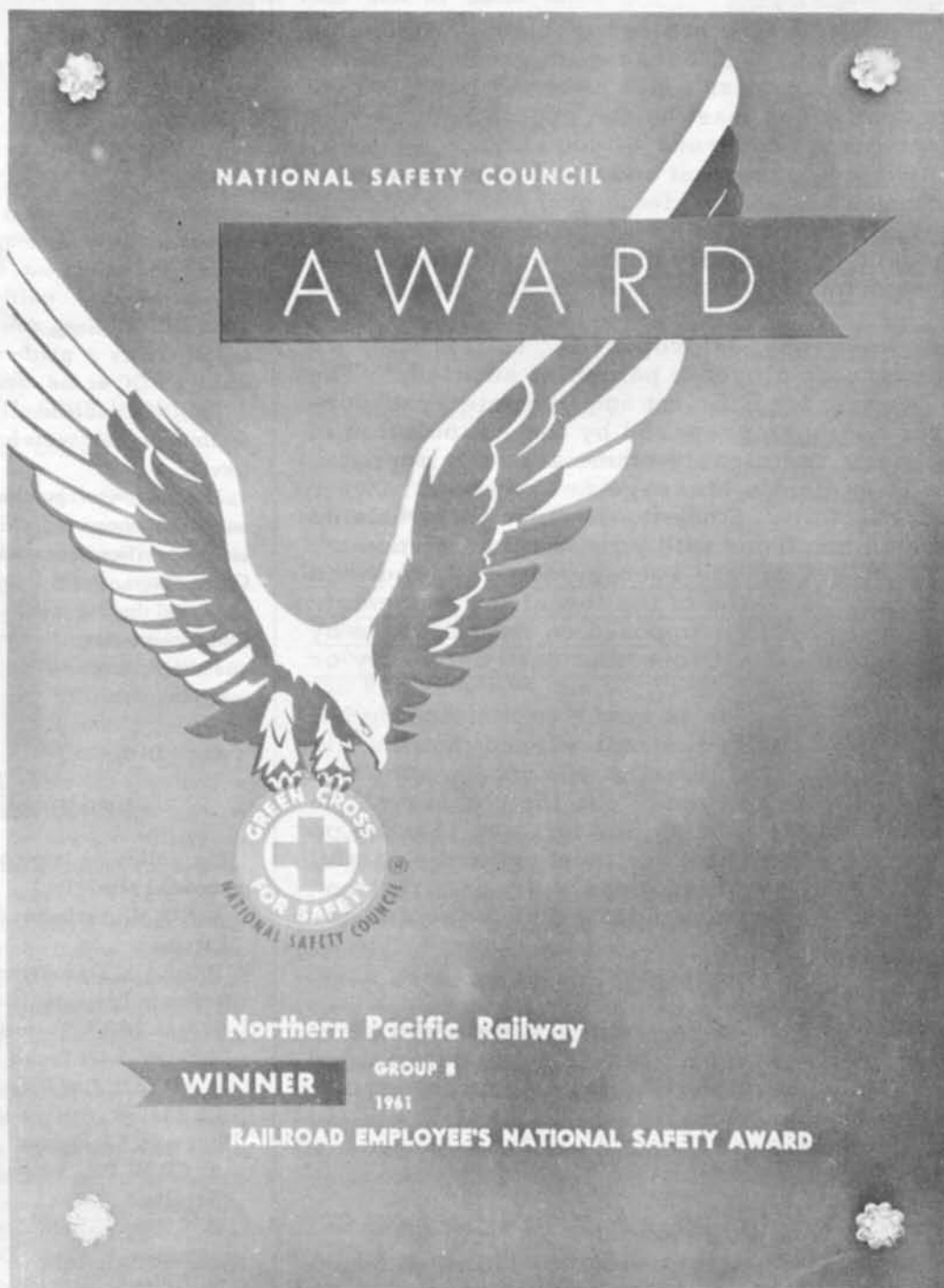




The Tell Tale



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(See Page 3, column 2)

MEMO ... FROM THE PRESIDENT

President Kennedy's transportation message to Congress could make 1962 a year of great significance in the history of rail transportation.

