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TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

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BUSY BEE, indeed, is Dave Berdahl, son of NP's Archie Berdahl, chief clerk at the Bismarck freight office. Leader of "Davey Bee and the Sonics," a popular Bismarck area musical group, Dave is musically and educationally on the go. Besides playing guitar weekends with his combo, he runs a popular record show, "Davey's Bee Hive," five nights a week on KFJR radio, Bismarck. He also has composed and recorded six of his own tunes. Now only 21, Dave's musical story currently appears in a national radio-TV magazine. A graduate of Bismarck Junior College, he is a special student there, and also attends Jamestown College two days a week. Dave credits his parents for his inspiration and guidance. Archie Berdahl, who has been with the NP since 1943, manages and directs his son's career.

Our Cover . . .

. . . shows main entrance to the St. Paul NPBA Hospital, where a \$1 million-plus expansion and modernization program will soon be completed. Last year, 27,964 clinical visits passed through these doors, part of the continuous medical service provided by the Northern Pacific Beneficial Association. Read -- The NPBA Story -- beginning on Page 4.



MEMO . . . FROM THE PRESIDENT

In these days of ever increasing consumer prices, there are few areas of downward price revisions. One need look no farther than our own industry, however, to find an example of declining costs to customers. While consumer prices have risen 7 per cent since 1958, railroad freight charges per ton mile have declined an average of 13 per cent in the same period. Since transportation is an important part of the cost picture of things we buy and use every day, it is apparent that the railroads have played more than a casual role in holding back the upward spiral of consumer prices.



Some time early next year, Northern Pacific will initiate the first unit train operation west of the Mississippi. A total of 40 automatic unloading hopper cars, each with a capacity of 100 tons, will be in daily service hauling coal from mines at Zap, N. D., to a new steam-electric generating plant at Stanton, N. D. The 40 cars will be loaded at the mine during the night and hauled to the generating plant and unloaded in the morning. After unloading they will be returned to the mine and the cycle will be repeated. Initial plans call for the delivery of 4,000 tons of coal each day to the generating plant at Stanton.



We are developing new and practical uses for our huge 1410 computer, in addition to the multiplicity of functions already assigned to it.



A recent development is determining routing on high-wide loads. Outsize loads are measured and the information is fed into the computer. Stored in its electronic memory are the clearance requirements for every bridge, tunnel and curve on our line where clearances must be taken into consideration. In a matter of seconds the computer determines whether or not a high-wide load can be accommodated via the regular routing. If the computer rejects a particular high-wide load, a different routing, where clearances are not as restrictive, must be selected.

Paul MacFarlane



RIBBON CUTTING CEREMONY - Shortly after their picture was taken, N. M. Lorentzen, Northern Pacific manager of lines west, left, and D. H. King, superintendent of the Idaho division, cut this ribbon to officially open the new Granite to Athol, Idaho, line change. In back of them stands the eastbound Mainstreeter, the first NP train to cross the new route.

Ribbon Cutting Ceremony Marks Opening of NP Granite-Athol Line Change

Northern Pacific officially opened the new line between Athol and Granite, Idaho, on Friday, September 24. The \$3 million line change project was begun early in the spring of 1964.

First train to use the new route was the eastbound Mainstreeter. NP officials were on hand for a ribbon cutting ceremony to mark the occasion. Present also were school children from Athol, where schools were closed to permit the students to attend the ceremony.

The new line, 1.8 miles shorter than the old route, is highly significant in that it eliminates a 434-foot tunnel, which imposed severe clearance restrictions, as well as a steel viaduct 1200 feet long and 107 feet high at its highest point.

The relocated line crosses a valley on what is probably the highest railroad fill in the United States, if not in the world. Approximately two and one-half million cubic yards of earth were required for the fill.

At another point on the new line, a cut of 70 feet deep and 600 feet long had to be dynamited out of

solid rock for the new roadbed.

The new line embodies the most modern advances in railroad construction. Rails are welded together to form a continuous ribbon of steel, eliminating the familiar clickety-clack of bolted joints. Traffic over the new line is controlled from a central point at Spokane, 50 miles away. Modern signal installations and Centralized Traffic Control make it possible to keep an accurate electronic check on the position of all trains in the CTC area.

