

Merger Blocked at Final Minute

Right up to the hour in which the scores of papers and documents were to be signed effecting the merger of the Northern Pacific, Great Northern and Burlington Lines into a single company, Burlington Northern Inc., there was intense optimism that May 10 would truly be "M-Day."

Throughout each of the separate companies, starting on April 19, all efforts on implementing the merger had redoubled. That date the Interstate Commerce Commission, with some modifications of previous conditions, reaffirmed its Nov. 1967 report and order approving merger and set the earliest date for unification as May 4.

With many legal and corporate matters to be handled before actual merger, the date of May 10 was selected as "M-Day," the day following the annual meeting of Great Northern stockholders and just 15 days after the annual meeting of Northern Pacific stockholders.

There were three unsuccessful eleventh hour attempts to block the merger, one by the city of Auburn, Wash., one by the Northern Pacific Stockholders Protective Association in

New York, and a third by the Justice Department in Washington, D.C. All sought restraining orders and each was denied.

On the evening of May 9, the Justice Department asked Chief Justice Earl Warren to stop the merger until a hearing could be held. He issued an order the following morning in Washington, D.C.

At the same time word that the order had been signed by Chief Justice Warren was being relayed to company officials, newsmen were filing into a

press conference arranged by would-be Burlington Northern officers to announce that unification had been completed.

Signing of documents was to have commenced in New York that morning at 8:30 a.m., to be completed in a series of meetings expected to last into the afternoon, but had been delayed when it was learned that the Justice Department would press for a Supreme Court staying action.

The newsmen, rather than completing stories on the mak-

ing of the nation's longest railroad, found themselves, instead, interviewing the presidents of still-separate railroads for their reactions to the order issued by Chief Justice Warren.

Company officials said they "were disappointed, of course, but this may give us an opportunity to resolve the case once and for all."

Northern Pacific President Louis W. Menk told the newsmen that although the railroads were disappointed, "we'll go ahead at the first practical date

if we can get this restraining order lifted," and said that the merger delay would result in losses of more than \$100,000 per day.

Among points raised by the Justice Department in the May 9 hearing in Washington, D.C., were accusations that effects on competition were not supported by adequate evidence; that merger savings lack rational basis in substantial supporting evidence; that effects on other mergers were not adequately considered; and that the ICC had acted erroneously on matters concerning savings and in failing to conduct its own independent investigations.

Chief Judge Edward M. Curran turned down the Justice Department's request for a restraining order, and the matter was then brought before Chief Justice Warren.

Following Chief Justice Warren's staying action, a three-judge panel in Washington on May 15 delayed the merger until at least July 1, by which time all parties in contention are expected to have submitted briefs detailing claims thus far heard by the courts.

ALONG NORTHERN PACIFIC RAILWAY'S

Mainstreet

VOL. 1

May, 1968

NO. 11



NORTHERN PACIFIC stockholders meet in the company's new auditorium at St. Paul, first group other than company personnel from either the Northern Pacific or the Great Northern to officially use the jointly constructed and owned facility. Left to right at table are F. A. Deming, secretary, Robert S. Macfarlane, chairman of the board, and Louis W. Menk, president.

Perhaps the Last

NP Stockholders Hold Annual Meeting

Northern Pacific stockholders met April 25 at St. Paul for their annual meeting, at which they reviewed recent developments on merger proceedings, reelected four directors, and approved the name Burlington Northern Inc. as the corporate name for the new company on completion of the merger.

NP Reports Higher First Quarter Income

Northern Pacific's consolidated net income for the first quarter of 1968 was \$3,628,000, equal to 61 cents a share, compared to 1967 first quarter net income of \$2,054,000, equal to 34 cents a share.

Operating revenues were \$47,320,000 compared to \$45,113,000 in the same period of 1967, and freight revenue was \$44,106,000, up \$3,200,000 over the first three months of 1967.

Passenger revenue was down \$245,000 and operating expenses were up \$204,000 for the first quarter.

L. W. Menk, president, called the Interstate Commerce Commission's April 19 reaffirmation of its Nov. 30, 1967, order authorizing merger of the companies "a very significant and constructive step in the public interest."

He also announced that Friday, May 10, was the date on which merger of the Northern Pacific, Great Northern and Burlington Lines was planned.

He noted that there were many legal and corporate steps to be taken before the railroads could be merged and commented again on the special Northern Pacific stockholders' meeting held in March at which stockholders by wide margin approved the merger.

Reelected as directors of the company were John E. Corette, chairman of the board and chief executive officer of the Montana Power Co.; Donald C. Dayton, chairman of the board of Dayton, Corp.; Charles Devens, president of Putnam Investors

Fund, Inc., and Putnam Income Fund, Inc.; and Louis W. Menk, president and chief executive officer of the Northern Pacific.

Dayton, Devens and Menk are members of the executive committee on the Northern Pacific board.

The report on Northern Pacific's earnings in 1967 was also reviewed for stockholders by Menk.

INDUSTRIAL NEWSFRONTS

Cedar Service, Inc., of Minneapolis, a division of R. G. Haley Co. is purchasing 50 acres of land at Bemidji, Minn., as the site for a cedar pole and crossarm treating plant. The site will be served by Northern Pacific trackage. Poles and crossarms used for transmission lines for Communication and electrical current will originate in Idaho and British Columbia and will be stored at Bemidji after treating for distribution to customers in the eastern part of the nation.

Seneca Fruit Co. will increase the capacity of its Prosser, Wash., plant with a \$600,000 addition. The company will build a 28,800 sq. ft. pre-fabricated steel and concrete structure for freezing and storage to make the plant a complete processing and storage unit. The plant processes apples, grapes and blackberries. Seneca is also moving ahead with plans to add a non-dairy "coffee-whitener" to its product line.

