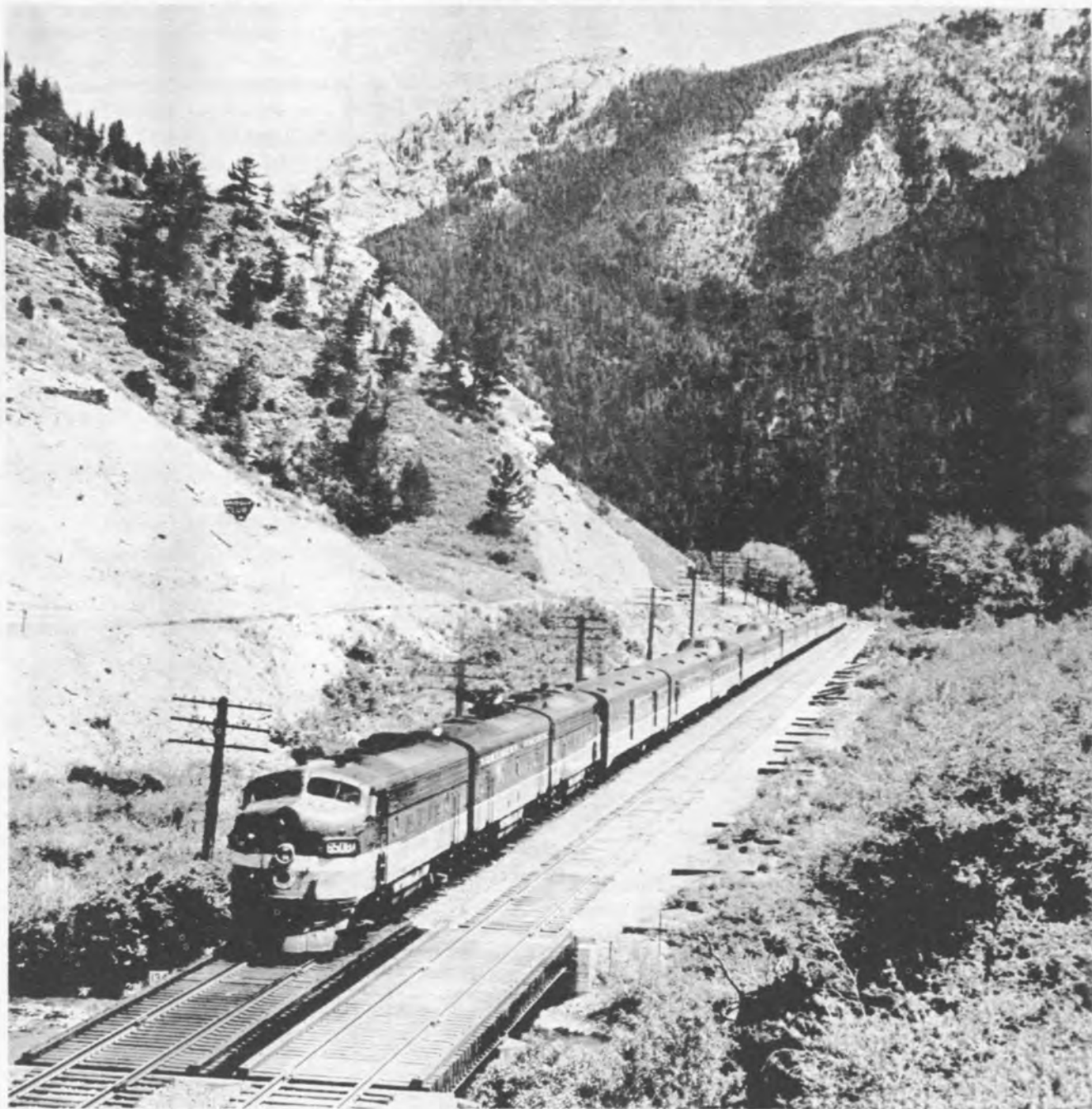




Vol. XXV ISSUED BY THE SAFETY & FIRE PREVENTION DEPARTMENT, NORTHERN PACIFIC RY., ST. PAUL, MINN., OCTOBER 1962 No. 10



Northern Pacific Railway's Vista-Dome North Coast Limited, west-bound in Rocky Canyon, a few miles east of Bozeman, Montana.



