

Microwave to Link Billings, Fargo

Another major link in Northern Pacific's fast-growing microwave system will be completed and in operation this month.

Don C. Hill, superintendent of communications, said that as of September 30, all microwave towers and equipment on the stretch from Fargo, N. D., to Billings, Mont., were in place and undergoing tests.

"We are about two full weeks ahead of schedule on installation," Hill said, "and hope to have the third major section of the total system in operation about October 15."

Hill also reported that bids have been accepted on construction of microwave facilities between Billings and Seattle. Selection of tower sites has been made and work on the final link in the \$8 million network is already under way. Tower and building footings have been poured at about 10 locations between Billings and Missoula.

Hill said he expects completion of the final link between

Billings and Seattle early in 1969.

Cost of the Fargo-Billings link in the system is about \$2.3 million. There are 26 repeater stations in the stretch.

Hill noted that experience gained in planning, organization and coordination of construction efforts during installation of the St. Paul-Fargo link helped speed up construction between Fargo and Billings. The St. Paul-Fargo link was completed as recently as May 1.

Extension of the system to Seattle will take much longer than did any of the first three sections of the network.

"Among the many advantages of having this third section of the system complete," Hill said, "will be elimination of some of the most significant barriers in our total communications network."

"Storms in the vast open reaches of North Dakota and Montana," he said, "have often wiped out miles and miles of

telephone and telegraph lines. In some years we have had as many as four complete breaks in the wire-on-pole system, and these have sometimes kept us from use of our transcontinental trunk lines for as long as two weeks."

Northern Pacific's communications system, including microwave where it is now in operation, handles thousands of messages each day between the Twin Cities, Seattle, Portland and all points along the railway. Any breakdown slows or even stops the flow of information needed for dispatching trains, locating cars or conducting countless other aspects of company business.

Hill said opening of the Fargo-Billings link will immediately improve telephone and other communications services along the entire eastern half of the railway.

The microwave system has capacity for simultaneous transmission of thousands of mes-

sages over 600 channels. Much of this capacity will be used for direct-dialing telephone transmission.

"With telephone calls in the eastern half of our system handled by microwave," Hill said, "our through service between the Pacific Northwest and St. Paul will also substantially improve."

"Calls from St. Paul to Seattle, for instance, will not have to wait for lines to be cleared between the Twin Cities and Billings."

The net result will not only be improved service for employees in conducting company business, but will ultimately

greatly improve services for Northern Pacific customers.

When the Fargo-Billings link is operational, Hill said, the Northern Pacific will begin direct microwave transmission of computerized data to St. Paul from data processing equipment at several points along the railway. Until now, wire and leased lines have been used in transmitting data for computer use.

"This meshing of our communications and computer operations," Hill said, "is expected to be one of the most significant advances in improved customer service since Northern Pacific's installation of a direct dial telephone system in 1957."

ALONG NORTHERN PACIFIC RAILWAY'S

Mainstreet

VOL. 1

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NO. 4

Mainstreeter Applications In Preparation

Applications to the Interstate Commerce Commission and several state regulatory commissions for authority to discontinue operation of the Northern Pacific's Mainstreeter passenger train between Fargo, N. D. and Seattle are now being prepared in St. Paul.

E. M. Stevenson, vice president-traffic and F. G. Scott, passenger traffic manager, said preparation of all materials supporting the company's position is expected to take several weeks.

On announcement that the Northern Pacific would seek authority to discontinue operation of the Mainstreeter over part of its present run, Louis W. Menk, president, said the action came "as an immediate result of the recent decision by the U. S. Post Office to terminate use of railway post office cars, a decision which represents a direct loss in excess of \$1,180,000 annually to the Northern Pacific."

The Post office had announced earlier that effective September 16, it would discontinue railway post office cars on trains No. 25 and 26 between Dickinson, N. D. and Spokane, Wash., and on trains No. 1 and 2 between St. Paul and Spokane.

Menk said the Northern Pacific would seek discontinuance of the Mainstreeter between Fargo and Seattle at the earliest possible date.

