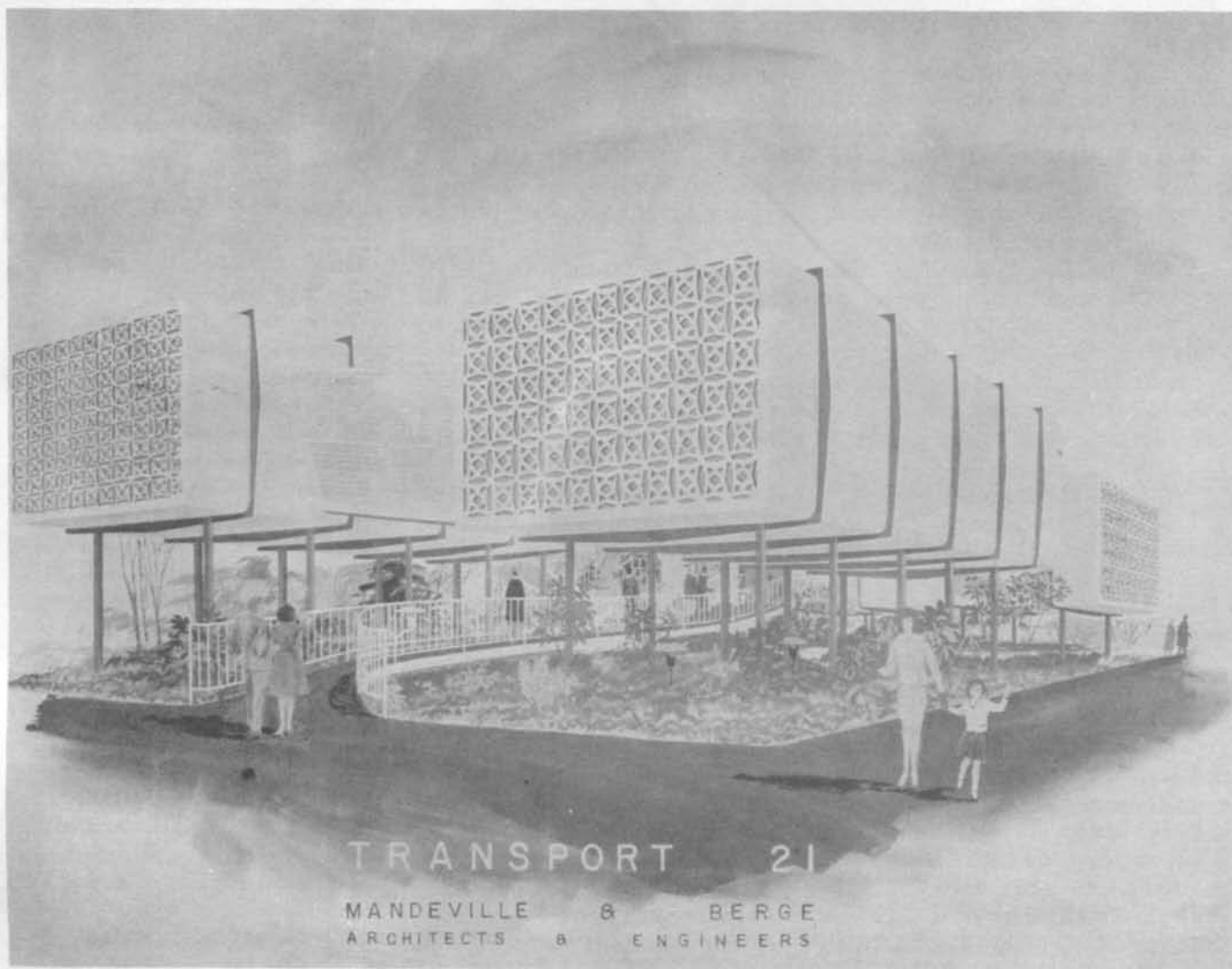




Vol. XXV ISSUED BY THE SAFETY & FIRE PREVENTION DEPARTMENT, NORTHERN PACIFIC RY., ST. PAUL, MINN., MAY 1962 No. 5



This is a view of the Transport 21 exhibit which is sponsored by Northern Pacific, Great Northern, Union Pacific and Milwaukee Road at the Seattle World's Fair.