# MEMO . . . FROM THE PRESIDENT

Our car building program for the year is on schedule. At the present time, our Brainerd shops are completing the last of 100 RBL cars. This will be followed by a program of heavy repairs to gondola cars which is expected to be finished in December.

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We have received delivery of five highly specialized container cars purchased from the Ortner Freight Car Building Company of Cincinnati at a cost of approximately \$75,000. These roller-bearing cars are 66-1/2 feet long and equipped with 15 separate containers. Each car has a load capacity of 100 tons. There is an unmistakable trend toward equipment especially designed to meet the requirements of individual shippers.

\*\*\*

A bountiful grain harvest in our territory presented the usual problems in car shortages altho the shortage did not last as long as in some earlier years. The shortage was due to several factors: Cars being held for inspection and being delayed at busy grain terminals for unloading, as well as the inability to get our cars returned from foreign roads and the general scarcity of cars suitable for hauling grain.

Despite the shortage of cars, our grain loadings were considerably in excess of last year and the additional business improved our freight revenue picture.

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After a slow start in the first quarter, revenues for the first eight months of the year were ahead of last year by \$2,042,000. Offsetting the gain, however, are increased operating expenses, up \$2,940,000 for the first eight months of the year. It is my hope that the upward swing in revenues will continue during the remaining months of 1962 so that there will be a better balance between revenues and expenses thereby insuring the continuance of our improvement work.

\*\*\*

Plans for 1963 have already been formulated. One of the most perplexing problems in determining our new budget is trying to anticipate accurately what the prevailing business conditions will be for 1963. What will our revenues be? What will our expenses be? How much will be left over for desirable improvements such as C. T. C., and new cars and at the same time give our stockholders a fair return on the money invested in our property.

\*\*\*

November 6 is Election Day. Exercise your right as an American citizen - study all issues carefully from the standpoint of what is best for our country - and then be sure to vote.

*Robert MacFarlane*

## PERSONALS

The following appointments were announced recently:

W. K. GODDARD, District Roadmaster, Forsyth

G. G. RICHARDSON, District Roadmaster, Glendive

R. L. BEEM, Assistant Roadmaster, Missoula

E. G. LIND, Night Roundhouse Foreman, Pasco

R. F. FINCH, Traveling Auditor, Tacoma

N. W. AULT, Traveling Auditor, Missoula

J. L. BEARD, Traveling Auditor, Glendive

D. B. BOSTRUM, Traveling Freight & Passenger Agent, Portland, Ore.

R. L. EVERSON, City Freight and Passenger Agent, Spokane

C. J. RYAN, City Freight and Passenger Agent, Seattle

J. C. MOORE, Commercial Agent, St. Paul

J. W. DAVISON, Traveling Freight & Passenger Agent, St. Paul

M. L. SANDERS, City Freight Agent, Minneapolis

G. D. MARSHALL, City Freight & Passenger Agent, Philadelphia, Pa.



**TIPPER FLINTLOCK**

says . . .

"If you're going hunting along with your son, teach him well how to use his gun!"

**THE NATIONAL RIFLE ASSOCIATION** teaches shooting safety

## A. M. A. WARNS OF ASIAN FLU EPIDEMIC, PRESCRIBES SHOTS

"While accurate predictions are difficult, recent and past patterns indicate that widespread outbreaks of influenza A<sub>2</sub> will occur in the United States during the 1962-63 winter season."