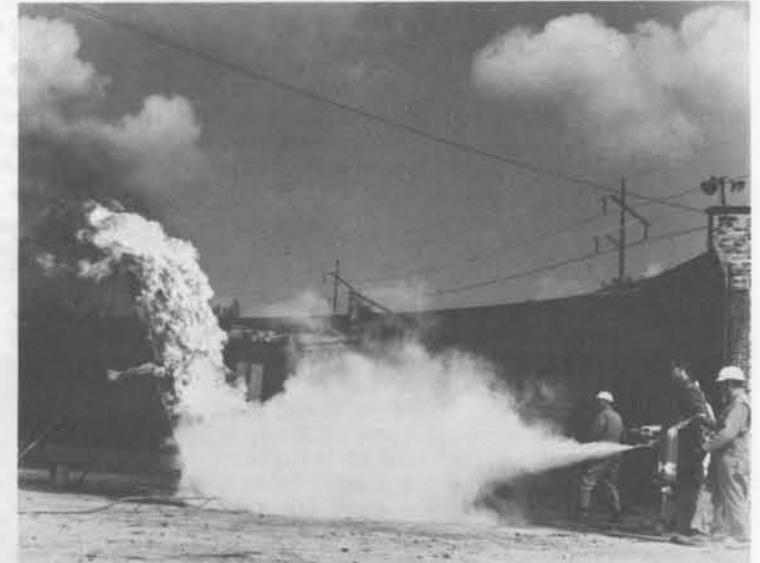


STAR SPANGLED Freedom Plan campaign materials are reviewed by David E. Ryan, assistant director of personnel, R. L. McComb, general office campaign chairman, and L. W. Menk, president. Ryan said first reports show that 240 persons among the initial 600 contacted either added to their savings programs or started payroll savings, while another 280 continued their present savings plans. The campaign continues through mid-October.

G.R. Powe Named To Chamber Unit

George R. Powe, general manager of properties and industrial development for the Northern Pacific Railway Company, has been appointed by the Chamber of Commerce of the United States to serve on its Natural Resources Committee.

Purpose of the committee is to study national problems of particular concern to natural resources industries and to aid in the development of Chamber policies and programs to meet existing as well as future needs.



A FURIOUS INFERNO fed by a ruptured gas line is fought by Northern Pacific employees and fire control instructors at the Northtown yards in Minneapolis during one of a series of special demonstrations on use of extinguishers conducted by the rules, safety and fire prevention department.

For NP Employees Fires Flare in Training

Swirling flames licked at the sky near Northern Pacific's Como Shops in St. Paul on Sept. 11, and then, almost as quickly as the fire started, poof . . . it was out.

It could have been a fire in the paint shop that might have erupted into a costly inferno, or even a waste basket fire in any number of Northern Pacific offices, in either case causing extensive property damage or costing lives.

This fire, like several others that day, was planned. It was one of many in an extensive employee training program on use of fire extinguishing equipment scheduled between Sept. 11 and Oct. 5 from the Twin Cities to Billings, Mont.

R. C. Lindquist, supervisor of rules, safety and fire prevention,

said about 800 Northern Pacific employees participated in the program.

Fire fighting experts from each of the localities helped rules, safety and fire prevention personnel conduct the demonstrations, and Northern Pacific employees served as participants by manning various kinds of extinguishers to put out several classes of fires.

Object of the demonstrations was to instruct employees on use of extinguishers and other methods of fire control for use in fighting fires on company property or in their own homes, cabins, boats or even in backyard incinerators out of control.

Equipment for demonstration fires included a full complement of the types of fire extinguishers owned by the Northern Pacific and special demonstration fire equipment leased from Great Northern, including the GN's Fire Prevention Instruction Car.

Lindquist said employees may contact his office in St. Paul for copies of a home fire-safety check list and a booklet on the various kinds of extinguishers like those given to participants and spectators at the scheduled demonstrations. The booklet tells how to use the appropriate type of extinguisher for each different class of fire.

The rules, safety and fire prevention department plans to hold a similar series of fire demonstrations in Northern Pacific western divisions next fall.

Northern Pacific Mileposts

- 90 years ago — NP opens new, direct line between Brainerd and St. Paul, making run 80 miles shorter than formerly when route was via Duluth.
- 80 years ago — Company begins construction on Philipsburg and Bitter Root branch lines in Montana.
- 60 years ago — Construction is begun on new shops, 44-stall round-house and extensive yards at Laurel, Montana.
- 40 years ago — ICC holds initial hearings in Minneapolis on Northern Pacific-Great Northern unification plan of 1927.
- 20 years ago — NP's modern, new freight car construction and maintenance shops at Brainerd begin turning out new steel box cars.

