

# NP Auburn Facilities to Stay

Presidents of the Northern Pacific and Great Northern railway companies told Auburn, Wash., community leaders Jan. 30 that under merger, operation of NP freight handling facilities there will "continue at least at the existing level of use for the foreseeable future."

Earlier merger plans had anticipated minimizing activity at the Auburn yard and installation of a new freight facility in South Seattle.

Louis W. Menk and John M. Budd, presidents of the NP and GN respectively, said that the Auburn yard will be improved within the limits of existing facilities to provide more efficient operations.

The two presidents, accompanied at an Auburn luncheon for community leaders by F. L. Steinbright and Clark A. Eckart,

Western vice presidents of the two lines, said that continuing industrial development of the Puget Sound area, particularly in the Kent Valley, necessitated re-evaluation of rail terminal facilities.

They emphasized that Auburn will have a major role in operation of the merged Great Northern, Northern Pacific, Burlington and Spokane, Portland and Seattle railway.

Previous plans for the Auburn area were based upon a 1956 traffic study, and the presidents said that at the time the merger proposal was made in 1961 these plans were very realistic.

"We expect to use the Auburn Yard to the hilt in the foreseeable future," Menk said, "and we do not now expect a change of employment."

He also noted that under

agreements signed with railway unions no present employe will be disadvantaged as a result of merger.

The site of the proposed merged system's freight yard in South Seattle is now to be occupied by Northern Pacific's growing piggyback and less-than-carload freight facilities.

Great Northern's Interbay yard in Seattle is being enlarged and modernized, an improvement which is expected to contribute importantly to expediting both inbound and outbound traffic of the merged system.

Budd supported Menk's assessment of Auburn's role under merged operations, and both cited the effects of growing business and industry in the entire Puget Sound area on plans for meeting future rail transportation requirements.



NP MONTHLY INVESTMENT PLAN for payroll deduction purchase of Northern Pacific stock is reviewed in the St. Paul office of Merrill Lynch, Pierce, Fenner & Smith, Inc. by, left to right, Jack Wallace, Jr., St. Paul manager of Merrill Lynch, John Tierney, NP supervisor of personnel services — first employe to sign up for MIP, and Louis W. Menk, NP president. Information on the program, which is open to all employes, is now available through all supervisors and department heads.

## Year's Total Dips

### Fourth Quarter Income Rises

Northern Pacific reported company only net income for the fourth quarter of 1967 at \$11,179,422, or \$1.86 per share, compared to fourth-quarter net income in 1966 of \$7,255,285, or \$1.20 per share.

Fourth quarter earnings brought the 1967 total to \$23,455,765, equal to \$3.90 per share. This compares with 1966 net income of \$30,673,591, equal to \$5.08 per share.

The decline in net income for the year was attributed largely to higher labor and material costs and to a lower level of loadings of grains and lumber products.

Operating revenues for the year were \$197,215,228, down by \$12,974,472 from 1966.

Freight revenue of \$179,507,348 for 1967 was the second highest in the history of the company, exceeded only by record freight revenue of \$189,782,865 in 1966.

Passenger revenue for 1967 was \$6,500,286, down \$1,132,108 from 1966, and operating expenses in 1967 were \$171,402,092, were up \$2,704,127 over 1966.

### Spence Completes Term As Rail Sales Club Chief

H. J. Spence, Northern Pacific's assistant freight traffic manager at Chicago, has become ex-officio director of The Rail Sales Club of Chicago, after having completed a term as president of the organization.

Officers and directors of the club elected in January included R. T. Schlude, general agent for the Missouri Pacific, as president; C. L. Froelich, general western agent for the Detroit, Toledo and Ironton, as vice president; and H. J. Young, district traffic manager for the Green Bay and Western, as secretary-treasurer.

Directors elected included B. A. Logan, general freight agent for the Chicago & Eastern Illinois; R. J. Cafarella, district sales manager for the Frisco; and M. J. Morgan, manager of sales and service for the Elgin, Joliet and Eastern.