For nearly a year now, a small group of physicians and scientists have been following the world travels of a minute blob of not quite-living stuff known as A<sub>2</sub> -- technical shorthand for the Asian flu virus. After a widespread appearance in Asiatic Russia last January, this blob carried its disease into several Far Eastern and Western European nations. Its course has helped convince watchful health authorities that it is soon due in this country, in epidemic-producing proportions.

The warning quoted above was sounded last April when a panel of doctors -- the Advisory Committee on Influenza -- reported to the Surgeon General of the Public Health Service.

Aside from the A<sub>2</sub>'s travelog, there were other factors which helped the Committee form its prediction. For one thing, Asian flu has been shown to crop out in two to three-year cycles, and this will be the third winter since the last great outbreak in this country. For another, the virus is known to be well "seeded" throughout most of the nation.

Just how serious the outbreak will be no one can predict. Much depends upon how well we respond to the warning. Physicians have been alerted, public health programs outlined and stocks of anti-influenza vaccine built up.

When the first Asian flu epidemic engulfed the U.S. in 1957-58, almost the entire population was susceptible to it. Now, two epidemics later, millions have had the disease and, thus, have become immune to it. Also, there is no shortage of vaccine as there was in our first bout with it.

What are the consequences of Asian flu? That depends on age and other factors. In the average healthy

person this type of influenza usually produces no more than four or five days of weakness and misery. But in older people and those with certain chronic diseases the A<sub>2</sub> virus can be deadly.

The best records we have indicate that in the five years since Asian flu first appeared, it has contributed to the deaths of perhaps 90,000 Americans. Admittedly a pretty rough estimate, this is based on the number of persons who died of respiratory diseases above the normal expectation. Still, these "excessive deaths" are the best barometer we have of the effects of Asian flu.

In late 1957 and early 1958, when the first epidemic hit, such deaths shot up 59,300. Two years later a new epidemic fell on us, and the excessive death total amounted to 26,700. Of course, these people were not killed outright by Asian flu; by itself the A<sub>2</sub> virus is not highly lethal. However, it does have a weakening effect, breaking down the body's defenses against other diseases.

Particularly vulnerable are those with chronic heart, circulatory and kidney disorders. Of the Asian flu patients who died during previous epidemics, 51 per cent suffered from one or more of these general ailments. Another 33 per cent of the deaths was attributed to pneumonia, which moved in on the heels of the influenza. Patients with pulmonary tuberculosis, diabetes, chronic asthma, chronic bronchitis and other diseases of the lungs and air passages are also in danger when the A<sub>2</sub> virus strikes.

The matter of age was given particular importance by the Influenza Advisory Committee. It recommended that all persons 45 and over be vaccinated, and particularly emphasized the importance of inoculating those over 65. In the past two pandemics, more than half of the excess deaths occurred in this age group, with those between 45 and 65 a heavy second.

These persons, along with pregnant women and victims of chronic, weakening diseases, should be immunized before mid-December, the Committee said. Since two shots are needed for the best protection -- each two months apart -- this means that immunization should begin "as soon as practicable after September 1." Those inoculated in previous years should get a booster shot.

Like nearly all virus diseases, there is no cure for the flu. It can only be prevented. Antibiotics, such as penicillin, have no effect on the virus once it is in the body. Neither is there any escape, except in complete isolation. Flu is one of the most communicable of diseases. It doesn't have to depend on a cough or sneeze to get from one person to another but can spread in the moisture exhaled in its victim's breath.

