



**MINUTEMAN FLAG** recognizing Northern Pacific employees for better than 50 per cent participation in payroll savings for U.S. Bonds and Freedom Shares, is removed to make way for construction in the lobby of the general office building at St. Paul. At top is Floyd Brown, office building employee, handing the flag to Floyd Yokes, assistant general foreman of the building. The flag now has two performance stars. A third may be won in the current campaign.

## High Goal Set

# NP Bond Drive Begins

The 1968 Northern Pacific Savings Bond Campaign is in full swing and will continue through June 30.

The campaign was launched officially at a meeting June 6 in the new auditorium at company headquarters in St. Paul at which Louis W. Menk, Northern Pacific president, called for an all-out effort to get every employee signed up for saving through payroll deductions for U.S. Bonds and Freedom Shares.

In the 1967 campaign, Northern Pacific attained a level of more than 54 per cent participation. This achievement entitled the company to add a star to its Minuteman Flag, which recognizes outstanding employee support of the U.S. Savings Bond program.

At the campaign kick-off, Menk said that since his appointment as a member of the U.S. Industrial Payroll Savings Committee he'd "had occasion

to make some comparisons of the railroad industry with other industries, and I would like to cite a few of those.

"For all companies," he said, and these are blue chip major companies, the first railroad is found 68th on the list with a 57 per cent participation rate. The Northern Pacific is in about 85th place, tied with four other companies.

"Among railroads," he said, "we are in seventh place, having slipped from sixth place in 1966."

Menk said it would do the company a great honor if the Northern Pacific could now move well up the line in participation.

"You can imagine how the president of Lockheed Aircraft Corporation feels with 99.6 per cent of his employees participating in the savings bond payroll deduction plan," Menk said. "Or the Aerospace Corpo-

ration with 95 per cent, RCA at 95 per cent, Boeing 94 per cent, Kennecott Copper 94 per cent."

He noted that by comparison these companies are so far ahead of us that he would consider it a miracle if we were ever to attain those heady heights upon completion of this year's campaign.

Now, under the leadership of three chairmen, J. D. Nankivell, general manager-sales; J. R. Masters, office engineer; and W. H. Goodyear, manager of freight revenue accounting, a maximum effort is being mounted to see what can be done in the miracle line.

Under the campaign organization each department will appoint committeemen, who will, in turn, appoint canvassers. Each committeeman will have 10 to 15 canvassers or a ratio

(Continued on Page 6)

## ALONG NORTHERN PACIFIC RAILWAY'S

# Mainstreet

VOL. 1

June, 1968

NO. 12

## Informal Labor—Management Meet Replaces BN Briefing

A number of the nation's top railroad labor leaders and heads of railroad labor organizations represented on the Northern Pacific, Great Northern and the Chicago, Burlington and Quincy met in St. Paul on May 16 for what was to have been a briefing on operations of the new Burlington Northern, Inc.

The meeting had been scheduled well before the date the merger was to have become effective so the labor leaders and company officers could work the meeting into busy schedules.

Even though the merger was delayed, it was decided to keep the meeting date on schedule and change the program to suit the changed circumstances.

Both management and labor officials said the meeting provided an excellent opportunity for them to discuss the pending merger informally, and thereby gain more understanding of each others ideas on how best to implement the merger and working agreements.

Among labor leaders at the meeting were C. L. Dennis, international president of the Brotherhood of Railway Clerks, Cincinnati, who speaks for some 16,000 members of the three lines and employees on the Spokane, Portland & Seattle Railway; C. J. Chamberlain, president of the Brotherhood of Railway Signalmen; R. H. Wachowiak, president of the Railroad Yardmasters of America; E. J. Hickey, Jr., counsel for the Railway Labor Executives

Association; and R. C. Coutts, president of the American Train Dispatchers' Association.

Dennis was among those who came out publicly with a strong statement in support of the merger, urging the earliest possible consummation and stressing the fact that the merger is in the best interests of the thousands of employees represented in his organization.



**AMONG THOSE ATTENDING** a May 16 meeting in St. Paul of national and company railroad labor leaders and company officials were, seated from left, L. W. Menk, NP president; John M. Budd, GN president; C. L. Dennis, international president of the Brotherhood of Railway Clerks and William J. Quinn, CB&Q president. Standing, from left, are C. J. Chamberlain, president of the Brotherhood of Railroad Signalmen; R. H. Wachowiak, president of the Railroad Yardmasters of America; E. J. Hickey, Jr., counsel for the Railway Labor Executives association; and R. C. Coutts, president of the American Train Dispatchers Association.

GN Photo —

## Merger Developments

# Briefs Filed in Washington Court

The current flow of events concerning the proposed merger of the Northern Pacific, Great Northern and Burlington Lines stands thus:

**June 3** — the Justice Department filed a brief in the U.S. District Court at Washington, D.C., charging that the Interstate Commerce Commission's November, 1967, order approving the merger was not consistent with the public interest.

Briefs were also filed by the Northern Pacific Stockholders' Protective Committee, the City of Auburn, the State of Washington, the Livingston Anti-Merger Committee, and the Montana Board of Railway Commissioners.

**June 24** — briefs answering the charges made by the Justice Department and others are due in U.S. District Court from the Interstate Commerce Commission, the railroads, shippers and others.

**July 1** — the Justice Department is to file rebuttal briefs, if any.

The Justice Department has charged that the ICC, in reversing its 1966 decision on the merger, did not set forth comparable findings as to the competitive effects of unification, new conditions having been agreed upon in the interim which served as part of the basis for reconsideration of the case by the Commission.

