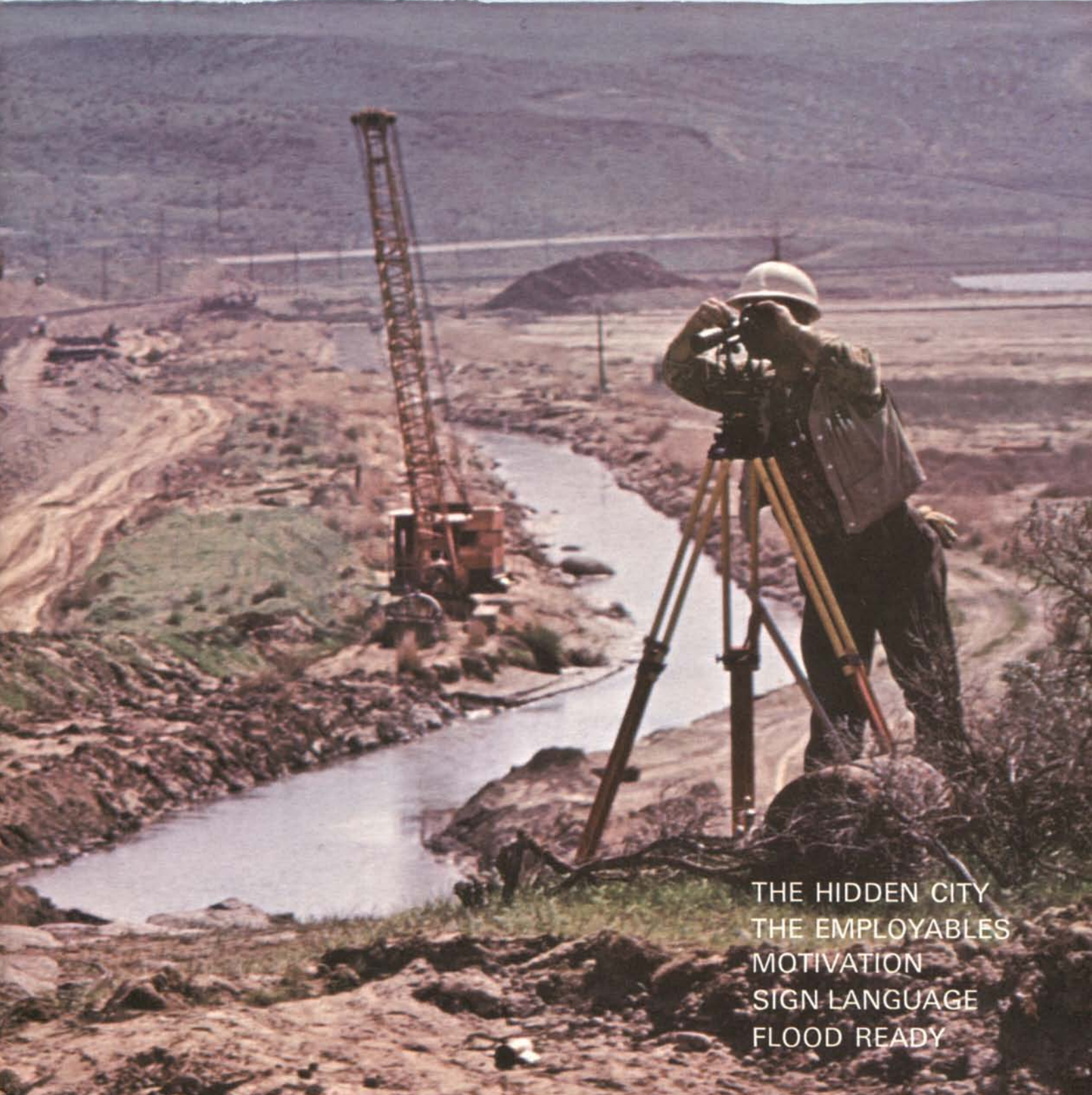


# GO!

WITH NORTHERN PACIFIC RAILWAY

JUNE 1969



THE HIDDEN CITY  
THE EMPLOYABLES  
MOTIVATION  
SIGN LANGUAGE  
FLOOD READY



**WITH NORTHERN  
PACIFIC RAILWAY**

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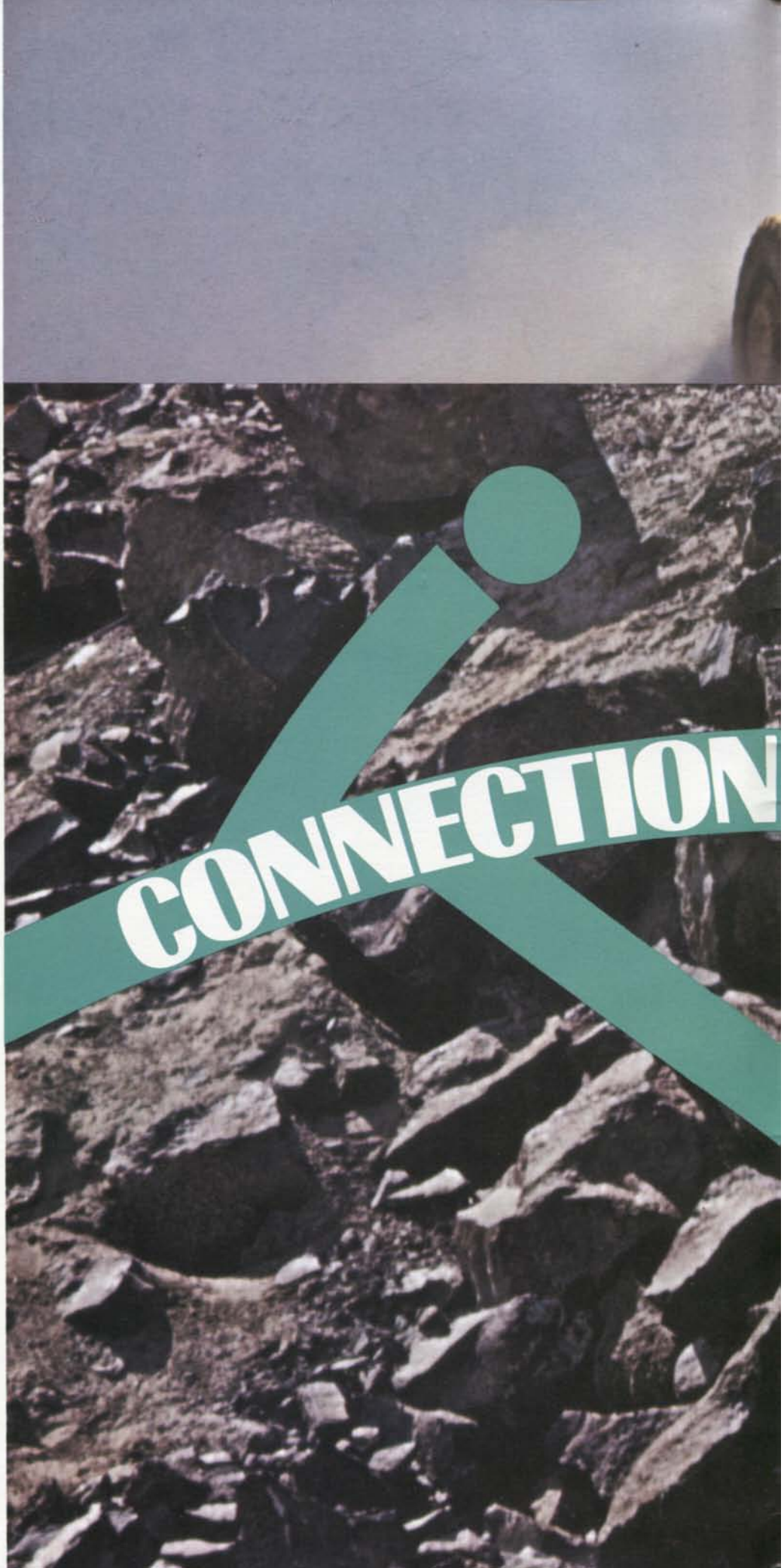
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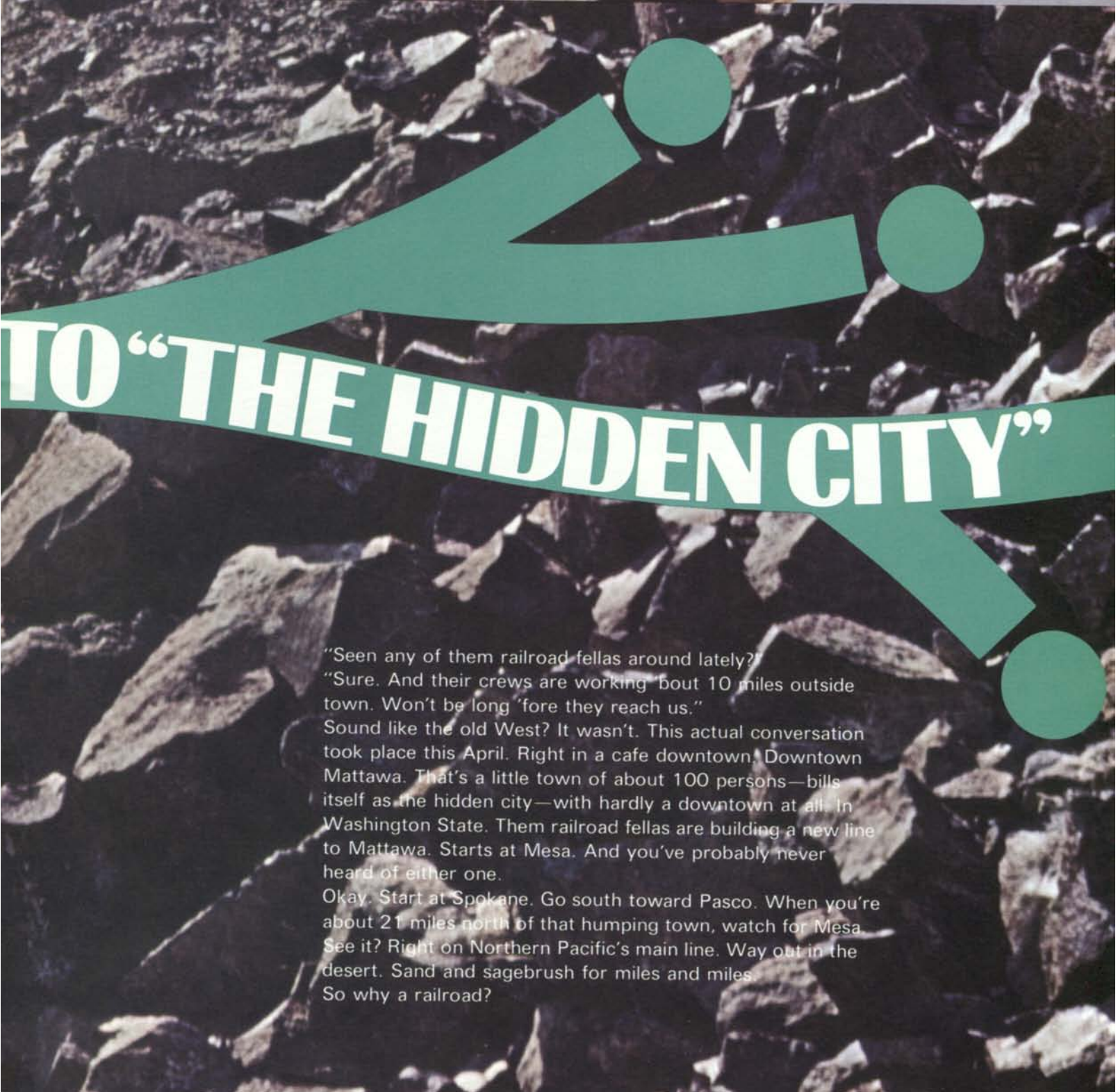
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Railway Company.

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**GO! COVER**

*Surveyor atop Bridge 1 on Outskirts of Mesa  
looks toward Mattawa. Near main line behind  
him is a pile of ties marking point where New  
Wahluke Slope branch will take off across  
sage-strewn desert for the "Hidden City."*





# TO "THE HIDDEN CITY"

"Seen any of them railroad fellas around lately?"

"Sure. And their crews are working 'bout 10 miles outside town. Won't be long 'fore they reach us."

Sound like the old West? It wasn't. This actual conversation took place this April. Right in a cafe downtown. Downtown Mattawa. That's a little town of about 100 persons—bills itself as the hidden city—with hardly a downtown at all. In Washington State. Them railroad fellas are building a new line to Mattawa. Starts at Mesa. And you've probably never heard of either one.

Okay. Start at Spokane. Go south toward Pasco. When you're about 21 miles north of that humping town, watch for Mesa. See it? Right on Northern Pacific's main line. Way out in the desert. Sand and sagebrush for miles and miles.