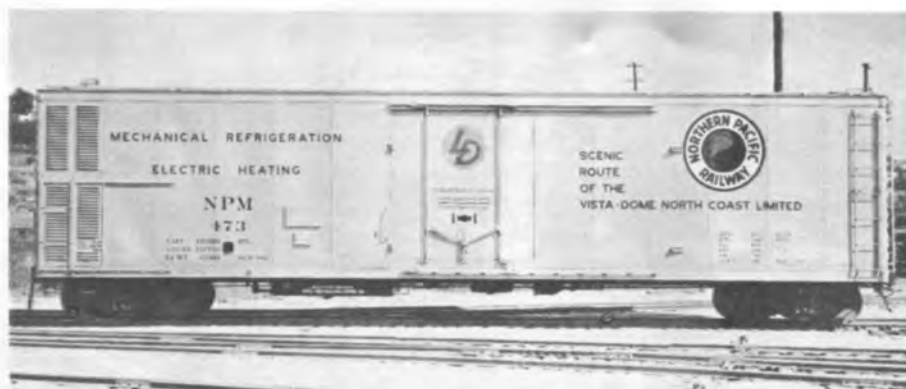
Catching the flu doesn't even offer the consolation of knowing that it won't come back. For, even if you're immune to one type, another that you haven't had before is bound to come around. And, no matter what technical names the laboratories may give the "bug," the flu is still the flu, and the misery is all the same.





## NEW EQUIPMENT

Now being delivered to the Northern Pacific are fifty new mechanical refrigerator cars, provided with the latest improvements in refrigerator car design and equipment. The cars are made by the Pacific Car and Foundry Company at Renton, Wash., and are equipped with 8-ft. doors and aluminum floor racks, together with load dividers which permit the cars to be divided into three separate compartments.



## THEY BELIEVE IN KEEPING KIDS BUSY



*Left to Right: Top row -- Red Roberts, Jack Schmidt, Art Ninke, Jerry Annerl, Jim Lang, and John Kellerman (Manager).*

*Seated -- Gordie Crupi, Larry Niemczyk, Clare Fenton, Art Carlson, Bob Trapp, and Bill Blatzheim. Bat boys -- Doug Carlson and Tom Roberts.*

**NORTHERN PACIFIC SOFTBALL TEAM . . .** After losing out in the finals in 1961, the NP team finally won the coveted City of St. Paul Commercial League Trophy. The team then went on to place third in the St. Paul Metropolitan playoffs. Whitaker Buick and Suburban Heating of the Classic league represented St. Paul in the Regional tournament at Fargo, N.D.

### OUR PAYCHECKS DEPEND...

on satisfied customers!

Customers are dissatisfied when shipments are damaged. They lose confidence in our service. They give their business to our competitors. We lose income and jobs.

Our interest, attention and skilled handling can assure that our customers receive their freight in the perfect condition they have every right to expect. All of us can help.

**STOP DAMAGE...SAVE TRAFFIC**



*Tom Naughton (right) congratulates Axel Erickson on being selected "Man of the Year."*

One of the organizers of Little Leagues, Tom Naughton, night train supervisor in the Transportation Department, St. Paul, has been active in Little Leagues for ten years, - first in Parkway League as a board member and then president for two years. He assumed the office of Minnesota District #2 representative in 1959 and has 22 leagues under his supervision, including 7 in St. Paul; 7 Duluth; 1 Brainerd; 2 St. Cloud; 1 Detroit Lakes.

Each year Parkway League picks the most outstanding "Man of the Year" and this year Axel Erickson, chief clerk in the District Accountant's Office, St. Paul, was so honored. He has been active in Parkway League for 4 years (where two of his grandsons are members) and on the board of directors for 2 years.

Many other Northern Pacific employees are active in these groups and are going 'all out' for helping youth at any age level.

## NORTHERN PACIFIC GOLF LEAGUE



↑ The annual banquet of the Northern Pacific Golf League was held at the Lamb's Club, St. Paul, September 18. Pictured above is a majority of the club members.

Four members of the Championship team exhibit their trophy awards - from left: Tom Denesen, Glen Larsen, "Bud" Seward, and Ben "Sandbagger" Fuchs. Members of this team not shown are Bob Kenny and George Schally.

→ Ben Fuchs (left) receives the "Sandbagger's" Trophy from Russ Wurst for outstanding achievement.



## Take Time to Teach Others

"Later. I'm too busy now."

Have you ever said that to your child?