Non-rail income in 1967 from oil, timber, mineral, real estate and other sources was \$24,489,618, an increase of \$1,080,997 over 1966.

Both freight and passenger revenue declined in the fourth quarter of 1967, and operating expenses showed an increase. Net income from non-rail operations in the fourth quarter was \$7,341,201, up \$1,446,642 over the same period last year.

### Cincinnati Bon Vivants Elect Two NP Men

Two Northern Pacific men were elected officers of the Cincinnati chapter of Bon Vivants at the passenger traffic organization's December meeting.

Leroy Adams, commercial agent, was elected to the club's board of governors, and Ron Stall, chief clerk, was elected treasurer. Adams was treasurer last year.

Other officers elected were Fred Baurichter of Avis-Rent-A-Car as president, Elaine Shives of Hertz as vice president, Judi Tinsley of Avis as secretary, and John Hewitt of Pogues Travel, Gwen Roe of Sabena Airlines and Jo Acker of American Airlines as members of the board of governors.



NP MICROWAVE CHECK-PANEL provides D. C. Hill, superintendent of communications, with immediate information on how the entire system is functioning.

## ALONG NORTHERN PACIFIC RAILWAY'S

# Mainstreet

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## A Communications First

### NP Installs Central Microwave Check Panel

A microwave central check-panel, first of its type to be installed on any railroad, has been set up in the St. Paul office of D. C. Hill, Northern Pacific's superintendent of communications.

The panel provides a constant and instantaneous visual status report on the microwave network from the Twin Cities to Seattle, and will be in operation in April.

Hill describes the check-panel as a "bird's-eye view" of the entire system, the final section of which is now under construction between Billings, Mont. and Seattle.

The panel is 10.5 feet long and 4 feet high and is mounted on a large cabinet which houses terminal boxes that connect the panel with the microwave network. Painted on the surface of the panel is a large map of the railway system and the location

of each of the 86 microwave stations.

The microwave stations are identified on the map by 86 pairs of lights, one green and one red for each station. Under normal conditions, all of the green lights glow, indicating proper functioning of the system.

A malfunction of equipment, or any change from normal operation of any particular station, causes the green light representing that station to go out and switches on the red light to pinpoint the system location of the malfunction.

Time zones are marked on the map and clocks built into the panel show the time in each zone.

The check-panel installation was designed by the Collins Radio company, which has been the prime contractor for most of Northern Pacific's existing microwave facilities.

The panel, with its direct link to the microwave system, will indicate such abnormal conditions as failure of tower lights, interruption of the AC current in station circuits, failure of a transmitter, receiver, battery charger or generator, heating system failures, and even illegal entry.

Hill said that while red lights on the panel will indicate departures from normal operation of stations, they are not signals to "push the panic button."

Each station has stand-by equipment which automatically starts functioning if its counterpart fails. If, for example, commercial electrical power is interrupted, a bank of batteries takes over. If the interruption lasts more than 10 to 12 minutes, an AC generator starts

automatically to relieve the batteries of the load and supply the necessary power until commercial power is restored.

Stand-by equipment also takes over automatically in the event that transmitters, receivers or battery chargers fail.

When the malfunction is corrected, either automatically at the station itself, or by a service crew, the red light on the central panel goes out and the green light goes back on.

There's no need to guess which of the two colors is favored by Hill.

## St. Paul Chamber Cites Macfarlane

Robert S. Macfarlane, Northern Pacific chairman, was among three prominent St. Paulites honored during a special awards presentation at the annual meeting of the St. Paul Area Chamber of Commerce on Jan. 29.

He received the Chamber's Community Service and Leadership Award for his long standing service to the community and to the Chamber of Commerce.

Also honored were John M. Budd, president of Great Northern Railway, and Wilfrid E. Rumble, St. Paul attorney.



Macfarlane

NP  
1,000,000  
CLUB

# Mainstreet

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EDITOR—James A. Hagle

ASSOCIATES—W. A. McKenzie, St. Paul; Gary L. Sund, Seattle



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## Perspective and Service

As each of us goes about our daily tasks, we tend to look upon the things we do without placing them in full perspective and relating them to the ultimate objectives toward which all our collective efforts are directed.