So why a railroad?

Because this part of the Columbia Basin, this desert, known as the Wahluke Slope, will soon get irrigation water. It'll be lush with green things. Crops growing. Like the land around Moses Lake. Bruce. And Warden.

Ken Cook, NP's agricultural director, tells this story best. He says the Slope will produce some of the highest yields ever recorded in the Pacific Northwest. Sugar beets. Potatoes. Dry beans. Fruit, mint and seed crops. Forage and grain. Soil is unbelievably fertile. Growing season is especially long. Art Wahlstrand didn't see anything like that in the summer of '62. Or '65, or '66. Neither did Joe Darby. They saw and smelled the sagebrush. Got sand in their eyes. Dust in their hair.

Joe and Art have walked practically the entire 54.7 miles that this line will run, eventually. Joe's been kinda nursin' this project along for the past 10 years. Art's back in the St. Paul general office holding down the post of assistant chief draftsman. But he worked with the field crew three sum-

Ingraham High School in Seattle. And no father likes to move his kids away from all their friends for the final high school year. And besides, Mrs. Darby's home has always been Seattle. So wouldn't you commute?

Like Gary Sund says, "If Columbia Basin pioneer Loen Bailie and NP's Chairman Emeritus Bob Macfarlane are the parents of this line, Joe Darby's the midwife."