The Justice Department said that the 1966 report "set forth careful and correct findings to measure the competitive effects of the merger," and that "without rejecting these findings or setting forth a new and meaningful measure of the competitive effects of the merger, the second report relied on a series of conclusory generalizations to reach the opposite result."

In November of 1967, the Commission approved merger on a 8 to 2 vote, with one abstention. It was the belief of the railroads that this was indicative of well-substantiated public interest and convenience.

The railroads and the ICC are now studying the charges made by the Justice Department and preparing briefs in answer.

No official position has been expressed on any of the specific charges, but both management and labor officials have expressed concern over the delay and confidence that the findings of the ICC in favor of the merger will be sustained by the courts so that merger may proceed.

## Brainerd Store Team Wins King-Pin Title

The bowling team sponsored by the Northern Pacific district store department at Brainerd, Minn., captured the 1967-1968 King Pins Bowling League championship at LaGuyal Lanes in Brainerd. Team members included Keith Smith, Roy Noreen, Rusty Paulson, LeRoy Smith and Bob Engholm.

Each man received an individual trophy.

## Shippers Advisory Unit To Hear Special Agent

E. A. Anderson, special agent for Northern Pacific Railway Company at Spokane, Wash., will be among panelists on a discussion of freight loss and damage prevention at the 149th regular meeting of the Northwest Shippers Advisory Board. The meeting is scheduled for June 26 and 27 at the Finlen Hotel in Butte, Mont., and is expected to attract more than 200 representatives of commerce, industry and transportation.

# Mainstreet

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## On National Conscience

Tragic events that have an immediate impact on our lives have a way of making us stop to take stock of ourselves.

We are compelled by some inner reason to examine all the circumstances that may have brought tragedy about and to take immediate steps to avert the possibility that such a thing may happen again.

The assassination of Senator Robert F. Kennedy was such a tragedy. It affected all Americans, regardless of political persuasion, and within moments of the time he was shot, the nation was already asking itself—"What is happening to our country that such violence can occur again and again?"

The world was shocked and asked the same question of us. There emerged a sense of collective guilt, and almost as shocking as the deed, itself, there emerged in many quarters the thought that somehow our system has failed us, that the freedoms it provides each of us for self fulfillment also contains the means for our self destruction.

A look about today's America will tell even the casual observer that there are many wrongs which need to be corrected. There are slums to be cleared, jobs to be found for the unemployed, racism to be curbed, inflation to be halted. There is a growing need for more and better education, and better distribution of our educational resources among all our citizens. There is a need to stop the slaughter on our nation's highways, a need to establish better moral values, and so on and on.

In the tragedy of Senator Kennedy's death, these ills have become spotlighted. They stand out so prominently they obscure all other aspects of our society and its system. We are left to wonder if there is anything great, anything beautiful about America.

It is said man's nature is such that he is slow to praise and quick to condemn, and if this characteristic is reflected in our sharing a sense of collective guilt after the most recent tragedy, perhaps we can take solace in the prospect that there is more to praise in our way of life than we recognize.

Indeed, it may be argued that what is right about America is precisely that for which the late Senator Kennedy lived and for which he was willing to assume the responsibilities and the risks of political life.

Perhaps our guilt is that of not equally sharing these responsibilities and risks as individuals.



"I was so busy reading your sign I didn't see your brake lights!"



**CHECKING IN** first container in a recent move of 20 units from the Far East to The Playhouse Co., Inc., in Minneapolis via American Mail Line and Northern Pacific are, left to right, C. L. Kath, NP manager of TOFC merchandise-sales; William J. McGowan, American Mail Line, Seattle; J. F. Schmidt, NP supervisor TOFC merchandise-sales; Lee Hartner, Playhouse traffic manager; and Charles A. Marsh, district manager for American Mail Lines, Chicago.

## COFC-TOFC Business Is Growing

Northern Pacific's delivery last month of 20 containers filled with toys and other merchandise from the Far East to Playhouse Inc., in Minneapolis again focused attention on the railway's fast expanding container-on-flatcar and trailer-on-flatcar business.

The loads for Playhouse, Inc., were the first this year in shipments to that company which will exceed 8.5 million pounds by fall, all toys and merchandise to be marketed by Playhouse through its national home party sales program.

The containers were filled in Japan with items from Taiwan, Hong Kong, Japan and other Far East points. Sealed at departure, the containers were moved by American Mail Line to Seattle, where they were loaded directly onto container chassis or flatbed trailers for piggyback rail haul over the Northern Pacific to the Twin Cities.

Seals were opened and container contents were cleared by customs after arrival at the import destination.

Many days were saved over previous handling methods, and the Northern Pacific's experience in expedited handling has resulted in intensified study of other shipping lines and port services in preparation for a continuing increase in import-export business.

William H. Egan, marketing manager for TOFC and COFC said that Northern Pacific's expedited handling of import-export traffic has already won substantial patronage for the company by increasing numbers of shippers.

There is comparable enthusiasm over other container movements and in the rapid growth of TOFC handling.

The Northern Pacific recently ventured into handling machinery in containers. Bobcat front-end loaders made by the Melroe Co. at Gwinner, N.D., were packed four-to-the-container for piggyback rail movement to the port at Newark, N.J., and overseas shipment to England.

The Bobcat shipment was the first of its kind out of North

Dakota, and may open the way to substantially increased handling of similar shipments. Melroe Co., alone, exports about a million pounds of equipment each year.