Have you ever said it to one of your men at the shop, Mr. Foreman?

Almost every one of us has said it to someone at one time or another—for the simple reason that we were too busy.

Maybe it has to be that way once in a while. But think how much better it would be if everyone could always take time to teach someone.

Take safety, for example. Chances are that many an accident could be prevented if the oldtimer in the shop, the pro driver, the head of the household could take a minute to show someone less experienced how to avoid a potential mishap.

We who know should be grateful we know, and eager and anxious to pass along our knowledge to someone who may need it.

Take time to teach others. It'll prevent accidents, save lives—and make you feel better!

—National Safety Council

## HINCKLEY KORN & KLOVER KARNIVAL

Riding in a float which was built and decorated by their mother, Mrs. E. E. Hopkins, NP Agent at Hinckley, were her two attractive daughters - Shirley (5) and Linda (3). The little girls wore blue and white dresses and were surrounded by flowers grown in Mrs. Hopkin's garden.

The peg board erected on the back of the float showed a map of the NP main line, with pictures of Yellowstone Park and other points of interest along the railroad, together with one of the North Coast Limited.

Mrs. Hopkins is to be commended for her ingenuity in making this attractive display.



# RETIREMENTS SINCE LAST ISSUE OF TELL TALE

NAME	OCCUPATION	LOCATION	YEARS SERVICE	NAME	OCCUPATION	LOCATION	YEARS SERVICE
Adlai B. Crawford	Carman	Toppenish	39	Paul G. Nelson	Cashier	Rush City	51
Emil Holland	Section Foreman	Detroit Lakes	38	John J. Roback	Car Inspector	Minneapolis	43
John C. Inglis	Writer-up-man	Helena	28	Amie L. Houle	Carman	St. Paul	47
Peter C. Peterson	Agent-Telegrapher	Pequot Lakes	22	Edward G. Dalton	Agent-Telegrapher	Northome	20
Stanley W. Edwall	Agent	Kent	44	Conrad Anderson	Section Laborer	Lisbon	22
Orville R. Kimball	Carman	So. Tacoma	40	John E. Leaf	Leading Lbr-Tie Plant	Brainerd	26
Glen A. Rolph	Brakeman	Pasco	45	Eva B. Johnson	Stenographer-Clerk	Brainerd	40
James M. Quinn	Conductor	Billings	51	Nicholas J. Brandes	Locomotive Engineer	Minneapolis	40
Herman J. Kehl	Division Accountant	St. Paul	42	Clifton H. Royalty	Chief Clerk to Car Frm	Laurel	45
William Berringer	Conductor	Glendive	45	Frank E. Hart	Passenger Car Painter	St. Paul	50
John Tahedl	Carman	Minneapolis	20	Charles J. Nelson	Yard Clerk	Staples	45
Louis Hougan	Switchman	Staples	42	Herman M. Evans	Machinist	Brainerd	40
Loyd E. Schmoll	Ticket Clerk	St. Paul	50	Manuel I. Phillips	Conductor	Auburn	50
George Quimby	Locomotive Engineer	Spokane	50	Luther A. Barrow	Telegrapher	Beach	46
Perry H. Boardman	General Agent	Cleveland	37	C. D. Prather	Cashier	Minneapolis	49
Warren L. Roberson	Machinist	So. Tacoma	25	Henry G. Thompson	Asst. Frt. Claim Clerk	Seattle	43
Joseph H. Martin	Section Laborer	Ashland	29	Theodore J. Huss	Agent-Telegrapher	Carlton	40
Miles W. Ogden	Interchange Clerk	Spokane	46	Walter B. Kramer	Signal Maintainer	Minneapolis	21
Edwin A. Hager	B&B Helper	Tacoma	34	Herbert C. Baldwin	Mgr & Asst. Wire Chf	Tacoma	36

August 31 was retirement day for EARL COVEY, clerk-stenographer General Storekeeper's office, St. Paul, after 39 years of service.

