

GO!

WITH NORTHERN PACIFIC RAILWAY

NOVEMBER 1969

NP'S FAMILY PLAN
BIG NOISE IN BOISE
MAKING BEDS
FOR IRON MONSTERS





WITH NORTHERN
PACIFIC RAILWAY

VOL. 1 NO. 6 NOV. 1969

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GO! COVER

In a spectacular sportsmen's paradise, three outdoorsmen return to Mt. St. Helens Lodge on Spirit Lake in Washington. John Garrity, secretary to Northern Pacific's president, relaxes in the bow as he listens to the spirited exchange between Bob Binger, center, NP's vice president — resources, and Harry R. Truman, the Man of the Mountain, who, with his wife Eddie operates the lodge. The Trumans are part of Northern Pacific's family.



Most of us GO! People earn our bread as full-time employees of the Northern Pacific. But there are a few who've made the grade by being sort of adopted into the family. People like Bernd Unseld, Heinz Lutz and Harry R. Truman. Come and meet them.

Heinz and Bernd were two of 14 trainees from 10 countries who took advantage of A.I.E.S.E.C. traineeships offered by 11 Twin Cities businesses this year. Those initials, by the way, stand for *Association Internationale des Etudiants en Sciences Economiques et Commerciales*, which hardly needs translation from the French.

Born exactly two months apart in different German cities, the two 25-



year-olds each have the equivalent of a bachelor's degree in business and economics. Both have spent earlier traineeships in England, which gave them chances to use and polish the English language they had studied in school. It was the same kind of practicality that prompted Heinz and Bernd to apply for additional training in this country.

"First of all," Heinz said, "I think it's very important to get an impression of modern business methods. In my opinion, the U.S. leads in this field. Also, I wanted the opportunity of learning something about the well-reputed American 'know-how' in practice at its very origin."

Really high praise, coming as it does from a young man who's worked

and studied in Germany, South Africa and England. Bernd felt pretty much the same way, and he singled out the need for personal contact as a way to improve international relations.

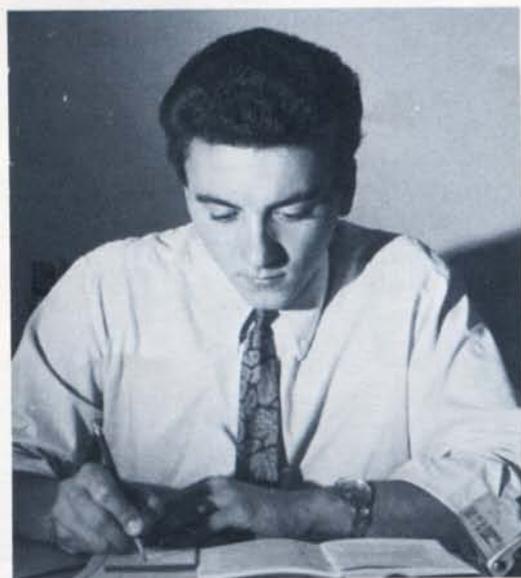
"When I was in the German army," he explained, "I had interesting contacts with American servicemen. Also, I had the opportunity to talk with U.S. students studying in Germany on a campus of Stanford University (at Beutelsbach). I want to carry on these discussions. I firmly believe that young people all over the world ought to use the chance to go to foreign countries to broaden their minds."

He spoke, too, of making his traineeship a success "'in the mutual exchange of ideas' and improvement



Heinz Lutz checks with a terminal manager while tracing movements of cars.

NP'S FAMILY PLAN



Bernd Unseld completes a report on results from an industrial engineering study.



John Garrity, left, and Harry Truman glow with delight while reading letters from Justice Douglas and other friends who have visited Mt. St. Helens Lodge.

of understanding between our nations."

At NP, Bernd worked on projects and studies with the industrial engineering group under Walt Bjorklund. As a temporary staff man, he aided in computing and analyzing data to find how many people are needed to operate a particular facility with a predetermined work load and helped evaluate practices and procedures in the light of possible cost reductions.

Heinz, on the other hand, spent his time in the transportation department under C. W. "Chuck" Thompson. His job called for making observations and suggestions for greater efficiency and utilization in such areas as car distribution, TOFC-COFC, station supervision, special equipment, etc.

Today, they're back in West Germany, their eight weeks of training ended. But before they left, Heinz and Bernd had something to say.

"The people of NP are courteous, friendly and very cooperative," Heinz wrote. "They made my traineeship as nice and as valuable as possible.

"Minnesota, the land of lakes, is quite a change for Europeans, who are used to living in overpopulated countries. I like the countryside very

much. And the people of Minnesota are warm, openhearted and more interested in the 'old country' than I had expected.

"I think I am more familiar, now," he closed, "with the problems of a privately-owned railroad in America (compared with our government-owned railroads in Europe). I learned that NP has a progressive management and is aware of the problems it has to solve. I consider my training program with NP as an important step in my education."

Bernd truly caught the spirit of NP's GO! People, too.

"When I first came to the company at the end of July," he said, "it was only my fourth day in this country. But I didn't have to feel strange at all. From the very beginning, everybody I met was so kind and helpful that I found myself like a member of a big family.

"I spent eight weeks in this nice atmosphere and met a lot of people, and I can't tell whom I have to thank most. They all wanted to make my stay as interesting and valuable as possible. I won't forget these days, and I want to say 'Thank you very much' to all who have done so much for me.



Eddie and Harry Truman, recreation pioneers, with replica of etched bronze plaque which recognizes their achievements.

"It is the first time I have been in this country and I am very glad I came first to this part of it. I felt very much at home. During my stay I had opportunities to see parts of Minnesota. For me it was a very nice area and I like it very much. I was impressed by the friendliness of the people and the beautiful scenery with all the lakes and forests.

A harsh wind stirs Spirit Lake below a shrouded Mt. St. Helens.



"These weeks with NP have been very helpful to me," he finished. "I couldn't go into much detail. Time was too short for that. But my traineeship gave me a general view of what goes on in an American corporation, how to solve problems and how to run a company. After I get my master's degree I want to come back for at least a year to learn more of the American way of doing business and to visit the country and my friends again."

Heinz and Bernd are new GO! People, for sure. And then there's Truman. Harry R., that is.

Etched in brass on a plaque given to Harry is an illustration of Mt. St. Helens and Spirit Lake in picturesque southwest Washington. Also etched on the plaque is a weatherbeaten, toughened, smiling face of a thousand personalities and countless tales above this inscription:

"This recreational development on the south shore of Spirit Lake was pioneered by Harry R. Truman. He came here in 1928 from Castle Rock over a logging road and made the last few miles on snowshoes. He built a home here in 1929 and erected tent frames which he rented to campers and fishermen. In 1937, sparks from a fireplace ignited a bearskin rug and completely destroyed his home. He built the present main lodge in 1939. Severe windstorms destroyed most of the cabins in 1950 and again in 1962, but he persevered despite the elements and hardships and rebuilt his camp after each disaster."

Says a bunch, hunh? Friends, this inscription is like a jacket on a book. The "grahtz" is on the inside . . . inside Harry R. Truman, Mt. St. Helens Lodge, Spirit Lake, Washington.

Harry leases a tract of land from NP's timber and western lands division. It's T&M file No. 1215, or something. A heap of papers in a filing cabinet. Which our people review every year or so to collect a few bucks' rental. You see, Harry operates a small mountain resort at the base of Mr. St. Helens on the shores of beautiful Spirit Lake.

He and his wife, Eddie, built and maintain a splendid, homey main lodge, a good number of cabins, a riding stable, a giant boathouse full of 10-foot prams, canoes, even two runabouts. From April to September, Harry does his thing. So that, in the words of retired executive v.p. Ed Stanton, "all free men can enjoy God's beauty."

For this, natural resources v.p. Bob Binger and presidential secretary John Garrity presented this memento to Harry Truman, on the occasion of Harry's 40th anniversary as an NP lessee on Spirit Lake. The base of the plaque reads:

"It is in recognition of this rugged, salty, pioneering spirit that the Northern Pacific Railway respectfully dedicates this plaque to Harry R. Truman, in September of 1969."

A heck of a gesture. Unsolicited. Tough, hard drivin', rough talkin', cantankerous old Harry Truman cried when Bob and Betty Binger surprised him with this small gift on a recent visit to his lodge. He cried another tear when long-time friend John Gar-

rrity handed him a bound book full of congratulatory letters. From people like Lou Menk, Earl Requa, George Powe, Ernie Thurlow, Bud Merryman, his friend "Chickaloon," the Forest Service, Justice Douglas, among others. Yes, Justice William O. Douglas, maybe this country's most celebrated appreciator and protector of "God's natural beauty."

But the inscription doesn't come close. Neither do the letters. Neither does T&M 1215. (Although Harry rightfully claims to be the smallest but loudest NP lessee!) Because he didn't just carve an incomparable mountain resort out of the wilderness. He carved a lifetime. It's hard to tell Harry from Mt. St. Helens.

Kenny Tomlinson, president of Tomlinson Lumber Mills, Inc., Duluth describes the dilemma like this:

"Aloof and warm;
Stoic and friendly;
Simple and complex;
Persistent in spite of obstacles,
And, above all, always interesting;
With Eddie, always near."

Go see Harry Truman, anytime. Tell him you're with "Nels Peterson." You'll see. Harry's GO! People.