Furniture manufactured by White Swan Industries at Wapato, Wash., is now being handled in containers for shipment to Hawaii. In other movements to and from the Islands State, Northern Pacific is handling inbound pineapple and pineapple juice in containers for delivery to central Canada, and the same containers are used on the return trip to Hawaii, loaded with charcoal briquettes from LeHigh, N.D.

All across the Northern Pacific system, both COFC and TOFC merchandise traffic sales are on the rise.

Egan reports that for the first four months of this year, TOFC-COFC revenues were up 59.4 per cent over the same period last year and that the number of units handled in the first four months increased by 24.1 per cent over 1967 figures for

the same period. First four months' revenue on TOFC and COFC business were more than \$1.7 million this year.

Contributing substantially to the increasing volume is movement of imports. Egan said that during the first four months of this year alone, the railway was averaging about 80 trailer loads per month of imports from Far East nations.

Loads were received by Northern Pacific at almost every Pacific Northwest port, from Seattle south to Portland.

Egan says that the railroad is looking ahead to substantial investments in facilities and equipment for handling increased TOFC and COFC traffic. A container handling facility for Minneapolis is now in progress, with a target date for completion sometime in the next few months. Its only on the drawing boards now, but will be in service as soon as possible. . . again, an example of how fast new developments are coming in the container and trailer on flatcar area.

## INDUSTRIAL HIGHLIGHTS

**Structural Wood Corporation**, distributors of Weyerhaeuser laminated wood beams and roof decking, has leased warehouse space at Northern Pacific's Mississippi Street Yards in St. Paul. The company receives shipments from the West Coast for distribution throughout Minnesota, Wisconsin, Iowa and South Dakota.

**Hauck Industries**, on Northern Pacific station property at Dickinson, N.D., is enlarging its plant and will enter the furniture manufacturing business. The colonial line will include an off-the-floor group and a correlated group totaling 23 pieces. The firm has been in cabinet making, and with expansion is expected to add 20 employees for a total of 85.

**Bunker Hill** will build a \$2 million ammonium sulphate fertilizer plant at Kellogg, Idaho. The firm operates a phosphoric acid fertilizer plant in partnership with **Stauffer Chemical Co.** of San Francisco, but will be sole owner of the new plant and will market through **Shell Chemical Company** and **Collier Carbon and Chemical Company**.

A new corporation called **Dakota Industries, Inc.**, has been formed to process and market bentonite. The company will take over the kiln and other plant facilities of **Union Carbide** at Belfield, N.D., and process bentonite into a commercial drying compound. The mineral is also used for oil well drilling-mud and as a binding agent for taconite pellets.

**The Port of Tacoma** is planning a second dome structure for storing alumina. The new \$2 million, 100,000-ton capacity dome will be adjacent to present alumina unloading and storage facilities and will be leased to **Kaiser Aluminum and Chemical Corporation**. The dome complements an expansion program already under way at Kaiser's Tacoma plant.



**JUMBO STOCK CAR** arrives in Northtown Yards at Minneapolis and is switched immediately to a side track for unloading of cattle on to trucks for over-the-road haul to the stockyards at South St. Paul. Intermodal handling kept transit time within required 36-hour limit for livestock.

## NPBA Member Benefits Extended After NP Service

Directors of the Northern Pacific Beneficial Association opened enrollment in the association to employees leaving the service of the company and to those who left service on or after Jan. 1, 1966, at their annual meeting in St. Paul the week of May 20.

Any employee member of the NPBA leaving service of the company must make application to the NPBA secretary within 60 days after separation from service to continue his or her benefits.

Persons separated from service on or after Jan. 1, 1966, the retroactive date of the new eligibility, must apply for continuation of enrollment to the secretary of the NPBA by June 30, 1969. After that date these former members will no longer be eligible for membership.

Dues for members separated from the company will be the maximum established by the NPBA board.

Membership has also been extended to employees of the Northern Pacific Railway Clerks Credit Union and to spouses or widows under age 65 of NPBA retired members. Again, dues are the maximum as established by the board. Applicants must present evidence of good health as established by physical examination conducted by an NPBA physician.

Other major changes affected Rules 6 and 11 in the NPBA bylaws.

**Rule 6 on extended coverage** for non-occupational illness or injury now states that "when authorized by an NPBA chief surgeon, hospital and medical services not available at an NPBA hospital, necessary to the care and treatment of a member, the aggregate total amount of benefits payable in any one year is \$10,000.00, subject to restoration of \$1,000.00 on July 1 of each year as illustrated in the by-laws. (A sample schedule of coverage, restoration and available benefits is presented in columns 2 and 3.) The new provision is effective June 1, 1968.

**Rule 11 on Elective Hospital**

and Medical Care, effective July 1, 1967, allows selection of doctor and hospital by members on line who reside 50 miles or more from an NPBA hospital located at St. Paul, Missoula or Tacoma for benefits of 80 per cent of the bill paid up to \$400.00 in a twelve consecutive month period for care and treatment of conditions at home.

The provision has now been expanded by the board for line members to receive 80 per cent payment up to \$800.00 in a twelve consecutive month period for care and treatment of conditions at their home point by the hospital and doctor of their choice.

The board has also included members at hospital points in this benefit and they can receive payment of 80 per cent of their bill up to \$400.00 in a twelve consecutive month period for care and treatment by the hospital and doctor of their choice.

The by-laws identify line point members, line members and on-line members as those who live fifty miles or more from an NPBA hospital. These facilities are located at St. Paul, Missoula, and Tacoma.