Edelweiss Tanzers Perform On Departure For Red Lodge

The Edelweiss Tanzers, a group of 18 Twin Cities youngsters sponsored by the German Section of the International Institute at St. Paul, spent the mid-April Easter vacation period at Red Lodge, Mont., and treated Northern Pacific passengers to some of their art on departure.

The group has performed throughout Minnesota and is well-known for authentic German folk-dancing and Bavarian schuhplattler performances. The latter dances originated in small mountain communities in Austria and Bavaria and are now considered a part of the colorful atmosphere at many ski resort areas there and in this country.

The Twin Cities' group had been invited to perform in Montana by the Grisley Peak Ski Area at Red Lodge and also performed at a foreign foods bazaar and international style show at Red Lodge.

A similar group from Red Lodge visited the Twin Cities in November for performances at the Northwest Ski and Winter Sports Show in the Minneapolis Auditorium and at an intermission of a North Star hockey game at Metropolitan Sports Center. Youngsters from Red Lodge were hosted and boarded

by members of the St. Paul group when here, and reciprocated by making provisions for the Edelweiss Tanzers when they were in Montana.



EDELWEISS TANZERS perform in St. Paul Union Depot before departure on Mainstreet for Red Lodge, Mont.

Guide Publishing Historic Edition

The National Railway Publication Company, publishers of The Official Guide, has announced that it is issuing a reproduction of the first volume of the Guide, issued June, 1868, to commemorate the 100th anniversary of the publication.

Only one copy of the June, 1868, issue is known to exist. The reproduction will include a special preface outlining some of the Guide's historical background, and an appendix identifying current affiliations of the more than 350 railroads represented in the first issue.

J. F. Allen, president of the National Railway Publication Company, said the 280 original pages make fascinating reading for everyone interested in railroads, as do several editorials on non-railroad subjects included in the first issue.

The reproductions will be offered for general sale at \$3.00 per copy as long as the supply lasts.

Mainstreet

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Merger Delays Mainstreet

This month's issue of MAINSTREET is a bit late in getting to you, and if you have guessed that the delay is the result of uncertainties about the merger, you're right.

The regular date of issue is the 10th of each month, or the next nearest working day, if the 10th falls on a holiday or weekend.

The May issue date also happened to be the one chosen for "M-Day," and had the merger been consummated, your April issue of MAINSTREET would have been the last.

Several months ago plans were made to include in the final few issues of the newspaper a series of articles leading up to the merger and setting the stage for a new publication for the merged company. These plans were predicated on earlier thinking that the nearest possible date for merger would be in June.

The speed with which the Interstate Commerce Commission acted upon petitions for reconsideration of its November, 1967, report and order approving merger of the Northern Pacific, Great Northern, and Burlington Lines was favorably greeted, and when, on April 19, the ICC turned the green light on again for merger as early as May 4, efforts usually directed toward production of MAINSTREET were switched to a different track.

The same kind of redirecting of efforts was prevalent in every department and at every point along our respective yet-to-be-merged systems.

The continuing delays experienced in the "Northern Lines" merger are not only frustrating but also costly. The job of preparing for actual unification is in itself expensive, particularly when part of the effort must be mounted again and again after each delay. With the saving in costs and improved earnings from better service inherent in unification the real cost of each delay is even more apparent.

Northern Pacific officers and those of each of the other companies have said that they are naturally disappointed by the delays, but are by no means discouraged. They are confident that the merger is in the public interest and have had solid backing from shippers, labor leaders, and many others throughout the proceedings.

Developments within the next few weeks should more definitely indicate how long a wait might be expected because of the present court actions. It is hoped that further delay can be minimized, and employees are no less anxious than management for the earliest possible consummation.



NEW KERSHAW high-capacity yard cleaner gets trial run at Northtown yards in Minneapolis.

7 to 8 Carloads A Day

NP's New Yard Cleaner Starts Work

Newest item in Northern Pacific work equipment is a giant Kershaw high capacity yard cleaner, which was put to work on the company's Northtown Yards in Minneapolis right after it was received in mid-April.

G. K. Lamphier, roadway supervisor in the engineering department, said the \$68,000 machine was acquired by the company to serve two principal objectives, to provide safe footing and unobstructed working areas for switchmen and others working in yard areas throughout the system, and to improve general maintenance of yard tracks.

Lamphier and R. C. Lindquist, general superintendent of rules, safety and fire prevention, both noted that through many years of continued operation comparatively level yard areas have accumulated tons and tons of dirt and other debris.

The accumulation comes from dirt that blows into yard areas, grain, coal, ores, wood chips, dirt that has gathered on engines and cars and is shaken off in switching, dunnage from cars, excess fill from areas where ties have been replaced, and even an occasional brake shoe or other car parts.

In the Northtown Yard area where the yard cleaner was first put into operation, the accumulation had in many places completely covered the ties and in some spots was nearly up to the top of the rail.

Both men indicated that when the build-up reaches such a high level, it imposes critical safety problems. The composition of the debris is such that when wet it becomes very slick. It also tends to hold water from rain and melting snow, thus increasing the problem of unsure footing for yard workers.

Another critical safety problem they cited was the fact that when build-up nears the level of the top of the rails, any items which are dropped on the tracks or fall from cars, such as brake shoes and metal rods, may come to rest on the rail top, rather than fall into the areas between the rails or between separate tracks. The new yard cleaner is expected to curtail yard derailments from such causes.

Lamphier gave added emphasis to general maintenance improvements which the new equipment will provide.

He said that use in Northtown has revealed the need for more extensive replacement of ties

and new rail joints. When the accumulation covers the ties, they tend to deteriorate more rapidly, and it is impossible to make thorough visual inspection of the general condition of both ties and joints.