ALONG NORTHERN PACIFIC RAILWAY'S

Mainstreet

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On Business Outlooks

Forecasters of the nation's economy are still looking ahead to strong advances in business through the balance of this year and on into 1968. While the outlook for 1968 appears favorable at this time, the earnings picture for the railroads is clouded by the upward spiral of wages and the cost of materials.

Although the outlook for 1968 is improving, traffic volume for the balance of 1967 is not expected to produce any material increases in freight revenues, even at higher rates which became effective August 19.

If the volume of business is not sufficient to absorb the higher costs of operations, profit margins and earnings will be reduced accordingly.

Often, what appears to hold promise of improved business may only be helping to offset, and perhaps not even meet the spiraling costs of providing transportation services.

The recent freight rate increase is a good example. Some greeted it as a bonanza for the railroads, but increases of up to 3 percent will only partially allow railroads to catch up with increases in payroll and the cost of materials.

Railroads lowered their freight rates by as much as 14 percent between Jan. 1, 1958 and June 30 of this year. During this same period the consumer price index increased by 15 percent.

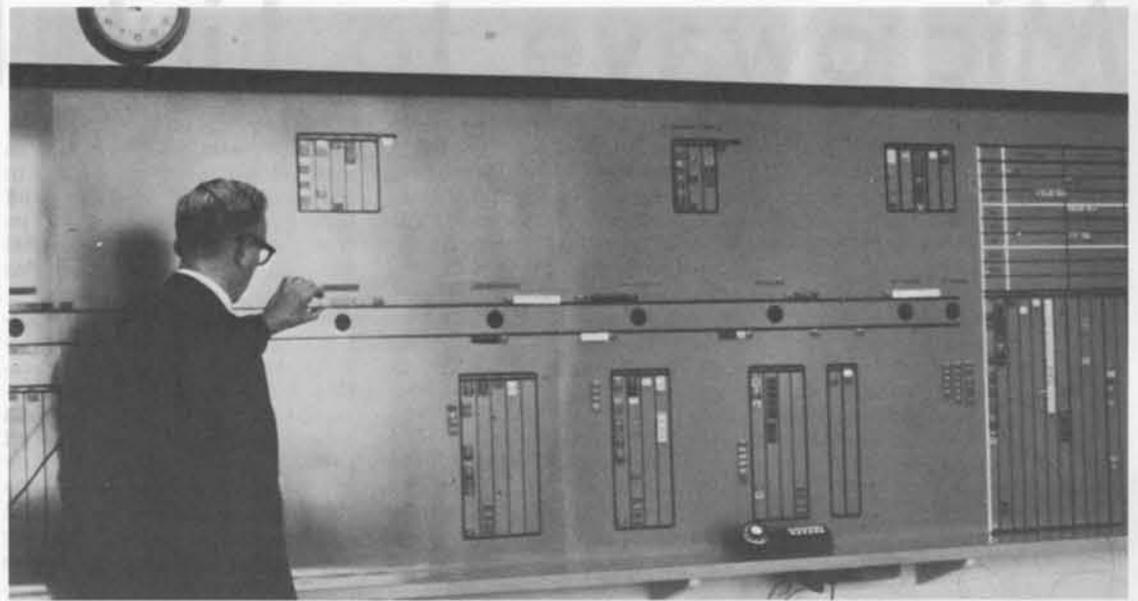
In approving the rate increase, the ICC noted that "recent rapid increases in labor costs, accompanied by increases in prices of railroad materials and supplies, has created a situation which, in any practical meaning of the word, constitutes an emergency. . . ."

The rate increase is expected to produce additional revenues which will only partially offset wage increases of about \$264.4 million in 1967, resulting from 1966 and 1967 labor contracts. In addition, the industry faces an increase in payroll taxes of about \$63.1 million because of these same wage increases.

Further, the rate increases cannot produce much of an improvement in revenues until such time as better business conditions throughout the nation produce a higher volume of traffic.

Now, with the prospect of a generally improved business outlook, the railroads, along with other industries, also face the possibility of an increase in corporate income taxes of as much as 10 per cent. Such an increase has been proposed by the Johnson administration to help curb inflation.

Thus, while we can look ahead to improved business, none of us should expect bonanzas.