Joe's thing since 1959, as area engineer, has been to look after this baby. This \$6 million baby. And he's got about 18 months to go, or a little better. Before it's finished. But when it is, look out.

There're some 125,000 acres to the farmable part of the Slope that'll get water from the new canal being built as part of the Columbia Basin Irrigation Project. And like Ken Cook and other experts say, it's some of the finest soil in the whole country. Not just the Columbia Basin. Or even

The late Marv Nixon and Larry Jenner, who carried the ball in getting the necessary right of way. That was an industrial development chore. And while much of it was relatively easy, one landowner made it mandatory for the company to go the eminent domain route.

Dick Brohaugh, now assistant chief engineer, at Seattle, and Dave Hamm, once with the ag department, but now general freight agent in the same port, naturally have a more than passing interest in the progress of construction. They've been tied into this thing for many moons, too. But they can rest kinda easy.

Construction is on schedule. Work is nearly complete on 50 per cent of the grading. Eight bridges and overpasses will carry the line over canals, coulees and roads. Four are now abuilding, and the largest, near Mesa, is about done. Contracts for the others will be let soon.

mers. Running level for the line laid out between Connell and Mattawa in '62. From Mesa to near Basin City in '65. And on a revised part of the surveyed line the following year. There were others in those years, too.

Marv Nyberg, trainmaster at Staples now, was head chainman in that first season and instrument man four years ago. John Vickers, division engineer at Fargo, spent the three months in 1962 as instrument man. And there was Floyd Larson, senior industrial engineer, St. Paul. He was out under that brassy sun for several weeks in 1965. So was Art Simpson, assistant chief clerk in the assistant chief engineer's office in Seattle.

Today there's a whole new batch out there building the line these other fellas laid out. Except Joe Darby. Nothing about the Wahluke Slope branch is new to Joe. Unless commuting back and forth between Seattle and the Slope each week-end can be called new. Before, they all lived at motels in Kennewick or Pasco. But Joe's son is at Fort Lewis near Tacoma. And his 17-year-old daughter is a senior at

the State of Washington. The whole country. It's gotta be. And it's gonna grow more than crops.

When the Slope gets to growing things. And when the rail line serves it, along with another 40,000 acres of Basin lands. Ken Cook and Project authorities say there'll be a growing population. From next to nothing today to upwards of 15,000 by 1975. How's that for growing? That's been Loen Bailie's dream ever since the Atomic Energy Commission took over so much of the land north of the Columbia river for the Hanford Project.

Oh, there was a start made at raising crops before the big war got in the way. Dead orchards. Dried-up, almost wizened houses and miles of fence line with stumpy posts tell their story. The new NP line will pass near the old Bailie ranch before it swings over into Grant county and just south of Basin City, where Bailie hangs his hat now. And what's been done so far proves it's not just a dream anymore. For a lot of people.

VP Norm Lorentzen used to be superintendent out that way. Then western general manager. Along with Roger Crosby, western counsel, he helped fight off the thrust from another railroad to build a line in there.

Out at Bridge 23, for example, the bridge builders are pouring forms for piers as fast as they can go. They can hear the rush of irrigation water roaring down the Wahluke Branch canal this summer. So they're working like mad to be done before it comes.

A visitor with Darby took a look around at the Bridge 23 site. Nothin'. Sage and sand for miles. And sun. And asked the workers if many tourists had been by today to kibitz on the project. "Naw, we haven't had much of that kind of help lately," one of them replied. Chances are they haven't seen anything that moves except horses and jackrabbits in the last two months.

Tracklaying will begin in July. The first switch will be going in. First 31 miles of line will be finished by year's end. That means service to Basin City, you know. And Loen Bailie is rubbing his hands and looking ahead gleefully to the very hour it reaches his town.

"That'll be the happiest day of my life," he says. And so quietly that you've just got to believe him.

Up on top of Sage Hill, overlooking Basin City, the power company was re-locating the power poles. Seems the right of way went right through an 80-foot pole. It's hard to imagine all the details involved in building a new railroad.

Like the fencing crew operating outside of Basin City. Goin' right through the middle of farms sinking red angle-iron posts. They'll string a barbed wire fence on their poles to keep the cattle from wandering onto the right of way. Red fence posts, far as the eye can see.

Louis Hansmann, assistant section foreman, lives at Connell. "In my 20 years with NP I've never felt more pride in my company than when I became part of this job." Believe him. He didn't know the man he addressed his remarks to was with the same company.

Pasco commercial agent Bob Gaunt used to be a passenger traffic man. But he grew up in the irrigated greenery and orchards around Yakima. And while he's his usual soft-spoken self when discussing Wahluke Slope, his eyes shine with the happy look of a man waiting to see the same thing happen again to this lonely desert country. He sees the water. The fruit trees. The industries. And, above all, the people. Everything that'll make an Eden out of practically nothing. Along with his company.



Joe Darby, Ken Cook  
Set First Switch



ANS LATVIANS NEGROES INDIANS  
ORIENTALS CUBANS PORTORICAN  
INDIANS MEXICANS LATVIANS NI  
ORTORICANS THE EMPLOYABLES



Mission impossible. Almost. The idea was to present a story about Northern Pacific's participation in and contribution to the NAB program.

That's National Alliance of Businessmen. The program is JOBS. Job Opportunities in the Business Sector. A partnership between government and business. For the disadvantaged. The "unemployable." But it didn't work out that way. It came down to something else altogether.

Like, who's to say anyone's unemployable? Like, how about the contributions those hired under the program have made to the NP—all of us who are in the NP family? Because they're part of us now. Part of the family that makes this giant of a corporation go.

Antons Rupainis, 63. Cleaner. Night shift. Somebody should write a book about him. Listen.

"Antons, we're doing a story on the JOBS program for the company magazine, and we'd like to talk to you about your impressions of it and take a few pictures of you."

"Oh, I'm not so popular that you should want to do that."

(Antons once could speak, understand and write in eight languages. But not in English. "In Latvia, one studied German. Not English.")

"But, Antons. About 13,000 people work for this company. They don't even know you're around. We know they'd like to meet you. To know you. But they can't unless we tell about you and show them your picture."

"All right. But I'm not so pretty." Antons smiled, his eyes closing in amusement at his little joke. He hasn't always been able to joke. Or smile.

Antons Rupainis fled Latvia to Germany. From there he was able to come to the US in 1950. But without English. A job barrier. To a man who's taught school; written 20 books on mathematics, music, history, and what not, with a few novels thrown in. A job barrier. All his books are in German and Latvian. The last ones in Latvian. Know what the market is for books written in that language?

No matter. It hardly exists anymore. Like Latvia. Or the old Germany.

Where this night cleaner composed many musical comedies. Wrote books. Directed orchestras. Taught music. A man whose son is completing work for a master's degree in sociology in New York City right now.

"He worked for what you call the welfare department here and supported me while I wrote for seven years. Seven books. Histories and novels. You know how it is with history—nine-tenths of time getting facts. Facts. The rest in writing. But I grow fat. You see, sometimes," his eyebrows arch, "I sit for 16 hours a day at my desk. Writing. I grow to over 205 pounds. Can you believe that? And I'm short."

He laughs, eyes closing again, and shakes his head. Then he turns and fondly pats one of the barrels he fills nightly with waste vending machine cups and paper from waste baskets.

