



Vol. XXV ISSUED BY THE SAFETY & FIRE PREVENTION DEPARTMENT, NORTHERN PACIFIC RY., ST. PAUL, MINN., NOVEMBER 1962 No. 11



An aerial view of the milling district of Minneapolis, one of the largest in the United States, and home of several of the largest flour-milling companies in the world.

Northern Pacific passenger trains run over the stone-arched bridge shown in the foreground.

Story on pages 4 and 5.



MEMO ... FROM THE PRESIDENT

Our market, the market for transportation, is becoming increasingly competitive. It is extremely important that we make every effort to modernize and acquire new equipment, to streamline our operations so we can offer shippers and travelers the most efficient, dependable and economical service possible.

Because of the need for continually improving our competitive position, NP has planned an ambitious program of improvements and the acquisition of new equipment for 1963. This program calls for the expenditure of \$24,657,065, which is \$3,702,270 more than we are spending this year for the same purpose.

A large share of the expenditure, \$10,597,350 will be spent for new freight cars to enable us to provide better rolling stock for shippers. Our Brainerd shops are scheduled to produce 600 new freight cars at a cost of approximately \$7,415,000, a major investment in materials and payroll in the Brainerd area.

Plans call for crushed rock ballasting of 101 miles of track at a cost of \$991,895. Rail and other track material will account for \$6,212,940. Expenditures for bridges, trestles and culverts will be \$1,053,545 and improvements to signal and interlocking plants will be \$1,407,565 during the coming year.

\$366,300 will be spent for communications, microwave and increased facilities for dispatcher-to-train crew equipment.

The \$24,657,065 earmarked for improvements and new equipment in 1963 must be provided in addition to money for payrolls, taxes, interest and other fixed charges.

Our position parallels that of any family. Each must learn to live within income.

So it is with us. Responsible management dictates that Northern Pacific "live" within its income. Our budget is based on traffic anticipated in 1963. If it exceeds expectations, we can broaden our spending. If traffic and revenues fall below anticipated levels, expenditures for improvements and new equipment will have to be curtailed.



I trust each of you had many reasons to be grateful this Thanksgiving.

Paul MacFarlane

PERSONALS

The following appointments were announced recently:

- R. A. MARKEL, Assistant Roundhouse Foreman, Livingston
- W. J. MAGELL, City Freight Agent, Chicago
- D. W. NELSON, Assistant to General Freight Agent (Rates) St. Paul
- E. M. WOLTERS, Relief Roundhouse Foreman, Glendive
- W. M. STEVENS, Air Brake and Wheel Shop Foreman, Livingston Shop
- D. L. CEYNOWA, Division Car Service Agent, St. Paul Divn, Minneapolis
- C. A. BACON, Assistant Radio Engineer, Communications Dept., headquarters at St. Paul
- G. C. HOOSEMAN, District Mail, Baggage & Express Agent, Seattle
- M. N. FERDERER, Traveling Mail, Baggage & Express Agent, St. Paul
- A. L. HARPER, Working Supervisor, Helena
- J. W. KANAN, Roadmaster, Fargo Division, headquarters at Jamestown
- K. SIKVELAND, Roadmaster, Spokane
- JAMES J. WHELAN, Traveling Electrician, headquarters Northtown (Minneapolis)
- E. C. SMOAK, Night Roundhouse Foreman, Livingston

NP TRANSPORT CO.

- D. E. PENTAS, Traveling Freight Agent, Seattle
- R. H. VEITCH, Traveling Freight Agent, Tacoma



NATIONAL RECLAMATION ASSOCIATION BESTOWS HONOR ON W. P. STAPLETON

W. P. Stapleton, Western Agricultural Development Agent for Northern Pacific Railway in Seattle, was one of two men recently awarded honorary lifetime memberships in the National Reclamation Association which covers the 17 western reclamation states.

Also honored at the association's 31st annual meeting in Portland last October was Fred J. Fredrickson of Valley City, N.D. Fredrickson has represented the Greater North Dakota Association in Washington, D.C.

Stapleton, who helped organize the reclamation association, was honored for his valuable contributions



in promoting reclamation projects and in bringing about their completion and development. A recognized authority on reclamation, he is also a past president of the Western Washington Reclamation Institute and is an active member of the Washington Reclamation Association.

Raised on a farm near Fargo, N.D., Stapleton was graduated from North Dakota Agricultural College and then served as County Agricultural Agent at Phillips and Yellowstone Counties in Montana during 1918-23. He joined Northern Pacific in 1924 as Agricultural Development Agent at Billings and four years later was transferred to Spokane with the same title.