The company's \$68,000 appropriation for the yard cleaner came as the result of efforts by both the safety department and the engineering department to find a means of tackling the voluminous job. Lamphier reports that seven to eight 100-ton air dump cars are being filled each day in working the new machine at Northtown.

Ripping teeth near the front of the cleaner break up en-

crusted dirt and other debris, and at the sides of the machine there are small wing plows which move debris into the central part of the machine for pickup.

A large, sweeping brush reel, with steel cable fingers, sweeps the accumulation into a hopper near the lower central part of the machine. Long narrow buckets on a conveyor chain pick up the debris and then discharge it into a second hopper near the top of the cleaner. This hopper discharges its load onto a wide belt conveyor which extends through a wheel-mounted frame in front of the cleaner

(Continued on Page 3)



TRACK AREA before the yard cleaner passes through shows build-up of dirt and debris which completely covers ties and makes hazardous footing.



AFTER SEVERAL passes, the accumulation is finally cleared and loaded into airslide cars for removal to disposal area. Cleaning reveals need for tie replacement and other maintenance.



"My vacation starts tomorrow. Guess where I'll be spending the next two weeks!"

RETIREMENTS

Name	Occupation	Location	Years
Norin L. Abrahamson	Chief Clerk to Superintendent Motive Power	Seattle, Wash.	23
Erasmus Bender	Section Stockman	Laurel, Mont.	42
Nils H. Berg	Carman	So. Tacoma, Wash.	45
William S. Bolick	Locomotive Engineer	Forsyth, Mont.	22
James A. Darker	Locomotive Engineer	Seattle, Wash.	51
Donald T. DeVoe	Check Clerk	Missoula, Mont.	20
Peter Dupay	Assistant Warehouse Foreman	Minneapolis, Minn.	49
Frank J. Eckroth	Yardman	Jamestown, N.D.	21
Walter E. Gardner	Section Foreman	Lisbon, N.D.	41
Lawrence H. Hanson	Truck Driver	Fargo, N.D.	24
Alice M. Haworth	General Clerk	Pasco, Wash.	24
Elmer B. Ingstad	Roundhouse Laborer	Jamestown, N.D.	40
Elmer W. Jacobson	Switchman	Minneapolis, Minn.	23
David R. Jones	Roundhouse Foreman	Jamestown, N.D.	48
Frances Kenoyer	Material Clerk	Tacoma, Wash.	45
Raymond L. Knott	Locomotive Engineer	Parkwater, Wash.	24
Lyle V. Lawrence	Dining Car Steward	St. Paul, Minn.	24
Charles H. Levine	Roundhouse Laborer	Mandan, N.D.	45
Willamina M. Macdonald	Stenographer-General Claim Dept.	St. Paul, Minn.	23
William C. McDonald	Chief Clerk-Traffic Dept.	Billings, Mont.	47
Harold T. Odgaard	Assistant Engineer	Missoula, Mont.	25
Joseph W. Ring	Locomotive Engineer	Auburn, Wash.	51
William C. Skewes	Truck Driver, Northern Pacific Transport Company	Butte, Mont.	24
Jess L. Thompson	Section Foreman	Reardan, Minn.	40
Olaf M. Wangen	Switchman	Duluth, Minn.	22
Margaret V. Wystrach	Sweeper	Tacoma, Wash.	25

Retirement Fete For Dr. C. W. May Stretches Miles

What must be one of the longest retirement parties in the history of the Northern Pacific recently took place at Tacoma, Wash., or more precisely, between Tacoma and Portland, Ore.

The party was for Dr. and Mrs. C. W. May, to mark his retirement as associate surgeon at the Northern Pacific Beneficial Association Hospital at Tacoma after 37 years of service with the company.

More than 100 friends and colleagues accompanied the Mays on a train trip from Tacoma to Portland and back. The event was co-sponsored by fellow employees and the company's department of rules, safety and fire prevention.

A television set and clock were presented to the Mays by Dr. T. H. Skrinar, NPBA Hospital associate surgeon. Among guests were R. C. Lindquist, St. Paul, superintendent of rules, safety and fire prevention, and T. O. Peterson, NPBA president, also from St. Paul. Hospital personnel earlier



DR. AND MRS. C. W. MAY, decked in party hats and leis, relax as the party rolls on—literally rolls on between Tacoma and Portland, to mark his retirement after nearly 4 decades of service with the Northern Pacific Beneficial Association.

Yard Cleaner to Move Across System

(Continued From Page 2)

and out over air-dump cars as they are filled. An adjustable draw-bar between the machine and the conveyor support frame makes it possible to load the air-dump car at any of several positions to more evenly distribute loading of cars.

Operation of the track cleaner requires an operator, a machine helper and a switchman. The helper normally works ahead of the machine to clear large items which might obstruct the machine or foul its sweeper and/or conveyor systems, and also communicates with the operator to let him know if operating adjustments are needed to properly carry out the cleaning of track areas.

Lamphier said that use of the machine at Northtown will continue until work there is completed. Next yard on the clean-up list is the Mississippi Street Yard area in St. Paul, and from there the machine will be moved to each successive yard area along the main line, progressing to the west as long as

favorable weather conditions hold out.

No timetable for cleaning of specific yards has been set, but Lamphier said as many yards as possible will be covered to the west until winter sets in. Then the equipment will be moved to major yards in western Washington, work there until spring and then be returned to yards along the central part of the system.

According to Lamphier, the track cleaner won't be found wanting for work for some time. After it has moved across the entire mainline, there are yard areas on branches to be cleaned, and by then it may be time to start all over again.

Vet's Association Set for meeting

The Northern Pacific Veteran's Association has published its programs for the 44th Annual Convention of the association to be held in Missoula, Mont., June 7, 8 and 9.

Early arrivers will complete registration on the evening of June 7 and an 8 p.m. social hour and sing-along completes the evening schedule.