Gateway to outdoor pleasures and the warm welcome of two great GO! People.



Manufacturing, General Sales & Service
Duluth, Minn. 55802
Duluth, Minn. 55802

TOMLINSON LUMBER MILLS, INC.
1233 LONDON ROAD DULUTH 4, MINNESOTA

TELEPHONE
JA 5-1828

HE ON MOUNTAIN

Alone and warm
Staid and friendly
Simple and complex
Persistent in spite of obstacles
And, above all, always interesting.
With Eddie always near.

A description of:

Harry Truman
or
Mt. St. Helens

And, who can tell the difference.

K. J. Tomlinson
Sketch Tomlinson

My L. Tomlinson, M.D.
1233 LONDON ROAD
DULUTH 4, MINNESOTA

1949

A LETTER TO HARRY H. TRUMAN

A number of years ago I was invited on a back trip into the Cascade Mountains -- from Mt. St. Helens to Lead Lake. It was an unforgettable experience for many reasons -- the unbelievable scenery, the characters I traveled with (Harry Truman, John Gerrity, Vic Monahan and "Thicklo" Lund) -- the fishing in unspoiled lakes and streams -- and the fulfillment for a novice of down to duck riding through rugged country.

Since then there have been many "fishing" trips, "canoe" hunts, trips to the "blow" of "brahm", "see Canyon", etc., with some blood, sweat, suzzing and tears.

During this time I became well acquainted with an unbelievable character named Harry Truman. He is as tough and rugged as any man I have ever met and the kind of man that anyone would be proud to call his friend -- a man of pioneer stock who has utilized his own little empire out of the wilderness between Mt. St. Helens and Spirit Lake. He is undoubted ruler of his domain -- and he has his own code for living which will never change despite the changes of modern civilization which is ever coming closer and encroaching upon the privacy of the silence, deep in the Cascades, where he chose to settle many years ago.

As I am writing this I am drinking a toast to him and to his lovely wife, Eddie, who has worked with him and has been his close and constant companion for many years.

I understand Harry's lease with the Northern Pacific has a third many more years to run, and I sure hope I am around at expiration time to see the you of the "lullaby" tries to cancel him. He no a betting man, I think I would put my money on Harry.

Harry, on this auspicious occasion of Northern Pacific's renunciation of your more than 40 years at the Lake, would like me in extending our congratulations and best wishes to you and Eddie -- and may you receive several more extensions of your lease!

Sincerely,

W. H. H.

P.S. -- Though you are a bit independent, I still can't agree with the Tom's opinion of me inasmuch that thought you should be better informed!

NORTHERN PACIFIC RAILWAY COMPANY

NORTHERN PACIFIC BLDG
ST PAUL MINN 55101
August 21, 1969

W. H. H.
Duluth, Minn.

Mr. Harry Truman
Spirit Lake, Washington

Dear Harry:

The memories of the weekend Mrs. Regan and I spent with you at your beautiful lodge at the foot of Mount St. Helens on the shores of the sparkling waters of Spirit Lake will always be with us.

You and your lovely wife Eddie have performed a Herculean task in carving out of the wilderness one of Washington State's loveliest mountain resorts. I shall never forget the honda rides, your beautiful horses, the cruises on the lake, and, most of all, how the wild birds come winging out of the dark forest at your beck and call, also, the great show and party you and your guests put on Saturday night. All in all, our weekend at Spirit Lake Lodge was one of the most memorable occasions of our lives.

With best wishes and warmest personal regards, I am, as ever,

Your friend,

Carl R. Regan

R.H.

Supreme Court of the United States
Washington, D. C. 20543

CHIEF JUSTICE
WILLIAM O. DOUGLAS

August 19, 1969

Dear Harry:

Your forty years at Spirit Lake has probably revised the entire folklore and body of legends of that historic area. The strawberries and the bears have also grown bigger and bigger, thanks to you.

I hope you have got those hot stoves under better control and that they have stopped moving around to your annoyance.

Harry, make the next forty years the same as the first forty. But do be careful; and remember that I am not always there to take care of you.

Yours faithfully,

W. H. H.

Harry H. Truman, Esq.
Mt. St. Helens Lodge
Spirit Lake, Washington

GO PEOPLE



MAKING NEWS



SHIRLEY TRIMBLE

Shirley Trimble spends most of her time as personal stenographer to Northern Pacific's treasurer, Bill Montgomery. No spotlights. No fanfare or applause.

Pass by her desk and you'd never suspect this quiet, unassuming gal gets top billing and endless accolades from music critics for her performances with the St. Paul Opera Workshop.

The Workshop was founded by Madam Mady Metzger-Ziegler to give young people a chance for actual experience in opera by "digging in" to know what makes up a real performance.

Shirley's been with the Workshop since the winter season of 1966. Her first performance was in the chorus of Bizet's *Carmen* done in February of 1967. Next she sang "The Ivy" solo in Victor Herbert's *Sweethearts* in August of 1967.

She's been "digging in" ever since. When the Workshop presented Puccini's *Sister Angelica* in February of 1968, Shirley sang in the chorus, and in August of that year won acclaim in the lead role of Rosalinda in *Die Fledermaus* by Strauss.

This March she sang the supporting role of Nancy in Flotow's *Martha*. She also did excerpts from *Memories of Vienna* with the German Volkstheater Chorus. Her most recent performance was in the lead role of Sonia in *The Merry Widow* by Franz Lehar.

Now, Shirley's working on the lead role of Santuzza in Mascagni's *Cavalleria Rusticana* to be presented by the Workshop in January.

Shirley started studying vocal music as a junior in high school under James Manley at McPhail School of Music in Minneapolis. While a student at St. Cloud Teacher's College in St. Cloud, Minn., she studied under Helen Steen Huls. She earned an associate arts degree at St. Cloud and then attended the Minnesota School of Business in Minneapolis.

Study never ends for Shirley. Now she's working with Max Metzger, son of Madame Mady Metzger-Ziegler.

Most of her appearances have been in performances classed as operettas. The role in *Cavalleria Rusticana* will be her first in grand opera.



NP'S COMMUTING STUDENT IN PSYCHOLOGY HAS ANOTHER RAILWAY TIE

Remember last issue of GO! and the bit about NP's locomotive engineer Bob Anthony's commuting from Pasco to Ellensburg to attend Central Washington State College classes?

Well, it turns out now there's another Anthony on the move across the system. She's Bob's daughter Diana, a new stewardess on the North Coast Limited.

Diana polished off a college degree before her dad. She earned a degree in licensed practical nursing at Peninsula Community College in Port Angeles, Wash. Before joining the railway she worked for the Washington State Department of Public Assistance at Pasco.

ID'S JIM GORDON TAKES ON COUNCIL, COMMITTEE POSTS

Serving on boards, councils, commissions and committees, whether civic, social, professional or whatever, is practically a way of life with GO! People, including industrial agent Jim Gordon, St. Paul.

Jim, a staffer in our industrial development department for many years, recently was appointed to a new Advisory Council to the North Dakota Business and Industrial Development Department. Also, he's been named the Region 3 member of the National Professional Development Committee of the American Right of Way Association. The latter

group has its corporate offices in Los Angeles.

Loren L. Stadig, industrial development specialist for the North Dakota group, told Jim the Advisory Council could possibly grow into a "North Dakota Industrial Development Council."

"Benefits anticipated from such a council," he said, "include a general exchange of information and ideas among industrial development people, possible cooperative projects such as national advertising and cooperative industrial calls.

"We would hope," he explained, "that such a group could inform the Business and Industrial Development Department of the industrial development needs of the state from several different viewpoints. It would also be helpful if each of us knew the capabilities of all the industrial development programs in the state."



N.P. VETS HONOR MENK

Ober A. Kobs, right, president of the Northern Pacific Veterans' Association presents NP President Louis W. Menk a certificate of lifetime membership in the Association. With them is Frank Sailer, secretary of the Association. The Vets approved award of the lifetime membership at their annual meeting in recognition of Menk's support of the Association and its objectives.

BELTZ IS CHAIRMAN OF TWIN CITIES' FLEET UNIT

Dick Beltz, fleet manager for Northern Pacific is another guy who fits the community action concept among GO! People. He's chairman of the newly formed Twin Cities Chapter of the National Association of Fleet Administrators, Inc.

The group was formed to create and refine approaches for economical, efficient and safe operation of passenger car fleets.

WHAT DOES A VALUATION ENGINEER VALUE MOST?

There's an exciting flash in the eyes of Walt Baillon assistant engineer in the valuation department at Northern Pacific headquarters in St. Paul.

The flash beams parental pleasure over the success of his daughter Joan, who is women's director and star of a talk show at KMTV in Omaha, Neb. She also assists in the station's promotion department.

An Omaha newspaper writer counts Joni Baillon as shy, very feminine and as versatile as the hosts of the nation's best known interview-type shows.

Joni counts among her guests such celebrated persons as Johnny Carson, Roosevelt Greer — famed Rams and Giants football player, who now stars as Gabe Cooper on the Daniel Boone show, George Gobel, Carol Burnette and many others.

Joni got her first crack at television filling in on appearances for



George Gobel was one of many celebrated guests on Joni Baillon's Omaha, Neb. TV show on KMTV. Her dad's an assistant engineer in Northern Pacific's valuation department.

Miss Downtown St. Paul. She was first runnerup and the winner, Joni's best girl friend, didn't like making public appearances.