Also at Athol, fresh from display at the National Railway Historical Society's national convention at Portland where she was viewed by an estimated 10 to 12 thousand persons, was NP's antiquated steam locomotive No. 684, which provided a marked contrast between the old and the new.

The old steamer was one of the first used to pull NP trains across the old route between Athol and Granite which was originally laid out in 1880, relocated in 1892 and is now being replaced by the new route.

Nipper news bits

Northern Pacific Beneficial Association would like to acknowledge the receipt of recent donations to the St. Paul NPBA Hospital, and extends a special thank you to the following contributors:

Mr. and Mrs. Fred Gumm, retired conductor from Minneapolis, \$15; Warren Cutler, retired telegrapher at Tujunga, Cal., \$1 for TV fund, and \$25 from Mrs. Ernest H. Clary, Staples, in memory of her husband, former NP conductor.

♦♦♦♦♦

Frequent showers failed to dampen the fun for over 100 NPBA employes who attended the recent Tacoma Hospital's annual picnic. Among the guests at the affair were T. O. Peterson, NPBA president.

♦♦♦♦♦

... SERVICE IS OUR BUSINESS ...

The following isn't new, but it isn't out of date ...

Remember me?

"I'm the fellow who goes into a restaurant, sits down and patiently waits while the waitresses do everything but take my order.

"I'm the fellow who goes into a department store and stands quietly while the sales clerks finish their little chit-chat.

"I'm the man who drives into a gasoline service station and never blows his horn, but waits patiently while the attendant finishes reading his comic book.

"Yes, you might say I'm a good guy. But do you know who else I am?

"I'm the fellow who Never Comes Back.

"And it amuses me to see you spending thousands of dollars every year to get me back into your store, when I was there in the first place.

"And all you had to do to keep me was to give me a little service, show me a little courtesy!"

... is your railroad courtesy showing?



First NPBA Hospital, built in Brainerd, appears above after it was rebuilt in 1883.

THE NPBA STORY

Eighty-three years ago, the Northern Pacific Beneficial Association had its beginnings to mark the first organized medical care program for NP employees. That same year, a frame structure at Brainerd, originally used by the railway as a "colonization headquarters building" was converted into a hospital for the association's use.

A total of 952 hospital patients were treated there during the hospital's first nine months of operation, 279 of whom were surgical patients. An additional 1323 patients who did not require hospital treatment were treated by physicians on the line.

From this modest beginning the NPBA has grown to where its facilities now include four modern hospitals located at St. Paul, Missoula, Glendive and Tacoma. Statistics for 1964 list 8,549 patients admitted to NPBA hospitals, this includes active and retired association members, plus private patients. The average length of stay was 8.8 days per patient. Outpatient care by the four hospitals totaled 68,951. An additional 63,702 patients received medical care at various on-line points during 1964.

Under the direction and management of the Northern Pacific Beneficial Association, the four on-line NPBA hospitals administer to the present day medical and surgical needs of approximately 22,260 active and retired NPBA members. Financed jointly by railroad payments and membership dues, the NPBA hospitalization plan represents the most comprehensive group health benefits yet designed for NP railroad employees.

Members may receive medical care in the form of in-patient and outpatient service and emergency care both in NPBA's four hospitals and in on-line non-association hospitals. Off-line emergency treatment may also be received by active members.

The need for medical service for NP employees first arose during the railroad's initial construction era (1870 to 1883) when tracklaying was being pushed westward from Duluth, Minnesota and eastward from Portland, Oregon. Northern Pacific provided such medical care as was available in the settlements through which its lines advanced. United States Army forces which protected NP construction crews through Indian territory also cared for emergency cases at various frontier posts. As the lines extended and regular schedules commenced, the railway sought better hospital and medical attention for its employees.

Creation of the Northern Pacific Beneficial Association was suggested in 1881 by General H. Haupt, general manager of the NP. In early 1882, the matter was submitted to the company employees for a vote. The result was almost unanimously in its favor.