R. L. Noble, train supervisor, repositions Central Control markers.

Central Control Starts Operation

Northern Pacific has a sparkling new Central Control facility at St. Paul which provides up-to-the-minute information on the location and status of every motive power unit and nearly 400 other pieces of railway operating equipment.

J. O. Davies, general superintendent of transportation, says the job of Central Control is a big one — "through its use we plan to achieve maximum utilization of motive power and other equipment to move freight and passenger trains more efficiently and thereby give Northern Pacific customers better service."

Focal point of activities in Central Control is an impressive 32-foot long, colorful magnetic board which simulates or represents the Northern Pacific's transcontinental main line from St. Paul to the Pacific Northwest. Magnetic markers represent motive power and trains as they move across the system. The board also shows power in use on branch lines and presents system-wide weather information.

Color-coded magnetized markers represent each individual unit of equipment — diesel units, trailers, heater cars,

wrecking cranes, snow plows, etc. — and each marker is moved to new positions to provide immediate visual information on equipment utilization and distribution as reports are called in by dispatchers.

The markers identify motive power units by make, model, horsepower and types of special equipment available, such as different brake features, toilet facilities, and compatibility for use with other power units. Other equipment is similarly identifiable, making it immediately possible to determine, for instance, if a particular wrecking crane has the capacity needed for a job or if another should be moved in.

The Central Control board is manned around the clock, seven days a week, by four train supervisors, D. E. Lauer, R. L. Noble, T. A. Lartz, and P. R. Solinger, all under direction of W. W. Walters, transportation supervisor. The four are all former assistant chief train dispatchers.

Although Central Control was first put into operation on August 28, Davies said the facility is still in the development stage.

The L-shaped board extends

along one full wall to a corner and then more than three-fourths of the way along a second wall of the Central Control room.

At the extreme right end of the board is a weather chart. Here movable magnetized markers are positioned to show temperature ranges, precipitation and other weather conditions at each division point and major terminal.

One of two rectangular charts near the right ends shows power in use in the St. Paul-Duluth-Staples area at the east end of the main line. A second shows status of equipment in yards and shops near the east end of the railway, indicating use of units in transfer or switching, those ready for use in main line operations, units in for repairs or inspection, and units in temporary storage. Again, each unit is represented by its own magnetic marker.

Similar charts show use and distribution of units in branch line and other major yard operations, and these charts appear at their appropriate locations along two lines which are used to show the main line and movement of all units in both directions.

Train supervisors can thus immediately see not only what power is in use on the main line, but also that which is in other use and which might be called into main line service, if needed.

At the left end of the board, another chart shows motive power and other equipment utilization between Seattle and Portland.

Only the transcontinental main line of the railway system is represented by actual lines on the board.

Before Central Control was put into operation, all information on location and utilization was kept only on paper. Now, with both visual representation and information logged in the usual way, reference can be made to specific facts much more quickly.

In addition, the new facility makes it possible for train supervisors in a single location to effectively control the distribution of equipment over the entire system, rather than having control spread over every division. Supervisors are now able

NP = NICE PEOPLE

"Monday Night's Engineer"

September 7 was a big day for Northern Pacific Engineer Fred Dunlap. High in the cab of engine 244, the hardy 70-year-old made his last run between Bemidji and International Falls, Minn.

When Fred stepped from his cab that evening in Bemidji, a career in railroading that spanned 50 years was near its end, but he's the kind of guy who will look back through long years of retirement with warm memories of his days with the Northern Pacific.

If just a few samples of letters inspired by his retirement are any indication, there'll be many friends to join him in happy recollections.

Here's part of one letter from J. H. Christensen, Northern Pacific road foreman for engines at Duluth:

"... I have had many occasions to observe your performance in passenger service, and your work has been of a quality that would be a credit to a much younger man. If age were measured in spirit rather than by the calendar, I am sure you would have been with us for much longer.

Almost certain to be among Fred's most fond remembrances of his long

career is a beautiful little Easter greeting:

"Happy Easter to a friend that likes to make little children happy —

"I'd just like to thank my favorite engineer for brightening up our life in the North country.

"When we first moved up here it seemed lonely until you started greeting us. I used to stand and wave at all of the engineers, but you were the only one who would put yourself out to blow at us.

"You're the one that goes on Thursday too aren't you? Would you mind sending us your name and address so we can greet you on holidays like you do us each week?"

Thank you again,
Rick Jensen
Route No. 1 Blackduck, Minn."