After a couple of years at the College of St. Catherine in St. Paul, Joni headed for the broadcasting profession via Brown Institute in Minneapolis.

Her first job was with a Madison, S.D. radio station. There, she filled her background with a wide range of experience, including disc jockeying, engineering and directing programs.

She's been with May Broadcasting for three years now, first with KMA Radio in Shenandoah, Ia., and now with KMTV in Omaha.

If proud parents are a measure of success, Joni has to be way up on top. Her shyness is inherited from her dad, who pleased as he is needed some extra persuasion to talk about Joni for "Go People."



From switch engine to violin is a simple switch for NP Engineer Billy Marshall.

ENGINEER BILLY MARSHALL SWITCHES TO MUSIC

Locomotive engineers make it big on the sound scene. They blow whistles, ring bells and make lots of noise with their snorting diesels.

William "Billy" Marshall is one of those guys. He's an engineer on Northern Pacific's St. Paul Division.

The industrial symphony of diesel sounds in harmony with the distinctive roar of steel wheels on steel rails gives way to other sounds for Billy in the hours away from his trade. His dextrous fingers shift to the strings of a violin and the graceful, rhythmic movement of the bow as he plays in the Bloomington Symphony Orchestra.

Bloomington is the largest suburb of Minneapolis. It has an excellent

symphony orchestra with many professional musicians. The 28 violin section boasts some members of the "Golden Strings," a famous group of the Northwest's best violinists that plays in the Flame Room of the Radisson Hotel in Minneapolis.

While playing with the pros, Billy still keeps his amateur standing. "I don't play for pay," he says, "only love."

Billy started on the violin 51 years ago in orchestras and theaters. He played and payed his way through his high school years by working with dance bands and silent picture pit orchestras.

The urgent need to make a living nudged the violin out of the picture for many years, and Billy started again from the beginning 25 or more years later.

"It took a long time and countless hours of work," he says, "but I never quit and soon found I could play 'Three Blind Mice' without cutting off too many tails."

Years of hard work shoveling coal as a fireman and later pulling throttles on the steamers didn't do much for his hands, but with the diesels, he says it's like playing a pipe organ. "Just a touch here or adjustment there."

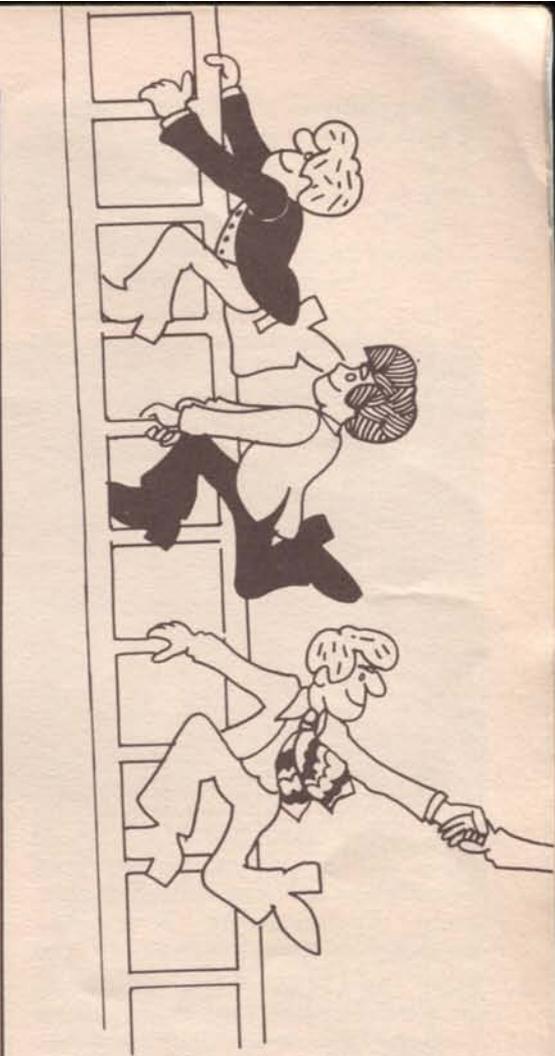
Billy has worked on every engineer's job on the St. Paul Division at Northtown, and when he isn't out pulling trains, he's at home chopping up Chopin. His work day starts as early as 3:30 a.m. His white cap (he's one of the good guys) is a familiar one.

Late in the day Billy begins his daily practice sessions. He says the violin is a very difficult taskmaster and spends from an hour and a half to four hours rehearsing for upcoming concerts.

Billy has two violins. One is Italian made and dates back to 1758, "several years before I started practising," he says.

The Bloomington Symphony Orchestra performs quite frequently and leans heavily on the Old Masters. Equally charming works of modern composers round out a full repertoire for appearances at schools and auditoriums throughout the Twin Cities.

Billy handles both his symphonies with equal aplomb, but says his hardest job is answering questions by his fellow musicians about the other world he lives in — the "wonderful world of railroading on the Northern Pacific."



EARNING PROMOTIONS & APPOINTMENTS

■ **Denny B. Merry** is now sales representative for Northern Pacific Transport Co. at Helena. He's only been with NPT since 1961, when he started as traveling freight agent at Billings. He's been a Northern Pacific man a little longer, though. Started as a relief caller at Livingston in 1942, and, after a hitch in the Navy, returned to Livingston as a train desk clerk. He worked in the signal department for a while as a materials clerk — time keeper and has past experience as a cashier at Livingston and chief clerk at Bozeman. His last job with NPT was as agent at Kalispel.

■ **Tony Barros**, who joined Northern Pacific in May, 1968, as one of the pilots for the company's Fan Jet Falcon, is now flying at a new elevation. He's been named chief pilot.

Before he joined the NP, Tony was flight instruction captain for Flight Safety, Inc., at LaGuardia Field in New York. He started there in 1964 after a two-year captaincy with Biair Regional Airlines at Providence, R.I.

From 1958 through 1962, Tony was a flight instructor for Hawthorne Aviation at Spence Field, Ga., and from 1951 through 1958, he was a flight instructor for Texas Aviation Industries at Hondo, Tex.

Tony is a graduate of the Boston School of Modern Languages at Boston, Mass. If our flight operations go international, that background may come in handy.

■ **Jules Auge** and all the data control field forces have been transferred from the management services department to the operating department. Jules retains his title as director — data control and the same broad range of responsibilities. He's had the job since 1967, and his background includes such experience as being assistant to vice president — operations at St. Paul, assistant superintendent of the Idaho Division at Spokane, trainmaster at Duluth, and clerical positions in the accounting, executive, operating and personnel departments. He joined the NP in 1935 as a sorter in the accounting department at St. Paul.

■ **Cecil L. Vincent**, former manager — wire chief in the communications department at Fargo and bit part player in Northern Pacific's microwave movie, has been promoted to systems analyst — communications at St. Paul.

Cecil joined the company in 1949 as a telegrapher at Minneapolis and held various telegraph jobs across the system until 1952, when he became assistant manager — wire chief at Fargo. He was promoted to manager — wire chief there in 1954.

■ **Raymond J. Haffely** has been appointed communications supervisor at Seattle. He succeeds Martin M. Boe, who has retired after more than 45 years of service with the Northern Pacific.

Ray got his start as an assistant equipment installer in the communications department at St. Paul in 1953. He's been a shop equipment repairman at St. Paul and a communications maintainer at Duluth and Minneapolis. He became communications shop foreman at Auburn in January of 1968.

Marty joined the company in 1924 as an agent telegrapher on the Fargo Division.

■ **LeRoi C. Anderson** is now assistant to vice president — traffic at St. Paul. He has succeeded Eldon E. Chapman, who retired Oct. 1.

LeRoi got his start with the NP as a car checker in Superior in the spring of 1950. He held a couple of clerical jobs in Duluth from 1952 through 1960 and then became commerce assistant in the freight traffic department at St. Paul. Since then, he has been chief rate clerk, assistant to the general freight traffic manager, assistant general freight agent and assistant manager — pricing administration services.

■ **Dennis H. Jahn** is the new city freight agent at Chicago. He succeeded D. C. Carlson, whose promotion to traveling freight agent was reported in the last "GO!"

Dennis started out as a store laborer in Minneapolis four years ago on a part-time basis. Within a week or two he went full-time as an office boy in the car accounting office at St. Paul. He has since been a general clerk in the office of the vice president — traffic, secretary to the assistant to the assistant VP — traffic and chief clerk to the assistant general freight agent at St. Paul.

■ **James R. Brady** is now district passenger and freight agent at Washington, D.C. Jim started as a ticket agent at New York in 1955, became city passenger agent there in 1957 and city freight and passenger agent in 1959. He moved to Washington in 1967 as traveling freight and passenger agent.

■ **Arnold W. Malarchik** has succeeded Haffely as communications supervisor at Auburn. He first worked for the railway as a part-time section laborer at Glendive in 1946. Six years later he became a permanent employee when he joined the communications department as an assistant equipment installer.

Arnold became an equipment installer at St. Paul later in 1952, then moved to Duluth as leading equipment repairman. He became a communications maintainer at Duluth in 1954 and transferred to the same post at Livingston in 1956.

■ **John H. (Duke) Otten** is now assistant general agent in the passenger traffic department at Chicago.