The annual meeting of the association is set for 9 a.m. on June 8 and the annual banquet for 6:30 p.m. followed by an Old Timers Dance.

The schedule for Sunday, June 9, includes time for church services and relaxation in the morning, and rounding out the three-day schedule is a picnic luncheon at Pattee Canyon Camp Grounds.

General chairman of the event is R. D. Thompson. W. A. Broulette and C. A. Nyman are co-chairmen of the general event, which includes committees for registration, hotel reservations, rail transportation, local transportation, entertainment, the banquet, ladies' reception and decorations, men's reception, and publicity.

Association officers include Charles E. Love, Missoula, president; Ernest J. Wies, Duluth, Minn., vice president; Frank J. Sailer, St. Paul, secretary-treasurer; and Joseph Miller, St. Paul, assistant secretary.

Fargo Golf Meet Set

The annual Northern Pacific Fargo Division Golf Tournament has been scheduled for June 8 at the Jamestown Country Club.

Karron Otto, Jamestown bill clerk, general chairman of the event, said registration for the tournament will be open up to and including the day of the event.

Benefit Trust Life Relocates Service Office

Benefit Trust Life Insurance Company, which serves Northern Pacific employees on life, health and hospitalization insurance has changed the location of its claims office to 1562 University Ave., Midway Center, St. Paul, Minn. 55104.

A representative of the company is still available to assist employees in the General Office building of the Northern Pacific at St. Paul. Mail may be sent to Maurice R. Myhre, Benefit Trust Life Insurance Co., c/o Personnel Department.



J. J. HAYES was honored at a special retirement party in April at the Maple Leaf Lounge in the St. Paul suburb of Maplewood attended by more than 80 friends and fellow employes and his family. Hayes, at center, receives one of several gifts from W. Ballion, standing. Others are, left to right, John Hayes, M. C. Wolf, Mrs. Hayes and Michael L. Hayes.



ELIZABETH BYRNE was recently feted by Fargo Division dispatchers to mark her retirement from the company after nearly 50 years of continuous service. R. E. (Dick) Raatz (Top Left Photo) presents Miss Byrne with a memory album highlighting her career with the Northern Pacific.



A. P. WILLIAMS, engineer on the Fargo Division retired March 31. With Williams, second from left, (Top Right Photo) are, left to right, K. R. Anderson, master mechanic; H. C. Nelson, fireman; and A. H. Fiedler, road foreman of engines; all on hand to mark Williams' last trip on the Mainstreeter. Nelson made his first trip as a fireman with Williams as engineer in 1943. Williams joined the company in 1915 at Dilworth, Minn. Williams, his father and two brothers have logged more than 170 years of service with the Northern Pacific.

SAFETY SCOREBOARD

Period: First three months 1968 compared with same period last year.
Scoreboard by District

Rank	District	Reportable Casualties		Casualty Ratio	
		1968	1967	1968	1967
1.	Eastern	36	45	16.68	18.58
2.	Western	55	58	22.62	22.94

New Scoreboard by Divisions

Rank	Division	1968		1967		% Change
		Reportables	Ratio	Ratio	Ratio	
1.	Yellowstone	3	4.26	11.93	11.93	-180.05
2.	Idaho	14	18.80	28.23	28.23	-50.16
3.	Fargo	4	10.90	14.71	14.71	-34.95
4.	Rocky Mountain	7	12.45	11.69	11.69	+ .61
5.	St. Paul (Incl. L.S. Term)	29	26.69	23.82	23.82	+ 10.75
6.	Tacoma	34	30.22	25.22	25.22	+ 16.55

Scoreboard for Shops

Rank	Shop	Reportable Casualties		Casualty Ratio	
		1968	1967	1968	1967
1.	Brainerd	0	0	.00	.00
Tie	Como	0	1	.00	8.94
3.	Livingston	1	1	9.60	8.80
4.	South Tacoma	1	0	10.34	.00

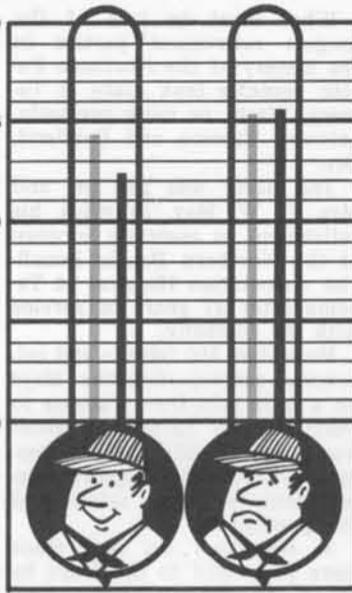
Scoreboard by Class of Employee

Rank	Class of Employee	1968	1967	1968	1967
1.	Carmen	2	5	3.66	8.38
2.	B & B Dept.	1	4	4.91	17.24
3.	Stationmen	3	7	7.25	5.34
4.	Enginemen	3	9	6.16	17.63
5.	Shopmen	4	4	12.59	10.02
6.	Trackmen	17	13	20.22	13.85
7.	Trainmen	21	20	41.76	37.93
8.	Yardmen	37	41	82.20	89.47

Scoreboard by Miscellaneous Departments

Rank	Department	1968	1967	1968	1967
1.	General Office & Misl.	0	1	.00	1.01
Tie	Signal Dept.	0	0	.00	.00
Tie	Dining Car Dept.	0	0	.00	.00
Tie	Security & Frt. Cl. Prev.	0	0	.00	.00
5.	Communications	1	0	8.75	.00
6.	Engineering Dept.	2	1	16.02	9.25
7.	Store Dept.	3	3	18.82	15.35
8.	King Street Station	4	0	27.92	.00
	System	106	111	15.57	15.17

SAFETY RATIO THERMOMETER



MARCH Ratio Three Months
■ 1967 ■ 1968

The object is to keep NP's Safety Signalman smiling by keeping his temperature down. Smiles for March, but the first three months still warrant a frown.