In his message, the President made specific recommendations which would permit the railroads to compete on a more equal basis with other modes of transportation.

As Trains Magazine has commented, "We can no longer write off the railroad debacle on grounds that the man in the White House doesn't give a damn. His message proclaims he does. The least he can expect of those who proclaim themselves concerned -- you and me -- is our sustained, intelligent, clear-cut and vocal endorsement."

I know you are interested. You want to see our industry continue to survive and grow as a free enterprise. You want job security and the assurance of increased job opportunities on the railroads. You can help make it so.

First, know what is proposed. To this end, we are sending every employee a pamphlet entitled, "The President's Program for Efficient and Dynamic Transportation." This has been prepared by the Association of Western Railways and clearly enunciates the important points in the President's Message to Congress.

Read it carefully. Study it. Discuss the problems and the suggested solutions with your family, friends and associates. Remember, the average non-railroad man has absolutely no conception of the inequities that exist, of the competitive handicaps imposed on the railroads by outmoded rules and regulations that date back fifty or more years.

The need for action is now. In concluding his message to Congress, the President warned that the ills of our great transportation industry will not be remedied "with the mere passage of time. "On the contrary," he said, "we cannot afford to delay any further. Facing up to the realities of the situation, we must make the painful decisions necessary to providing the transportation system required by the United States of today and tomorrow."

Waterway and trucking interests are vigorously opposed to the President's program and are determined to defeat it. The outcome will depend to an important extent on what you, individually, do about it.

Robert MacFarlane

RDC GIVES BETTER PASSENGER SERVICE



Since June 14, this Rail Diesel Car has represented improved passenger service on Northern Pacific's daily 480-mile Fargo to Winnipeg branch line.

Before this passenger-baggage compartment car came on, a time-consuming car hook-up had to be made 28 miles out of Fargo for Winnipeg-bound traffic from the Twin Cities. Now, those passengers merely cross a platform to board a waiting RDC at the same junction.

The air-conditioned RDC has 54 reclining coach seats for comfortable travel.

The car was purchased recently and then converted to Northern Pacific specifications and needs at the Como Shops, in St. Paul. This brings to three the NP runs using RDC's. The others are the Staples-Duluth, and the Spokane, Washington-Lewiston, Idaho.



PERSONALS

The following appointments were announced recently:

- G. S. KOCH, Assistant Car Foreman, Tacoma
- W. D. GRAY, Trainmaster, Rocky Mountain Division, Missoula
- H. J. WALTERS, Trainmaster, St. Paul Division, East Grand Forks
- J. M. KOVAL, Car Foreman, Duluth
- E. L. BAUER, Assistant Roundhouse Foreman, Livingston
- L. A. GINDLING, General Agent, Cleveland, Ohio
- N. D. RICHARDSON, Traveling Freight & Passenger Agent, Detroit, Mich.
- N. D. BREHM, Traveling Freight & Passenger Agent, Yakima, Wash.

AN ORCHID TO NP VETERANS

When the NP Veterans Convention was held in Missoula last June, the Missoula-Sentinel published the following article in its newspaper, written by columnist Ray T. Rocene. Mr. Rocene worked on the 'Missoulia' from 1916 through June 1960, when illness forced his retirement.

What NP Stands For

For many years we watched the Northern Pacific railroad activities here day by day, met thousands of NP people, enjoyed a wide acquaintance, until illness forced retirement from staff work. We knew them all for 44 years, starting in days when Tom Lowry was division superintendent. Fred Bartles was a good friend and so were hundreds of other divisions and system heads. And in this widespread acquaintance we found what NP stands for, "Nice People."

Many of the railroad people we met are gone forever, others have retired. Some just recently, the NP has gone from the era of the huge steam locomotives, water tanks, coal, while central traffic control, welded rails, radio connections, have come in past decade. Not even whistle is same. There are in the Garden City today large numbers of Nice People who long helped to run NP in traditional way and transition to diesels. Wonder where some are now, like Jake Smith, John Bryan, Frank Cook, Andrew Hanson? Half a dozen others we knew well still live in Missoula after retirement from Rocky Mountain division.