Stapleton was appointed NP's Western Agricultural Development Agent in Seattle in 1931. During his early years in the position he was also influential in carrying out land settlement programs in areas served by the Northern Pacific.

At this Season of Thanksgiving we can be grateful for the fruits of our past endeavors in the conservation of human life, and also thankful for the opportunity that is ours to increase our humanitarian efforts to be truly our brother's keeper, and insure that life and limb be not thoughtlessly sacrificed.

THANKSGIVING



THANKSGIVING DAY is peculiarly our own. It was born on our soil when in 1621 the Pilgrims of Massachusetts set apart a Day of Thanksgiving.

This handful of stalwart souls had come through great tribulation to spiritual peace. Behind them was a winter of bitter hardship. They had endured cold and hunger and sickness. Their faith never faltered, though they buried their dead in the darkness of night lest the enemy lurking in the shadowed forest learn of their weakened numbers and fall upon them to destroy them. Now they gathered a harvest and made tight their homes, and their hearts were filled with gratitude for God's goodness.

It must have been one of those lovely autumn days which only New England knows: A high blue sky with fleecy clouds, cool sweet air, soft as the down on the breast of a swan, light in a flood of glory pouring through the crimson and gold of the forest until the place was like a cathedral reared to the honor and praise of Almighty God. In that setting and in that spirit, the first Thanksgiving Day was celebrated. So it was that a great American tradition was set to become deep-rooted in the minds and hearts of countless generations.

No man lives for himself alone. Divine law decrees that each life shall touch the next on down through the ages, so that the good men do is compounded, and the evil reduced to nothingness. If there was harshness in the Pilgrims' way of life, there was also spiritual strength and beauty, and these have come down to us. If selfishness and narrowness limited the spirits of our Founders, their vision and their love of liberty were unlimited, and these also have come to be our own. If in the hearts and minds of our leaders there has been ambition for place and power, there was also faith in our country's future, love for its institutions, respect for its standards. These, too, have come down to us. Through the years this rich inheritance of courage, faith and power has been ours. This compound of good has enriched and beautified our lives.

Let us resolve that we in our turn will pass on to those who come after us a tradition of faith in our way of life, of courage, of human decency and spiritual living that will prove us worthy of the Great American tradition.

Angelo Patri



"Play Ball" With Safety And You'll Be A Winner!

Minneapolis -- HUB OF THE UPPER MIDWEST



*New \$8,000,000 Minneapolis Public Library.
At left, Science Building and Planetarium.*

Photos Courtesy Minneapolis
Chamber of Commerce



*BEAUTIFUL MINNEHAHA
FALLS, immortalized in
Longfellow's Poem, "Song
of Hiawatha."*

*University of
Minnesota
Stadium*



Minneapolis, a beautiful city with gleaming skyscrapers, modern mills, magnificent residences and spacious parks. It is a sparkling gem in the "Land of the Skyblue Waters," a gateway to Minnesota's unexcelled vacationland. It is the largest metropolis in the great Upper Midwest, providing an abundance of industrial, commercial, recreational and cultural facilities.

In 1883-84 the first Northern Pacific tracks in Minneapolis were constructed. St. Paul Division headquarters of the Northern Pacific are located here.

Minneapolis has a population of 552,431.

The natural beauty of Minneapolis is breathtaking. The mighty Mississippi, famed the world over as the "Father of Waters," flows sedately through the city over historic St. Anthony Falls and through gorges cut deeply by the centuries. Within the city limits 22 lakes and lakelets afford ideal facilities for bathing and fishing.

Minneapolis has 153 magnificently landscaped parks with nearly 6,000 acres of park property.

The celebrated parkway system almost completely encircles the city. Deeply wooded Minnehaha Parkway winds along picturesque Minnehaha Creek and links Lake Hiawatha, Lake Nokomis, Lake Harriet, Lake Calhoun, Lake of the Isles and Cedar Lake with Minnehaha Park, the home of Minnehaha Falls commemorated in Longfellow's poem, "Song of Hiawatha." Minnehaha Park itself covers 144 acres of wooded hills, shelters Stevens House, the earliest home in Minneapolis west of the Mississippi River. The Minneapolis park system, it has been said, "is one of the most outstanding systems in the United States from the standpoint of the number of acres, types of properties, distribution of properties, character of development and quality of maintenance." The largest park is Theodore Wirth Park with 739 acres.

A comprehensive year-round recreational program is afforded by 62 playgrounds which are conveniently placed throughout the park system.