The first meeting of the board of managers was held August 16, 1882, at which time the constitution and by-laws of the embryo association were adopted. Three days later, a plan was announced whereby deductions were made from employees' wages, ranging from 50 cents a month for all employees receiving less than \$100 a month to a maximum of \$2 for those earning over \$100

monthly. These deductions were accumulated for five months to create a working capital.

Association benefits included prompt medical care for both sick and injured at any point along the line, hospital treatment for serious cases, and a cash allowance of 50 cents per day to disabled patients not in the hospital.

The first hospital at Brainerd burned in 1883. It was replaced that same year by a new \$25,000 building. In 1921, the Brainerd Hospital was completely closed down.

As the railroad moved westward, the need for a hospital farther west soon became apparent. In 1888, Missoula, Montana, became the site of the second NP hospital, built at a cost of \$21,791. Four years later, it was totally destroyed by fire. During this emergency, patients were housed in Missoula's Sisters' Hospital, and a box car on a side track was used for the business office and outpatient care. Ten months after the fire, a new \$20,720 hospital replaced the old one in Missoula.

By 1890, the medical staff of the Northern Pacific Beneficial Association had doubled in size. It consisted of two chief surgeons, two assistant surgeons, ninety local on-line surgeons and two oculists, eye-specialists.

In 1898, a new operating room and laundry building were completed at the Brainerd Hospital, and in 1902 an addition was built onto the Missoula Hospital.

Shortly after the turn of the century, the NPBA embarked into a new activity. In November, 1901, a nurse's training school offering a three-year course was started in Brainerd. The following year, a building was completed for the nurses. From the first class of four girls,

MODERN OPERATING SUITE, part of the nearly completed new wing of the St. Paul NPBA Hospital, is now in use. Gleaming white and immaculately clean, it has the latest in surgical equipment.



CLASS OF '05 - Wearing striped uniforms (in the front row) these three young women were the first graduation class of NPBA's Nurses' Training School in Brainerd. Women in white, in back row, are members of the hospital staff.

three became registered nurses at the first graduation exercises held in January, 1905.

That same year, the Tacoma Hospital was completed at a cost of \$93,691. Next came the Glendive Hospital, erected in 1913 for \$183,500. An emergency hospital arose at Pasco in 1914 to render first aid to members before transferring them to the Tacoma Hospital.

The Missoula Hospital was again razed by fire, and a new hospital was built in 1917 at a cost of \$129,720. Hospital construction continued in 1919 with the building of an emergency hospital at Staples, Minn.

Climaxing the hospital construction era was the \$606,000 St. Paul NPBA Hospital, which opened its doors for the first time in September, 1921. It is the newest and largest building in the chain of hospitals operated by the NPBA.

In a constant effort to maintain the hospitals in an up-to-date condition, facilities and equipment in all four hospitals have been brought up to modern standards in recent years. The Tacoma Hospital was reconstructed and remodeled in 1924 as was the Glendive Hospital in 1926. The latest hospital modernization, the \$1,163,000 addition and renovation to the St. Paul Hospital, is nearing completion. A new wing will provide increased space for expansion of many departments. Patient care facilities in the existing structure will continue to be improved. This action has assisted in meeting the requirements for accreditation by the Joint Commission of Hospital Accreditation.

The association's hospitals are operated and organized along the same departmental lines as any

The NPBA Story

Continued on Page 8



Promotions



R. K. Mossman, division superintendent at Fargo, has been appointed assistant vice president-planning for the Northern Pacific in St. Paul.

In other company changes, J. F. Dean, special agent in Seattle, has been promoted to chief special agent, with headquarters in St. Paul. He succeeds C. B. Jacobson, who retired September 1, after more than 44 years with the railway.

L. S. Davis, Jr., former general freight agent with the Spokane, Portland and Seattle railway in Portland, has joined the NP in St. Paul as general freight agent. Davis began his railroad career with SP&S traffic department in 1939, and has served that company until the present.

S. C. Sworder, general signal supervisor, has been named to succeed V. L. Guthrie as assistant signal engineer, lines between Mandan and Paradise, with headquarters at Livingston. Guthrie, who served the NP for 42 years, retired September 1 under company pension rules.

