



The Tell Tale



Vol. XXV

ISSUED BY THE SAFETY & FIRE PREVENTION DEPARTMENT, NORTHERN PACIFIC RY., ST. PAUL, MINN., JUNE 1962

No. 6



PHOTOGRAPHERS' PARADISE -- The Great Falls of the Yellowstone River in Yellowstone National Park.



MEMO ... FROM THE PRESIDENT

Last month I emphasized the importance of courteous and efficient service in building goodwill and preference for our passenger service.

This month I would like to direct attention to the importance of exercising maximum care in handling our customers' shipments and winning goodwill and preference for Northern Pacific freight service.

Our freight claim bill for 1961 was \$1,801,460. While the NP ratio of 1.214 (\$1.21 for each \$100 of revenue) was below the national ratio of \$1.44 (\$1.44 for every \$100), our freight claim bill represents an almost two million dollar bite out of our yearly income. This is a substantial sum and should be of concern to every one of us.

There is, however, another important factor to consider. While we can measure the dollars and cents cost for freight claims, we cannot measure the value of the goodwill and preference we lose when a customer's shipment is damaged while in the care of our railroad.

Customers do not want to file freight claims. They would much rather have goods delivered to destination efficiently, safely and without delay. They gravitate to the carrier that gives them the most dependable, damage-free service. If customers are unhappy with our service, they will route their shipments to trucks or other forms of transportation. But, give them safe, damage-free NP rail service and our railroad will become the preferred carrier for more and more shippers.

Building preference, making NP the preferred routing in the area we serve, is a goal we should all aspire to, and a continuing responsibility.

A little extra care in every phase of freight handling can work wonders. We can become known as the road with the reputation for extra care in handling all shipments, in switching operations, in transloading and in protecting every shipment along its entire route.

This is one way to build a competitive advantage that will mean more business and more security for every Northern Pacific employee.

Robert MacFarlane



The Veterans Association of the Northern Pacific Railway, at its 38th annual convention in Missoula, Montana, elected George J. Gravem of Duluth, as its new president. Elmer S. Slayter of St. Paul was re-elected to the office of secretary-treasurer.

Other officers chosen to represent the organization are George F. Bauer of Seattle, vice president; Carl A. Nyman of Missoula, George A. Pringle of St. Paul, and B. L. Linnane of Seattle, directors.

More than 600 members of the association attended the three-day convention, 135 of whom left St. Paul on special Pullmans May 31. Members are employees or retired employees of the Northern Pacific with 25 or more years of service with the Company.

WHY WORRY?

Living is so complicated these days, folks don't even worry straight. For example, we worry about:

The Russians, then get poisoned spraying the flowers.

Crashing in an airplane, then fall off a ladder painting the house.

Getting the car greased every 1000 miles, then wrap it around a tree.

The kids getting proper nourishment, then leave household poisons around for them to snack on.

Atomic bombs, then blow our heads off lighting the stove.

Tornadoes and hurricanes, then get liquidated in the whirlwind force of an auto collision.

--"The C. and P. Call"

The Cover

VACATION TIME. Build your vacation plans around a visit to Yellowstone National Park with its wide variety of scenic beauties and natural wonders.

Special reduced rates in the Park for Northern Pacific employees offer an attractive economic advantage. Next issue of the Tell Tale will carry details concerning reduced rates for NP employees.

A. M. GOTTSCHALD RETIRES; R. H. DICK IS NAMED SUCCESSOR



A. M. Gottschald

Retirement of Alex M. Gottschald, Secretary of the Northern Pacific Railway, and appointment of Russell H. Dick became effective June 1.

Mr. Gottschald entered service of Northern Pacific Railway as a messenger in the Superintendent's office at Duluth on April 29, 1911, and served in that capacity and successively as stenographer at Duluth, in the General Superintendent's office at St. Paul; in the General Superintendent's office at Livingston, and in the President's office at St. Paul, including secretary to the President until February 21, 1918.

He was in military service during World War I, serving from private to Army Field Clerk; returned to railway service as secretary to Federal Manager on February 27, 1919; promoted to Chief Clerk, President's office on March 1, 1920, and to Office Manager, President's office on December 1, 1920.