*New metropolitan area \$8,500,000
SPORTS STADIUM is the newest
and most modern sports stadium
in America.*

Besides the University of Minnesota Golden Gophers with a complete schedule of Big Ten Sports, Minneapolis now enjoys the finest in professional sports. The Professional teams are, the Minnesota Twins in the American League, Minnesota Vikings in the National Football League, and Minneapolis Millers in the International Hockey League. The Minnesota Twins and Minnesota Vikings play at the new \$8,500,000 Metropolitan Stadium, 8 miles south of the Minneapolis loop.

Culturally, Minneapolis offers unparalleled advantages. More than 30,000 students are enrolled in day school and an additional 25,000 attend evening classes and study correspondence courses. Development of the University in the past two decades has placed it among the leading education institutions in the nation, not only in size, but also in educational standing and national prestige. Minnesota's schools and colleges have long ranked high in health service -- namely medicine, dentistry and pharmacy. The University of Minnesota is fortunate in having the Mayo Foundation for Graduate Medical Study and Research affiliated with its medical school. Employing chiefly the training facilities of Rochester, home of the world famed Mayo's, this foundation is said to be the largest clinical group of medical students in the world.

Perhaps the cultural aspect of Minneapolis is best exemplified by the world renowned Minneapolis Symphony Orchestra. This organization -- one of the most traveled symphonies in the United States -- has brought more fame to Minneapolis than any other cultural institution. Founded in 1903, the orchestra quickly grew to become one of the leading musical groups in the United States. Its home is in beautiful Northrop Memorial Auditorium on the campus of the University of Minnesota. The Minneapolis Symphony has been recognized



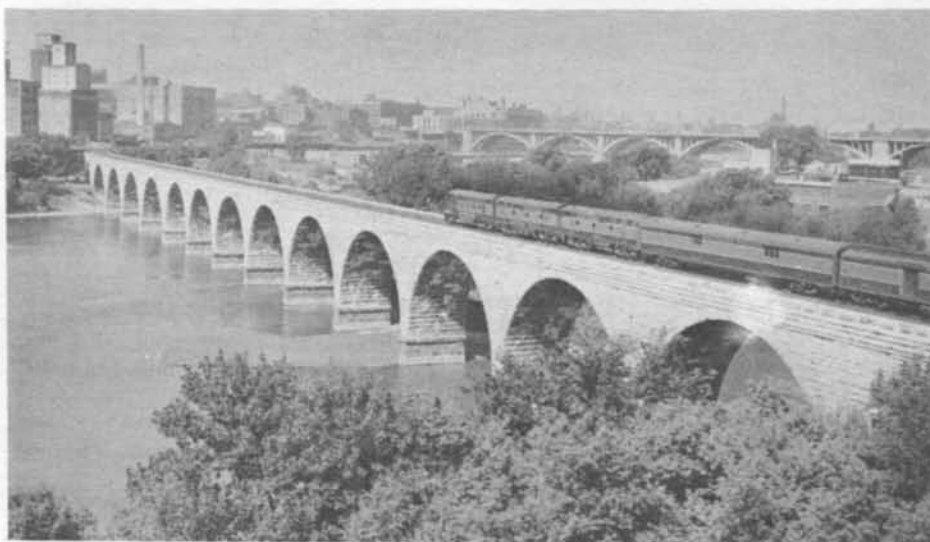
throughout Europe as one of the five top orchestras in the world. Minneapolitans are proud of the fact that their symphony has served to help make the Upper Midwest "come of age" culturally.

Other cultural facilities offered visitors to Minneapolis includes the Walker Art Center, Minneapolis Institute of Art, Swedish-American Institute and the University of Minnesota Gallery where painting, sculpture, prints and photographs are exhibited regularly.



MINNEAPOLIS INSTITUTE OF ART

Northern Pacific train crossing stone bridge over the Mississippi between St. Paul and Minneapolis enroute to the North Pacific coast.