We are a transportation company and our basic product is service. The quality of that product depends upon individual responsibility and performance from the first to the last of us throughout our railway system.

These points were among several important topics brought up at a Jan. 29 quarterly staff meeting in St. Paul, which in its entirety indirectly emphasized how closely interrelated each of our jobs are.

Reports summarizing achievements in the past year and plans and goals for 1968 were heard from the personnel, traffic, management services, resources and development, operating, public relations and advertising, and the purchases and stores departments, from the comptroller, and from Louis W. Menk, president.

While subjects covered only parts of our company's endeavors, they were representative of the entire scope of our day to day activities, and together emphasized the fact that our total achievement is the product of how responsibly each of us does his job.

Special attention was given to service, safety, savings and social responsibility.

We might do well to reflect often on these subjects and how they relate to our own work.

Our commitment to service extends not only to our customers, but also to how our individual efforts contribute to those of others in achieving the collective goal of transportation excellence.

Our commitment to safety extends not only to the preservation of our own lives, limbs and property, but also to the protection of fellow employees, customers, citizens along our rights of way and the many millions of dollars we have invested in the facilities of our transportation enterprise.

Our commitment to saving company dollars through the most careful and efficient use of all the tools of our trade extends not only to the stockholders and their dividends, but comes full circle to ourselves in the satisfaction and monetary reward inherent in working for a firm which is financially sound and progressive. Our own futures are at stake.

Our commitment to social responsibility extends at all levels to providing everyone that same measure of job opportunity each of us would enjoy.

We may ask individually — "What is there in all of this for me?"

The answer is not remote. We are worth to others what we are worth to ourselves and are rewarded accordingly.

And, the value of our transportation service is measured by our collective worth.



"Anybody who goes out on a night like this ought to have his head examined."



X-RAY  
LAB.



W. H. GOODYEAR, manager of freight revenue accounting, checks test run on waybill retrieval using Kodak Miracode system installed at St. Paul.

### 10-Second Retrieval Possible

## Microfilm Speeds NP Waybill Handling

The marriage of computer-age data processing equipment and microfilm has made possible a new system for high-speed filing and retrieval of the more than 50,000 freight waybills handled each month by the Northern Pacific.

A Kodak Miracode System for filing waybills has been installed in the office of the manager — freight revenue accounting at St. Paul. The tens of thousands of waybills received each month and up to 2,000 corrections in addition, go through about half a dozen separate processes.

Information on the waybills is coded and then key-punched onto cards for sorting, processing and then filing. In the past, average retrieval time required

for looking up a particular waybill has been approximately 15 minutes, with some instances going as high as two or three hours.

To effectively speed up processing, some kind of mechanized system had to be introduced, and after much study and evaluation, Northern Pacific selected the Eastman Kodak Miracode system, which uses both microfilm and key-punched cards.

The system makes possible retrieval time averaging about ten seconds per waybill.

#### Here's how it works.

As waybills are received from agents, information on them is key-punched onto cards in the data processing department. The cards are sent along with the waybills to the office of the manager of freight revenue accounting, where the waybills are microfilmed at a rate of 500 per hour. Simultaneously with the microfilm photographing of each waybill, key punched cards are placed into a converted key punch machine. Data from the cards is keyed to the microfilm to provide a precise index for instant location and retrieval of waybills, or rather, the microfilm representations of them.

When a request is made for a certain waybill, the freight revenue accounting office places the appropriate film magazine in its Recordak Lodestar Reader Printer.

Connected to the Reader-Printer is a retrieval keyboard, on which descriptor numbers are depressed manually. The film is searched at a speed of 100 waybills per second, and

when the one matching the selected descriptor numbers is found, that waybill is projected on the Lodestar Reader-Printer screen. If a copy is needed, the machine will produce one on special paper in a matter of seconds.