The Duke joined the railway in Chicago as a steno-clerk in 1938. Stayed right there through the years as city ticket agent, city passenger agent and traveling passenger agent, except for a hitch in the armed services from 1943 to 1946.

■ **William E. (Ernie) Jones** and **Robert J. Murphy** are now claims managers. Both were assistant general claim agents.

Ernie has been with the railway since 1937. He started as a steno-grapher at Fargo, has served as claim agent at Spokane and Seattle, district claim agent at Brainerd, Fargo and St. Paul, and assistant general claim agent at St. Paul.

Bob started as a clerk at Laurel in 1947. He has served as claim agent at Fargo, Tacoma and Seattle, district claim agent at Brainerd and St. Paul, and assistant general claim agent at St. Paul.

■ **Richard P. Read** has become terminal office manager in Minneapolis. Dick joined the company in 1955 as a yard clerk in Minneapolis. He became a car service agent in St. Paul in 1966.

Playing

■ **Elmer Monge** has succeeded Dick as traveling car service agent at St. Paul. Elmer has been with the Northern Pacific since 1941 when he joined the car accounting office in St. Paul as a slip sorter. He has held various clerical posts at St. Paul, including statistical clerk, TOFC clerk and train record clerk.

■ **Paul E. Althoff** has been on a new job for about three months as direct service agent at the newsmaking city of Zap, N.D. He zipped in there about Aug. 11 after nearly 22 years of experience as an agent-telegrapher at various points along the Fargo Division.



■ **Leonard J. Bryczek** is now vice president and general manager of Northern Airmotive Inc., Northern Pacific's Twin Cities fixed-base aircraft operation.

Len was one of the founders of Mercury Aviation, Inc., a fixed-base aircraft operation established in Minneapolis-St. Paul in 1960. He was treasurer of Mercury from 1960 to 1965 and president from 1965 to 1968, when the firm was acquired by Northern Pacific.

From 1946 through 1960, Len was chief accountant and then treasurer of Northwestern Airmotive Co. of Minneapolis and St. Paul. He is a graduate of the Academy of Accountancy in St. Paul and served in the U.S. Army during World War II in the Far East.



This has been a banner year for softball teams made up of east-end Northern Pacific GO! People.

The women's slow pitch softball team at the General Office in St. Paul closed the season with an 8 - 1 win/loss record to capture the championship trophy in its league.

Millie Sperling of the General Office Building staff is player-coach. She credits the fielding and hitting of Nancy Gore, Carol Hoverman and Brenda Droubie, plus the spectacular play of Janet Schultz at first base and Jennifer McCormick's pitching for piling up the wins that assured the league championship.

Last issue we reported the NP men's team wound up in first place in the city-wide commercial league in St. Paul.

The prowess of these two teams may have had something to do with stimulating an unprecedented amount of interoffice activity and rivalry at company headquarters.

There was a sudden emergence of such teams as Menk's Maulers, Coyne's Finance All Stars (affectionately dubbed Coyne's Clowns by rivals), Stevenson's Raiders from Traffic, the Revenuers, Hill's Hellions and the Scody Individuals from car accounting.

Among all these teams there was one which seemed to command an added measure of strength. It had an aura of power that would not be dislodged. And on last notice, the "champions", Menk's Maulers, indicated team members would be

NP's Women's Slow Pitch Softball champs include, left to right, top row, Mary Jo Christiansen from car accounting, second base, Marilee Randall from freight claims, third base, Janet Schultz from the property tax department, first base, and Mady Reiter, treasurer's office, catcher; middle row, Marilyn Manley, purchases and stores, scorekeeper, Georgia Mealey, purchases and stores, right field, Jennifer McCormick, purchases and stores, pitcher, and Millie Sperling, general office building staff, player-coach; and bottom row, Brenda Droubie, accounting department, left field, Kathy Rice, NPBA office, right field, Nancy Gore, data processing, short fielder, and Carol Hoverman, data processing, center field. Mary Kay Parks, formerly with purchases and stores, was not present for the picture. She played short stop.

available for autographs (by appointment only).

The Maulers shaded the challenging championship women's team by 9 to 8, a respectable margin under the conditions - the men took only one out per inning and all batted left handed.

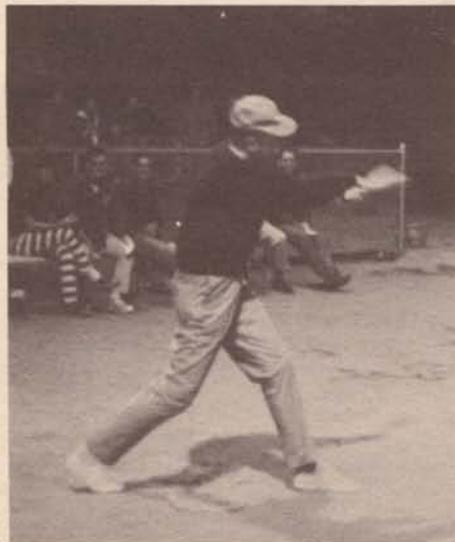
Stevenson's Raiders fell before the Maulers with a 26 to 1 loss, and the one run in was unearned.

The Revenuers from freight revenue accounting provided the Maulers' only real challenge by beating them once and forcing 12 innings of play in a second game which the Maulers won by 5 to 4.

The Scody Individuals from car accounting were dropped by the Maulers 15 to 7 and Hill's Hellions from the communications department lost to the Maulers in a 20 to 10 game.



"Killer" Coyne, Finance All Stars' short fielder demonstrates his dauntless defensive weapon.



Chief Mauler Lou Menk clouts his fifth hit of the evening against the Finance team.



Brenda Droubie, Mary Jo Christiansen and Nancy Gore from championship winning women's team wait to meet Menk's Maulers.

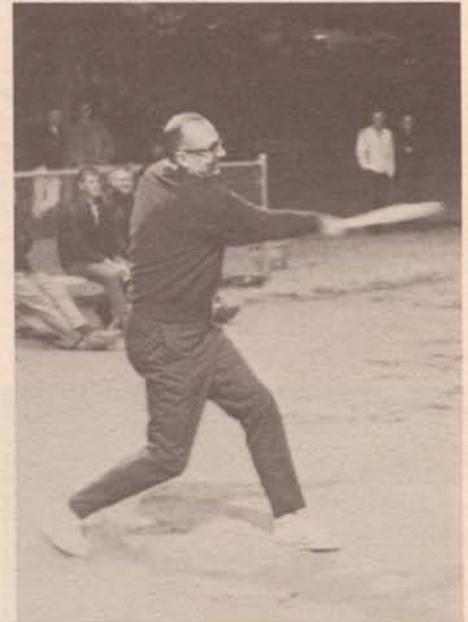
The line-up on Menk's Maulers included such notables as Lou Menk, president — first baseman — spiritual leader; Dick Kolmberger from freight claims as shortstop; Dave Schreier, freight claims as left center fielder; Mike Lalley, freight claims as third baseman; "Guiding" Mike Guider from the executive office at left field; Jim Carlson from communications at second base; personnel's Tom Anderson in right field; "Belting" Dick Beulke from personnel at right center field; "Jumping" Jack Thayer from resources and development at catcher, a post he shared with Bob "Bonanza" Jones from the executive suite; "Peerless" Bill Payne from freight revenue accounting as pitcher; and Lauren "The Lever" Elverhoy from the executive department at right center field.

The chief Mauler collected seven hits in eight trips to the plate during two games in mid-September, his first outing of the year.

Quote of the season came from Frank H. "Killer" Coyne, short fielder and spiritual leader of the Finance All Stars after a contested 20 to 19 defeat by the Maulers.

"Our team followed instructions to the letter," the Killer said, "and these were to let the Maulers win, but not by much."

The Finance All Stars found their best consolation for the season in a spirited series of encounters with the freight traffic department's Stevenson's Raiders. The All Stars won 17 — 9 in the first meeting, lost 7 — 16 in the next and rallied for an 18 — 3 victory in a third game.



"Belting" Buelke blasts a single past short stop as the Mauler's mangle the Finance All Stars.



Northern Pacific's champs in the St. Paul city-wide softball playoffs, the offices in which they work and their game positions include, left to right, seated, Art Carlson, valuation engineering, second base; Bill Blatzheim, freight accounting, catcher; Red Roberts, transportation, left field; Gordy Crupi, district accounting, first base and left field; Pat Carney, freight accounting, catcher and shortstop; and Jack Chlebeck, district accounting, center field and first base. Standing, left to right, are: Jack Schmidt, traffic, first base; Bruce Gjerde, freight accounting, shortstop and right field; Bob Trapp, Jr., district accounting, pitcher; Jim Lang, mail and baggage, assistant team manager; Dave Belling, mechanical engineering, shortstop; and Bob Trapp, Sr., team manager and pitcher. Missing for the picture were Leroy Tyler, Northtown electrician, third base; and Mike Tuccitto, formerly in freight accounting, second base.



Max Berc proudly shows his trophy for capturing first place in the Minneapolis YMCA running contest for men 50 and over. He totaled 1,076 miles in the contest.

Max Berc, retired Northern Pacific freight supervisor, ran up an impressive season record at the Minneapolis YMCA in its annual running contest.

Over a period of 190 days, Max ran 1,076 miles by averaging 5.5 miles per day, non-stop. The distance becomes even more impressive when consideration is given to Max's age. He's pushing 77.