**Hospital point** members are identified as those living within 50 miles of any of the NPBA hospital.

Questions on these or other benefits may be directed to the NPBA general office at Room 634 Northern Pacific Building, St. Paul.

Non-Occupational Illness or Injury Benefits			
Example of Aggregate Benefits & Restoration			
Date	Extended Coverage Benefits Received	Amount Restored	Benefit Available
7-1-68			\$10,000.00
9-10-68	\$ 500.00		9,500.00
7-1-69		\$ 500.00	10,000.00
4-9-69	3,300.00		6,700.00
7-1-70		1,000.00	7,700.00
9-8-70	2,900.00		4,800.00
7-1-71		1,000.00	5,800.00
7-1-72		1,000.00	6,800.00
7-1-73		1,000.00	7,800.00
7-1-74		1,000.00	8,800.00
7-1-75		1,000.00	9,800.00
7-1-76		200.00	10,000.00

### In Marketing Test

# Cattle Move in Jumbo NP Stock Car

An experimental shipment of cattle in one of Northern Pacific's giant, double-deck 85-foot-long stock cars was completed in mid-May from Billings, Mont., to St. Paul.

The load consisted of 53 head of cattle, mostly in the 900 to 1200 pound range in size.

The 85-foot cars were designed principally as "Big Pig Palaces" for use in handling hogs, sheep and some calves.

Larger stock is usually handled in 40-foot stock cars, with loads ranging from 24 head to 30 head per car in the 900 to 1200 pound range.

Northern Pacific's marketing and rate departments, working with the St. Paul Dressed Beef Company, studied possible use of the larger cars as means to expedite handling and provide more competitive rates. Arrangements for the move were made at Billings by W. J. Galt, Northern Pacific general livestock agent.

As in the case in movement of any livestock on U.S. railroads, animals may not be kept in transit more than 36 hours without off-loading for feed and water. This meant tight scheduling on delivery of the car to the point of origin, timed-freight through movement of the car, and well-timed unloading at the Twin Cities.

The move came off well within the 36 hour time limitation, and the cattle arrived in good condition. One major concern was head clearance for the animals in double-deck cars. With 5 feet and 5 inches in the top deck and 5 feet and 2 inches in the lower deck, stock the size in the experimental move had ample head clearance.

In this move, animals were loaded only on the lower deck. The plan, now, is to reinforce the flooring of the upper deck and provide cars for full-load utilization.

The 85-foot stock cars owned

by the Northern Pacific were made by the Ortner Freight Car Company, which has offices at Cincinnati, Ohio. Henry E. Keniston, vice president at Ortner, was on hand to inspect the car used in the experimental loading. Northern Pacific has 22 such cars in its fleet.

C. Duane Carley, director of market development believes results of the experimental shipment will encourage additional cattle shipping between Billings and the South St. Paul livestock market.

Meeting the 36-hour transit limitation for livestock required intermodal handling to move the animals through the Twin Cities.

The car was placed at the front of the consist in NP Train No. 604, which arrives at Northtown Yards in Minneapolis at 4:15 a.m. Arrangements were made to unload the stock into trucks at Northtown for movement via highway to So. St. Paul, about a half-hour trip.

Intermodal handling avoided several interchanges which would have been essential if the car were moved through to South St. Paul. Time required for the interchanges would also have increased total transit time to more than the required minimum.

The 85-foot stock cars have a load limit of 100,000 pounds. There are bulkheads at the center on both decks, making four compartments, each of which has two doors for loading and unloading. Within the total load limit of the car, up to 100 animals, 25 to the compartment, could be loaded.

The new marketing and service approach demonstrates Northern Pacific's continuing efforts to adopt new means of meeting customer requirements and minimize shipping costs, while increasing car utilization.



**HEAD ROOM FOR CATTLE** in jumbo stock car designed for handling hogs, sheep and calves, is called attention to by Henry E. Keniston, vice president of Ortner Freight Car Company, builders of the car.

### At St. Paul Parties

## Ordell, Harding, Jensen Feted on Retirement

Three top Northern Pacific officers were among those honored by special retirement parties in the last few days of May.

**Earl L. Ordell**, comptroller, retired May 31 after completing nearly a half century of service with the company. Fellow officers held a party in his honor May 28 at the St. Paul Athletic Club.

**C. L. Harding**, assistant vice president-operating, who retires on July 1, was honored at a party on May 31. He is spending his last few weeks with the company vacationing.

**E. L. Jensen**, general storekeeper, retires June 30, and was feted at a party held on May 21 at the St. Paul Athletic Club.

Ordell joined the company in 1918 in the office of the auditor of disbursements in a clerical position. He held various clerical positions in that office and in 1926 was named special accountant.



Ordell



Harding

Ordell was promoted to assistant statistician in 1942, general accountant in 1951 and assistant comptroller in 1953. He was promoted to the top accounting post in the company in 1958.

Harding joined the company in 1924 as a chairman for a surveying crew in the engineering department. He worked in various engineering jobs on the Fargo and Yellowstone Divisions until 1942, when he be-

came trainmaster-roadmaster at Bemidji, Minn.

Harding was appointed trainmaster at Jamestown, N.D., in 1944 and in 1954 became assistant superintendent of the former Lake Superior Division at Duluth, Minn. He was named assistant to the vice president in September of the same year, and was promoted to assistant vice president in September of 1966.