The descriptor numbers include the actual number of the waybill, numbers representing the station at which the particular load originated or the station to which it was destined, numbers representing the railroad originating the waybill, and numbers representing particular commodities.

W. H. Goodyear, manager of freight revenue accounting, notes that in addition to the advantages of faster filing and retrieval of waybills, the new system is expected to be of substantial benefit to other Northern Pacific departments, such as traffic and marketing, when waybill information is required or studies are conducted on movement of various commodities.

The new system complements the company's growing complex of computers and data processing equipment and together with them enables various departments in the company to rapidly track down information which until now was not readily available.

As is the case with other improvements through adaptation of new technology to needs of the railroad industry, Northern Pacific's ultimate goal in installing the new waybill filing and retrieval system is improved service for its customers.

## NP to Award Scholarships

Approval of a scholarship program open to sons and daughters of Northern Pacific employees was made Jan. 7 by Louis W. Menk, president of the railway.

Under the program, eight \$1,000 scholarships will be awarded each year by the Northern Pacific Railway Foundation.

Start of the program is now pending a ruling by the Internal Revenue Service.

Candidates for the awards should be high school seniors in the upper one-third of their class at the time application is made, and must meet the admission requirements of the colleges they seek to enter.

The awards will be made on a competitive basis, with evaluation of candidates and selection of recipients by an independent Scholarship Selection Board. The board will consider high school scholastic and extra curricular activity records; character; and scores on the Scholastic Aptitude Test (SAT) and/or on the All College Testing Program (ACT).

Detailed information about the program, procedures for application and provisions for renewal will be made available by the personnel department in the next few weeks through supervisors and heads of departments throughout the railway system.

## INDUSTRIAL NEWSFRONTS

H. W. Rickel & Company, a malting firm from Detroit, Mich., is acquiring the Casselton Elevator Company of Casselton, N.D., and has announced plans for adding a malting house to the existing facilities there. The firm anticipates that 2.5 to 3 million bushels of malting barley will move through the new facility each year.

The Loft-Dahlgren Company, bird seed packagers at Crookston, Minn., will move the major part of its operation to Lisbon, N.D., in an expansion move. Loft Dahlgren is acquiring the J. N. Johnson Seed Company of Lisbon, which will give it entry to the hub of the millet growing area of the U.S. Millet is the principal component of packaged wild bird seed.

Grays Harbor Paper Mill at Hoquiam, Wash., will increase the capacity of its No. 1 paper machine as part of a \$4 million expansion. Sophisticated electronic equipment will improve dimension and quality control and will help increase speed of the paper machine by one half.

Production at Prosser Packers, Inc., Prosser, Wash., will be increased by 60 per cent in 1968 with addition of new packaging and freezing buildings at a cost of \$2.4 million. Principal production increases will be in the packaging of peas, corn and potatoes.



**JOB PROTECTION** agreement for Brotherhood of Maintenance of Way Employees is signed in St. Paul. Standing, left to right, are Brotherhood general chairmen, C. O. Morehouse, NP; Lawrence Wold, GN; Loren E. Joslin, Pacific Coast Railroad; H. J. McWilliams, Burlington; and F. H. Funk, SP&S. Seated, left to right, are G. M. deLambert, assistant vice president-labor relations, NP; Thomas C. DeButts, vice president-labor relations, GN; J. P. Wilson, Brotherhood vice-president, who witnessed the signing; A. E. Egbers, assistant to the president-labor relations, Burlington; and Hugh J. Tierney, chief of personnel, SP&S. (See story, right.)

## Maintenance of Way Union Signs Job Protection Pact

An agreement was signed in St. Paul Jan. 26 which guarantees lifetime jobs, earnings and other liberal benefits for more than 10,000 members of the railroad Brotherhood of Maintenance of Way Employees working for the railways which will make up the Great Northern Pacific & Burlington Lines, Inc.

Benefits which will accrue to the members of the maintenance of way brotherhood are more liberal than those normally prescribed by the ICC in rail merger cases and are similar to those provided under agreements which have been signed with 20 other so called "standard" railroad labor organizations.