It is a futuristic, 3-unit, concrete and steel structure that stands above the ground on slender pilings in the shadow of the giant Space Needle. (Continued on Page 2)



MEMO . . . FROM THE PRESIDENT

Investing in our government's bonds is more than a patriotic exercise. It's a positive way of building up our economic strength to sustain the burden of the cold war, and of strengthening your financial future as well.

The United States Government is asking its citizens to participate in the Freedom Bond Drive by purchasing extra savings bonds during May and June. Being a good citizen, and turning a good profit in the process, is a pretty good deal for any of us.

The vital importance to our national economy and security of having a financially strong and healthy railroad system is readily apparent in the \$4, 623, 982, 981 railroad payroll for 1961.

Not so well known, however, is the economic importance of railroad purchases from other industries. For example, in 1961 the railroads spent \$1, 262, 220, 000 for day-to-day supplies of all kinds. These 1961 purchases DO NOT INCLUDE \$646, 452, 000 spent for capital equipment and improvements including locomotives and cars, bridges, buildings and roadway structures.

Of the \$1, 262, 220, 000 supply expenditures in 1961, purchases of iron and steel products such as rails, parts, machinery and car and locomotive wheels amounted to \$333, 839, 000.

Fuel oil for diesel locomotives accounted for \$328, 733, 000 of the 1961 supplies expenditure. Purchases of forest products, cross ties, switch ties and lumber for bridges and piling, accounted for \$70, 055, 000 in '61.

Miscellaneous supplies accounted for \$492, 785, 000 of the total 1961 supply purchases. Included in this miscellaneous category are building materials such as brick, cement and roofing; paint and chemicals; lubricating oils and greases; office and train supplies and electrical materials. These figures demonstrate the important part railroad spending plays in the economy of many businesses.

On our own road, we are making major expenditures for labor and materials for new cars. Our Brainerd shops recently completed 350 double-door box cars and work is already under way on another lot of 300 similar cars, to be followed with construction of 100 refrigerator cars. This program, as scheduled for this year, is just a part of our effort to make more cars available to shippers and to strengthen NP's position in the transportation field.

John F. MacFarlane

Underwrite

YOUR
COUNTRY'S

MIGHT!



**Buy U.S.
Savings
Bonds**

TRANSPORT 21 EXHIBIT

(Continued from Page 1)

The introductory building of the exhibit complex depicts the latest present-day freight and passenger equipment. It includes a light-animated representation of an electronic switch yard which fair visitors can operate by push-button.

Refinements of the railroads' role as integral parts of industry assembly lines are portrayed in the second unit. They show how distribution will be geared to eliminate as many interruptions as possible between producer and consumer.

Also displayed in the second building is a working model of a 200-passenger Levacar which was fabricated by the Ford Motor Company. The Levacar is a wheel-less vehicle that skims over rails on a thin film of air, a principle which will make possible the operation of trains at speeds of 200 to 500 miles an hour in the future.

A passenger capsule, designed to accommodate a family, is shown in life-size mockup in the third unit. These capsules, obviating the necessity for scheduled departures, would operate over levitation rails within tubes or underground travelways, as depicted in a spherical diorama at the exhibit exit. Similarly operated capsules for high-value freight are also envisioned for the 21st Century.



WINNERS FOR SAFETY

SOUTH TACOMA SHOPS GET SAFETY AWARD

South Tacoma employees' attention to safe work practices paid off in a big way. Employees of the shops, wives, railway officials, representatives of city, chamber, South Tacoma Business Club and the railway medical staff gathered for the dinner and award ceremony at Fellowship Hall in the Masonic Temple, Tacoma, April 25.

J. A. Cannon, General Mechanical Superintendent, St. Paul, presented the President's Safety plaque to South Tacoma Shops - their fifth win. Accepting the plaque was Shop Superintendent R. H. Spellmeyer.