During an informal gathering, Assistant General Storekeeper K. C. Thompson, left, presented Mr. Covey with a retirement gift from his company associates, while Chief Clerk H. C. Jahn looks on.



Pictured at his typewriter is EMIL THAUNG, personal stenographer to Superintendent Dining Cars, St. Paul, prior to his retirement on August 1st. Mr. Thaung began his employment in the Dining Car Department in 1933. Before then he was employed in the General Office.



REYNOLD (RAY) RASMUSSEN, Office Inventory Engineer, Valuation Department, St. Paul, retired August 31, after 34 years of railroad service. Mr. Rasmussen was employed on various engineering jobs, including the New Salem Line change.



F. R. KOCH, Truck Shop Foreman at Como Shops, is congratulated by Shop Superintendent J. C. Capistrant on completion of his 46 years of railroad service.

Mr. Koch is proud of the fact that his department, at the time of his retirement recently, had an outstanding safety record of 2585 days without a reportable injury.

Assistant Shop Superintendent A. A. Richter is shown on the right.

For the first time in nearly eight decades, a member of the Hartman family is not employed by the NP in Thompson Falls following the retirement recently of GEORGE HARTMAN, as agent-operator, after 45 years of service. His father, Chris E. Hartman, came to Thompson Falls in 1883 as a member of the construction crew building the line and remained there employed by the Railroad after its completion.



George's brother, Frank, retired in 1960 after completing 53 years of service with the Northern Pacific.

L. W. ROSCOE retired August 31 after twenty years of service at Brainerd Shops. Before going to Brainerd, Mr. Roscoe was employed for six years at Staples as a carman. After catching up on some deferred maintenance around his home, Mr. Roscoe says he intends to devote considerable time to fishing, hunting, and also traveling.



The boys at Brainerd Shops wish him a long and happy retirement.





# Northern Pacific Beneficial Association



## HISTORIC SITE AT MISSOULA

The Exchange Club of Missoula has taken steps to prove to the world the citizens of that area are completely justified in being proud of the part their community has played in the country's history.

The Club has sponsored the creation and posting of nine signs to mark some of the principal points of historic interest in and about the city.

The N.P.B.A. Hospital is included among the places of interest, as it was here where the battle against the then-dreaded Rocky Mountain spotted fever began in 1906.

Other signs mark Hell Gate, predecessor to Missoula; St. Michael's Church, constructed in 1863 about a mile southwest of Hell Gate as the village church; Ft. Missoula, started in 1877; Pattee Canyon, route of an ancient Indian trail; Council Grove, site of the historic Treaty of 1855 between the U.S. and the Flathead Indians; the site of the first home of Montana State University, at Willard School; the County Courthouse, with its paintings by Edgar S. Paxson, and the mansion



*Paul (6) and Jessie (8), children of Rev. Lawrence Gruman, in charge of the project for the Exchange Club, pose with the Missoula Hospital's sign.*

of Thomas L. Greenough who made a fortune in mining and in cutting ties for the construction of the Northern Pacific Railway.

## "CANDY-STRIPERS"



*L to R - Catherine Foster, Linda Rawlings, Patricia Harris.*

Mingled with the crisp white uniforms of the nursing staff of the St. Paul Hospital are the pink and white striped uniforms of the newly organized Candy Striper Volunteer group.

At the present time there are five young ladies working in the receiving room and second floor area. These girls perform such tasks as delivering flowers, mail, ice water and nourishment to patients, running errands, taking patients from the receiving office to their rooms and other duties.

The primary aim of the Candy Striper is to brighten the patient's day, but the youthful vivaciousness and enthusiasm of these girls has had the effect of brightening the

## N.P.B.A. PHYSICIANS AT GLENDIVE

The Doctors at Glendive Hospital moved into private offices during the month of August. At a future date some of them will move into clinic buildings which are now under construction.