On February 1, 1932, he was elected by the Board of Directors to the office of Assistant Secretary in St. Paul and on March 28, 1940, to the office of Secretary; thus serving as a corporate officer for a period in excess of 30 years. He was elected a Director of the Company April 23, 1959, for an interim period.

Mr. Gottschald has an identical twin brother who is presently employed as Purchasing Agent for the City of Duluth and their similarity has caused considerable amusement on many occasions and at times some embarrassment.



R. H. Dick

Mr. Dick entered service of Northern Pacific October 11, 1916, as junior clerk, in the President's office. He filled various clerical and stenographic positions. On December 1, 1924, he was appointed Secretary to Assistant to President, who was R. W. Clark. When Mr. Clark was appointed General Traffic Manager in July, 1927, Mr. Dick accompanied him to the Traffic Department with assignment as secretary to General Traffic Manager.

On July 1, 1928, he was appointed secretary to President Charles Donnelly.

On December 1, 1937, he was appointed Office Manager, President's Office, which position he held until elected Secretary, June 1, 1962.

Mr. Dick has been active in community affairs; a member and past President, St. Paul Association of Officemen; Chairman of Executive Committee, St. Paul Council United Commercial Travelers of America, 1948-1959.

Mr. Dick has worked with past five Presidents of the Company -- Howard Elliott, J. M. Hannaford, Charles Donnelly, C. E. Denney and Robert S. Macfarlane.

MECHANICAL DEPARTMENT

The following appointments were announced recently:

- V. R. Boit, Night Working Supervisor, Forsyth, Montana
- C. R. DeLestry, Assistant Coach Shop Foreman, Como Shops
- B. A. Bartyzal, Wheel Shop Foreman, South Tacoma Shops

PROMOTIONS

AGRICULTURAL DEVELOPMENT

J. A. Horrall has been named Agricultural Development Agent in the territory served by NP in Minnesota and North Dakota. Before joining Northern Pacific, Mr. Horrall served two years in the army, two years as associate county agent at Billings and two years on the sales staff of the Midland Feed Co. of Billings. He has been Agricultural Development Agent since 1961, headquartering in St. Paul. He will be stationed in Fargo, N.D.



R. E. Bracken is appointed Agricultural Development Agent, with headquarters at St. Paul, succeeding Mr. Horrall.

TRAFFIC DEPARTMENT

W. H. Egan, Special Sales Representative for NP in St. Paul, has been appointed City Freight Agent in Minneapolis.

C. L. Kath, Chief Clerk at Grand Forks, was named to succeed Mr. Egan as Merchandise Agent, and S. G. Wangan of the Minneapolis Commercial Office was promoted to fill the Grand Forks post.

Mr. Egan, who has been with NP since 1952, held positions in Duluth and Minneapolis prior to his appointment as Special Sales Representative in NP's piggyback service.

Mr. Kath began his NP service at Minneapolis in 1960 and moved to Grand Forks last year.

O. W. Cobb was appointed Freight Traffic Manager (Rates), St. Paul.

R. S. Sandgren was appointed General Freight Agent (Rates), St. Paul.

-
-
- Alfred Jacobsen, Electrical Shop Foreman, South Tacoma Shops
 - J. B. Moore, Roundhouse Foreman, Glendive, Montana
 - W. H. Zachow, Blacksmith - Tool Room Foreman, South Tacoma Shops.



The Northern Pacific Railway's top safety award was presented to Fargo Division employees May 12th at a banquet at the Elks Club, Jamestown. Approximately 1,000 persons were on hand to view the presentation, which marked the tenth time the Fargo Division has received the honor since its origination in 1940.

The division had a ratio of 5.96 injuries per million man hours worked to win the President's Safety plaque -- a record that Fargo Division employees can be proud of.