Max says second place went to a young sprout of 50, who logged 1,036 miles in the contest for men 50 and over.



Safety committees all across the Northern Pacific system launched a new all-out safety campaign Oct. 1 called MISSION POSSIBLE.

The Goal? A 50 per cent reduction of all accidents for the year. It's a difficult, but not IMPOSSIBLE goal to attain, says Ron Lindquist, general superintendent of rules, safety and fire prevention.

Last year was somewhat of a banner year for safety. The accident ratio per million man hours worked was fairly low. The first nine months of this year showed some improvement over 1968. With that, the idea of MISSION POSSIBLE was conceived.

With twice as much attention to working safely and the continuing efforts of safety committees to expedite correction of unsafe conditions, the goal is possible.

Thousands of MISSION POSSIBLE pocket protectors have been distributed by the safety committees to call attention to the new program.

Lindquist adds the extra caution that we are now moving into a time of year when deteriorating weather conditions often have an adverse effect on the safety record.

"Awareness," Ron says, "is the solution to safety problems. Our safety committees are becoming more and more effective in creating an attitude of awareness among all employees, and MISSION POSSIBLE is adding new emphasis.

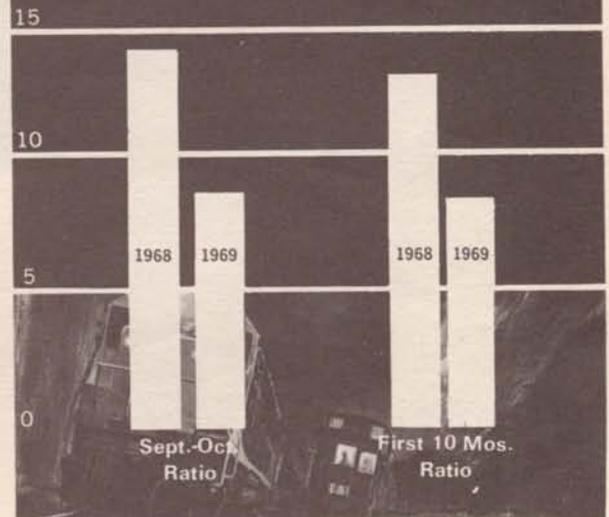
SAFETY SCOREBOARD

First Nine months 1969 compared to same period 1968

	Reportable Casualties		Ratios per Million Man Hours	
	1969	1968	1969	1968
SYSTEM	172	273	8.38	13.11
Standing by District				
1. Eastern District	51	71	7.44	10.45
2. Western District	99	162	13.36	21.60
Standing by Division				
1. Rocky Mountain	9	22	5.19	12.47
2. Yellowstone	16	17	7.00	7.59
3. St. Paul	24	54	7.02	15.88
4. Fargo	11	7	9.58	6.06
5. Idaho	34	47	14.74	20.16
6. Tacoma	56	93	18.63	27.48
Division Standings by Percentage of Improvement				
1. Rocky Mountain - 58.58%				
2. St. Paul - 55.79%				
3. Tacoma - 39.48%				
4. Idaho - 26.88%				
5. Yellowstone - 7.77%				
6. Fargo 58.09%				
Standing by Class of Employees				
1. Shopmen	1	8	1.09	8.70
2. Stationmen	9	13	2.52	3.45
3. Enginemen	7	14	5.05	9.91
4. B&B Dept.	3	2	5.39	3.36
5. Carmen	13	13	7.84	8.02
6. Trackmen	29	54	9.29	15.67
7. Trainmen	36	54	22.46	34.77
8. Yardmen	52	82	38.48	60.85
Standing by Main Shop				
1. Como	0	1	.00	4.67
2. Livingston	2	1	6.96	3.44
3. Brainerd	4	2	8.18	4.86
4. South Tacoma	2	1	11.15	4.01
Miscellaneous Departments				
1. General Office & Misc.	0	1	.00	.33
Tie Communications	0	1	.00	2.97
Tie Dining Car	0	2	.00	6.33
Tie Electrical Engineering	0	0	.00	.00
5. Signal	3	3	7.33	6.83
6. Security & Frt. Cl. Prev.	1	0	7.70	.00
7. Store Department	5	5	10.92	10.60
8. Engineering	5	5	16.30	16.23
King Street Station	-	12	-	41.78

Rules, Safety & Fire Prev.
October 21st 1969

SAFETY RATIO CHART



To date during October 1969 we have had 21 reportable casualties and during October 1968 we had 35.

During the first 10 months of 1969 we had 198 reportables while during the first 10 months last year we had 311.



Parrish McGuire Renfrew Sperling Anderson Coyne



Johnson



Dean



Mucha



Hovland

AWARDS



Heurung



Rediske



Marshall

Anderson

Coyne



Woxland



Spanning



Thompson McGuire

Coyne



Carlson



Schlappy



Hyden



Zietlow



Bush



Anderson



Lorentzen



Stevenson

Taylor McCourtney

Williams

Chiodin



Forty-four Northern Pacific Go! People, four company divisions and two departments have been recognized for outstanding performance in the 1969 U.S. Savings Bonds and Freedom Shares campaign.

Four types of awards or citations are made by the U.S. Treasury Department; Minuteman Flags for employee units which enroll more than 50 per cent of their number in payroll savings for the first time; Service Stars for employee units which continue or repeat 50 per cent or better enrollment; Patriotic Service Citations recognizing individuals for enrolling 50 per cent or more of the employees in their units while serving as chairmen or committeemen; and Meritorious Service Citations for persons who put in extra effort as chairmen and committeemen to make the campaign successful.

Awards were received from the Treasury Department a few weeks ago for presentation to employees across the system.

A Minuteman Flag was presented to the Engineering Department for having enrolled 52.9 per cent of its employees in payroll savings for Bonds and Freedom Shares. Among 2,241 department employees, 1,187 are payroll savers.

Service Stars to be affixed to previously earned Minuteman Flags were awarded to the Mechanical Department for enrolling 50.3 per cent of its employees; to the St. Paul Division for achieving 61.0 per cent enrollment; to the Fargo Division for reaching 62.3 per cent enrollment; to the Yellowstone Division for 54.1 per cent enrollment; and to the Idaho Division for reaching 57.3 per cent enrollment.

The following Go! People won citations for Patriotic Service:

Lou Ella Wood, machine operator, disbursements accounting, St. Paul; **Alton L. Moore**, chief — joint facilities bureau, disbursements accounting, St. Paul; **Kermit W. Mayer**, accountant — Cuyuna Realty and Monad Co., miscellaneous accounting, St. Paul; **Robert P. Bennett**, special accountant, tax accounting, St. Paul; **Mary Jo McCluney**, personal stenographer, car accounting, St. Paul;

William J. Chiodin, secretary to staff assistant, traffic department, St. Paul; **Charlotte Randall**, supervisor of passenger train services, traffic department, Seattle; **David R. Hamm**, general freight agent, traffic department, Seattle; **Robert J. Murphy**, assistant general claim agent, St. Paul;

Lucille A. Renfrew, chief clerk, manager — general office building, St. Paul; **Mildred G. Sperling**, matron, general office building; **Eugene A. Parrish**, chief electrician, general office building; **Theodore R. Simmons**, night foreman, general office building; **Leslie W. Anderson**, staff assistant, purchasing and stores, St. Paul; **Frances McGuire**, librarian, data systems and programming, St. Paul;

Harry R. Caroon, General yardmaster, St. Paul Division, Duluth; **Ralph F. Knutson**, trainmaster-yardmaster, St. Paul Division, Bemidji; **Michael C. Collins**, assistant trainmaster, Yellowstone Division, Laurel; **Cloud W. Sisty**, freight agent, Idaho Division, Spokane;

Lawrence M. Johnson, valuation engineer, engineering department, St. Paul; **David E. Peterson**, assistant signal engineer, signal department, St. Paul; **Edward R. Hanson**, roadmaster, engineering department, Laurel; **Joseph L. Elpel**, assistant signal engineer, signal department, Livingston;

Lawrence V. Ligman, night roundhouse foreman, mechanical department, Mandan; **Louis M. Koppers**, special agent, security and freight claims prevention, Duluth; **James E. Schmitt**, special agent, security and freight claims prevention, Seattle; and **Thomas E. Anderson**, personnel assistant, personnel department, St. Paul.

Sixteen Go! People were awarded citations for Meritorious Service. They are:

Jamiam D. Nankivell, assistant vice president — sales and service, traffic department, St. Paul; **Charles E. Moehring**, freight traffic manager, traffic department, New York; **Ray E. McCourtney**, freight traffic manager, traffic department, St. Paul; **William E. Taylor**, freight traffic manager, traffic department, St. Paul; **Lee E. Williams**, Chief Clerk, Freight Sales and Service, St. Paul;

Ronald W. Hyden, assistant to director — intermodal operations, transportation department, St. Paul; **Paul L. Westine**, assistant superintendent, Fargo Division, Fargo; **Robert W. Rohrer**, chairman — efficiency committee west, general manager's office, Seattle; **Emil R. Anderson**, process engineer, maintenance of way engineering, St. Paul;

Richard D. Heurung, chief clerk to assistant chief mechanical officer, St. Paul; **Robert R. Rediske**, office manager, Northern Pacific Transport Co., St. Paul; **Robert E. Johnston**, trainmaster, Idaho Division, Spokane;

Richard G. Zietlow, engineer of timber preservation, engineering department, St. Paul; **Louis C. Mucha**, chief clerk, security and freight claim prevention, St. Paul; **James C. Carlson**, office manager, communications department, St. Paul; and **Jack R. Arbuckle**, chief clerk, dining car department, St. Paul.