There are two N.P.B.A. physicians in Glendive, Dr. S. A. Olson, Chief Surgeon, and Dr. T. J. Malee, Associate Surgeon.

We thank Mrs. Ernst Faust of St. Paul for her \$5.00 contribution to St. Paul Hospital in memory of her husband, former Chief Clerk.

We congratulate R. C. Atkins, Business Administrator, Missoula Hospital, on his election as Vice President of the Montana Hospital Association.

Mr. Atkins will be a delegate to the forthcoming Upper Midwest Hospital Conference.

entire hospital. The staff and patients alike welcome their services.

Linda Rawlings, Catherine Foster, Patricia Harris, Lynne Chermak and Judy Sheldon comprise the group.

## GENERAL OFFICE NURSE

Employees in the St. Paul General Office Building are now greeted by Thelma Barkley, Registered Nurse, when they require care.

Mrs. Barkley has been with the Association since 1959 and worked at the St. Paul Hospital until her transfer to the General Office in August.



In the June issue we acknowledged the rose bush planted near the front entrance of St. Paul Hospital by members of Girl Scout Troop #374 of Gladstone.

We now extend thanks for another rose bush presented by Mr. and Mrs. Robert McLogan, parents of Mrs. W. D. Brummer, leader of Troop #374. Mr. McLogan is a Northern Pacific Switchman, Northtown.

These rose bushes will be an attractive addition to the recently remodeled front entrance, and we appreciate the thoughtfulness which prompted the gesture.



NATIONAL SAFETY COUNCIL

Accidents don't just happen - they are caused either by violation of safety rules, some careless thought or act of a fellow worker, or by some bad habit an employee has had for a long time.

Our safety rules should be lived up to at all times, both on and off the job. These rules were written by employees who discovered them the hard way, -- thru sprains, strains, loss of life, limbs or eyesight.

We can be vigilant so that we ourselves will not add a rule to this book.

The management of our railroad is deeply interested in your safety. This is shown by the large number of unsafe conditions corrected and the interest taken in trying to prevent injuries, making a safer place for you to work and earn a living. I cannot stress too strongly the need to help the management in this great task of keeping all of us free from injuries because without the cooperation of everyone it is impossible. Only with your help can we keep our railroad a safe railroad to work for.

To accomplish this, officers and employees must work closely together to eliminate all unsafe conditions and practices, stop violations of safety rules, and help fellow workers think Safety, talk Safety, and work Safely. I'm sure we can accomplish this when we try -- the effort is little, the result will be gratifying.

WORK SAFE . . .  
DRIVE SAFE . . .  
LIVE SAFE . . .

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

	Divisions							Main Shops				Total
	Lake Supr.	St. Paul	Fargo	Yellowstone	Rocky Mtn.	Idaho	Tacoma	Como	Brainerd	Livingston	So. Tacoma	
Enginemen	1	3		2	5	4	3					18
Trainmen	4	7	2	1	8	16	13					51
Yardmen	5	15	1	8	4	4	12					49
Stationmen	2	6	1	2	1	2	2					16
Trackmen	2		3	4	8	1	10					28
B. & B. men					2	2	4					8
Shopmen		2	2	1	3				1	2		11
Carmen	1	3		3	1		2	2	1			13
Total	15	36	9	21	32	29	46	2	2	2	0	194
Rank	3	6	1	2	7	4	5	3	2	4	1	
Store		1							3			4
Dining Car												4
Engineering												6
Signal												2
Chief Spl. Agent												
Communications Dept.												2
Electrical Engr.												1
General Office												3
King St. Station												5
Miscellaneous												
Grand Total	15	37	9	21	32	29	46	2	5	2	0	221
Casualty Rate per Million Man Hours (est.)	9.1											

## ON THE JOB FOR SAFETY!

Each of these ROCKY MOUNTAIN DIVISION SECTION CREWS has completed ten years or more without a reportable injury.



Dixon, Montana



Ronan, Montana



Phillipsburg, Montana