The letter was simply addressed to "Monday Night's Engineer."

Fred plans to do some traveling now, and you can bet that at every milepost along the line and through his years of retirement there will be someone who will warm to his friendly greeting.



Dunlap On His Last Run

(Continued on Page 3)

RETIREMENTS

Name	Occupation	Years of Service
Albert Anderson	Stationary Engineer	Brainerd, Minn. 40
Albert T. Boerner	Chief Clerk-Freight Traffic	St. Paul, Minn. 48
Harvey H. Clendenin	Machinist Helper	Livingston, Mont. 47
George A. Cloyd	Train Desk Clerk	Laurel, Mont. 43
Bernard F. Congdon	Carman	Brainerd, Minn. 22
Harold C. Crowder	Purchasing Agent	St. Paul, Minn. 50
Melvin R. Denney	Chief Rate Clerk	Pasco, Wash. 41
Paul M. Diamond	Yard Clerk	Laurel, Mont. 21
Leo Dietrich	Section Stockman	Laurel, Mont. 44
Harold C. Eash	Section Stockman	Parkwater, Wash. 47
Leon D. Eckman	Communication Lineman	Bemidji, Minn. 39
Jacob Enzinger	Section Laborer	Jamestown, N.D. 48
Andrew Erickson	Dining Car Steward	St. Paul, Minn. 48
Joseph F. Farrell	Caller	Minneapolis, Minn. 23
Earl C. French	Assistant Cashier	Chehalish, Wash. 49
Marvin W. Gjerde	Brakeman	Minneapolis, Minn. 21
Michael M. Haider	Sheet Metal Worker	St. Paul, Minn. 42
Marinus R. Hansen	Carmen Helper	Duluth, Minn. 20
Christopher E. Jaeger	Chief Clerk	Seattle, Wash. 49
Carl W. Johnson	Cashier	West Fargo, N.D. 47
Foy W. Johnson	Roundhouse Laborer	Staples, Minn. 23
Thomas Kjelland	Assistant Supervisor	Miles City, Mont. 38
	Grazing & Cultivation	
Harry D. Law	Conductor	Dickinson, N.D. 47
Jesus P. Mason	Section Laborer	Auburn, Wash. 21
Donato Marrone	Section Laborer	Missoula, Mont. 40
Francesco Novel	Section Laborer	Spokane, Wash. 20
George C. Purdy	Machinist	Livingston, Mont. 45
Harold P. Ringer	Electrician	Brainerd, Minn. 45
Norman L. Sater	Chief Clerk to General Manager	Seattle, Wash. 45
	Manager	
Charles M. Snyder	Machinist Welder	St. Paul, Minn. 44
William Sorenson	Agent-Telegrapher	Barlow, N.D. 46
Robert S. Swanson	Assistant Engineer of Structures	Duluth, Minn. 47
	Agent	
Frank R. Vawter	Agent	Sunnyside, Wash. 47
Felix Vierzba	Locomotive Crane Engineer	Brainerd, Minn. 47
Harry Walters	Section Foreman	Bloom, N.D. 40
Virgil E. Weihs	Assistant to Western Freight Traffic Manager (Sales)	Seattle, Wash. 44
	Stenographer	
Florence E. Wednt (Miss)	Purchasing Department	St. Paul, Minn. 49
	Locomotive Engineer	
Earl A. Wilson	Locomotive Engineer	Livingston, Mont. 52

Clemmensen Heads 1968 Carnival

An old snare drummer will be making new sounds through the next few months as he wields the chairman's gavel to put together the gala 1968 St. Paul Winter Carnival.

Northern Pacific's Rudy Clemmensen is almost synonymous with the Winter Carnival around company headquarters, among civic leaders, and, for that matter, even in the farthest reaches of the Northern Pacific.

Clemmensen, who has been active in every Winter Carnival since 1937, joined the company in 1940 as a stenographer to the

valuation engineer at St. Paul. For the past 14 years he has been chairman of Northern Pacific participation in the festival, including the company's princess program, luncheon and teas for Carnival royalty, and button and ticket sales to employees.

Now Northern Pacific's office inventory engineer, Clemmensen will head a group of nearly 500 city leaders in putting together a nationally known event that attracts tens of thousands of area residents and television viewers in countless numbers across the nation.