RETIREMENTS SINCE LAST ISSUE OF TELL TALE

NAME	OCCUPATION	LOCATION	YEARS SERVICE	NAME	OCCUPATION	LOCATION	YEARS SERVICE
Reginald Lewis	Train Dispatcher	Tacoma	45	Gertrude B. Knott	Cashier	Bismarck	44
George A. Bodell	Coach Builder	St. Paul	40	Delbert T. Wallin	Tie Handler-Tie Plant	Paradise	35
George D. Hartman	Agent-Telegrapher	Thompson Falls	48	Edwin L. Wang	Machinist	Brainerd	20
John M. Brammer	Ldg Mill Machinist	So. Tacoma	27	Frank J. Wetch	Car Repairer	Seattle	20
Pete G. Lapano	Ldg Car Inspector	Spokane	40	John Tyminski	Boilermaker Helper	St. Paul	34
Arthur O. Hegdahl	Crossing Watchman	Brainerd	38	Otto W. Bergausen	Locomotive Engineer	Pasco	50
Sam A. Monico	Locomotive Engineer	Spokane	53	Glen L. Clayton	Brakeman	Billings	27
George R. Fley	Locomotive Engineer	St. Paul	49	A. E. Christkautz, Jr.	Working Foreman	So. Tacoma	46
Nicodemus Kupper	Conductor	Mandan	46	Afred D. Fennell	Chf Clk to Asst	Livingston	41
Jelm G. Brakstad	Air Brake & Wheel	Livingston	48		Signal Engineer		
	Shop Foreman			Anton R. Miesen	Agric.Dev.Agent	Fargo	32
M. C. Mercer	Chf Clk-Signal Dept.	Tacoma	42	W. E. Thompson	Trainmaster	Centralia	44
Mable J. Haas	Clk-Aud Frt Accts	St. Paul	36	Walter W. Olson	Chef-Dining Car Dept.	Seattle	34
Stanley Frank	Locomotive Engineer	Mandan	46	Walter L. Oehme	Carman	St. Paul	40
Elmer R. Alberg	Conductor	Spokane	45	Paul E. Denny	Asst Section Frmn	Staples	35
Arnold A. Yaeger	Machinist	St. Paul	25	E.R.Shellenberger, Jr.	Dist Frt Agent	Wash., D.C.	33
Elmer H. Aller	Chief Clerk	Chicago	38	K. T. Belair, Sr.	Special Accountant	St. Paul	43
Robert Oversby	Switch Tender	Seattle	45	Ora E. Lindley	Shop Laborer	So. Tacoma	39
Mervin L. Wilson	Freight Checker	Fargo	45	Walter R. Johnson	Locomotive Engineer	Bemidji	52



MISS LORRAINE CLIFTON, janitress at Como Shops, (right) retired recently from active service. On hand to present gifts and offer their congratulations on behalf of their fellow workers were Shop Superintendent D. T. Capistrant and Miss Helen Nicol, retired Chief Clerk, Como Shops.

MRS. MINNIE BERG JENSEN retired September 14 as stenographer-clerk for District Storekeeper at South Tacoma after nearly 38 years' service in that department.



Her husband, Martin Jensen, is a machinist in South Tacoma Shops with 45 years' service. They are looking forward to a European tour next summer when he retires also.



When NP passenger train No. 2 pulled out of Staples, September 29th, it meant the final trip as engineer for RAY BEANE of St. Paul.

Mr. Beane began his service with the NP as hostler helper in the roundhouse at St. Paul; started firing in 1915 and was made engineer in 1941.

On hand at Staples to extend congratulations and best wishes to Mr. Beane were, from left, Road Foreman of Engines Al. Stranik, Mr. Beane, Ben Bellows, a retired engineer now living in Staples, and Agent L. M. Dyer, of Staples.

Be Careful —
Stay Safe —
Live Longer!



MRS. GERTRUDE KNOTT, cashier at Bismarck, retired August 1, after 44 years of service with the Northern Pacific.

At a farewell picnic, at which time she was presented with a purse of silver, is Agent C. E. Crandell, holding the Monad used as a centerpiece, and on the right is Mr. Knott.

Mr. and Mrs. Knott have moved to Seattle where they will be near their children on the west coast.

MISS FRANCES PRENDERGAST, clerk in the Car Accountant's Office, St. Paul, retired as of October 1 after 44 years of service in the same office. Attending a party in the office was Frances's 97-year old mother who is still active and in good health.





Northern Pacific Beneficial Association



CHIEF SURGEON - YELLOWSTONE DISTRICT

A study of the N.P.B.A.'s organization was conducted by a firm of Certified Public Accountants.

Their report suggested medical revisions. In line with their recommendations, the position of Chief Surgeon of the Yellowstone District has been eliminated.

Association Surgeons in Glendive will continue to care for N.P.B.A. members as in the past.

ST. PAUL HOSPITAL BUILDING NEEDS

In the past the Minnesota State Department of Health has reviewed the building needs of the Association's St. Paul Hospital and has recommended improvements in the operating room, central supply, recovery room, dietary department and other areas.

At a meeting in October of this year, the Association's Board of Directors approved preliminary plans for construction of a new wing to meet these requirements of the State Department of Health and to make other necessary improvements.

The Association is always very pleased when one of its employees receives recognition for an accomplishment.

We congratulate Richard L. Don Tigny, Registered Physiotherapist at the Missoula Hospital, on his recent article dealing with "Simultaneous Use of Heat and Cold in Treatment of Muscle Spasm" which appeared in the May, 1962, issue of "Archives of Physical Medicine and Rehabilitation".