"Here. Here is the best doctor. So I like this job. Because I lift. I work and I lose. Slowly, yes. But I lose the fat. I feel good now. This way. Working here. It is good. Yes."



Antons Rupainis



Willie White



Jim Smith

Thank you, Antons. There's a lot more to your story. Like your wife's illness. Your burned manuscripts. Much more. In a word, inspiration.

And then there's Willie White. He's worked a lot of jobs in his lifetime. Some of us wouldn't have what it takes to do all of them. Like being a bomb defuser in the service. "Pearl diving"—that's dishwashing in a restaurant. A hide spreader at a St. Paul hide and fur outfit. That was his last before he joined the NP.

Willie is somewhat of a celebrity now. Having appeared on television in one of that medium's reports on Twin Cities' efforts in the JOBS program. But this doesn't phase him at all. He's the same happy, smiling, unassuming night cleaner he was before his exposure to the cameras and many thousands of TV viewers. And he still likes it at NP. Really likes it.

"Why shouldn't I like it here? The people treat me nice. It's quiet. And I don't smell like those hides I used to work on. Used to be I hated to ride the bus. You know? I was embarrassed. Not just for me. But for my family.

"I can ride the bus now. Coming to work. But better than that, going home after. I feel clean. That's a good feeling."

Willie cleans floors with an electric polisher and treated sawdust. "It's got soap on it, you see. The sawdust gets it down under the dirt and the machine picks up the dirt and polishes the floor till it shines."

With that he placed more cleaner on the floor of the hall leading to Norm Lorentzen's office, leaned over and neatly patted it into a small, flat circle. Laid a felt pad over it, the machine on top of that, and went back to work. With that good feeling he's got.

Not all JOBS employees at NP work nights. Or in the general office. Some work in Minneapolis, too. And Seattle. They're now switchmen, yard clerks or working in other job classifications.

Jim Smith, who can really tell it like it is, works days in the transportation department. Came here from Mt. Pleasant, Tenn. Jim was a little skeptical of the situation at first. As well he might be. But now he likes his job, and he likes working here, too.

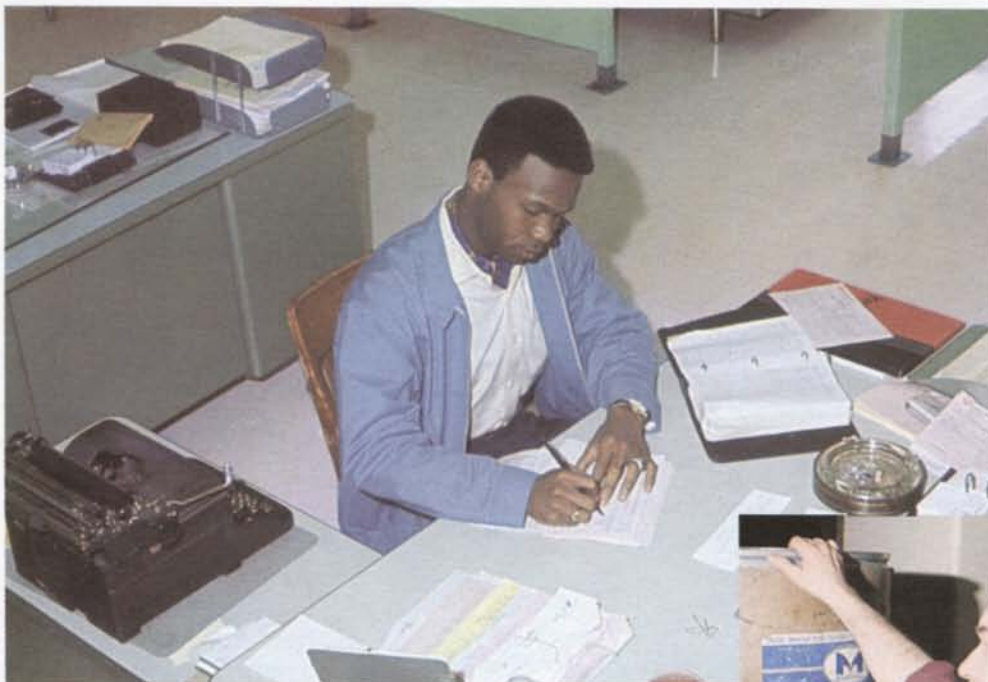
His main objective when he came to work, as he put it, was to be treated as any other employe would be treated. Or, to put it bluntly, given a fair shake.

"I can't vouch for any other department," he says, "but in the department where I work, everyone treats me like anyone else in the office. And so long as I'm given a fair shake and treated as equal to everyone else, I think the rest is up to me.

"Never judge anyone by a first impression; because at times first impressions can kill you before you get started. Sometimes things are said that you may not like; but don't jump to conclusions. Because they may not be directed to you personally. By giving another the benefit of the doubt in a lot of cases, you'll find out that that's just the person's way of expressing himself."

During the fall, Jim plans on continuing his education. Because, like everyone, he wants to better himself. And with his outlook on life, both in general and on the job, he can't lose. Neither can the NP.

What about the future of these people? They've got one now. They started at the bottom, as many of us did. But they're not on dead-end jobs. They're working for the future, right along with the going NP.



Jim Smith



Antons Rupainis





## Making news



House Bill 495 in the North Dakota Legislature on safeguards at railroad crossings and House Bill 498 on moving heavy equipment over crossings were both passed recently with solid support from the railroad union brotherhoods and railway lines operating in the state. Above, C. J. (Dusty) Knoll, NP conductor at Mandan, left, and Irvin A. Smith, public relations representative of the North Dakota Railway Lines, witness signature of one of the bills by North Dakota Governor William L. Guy.

Knoll, who is chairman of the North Dakota Joint Legislative Board of Railroad Brotherhoods, also reported that the brotherhoods helped postpone indefinitely House Bill 259 permitting increased truck weights, and helped achieve amendment of House Bill 218 on increasing truck widths so it applied to busses on Interstate Highways only. Knoll expressed thanks to members of the brotherhoods for their letters and wires to legislators.



### RUSSELL MAJOR

Russell Major, Northern Pacific communications department lineman at Missoula, has a rugged job. Who'd think he's an expert at making afghans like the one in Ron Nixon's photo above? Russ had a severe attack of arthritis in his hands and took up afghan making to exercise his fingers. He's made dozens of them.

## Making news cont.



**DIANN WINKCOMPLECK,  
GEORGE DAUBER**

Two NP youngsters at Auburn were recently honored by the Lions Club as outstanding elementary school students.

The children are Diann Winkcompleck, 12, daughter of Frank Winkcompleck, yard conductor at Auburn, and George Dauber, 12, son of H. L. Dauber, Auburn yardmaster.

Both are students at Pioneer Elementary School, where George is student body president. Diann is active in art, Girl Scouts and piano, and George is active in basketball and football. Both have appeared in Auburn's Little Theater productions.

An article about the two youngsters appeared in the April 16th issue of the Auburn Globe-News.