M. B. Walker, general signal supervisor at Tacoma, became office engineer there September 1.

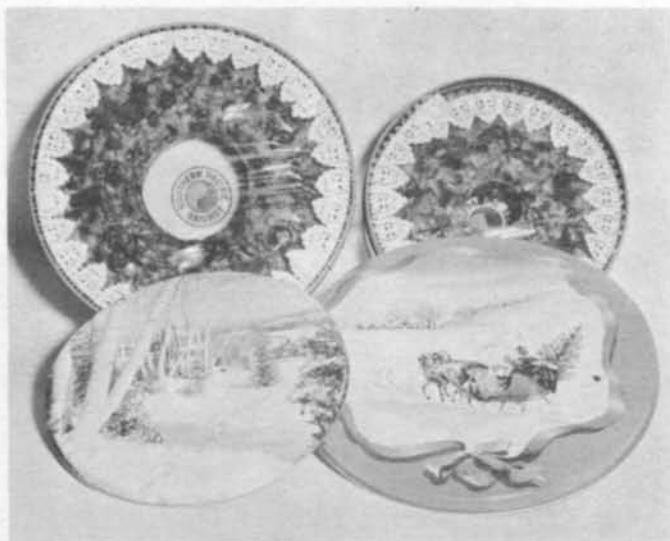
C. A. Bacon, assistant radio-engineer, was named radio engineer - Communications, succeeding F. B. Childs in St. Paul.

Leonard A. Walstad, district claim agent in Duluth, was appointed district claim agent in St. Paul.

George W. Jackson, Spokane claim agent, succeeds Walstad in Duluth.



ST. PAULITE RETIRES - C. B. Jacobson, chief special agent in St. Paul, center, accepts retirement gift from Carl H. Burgess, retired vice president-operating, one of many NP friends present at recent farewell luncheon held in his honor. Looking on at the right is F. L. Steinbright, NP vice president-operating. Jacobson joined Northern Pacific as a patrolman in 1919.



COLORFUL YULETIDE TINS, full of famous Northern Pacific fruit cake, are seen ready to be boxed and shipped to fill a customer's order. Container covers are decorated with attractive winter scenes in keeping with the holiday season.

NP Fruit Cakes Take Shape at Commissary Bake Shop

Although Christmas is still some time away, the holiday spirit is taking shape in Northern Pacific's St. Paul commissary bake shop these days.

This shape is in the form of the famous Northern Pacific holiday fruit cakes - a traditional Yuletide treat with the Railway for over 50 years.

Orders for the special NP fruit cakes are now being taken, according to W. F. Paar, superintendent of NP's dining car department, whose personnel bake and fill the requests right into the Christmas season.

The delicious fruit cakes, a favorite among NP dining car patrons for over a half a century, are made from a prized recipe that won the Grand Prize at the Paris Exposition in 1909. They are filled with raisins, currents and candied fruits and spiced with special flavoring just as they were in days of old. Packed in colorful Yuletide tins, the cakes make excellent Christmas gifts.

Prices remain at \$3.90 for the three-pound size, and \$6.50 for the five-pound tins. This includes prepaid shipment via express or parcel post. Add an additional \$1.75 for shipment outside the continental United States.

Address all orders to W. F. Paar, Dining Car Superintendent, Northern Pacific Railway, St. Paul, Minn. 55101. Checks and money orders are preferred.

It Pays to Be Safe

What is your price tag for the safety of your loved ones? A proper gasoline container costs \$2; a proper electrical fuse, 25¢; a step ladder, \$6; a lock, \$1; a baby sitter, \$2.50; a hand rail, \$5; a new tire, \$15; four seat belts, \$20; a moment of caution, ?.



RETIREMENT PRESENT - V. L. Guthrie, assistant signal engineer at Livingston, holds scroll containing list of fellow NP employees who attended his recent retirement party. Guthrie had been with the NP for 42 years.