SAFETY FIRST

The men in the shops who work with 124-ton diesels and 24-ton box cars and literally put safety first had the best safety record of the railway's four main shops.

"Nothing pays greater dividends than to give safety your greatest attention," said Mr. Cannon. He said he realized winning the award required a lot of hard work and stated the employees had done a fine job to keep trains operating safely. He issued a challenge to South Tacoma Shops to win the award for 1962. Thus far this year they have not had a reportable accident, one in which an employee is off work for more than 24 hours.

C. T. DeWitt, Superintendent of Safety & Fire Prevention, said: "I think you will all agree that winning the award is not the most important part of safety - the important part is knowing you have prevented some people, perhaps many, the misery and pain caused by



From left, around the plaque: W. T. Kennelly, Superintendent of Motive Power; C. T. DeWitt, Superintendent Safety & Fire Prevention; J. A. Cannon, General Mechanical Superintendent; A. J. Cecchi, employees' representative; and R. H. Spellmeyer, Shop Superintendent.

what are commonly called 'accidents'.

A. J. Cecchi, shop employees' representative, spoke of the cooperation among employees and supervisory personnel to eliminate hazardous conditions.

GIVEN KEY

City Councilman James Porter, present in behalf of the mayor, presented Mr. Cannon with the gold "Key to

(Continued on Page 5)

RETIREMENTS, PROMOTIONS AND APPOINTMENTS



H. R. Peterson



D. H. Shoemaker



W. R. Bjorklund



S. H. Knight



A. R. Miesen

ENGINEERING DEPARTMENT

H. R. Peterson, Chief Engineer of the Northern Pacific Railway, retired May 1 after 43 years with the company. He was succeeded by D. H. Shoemaker, Assistant Chief Engineer.

Mr. Peterson, a native of Minneapolis and a graduate of the college of engineering, University of Minnesota, joined NP in 1918 as a draftsman. Later he was active in engineering work on bridges, branch line construction and grade separations. He spent two years on special assignment to the Spokane, Portland and Seattle Railway. He was appointed Office Engineer in 1940, became Principal Assistant Engineer in 1944, Assistant Chief Engineer in 1946 and assumed the post of Chief Engineer in 1953.

D. H. Shoemaker, who succeeded Mr. Peterson, is a registered professional engineer in Minnesota, North Dakota and Washington. He is a graduate of the University of Minnesota with a B.S. degree in civil engineering. He first joined NP in 1929, working in the Engineering Department until 1932. For approximately four years he was employed outside of the company, returning to Northern Pacific in 1936. In 1946 he was appointed Office Engineer, in 1949 he became Principal Assistant Engineer and in '51 he was appointed District Engineer. He assumed the post of Assistant Chief Engineer in 1953.

In 1956, President Robert S. Macfarlane appointed Mr. Shoemaker Special Assistant-Executive Department, representing Northern Pacific in the joint merger study carried out by NP, GN, CB&Q, and SP&S Rys. He completed this assignment and

returned to his post in 1958.

He is a member of the American Society of Civil Engineers, a past president of the St. Paul Engineering Society and the Minnesota Federation of Engineering Societies.

W. R. Bjorklund, formerly District Engineer, was appointed Assistant Chief Engineer, with headquarters in St. Paul. He succeeds Mr. Shoemaker. Mr. Bjorklund is a graduate of the University of Washington, civil engineering, class of 1934. He entered NP service October 5, 1934.

J. P. Titus, Seattle, was appointed District Engineer with headquarters in St. Paul, succeeding Mr. Bjorklund. Mr. Titus graduated from the University of Minnesota with a degree in civil engineering. He joined NP in 1945.

R. G. Brohaugh was appointed District Engineer with headquarters in Seattle. Mr. Brohaugh, a University of Minnesota graduate in civil engineering, joined NP in 1947.

Appointed to the post of Office Engineer to succeed Mr. Brohaugh is V. F. Demarais. Mr. Demarais entered NP service in 1946. He is a University of Minnesota graduate, civil engineering.