Northern Pacific supports higher education in many ways. Taxes. Scholarships. Advancement programs for employees. And, special projects like donation of a room in the recently completed Buckley Center, above. It's a \$2.7 million classroom and faculty office building on the campus of the University of Portland overlooking the Willamette River near its confluence with the mighty Columbia. Having classrooms and faculty offices in the same building helps close communications gaps between students and faculty.



**FORREST C. BENNETT**

We see lots of news reports about unrest flashing across the college campuses of America. Never hear much about students doing conventional things like striving for good academic records.

Guess that's part of why all the GO PEOPLE along the Northern Pacific feel a bit of just pride when one of our sons or daughters gets singled out for academic honors.

Its encouraging to know there are young men coming up like Forrest C. Bennett, son of Cliff Bennett in the Mechanical Department at St. Paul.

Just a few days ago Forrest was told he was among several junior medical students at the University of Minnesota who will be given an opportunity to study for three months in their senior year at the Medical School in Birmingham, England.

Other facts in Forrest's record



Contracts awarded to General Railway Signal Company at Rochester, N. Y., for modernization of Northern Pacific's 47-track yard at Pasco, were discussed in detail early in April at Rochester. At-

tending the sessions were, left to right, above, R. D. Thompson, assistant director construction projects, M. O. Woxland, principal engineer, and C. H. Dunn, principal assistant signal engineer.

show why. He completed his pre-med education at Hamline University in St. Paul. Graduated there summa cum laude in 1966 with a bachelor of science degree in biology.

In 1965-66, Forrest was listed in Who's Who in American Universities and Colleges. He was accepted by the Medical School at the U of M in 1966 and was awarded a fellowship in public health during the summer of 1967. Last year he won a scholarship from the Minnesota Medical Foundation on the basis of academic achievement. This year he received another scholarship from the Foundation on the same basis.

During his junior year at Hamline, Forrest was elected to membership in Kappa Phi honorary scholastic society and to Beta Beta Beta, biological honor society.

Forrest was also elected to Alpha Omega Alpha, the national honor medical society, at the University of Minnesota. Of 26 elected to AOA, only eight were juniors, Forrest among them. All the rest were senior medical students.

#### RAY MERRILL

Ray Merrill, Northern Pacific's manager of TOFC-COFC merchandise sales at Seattle is having "pipe dreams." For real. It all has to do with completing arrangements for a high-volume shipment of pipe from American Pipe Company at Portland to Yakima for an irrigation project.

Shipments started May 2 and will continue through August 15. The pipe is being piggybacked — 700 trailerloads in all. The pipe is 48 inches in diameter and 30 to 36 feet in length. Each pipe weighs 9,000 to 13,000 pounds.

Ray has slated 60 trailers to handle the project, and these are equipped with special pipe cradles by the shipper.

#### L. S. MacDONALD

L. S. MacDonald, former director of agricultural development for the Northern Pacific, was recently honored by the Twin Cities chapter of the Iowa State University Alumni Association for outstanding community service that has honored Iowa State and her Alumni and has contributed to the area in which he resides. The award was presented April 11 at the Fort Snelling Club in St. Paul.

## Earning promotions and appointments

**Harry Coolidge**, who joined the Northern Pacific in April of 1968 as manager of data processing, has been promoted to director — data processing at St. Paul.

Harry was formerly manager of office services and data processing for Hoerner-Waldorf Corporation at St. Paul. He joined Waldorf in 1957 as general office manager and continued with the firm when it became Hoerner-Waldorf after a merger in 1966.

Before joining Waldorf, Harry was statistical section head for the Dayton Company in Minneapolis.

Harry was a fighter pilot in the U.S. Navy during World War II. He attended Carleton College in Northfield, Minn., and holds a bachelor's degree in business administration from the University of Wisconsin.

Harry has also completed several executive education programs conducted by IBM and Control Data Corporation for data processing management personnel.

#### NEW PRICING DEPARTMENT

The general freight rate department at St. Paul was reorganized as to functions and titles, effective April 16, and is now named pricing department.

**J. R. (Dick) Farnen** has been appointed director of pricing in the newly reorganized department. He joined the company in 1944 as a messenger at St. Paul. Jim held successively more important positions in the traffic department and was named general freight agent — rates in 1962.

Other significant job changes in the pricing department reorganization include:

**Robert M. Montbriand**, formerly general freight agent, now manager of pricing — transcontinental, at St. Paul;

**Russell D. Formico**, formerly general freight agent, now manager of pricing — western trunk lines, northern lines and Canadian Freight Association, St. Paul;

**Irv C. Lawson**, formerly general freight agent, now manager of pricing — administrative services, St. Paul;

**Forrest N. Bollinger**, formerly general freight agent, now manager of divisions in the pricing department at St. Paul;

**Richard S. Sandgren**, formerly general freight agent, now manager commerce and intermodal services and manager of pricing — coal and coke;

Several of the changes in reorganization of the pricing department represent individual promotions, with added job responsibilities. These include, in addition to Farnen, the following:

**John Wasiluk**, formerly assistant to general freight agent, now assistant manager pricing — western trunk lines, northern lines and Canadian Freight Association (rate areas), at St. Paul;

**Byron J. Zeman**, formerly rate clerk, now assistant to the manager of pricing — western trunk lines, northern lines and Canadian Freight Association (rate areas), St. Paul;

**Gene A. Radermacher**, formerly assistant to general freight agent, now assistant manager of pricing — Montana and Pacific regions, St. Paul.

## Earning promotions and appointments cont.

Other changes in the department at St. Paul represent mainly changes in titles which more explicitly identify areas of responsibility. These include:

**Duane M. Peterson**, formerly assistant general freight agent, now assistant manager of pricing — transcontinental;

**Vincent T. Frazer**, formerly assistant to general freight agent, now assistant to the manager of pricing — transcontinental;

**Al Meade**, formerly assistant general freight agent, now assistant manager of commerce and intermodal services;

**LeRoi C. Anderson**, formerly assistant general freight agent, now assistant manager of pricing—administrative services;

**Howard M. Theits**, formerly assistant to general freight agent, now assistant to manager of pricing — administrative services;

**George E. Gouette**, formerly assistant to general freight agent, now assistant to director of pricing;

**Robert G. Olson**, formerly assistant to general freight agent, now assistant to manager of pricing — Montana and Pacific regions.

### MORE PROMOTIONS

**James H. Gullard** has been promoted to general manager of Northern Pacific Transport Company at Seattle, with system jurisdiction. Jim joined NPT in 1937 as a stenographer at Billings, held various clerical posts until 1951, when he became office manager at Billings, and has since then become assistant to general manager and superintendent at Billings.

**Jerry A. Jacobs** has been named assistant to vice president and general manager of NPT at St. Paul. Jerry started as a truck driver at Tacoma in 1960 and became terminal supervisor at Yakima in July, 1968.

**Raymond H. Forsberg** has been named NPT division manager at Billings, succeeding Gullard. Ray also started as a truck driver at Tacoma, in 1959, and has since been traveling supervisor at Seattle and assistant to vice president and general manager at St. Paul.

**Thomas J. Hartley** has been promoted to division manager at Seattle for NPT. Tom worked for the railway from 1928 through 1946, when he joined NPT as a truck driver at Billings. He has since served as traveling supervisor at Butte and as assistant superintendent at Seattle.