F. A. Sommars, Jamestown Agent, was toastmaster and Reverend N. E. McCoy gave the opening invocation.

In extending greetings, Jamestown Mayor Wm. Westley said:

"Jamestown is proud of the Northern Pacific and of the vital role it has played in the growth and development of our city. Its workers have been a part of and have contributed significantly to our community life over a period of several generations. The Northern Pacific Railway is to be congratulated on its wise policy of actively promoting safety practices on a divisional basis. The employees of the Fargo Division have won the award for 1961 through the efforts of all the workers on the division. It is my privilege to extend to them the hearty congratulations of the people of Jamestown."

C. T. DeWitt, Superintendent of Safety & Fire Prevention, St. Paul, was also one of the speakers on the program.

General Manager D. A. Thomson, the main speaker of the evening, said:

"Mr. Toastmaster, Honorable Mayor, honored guests, and fellow employees of the Fargo Division:

I am happy to be here tonight as a representative of President Macfarlane and Vice President Burgess to present to the Fargo Division the President's Safety Award for 1961. My sincere congratulations to each employee on the Fargo Division.



Happy with his division's safety award is Superintendent Walters with General Manager D. A. Thomson (right) and Supt. Safety & Fire Prevention C. T. DeWitt (left).



Safety

Superintendent W. W. Walters (left) hands trophy to R. A. Millar, Local Chairman, O. R. C. & B.

I would like to tell you when the safety movement started in the United States.

Just a century ago frequent deaths and serious injuries were accepted by both employees and employers as a necessary by-product of industry -- the price that had to be paid for industrial progress. Massachusetts was the leading industrial state at that time and took the lead in industrial legislation, setting patterns for the safety-minded 20th Century. In 1867 a law was passed providing for factory inspectors; 1869, establishment of the first Bureau of Labor Statistics to study, among other things, the accident problem; and 1877 a law to compel 'safeguarding of hazardous machines' by employers.

The first Employers' Liability Law was enacted by the State of Alabama in 1885. When other States passed similar legislation, insurance companies appointed engineers to inspect insured property, in order to control costs resulting from employee injuries. The work of these men demonstrated the importance of accident prevention on the part of both

employer and employee. Joliet, Illinois, is known as the "Birthplace of the Accident Prevention Movement in American Industry." In 1892 the Illinois Steel Company organized the first company Safety Department. The Northern Pacific Safety Department was established in 1913.

In the 20th Century death and injury are no longer considered necessary by-products of industrial progress. In 1912 a small group of engineers met in Milwaukee, Wisconsin, to study the costs of accidents, causes and prevention. This resulted in the formation of an organization known today as the National Safety Council, which publishes magazines, safety posters, pamphlets, etc., with which we are all familiar. The Federal government and State governments have agencies, such as the Bureau of Labor Statistics, Bureau of Standards and Industrial Commissions, which enforce laws relating to safety, create standards for various materials, and test materials and equipment as a means of accident prevention. These private and governmental agencies

Awards

aim to reduce the waste and cost of accidents to both employees and employer.

More than a century of progress in accident prevention is recognized in each Safety Award presented this evening. Hundreds of Northern Pacific employees have cooperated in order to keep injuries at a minimum; but more important, to eliminate fatalities. Incidentally, the Fargo Division has not had a fatality for over six years.

Now it is my pleasure to present the President's Awards of Merit. These awards are presented to the departments having a casualty ratio equal to or better than the winning division, and are presented to E. L. Jensen, General Storekeeper; A. J. Hendry, Signal Engineer; C. L. McDonald, General Foreman of the General Office Building; T. J. Olson, Assistant Electrical Engineer; and C. B. Jacobson, Chief Special Agent, all of St. Paul.

We now come to the climax of the evening, the presentation of the President's Safety award which was inaugurated in 1940, and has been received by the Fargo Division ten times -- in 1943, 1944, 1945, 1946, 1947, 1949, 1950, 1952, 1953, and now in 1961. This is the first time since 1956 that an Eastern District Division has been the winner.

Mr. Walters, I am happy to present to you the President's Safety Award for 1961."

"Thank you Mr. Thomson. Needless to say, we are very happy and proud of our achievement in winning the 1961 Presidential Safety Award.



Standing at the microphone is Agent F. A. Sommars, Jamestown, toastmaster at the banquet.

To win such an award we must, as a prerequisite, have two factors available to each of us, namely - communication and interest.

