RIVER SCENE. A successful pheasant hunter pauses for a moment to survey this scene of placid beauty. In foreground is two-mile-long bridge across north end of Lake Pend Oreille at Sandpoint, Idaho. From this point, 45-mile-long lake narrows rapidly and becomes Pend Oreille River, flowing towards mountains in distance.
MEMO ... FROM THE PRESIDENT

It is always pleasing to see so many proudly wearing the service pin in their lapel. We have a fine organization of loyal workers.

Business appears to have leveled off at about 10% below last year. This was the inevitable result of the end of a war economy, and its inflation.

The long term outlook is good, because our territory is a growth territory. Our business will increase as our area grows and develops, and the Northwest is growing more rapidly than the national average. We are doing all we can to assist in this growth.

We have just taken a large and representative group of financial analysts and underwriters over our line. They were tremendously impressed by our railroad and the future of our territory.

"Piggy-back" service is now operating on the Northern Pacific between St. Paul-Minneapolis and Duluth-Superior and St. Paul-Minneapolis and Fargo-Moorhead.

The reception accorded the Vista-Dome North Coast Limited has been excellent. We are getting back much of our "lost" business. No other railroad can offer its passengers better service and facilities. This is the standard which we must maintain. Nothing but the best is good enough.

The new lift span in Northern Pacific's Columbia River Bridge at Pasco recently was put in place without a hitch. This was more than a passing achievement and much credit is due to all concerned.

With the additional 20 units of diesels now being delivered, the main line between Glendive and Northtown will be fully dieselized, adding materially to our mainline dieselization. We aim to keep our reputation as the railroad of progress.

P. J. MacFarlane

PERSONALS

The following appointments have been made recently:
M. O. WOXLAND, Assistant Bridge Engineer, Seattle, Wash.
F. J. KASSEKERT, Asst. General Freight Agent, St. Paul
ROLAND D. HAUGEN, City Freight & Passenger Agent, Oakland, Calif.
F. L. MacDONALD, Traveling Freight & Passenger Agent, Spokane, Wash.
E. G. LIND, Diesel Supervisor, headquarters Livingston, Mont.
H. E. BOUCHEE, Boilermaker Foreman, Duluth, Minn.
H. J. DAWSON, Roundhouse Foreman, Brainerd, Minn.
G. J. KUPPER, Assistant Roundhouse Foreman, Jamestown, N.D.
DR. S. A. OLSON, Chief Surgeon, N.P.B.A. Hospital, Glendive, Mont.

"Get on the right track," the slogan of the 1934 Continental Membership Campaign of the Railroad Y.M.C.A., is understandable language to all railroad workers of the United States and Canada who comprise the main membership of the association.
This international association, made up of 136,975 members, is the nucleus of activities and services at 192 points of service on 48 major railroads. It has been the stimulant for a richer, fuller life for many persons.
Railroad Y.M.C.A.'s for more than 82 years have been the meeting place for railroad men, their families, and numerous civic-minded citizens.
FOR POSTERITY TO VIEW

On a short length of railroad track in Fairmount Park, Duluth, Minn., stands a freight locomotive, a gift from the Northern Pacific Ry.

Officials of Duluth and a large and enthusiastic group of the citizenry were present to mark the dedication of this gift on July 13.

President Robert S. Macfarlane, of the N.P. Ry., in the principal dedication talk, said in part:
"May the old 2435 serve as a constant reminder in this age of dieselization of the era in which the steam locomotive played such an important role in the early development of Duluth, Minnesota, and the nation."

Retired from active service last May, NP 2435, of the "T" class, was taken to its present location after much effort and an expenditure of $6,000. Its hulk had to be ramped across a main thoroughfare from the track. It now stands a permanent city park fixture.

RAIL 'PIGGY-BACK' SERVICE INAUGURATED

The Northern Pacific Ry started "piggy-back" freight service between the Twin Cities and Fargo-Moorhead September 1.

The new operation, in which Northern Pacific motor trailers are transported on specially equipped flat cars, provides overnight service in both directions. Late night departures are made daily from St. Paul-Minneapolis and Fargo-Moorhead with early morning arrival at destination. Object of the service is to expedite merchandise shipments between the two terminals.

The company equipped a number of 53-foot-long flat cars with guard rails, tie-down devices and other safety features at its Como Shops in St. Paul. Each car carries two 24-foot trailers. The railway's trailers are painted a two-tone green bisected by a white stripe.

Door-to-door pickup and delivery of freight will be included in the service.

THE GOLDEN RULE WITH ITS SLEEVES ROLLED UP ... is the way someone once described the Community Chest.