Jensen joined the company in 1922 in a clerical position at the company's Auburn, Wash., store department. In 1940 he became chief clerk to the assistant general storekeeper at South Tacoma, Wash.

He later served as assistant district storekeeper at Brainerd, Minn., division storekeeper at Glendive, Mont., and material supervisor at St. Paul.

Jensen was promoted to assistant general storekeeper in 1950 at St. Paul, and became general storekeeper in 1954.



E. L. JENSEN, general storekeeper, hands raised as he receives warm applause from fellow employees at St. Paul, retired effective May 31. He was honored at a special party May 31 at the St. Paul Athletic Club. Jensen completed 46 years of service with the Northern Pacific, retiring as general storekeeper. (Story on Page 3.)



JOHN P. PHILLIPS, passenger carman at the Como Shops in St. Paul has retired after almost 43 years of service with the Northern Pacific. Here, (top left photo) Charles DeLesty, coach trim foreman at Como, right, presents Phillips with a gift from fellow employees in the trimming and plating department.



A FEW PARTING WORDS are passed on by Earl L. Ordell (top right photo) at a special retirement party in May at the Minnesota Club in St. Paul. Ordell, who retired as comptroller for the company May 31 after nearly half a century of service with the railroad. Left to right are F. S. Farrell, vice president and general counsel, R. L. Koerper, executive assistant, and D. J. Wigstrom, Ordell's successor as comptroller. (Story on Page 3.)

## In NAB Program

# Unemployed Find Job Opportunities at NP

The Northern Pacific is participating in the program of the National Alliance of Businessmen for Job Opportunities in the Business Sector (JOBS) in three of the nation's 50 largest cities, St. Paul, Minneapolis and Seattle.

Richard A. Beulke, director of personnel, says company progress has been very good in meeting a total commitment of 77 jobs for persons identified as hard-core unemployed and 52 summer jobs this year for disadvantaged young persons from ages 16 to 21.

The quota for permanent jobs is to be filled by the summer of 1969, and the company has already accepted persons to meet this quota.

Louis W. Menk was called upon by President Lyndon B. Johnson to be chairman of the JOBS program in St. Paul. Menk announced early this month that the City of St. Paul had passed its quota of job pledges. St. Paul had a quota of 500 permanent jobs and 1,300 summer jobs for youths.

Menk announced that a total of more than 800 permanent jobs had been pledged and that 1,308 summer jobs for youths had been pledged.

Northern Pacific's Frank Lingenbrink, assistant to the vice

president-traffic, has been on loan to the NAB since the program was first announced. He said that efforts in St. Paul will now be concentrated on employing persons on jobs that have been pledged and on working with both employers and new employees on special training programs.

Both Menk and Lingenbrink praised the participation of small businesses in helping to meet and surpass the St. Paul quota. The city was among three or four in the nation to report early in June that job pledges had reached JOBS quotas set by the National Alliance of Businessmen.

Beulke said a special program for Northern Pacific supervisory personnel on the JOBS program has been set for late this month.

He noted that in providing jobs under the program that no new jobs were created. New employees joining the company under the program will have the same opportunities for advancement as would any other individuals in these job categories.

Beulke said persons have been hired under the program for clerical work in the general office, for work as yard clerks, switchmen, waybill sorters, com-

munications crewmen, and in programming.

The company is now working on special orientation and training programs for both new employees and those of longer tenure to facilitate accomplishment of long-range goals.



NAB COORDINATOR for Job Opportunities in the Business Sector (JOBS), Frank Lingenbrink, left, reports to Louis W. Menk, NP president and St. Paul chairman of the program, that job pledges have surpassed the quota. Lingenbrink, assistant to the vice president-traffic, is on loan to the National Alliance of Businessmen during the JOBS program, his services being contributed by the company.

# RETIREMENTS

Name	Occupation	Location	Years
Kathryn K. Adams	Stenographer-Traffic Department	Philadelphia, Pa.	42
Carl A. Anderson	Bill Clerk	St. Paul, Minn.	51
Harriet E. Bergstedt	Stenographer, Properties and Industrial Development Department	St. Paul, Minn.	32
Henry G. Bosley	Carman Welder	Brainerd, Minn.	46
John J. Bubacz	Machinist Helper	Duluth, Minn.	40
Foster D. Dartt	Train Desk Clerk	Jamestown, N.D.	31
Clarence M. Elstad	Roundhouse Laborer	Jamestown, N.D.	31
William T. Featherly	Locomotive Engineer	Duluth, Minn.	44
Charles E. Flynn	Yardman	Seattle, Wash.	28
Scott O. Foxley	Foreman-Mechanical Department	St. Paul, Minn.	38
Ben Lloyd French	District Forester-Timber and Western Lands	Spokane, Wash.	28
Clarence E. Gourlie	Blacksmith Helper	S. Tacoma, Wash.	22
Edward W. Grooters	Mechanic, Northern Pacific Transport Co.	Billings, Mont.	21
Alice M. Haworth	General Clerk	Pasco, Wash.	24
John A. Johnson	Asst. Car Distributor	Spokane, Wash.	24
Richard E. Kelly	Machinist Inspector	Pasco, Wash.	44
Louis L. Lardy	General Air Brake Inspector	St. Paul, Minn.	48
Emil O. Meifert	Machinist	St. Paul, Minn.	36
Mae M. McCahey	PBX Operator	St. Paul, Minn.	34
Archie L. McCarl	Leading Machine Operator	St. Paul, Minn.	31
William H. Ross	Dispatcher	Minneapolis, Minn.	51
Joseph W. Sansome	Yardmaster	Forsyth, Montana	57
Clara K. Schlattman	PBX Operator	St. Paul, Minn.	50
Chauncey M. Smith	Weighmaster	Spokane, Wash.	30
Lowell R. Stafney	Roundhouse Laborer	Jamestown, N.D.	33
Walter L. Tipp	Machinist	St. Paul, Minn.	25
Edward L. Widner	Carman Inspector	Laurel, Mont.	23
John Bill Woods	Sectionman	Seattle, Wash.	25
Walter W. Zickermann	Car Inspector	Minneapolis, Minn.	27

## Officers, Princesses Greet Vets At 44th Annual Convention

An added highlight of the 44th Annual Northern Pacific Veterans' Convention early this month at Missoula, Mont., was a visit by company officers and two princesses from St. Paul.