FLEET MANAGER

S. H. Knight, Fleet Manager, St. Paul, retired April 1 after 50 years' service with NP.

Starting as a rodman on the St. Paul Division in 1912, he was made Assistant Engineer on that division in August 1921; transferred to B&B Supervisor, Fargo Division, November 1936; was made Supervisor of Work Equipment on the system, July 1940, until August 1955 when he was made Fleet Manager.

AGRICULTURAL DEVELOPMENT

A. R. Miesen, Agricultural Development Agent for the Northern Pacific will retire June 1, after almost 32 years' service with the company.

For the past nine and a half years, Mr. Miesen has lived in Fargo, where he was in charge of the railway's agricultural development office, and the territories served by Northern Pacific in North Dakota and Minnesota.

Before joining the railway staff in 1930, he was engaged in agricultural work in Minnesota and North Dakota, including five years as county extension agent at Bismarck. He has a wide acquaintance in the North Dakota-Minnesota area and has been identified with development projects of irrigation groups and livestock and crop producers. He has been active in a number of organizations, including the Northwest Farm Managers' Association, the Minnesota Farm Managers' Association, and the Agassiz club.

Mr. Miesen, a graduate of the University of Minnesota, was headquartered at the NP general offices in St. Paul from 1930 until December 1952.

ACCOUNTING DEPARTMENT

Fred H. Schoen has been named Assistant Auditor of Disbursements to succeed Harry G. Hanson who retired April 1, after 49 years of service with the road. (See April Tell Tale)

Matt B. Griemann has been named General Accountant to succeed Mr. Schoen.

Arthur E. Lilyquist was also appointed an Assistant Auditor of Disbursements.

RETIREMENTS, PROMOTIONS AND APPOINTMENTS

(Continued from Page 4)

TRAFFIC DEPARTMENT

W. L. Ninemire of Spokane has been appointed City Freight and Passenger Agent in Portland. He succeeds J. E. Custer who retired May 1 after more than 43 years of service with the company. Mr. Ninemire, former City Freight and Passenger Agent at Spokane, has been with Northern Pacific since 1953.

W. E. Luders, Spokane, has been appointed City Freight and Passenger Agent to succeed Mr. Ninemire at Spokane. Mr. Luders has been with NP since 1943 at Walla Walla, Washington. He was appointed Chief Clerk at Spokane in 1953.

A. J. Baldasty is appointed City Freight Agent, Chicago.

W. H. Egan is appointed City Freight Agent, Minneapolis; succeeding Mr. Egan as Merchandise Agent, St. Paul, is C. L. Kath.

L. B. Nichwander is appointed Traveling Passenger and Freight Agent, Chicago.

E. J. Strapp is appointed Traveling Freight Agent, Chicago, succeeding R. J. Burdett, deceased.

OPERATING DEPARTMENT

W. E. Carlson of Tacoma was appointed Division Roadmaster of the Rocky Mountain Division, with headquarters in Missoula. He succeeded J. D. McLaughlin who retired May 1 after 40 years continuous service with the company.

Mr. Carlson, formerly District Roadmaster on the Tacoma Division, has been with Northern Pacific since 1942.



TO MEMBERS OF VETERANS ASSOCIATION, NORTHERN PACIFIC RAILWAY

With the 1962 VETERANS ASS'N, NORTHERN PACIFIC RY., annual convention set to get under way June 1, 2 and 3, there is much enthusiasm in the air concerning this year's return to the 'garden city' -- Missoula.

How about you? Are you all set to go? Don't miss this opportunity to meet old friends and make new ones.

SOUTH TACOMA SHOPS SAFETY AWARD PRESENTATION

(Continued from Page 3)

the City" and told the General Mechanical Superintendent he should return "at least once a year to present the safety award to South Tacoma Shops."

The Reverend Robertson Albertson gave the invocation.

W. T. Kennelly, Superintendent of Motive Power, Seattle, was toastmaster.

Furnishing musical entertainment were Arthur Hoppe, Caroline Johnson, Larry Pickett, and a singing group from Mount Tacoma High School.

The dinner's eye-catching dessert was the NP's red and licorice black insignia - the Oriental philosophical symbol - the Monad, moulded in ice cream.