The Community Chest was introduced several years ago as an orderly, equitable, economical way to meet health, welfare, and recreation needs.

Volunteers are its backbone; thousands of public-spirited citizens engage in the many operations, assisted by a small year-round staff. There are about 1,800 communities now operating under similar set-ups.

Through the Community Chest no less than 40 appeals are answered in one annual fund drive each October.

A year-round committee of volunteers, backed by their thorough knowledge of the services, determine agency requirements, allocate funds and supervise agency spending month by month.

Budgeting is a guarantee that your money is spent wisely and fairly.

Give generously ... health, welfare, and recreational needs are increasing daily.
PICNICS ARE FUN

TACOMA DIVISION EMPLOYES

for the fifth time filled to overflowing Lakeside Park, Five Mile Lake, on Sunday, August 1. It was their annual picnic. Proof of the success of these events is shown by the attendance. About 6,000 men, women, and children were present to take part in the many forms of entertainment provided by tireless committeemen who arranged the program.

A full schedule of games was provided for all age groups, as well as contests that were profitable to the winners. An evening of dancing concluded the program and cash prizes were awarded for the square dance.

General Manager F. L. Steinbright, in one of his interesting talks, expressed his appreciation for the support and cooperation of all who contributed to the successful 1954 picnic.

Asst B&B Supervisor H. C. Wielmer, of Tacoma, General Committee Chairman and the 150 or more committeemen who assisted, deserve a lot of credit for their competence.

That these Tacoma Division Employees’ Picnics are successful is demonstrated by the increase in attendance each year.
RAILWAY BUSINESS WOMEN'S ASS'N OF THE TWIN CITIES

... held their annual picnic on an ideal day in July at Como Park, St. Paul. More than 450 members were in attendance to enjoy the get-together and partake of the heaping plates of food served.

COMMUNICATIONS DEPARTMENT

EMPLOYEES and their families gathered around a big bonfire Thursday evening, August 26, for a picnic. There were games, prizes, and scrumptious food.

Supt. of Communications D. C. Hill, who was unable to attend, was represented by General Wire Chief L. F. Hornbeck. Mr. Hornbeck gave an interesting talk and expressed the appreciation of all for the excellent manner in which the committee staged and carried out the program to the enjoyment of the 60 or more men, women, and children present.

THE SOCIAL BRANCH OF THE

... got together August 1 for their fourth mid-summer picnic at Lincoln Park, Duluth. Veterans from as far as Portland, Oregon, and other points on the system helped to make up the 175 who enjoyed a day along the shores of Lake Superior.

Superintendent J. W. Brewer, recently assigned to the Lake Superior Division, addressed the group and introduced Assistant Superintendent C. L. Harding, also a newcomer to the territory.

All arrangements were skillfully handled by Committee Chairman J. W. Swanstrom.
RETIREMEN T S

Very best wishes for many more years of peaceful, happy living to the following employees who retired. May their years of loyal service bring their just rewards and may their memories of Northern Pacific be always pleasant ones.