Clemmensen marched as a member of the Northern Pacific men's drum and bugle corps in Winter Carnival parades prior to World War II. The corps disbanded during the war interim and was not reactivated.

Since the war, Rudy's most pleasant Winter Carnival task has been work with a bevy of beautiful Northern Pacific princesses, including two ladies-in-waiting to the Queen of Snows.

Clemmensen has an active interest in the Osman Temple Shrine, has been a member of the Shrine Band for 37 years and has served as band secretary-treasurer for the past 22 years. He's also a member of Summit Lodge No. 163 and the York and Scottish Rite.

His first big job as chairman of the 1968 Winter Carnival will be to select chairman for 60 Winter Carnival events. The festivities have been set for Jan. 26 through Feb. 4.



R. Clemmensen

NP Son Wins Fargo Golf Event

For the second year in a row, the Fargo, N. D., All-City golf tournament has been won by a son of a Northern Pacific employe.

This year's winner of the 32nd annual tournament was John Dahl, 15, son of Mr. and Mrs. O. N. Dahl. His father is general yardmaster for the Northern Pacific at Fargo.

The 1966 winner was Roger

Whitford, son of George Whitford, Jr., Fargo dispatcher.

John's victory in this year's event, which attracted a record field of 223 participants, ranked him as the youngest to win the All-City tournament.

Finals of the 32nd All-City event were played on Labor Day, and young John conceded that "it was a lot of work."

NPBA Posts Medicare Notices

The Northern Pacific Beneficial Association has issued two important notices to active employes concerning Medicare.

The first, directed to employes age 65 and over who are paying for Part B doctor coverage under medicare is as follows:

"All employes in active service 65 years of age or over should be enrolled in the Medicare Program. NPBA will cover only those benefits not covered by Medicare.

"If you are paying the \$3.00 required for Medicare Part B doctor coverage, report this to your employing officer, and the will arrange to have the NPBA pay this for you.

"NPBA will also pay for the back payments that you have made. It is important that you report this as soon as possible, as there may be a limit to the length of time these payments can be picked up for you."

The second notice, for employes nearing age 65 is as follows:

"To be covered by Medicare, you must enroll in any of the three months before the month of your 65th birthday, even if you have NPBA coverage. The NPBA does not cover those benefits for you that Medicare covers.

"For further details and information for Medicare coverage, contact your local Railroad Retirement Board or Social Security office."

Johnson Receives CPA Certification

James F. Johnson, methods analyst in the methods and planning division of the management services department, last month received certification as a certified public accountant (CPA).

Johnson joined the company earlier this year as a methods analyst and was formerly an accountant with the Haskins and Sells firm in St. Paul.

Control Unit Improves Service

(Continued from Page 2)

to set up a continuous flow of motive power, shifting units to those places where it is most needed.

Pending completion of arrangements now being made for through movement of cabooses, these, too, will be represented on the board by magnetic markers.

Central Control also provides basic data on trains and motive power to data processing for subsequent use in making up daily reports run on computers which give shippers information on traffic in which they are interested.

Davies said it is too early to predict how much Central Control will improve utilization and distribution of motive power and other equipment, but he expects the results to be quite significant.

"We're already receiving many favorable reports from our dispatchers on the improvement of power distribution," he said, "and in each week of test operation we have developed new and better approaches to the functioning of Central Control."



Harry Cotton retired August 31 as general passenger agent at St. Paul. Here, (top Left Photo) he wishes well to R. G. D'Andera, who succeeds him. With them, left to right are L. Holmstrom, G. W. Rodine (retired), and F. G. Scott. All are passenger traffic officers. Cotton was with the company 42 years

Oscar H. Bernin, locomotive engineer at Stillwater, Minn., retired earlier this year after 55 years of service. He was joined by fellow-workers on his last run. Left to right (top Right Photo) are W. G. White, G. Brown, Berin, W. Beuhl, J. Connors and E. L. Yon.

B. W. Griffin recently retired as a ticket clerk in Billings, Mont. (Lower Left Photo). He joined the company in 1917 as a call boy in Billings and served the company continuously 50 years. Mrs. Griffin joined him at a special retirement party in Billings.

Otto DeLaBarre retired in September as general agent in Mandan, N.D., after 44 years of service. Joined by his wife (Lower Right Photo) and fellow employes he proudly displays gifts presented by nearly 100 friends who attended a farewell party at the Mandan Elks Club. Others are, left to right, M. L. Borderud, E. W. Almendinger, R. L. Parkes, T. Ressler, V. Mattson (ret.) and M. Sexton (ret.). DeLaBarre started as a telegrapher in 1923 at Sterling, N.D.