These prerequisites are inseparable and are, I feel, the building stones to the foundation of our safety program, for without communication there can be no interest and without interest communication is worthless.

Interest is a very simple thing, and a group working together with a common interest and a common goal can accomplish miracles safetywise.

In any safety program communication must be a two-way street, as safety ideas must flow freely between the employees - from the employees to the management, and from the management to the employees.

We have all seen, many times, the results that can be accomplished when communication and interest work hand in hand.

While Mr. Thomson has presented to me the symbolic plaque for the best safety record of the seven operating divisions of the Northern Pacific, I feel this plaque should be presented to those who worked so hard to earn it.

The Local Chairmen, representing all the employees on the Fargo Division, have elected Mr. R. A. Millar, Local Chairman of the O.R.C.B., to accept this plaque in behalf of the employees they represent, and it is with a great deal of pleasure that I ask Mr. Millar to step forward and receive the honor the employees of the Fargo Division so richly deserve."

Mr. Millar's remarks:

"We, the employees of the Fargo Division, do respectfully accept the Northern Pacific Railway's Safety Award for 1961. By the safety record with which this award was won it is evident that each employee on the Fargo Division did, in 1961, give considerable thought to the safe performance of our duties. I believe it can be safely stated that each and every employee on the entire division will this year do their utmost to better the 1961 division record. In this regard, I firmly believe that safety, as applied to the every day performance of our duties, can be in a sense divided into two categories: that which becomes automatic, or so to speak, subcon-

(Continued on Page 8)



Recipients of Awards of Merit and General Manager D. A. Thomson, from left: C. L. McDonald, A. J. Hendry, T. J. Olson, D. A. Thomson, E. L. Jensen, and C. B. Jacobson.

RETIREMENTS SINCE LAST ISSUE OF TELL TALE

NAME	OCCUPATION	LOCATION	YEARS SERVICE	NAME	OCCUPATION	LOCATION	YEARS SERVICE
Archie G. Erskine	District Roadmaster	Missoula	39	F. J. Schwientek	Section Laborer	Perham	24
B. T. Flanigan	Switchman	Spokane	25	R. P. Wilson	Locomotive Machinist	Laurel	38
L. T. Robinson	Carman	Brainerd	24	William Sternberg	Section Laborer	Buffalo	42
Albert J. Rheault	Cashier-Treasury Dept.	St. Paul	44	Elmer C. Strand	Switchman	Duluth	43
Allen D. Kinney	Communication Lineman	Toppenish	40	C. F. Schornack	Agent-Telegrapher	Forest River	40
Frank C. Gaines	Warehouse Foreman	Fargo	43	John Fehrman	Section Stockman	Brainerd	28
Andrew Tucci	Pipefitter Helper	Livingston	39	Sherman A. Wright	Waterfront Checker	Seattle	32
Vincent C. Torba	Wheel Shop Foreman	So. Tacoma	42	Edward N. Girk	Brakeman	Staples	50
Cecil H. Draper	Locomotive Engineer	Centralia	46	M. L. Seiler (Mrs.)	Frt. Cl. Investigator	St. Paul	43
Frank Palmer	Interchange Clerk	Laurel	39	James Laudadio	Section Laborer	Tacoma	37
Emil M. Danielson	Section Foreman	Duluth	42				

PHOTOS depicting his 50 years with the Northern Pacific Railway are presented to Frank Sailer, center, at a retirement party held recently. W. H. Goodyear, Auditor Freight Accounts, presents the card, while Mrs. Sailer holds the watch presented to her husband. Mr. Sailer began work as an office boy in 1912, and retired as a special accountant.

He is also the new health officer in Maplewood.

St. Paul Dispatch Photo



DILWORTH CITIZENS FETE RETIRED NP ENGINEER

Matt J. Fitzgerald, 78, retired Northern Pacific engineer, was honored recently by the Dilworth Citizens Committee as the village's "Citizen of the Month."



Mr. Fitzgerald's record of community service includes 12 years on the Dilworth

School Board, four years on the village board of trustees, service as a Clay County deputy sheriff in Dilworth and chairman of the local Brotherhood of Locomotive Firemen and Engineers.