1962 EASTERN GOLF TOURNAMENT

The 1962 Northern Pacific Eastern Golf Tournament will be held June 16th at Gall's Golf Course, North St. Paul.

Entry fee is \$4.50 and starting times can be reserved between 6 a.m. and 10 a.m. At least one entry fee must accompany a request for a particular starting time.

Prizes will be awarded for Low Gross and Low Net scores, using the Peoria Handicapping system. There will also be a putting contest, long drive contest, and closest to the pin on a par three contest.

Entry blanks can be obtained from J. W. Thayer, 808 Northern Pacific Building. No entry will be accepted before May 9th and none will be accepted after June 13th.



A service record of 55 years came to a close April 1 with the retirement of C. W. Siegenthaler, car distributor at Spokane, who started as a messenger at the Spokane freight house.

Approximately 90 department associates and other friends honored him at a retirement party when he was presented with a stereo phonograph.

From left: General Agent W. J. Riddell, Mr. Siegenthaler, and Superintendent N. M. Lorentzen.



THIRD STREET COACH YARD AND STORE DEPARTMENT, St. Paul, had a get-together honoring three of their fellow employees who retired recently: 1, Victor

Frees Store Helper since 1947; 2, Mrs. Marie Kupka, Coach Cleaner since 1943; and 3, George Kelly, carman, in service since 1937.

RETIREMENTS SINCE LAST ISSUE OF TELL TALE

NAME	OCCUPATION	LOCATION	YEARS SERVICE	NAME	OCCUPATION	LOCATION	YEARS SERVICE
Guard R. Williams	Leading Car Inspector	Billings	39	Marie E. Gilbertson	Clk.-AP&SA	St. Paul	43
Norman L. Hart	Coach Builder	St. Paul	42	C. W. Hemsworth	Asst. to Gen. Mech. Supt.	St. Paul	43
L. D. Scribner	Div. Storekeeper	Parkwater	48	Walter E. Smith	Section Foreman	McGregor	44
T. A. Gregory	Asst. Superintendent	Minneapolis	49	Peter Lipoma	Crossing Flagman	Puyallup	43
Charlotte S. Stern	Asst. Chf. Bill Clerk	Minneapolis	38	Gerard F. Eckroth	Sheet Metal Worker	Mandan	43
Ole Hovde	B&B Carpenter	Fertile	37	Joseph E. Horak	Machinist	Brainerd	38
Geo. O. Aubuchon	Signal Maintainer	Centralia	47	James R. Rambo	Machinist Helper	Missoula	30
Todd Merager	Locomotive Engineer	Spokane	45	Clarence T. Lee	Pipefitter Foreman	Brainerd	40
Hubert L. Latture	Roundhouse Foreman	St. Paul	42	Matt Muich	Crossing Flagman	Tacoma	36
Florence I. Guertin	Statistical Clerk	St. Paul	24	C. W. Mottram	Asst. Gen. Frt. Agent	St. Paul	40
Loranda B. Morris	PBX Operator	Fargo	32	James E. Empting	Conductor	Dilworth	49
Neal H. Bidleman	Diesel Elec. Inspector	Tacoma	27	Clyde C. Hoffman	Section Stockman	Minneapolis	41
Gilbert P. Smith	B&B Supervisor	Missoula	50	Mary J. Faughnan	Clerk-Freight Cl. Dept.	St. Paul	43
Charles Dunn	Car Inspector	Aberdeen	38	Walter E. Yost	Locomotive Engineer	Missoula	44



A retirement dinner was held at the Athletic Club, St. Paul, on April 26th to honor H. R. Peterson, Chief Engineer, after 43 years of service with Northern Pacific. (See page 4)

At the head table, from left, are, Dr. Donald Innes,

son-in-law of the retiree; D. H. Shoemaker; E. B. Stanton; H. R. Peterson; C. H. Burgess; H. R. Peterson, Jr.; E. F. Requa; W. R. Bjorklund, and M. C. Wolf.