NP Departments Post Changes, Promotions

Recent personnel changes and promotions announced by Northern Pacific departments include the following:

R. C. Gilbert has been appointed to the new position of manager systems engineering at St. Paul. He will assist operating, traffic and other departments in development and implementation of management science and operations research data processing techniques.

Gilbert joined the company in 1962 as a bridge designer in the engineering department and has served successively as senior bridge designer, assistant bridge engineer and systems engineer. He was named to the last position in February of this year.

D. E. Pentas has been named regional sales manager for Northern Pacific Transport Company at Seattle. He started with the Northern Pacific in 1953 and until 1959 worked for the railway as a store helper, agent-telegrapher and then agent in the Idaho division. He joined NPT in 1959 as a traveling freight agent in Tacoma and moved to the same position in Seattle in 1962.

R. C. Castle has been appointed general agent in the passenger department at Seattle. He joined the company in 1937 as a clerk-stenographer to the general agent at St. Paul, was in military service from 1942 through 1945, was named city ticket agent at Minneapolis in 1946, and was promoted to city passenger agent at Seattle in 1951.

R. W. Geiermann has been named traveling freight and passenger agent at Cincinnati. He

started with the company in 1955 after having worked several years with the Gulf, Mobile and Ohio and the Baltimore and Ohio in Chicago.

Geiermann has since served as city ticket agent in Minneapolis, city passenger agent and city ticket agent at Seattle.

S. G. Wangen has been appointed city freight and passenger agent at Milwaukee, to succeed G. S. Schally, who was recently promoted to general agent at Milwaukee.

Wangen joined the Northern Pacific in 1959 as a mail clerk in the freight traffic department in St. Paul and has since served that department as a stenographer in Minneapolis, chief clerk at Grand Forks, N. D., chief clerk at Minneapolis, and city freight agent in Fargo, N. D.

D. C. Carlson has been named city freight agent at Fargo to succeed Wangen. He joined the company in 1963 and has served in various positions in the dining car, operating and freight traffic departments. In April he was named chief clerk at Grand Forks, N. D.

F. J. Tharp has been appointed terminal trainmaster for the Idaho division with headquarters at Pasco, Wash. He started as a switchman in Tacoma, Wash., in 1963 and since then has held positions in the operating department at Duluth, Minn., Spokane, Wash., and Seattle.

J. B. Scharf has been named assistant trainmaster in the Yellowstone division with headquarters at Laurel, Mont. Scharf has been with the company since 1951 when he became a caller at Glendive, Mont. After military service from 1956 to 1958 he served variously as fireman and engineer at Glendive.

W. S. Bush, assistant superintendent of the dining car department, has been transferred from Seattle to St. Paul, with no change in title. He joined the company in 1941 as a messenger in the purchasing department at St. Paul, became chief clerk in the dining car department in St. Paul in 1953, and was made assistant superintendent at St. Paul in 1958. He moved to Seattle in 1964.



A "FAIR SHARE" emblem is presented to Louis W. Menk, Northern Pacific president, by Richard A. Beulke, director of personnel, at the St. Paul United Fund kick-off luncheon. With them are David E. Ryan, left, general chairman for employees at St. Paul, and William Smith, executive director of the Greater St. Paul Area United Fund.

United Fund Efforts Get Big Boosts

Efforts of Northern Pacific employees at St. Paul to support the 1967 Greater St. Paul Area United Fund drive were given a big assist Sept. 21 at a special kick-off luncheon in the Hilton hotel.

Company Draftsman Has Green Thumbs

Northern Pacific now has claim to a dexterous draftsman with green thumbs.

He is Larry Schwebach, whose skilled hands are more usually found producing countless kinds of drawings in the engineering department in St. Paul.

As a hobby gardener with the special art of cultivating high quality vegetables, he gambled on the chance that some of his garden produce would compare very favorably with that of thousands of others in the 1967 Minnesota State Fair.

Larry came up a winner. Not just once, but four times, with a "First Premium" for cabbage, another for pickling cucumbers 4 to 5 inches in length, and two "Second Premium" awards, one for smaller cucumbers and another for cherry tomatoes.