DILWORTH UNIT HONORS BILL O'LEARY

"Considerate" is the term most Dilworth residents agree best fits William P. (Bill) O'Leary, who was honored recently by the Dilworth Citizens Committee as the village's "Citizen of the Month."

Through the years he has gained a reputation as a person who is always willing to serve as a "taxi" driver for anyone in Dilworth needing a ride for a worthy purpose, who goes out of his way to deliver mail from the village postoffice to the home-bound and who always remembers the ill or grieving with flowers, a card or gift.

Mr. O'Leary worked as a car cleaner, a car clerk, a brakeman, a switchman, a yardmaster and was a general yardmaster when he retired in 1955, after 44 years of service with the Northern Pacific.

A veteran of a year's service in France with railroad engineers during World War I, Mr. O'Leary has

NEW FREIGHT CARS

During the 12 months ended May 31, 1962, 21,142 new freight cars were installed by Class I Railroads.

During this same period, the Northern Pacific Railway put into service:

- 40 covered hoppers,
- 50 mechanical refrigerator cars
- 200 RBL refrigerator cars
- 400 - 50' double door box cars

OUR COVER

For the second time in two years the Northern Pacific Railway received the National Safety Council highest award in Group B for railroad employees.

While we rejoice in winning this award, we cannot overlook the fact that there have been 166 lost-time injuries from January 1 to July 31 this year. Alertness through the balance of the year could give us a fair record. It can be done, so don't give up now.

belonged to the Dilworth American Legion Post since he first moved to Dilworth.

'50TH' ANNIVERSARIES



When Superintendent of Dining Cars W. F. Paar called at the President's office, July 3rd, he was pleasantly surprised - employees had arranged a 'tea' in his honor, the occasion being Mr. Paar's 50th anniversary with the Northern Pacific.

Among those at the party were, from left: C. T. DeWitt, Superintendent Safety & Fire Prevention, Jenny Anderson, Marilyn Blom, Mr. Paar, Secretary R. H. Dick, Josephine Hanggi, and President's Secretary H. J. Sackett.



G. A. Swanson receiving congratulations and a commemorative gift from J. R. Burton, Storekeeper at Seattle Commissary, who was toastmaster.

On May 4, G. A. L. Swanson, linen-man at Seattle Commissary, was honored at a reception held by his many friends in the Seattle Commissary and King Street Yards, the reception being held at the International Room, Seattle-Tacoma Airport.

The occasion for the reception was the completion of 50 years of faithful service with the NP Ry.

Sports

And

Fishing

Time

A field of 83 players teed off on Saturday, July 14th, at the Elks-Allenmore Golf Course, Tacoma, in the Seventh annual Western District NP Golf Tournament.

A. R. Genin of Livingston was low gross winner; C. W. Meckstroth, Lewiston, headed the low net, and Mike Barnes, Seattle, won in the Peoria.

On completion of the tournament, General Manager F. L. Steinbright, Seattle, awarded the trophies and prizes in the Allenmore Clubhouse.

In addition to Livingston, Seattle and Lewiston, players participated from Everett, Portland, Auburn, and Tacoma.



←
AWARDING OF TROPHIES AND PRIZES - From left: F. L. Steinbright, J. J. Ackley (Tournament Chairman) and A. R. Genin (Low Gross Winner).

(Top, left) Ray Hegstrom, C. A. Taylor, M. M. Boe and A. R. Genin; (Top, right) Mike Barnes, Sam Scalise, Elwin Backer, & Glen Staebeli. (Bottom, left) Don Hough, Tom Moore, Roland Brabec, and Cliff Johnson; (Right) H. L. Dauber, H. A. Jacobson, S. Isaacson, and C. Wilson.