A special citation was also presented by the Treasury Department to **David E. Ryan**, manager — employment and research, personnel department, St. Paul, for his outstanding performance as campaign chairman for the company.



Retirements



Elden Chapman receives congratulations on completion of a successful railroad career by fellow officer Len Holmstrom, right, passenger traffic manager. Ed Stevenson, vice president — traffic joins others at Athletic Club party in applauding Elden's contributions to the NP.

■ **Elden E. Chapman**, assistant to vice president — traffic, joined the celebrated ranks of Northern Pacific retirees on Oct. 1 after 39 years of service with the company.

He got his start with the NP as secretary in the Spokane traffic office in 1930. Four years later he became city freight agent at Portland.

In 1942, Elden joined the military forces as a First Lieutenant with the Portland Port of Embarkation. He served there through 1946 and returned to work with the Northern Pacific as foreign freight agent at Portland.

Elden moved to St. Paul in 1951 as assistant general freight agent and the next year became general freight agent at Seattle. He returned to St. Paul in 1955 as assistant to vice president — traffic.

■ **Clarence E. Tollas** has retired as manager of freight claims at St. Paul after 51 years of service with the company.

Clarence started as an office boy in the freight claim department in 1919. He moved up through the ranks as clerk in 1919, statistician and then grain claims investigator in 1936, over short and damage investigator in 1937, unpaid claims investigator in 1941, livestock investigator in 1942, and diversion clerk in 1950.

In 1954, Clarence was promoted to freight claim agent, and his title became manager of freight claims in 1967.



Clarence Tollas recounts some of his experiences on the Northern Pacific at a retirement party in St. Paul.



The happy Whites admire the special cake provided by friends and fellow employees at Hank's retirement party.

■ **J. H. (Hank) White**, assistant machine shop foreman at Livingston, was among recent Northern Pacific retirees.

Hank and his wife were honored at a party in the shop superintendent's office at Livingston which commemorated his 46-plus years with the company.

■ **Miss Verna Pohlod**, general clerk in the engineering department at Spokane, Wash., recently retired after more than 26 years of service with the company.

Verna joined the company in 1943 as a steno-clerk. She moved to the position of steno-clerk in the Building and Bridges Department in 1958 and became general clerk there under the district engineer in 1967.

Friends and co-workers honored her for her years of service at a retirement party in September.



■ **A. F. (Bert) Greene** has retired at St. Paul as assistant appraiser in the industrial development department.

Bert got his start with the railway as an office boy in the Land Department at St. Paul. He held clerical posts in the department until 1943, when he became a rod man with Northwest Improvement Company, a railway subsidiary at Colstrip, Mont. He became chief clerk for Northwest Improvement Company in 1952, and continued as chief clerk when the company was later absorbed into the parent company's operations.

When coal mining operations were shut down at Colstrip in 1958, Bert stayed on there as a guard. The next year he moved to St. Paul as an assistant appraiser in the industrial development department.

Friends and fellow workers treated Bert to a retirement party Oct. 3 at the Capp Towers restaurant in St. Paul. With Bert (in engineer's hat) are, left to right, George Powe, assistant vice president minerals — traffic; Bob Juba, manager of industrial development; and John Curtiss,

industrial agent. More than 50 people attended the party, including George Defiel, vice president — industrial development.



Above, Ken and his wife show the cake served at the party. With them are, left, C. H. Moreau, shop superintendent and, right, Harvey Hanson, car foreman.

■ **Kenny Williams** has retired as a carman at Seattle after 34 years of accident free service with the company.

Ken joined the company in 1935 as a roundhouse worker. He was a machinist at Seattle until 1963, when the roundhouse there was closed. He transferred to the car department that year.

Friends and fellow workers surprised Ken and his wife with a special office party.



Edna opens a gift from fellow employees and friends at a retirement party in the purchasing department office. With her are Bill Marshall, director of purchases and stores, left, and Al Meade, her son, who is assistant manager of commerce — freight rates.

■ **Edna L. Meade** is one of those Northern Pacific GO! People who has achieved the enviable record of more than half a century of working for the railway.

She's just retired after completing 52 years of service.

Edna joined the company in 1917 as a clerk in the office of the auditor of supplies and mechanical accounting at \$11.25 per week. She became a clerk in the purchasing department in 1918 and moved up to tracer clerk in that department in 1923. From 1938 until her retirement she was a bill clerk in the purchasing department.

OTHER RETIREMENTS:

LeRoy E. Albrecht, Bridge and Building Foreman, Jamestown
41 Years Service

Clarence W. Alexander, Working Foreman, Brainerd
39 Years Service

Lloyd A. Anderson, Bridge and Building Foreman, Centralia
41 Years Service

Clifford T. Archambeau, Store Helper, Duluth
33 Years Service

Harry Bergren, Section Foreman, Missoula
44 Years Service

Joseph M. Britz, Foreman-Clerk, St. Paul
24 Years Service

Elof A. Briggs, Sr., Rate Clerk, Tacoma
52 Years Service

Leo F. Brousseau, Car Laborer, Brainerd
26 Years Service

Clarence C. Carlson, Agent, Detroit Lakes
51 Years Service

George E. Carlson, Machinist, South Tacoma
28 Years Service

Elden E. Chapman, Asst. to Vice Pres.-Traffic, St. Paul
39 Years Service

Bernard E. Clark, Refrigeration Inspector, Dilworth
49 Years Service

Joseph B. Daly, Agent, Centralia
33 Years Service

Lawrence Dike, Blacksmith Helper, Brainerd
26 Years Service

Erma L. Dowell, Messenger, Tacoma
23 Years Service

Herbert I. Edstrom, Boring Machine Operator, Brainerd
42 Years Service

George J. Engkraf, Carman, South Tacoma
27 Years Service

Gustave Gall, Laborer, South Tacoma
24 Years Service

Dewey S. Goodwin, Gateman, Fargo
26 Years Service

Louis P. Gregory, Ticket Clerk, Livingston
40 Years Service

David Hankel, Sectionman, Missoula
24 Years Service

Roy T. Hegstad, Machinist, Brainerd
45 Years Service

Melvin Hopper, Section Laborer, Missoula
22 Years Service

John J. Hyde, Assistant Roundhouse Foreman, Seattle
40 Years Service

Verlin S. Johnson, Brakeman, Forsyth
26 Years Service

John Kain, Sr., Carman Helper, South Tacoma
27 Years Service

Bernard J. Karels, Machinist, Brainerd
34 Years Service

Chris J. Karnowski, Bridge and Building Foreman, Little Falls
32 Years Service

John C. Killian, Carman, Brainerd
27 Years Service

William Knopp, Sectionman, Fallon
27 Years Service

Paul Kowohl, Water Service Foreman, South Tacoma
28 Years Service

Arnold S. Lind, Carman, Brainerd
32 Years Service

Florence J. Loeffler, Cashier, Helena
26 Years Service

Morris M. McDowell, Assistant Car Foreman, Spokane
47 Years Service

Harold G. McMurchy, Carman, South Tacoma
21 Years Service

Jacob C. Metzger, Section Foreman, Mandan
40 Years Service

Gordon G. Mills, Locomotive Engineer, Livingston
24 Years Service

Jack Moody, Conductor, Tacoma
42 Years Service

Homer A. Morris, Telegrapher, Yakima
33 Years Service

Barney M. Mulvahill, Machinist Helper, Duluth
32 Years Service

Theodore R. Munsil, Locomotive Painter, Auburn
41 Years Service

Wayne E. Mytty, Brakeman, Missoula
27 Years Service

Paul J. Nowatzek, Loader, Jamestown
25 Years Service

Franklin G. Ogle, Locomotive Engineer, Helena
26 Years Service

Hisami Onaka, Section Laborer, Seattle
24 Years Service

Clarence W. Orr, Machinist, Livingston
28 Years Service

Elvert N. Ostrom, Mill Machinist, Brainerd
27 Years Service

Oliver S. Otey, Machinist Helper, Auburn
42 Years Service

Edward A. Panushka, Engineer of Structures, Fargo
44 Years Service

Russell Parker, Pipefitter, Livingston
45 Years Service

Earl R. Quist, Section Laborer, Duluth
22 Years Service

Elmer R. Rhinehart, Warehouse Checker, Fargo
53 Years Service

Philip D. Riley, Dining Car Chef, St. Paul
48 Years Service

Keith E. Rounds, Agent-Telegrapher, Hazen
46 Years Service

Bernard H. Schert, Section Laborer, St. Paul
26 Years Service

William Schippell, Freight Carman, St. Paul
27 Years Service

Harold J. Schmidt, Section Foreman, Marion
26 Years Service

Bertram J. Schmuck, Carman, St. Paul
40 Years Service

Anders Solheim, Blacksmith, Brainerd
45 Years Service

Louis Sonterre, Section Laborer, Elk River
28 Years Service

Frank L. Steinbright, Vice President, Seattle
28 Years Service

Harry W. Sundquist, Reclamation Plant Foreman, Brainerd
34 Years Service

David T. Thomas, Yardman, Tacoma
25 Years Service

James S. White, Assistant Machine Shop Foreman, Spokane
47 Years Service

Clarence J. Whitfield, Locomotive Engineer, Laurel
25 Years Service

James T. Willis, Section Stockman, St. Paul
45 Years Service

Harry G. Wirth, Agent-Telegrapher, Shelton
27 Years Service

Kenneth J. Williams, Carman, Seattle
34 Years Service

Stellavee Wooters, Cashier, Laurel
45 Years Service

Olaf C. Wood, Section Laborer, East Grand Forks
41 Years Service

Archie W. Young, Instrumentman, Spokane
26 Years Service

BIG NOISE IN BOISE

It's not the easiest job in the world to transfer to a new town, attempt to establish a new base of operation for your company, then locate suitable living quarters for your family — and keep mind and body together in doing it.