With everyone's help we can keep the ratio down.



THE PRESIDENT'S SAFETY AWARD for 1967 was recently presented to the South Tacoma Shops for the best safety record for the year in the shops division. J. O. Davies, general manager, lines west, second from left, presented the award on behalf of Louis W. Menk, president. With him, left to right, are G. R. Stephens, supervisor of rules, safety and fire prevention; A. A. Richter, shop superintendent; and F. A. Wahlstrand, general car foreman. Each shop employee was given a billfold in appreciation for the total safety effort.



AWARDS OF MERIT for outstanding safety performance were recently presented to heads of four departments at St. Paul by D. H. King, center. Recipients included, left to right, A. J. Hendry, for the signal department, W. S. Bush, for the dining car department, C. V. Schutt for general office building employees at St. Paul, and D. C. Hill for the communications department.



AWARD OF HONOR for injury free performance in 1967 by the security and freight claim prevention department is accepted by J. F. Dean, center, manager of the department. Presenting the award is D. H. King, general manager. H. C. Faulkner, right, is supervisor of the security and freight claim department.



TROPHY FOR outstanding accident prevention performance in January is presented to Yellowstone Division Superintendent S. A. Anderson by D. H. King, left, general manager. King presented the award on behalf of L. W. Menk, president, who missed the safety awards luncheon because of other commitments.



BEST DIVISION in 1967 in safety performance with the Rocky Mountain Division, which in April was presented this handsome three-foot-high walnut and brass plaque, signed by L. W. Menk, Northern Pacific president. The President's trophy was presented to R. D. Thompson, division superintendent, by C. R. Avery, Superintendent of Safety, on behalf of L. W. Menk, president.

St. Paul Officers' Response Called Overwhelming in Special Fund Drive

Northern Pacific officers at St. Paul have responded "overwhelmingly" to the 1968 appeal for funds to support the Greater St. Paul Area United Fund Building for Youth Campaign.

Richard A. Beulke, director of personnel and general chairman of the campaign for Northern Pacific said he and other top company officers were "exceptionally pleased by the overwhelming response."

The Northern Pacific quota in the campaign was \$25,830. As of May 10 company officers

Several NP Employees Are Elected To Important Local Club Positions

Eleanor O'Malley, wife of Cincinnati General Agent A. E. (Ed) O'Malley has been chosen as chairman for the Women's Division of the Cincinnati Traffic Club for its annual dinner dance. The event is slated for May 25 and is one of the biggest social events of the year for the club. About 500 people are expected to attend.

Olive Marten, chief clerk at the Northern Pacific's Vancouver, B.C., traffic office has been installed as president of the Vancouver Women's Transportation Club.

Miss Marten is a charter member of the club which was formed in 1951. The club sponsors a fund at the University of British Columbia for third or fourth year students in commerce who are majoring in transportation and participates in other programs to assist community action organizations.

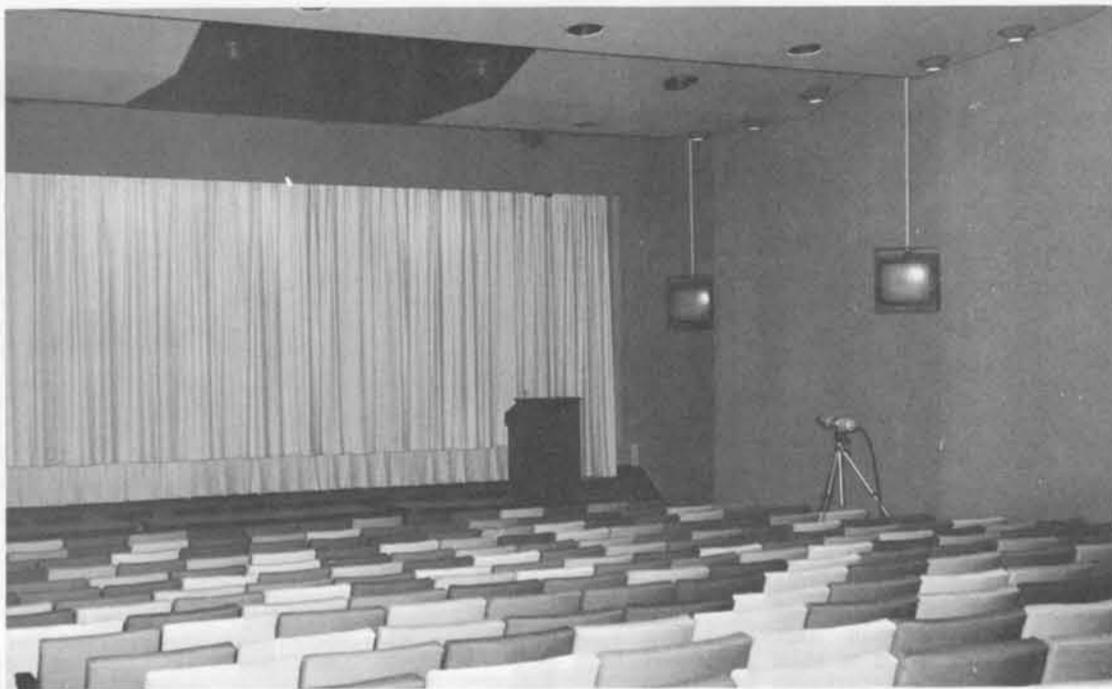
Charles Stanley, traveling freight and passenger agent for the Northern Pacific at Billings, Mont., has been elected a director of the Traffic Club of Billings.

S. A. Jewell, Northern Pacific general agent at Los Angeles, Calif., has been elected to the board of directors of the Railroad General Agents Association of Los Angeles.

The association elected new officers for 1968 and new directors at its annual election meeting in mid-March.