Joan McKinney, Northern Pacific's Winter Carnival princess, who is lady in waiting to the Carnival's Queen of Snows, and Nancy Kothe, Northern Pacific flight information secretary and Miss Transportation of Minneapolis for 1968, both made appearances at the convention.

Principal speaker at the convention banquet was E. M. Stevenson, vice president traffic. Other officers who accompanied him on the convention visit were Paul Walsh, assistant vice president-rates and divisions; Leonard Holmstrom, passenger traffic manager; and J. D. Nankivell, general manager-sales. Mrs. Stevenson, Mrs. Walsh, Mrs. Holmstrom and Mrs. Nankivell completed the official party.

Banquet Toastmaster was Ober A. Kobs, retired western freight traffic manager.

Frank Sailer, secretary of the association, reports that an Old Timer's Dance after the banquet was especially well received, and lasted well into the wee hours. Vocal and accordion numbers presented by Miss Kothe and numbers by the 50-voice Bitterroot Valley chorus were also well received.

## Head of JA Firm Counseled by NP Wins Top Award

Named "President of the Year" at the annual awards banquet of Junior Achievement in Seattle, Wash., on May 21 was Mike Shannon, a Ballard high school junior and president of the Northern Pacific counseled company of Mar-Con.

Mike was selected as top executive from among 1,000 Seattle teenagers in key Junior Achievement positions, and will receive a \$150 college scholarship and a trip to Bloomington, Ind., for competition in national JA contests.

More than 1,200 teenagers, parents, educators and businessmen attended the awards banquet ceremonies at which Mike was honored, including an official Northern Pacific group.

Mar-Con Junior Achievers received several other smaller awards and narrowly missed a national award on its annual report to its stockholders.

Mar-Con advisers during the past year were Joseph Darby, special assistant to the general manager; A. L. Anderson, local freight agent; G. W. Landis, tax agent; Ronald Norman, assistant tax agent; and Gary Sund, assistant manager of public relations and advertising.

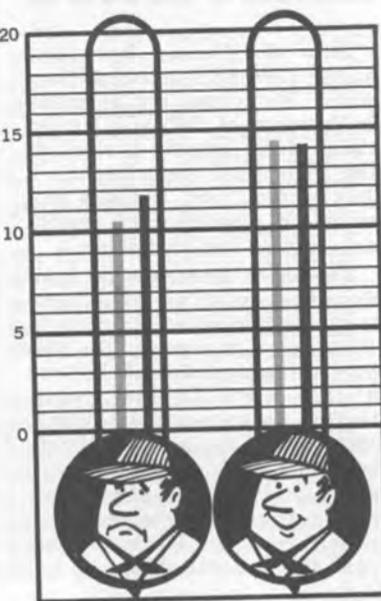
The company was the first in any Junior Achievement program to develop and sell advertising, publicity and marketing services.

# SAFETY SCOREBOARD

First four months 1968 compared to same period 1967

Rank	System	Reportable Casualties		Ratio Per Million Man Hours	
		1968	1967	1968	1967
	<b>Standing by District</b>	133	140	14.20	14.56
1.	Eastern District	45	58	15.14	18.31
2.	Western District	73	74	21.81	22.21
	<b>Standing by Division (Based on % of improvement)</b>				
1.	Yellowstone	5	10	5.14	10.15
2.	Fargo	5	7	9.88	13.07
3.	Idaho	23	29	22.53	28.71
4.	St. Paul	35	41	23.44	24.88
5.	Tacoma	41	37	26.37	24.23
6.	Rocky Mountain	9	8	11.66	10.06
	<b>Standing by Class of Employee</b>				
1.	Carmen	2	7	2.67	8.89
2.	Enginemen	2	9	2.98	13.45
3.	Stationmen	8	8	4.70	4.70
4.	B & G Dept.	2	5	7.20	16.45
5.	Shopmen	4	4	9.15	7.66
6.	Trackmen	24	15	20.50	12.12
7.	Trainmen	25	25	35.93	36.72
8.	Yardmen	51	59	82.69	98.71
	<b>Standing by Main Shops</b>				
1.	Brainerd	1	0	5.24	.00
2.	Livingston	1	1	7.01	6.55
3.	South Tacoma	1	0	7.57	.00
4.	Como	1	1	9.76	6.81
	<b>Miscellaneous Departments</b>				
1.	General Office & Misc.	0	1	.00	.77
Tie	Signal Department	0	0	.00	.00
Tie	Dining Car Department	0	0	.00	.00
Tie	Security & Frt. Claim Prev.	0	0	.00	.00
5.	Communications Dept.	1	0	6.39	.00
6.	Store Department	3	3	13.77	11.86
7.	Engineering Dept.	3	2	17.56	11.73
8.	King Street Sta.	4	—	20.26	—

## SAFETY RATIO THERMOMETER



April Ratio Four Months  
 1967 1968

The object is to keep NP's Safety Signalman smiling by keeping his temperature down. No Smiles for April, but the picture for the first four months is improved.