Joining the NP in 1906, Mr. Fitzgerald served most of the half century he railroaded in engine service having been appointed locomotive engineer in 1918.

His daughter and three sons live in Dilworth.

Mr. Fitzgerald's recognition was the first in a series the citizens' committee intends to bestow on elder village citizens who have contributed much to Dilworth's progress.



R. A. SKOOG LUN, Chief Draftsman, Engineering Department, was honored by department associates and other friends at a retirement party recently at the Athletic Club.

Valuation Engineer M. C. Wolf (center) was master of ceremonies. Mr. Skooglun (right) is being congratulated by H. R. Peterson, who retired as Chief Engineer on May 1.



W. T. Parsons, Receiving Clerk, Brainerd District Store, retired May 31, after 40 years' service. He was presented with a wrist watch as a parting gift.

SOUTH TACOMA SHOP EMPLOYEE RESCUES FAMILY FROM FIRE

Tony Repik, employed in the NP South Tacoma Shops, proved himself a hero when early one morning recently fire destroyed the home of Charles Wolniewicz, in the Midland Community, Tacoma.

Tony entered the burning house, awoke the parents and carried their two children to safety while the fire department fought the fire. The fire chief said that the occupants of the house were most fortunate that Mr. Repik was able to get them out in time, as within minutes they would have been overcome by smoke asphyxiation.

Another shop employee, William Stevens, is a member of the Midland Fire Department which answered the fire call.

Mr. Repik deserves the highest praise for his heroic deed.





Northern Pacific Beneficial Association



One of the most outstanding careers in the N.P.B.A.'s history came to a close June 1st with the termination of Dr. B. I. Derauf as Chief Surgeon of the Eastern District.

Dr. Derauf joined the Association April 7, 1919, as an Intern at Brainerd Hospital. Upon completion of his internship, he was appointed Assistant Surgeon. In August, 1921, the hospital facilities were transferred to the present location in St. Paul. An office was opened in the First National Bank Building in Brainerd where Dr. Derauf cared for N.P.B.A. members as Local Surgeon until September 1, 1925, when he joined the St. Paul Hospital staff. On October 1, 1943 he was appointed Chief Surgeon.

A tea in his honor was held May 31st in the dining room of the hospital. The tea table was attractively decorated with a lovely floral centerpiece, candelabra and refreshments. A beautiful tiered cake was baked, decorated and served by Hazel Kath, former Operating Room Supervisor. Plants and floral arrangements were placed on tables throughout the room.

T. O. Peterson, N.P.B.A. President, presented Dr. Derauf with an outboard motor on behalf of the hospital employees.

Mrs. Derauf joined her husband in greeting the many guests. Mrs. John A. Evert, widow of the former Chief Surgeon, Yellowstone District, was present. Dr. Evert was also a member of the Brainerd Hospital staff and later served at St. Paul Hospital until his transfer to Glendive.

Other guests included Mr. and Mrs. Ira McRoberts of Glendive. Mr. McRoberts is N.P.B.A. District Director. Also present were Grace Moreland, retired Dietitian, Ethel Howard, retired X-ray Technician, both of whom worked with Dr. Derauf for many years, and Bob Nelson, the Hospital's Chief Engineer, whose service dates back to 1918 when he, too, joined the N.P.B.A. at Brainerd.

Dr. Derauf left his post as Chief Surgeon with sincere best wishes from the Association's Board of Directors, Officers and employees, as well as the many N.P.B.A. members he has cared for through his forty-three years of service.

His plans for the future include a well deserved vacation, during which he will make use of his new outboard motor. After the summer months, Dr. Derauf will make known his plans concerning his future professional activities.



Dr. & Mrs. B. I. Derauf



Dr. Derauf with, from left: Betty Larson, Mrs. Derauf and Mrs. J. A. Evert



N.P.B.A. President T. O. Peterson presents gift to Dr. B. I. Derauf.



In a special ceremony May 22nd, members of Girl Scout Troop #374 of Gladstone planted an official Girl Scout Rose bush near the front entrance of the St. Paul Hospital. The occasion marked the Fiftieth Anniversary of the organization of the Girl Scouts.