Miss Marten



COMFORTABLE SEATS of varying widths stagger seating to provide each person an unobstructed view of the stage area. Two of eight television screens are at right, and behind the curtain is a 68 foot screen, on which as many as six color slides can be projected at one time.

Harvard AMP Grads Include N. M. Lorentzsen

Norman M. Lorentzsen, Northern Pacific vice president operations, was among May 10 graduates of the 53rd session of the Advanced Management Program of the Harvard University Graduate School of Business Administration.

The class was comprised of 161 men, including executives from 136 companies in the U.S. and several foreign countries.

The AMP curriculum is designed to give top executives an over-view of business administration and prepare them for broad responsibilities of core management. The 13-week program was first initiated at Harvard in 1943 and this pioneering development is now world-wide in scope.

AMP alumni now number over 6,000, and include some 2,500 men in the top positions of businesses and government in the U.S. and other nations.

The session attended by Lorentzsen began Feb. 12 in Boston, Mass. Several other Northern Pacific officers have participated in past AMP sessions, including Louis W. Menk, president, Frank H. Coyne, vice president—management services, and E. M. Stevenson, vice president—traffic.



R. L. Charles Elected As Ohio Club Director

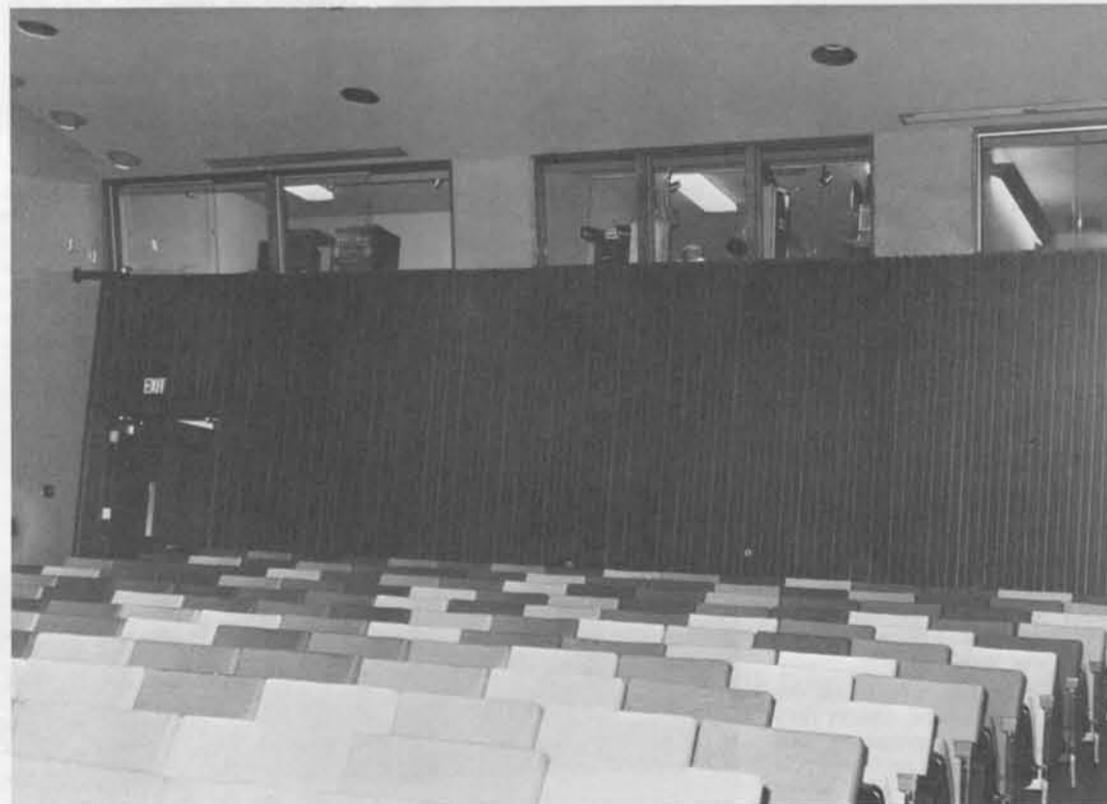
R. L. Charles, traveling freight and passenger agent at Cleveland, Ohio, has been elected to a three year term as the rail representative on the Central Ohio Traffic Club's board of directors.

The club has members from cities in six central Ohio counties, and election of board members, those receiving the highest total of votes become three-year members, those next highest, two-year terms and the third highest are elected for one year only.

The board includes three industry members, three rail members, three trucking members and 1 representative of other transportation modes, plus a chairman.



PROJECTOR FOR 35 millimeter movies, left, and twin carousel projectors, right, with high-intensity xenon light sources are part of the new visual presentation equipment in the new NP-GN auditorium in St. Paul.



PROJECTION, CONTROL and special executive viewing rooms are located at the back of the auditorium. Literally miles of wiring connect lights, audio controls, curtain controls, video equipment and other equipment in the "total communications" facility.

New Auditorium Includes Ultimate in Equipment

Northern Pacific and the Great Northern completed construction of a jointly-owned auditorium facility in the companies' general office building in St. Paul during April.

The auditorium was designed and engineered by Empire Photo Sound of Minneapolis as a "total communications" facility, with the most advanced audio and visual equipment available.

Officers of both companies were given a preview of the new facility and demonstrations of its equipment on April 20. The first official use of the auditorium was for a Northern Pacific staff meeting called by L. W. Menk, president, on April 22.

Northern Pacific stockholders met in the auditorium on April 25 for their annual meeting.

Installation of all the complex audio, visual and other electronic equipment had not been completed, even by the time of the stockholders' meeting, but work had progressed to the point that basic demonstrations of the auditorium's full range of multi-media communications was possible.