<table>
<thead>
<tr>
<th>NAME</th>
<th>OCCUPATION</th>
<th>LOCATION</th>
<th>SERVICE NAME</th>
<th>YEARS</th>
<th>YEARS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eldred L. Cates</td>
<td>Division Storekeeper</td>
<td>Seattle</td>
<td>Maurice Anderson</td>
<td>32</td>
<td></td>
</tr>
<tr>
<td>Will G. Marsh</td>
<td>Weighmaster Clerk</td>
<td>Spokane</td>
<td>Neal Van Eyk</td>
<td>38</td>
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<tr>
<td>Maxwell H. Telford</td>
<td>Car Repairer</td>
<td>Auburn</td>
<td>W. L. Wetzstein</td>
<td>32</td>
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<tr>
<td>Hugo P. Rosina</td>
<td>Boilermaker</td>
<td>Brainerd</td>
<td>Harry L. Wedeen</td>
<td>48</td>
<td></td>
</tr>
<tr>
<td>John Thornberry</td>
<td>Locomotive Engineer</td>
<td>Livingston</td>
<td>Carl S. Johnson</td>
<td>41</td>
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<tr>
<td>Milton E. Temple</td>
<td>Locomotive Engineer</td>
<td>Pasco</td>
<td>William L. Gross</td>
<td>46</td>
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<tr>
<td>Philip L. Amon</td>
<td>Conductor</td>
<td>Livingston</td>
<td>Louis Toreson</td>
<td>42</td>
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<tr>
<td>John Ressler</td>
<td>Pipefitter Helper</td>
<td>Mondan</td>
<td>A. J. Poplinski</td>
<td>31</td>
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<tr>
<td>Earl C. Johnson</td>
<td>Cashier</td>
<td>Centralia</td>
<td>F. T. Moruyama</td>
<td>39</td>
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<tr>
<td>Vujo Jegich</td>
<td>Sectionman</td>
<td>Minneapolis</td>
<td>Fred H. Scriveren</td>
<td>34</td>
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<tr>
<td>Albert H. Dalueg</td>
<td>Engine Watchman</td>
<td>Wilton</td>
<td>Winford J. Tooley</td>
<td>24</td>
<td></td>
</tr>
<tr>
<td>J. W. F. Redmond</td>
<td>Car Foreman</td>
<td>Missoula</td>
<td>James P. Thorpe</td>
<td>42</td>
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<tr>
<td>L. Householder</td>
<td>Dist.Poss.Agent</td>
<td>New York</td>
<td>Frank G. Cook</td>
<td>31</td>
<td></td>
</tr>
<tr>
<td>Joseph V. Boehm</td>
<td>Boilermaker Frm</td>
<td>Duluth</td>
<td>Adam J. Stover</td>
<td>47</td>
<td></td>
</tr>
<tr>
<td>E. L. CATES, Division Storekeeper, Seattle, retired July 1 after 44 years with the Store Department. In 1907 he began as a store attendant, a position long since abolished. In 1922 he was Chief Clerk at the Mississippi Street Store. Mr. Cates was promoted to Division Storekeeper at Dillworth in 1929, moved to Duluth in 1946 and Seattle in 1952, where he remained until his retirement.</td>
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<td>H. M. SOVA, Assistant Signal Engineer, St. Paul, retired September 1 under the pension rules, at his own request. Mr. Sova entered the service as a telegrapher in 1910 and transferred to the Signal Dept. in 1913. He was appointed Asst. Signal Supervisor, Eastern District in 1919, and in 1945 was made Signal Supervisor Eastern District. He was appointed Asst. Signal Engineer in 1950, the position he held at the time of his retirement.</td>
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V. E. WAHLBERG, Assistant Auditor Freight Accounts, retired September 1 after 52 years of railroad service, the past 45 with the Northern Pacific. He was employed by the G.N.Ry in the Accounting Department for 7 years previous to his employment by the N.P. in 1909.

During his service with the Northern Pacific, Mr. Wahlberg held positions in the Freight Claim Dept., Auditor Freight Overcharge Claim Dept., and was Chief Clerk in the Auditor Psgr & Station Accounts Dept. at the time he was appointed Assistant Auditor Freight Accounts in 1941.

A noon-time luncheon was given in Mr. Wahlberg's honor, when he was presented with a wrist watch.

CHARLES R. ILES, Chief Electrician at Tacoma, was honored at a reception at the Union Depot, Tacoma, upon his retirement July 30 after 42 years of service with the Company. Mr. Iles began his railroad career as a lineman in 1912. In 1947 he was appointed Chief Electrician, the position he held until his retirement.

FIRE PREVENTION WEEK OCT. 3-9
To be continued
YOUR TOMORROW WILL DEPEND ON HOW SAFELY YOU WORK TODAY!

TODAY is the most important day to every one of us. Our plans today are the foundation on which our tomorrows are built.

If we plan well, we will enjoy the success of our planning. Yes - today is a really important day. Our decisions, actions, whatever we do, how we think, how well and how safely we do our work, will decide our future and the future of our loved ones.

How safely we perform our job is most important. This should be the first plan of the day - to WORK SAFELY - a good foundation upon which our future rests. Carelessness, neglect or indifference to Safety Rules can lead to a serious accident that can shatter your entire future.

STRIVING FOR SAFETY

T. H. DAHL, Assistant Chief Yard Clerk at Northtown, deserves a lot of credit for his constant effort in trying to keep every man SAFETY-MINDED.

Aside from his effort to keep everybody happy and properly at work, one of his greatest concerns is adding additional days to his 'little reminder' of DAYS WITHOUT A REPORTABLE INJURY.

Since the above picture was taken, Ted has been able to chalk up 25 additional days to the 50 shown.

BRAINERD CAR DEPT. AIR BRAKE SECTION employees have worked for the past 29 years without a reportable injury charged against any employee engaged in that work any place about the car shop.

Rarely does so large a group establish such a record. This proves SAFETY is everybody's job.

"There's nothing so kingly as kindness, and nothing so royal as truth."

—Alice Carey.

The Tell Tale