**Charles W. Hawkes** has been promoted to system director driver training and safety for NPT at Seattle. He started with the railway in 1935, joined NPT the next year as a truck driver at Billings, and has served as safety supervisor at Billings, traveling supervisor at Tacoma, and as assistant superintendent and superintendent at Tacoma.

**Donald E. Pentas** has had a title change with NPT, along with larger jurisdiction. Don worked with the railway from 1944 through 1959, when he joined NPT as traveling freight agent at Tacoma. He became regional sales manager at Seattle in 1967 and is now sales manager, with system jurisdiction over sales and service.

**Sylvester W. McGlynn, Jr.**, has been appointed assistant division manager for NPT at Seattle. He joined NPT in 1943 as a truck driver at Billings, where he has held subsequent positions as traveling freight agent, supervisor of service, supervisor of safety and personnel, and traveling supervisor.

**Edwin A. Sauter** has been appointed NPT terminal supervisor at Portland. Ed started as a driver in 1948 at Billings, became agent at Kalispel in 1955, chief dispatcher at Billings in 1960 and district supervisor at Missoula in 1963.

**Jack E. Miller** has been appointed NPT terminal supervisor at Yakima. Jack started as a truck driver at Lewiston in 1965.

**Lawrence Musgrove** has been named assistant division manager for NPT at Billings. Larry started as a driver at Pendleton in 1955 and has been dispatcher at Spokane and terminal supervisor at Portland.

**John Namen** has been named NPT district supervisor at Missoula. John started as a helper at Missoula in 1937, and has been supervisor of maintenance and assistant superintendent at Billings.

**Donald M. Fletcher** has been ap-

pointed NPT district supervisor at Butte. Don started with the railway in 1931 as an extra trucker, joined NPT in 1936 as a driver at Miles City, and has since been supervisor of drivers and safety supervisor at Billings and traveling supervisor at St. Paul, Minneapolis and Billings.

**Leigh E. Goodrich** has been named traveling supervisor for NPT at Billings. He started as a driver at Missoula in 1947 and became supervisor of safety and personnel at Billings in 1960.

**R. D. Phythian** has had a title change with NPT from assistant superintendent to assistant division manager at Minneapolis. He started as a driver in Billings in 1942.

**Emil W. Hendrickson** has been appointed general store foreman for the railway at Auburn, succeeding H. R. Howard, who has retired after 41 years of service.

Emil joined the company in 1935 as a store laborer at Brainerd and has since held supervisory positions at Dilworth, St. Paul and Brainerd. He served most recently as dismantling yard foreman at Brainerd.

**Walter Fisher** has succeeded Emil at Brainerd as dismantling yard foreman. Walt started as a laborer at the South Tacoma store in 1947, where he has since held various posts.

**Milton E. Dale** has been appointed assistant material supervisor at St. Paul in the purchases and stores department.

Milt joined the railway in 1948 as a store laborer at St. Paul and has since 1966 been stationery store keeper at the Mississippi stores in St. Paul.

**Daniel L. Mullner** has assumed Milt's duties as stationery store keeper. Dan started as messenger in the St. Paul freight office in 1929, joined the store department in 1938 and became storekeeper at Mississippi Street in 1968.

**Howard A. Lindsay** has been appointed assistant general agent in the freight traffic department at Pittsburgh. Howard started there as a stenographer in 1929, held various clerical positions, and became traveling freight and passenger agent at Pittsburgh in 1946.

**George C. Hooseman** has been appointed manager of mail, bag-

gage and express traffic at St. Paul, succeeding Elmer P. Reswick, who has retired after more than 38 years of service.

George started as a secretary in the mail and baggage department in St. Paul in 1952 and has since been assistant chief clerk and traveling mail, baggage and express agent at St. Paul and district mail, baggage and express agent at Seattle.

**W. S. (Bud) Bush** has had a title change from superintendent of the dining car department to director of dining and sleeping car service. Bud has been with the railway since 1941 and became superintendent last year, succeeding Bill Paar.

**Bradley K. Lamb** has been appointed city freight agent in the traffic department at Fargo, succeeding Gary D. Anderson, who recently transferred to the operating department.

Bradley joined the company in 1954 as a stenographer in the traffic office at Fargo, held various clerical positions there and in 1964 became chief clerk at Milwaukee. He returned to Fargo in 1966 as chief clerk.

Gary was named assistant trainmaster at Minneapolis in January.

**Dean L. Schafer** was recently promoted to traveling freight and passenger agent at Fargo to succeed Arthur N. Brownell.

Dean joined the company in 1955 as a telegrapher on the Yellowstone Division. Art started in 1953 as a crew caller in Glendive. He served in various posts there, at Grand Forks and Fargo. He became traveling freight and passenger agent at Fargo in April, 1968, and in January became chief statistical clerk in the freight department. On February 1, he was promoted to research analyst.

**James H. Roberson** has been appointed assistant manager, foreign freight—Alaska representative at Seattle under D. B. (Doug) Bostrum.

Jim joined the Northern Pacific in 1964 as a freight rate clerk in Chicago. In 1965 he became city freight agent at Chicago, and in April, 1968 he moved to Seattle as city freight and passenger agent.

**Darrell A. DeMars** has been named supervisor of station service at St. Paul. Darrell joined the company in 1942 as a crew caller at Staples, has held various clerical posts on the St. Paul Division, and

has served as assistant supervisor of station service at Billings and as assistant supervisor of TOFC and station service at St. Paul.

**Walter H. Butterfield** has been appointed assistant supervisor of station service at Seattle. Walt started as a crew caller at Tacoma in 1925. He has held various clerical and other operating posts at Tacoma and South Tacoma and has served as assistant supervisor of station service at Billings, and as supervisor of TOFC and station service at St. Paul.

**Lawrence E. Martin** has been appointed assistant supervisor of station service at St. Paul. He started as an extra telegrapher on the Fargo Division in 1941, has been agent-telegrapher at Cedar, N.D., and assistant agent at Billings.

**Rod J. Braden** has been named traveling car service agent at St. Paul. Rod joined the company in 1948 as a clerk in East Grand Forks and has since held various clerical positions with the company.

**Frank J. Schmidt** has become chief clerk in the passenger traffic department at St. Paul, succeeding Homer (Greg) Gregersen, who died in March.

Frank joined the company in 1947 as a ticket clerk at Seattle and has served as traveling passenger agent, Seattle, city passenger and ticket agent, Portland, district passenger agent and city passenger agent, at Seattle.

Greg joined the company in 1937 as city ticket agent at Minneapolis after several years of service with the Minneapolis and St. Louis Railroad and the Chicago Northwestern Railway in Minneapolis.

Other positions held by Greg through the years included city passenger agent, Minneapolis, and city ticket agent, Seattle. He became chief clerk to the passenger traffic manager at St. Paul in 1958.

Greg is survived by his wife, Evangeline, two sons, three daughters and several grandchildren.

**Fred S. (Stu) Johnston** has been named staff assistant to passenger traffic manager at St. Paul. Stu joined the company in 1936 as a junior clerk at St. Paul and has since served in various clerical positions in the passenger traffic department, most recently as secretary to the passenger traffic manager.