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

# NP Minnetonka Club to Honor Individuals on Safety Records

A new, exclusive individual award recognizing Northern Pacific employees for exemplary safety performance will be presented later this year to persons who have attained 10 consecutive years without a reportable injury.

The award, either a tie bar for the men or a ladies pin, is a gold-filled replica of the Northern Pacific's first engine, the Minnetonka.

Any employee who completes 10 consecutive years without an injury may apply for the award. Eligible employees just fill out an application form which has been provided through their supervisors, and return it to their supervisors to the department of rules, safety and fire prevention.

The application must bear the supervisor's approval and that of the district safety supervisor.



Any questions on the new award may be directed to the department of rules, safety and fire prevention.

## Dining Car Department Wins Health Award

A special citation has been presented to the Northern Pacific Railway Company in recognition of the company's contribution to public health.

The citation was merited by award of a Public Health Service Grade "A" Certificate to each dining car in operation during the year in 1967, and was presented to dining car department and passenger traffic officers at a special luncheon in May.

On hand for the occasion was W. F. Paar, retired superintendent of the dining car department, under whose supervision the award was won.

The citation was presented by James E. Woodruff, an interstate carrier consultant with the U. S. Public Health Service.

The Citation was the eighth consecutive award of its kind won by the dining car department under Paar's supervision.

W. S. Bush, new superintendent, said he hopes to equal the challenge.



**SPECIAL CITATION** won by dining car department is shown by Leonard Holmstrom, passenger traffic manager, after it was presented by James E. Woodruff of the U.S. Public Health Service, seated at Holmstrom's right. Others at the award banquet head table are, left to right, W. F. Paar, retired dining car department superintendent, W. S. Bush, dining car department superintendent, and R. M. Patterson, general chairman of the Dining Car Employee's Union No. 516.



**PRESIDENT'S** Safety Award plaque is presented to Rocky Mountain Division Superintendent R. D. Thompson, right, by C. R. Avery, superintendent of safety. The award was won by the division for outstanding safety performance in the 1967 competition.

## In NP League Two Teams Vie for Trap Lead

Coming into the first-half finals in the Northern Pacific trap league at St. Paul, two teams are in contention for the top spot and are now tied for first place.

The league, made up of five teams, is now in its third season. Officers are Jack Thayer, properties and industrial development department, as president George Gouette, from freight traffic, as vice presi-

dent, and Jim Maher, office of the valuation engineer, secretary.

Top teams now are No. 3, including Tom Cossack, Virgil Demarais, Jim Doroff, Dick Beltz, John Curtiss and Loren Elverhoy; and No. 5, including Larry Johnson, George Gouette, Bob Pythian, Jim Maher, Gene Holgate and Jim Lee. Both teams have a total of 16.5 points.

Points are won on the basis of one for each win over an opposing team at each week's match, with a high possible of 4 points each match or 28 for each half of the season.

Top guns in the league are averaging a little better than 20 hits out of 25 in each shoot.

Each year the shooters from the previous year are assigned to new teams on the basis of their shooting average so as to equalize all teams.

The company has provided shooting jackets and trophies which are awarded each fall at a special awards banquet. The banquet is the highlight of the season.

New membership is encouraged, and persons interested can get in some practice shooting this year if weekly schedules permit. If you are interested, contact Thayer.



**IDAHO DIVISION WEST** Safety Committee members include, left to right, first row — L. E. Harwood, J. J. Piccici, D. T. Hardy, M. E. Wolfgram, E. L. Raynor, C. R. Avery and J. W. Miller; back row — D. R. Parker, J. B. Simpson, D. V. Hardy, O. R. Wold, G. F. Britton, R. N. Grothe, F. E. Glaspell, and R. L. Tengley. Tengley is chairman of the division committee.



**H. G. LOGGINS**, yardman at Billings, Mont., extreme right, was recently elected chairman of the Laurel-Billings Yard Safety Committee. Other committee members are, left to right, B. E. Kucera, H. F. Gomer and P. J. Law, all Laurel yardmen; J. B. Scharff, assistant trainmaster at Billings; W. D. Gray, assistant superintendent at Billings; and L. McLean, Billings yardman.

## Wigstrom Named Comptroller

## Promotions and Changes Announced

Among recent changes and promotions announced by the Northern Pacific have been the following:

**Dean J. Wigstrom** has been named comptroller of the company to succeed Earl L. Ordell, who retired May 31. He joined the Northern Pacific in 1937 as a junior clerk in the accounting department.

Wigstrom is a veteran of World War II and the Korean conflict and served as assistant comptroller from 1958 until his present promotion to the top



Dean J. Wigstrom

spot in the company's accounting department.

**L. M. Barhan** has been named resident engineer at Pasco, Wash., where he will be in charge of three major construction programs in the months ahead—building of the Wahluke Slope branch line, rebuilding of bridge No. 3 over the Snake River near Pasco, and upgrading of the Pasco Yard.

Barhan joined the company in 1951 as a draftsman in the engineering department at St. Paul, held various positions in that department until 1954, when he became assistant building and bridges supervisor at Fargo, N.D. He became trainmaster-roadmaster at Fargo in 1959, trainmaster at Staples, Minn., in 1963 and trainmaster at Minneapolis in 1965.