← Clayt McLean, Red Schwennecker, Cam Galbreath

H. C. Wiemer, Fred Bradbury, Dave Lewis, Emil Anderson →



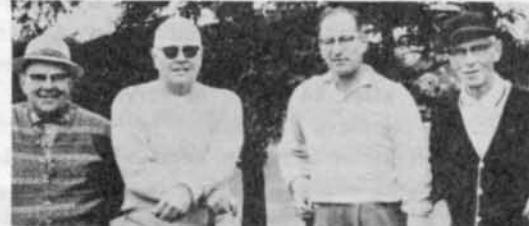
← C. R. Tbrockmorton, C. E. Fulton, F. L. Steinbright, J. E. Hoving

C. E. Moehring, G. T. Flynn, A. P. Kimmel, O. A. Watkins →



← Dan Peinovich, Lee Norquist, Dick Judson, Art Torklep

L. Wiecking, Dr. May, Dr. Stevens, M. Galbraith →





Gathered around the weighing-in table are: Bob Hallgren, Jim Hallgren, Jerry Cecci (weighmaster), Mike Stanley, Bob Hall, Jr., Stan Samars, and Jake Schmidt.

↑ Fishin' was good for this quartet in the annual NORTHERN PACIFIC SALMON DERBY held at Point Defiance, Tacoma, June 16th, and they can prove it. Shown with their catch are the winners, from left: J. E. Kelly (2nd); Hile Nordlund (4th); J. E. Schmidt (3rd); and R. C. Hall (1st).

Other winners were J. E. Halgren, Bobby Hall, W. Gordon, G. E. Meredith, Geo. Wencesho and Ed Burke.

The largest fish caught were a 14 pound 1 oz. King Salmon and a 13 pound 1 oz. Salmon.

Cash prizes were awarded for the largest salmon caught and a \$50.00 prize in cash was presented to the holder of the lucky ticket at the DERBY drawing. Shown picking the winning number in the drawing is Marjorie Moak, and among those looking on are Walt Dyer, Sr., Walt Dyer, Jr., Al Roberts and Al Miller. ➔



Harry Bond, John Renner, Frank Lingenbrink, Geo. Nelson



W. A. Boucher, S. M. Stoner, C. G. Peterson, Gary Wilson

Ira Voss, Geo. Betzler, R. D. Campbell, Art Overman, Russ Wiecking ➔



➔ R. Swanson, A. B. Johnson, Walt Niemiec, John Hertog

Northern Pacific Terminal Co. of Portland: Geo. Ford, John Leap, Warren Heath, H. Cornilles ➔



RETIREMENTS SINCE LAST ISSUE OF TELL TALE

NAME	OCCUPATION	LOCATION	YEARS SERVICE	NAME	OCCUPATION	LOCATION	YEARS SERVICE
Gottlieb G. Martin	Crossing Watchman	Fargo	25	John Hartl	Telegrapher	Tacoma	56
William J. Roberts	Conductor	Pasco	45	Jack Romee	Triple Valve Repairman	Laurel	39
George J. Strand	Section Laborer	Missoula	21	Thomas K. Eide	Locomotive Engineer	Forsyth	50
Ralph H. Erny	Pumper	Benz	21	Floyd J. Cummings	Sergeant	Fargo	26
W. T. Nicholson	Dining Car Chef	St. Paul	38	Henry E. Brovold	Locomotive Engineer	Forsyth	46
C. O. Davidson	Leading Carman	Duluth	44	Joseph S. Thomson	Head Butcher	St. Paul	35
Lester O. Bailey	Section Laborer	McGregor	35	Stephen Weiland	Machinist Helper	Mandan	35
Arthur N. Rudd	Locomotive Engineer	Duluth	51	E. E. Melancon	Clerk	St. Paul	48
Edgar C. Richter	Switchman	Minneapolis	20	John B. Ellingson	Carman	Brainerd	27
Oscar W. Gilbert	Section Foreman	Woodworth	35	Gustave Wudtke	Section Laborer	Hazleton	39
Miles A. Putnam	Genl Car Inspector	Tacoma	40	Frank Roberts	Engr - Electrician	Brainerd	46
Ralph N. London	Stationary Engineer	Dilworth	32				

ENGINEER PETER MYER pulled his diesel-powered train out of King Street Station, Seattle, on his final run to Portland, May 31, ending a 50-year career with the NP. Mr. Myer had been an engineer on NP trains 20 years. Before that, he was a fireman on the old "steamers." He began his career in 1912, taking time out for Army service in the First World War. Most of his railroad service was between Seattle and Portland.