## Playing



The Northern Pacific bowling team at Staples, Minn., captured the championship of the Tuesday Commercial League at Staples in April. Team members, left to right, are John Huntsman, Marv Nyberg, Derald Miller, Myrle Kupitz and Bill Dahl. Others on the team, not pictured, included N. L. Rockvam, Carroll Miller and Randy Beem. The NP team rolled games of 908, 970 and 864 for a total of 2742, easily out-rolling the 2663 posted by Staples State Bank's team.

The annual Northern Pacific Eastern District Golf Tournament will be held Saturday, June 7, at Galls Golf Course in North St. Paul.

L. D. Hendrickson, chairman of the event, says anyone employed by Northern Pacific may enter the tournament, but to prevent delays in playing, registrations has been limited to a total of 140 players.

Last year the Eastern District event was held on June 8 and it attracted 129 golfers. Top club swinger of the day was Walt R. Bjorklund who came in with a 6 over par total of 76.

Joe Mooney, assistant engineer, who's been working with Hendrickson and others on arrangements, says anyone who enters can't lose. "We've got prizes for everyone, from top gross score all the way down to 140th place."

Major prizes will be given golfers with the lowest gross scores in the best ten positions and the lowest net scores in the best ten posi-

## Playing cont.

tions under the Peoria handicap system.

Lowest gross score winner will receive a trophy, a golf bag, and club covers.

Also working on arrangements for the tournament are Jack Jenkins, chief clerk to the district engineer, and Lowell Ressler from the valuation department.

Another big tournament is shaping up for the Castle Greens Golf links in North St. Paul for July 26. It's the First Northern Pacific Open Invitational Tournament for mixed Scotch Foursomes. That's how Hal Bradbury in the transportation department at St. Paul has billed the affair, and he's chairman.

To top off the day, there will be dining and dancing at the Castle Greens Club House.

Hal has worked closely on mixed bowling events for NP's Go People at St. Paul and says there has been a lot of demand for this kind of golfing affair. It's open to employees from all across the system, their wives or guests.

Hal says he'll be getting out some flyers on the event in the next few weeks with instructions on registration. Right now, he's in the NPBA Hospital at St. Paul for a brief stay.



St. Paul Bowling Champs . . . members of the winning Tracers team of the Northern Pacific sponsored bowling league for the 1968-1969 season, are from the left: Bob Kenny, Gordy Dunford, Howie Wright, Tom Sullivan, and Ray Spannring. They were presented individual trophies at a banquet in the Maple Leaf Lounge in Maplewood, a St. Paul suburb, that climaxed the league's 58th consecutive year. The NP Men's League is the oldest league in St. Paul with a continuous bowling record. Team member Dick Nadon was not present at the banquet.

# Briefs

## BOOK REVIEW

**GLENDIVE: The History of a Montana Town, by Marie MacDonald. The Gateway Press, Glendive, Montana; 1968. \$9, hardcover; \$6 paperback.**

Mrs. MacDonald not only lives in Glendive. She lives Glendive. And its history. From its geological past down to its technological present. Not forgetting the role Northern Pacific played in its growth and the contributions its employes have made and still make.

There are the wild and weird badlands. Maco Sica, or Makoshika, that wondrous portion of these seemingly tortured lands that are now a State Park. The fossils. The fossil fuels—coal and oil. Indians and Custer and Terry. Sir George Gore, the adventurous Irish nobleman, whom some called eccentric. And all the stuff that history is made of.

It's not a scholarly work. In the sense that it was written by and for the academic world. No. It's a people work. Intended for the benefit and enjoyment of those who lived and worked there. And those who do. Like Loren Stott, NP dispatcher who served as mayor from 1953 to 1965, longest tenure of any mayor in Glendive's history.

GLENDIVE is the kind of book that will make its knowing readers say, "Sure. I remember that." Or "him." Despite some rather obvious drawbacks in the mechanical processes of printing it. But Glendive is not publishers' row in New York. So that part is not really important. To us, it's a place where our tracks and our people make history. In a never-ending parade through the town and the pages of this book.

## HARVARD GRAD

Richard A. Buelke, Northern Pacific's director of personnel, was among May 8 graduates of the 55th session of the Advanced Management Program (AMP) at the Harvard University Graduate School of Business Administration.

The 55th AMP class began Feb. 9 in Boston and was composed of 160 men, including executives from companies in the U.S. and other nations, military officers and execu-

# LOST!

While turning from page 5 to page 6 of the first issue of GO! One paragraph of copy. Not very big. But very, very important. To the proud parents of Beatrice Quill, New Leipzig, N.D. (That's her in the picture with President Menk at the top of page 6.)

If found, please read. It tells you that Beatrice was one of the winners of an NP Foundation scholarship. And that her father, C. M. Quill, is Direct Service Agent, with his base station at Mott. He operates NP's mobile agency office van on the Mandan South line. That makes him sort of a double-double agent. Of the best kind.

After reading, please return to frantic editor. The rest of the staff has sent him out to count his paragraphs. Along with his marbles.

(Sorry about that, Beatrice.— Editor.)

tives from governmental agencies.

The class had representatives of 25 of the United States, the District of Columbia, Canada, Australia and 19 nations in the Middle East, Far East, Europe, Africa, Central America and South America.

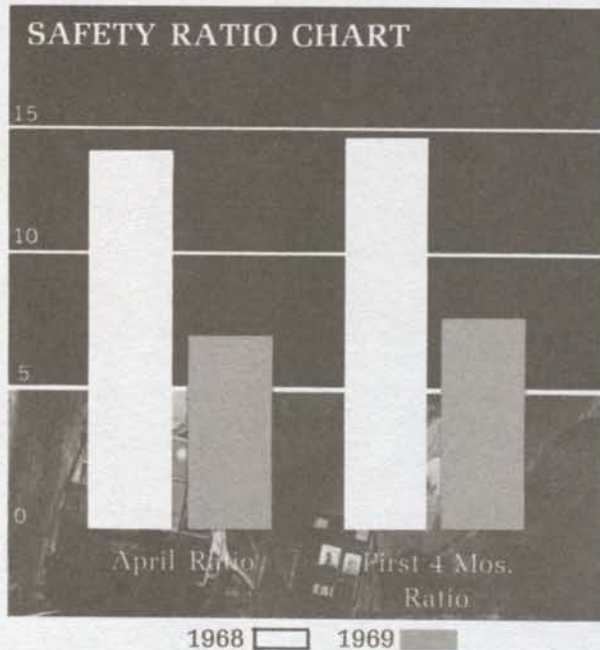
The 13-week program was started at Harvard in 1943 as a pioneering development to provide executives with broad overviews of business administration and to prepare them for the wide scope of responsibilities there is in core management. AMP has since become world-wide in scope. Alumni number over 6,300, including some 2,500 men in the highest positions in business and government in the U.S. and other nations.

Several other Northern Pacific executives are graduates of the program, and still others are scheduled to attend later sessions as part of the company's program to improve management skills.



# Working safely

Here's how our safety record looks for April and the first four months of this year. In April there were 7.36 reportable injuries per million man hours worked, compared to 14.10 in April of 1968. The four month ratio this year was 8.76 injuries per million man hours worked, down 6 points from the 14.76 figure posted in 1968.