Safety Score Board

January 1 thru August 31, 1965

RANK	REPORTABLE INJURIES		CAS. RATIO	
	1965	1964	1965	1964
STANDING BY DISTRICT				
1. Eastern District	100	86	14.07	11.46
2. Western District	115	64	15.83	8.30
STANDING BY DIVISION				
1. Rocky Mountain	17	13	9.26	6.49
2. Idaho	24	16	11.05	6.74
3. Yellowstone	25	21	11.30	8.85
4. Fargo	15	9	11.52	6.59
5. Lake Superior	17	13	13.79	10.75
6. St. Paul	43	43	18.22	16.82
7. Tacoma	74	35	22.73	10.49
STANDING BY MAIN SHOP				
1. Brainerd	1	1	2.38	2.30
2. Como	1	6	3.10	17.20
3. Livingston	1	1	3.30	3.20
4. South Tacoma	2	1	5.99	2.85
STANDING BY CLASS OF EMPLOYEE				
1. Stationmen	10	15	2.73	4.03
2. Shopmen	6	5	5.43	4.34
3. Enginemen	9	9	5.75	4.84
4. Bridgemen	5	12	7.78	16.76
5. Carmen	13	8	8.19	5.02
6. Trackmen	39	24	13.34	7.59
7. Trainmen	54	29	34.07	18.20
8. Yardmen	79	48	61.05	34.17
MISCELLANEOUS DEPARTMENTS				
1. Mechanical Engr.	0	0	0.00	0.00
2. General Office & Misl.	4	0	1.77	0.00
3. Dining Car	1	4	2.38	9.85
4. Signal	1	2	3.04	6.34
5. Chief Special Agent	1	0	6.90	0.00
6. Communications	2	2	7.03	6.33
7. Store	8	4	14.48	6.71
8. Electrical Engr.	1	1	17.58	16.19
9. Engineering	7	3	24.76	10.65
TOTAL FOR SYSTEM	245	181	11.99	8.40
Train and Yard Accidents	24	17		



Retirements



Earl T. Andrews	Car Inspector	Superior	46
Lawrence W. Asher	Conductor	Duluth	21
Theo Barrow	Agent-Telegrapher	Belfield	55
Frank E. Barth	Depotmaster	Billings	50
Henry Beck	Chief Yard Clerk	Billings	48
Wm. C. Behrend	Section Laborer	Glen Ullin	44
Norman W. Brannon	Refrigerator Inspector	Auburn	47
William E. Brouse	Electrician	Livingston	43
R. O. Christopherson	Agent	Great Bend	45
Roy R. Dutcher	Locomotive Engineer	Parkwater	22
Robert B. Eckfield	Machinist	So. Tacoma	44
Bert J. Eide	Section Laborer	Brainerd	23
Harry D. Flowers	Telegrapher	Jamestown	49
Richard Gorden	Cook	Seattle	30
Edward P. Grant	Section Laborer	Sandpoint	23
A. A. Hammermaster	Welder	So. Tacoma	43
Julian A. Hanson	Car Repairer	Dilworth	20
Walter J. Hunt	Assistant Director-Agricultural Department	St. Paul	37
R. E. Johnstone	Assistant Cashier	Billings	42
Fred Kechter	Section Foreman	Wheeler	45
Arthur F. Kemtroph	Conductor	Spokane	49
Joseph Lapsansky	1st Class Carpenter	So. Tacoma	30
Wm. J. Luchsinger	Vice President-Traffic	St. Paul	49
Mae C. McDonald	Steno-Clerk	Livingston	22
Albert C. Nelson	Machinist	Laurel	42
Emilio Nencini	Crossing Flagman	Tacoma	58
Fremont E. Nesheim	Tie Handler	Paradise	41
Joseph L. Pearson	1st Class Carpenter	Brainerd	48
Frank F. Remus	Car Clerk	Duluth	43
George S. Roth	Night Roundhouse Foreman	Yakima	43
Richard Schreiner	Roundhouse Laborer	Dilworth	21
James H. Scott	Yard Clerk	Seattle	23
Earl R. Stenberg	Cabinet Maker	St. Paul	28
Wm. F. Thomson	Agent	Grandview	43
Ralph Watkins	Locomotive Engineer	Centralia	23
Mildred M. Wellner	Timekeeper	St. Paul	31



BEFORE LAST RUN - L. W. Miller, Sr., Fargo division conductor, poses at Fargo station with his wife, assistant division superintendent R. M. Johnson, left, and former superintendent R. K. Mossman prior to ending 48 years of NP service.