As MAINSTREET went to press a similar agreement was signed with the Switchmen's Union of North America, the last of 21 so-called "standard" railroad employe organizations seeking job protection pacts with the merging lines.

J. P. Wilson, vice president of the Brotherhood of Maintenance of Way Employees, called the recent agreement "another milestone in securing for maintenance of way employes, through collective bargaining, the kind of social and economic security that is essential to our nation's free enterprise system."

### NP Supervisor Spots Identical Car Numbers

J. A. Ryan, freight supervisor for the Northern Pacific at Spokane, Wash., recently spotted what is considered a "one in a million" link-up of identically numbered boxcars.

On the Parkwater cleaning track, Ryan found Northern Pacific's boxcar No. 98718, and coupled to it was Louisville & Nashville 98718.

"It provides both job protection for thousands of workers," he said, "and gives railroad management the freedom and flexibility required to effectively implement merger of the four lines into a dynamic new transportation system."

The railways have agreed that the new company will take into employment all maintenance of way employes who have an employment relationship with any of the four lines on the date the merger is completed.

The agreement provides that none of the present employes shall be deprived of employment or be disadvantaged in any way with respect to compensation, rules governing working conditions, fringe benefits or rights and privileges pertaining to these benefits at any time during employment by the new company.

These provisions are contingent upon such exceptions as adjustment of compensation warranted by decline in the new company's business in excess of 5 per cent in the average percentage of both railway operating revenues and total ton miles of revenue freight in any calendar month, compared with the average of the same period for the years 1964 and 1965.

The company may make reductions in force under such conditions as floods, snow storms, strikes and other emergencies.

The Brotherhood has upheld the right of the new company to transfer work throughout the merged system with provisions for equitably compensating employes who are required to move. Rights to transfer employes are contingent upon specific agreements related to changes in traffic patterns resulting from merger.

## Three Promoted in Dining Car Department

Promotions of three men in the Northern Pacific dining car department at St. Paul have been announced, following the recent retirement of W. F. Paar as superintendent and promotion of W. S. Bush and his successor.

R. E. Carlson has been named assistant superintendent. He joined the company in 1955 as

a cook at St. Paul, became dining car steward in 1960, and was promoted to dining car supervisor in 1964.

D. J. Welligrant, Sr. has been promoted to dining car supervisor. He joined the Northern Pacific in 1935, served as cook, baker and butcher at St. Paul, and later became lunchroom manager in Northern Pacific

restaurants along the railway, including positions at Mandan, N.D., and Glendive, Mont. He became a dining car chef at St. Paul in 1942 and held that position until his present appointment.

J. R. Arbuckle has been named chief clerk in the department. He started in the accounting department at St. Paul in 1952 and became clerk typist in the dining car department the following year.

Bush, who now heads the department, started as a messenger in the purchasing department at St. Paul in 1941. He became chief clerk in the dining car department in 1953, was promoted to assistant superintendent at St. Paul in 1958, and was transferred to the same position at Seattle in 1964.



JOHN C. DOLAN was honored on his recent retirement as city freight and passenger agent at Philadelphia with a special citation for outstanding service to the Philadelphia Passenger Association. Dolan had 47 years of service in the railroad industry, 40 of which were with the Northern Pacific. Presenting the citation to Dolan (top left photo) is George D. Marshall, right, traveling freight and passenger agent at Philadelphia.



A. G. ANDERSON, who retired Dec. 31 as general agent at Omaha, Neb., after nearly 51 years of service with the company, was guest of honor at a Jan. 8 luncheon at the Omaha Athletic Club. With him (top right photo) are R. R. Wages, left, traffic director of Northern Natural Gas Co., Omaha, and G. E. Stuart, new general agent at Omaha.