ART DISPLAY

Walter Hook, Chairman of the Art Department of the Montana State University, has consented to lend original paintings to the Missoula Hospital for display in the dining room.

The pictures are hung in a special display area and are changed at intervals. They have created a great deal of interest among the hospital personnel and guests.

We are grateful to Mr. Hook for sharing these paintings with us.



Painting of one of the familiar saw-dust burners at a sawmill in Montana.

At the table are Miss Nora Stael, R.P.T. and Miss Maggie Kriksciun, Clinic Nurse.



GIFTS RECEIVED

We wish to extend sincere thanks for the following contributions and gifts received for St. Paul Hospital:

\$20.00 from Wilhelmina H. Hess, Clerk, St. Paul;

\$20.00 from Frank J. Straus, Section Foreman, Sanborn, N.D.;

\$10.00 from Mrs. Clarence Biegler, widow of former Switchman, Minneapolis;

\$5.00 from Christian Anderson, Sectionman, Bismarck;

A pair of crutches from Harold Rhine, Assistant Manager, Advertising Department, St. Paul, in memory of his wife.

The Missoula Hospital recently received \$4.00 from Arthur D. Vawter, B&B Truck Driver, Lewiston, for which we also say "thank you".

STORM DAMAGE



The severe windstorm which lashed the West Coast during the month of October did not spare the N.P.B.A. Hospital in Tacoma.

A large number of trees on the grounds were uprooted. One of them struck the hospital's residence, causing considerable damage.

HAVE YOU GIVEN BLOOD
RECENTLY?

- IN CASE OF EMERGENCY, NOTIFY AN N.P.A. PHYSICIAN
OR THE N.P.B.A. GENERAL OFFICE AS SOON AS POSSIBLE -

NORTHERN PACIFIC TRANSPORT RECEIVES AWARD SIXTH TIME



The Northern Pacific Transport Company, a subsidiary of the Northern Pacific Railway, has been awarded first place for its Montana operations in the 31st annual National Fleet Safety contest conducted by the National Safety Council.

The Transport Company's Montana fleet, which competed in the Common Carrier Truck Division, received the award November 1 at the annual convention of the Council in Chicago. J. H. Gullard, Superintendent of the company, accepted the award at a luncheon attended by more than 600 safety experts from the nation's motor transportation industry.

This marks the third consecutive time, and the sixth time since 1951, that the Transport Company's Montana fleet has taken first place in this competition. The award is based on safety performance from July 1961 through June 1962, a period during which the firm's 74 participating drivers operated the fleet a total of 3,715,580 miles.

In addition to its Montana highway operations, the Northern Pacific Transport Company also operates in the States of Washington, Idaho, North Dakota, Wyoming, Wisconsin and Minnesota.

Make Safety your Way of Life!

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

	Divisions							Main Shops				Total
	Lake Supr.	St. Paul	Fargo	Yellowstone	Rocky Mtn.	Idaho	Tacoma	Como	Brainerd	Livingston	Sn. Tacoma	
Enginemen	1	4		2	5	4	4					20
Trainmen	4	8	3	2	10	17	14					58
Yardmen	7	15	1	11	4	5	14					57
Stationmen	2	7	1	2	1	2	2					17
Trackmen	2		3	4	11	2	11					33
B & B. men					2	2	4					8
Shopmen		3	2	1	3				1	2		12
Carmen	1	3		3	1	1	3	2	1			15
Total	17	40	10	25	37	33	52	2	2	2	0	220
Rank	3	6	1	2	7	4	5	3	2	4	1	
Store		2							3			5
Dining Car												4
Engineering												6
Signal												2
Chief Spl. Agent												2
Communications Dept.												1
Electrical Engr.												5
General Office												4
King St. Station												
Miscellaneous												
Grand Total	17	42	10	25	37	33	52	2	5	2	0	249
Casualty Rate per Million Man Hours (est.)	9.44											

Operations Safety

Protection

Your favorite football team is in action.

You're watching on TV. It's a crucial moment.

in an important game. The star half-back has

the ball. He cuts around left end and . . . wham!

He's slammed to the ground. Three more two-

hundred-pounders fall on top of him. What a jolt!

Lucky for him he's wearing his protective equipment.

Now let's talk about you in action. Do you use your protective equipment? Safety rules, safety instructions and safety equipment such as goggles, etc. are all a part of our plan to keep you SAFE on the JOB. Don't invite injury. Make sure you're prepared before you're tackled.

At Work or Play Take the Safe Way