The event was attended by 150 employees, including company officers, group chairmen and solicitors, all of whom are taking active part in the program.

Among speakers at the luncheon was Louis W. Menk, Northern Pacific president.

Menk urged full support of the program by every St. Paul employee and said he wanted to be among the first to pledge his "fair share."

He noted that the United Fund supports virtually every private health, welfare and community action program in the area and that everyone in the community has an obligation to insure the existence of their services.

Northern Pacific has about 2,000 employees and pensioners in the Greater St. Paul area.

Employees met the 1966 goal with 87.3 per cent participation for a total contribution of \$22,-

072.85 through payroll deductions and individual gifts.

This year's goal for Northern Pacific employees in the St. Paul area is \$25,135.

"Fair Share" formulas for giving have been set as follows: officers - 1 per cent, per month of gross monthly salary; others - one hour's pay per month, or six-tenths of 1 per cent of monthly income.

David E. Ryan, assistant director of personnel, who is general chairman of the program for St. Paul employees, said that early returns show a preference for contributions through payroll deductions.

The general United Fund campaign continues through Oct. 26 at St. Paul and involves some 16,700 volunteers to meet a total campaign goal of \$4.4 million. The program for employee giving was to be completed by Oct. 9.

Connor Retires At Cincinnati

M. F. Connor retired as general agent for the Northern Pacific at Cincinnati on Oct. 1, after 48 years of service in the railroad industry, 41 of which was spent with the Northern Pacific.

Connor started his long railroad career in 1919 with the New York Central at Buffalo, N. Y., after having attended the University of Rochester, N. Y.

He joined the Northern Pacific at Buffalo in 1926 as city passenger agent and subsequently served as city passenger agent at Cleveland, Ohio; traveling passenger agent at St. Louis, Mo., and traveling freight and passenger agent in Cincinnati. He became general agent at Cincinnati in 1950.

Mert has a hobby of sending greeting cards on birthdays and anniversaries and has had as had as many as 2,000 names on his list at one time.

He and his wife recently toured the Far East, with stops at Tokyo, Kyoto and Hong Kong. They plan to stay in Cincinnati in their home at 3434 Ault View.



A CERTIFICATE of appreciation for Northern Pacific's participation and cooperation in the St. Paul regional program of the American Red Cross was presented last month by Jerome G. Byrnes, left, chairman of the St. Paul area blood program. F. E. West, right, chief clerk to the personnel director, accepted the certificate for the company. He was chairman of the blood donor recruitment program.

SAFETY SCOREBOARD

January 1 thru August 31, 1967

RANK	REPORTABLE CASUALTIES	CASUALTY RATIO			
		1967	1966		
Standings by District					
1.	Eastern District	108	109	16.80	15.03
2.	Western District	138	99	20.20	12.85
Standing by Division					
1.	Rocky Mountain	13	12	7.95	6.21
2.	Yellowstone	22	19	10.66	8.45
3.	Fargo	17	17	14.97	12.55
4.	Tacoma	66	59	21.22	17.93
5.	St. Paul & L. Supr. Term.	69	72	21.37	19.56
6.	Idaho	59	28	28.26	11.78
Standing by Main Shop					
1.	So. Tacoma Shops	0	3	.00	8.62
2.	Brainerd	1	3	2.53	6.75
3.	Livingston	1	4	3.37	12.95
4.	Como	1	1	4.01	3.11
Standing by Class of Employee					
1.	Stationmen	20	19	5.76	4.97
2.	Shopmen	6	5	5.88	4.53
3.	B & B Dept.	6	4	10.24	5.83
4.	Enginemen	14	17	10.68	11.36
5.	Carmen	17	18	10.98	11.15
6.	Trackmen	45	30	16.39	9.08
7.	Trainmen	46	49	33.61	30.29
8.	Yardmen	92	66	76.08	50.50
Miscellaneous Departments					
1.	Security & Frt. Cl. Prev.	0	0	.00	.00
2.	General Office & Misc.	3	6	1.14	3.25
3.	Dining Car	1	5	2.90	13.36
4.	Communications	1	5	3.12	17.57
5.	Signal Department	3	1	8.29	2.98
6.	Store Department	5	5	10.25	8.97
7.	Elec. Engr. Dept.	1	0	19.22	.00
8.	Engineering Dept.	8	15	28.73	50.37
System		271	263	13.92	12.78