The auditorium seats 272 persons, with seats staggered so no person's view of the stage and podium areas is impeded, and the room has been decorated and engineered to create a comfortable and yet stimulating atmosphere.

Audio equipment includes three separate systems for varying use, depending upon the type of presentation. Speakers are located behind the huge 68-foot long screen at the back of the stage, at the sides and back of the room and in the ceiling. It is possible to create the ultimate in unusual and effective sound presentations.

Audio-visual technician for the Northern Pacific for coordinating use of the room by company personnel and managing equipment during presentations is Duane Casmev. He recently completed a six-week course on use

of audio-visual equipment with Empire Photo-Sound.

Casmev joined the company in 1962 as an office equipment repairman after similar service with an office equipment company. Earlier he served as an electronics technician with the U.S. Air Force.

Along each side of the auditorium are four large television screens for use in presenting live video or video taped information. The video complex includes two video taping units, cameras mounted near the projection balcony, and a series of monitors and other equipment in the control room. This system is capable of broadcast quality production and will enable the company to tape staff meetings and other events for later use at other parts of the system and off-line locations.

In reviewing capabilities of the auditorium for stockholders at their meeting, Menk said the complete facility provides for an excellent extension of our executive capacity and in the years ahead will be of untold value.

Motion picture equipment includes projectors for 35 millimeter sound-on-film movies and projectors for 16 millimeter movies, with both wide-screen and cinemascope capabilities in using either size of film.

There are two super-carousel projectors, with high intensity xenon light sources for maximum clarity and vividness in presenting 35 millimeter slides and super-slides.

Slide, movie and sound equipment has been engineered in such a way as to make possible use of any of the mediums separately or combine all into multimedia presentations of almost unimaginable diversity.

The projection and control area at the rear of the auditorium includes an observation-executive room where company personnel may attend meetings and carry on other business by telephone at the same time, or conveniently join or leave meetings in progress without interrupting the proceedings. The room can also be used for translators so foreign visitors may actively participate in meetings.

Microphone outlets are located throughout the auditorium so anyone in the room can have immediate access to microphones for speaking from the floor, and beside each seat is a small fold-away desk.

The entire facility is engineered for acoustic perfection, has systems for internal control communications and is carpeted throughout.

A large lobby-reception area at the auditorium entrance is tastefully decorated with carpeting, one fully-draped wall, walnut paneling and comfortable furniture.

Menk concluded his comments to stockholders on the auditorium by saying that "our world today, particularly in transportation and the many other businesses in which we are engaged, is communications oriented."

"We have here a facility which meets today's communication requirements and one which has been designed so that as new technology evolves in communications equipment, it can be made a part of our excellent facility."

Promotions and Changes Posted

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

Ivan Doseff, Jr., has been named manager of personnel development and retention. He holds a bachelor's degree from the University of Minnesota in personnel administration and personnel psychology and has a Master's degree from the University in counseling and industrial psychology.

Doseff was formerly with Elerbe Architects, St. Paul, as personnel director for organization and planning, has worked with the UNIVAC division of Sperry Rand, Inc., at St. Paul, and is a former college instructor in psychology.

He will direct an extensive management and supervisory employee training program and special programs for other employees participating in company training programs.

J. J. O'Keefe has been appointed assistant purchasing agent at St. Paul. He joined the company in 1946 as a shop laborer at Livingston, Mont., and since May of last year has been an associate industrial engineer at St. Paul.

H. C. Hoving has been named manager—passenger accounting at St. Paul. He started as a yard clerk at Staples, Minn., in 1922 and since 1964 was manager of both passenger and station accounting at St. Paul. Reorganization of some job functions has followed establishment of regional station accounting in the accounting department.

D. T. Nicoll has been named manager of station accounting. He started as an extra gang timekeeper on the Yellowstone Division in 1942, and since March of last year was a senior methods analyst in the management services department.

E. H. Stanchfield has been promoted to manager of freight car utilization. He started as a yard clerk in St. Paul in 1936, and since 1965 was general car service agent at St. Paul.

D. L. Ceynowa has succeeded Stanchfield. He started as a warehouse clerk at Perham, Minn., in 1952 and became traveling car service agent at St. Paul last year.

L. C. Pehling has been named chief car distributor to succeed **C. D. Hoffman**, who has been named traveling car service agent.

Pehling started in 1942 as a yard clerk at Minneapolis. Hoffman also started as a yard clerk in Minneapolis, in 1949.

T. G. Overlie has been named

systems analyst in the management services department at St. Paul. He started as a yard clerk at Pasco, Wash., in 1937 and most recently served as manager of freight car utilization at St. Paul.

A. A. Richter has been appointed assistant superintendent of the car department at St. Paul. He joined the company in 1947 as an assistant detector car operator, and most recently served as assistant shop superintendent at the Como Shops.

The title of **C. C. McLean** has been changed from assistant superintendent of rules, safety and fire prevention to assistant general superintendent. He started as a telegrapher on the Tacoma Division in 1937, and had been assistant superintendent since last year.

C. A. Bentley has been named superintendent of safety. He started as a switchman on the Tacoma Division in 1951 and was made assistant to the superintendent of rules, safety and fire prevention last year.

Thomas Choinski has been appointed assistant to the general superintendent of rules, safety and fire prevention. He joined the company in March after having served as safety director for Super Value Stores at Hopkins, Minn., since 1966.

F. A. Wahlstrand has been promoted to shop superintendent at South Tacoma, Wash., to succeed A. A. Richter.

Wahlstrand joined the company in 1935 as a carman apprentice at Brainerd, Minn. He had been general car foreman at South Tacoma since 1963.

E. A. Kovacs has been promoted to general agent at Win-

ston-Salem, N.C. He started as a clerk in the New York City traffic office in 1947 and had been general agent at St. Louis, Mo., since 1964.