The retirement of WALKER G. TODD as foreman of the electrical and paint shops at South Tacoma, ends a father-son association with the NP which began in 1900. That was the year Todd's father, the late F. A. Todd, became foreman in the same shops from which his son retired. The father retired in 1935.



Fellow employes of Walker Todd and former co-workers, honored him at a retirement party at the Top of the Ocean, after which Mr. and Mrs. Todd left by plane for Hawaii.



HAROLD M. AXTELLE, AFE clerk, District Accountant's Office, Tacoma, retired March 28, having served the Company faithfully for 45 years.

A retirement party, honoring Mr. and Mrs. Axtelle, was held in Room 22-A Union Station, Tacoma, at which time a parting gift in the form of a check was presented.

A. B. CUNNINGHAM, conductor, Spokane, recently retired after more than 52 years' service with NP. Mr. Cunningham was No. 1 conductor on the old Pasco Division. Barney was well liked by everyone who ever knew him and made many friends for himself and the Northern Pacific.



Roland Riepe, 75, retired Northern Pacific veteran, passed away at his home in Seattle, March 12. Mr. Riepe retired as Assistant to the General Manager in 1956.



Northern Pacific Beneficial Association



Medical science has progressed very rapidly in recent years, and lives are being saved today through types of operations which were undreamed of not too long ago.

The N.P.B.A. has maintained pace with the development of new methods of patient care and surgical procedures. One of our members, F. A. Eyer, of Glendive, has had inserted an electrically operated heart 'Pacemaker', and the following letter addressed to President T. O. Peterson has recently been received from Mr. and Mrs. Eyer.

"We wish to take this opportunity to extend to your Association our most sincere thanks for the wonderful care and treatment my husband received during his sojourn in both the Northern Pacific Hospitals at Glendive and St. Paul.

"You will recall that you visited Mr. Frank A. (Jeff) Eyer, General Yardmaster from Glendive, Montana, sometime during the month of April, 1962, at the St. Paul NPBA Hospital following his Pacemaker operation. At that time we expressed our gratitude for everything, and I thought I would write you giving you somewhat of a report of the results and reactions to this operation, since Mr. Eyer had the distinctive experience of having the first Pacemaker operation in the NPBA hospital at St. Paul. We realize you have full details of everything that transpired during Mr. Eyer's three month stay in the NPBA Hospital in St. Paul, so we will not attempt to repeat any of the history of the case.

"We have been totally satisfied and pleased with everything, including the comfortable and clean rooms we had, the well kept linens and the well planned meals under the personal supervision of a very efficient dietitian, especially while we were in St. Paul where a weight reduction was of major importance. Mr. Eyer wishes to personally convey his thanks to the St. Paul hospital staff of doctors, nurses and all for their most personal, kind and considerate treatment during his three month stay there. We are most grateful to Drs. Connelly, Shu Ho, Donald Derauf and S. A. Olson. By their skills and combined dedicated efforts we feel that Mr. Eyer has been given a second chance to live.

"Also we feel that the Northern Pacific employees have a most wonderful security in the N.P.B.A. We know of no other insurance plan that excels it in that it gives full coverage for most everything such as the opportunity of having specialists of all kinds that know the very latest methods of medical science from minor to major cases. It provides practically full release from financial obligations for at least six months for hospital, medicine and operations, etc. The cost of Mr. Eyer's Pacemaker operation would be stupendous and would create serious financial worry if it were not for the security of NPBA coverage. We feel we had the very best including the leading specialists and all. And who knows who the next one will be to need such protection.

"Mr. Eyer is improving each day and seems not too greatly disturbed by the implanted Pacemaker. We know it will take a little time for adjustment as it does with all operations. It is almost too wonderful to believe that a man with a heart block can and will commence to live a normal life once more. What man at 62 wishes to give up his activities, professions and skills and remain more or less of an invalid as long as his indefinite life may be?

"Thanks again to everyone for everything and a special thanks to the PROGRESS OF MEDICAL SCIENCE IN THIS DAY AND AGE, and in this instance, for the works of the invention of the Pacemaker. Our recommendations, where needed, sincerely go with them. We definitely feel that Mr. Eyer has been given a second chance to live. Right now he is contemplating returning to work as a General Yardmaster probably by June 1st. Of course, it is possible the real test will come then, but on the other hand, what chance did he even have for a test without the Pacemaker.!!"