THE NATIONAL ASSOCIATION OF RETIRED AND VETERAN RAILWAY EMPLOYEES, representing over 20,000 members throughout the United States, now has two officers located on the Northern Pacific.

Grand Director C. E. Love, of Missoula, is a retired NP station auditor, and Grand Vice President F. D. Masson, of Little Falls, is employed in the ticket office at Little Falls, Minnesota.

These men are also secretaries of their local clubs, Nos. 69 and 104 respectively.

A large group of Minneapolis Local Freight employees gathered on June 29th to honor CLARENCE D. PRATHER, Cashier, who retired following the completion of nearly 49 years of service with the Northern Pacific. Inset is picture of Mr. Prather.

At the retirement party his associates presented him with a cash gift as a token of esteem.



V. N. OSTERMAN (left), car foreman at Duluth, receives a congratulatory hand shake from Master Mechanic A. J. Lewis.

Mr. Osterman retired August 1st after 44 years of service with the Northern Pacific. He was first employed at Como Shops in 1918 and after serving in various capacities was appointed car foreman, Duluth, in 1946, where he was employed until his retirement.

JAMES M. QUINN, Billings, who has been railroading since 1908 and a conductor on the NP since 1929, retired July 1. Mr. Quinn worked on trains 25 and 26, between Billings and Butte, for many years.

Mr. Quinn is a breeder of quarterhorses and likes to fish and hunt, which no doubt will keep him busy in his retirement.

A. R. SWANSON, District Roadmaster at Forsyth, retired July 1 after 47 years of service with the Northern Pacific.

His many friends on the NP wish him much happiness during his well deserved retirement.





Northern Pacific Beneficial Association



ST. PAUL HOSPITAL HOLDS OPEN HOUSE

Almost two hundred people attended St. Paul Hospital's open house the afternoon of July 25th.

The occasion served to honor Dr. Alexander McEwan, new Chief Surgeon, Eastern District; to welcome Dr. James Henry, appointed as Associate Surgeon, St. Paul staff, and to show members and friends the newly decorated and furnished dining room, recently installed nursing stations and modern laundry facilities.

Refreshments were served and guests greeted old friends and met hospital personnel. Identification badges worn by guests and hospital employees helped those present become acquainted.

Groups were conducted through the hospital by Nurses Antonette MacLean, Carol Archer, Ellen McNamara and Dorothy Melvin, In-Service Education Director.

Visitors saw a model hospital room, as well as a special Central Sterile Supply Department exhibit of a cardiac cart equipped for use in emergency heart care. This cart includes oxygen, resuscitation machine, special drugs and essential supplies and is ready twenty-four hours a day. It can be moved immediately to any part of the hospital to care for a patient, whether he is arriving at the ambulance entrance, is stricken with a heart attack in the lobby or requires care in his room.

Guests also viewed samples of disposable supplies used in modern hospital treatment, including syringes and catheters.

STAFF APPOINTMENT . . .

We are pleased to announce appointment of Dr. James S. Henry as Associate Surgeon, St. Paul Hospital.



Dr. Henry, a native of St. Paul, received his medical degree from Creighton University, Omaha. He completed one year's surgical residency at St.

Josephs Hospital, St. Paul, and spent three years at Veterans Administration Hospital, Des Moines.

He is married and has 4 children.

NAME CHANGE

We have received inquiries from members regarding adoption of the name, "Charles Avenue Medical Clinic," by the St. Paul Hospital staff.

No change has been made in the relationship between the doctors and the N.P.B.A. They are still Association doctors available to care for members as in the past.

BOARD APPOINTMENT . . .

Congratulations to Theodore Christea, carman Como Shops, who has been appointed to fill the un-



expired term of Sam Bongiovanni, representative of Carmen, NPBA Board of Directors. Employed by NP for over 25 years, Mr. Christea served on

Local Protective Board #490, B.R.C. of A., and as a member of the Publicity Board and Board of Directors of the Como Shops Credit Union. He is a member of the A.F. & A.M., St. Paul Lodge #3, and F.O.E. Aerie #33.

He is married and has two children.