Members of Troop #374 have been engaged in special projects for the Association's hospital for some time. On special holidays, such as Christmas, Thanksgiving and Fourth of July, these Girl Scouts have made favors to brighten the patients' trays.

Mrs. W. D. Brummer, leader of

Troop #374, is the daughter of Northern Pacific Fireman, Robert B. McLogan, of Northtown. Mr. and Mrs. McLogan are arranging to have another rose bush planted on the other side of the hospital entrance, which will be a most welcome addition to the recently remodeled front entrance of the St. Paul hospital. We appreciate this thoughtful gesture.

We commend Troop #374 for the impressive ceremony they conducted in the planting of the special rose bush. We wish, also, to thank them for the time and effort they have put into other projects for the benefit of the hospitals' patients.

SAFETY AWARDS

(Continued from Page 5)

scious, and that which is thought-provoking, or those safety practices that require constant thought or watchfulness. Each of these in turn is directly related to the average potential of the everyday hazards of the type of work performed. As the hazard potential reduces, then the percentage of thought-provoking safety practices must increase.

In each instance the new employees must be taught the safe way to perform their duties. As a rule the safety practices that predominately point to self preservation then soon become automatic or subconscious. The others must be continually watched or thought about. Such watchfulness, or continued thought, has no end. It is this continued thought that contributes greatly to the reduction of accidents.

This is not to imply that the subconscious safety practices do not require a certain amount of thought or watching. One must occasionally take a kind of refresher course by checking on himself to see how well he is practicing that which he has learned. It is in this field of continued reminders that our safety department covers both of these categories.

In this regard we acknowledge the efforts of Mr. DeWitt and the Safety Department; that their efforts did bear fruit is evident in a statement made by Mr. Burgess pertaining to the entire system. He stated on an individual category basis there was a definite improvement in performance in 1961 as compared with 1960 by trackmen, shopmen, carmen, engineers and trainmen. It is not merely the reduction of these figures

STATEMENT OF EMPLOYEES' REPORTABLE CASUALTIES BY CLASSES FOR THE PERIOD JANUARY 1 TO MAY 31, 1962												
	Divisions						Main Shops					
	Lake Supr.	St. Paul	Fargo	Yellowstone	Rocky Mtn.	Idaho	Tacoma	Como	Brainerd	Livingston	So. Tacoma	Total
Enginemen	1	3		1	4	3	3					15
Trainmen	1	5		1	5	8	4					24
Yardmen	3	8	1	6	1	1	7					27
Stationmen	1	2		1	1	1	1					7
Trackmen			1	2	3	1	6					13
B & B. men						1	4					5
Shopmen		2	1		2				1	2		8
Carmen	1	2		2			1	1	1			8
Total	7	22	3	13	16	15	26	1	2	2	0	107
Rank	2	7	1	3	6	4	5	2	3	4	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	7	22	3	13	16	15	26	1	3	2	0	118
Casualty Rate per Million Man Hours (est.) - - - - -												9.05

on paper that is of importance, rather the absence from the hospitals of those employees that such figures may have represented. Such results are well worth the efforts of all concerned. The Safety Department does then, in this respect, share with us in the winning of this award.

The fact that our railroad maintains an active Safety Department is in itself evidence of their interest in our safe performance of our duties.

We are fully aware that for each personal injury that is prevented it is we, the employee, that derive the highest benefits for how can an eye or a hand be factually replaced? The safety award, which is presented each year, is a further incentive in safety. Last, but certainly not least, is this banquet this evening for which we express our sincere appreciation and thanks."

NP BOWLING LEAGUE -- The SHOPS team captured top honors in the 1961-1962 NP Men's Bowling League.

Members of the winning team and their scores are: From left, Herb Berg, 170; Adam Hohn, 182; Tally Lasky, 178; Joe Stepnick, 181 (all from Como Shops); Glen Krahn, Auditor of Mechanized Accounts, 173; and Lou Proue, Mississippi Street Shops, 169. They edged ENGINEERING by 2-1/2 points, although being beat by 1/2 game on games won and lost. ENGINEERING had been champ three previous years.

