash donations from members and friends, as well as gifts ranging from magazine subscriptions, books and radios to items of hospital equipment. In some instances, following the death of a member, the family has requested memorials be made to the N.P.B.A. Hospitals. Cash donations received by the hospitals from individuals are tax deductible.

Although these contributions and gifts were acknowledged in the "Tell Tale" and letters were written the donors, it is difficult to find words to express our sincere gratitude for the thoughtfulness and generosity which prompted these gifts and donations.

A number of organizations work tirelessly month after month to raise funds to purchase items for the hospitals, all of which benefit our patients. To those individuals and groups interested in contributing to the hospitals, we suggest they contact the Administrators who will be happy to offer suggestions regarding equipment needs.

A farewell party March 21 marked the completion of a long and interesting nursing career for Mrs. Mary Ann Schoengarth, Registered Nurse, Glendive Hospital. T. O. Peterson, N.P.B.A. President, attended the party in her honor and reviewed the Association's growth during her years of service.



Mrs. Schoengarth enrolled in the Nurses' Training School at Brainerd, Minnesota, in 1919 and assisted in the move of patients and equipment from that point to St. Paul Hospital in 1922.

She later joined the Glendive Hospital staff, took time out to marry and raise two daughters, then returned to Association service. She served under four Yellowstone District Chief Surgeons, Drs. R. H. Beach, J. A. Evert, M. A. Schillington and S. A. Olson.

The "Tell Tale" previously noted her appointment in 1960 by Montana Governor Aronson to the Montana State Board of Nursing.

The Association's officers, Glendive Hospital personnel and the many patients she has cared for through the years extend best wishes to "Mickey" Schoengarth for many years of good health and happiness.

Glendive Hospital also marked the departure of Grace Estabrook, Licensed Practical Nurse, March 11. She began her nursing career in 1941 and joined the Glendive staff in 1955.

During her years with the Association, she resided in the nurses' home where she "mothered" a score of nurses. She plans to travel during the coming year before settling down at Fort Lee, Virginia.

We wish "Ma" a pleasant retirement and the fulfillment of her ambition to "take a nap after lunch each day."

ATTITUDE

Our attitude toward safety is reflected in our actions. Our actions speak louder than words and are absorbed by others. The real test lies in what we DO to prevent accidents, along with what we say.

No amount of safety education can be completely effective unless we ourselves believe in accident prevention, and by our own example and enthusiasm win safety the respect that is due it.

Accidents are one of our ills. Through safety education and participation we can immunize against injuries.

The more people participate and comply with safety rules and safe practices, the better safety converts they become. Their attitudes and actions are in turn reflected so that others may absorb them and profit by them.



TO MEMBERS OF VETERANS ASSOCIATION, NORTHERN PACIFIC RAILWAY

The dates of the annual convention to be held in Missoula this year will be June 1, 2 and 3.

Friday afternoon, (the 1st), members should register at the Florence Hotel. That evening open house will be held at the Elks Club. Wear your badge.

Saturday, (the 2nd), regular business meeting, registration, social hour, banquet and dance.

Sunday, (the 3rd), from 8 a.m. to 10 a.m. a smorgasbord breakfast at the Florence Hotel. No Sunday side trip can be arranged due to early afternoon departure of passenger trains at Missoula.

STATEMENT OF EMPLOYEES' REPORTABLE CASUALTIES BY CLASSES for the period January 1 to March 31, 1962

	Divisions							Main Shops				Total
	Lake Supr.	St. Paul	Fargo	Yellowstone	Rocky Mtn.	Idaho	Tacoma	Como	Brainerd	Livingston	So. Tacoma	
Enginemen	1	1		1	3	3	2					11
Trainmen	1	4		1	4	8	3					21
Yardmen	3	4	1	5	1		5					19
Stationmen	1	2		1	1	1						6
Trackmen			1	2		1	3					7
B. & B. men							3					3
Shopmen		1			2							3
Carmen		1		2			1	2				6
Total	6	13	2	12	11	13	17	2				76
Rank	2	4	1	5	7	6	3	4	1	1	1	
Store												
Dining Car												
Engineering												4
Signal												
Chief Spl. Agent												
Communications Dept.												1
Electrical Engr.												
General Office												1
King St. Station												2
Miscellaneous												
Grand Total	6	13	2	12	11	13	17	2				84
Casualty Rate per Million Man Hours (est.) - - - - - 11.2												



ANDREW WALKER, retired Wrecker Engineer for the Northern Pacific at Auburn, is enjoying his retirement in Youngtown, Arizona, where he resides at 11255 Louisiana Avenue.

Last year Mr. Walker was appointed Police Justice for Youngtown.

From the above picture it can be seen he is still all Northern Pacific. The other sign shows the State of Washington highway sign.

THE WORLD OF TOMORROW (Continued from Page 5)

electronic highway systems; fully automated production lines; year-round climate-controlled farms; new, inexhaustible sources of food from the sea; language translation machines; 24-hour-week work schedules.

Proof of the possibility of this work, as well as of the alternate fate, will be seen in the companion feature of the fair -- the United States Science Exhibit. There, Scientists will be depicted in their eternal but increasingly triumphant pursuit of truth.

The question on how society will cope with these truths is expressed in the title of the Theme Show -- "The Threshold and the Threat."

MAKE EVERY DAY FIRE PREVENTION DAY...AT HOME OR ON THE JOB