Moving to a new job and a new city has become a fact of today's business life. NP's GO! People realize this, and most of the time they accept the challenge with enthusiasm. That's why they're GO! People.

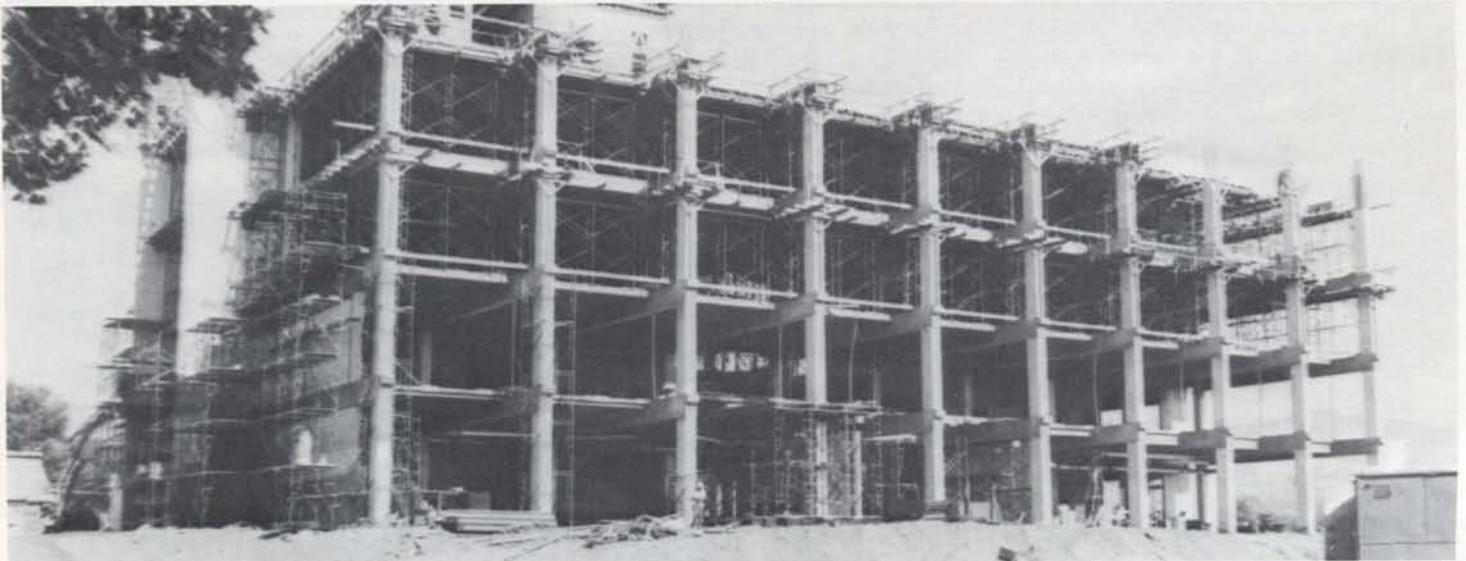
The most recent move along this line was Eric Aune's transfer to Boise, Idaho, as announced in the last issue of GO! With the helpful advice of Dave Hamm, general freight

agent, Seattle, Eric found office space for the new general agency in a one-story, red tile-roofed building a few tree-trimmed blocks from the downtown area. A building that looks more like it should be located on the El

Camino Real and populated with Franciscans instead of businessmen and their staffs.

Eric is building a new traffic office in Boise for Northern Pacific. From scratch. And he could hardly wait for the supplies and his chief clerk to arrive so he could hit the trail for new business in the area. GO! magazine went to Boise to see what it's like to open the newest traffic office since our last beachhead, in Tokyo.

Aune faces three main tasks at the moment. Tracing cars for current customers is one. His communications tools are the telephone and the telex machine, both installed in the colorful new two-room offices at 2419 West State Street in Boise.



The boom is on in Boise as evidenced by this October view of Morrison-Knudsen Company's new world headquarters building scheduled for occupancy next spring. The structure is 140,000 square feet of space in six stories with full basement. Many M-K regional offices will be closed as personnel transfers to this imposing new facility in Idaho's capitol city.



Harold Johnson, right, explains to Larry Kiser that Morrison-Knudsen Company's new Boise headquarters will provide underground parking for employee's cars.



Roger Johnson now occupies the chair of chief clerk in the new Northern Pacific office in Boise.

Troubleshooting is another of Aune's jobs. Experience is the best helpmate in this sector. And Aune's had it. Ten years in Sumas, Washington, in various operating jobs and three years in Bellingham have thrown him into situations which form the basis for a rich background in problem-solving.

His third major task is to look for new business. For that challenge, he has the benefit of a call book filled with reports of previous encounters between NP people and prospects in the territory. Aune knows what he has to do. He was getting itchy to get started.

Roger Johnson had agreed to hang up the earphones at the rate desk in Seattle to tool down to Boise in his two-tone green Corvette and serve as Eric's chief clerk and right hand. Rog has been with NP for about eight years and had only been to Idaho to do a little racing and bird hunting. The whole idea of the transfer and the promotion appealed to him and seemed to fit the company timing which called for greater things for

Roger, and right now.

The move to Boise as general agent has new facets for Aune, too. It's the first time he's ever worked in an off-line city. The NP doesn't run through Boise. Probably never will. But business seems to be booming.

With Aune's boss, Western Traffic Manager Larry Kiser, leading the charge, we made a call on Frank Sigloh, director of transportation and distribution for Boise Cascade Corporation. Frank admitted he is delighted that NP now has an office in Boise. He's got a lot of things going on our railroad, and he has every right to know what we're doing with his cars. That's Eric's job: to provide on-the-spot service for all our good customers in that territory. And there are many. That's one good reason why Ed Stevenson decreed Northern Pacific should be "in residence" in this charming western town.

From a hole in the ground a city block square, Boise Cascade is underway in constructing its world headquarters office building in downtown Boise. Plans call for consoli-

dating many regional offices in the new Boise building. This will bring in families from as far away as South America. By the company's own estimates, the population of Boise will increase from the current 80,000 to 180,000 in 1975.

The Morrison-Knudsen Company — another well known name — is adding to the spurt with a new building which also consolidates many regional offices. This worldwide construction firm is pouring concrete into its new six-story headquarters. M-K's traffic manager, Harold Johnson, said the new headquarters will bring many new families to Boise, too. And soon. Consolidations like this will make Boise Cascade's forecasts come true.

So there we were, with Eric Aune and Larry Kiser, making customer calls. Did we talk much about Northern Pacific? Not much. More about the customer's business than our own. And this is typical of an off-line agent's work — knowing his own business thoroughly and more than a little bit about the other fellow's.



NP's newest sales office occupies two rooms in this Spanish-styled building in Boise. There's even a fountain operating by the attractively landscaped entry.



Frank Sigloh, left, welcomes Eric Aune to the city of Boise and to the offices of Boise-Cascade where Frank is director of transportation and distribution.



MAKING BEDS FOR IRON MONSTERS

An Autotrack with ballast sled, tie ejector and track liner moves down the line in re-ballasting program near Elk River, Minn.

We even beat the stagecoaches. Not to mention trucks and planes. So we're No. 1 when it comes to putting transportation into the Northwest scene. That's on rails, of course.

Wm. G. Fargo, of Wells-Fargo fame, was a member of our board of directors. And we named a city after him. But his stagecoaches are only a bit of delightful history, now. While Northern Pacific trains keep right on rolling. On rails, don't forget.

Most of the time those rails are just taken for granted. Especially, how they're kept in shape so the trains can keep moving. It's called maintenance of way. An operating function, tended to by the engineering department. In part.

Actually, a lot of operating people get involved. Including lots of guys who use muscle to put muscle into

NP. The section crews. Once known everywhere as "gandy dancers." But let's start at the top.

Our transcontinental line was completed late in August of 1883. Although the ceremonial completion wasn't celebrated until Sept. 8 in that year. Yet, completion is a word that doesn't fit our line, really. Because NP track renewal has been going on almost since the beginning, and it's still going on.