**R. J. Davis** has been named trainmaster, St. Paul Division, with headquarters at Minneapolis to succeed Barhan.

Davis joined the company in 1939 as a weed burner operator at St. Paul, became assistant

roadmaster at Laurel, Mont., in 1944, has served as roadmaster at East Grand Forks, Minn., on the Fargo and Tacoma Divisions and at Livingston, Mont. He became a trainmaster in 1962 at Butte, Mont., and has since served as trainmaster at both Missoula and Helena, Mont.

**G. W. Nelson** has been named assistant trainmaster on the St. Paul Division, with headquarters at Minneapolis. He joined the company in 1942 as a crew caller, resigned in 1947 and returned to the company as a car checker in the next year, and was made yardmaster in the Fargo Division in April of 1966.

**B. C. Yeager** has been named city freight agent at Chicago, Ill., to succeed **J. H. Roberson**, who has been named city freight and passenger agent at Seattle.

Yeager joined the company in May of this year, and was formerly in sales with the Gulf, Mobile and Ohio railroad. From 1964 through 1966 he was a tracing clerk in the Northern Pacific freight traffic office at Chicago.

Roberson joined the company in 1964 as a freight rate clerk at Chicago, and became city freight agent there in 1965.

**C. L. White** and **J. A. Church**, both in the industrial engineering section of the operating department have changed headquarters from St. Paul to Billings and Livingston, Mont., respectively.

White, who is an associate industrial engineer has been with the company since 1941, was promoted to his present position in April, and was formerly a staff assistant to the vice president-operating.

Church has been an assistant industrial engineer since December of 1967. He joined the company in 1964 as a student brakeman.

Three changes have been made in the company's personnel department at St. Paul.

**Joseph A. Miller** has been named office manager. He joined the company in 1953 as a clerk in the secretary's office, became supervisor of pensions in the personnel department in 1967 and earlier this year was promoted to supervisor of pensions and insurance.

**John Q. Tierney** has been named personnel assistant (pensions). He joined the company in February of 1967 as a freight claim clerk, became a clerk in the personnel department in July of that year, and was promoted to supervisor of personnel services last November.

**Thomas E. Anderson** has been named personnel assistant (services). He joined the company in 1964 as a messenger in the purchasing department, became a code clerk in the freight traffic department in April, 1967, was made a machine operator clerk under the general storekeeper in June, 1967, and transferred to the personnel department in March of this year as a general clerk.



**GIANT HOPPER FOR COAL**, one of two fabricated at The Maxson Corporation in St. Paul for a new power plant addition at Moorhead, Minn., is lashed aboard a Northern Pacific flatbed trailer. Made of five-eighths-inch steel plate, the two hoppers weighed a total of 500 tons, and in TOFC movement required a clearance of over 18 feet in height. After final assembly, each hopper is 48 feet in circumference. Don Koll Northern Pacific Transport driver, is near truck. In hard hat is John Pakulski, Maxson assistant traffic manager, a former Northern Pacific employee.

## 1968 Bond Campaign Is Under Way

(Continued from Page 1)  
of 1 for each 25 employees as a maximum. In all, about 600 to 650 Northern Pacific employees will take active part in contacting others during the

campaign.

Menk, who is national chairman in the U.S. Savings Bond program for 1968 in the railroad industry, pointed out many of the reasons why participa-

tion in the program by all Northern Pacific employees is encouraged.

**Interest on U.S. series E and H Savings Bonds** has been increased from 4.15 per cent to 4.25 per cent and on Freedom Shares from 4.74 per cent to 5.00 per cent, making this way of saving very attractive from the investment standpoint, particularly with the tax advantage provided on interest from Savings Bonds.

Menk also noted that regular saving is very practical from the standpoint of personal security.

"Financial experts generally agree," he said, "that you should have at least two months' salary in savings, and this certainly could be in Savings Bonds as easily as depositing it in the savings bank."

He also stressed the need for savings on a nationwide basis to withdraw money from the spending cycle and thus help curb inflation, and the patriotism involved in helping the government, through Savings Bonds, in underwriting the costs of the armed forces and other U.S. programs.

Awards for outstanding participation in the 1967 campaign effort were given to several employees earlier this month. Photos and identifications of those who were honored appear at the left and below.



**RICHARD A. BEULKE**, director of personnel and 1967 general chairman of the U.S. Savings Bond campaign for the company steps to the podium to accept a surprise award from **LOUIS W. MENK**, president.



**SPECIAL AWARDS** are presented by Louis W. Menk, president, second from left, to George T. Ryan, assistant freight claim agent, Richard J. Woulfe, chief clerk in the law department and Thomas N. Richardson, from the Northtown car department, left to right, respectively for their efforts on the 1967 campaign. The awards were presented in the new company auditorium.



**NP PRESIDENT**, Louis W. Menk, who is U.S. Savings Bond industry chairman for 1968, presents special awards to Eugene A. Parrish, chief electrician, Diane M. Pogue, personal stenographer to the building superintendent, and Lucille A. Renfrew, chief clerk in the building superintendent's office, for outstanding work on the 1967 campaign.



**AMONG HAPPY WINNERS** of awards for outstanding efforts in the 1967 Savings Bond campaign were David E. Ryan, assistant director of personnel and campaign manager for the company last year, at right of Louis W. Menk, president, Harriette M. Vierkandt, savings bonds clerk in the St. Paul accounting office and R. D. Schlappy, assistant superintendent of the St. Paul Division.