We welcome Mr. Christea to the Board and look forward to working with him.

Mother and daughter team: Judith Ann Bollinger, R. N., and Margaret Bollinger, Head Nurse, busy at new nursing station. ➔



L to R • NPBA Directors Leo Nyberg, Superior, Wisc., and Miss Frances A. McGuire, St. Paul; President T. O. Peterson, Secretary and Mrs. J. C. Tierney, all of St. Paul.



Mary Keiserling (partially shown), Myrtle Mason, and Marie Farver, retired employes from Duluth; Mrs. L. A. Nyberg, Mrs. Albert Bell, Mrs. T. O. Peterson, Director L. A. Nyberg, C. T. DeWitt, Supt. Safety & Fire Prev., and President T. O. Peterson, Ellen McNamara, nurse, conducted the group.



Mesdames James S. Henry, Harry S. Proud, Alexander McEwan, Mel Erskine and Mr. Erskine, with Chief Surgeon Alexander McEwan, all of St. Paul.



"YOU DIE ALONE" ?

Not too long ago a book was published with the somewhat melancholy title "You Die Alone." It is also a title designed to make you think and wonder.

From a statistic angle and with accidents and Safety in mind, the chances of being killed here in the shops are very slim. Though the chances are extremely slim, the possibility still exists and we all know it. Only constant attention to our personal safety keeps us from having fatal accidents.

The same extreme care could and should be applied insofar as non-fatal accidents are concerned. Hardly a day goes by but what someone gets hurt. Statistics indicate that you have a good chance of getting hurt. I disagree with the title of the book mentioned above. No one gets hurt alone, lots of people suffer when someone dies or gets hurt. You are personally hurt if you have an accident and you have to suffer the pain and misery. Also the family suffers emotionally, financially and through many distressing inconveniences. The normal family routine is hurt. The shops are hurt also. Our safety record is damaged and we also lose the services of a skilled employee.

Society is hurt because of a large share of the available and limited medical skill, hospital facilities and other skilled medical services are used by patients that, for a little thought about safety, would not need medical care.

You neither die alone nor get hurt alone. Many other people are deeply involved in your welfare.

So -- keep your personal safety in mind at all times!

WALTER ARMSTRONG,
Foreman, Brainerd Shops



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

	Divisions							Main Shops				Total
	Lake Supr.	St. Paul	Fargo	Yellowstone	Rocky Mtn.	Idaho	Tacoma	Como	Brainerd	Livingston	So. Tacoma	
Enginemen	1	3		1	5	4	3					17
Trainmen	2	7	1	1	5	12	8					36
Yardmen	4	11	1	6	3	2	10					37
Stationmen	2	4	1	1	1	2	1					12
Trackmen	1		1	4	5	1	10					22
B & B. men						1	4					5
Shopmen		2	2		2				1	2		9
Carmen	1	3		3	1		1	1	1			11
Total	11	30	6	16	22	22	37	1	2	2	0	149
Rank	3	7	1	2	6	4	5	2	3	4	1	
Store									1			1
Dining Car												4
Engineering												6
Signal												1
Chief Spl. Agent												
Communications Dept.												1
Electrical Engr.												1
General Office												3
King St. Station												2
Miscellaneous												-
Grand Total	11	30	6	16	22	22	37	1	3	2	0	168
Casualty Rate per Million Man Hours (est.)	9.0											



MAKE YOUR
LABOR DAY
A HOLIDAY
FROM ACCIDENTS

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During the coming Labor Day holiday the nation will celebrate the outstanding achievements of working people who contribute so much to make America great. Thousands . . . millions of men, women and children will climb into their cars as they head for their last summer vacation weekend. During this period you'll probably hear about a mounting traffic toll this holiday rush is taking, extra police on the roads to help unscramble traffic and try to prevent accidents, screaming sirens of ambulances taking accident victims to hospitals. Is this the way civilized people 'enjoy' their holidays? Labor Day was never intended to be a sacrificial rite and it doesn't have to be so. The management urges its members and everyone to see that this Labor Day is the safest one yet. It can be. It must be.

S. J. SCALISE
Electrician, Auburn, Wash.