W. H. MURCAR, who has retired as chief clerk at Yardley, Wash., after 58 years of service in the railroad industry was guest of honor at a special coffee hour party there on Jan. 18. He joined the company in 1910, worked in various positions at Spokane, Wash., and became chief clerk at the Yardley terminal in 1963. With him, left to right, are C. W. Sisty, agent, J. B. Crump, general yardmaster, and Mrs. Murcar, seated.

## RETIREMENTS

Name	Occupation	Location	Years
Ole Bock	B&B Carpenter	Billings, Mont.	26
Edwin A. Davis	Car Foreman	Staples, Minn.	45
John C. Dolan	City Freight & Pass. Agt.	Philadelphia, Pa.	41
Dagmar V. Eckler	Steno Clerk	Tacoma, Wash.	24
Lloyd Enke	Night Warehouse Foreman	Staples, Minn.	40
Adele B. Ernst	Clerk-Frt. Revnue Acctg.	St. Paul, Minn.	49
Walter E. Goman	Chauffeur-Store Dept.	Duluth, Minn.	45
Aaron L. Greenwell	General Yardmaster	Butte, Mont.	31
Wilmer J. Haenke	Locomotive Fireman	Duluth, Minn.	36
William H. Hatfield	Agent-Telegrapher	Big Timber, Mont.	32
George F. Hubbard	Car Inspector	Glendive, Mont.	45
Iver Iverson	Locomotive Engineer	Dilworth, Minn.	21
Albert L. Johnson	Section Foreman	Wadena, Minn.	48
Andrew T. Karlon	Carman	Superior, Wis.	45
Dave Kelley	Section Laborer	Shelton, Wash.	21
Curtis P. Loss	Section Foreman	Lisbon, N.D.	44
Anton Martinson	B&B Foreman	Mandan, N.D.	45
Alberta L. McLaughlin	Steno-Clerk	Tacoma, Wash.	47
Harry C. Mitchell	Clerk-Typist	St. Paul, Minn.	51
Benjamin Monty	B&B Carpenter	Dickinson, N.D.	22
Henry C. Nelson	Machinist	Brainerd, Minn.	39
Frank Oliver	Section Foreman	Dilworth, Minn.	55
John R. Rifen	Stationary Fireman	Brainerd, Minn.	32
Darwin J. Sathre	Brakeman	Livingston, Mont.	26
Charles C. Serdotz	Machinist	Glendive, Mont.	43
Norbert F. Smutzler	Warehouse Foreman	Jamestown, N.D.	45
Lee R. Streby	Locomotive Engineer	Tacoma, Wash.	25
Edwin H. Tils	Roadway Equipment and Electrical Shop Foreman	So. Tacoma, Washington	27
Monroe C. Topp	Communications Lineman	Pasco, Wash.	45
Ruby V. Wagenius	Hotel Maid, Dining Car Department	Paradise, Mont.	25
George M. Weipert	Roundhouse Laborer	Forsyth, Mont.	45
Eugene P. Welshinger	Track Supervisor	White Bear Lake, Minn.	50
Earl E. Weston	Cashier	Longview, Wash.	33

## Cook Addresses Diversion Group

Kenneth L. Cook, Northern Pacific's director of agricultural development, was among guest speakers at a Jan. 15 meeting at Fargo, N.D., of the Garrison Diversion Irrigation Council's work group on community development.

Cook discussed community development which has resulted from the vast Columbia Basin Project in Washington and related experiences there to what may be expected throughout North Dakota, where waters from the Garrison Diversion will be available for irrigation in the early 1970s.

He cited the tremendous economic impact of irrigation in areas previously engaged in dryland farming, from changes in land use, increases in population, development of new supporting industries for agricultural production, to the start of new businesses processing agricultural products.

Cook stressed that communities and organizations throughout the region must unify their efforts and prepare for continuing challenges they will meet in the next few decades, and cautioned work group participants not to expect immediate changes, but rather, gradual and then accelerated business and industrial growth.