We appreciate the kind comments included in this letter and are proud that the N.P.B.A. is able to provide this type of care for its members.

We regret that lack of space in the April issue prevented us from congratulating Anna Johnson, Head Nurse, 2nd floor, St. Paul Hospital, on her retirement in February after eighteen years of service.

A gift was presented to her at a tea in her honor at the hospital. She and her husband vacationed in Florida, visiting members of their family, and their plans for the future include a number of other vacation trips.

We extend best wishes to Mrs. Johnson for many years of good health and enjoyment.

* * *

The second floor lounge of the Missoula Hospital is one of the most recent areas of the building to benefit from the untiring efforts of the N.P.B.A. Hospital Guild.

This group's check in the amount of \$225.45 was used to purchase furniture for this room, and arrangements were made for a plaque to be mounted on the door of this room reading, "Room Furnished by N.P.B.A. Ladies' Guild."

The Guild also presented two folding tables to Missoula Hospital, one for use in the lounge, the other for the recreation room.

Once again we extend sincere thanks to the members of the Guild for "a job well done."

* * *

We extend sincere sympathy to the family of Dr. W. J. Rosenblatt, N.P.B.A. Specialist, Tacoma, who expired March 9th following a heart operation.

Prior to his appointment as Specialist in 1947, Dr. Rosenblatt had served as Associate Surgeon on the Tacoma Hospital staff since 1939.

CLEAN UP



DON'T SLIP UP

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WHAT DO YOU DO?

How many of us can look back over the last year at an injury and say: "If it were to be done over again, I would have warned my fellow employee that he was performing his work in a haphazard and dangerous manner and was liable to be injured"? Or could we have prevented an injury to a fellow workman by brushing up on our own safety habits? Not only can we protect ourselves, but we can certainly do great deeds for humanity, - deeds that give us that deep feeling of personal satisfaction, by showing our fellowman the proper precaution to take to insure long-lasting protection and happiness to himself as well as others.

When you will firmly resolve that you will not only practice safety yourself at all times, but will take a personal interest in the safety habits of your fellow employees so that when the curtain rings down at the end of the year, you can look back with deep pride and a sense of much personal satisfaction and say, "Through the combined efforts of all of us, pulling together as one, we have prevented injuries that could cause pain and misery to our fellowman."

I don't know of a better way to greet our fellow employees each day than to say, "BE CAREFUL TODAY."

TEAMWORK
IS NECESSARY
TO PREVENT
ACCIDENTS

STATEMENT OF EMPLOYEES' REPORTABLE CASUALTIES BY CLASSES FOR THE PERIOD JANUARY 1 TO APRIL 30, 1962

	Divisions							Main Shops				Total
	Late Supr.	St. Paul	Fargo	Yellowstone	Rocky Mtn.	Idaho	Tacoma	Como	Brainerd	Livingston	So. Tacoma	
Enginemen	1	3		1	4	3	3					15
Trainmen	1	4		1	5	8	4					23
Yardmen	3	7	1	5	1		6					23
Stationmen	1	2		1	1	1						6
Trackmen			1	2	1	1	3					8
B & B. men						1	4					5
Shopmen		1	1		2				1	1		6
Carmen		2		2			1	1	1			7
Total	6	19	3	12	14	14	21	1	2	1		93
Rank	2	6	1	3	7	5	4	2	4	3	1	
Store									1			1
Dining Car												1
Engineering												5
Signal												
Chief Spl. Agent												
Communications Dept.												1
Electrical Engr.												
General Office												1
King St. Station												2
Miscellaneous												
Grand Total	6	19	3	12	14	14	21	1	3	1		104
Casualty Rate per Million Man Hours (est.) - - - - - 9.8												

THE JOB TO DO IN '62 CONQUER LOSS AND DAMAGE

EVERYBODY'S NEEDED



TO PRACTICE

PERFECT SHIPPING