NEW MEDICAL LABORATORY, one of several in relocated department, houses a large work area in center. Surrounded by vital supplies and modern scientific apparatus, a lab tech checks a specimen by microscope.

The NPBA Story

Continued from Page 5

general community hospital. Each hospital has an administrator in charge of all administrative work and an office staff to perform all the business functions of the hospital.

The present association medical staff numbers 19 hospital doctors besides numerous specialists, including a chief surgeon in each of the four hospitals and their associated staffs. Augmenting these doctors are 385 line surgeons headquartered in cities all along the line.

A professional nursing staff of 144 with 96 registered nurses and 48 LPN's serve the hospital staffs. Other

NEW KITCHEN, headquartered in lower level of new St. Paul Hospital wing, is in a spacious area of modern design. Some of its sparkling new, food serving equipment is seen here.



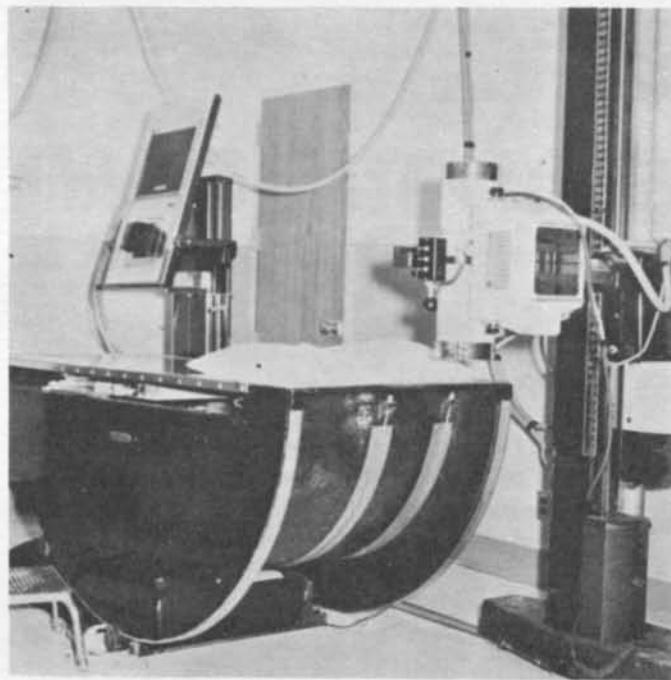
hospital personnel include 291 non-professional workers and 70 technical employees, such as, laboratory and x-ray technicians.

Total bed complement in all hospitals is presently 373. The St. Paul Hospital has 140 beds; Tacoma, 97; Missoula 71, and Glendive 55 beds.

The business, property and affairs of NPBA are controlled by a board of 24 directors elected to four year terms, and an executive committee consisting of five members, elected by and from the directors.

The board of directors elect the president and secretary of the association who serve for four year terms and who conduct the business of the NPBA from the St. Paul headquarters.

X-RAY FACILITIES also have been expanded in the new St. Paul Hospital addition. Shown is one of the new rooms with various types of x-ray equipment necessary for modern treatment.



The association has existed through three major wars and during periods where added problems, both financial and lack of equipment and personnel, were encountered. Through the years, progress has been made in hospital expansion and in care and benefits given to NP employees, and Northern Pacific Beneficial Association pledges to continue to keep pace with the ever changing times.

With the recent passage of the Medicare bill, the NPBA is making a study of the bill for its relationship to the present NPBA medical-surgical-hospital plan.

T. O. Peterson, NPBA president, pointed out some of the results of this current study. He said, "Under plans now being considered by the association, it appears that benefits for members will continue to improve under a combination of Medicare and the NPBA plan. The NPBA will continue to administer its program as it has in the past, directing its efforts toward providing its members with the best possible care at the most economical cost."