NP PRINCESS Joan McKinney, left, was hostess at a traditional dining car luncheon for St. Paul Winter Carnival princesses from other area firms, Carnival representatives and railway officials on Jan. 23. With her are N. M. Lorentzen, new vice president-operating, and Rudy Clemmensen, office inventory engineer in the valuation department. Miss McKinney is lady in waiting to the Carnival's Queen of Snows, and Clemmensen is general chairman of the 1968 Winter Carnival.

### Plan Proposed On Grain Rate

Reduced rates on grain in single carload shipments from Washington and northern Idaho to Puget Sound and Columbia River ports have been proposed by the Northern Pacific, Great Northern and Union Pacific railroads.

Public hearings on the rates were scheduled for Feb. 13 before the North Pacific Coast Freight Bureau at Seattle.

The new rates are designed to preserve rail-located country elevators and their important economic role in serving grain growers through the advantages and conveniences of local markets.

Cost-saving efficiencies in the railroad program would make possible the reduced rates. Free time for loading and unloading would be reduced and in-transit inspection would be eliminated, measures which could cut in half the time cars are used for single shipments. The effect would be a doubling of the car supply in times of peak demand.



AN ENVIABLE RECORD of 8,239 days without an injury as of Jan. 31 has been compiled by the crew working under Louis Martello, section foreman at Helena, Mont. The crew includes, left to right, G. Lendway, O. Myhr, L. Martello, H. Calabough, L. Peluso, J. Spornano, J. O'Dell, G. Sinclair, P. Martello, T. Boone, T. Linquist, J. Harris, A. Poepping, D. Inconato, D. Rudio and two others not pictured, A. Mitchell and E. Czehura. All have been commended for their safety achievement by R. C. Lindquist, superintendent of rules, safety and fire prevention, who said the record is exceptional for a crew as large as Martello's.

### University of Montana Grizzly Statue Will Include Northern Pacific Bronze

The Northern Pacific has provided about 3,000 pounds of bronze to the University of Montana, Missoula, for use in creating a two and one-half ton statue of a grizzly bear.

The campus mascot will stand seven feet high and will be mounted on a concrete base at a prominent location on the University campus in Missoula.

Sculptor for the massive statue is Rudy Autio, associate professor of art at the University. He put finishing touches on a half-size clay model of the statue in mid-December, and hopes the project will be completed sometime this year.

Autio estimates that a statue of the size being made at the University would normally cost \$10,000 to \$15,000, but with contributions of bronze from the Northern Pacific and from the Pacific Hide and Fur Co., at Missoula, and with his work done in spare time, costs will be minimized.

The University now has 6,000 pounds of bronze, and if all of it isn't needed for the grizzly, the surplus will be used for statues of other kinds for the

new University Center slated for completion this fall.

Autio said he and several assistants will attempt to pour the bronze for the bear at the University Foundry on the Missoula campus. If this is not feasible, the job may go to Western Iron Works in Butte, Mont., or to the Modern Art Foundry in New York.

### Four Rail Union Heads Meet to Discuss Possible Merger Affecting 300,000

Presidents of four major railroad unions, representing nearly 300,000 employees across the nation, opened merger talks Jan. 23 at Cleveland, Ohio.

The presidents said that it was their hope to create a new organization "tailored to the present day needs of the crafts and classes of employees now represented by the four unions."

The union presidents included C. F. Lane of the Order of Railway Conductors and Brakemen; H. E. Gilbert, Brotherhood of Locomotive Firemen and Enginemen; Charles Luna, Brotherhood of Railroad Trainmen; and N. P. Speirs of the Switchmen's Union of North America.

Work was to begin immedi-

**CORRECTION**  
The headline on a page 5 story in the January issue of MAINSTREET concerning the office of treasurer is in error. The headline reads "W. R. Johnson Named New NP Treasurer," and should read "W. R. Montgomery Named New NP Treasurer," as is correctly indicated in the text of the story.

ately on documents required for unification. The proposals would be studied by committees within each union, then by special 10-man committees representing each union.

If committee approval is made, rank and file members would vote on whether or not they wish the unions to merge.

### Step Lively Safety Shoes Are Cheap Insurance

A total of 64 Northern Pacific employees wish they had been wearing safety shoes last year when heavy objects fell or were dropped on their feet.