R. L. McNutt succeeds Kovacs at St. Louis. He joined the company in 1948 as a secretary in the traffic department at Seattle, Wash., and his most recent previous assignment was as general agent at Eugene, Ore.

J. J. Roberson has been named city freight and passenger agent at Seattle, to succeed M. J. O'Shaughnessy, promoted to traveling freight and passenger agent at Portland, Ore.

Roberson joined the company in 1964 as a freight rate clerk in Chicago, Ill., and became city freight agent there in 1965. O'Shaughnessy started as chief clerk in the traffic department at Lewiston, Idaho, in 1961. He became city freight and passenger agent at Seattle in 1966.

T. J. Walsh has been named traveling freight and passenger agent at Jamestown, N.D., to succeed **R. A. Heyer**, recently promoted to agent at Jamestown, N.D.

Walsh joined the Northern Pacific as a relief agent-telegrapher, and has served as agent-telegrapher at Melville, Oberon and Sheyenne, N.D.

R. W. Miller has been named general agent at Eugene, Ore., to succeed R. L. McNutt. He joined the company as an office boy in 1948 at Seattle and was most recently traveling freight and passenger agent at Portland, Ore.

R. L. Prefontaine has been named sales representative—trailer on flatcar merchandise sales at Portland. He joined the



CLOSING OF the dispatcher's office at Duluth, Minn., in March was marked by a coffee party for the five dispatchers who manned the office given by fellow employees. Left to right are K. E. Thoreson, R. P. Kolodge, J. E. Ross, W. H. Dzuck and R. O. Persgaard. Ross was chief dispatcher, the others assistant chief dispatchers.

company in 1948 as city ticket agent at San Francisco, Calif., and from 1956 until his present promotion was city passenger agent at Portland.

Harry H. Collidge, Jr., has been appointed manager of data processing in the management services department. He joined the company on April 1, and from 1957 until joining the Northern Pacific was with Hoerner-Waldorf, where he had been manager of data processing and office services since 1966. He is a graduate of the University of Wisconsin and of the International Business Machines (IBM) executive course.

N. A. Steiner has been named director of labor relations—non-operating at St. Paul, following retirement of **J. B. Klassen** as assistant vice president—labor relations.

Steiner first joined the company in 1935 as a messenger on the Lake Superior Division. He became assistant supervisor of wages at St. Paul in 1954 and a labor relations assistant in 1958.

Klassen joined the company as a clerk in the operating department in 1934 at St. Paul, served as assistant supervisor and later as supervisor to the chief of personnel, became supervisor of wages in 1954, assistant to the chief of labor relations in 1958, and was promoted to his most recent job in May of last year.

R. J. Morgan has been appointed assistant to the general storekeeper at St. Paul. He joined the company in 1941 as a sorter in car accounting. Since 1959 he had been material supervisor at St. Paul.

R. R. Cooke has been appointed supervisor—passenger car heating and air conditioning at St. Paul. He joined the company as an electrician at Spo-

kane in 1949 and has been a general car inspector at both St. Paul and Tacoma, Wash.

L. C. Gemmill, **T. F. Hoffman** and **A. H. Pearson** have each been named general car inspectors, the first two at St. Paul and the latter at Seattle, Wash. Gemmill joined the company in 1934 as a laborer at Laurel, Mont. and has served in various car department capacities at Northtown and in St. Paul. He was named assistant to the superintendent of the car department in 1966.

Hoffman has been with the company since 1948, when he started on the Tacoma Division. He became assistant car foreman at Auburn, Wash., last year.

Pearson also joined the company in 1934 as a laborer at Laurel. He was made general car inspector at St. Paul in 1966.

S. A. Polich has been appointed supervisor—locomotive maintenance planning and control in the mechanical department at St. Paul. He had been general foreman at the Livingston, Mont., shops since 1959.

G. E. Smith has been named as Polich's assistant. He started as a machinist apprentice at Livingston in 1959, and in 1966 was made working supervisor at Forsyth, Mont.

C. R. Avery has been appointed superintendent of safety and fire prevention at Seattle, Wash., and **D. R. Parker** has been named supervisor of rules, safety and fire prevention at Spokane, Wash., to succeed Avery.

Avery joined the company in 1945 as a crew caller at Missoula, Mont. He joined the safety department at Spokane in 1967. Parker joined the company in 1962 as a switchman-brakeman at Missoula.



John E. Olson, Chief Clerk, N.P.B.A. General Office, St. Paul, was feted at a surprise luncheon April 23rd, in honor of his 35th anniversary with the Association. Mrs. Olson was also a guest at the party. Here T. O. Peterson, N.P.B.A. President, presents an AM-FM radio to Olson, a gift from his co-workers.

Sequence Delivery of Cars on Dates Matching Numbers Beats High Odds

K. A. Knutson, general freight agent at Minneapolis for the Northern Pacific, reports an occurrence with almost impossible odds at Breckenridge, Minn., earlier this year.

On a trip to Breckenridge in Mid-April, G. R. Kutzera, traveling freight and passenger agent at Minneapolis, was told by C. E. Salomonsen, Breckenridge agent, that on Feb. 5 he had placed an order for two boxcars to be loaded at the P. J. Schweitzer Division of Kimberly Clark Corp.

One of the cars was to load

on February 14 and one on February 15.

The appointed days arrived and on Feb. 14, Frisco car No. 18814 was received. The next day, Feb. 15, Frisco car No. 18815 was received.

It is rare for cars to be delivered in sequence, unless they are within car groupings specifically assigned or else just delivered as new or renumbered cars. To match the dates with the last two numbers in each car's identification is certainly even more rare.



IMPOSSIBLE ODDS were over-ruled recently at Breckenridge, Minn., on the Northern Pacific with this combination of SL&SF cars No. 18814 and No. 18815, delivered respectively on the 14th and 15th of the month for use by the same freight customer.