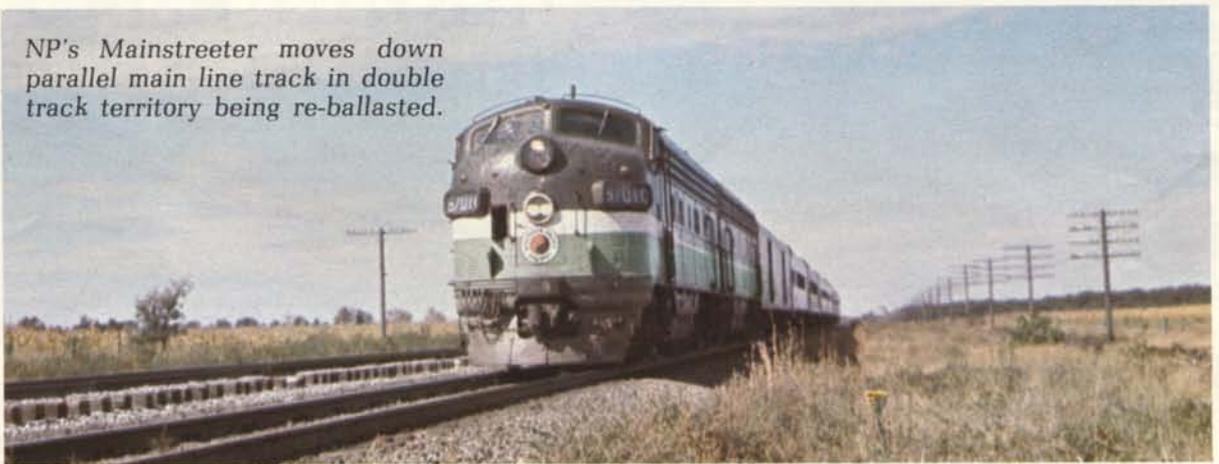
Take this 4-mile section of east-bound main line between Anoka and Elk River, northwest of the Twin Cities. Last time it got ballast was 1941. Just before World War II got started. "1941 — Darling." Processed gravel, or gravel and sand. Now, 28 years later, it has an entirely new roadbed, practically. Part of our system, main-line, crushed-rock ballasting program.

Crew drives spikes in new ties after the Autotrack has passed. Push car in lead distributes track spikes and rail anchors.

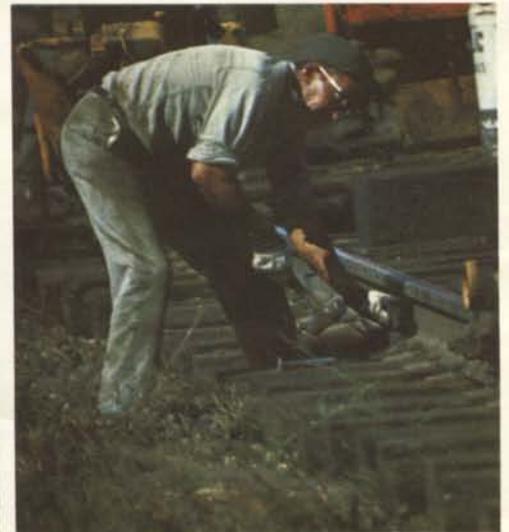
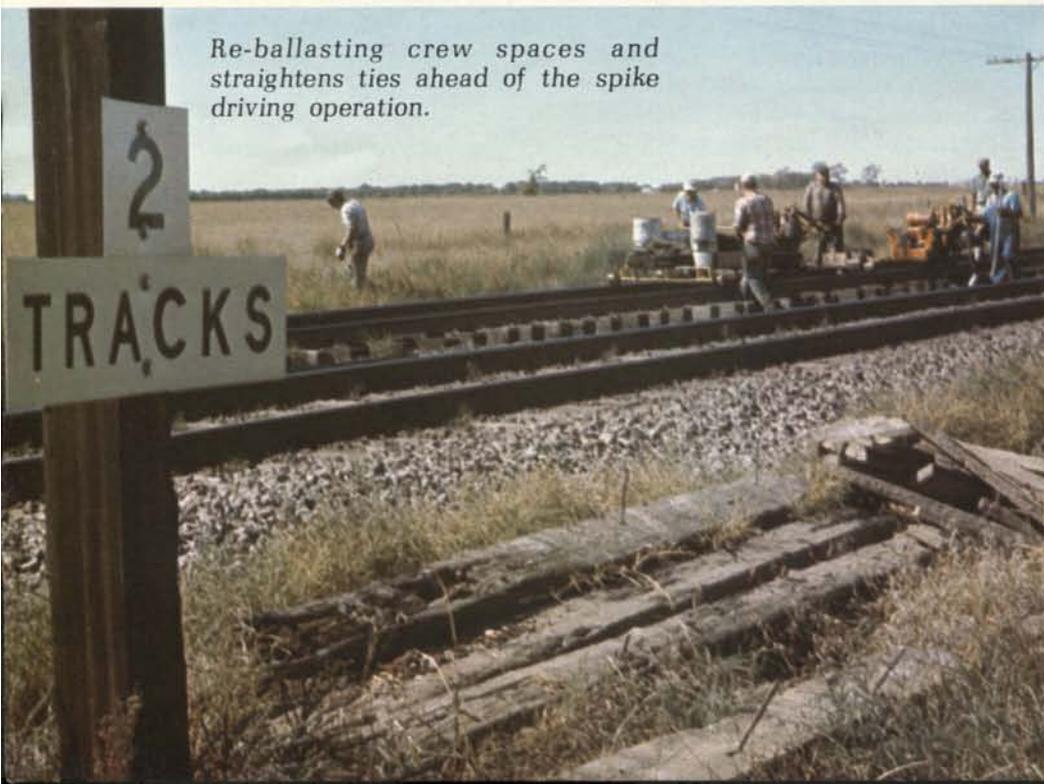


Behind an EMD-9 diesel engine, the crew works by the long spreader bar between cables that pull the Autotrack along the line being re-ballasted.

NP's Mainstreeter moves down parallel main line track in double track territory being re-ballasted.



Re-ballasting crew spaces and straightens ties ahead of the spike driving operation.



A Gandy Dancer starts spikes with mallet for final driving by machines.

Each year, district engineers make up a list of locations they recommend for reballasting. Division superintendents check the list and approve before sending them to St. Paul. Then, a system engineer, like Cliff Akadak, goes out to inspect the locations.

Cliff makes up a field inspection list, in order of system preference. Later, S. H. "Steve" Barlow, engineer of maintenance of way, and his chief, Doug Shoemaker, discuss the locations with Norm Lorentzen, operating vice president. Out of their talks comes a shorter list, again in the order of preference, which is submitted at annual budget meetings.

This is where the "semi-final" decisions are made for the program. Semi-final, because later switches in economic, material or labor factors can have an effect on the number of locations that wind up getting done. Even so, no really bad sections of track are ignored. They're always at the top of the list.

Old, unimproved ballast that is badly fouled, that can't be tamped anymore and that makes for rough track, is on our list. Field inspection preference list, that is. "When the roadbed is out of surface," Steve says, "the rail is damaged from continued use. So we rebuild with new ballast. Both on main line and branches."

Enter a section crew. Like this extra gang. With machines and muscle. At Anoka-Elk River, where a Mannix "Auto-Track" was used in the first step: RAISE TO SKELETONIZE. This means a ballast sled is pulled along beneath the ties, picking up rails and all; scooping out and leveling old ballast; knocking out ties that are to be replaced; lining the track, and preparing the roadbed for new ballast. Leaving ties and rails resting atop the old ballast.

New ties go into emptied slots and the tie plates are used over again.

Ties and rails are spaced just so and all are spiked down in a big long ribbon. More machines and more muscle.

Then comes the ballast train. Spilling out new, clean, crushed-rock ballast furnished by Joe Shiely, St. Paul. You can sure see the difference. But it's time to pull the sled through again.

This time, the track skeleton is raised on new material; 5-1/2 inches of it. And, once more, the ballast train makes a run. Filling in spaces between ties and broadening the roadbed's shoulders for a 2-to-1 slope.

After the second spill, power tampers are put to work to make a final raise of 2-1/2 inches and a smooth surface. This makes a total raise of 8 inches, to the top of new material. Then we line with a trackliner and dress with a ballast regulator and broom. Shaping the shoulders and brushing out all excess material from tops of ties.

The work is done. For a while. Eventually, the tampers will come through again. Feeding ballast from the shoulders under and around ties. And this operation will be repeated, as needed. Until its time to reballast in another score of years or more. On the main line.

A different procedure and different material are used on branches. Depending on the roadbed. Where it's nothing but sod and native soil, a plow is used to take the surface down and level. Then, processed gravel ballast is spilled to attain a raise of 6 inches.

Where gravel exists, the sled comes in. Like on the main line. Six inches of processed gravel is spread over the old. The track is raised and the surface leveled in a manner similar to the main line jobs.

So there's the rundown on a part of our ballast program. But here's the biggest part. The GO! People who put that program to bed. Gandy dancers and Honchos. Call 'em NP bed makers.

Mike Ramolae, roadmaster.
George Carlson, engineer of track.
Ernie Fountain, section foreman.
Bob Webster, gang foreman.
Al Hendrickson and Jerry Wold, brakeman.
Don Wegler, conductor.
Stan Kaczor, locomotive engineer.

GANDY DANCERS:

Earl Andal and Hank Bakken.
John Deering and Earl Skeesick.
Vern Januszewski and Russ McCalla.
Val Truscinski and Ted Pohl.
Dennis Sweeney and Loren Smith.
Ray Putnam and Jerry Grams.
Norm Maloney and Mac Cummings.
Al Danielson and Jay Tostad.



Gandy Dancers space ties behind an Autotrack.



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Old ties are stacked at left as track crew spaces and straightens new ties and taps down spikes on older ties during re-ballasting program between Anoka and Elk River, Minn.