R. C. Lindquist, superintendent of rules, safety and fire prevention, says the total number of serious foot injuries would have been considerably higher, had not a great number of employees invested in the cheapest insurance there is against foot injury — safety shoes.

Safety shoes cost little more than other kinds of shoes, Lindquist notes, and what's more, if they are from Safety First Shoes, Inc., with whom the Northern Pacific deals, they are fully guaranteed against defects.

"You can't get that kind of assurance for quality from manufacturers of other kinds of

shoes," Lindquist said. "What's more, Safety First now has about 18,000 pairs of safety shoes in stock in a Seattle warehouse, ready to ship on the same day each order is received.

"It's no longer necessary," he said, "to wait for shoes to come from the factory, where only bulk shipments were made."

Employees may obtain information on purchase and even arrange for payroll deduction for safety shoes through rules, safety and fire prevention supervisors in their areas. The supervisors also have catalogs from which you can select various styles of work or dress shoes.



"I say safety shoes for Pop's birthday before he loses all his toes."



MODEL GRIZZLY BEAR, in clay and half the size of the proposed bronze mascot for the University of Montana campus at Missoula, is given a few finishing touches by Rudy Autio, associate professor of art at the University. Some of the bronze for the 5,000 pound Ursus Horribilis has been contributed by the Northern Pacific.

**SAFETY SCOREBOARD**  
Year 1967 compared to same period 1966

RANK	System	REPORTABLE CASUALTIES		RATIO PER MILLION MAN HOURS	
		1967	1966	1967	1966
	<b>Standing by District</b>				
1.	Eastern District	157	151	16.31	13.88
2.	Western District	210	203	20.38	17.54
	<b>Standing by Division</b>				
1.	Rocky Mountain	18	22	7.24	7.60
2.	Yellowstone	32	30	10.39	8.80
3.	Fargo	25	21	14.41	10.55
4.	St. Paul—Inc. L. Supr. Term	100	100	20.78	18.25
5.	Tacoma	111	120	23.79	23.47
6.	Idaho	81	61	25.98	17.11
	<b>Standing by Class of Employee</b>				
1.	Stationmen	29	34	5.6	6.00
2.	Shopmen	9	9	6.14	5.45
3.	B & B Dept.	6	11	7.00	10.98
4.	Carmen	22	27	9.58	11.02
5.	Enginemen	25	24	12.71	10.56
6.	Trackmen	58	57	13.88	11.61
7.	Trainmen	76	80	36.33	32.15
8.	Yardmen	142	110	76.64	54.65
	<b>Standing by Main Shop</b>				
1.	South Tacoma	0	3	.00	5.79
2.	Livingston	1	5	2.29	10.82
3.	Como	1	1	2.76	2.06
4.	Brainerd	2	3	3.42	4.52
	<b>Miscellaneous Departments</b>				
1.	Security & Frt. Claim Prev.	0	0	.00	.00
2.	General Office & Misl.	5	6	1.25	1.91
3.	Dining Car Dept.	2	8	4.10	14.35
4.	Communications Dept.	2	6	4.19	13.63
5.	Signal Dept.	3	2	5.27	4.08
6.	Store Dept.	6	9	8.55	10.80
7.	Electrical Engr.	1	0	12.69	.00
8.	Engineering Dept.	16	16	39.48	36.52

### NP Veteran's Group Cheers Hospitalized

Members of the Northern Pacific Railway Veterans' Association from the former Lake Superior Division were among benefactors who contributed to making the recent holidays more cheerful for those confined in the Northern Pacific Beneficial Association Hospital at St. Paul.

The Lake Superior group collected just a few cents less than \$130 at its December 12 meeting — all for the Annual Cheer Up Fund. Harry A. McMartin, secretary-treasurer of the group, said this year's fund was smaller than usual because of personnel changes in the area.

A check for the amount collected was sent to the hospital's secretary, J. C. Tierney, at St. Paul.