## SAFETY SCOREBOARD

First Three Months 1969 Compared to same period 1968

System	Reportable Casualties		Ratio Per Million Man Hours	
	1969	1968	1969	1968
System	66	106	9.53	15.57
<b>Standing by District</b>				
1. Eastern District	20	36	8.90	16.68
2. Western District	40	55	16.25	22.62
<b>Standing by Division</b>				
1. St. Paul	7	29	5.98	26.69
2. Yellowstone	6	3	8.52	4.26
3. Rocky Mountain	6	7	10.49	12.45
4. Tacoma	17	34	15.17	30.22
5. Fargo	7	4	18.83	10.90
6. Idaho	17	14	22.10	18.80
<b>Division Standings by Percentage of Improvement</b>				
1. St. Paul			- 77.59%	
2. Tacoma			- 49.80%	
3. Rocky Mountain			- 15.74%	
4. Idaho			+ 17.55%	
5. Fargo			+ 72.75%	
6. Yellowstone			+ 100.00%	
<b>Standing by Class of Employee</b>				
1. Shopmen	0	4	.00	12.59
2. Stationmen	6	7	5.108	7.25
3. Trackmen	5	17	5.111	20.22
4. B & B Dept.	1	1	5.17	4.91
5. Enginemen	3	3	8.15	6.16
6. Carmen	6	2	10.55	3.66
7. Trainmen	15	21	27.47	41.76
8. Yardmen	24	37	53.34	82.20
<b>Standing by Main Shop</b>				
1. Livingston	0	1	.00	12.59
Tie South Tacoma	0	1	.00	10.34
Tie Como	0	0	.00	.00
4. Brainerd	2	0	15.05	.00
<b>Miscellaneous Departments</b>				
1. General Office & Misc.	0	0	.00	.00
Tie Communications	0	1	.00	8.75
Tie Dining Car	0	0	.00	.00
Tie Electrical Engr.	0	0	.00	.00
5. Store Dept.	1	3	6.61	18.82
6. Signal Dept.	1	0	7.69	.00
7. Engineering Dept.	1	2	9.49	16.02
8. Security & Frt. Cl. Prev.	1	0	23.19	.00
Rules, Safety & Fire Prev. — April 22, 1969				
Rules, Safety & Fire Prev. April 22, 1969				

## Retirements



Elmer P. Reswick has retired at St. Paul as manager of mail, baggage and express traffic after more than 38 years of service on the Northern Pacific.

Elmer started as a stenographer in the traffic department at Pasco in 1930, and through the years held such other jobs as traveling freight agent at Yakima, traveling freight and passenger agent at Yakima, city freight and passenger agent at Seattle, and district mail, baggage and express agent. He became manager of the department at St. Paul in 1954.

Scores of friends honored Elmer at a special retirement party in St. Paul.

Les Orr has retired as freight rate clerk in the traffic office at Billings. Friends and fellow-employees honored Les and his wife and their sons and daughters-in-law at a retirement party in March in the Billings Chamber of Commerce building.

Les joined the company in 1943 as a switchman at Laurel. He lost both legs in an accident, but mastered use of artificial legs and returned to work as a clerk in the local freight office.

The Orrs, together for Les Orr's retirement party, left to right, Mrs. Bill Orr, Bill, Mrs. Les Orr, Les, Mrs. Jim Orr and Jim.



Thelma Barkley, R.N., General Office Building nurse since August of 1962, retired April 1. She started work with the Northern Pacific Beneficial Association at its hospital in St. Paul in 1956.

Friends from throughout the building presented Thelma with a cash gift, some glassware and treated her to a special party in the NPBA offices. She also received the NPBA Service Award pin, a newly established honor recognizing faithful service.

Thelma's husband, Don, works for Northern Pacific at the Mississippi Street Shops.

## Retirements cont.

At her retirement party, Thelma introduced her successor, Mrs. Nancy A. Jagusch.

Nancy is a graduate of the Hamline University School of Nursing and has an excellent background of successful experience in the nursing field. Her husband works for Great Northern Railway at St. Paul.



■ M. C. (Milt) Wolf has retired at St. Paul as Northern Pacific valuation engineer after nearly 44 years of service with the company.

Milt, a graduate of the University of Minnesota with a bachelor of science degree in civil engineering, started in the valuation department as a draftsman. He rose through the ranks, serving successively as a computer, rodman, draftsman,

engineer - computer, office inventory engineer and assistant engineer. He became valuation engineer, to head that department, in November of 1954.

Two parties honored Milt on his retirement, one at the St. Paul Athletic Club April 7, attended by more than 60 fellow officers, and a departmental staff party April 10 at Hafner's Lounge, attended by 70 fellow employees and friends. Milt was presented cash gifts at both parties.

Milt Wolf, right, enjoys with his wife the hospitality shown by more than 70 friends and fellow employees at a special departmental staff party in his honor.



■ Ethel Thurston has retired at St. Paul as an overcharge department investigator in the office of the manager of freight revenue accounting.

Ethel joined the company in 1923 and completed nearly 46 years of continuous service in freight revenue accounting. Walt Goodyear, manager of freight revenue accounting, left, presents a gift from fellow employees. With them is J. F. Hansen, assistant manager of the department.



■ Clifford C. Sorenson has retired at St. Paul after completing nearly 51 years of service with the railway. He was a special accountant in the office of the manager of freight revenue accounting, and with the exception of some work in programming, served continuously in the freight revenue accounting office.

Cliff, left, receives a gift from fellow employees, presented by Walt Goodyear, manager of the department. Center, is J. F. Hansen, assistant manager.

John S. Atkinson, Carman, Auburn  
41 Years Service

Harvey A. Barrett, Section Foreman, Toppewish  
24 Years Service

Donald W. Clark, Sectionman, St. Paul  
24 Years Service

Jackson E. Comer, Switchman, Spokane  
42 Years Service

Everett D. Custer, Track Supervisor, Pullman  
45 Years Service

James C. Eletson, Switchman, Duluth  
25 Years Service

John A. Evje, Shop Laborer, Livingston  
24 Years Service

George L. Fuller, Drawbridge Tender, Kelso  
41 Years Service

LeRoy Ruller, Chauffeur, Duluth  
28 Years Service

Lloyd D. Giddings, Conductor, Staples  
45 Years Service

Ilo B. Hagenson, Switchman, Staples  
43 Years Service

John H. Mack, Locomotive Fireman, Helena  
23 Years Service

Hazel A. Mackey, Timekeeper, Tacoma  
24 Years Service

John A. Martin, Roundhouse Laborer, Mandan  
25 Years Service

Marion R. Petrie, Section Laborer, Walker  
26 Years Service

Andrew Pidany, Carman, Minneapolis  
23 Years Service

George J. Pfau, Machinist, Mandan  
48 Years Service

John D. Pulichis, Flagman, Yakima  
21 Years Service

Reuben A. Quenzer, Switchman, Helena  
40 Years Service

Elmer P. Reswick, Mgr., Mail, Baggage, and Express, St. Paul  
38 Years Service

Charles E. Schuler, Carman, South Tacoma  
47 Years Service

Norman J. Sholl, Box Packer, Minneapolis  
44 Years Service

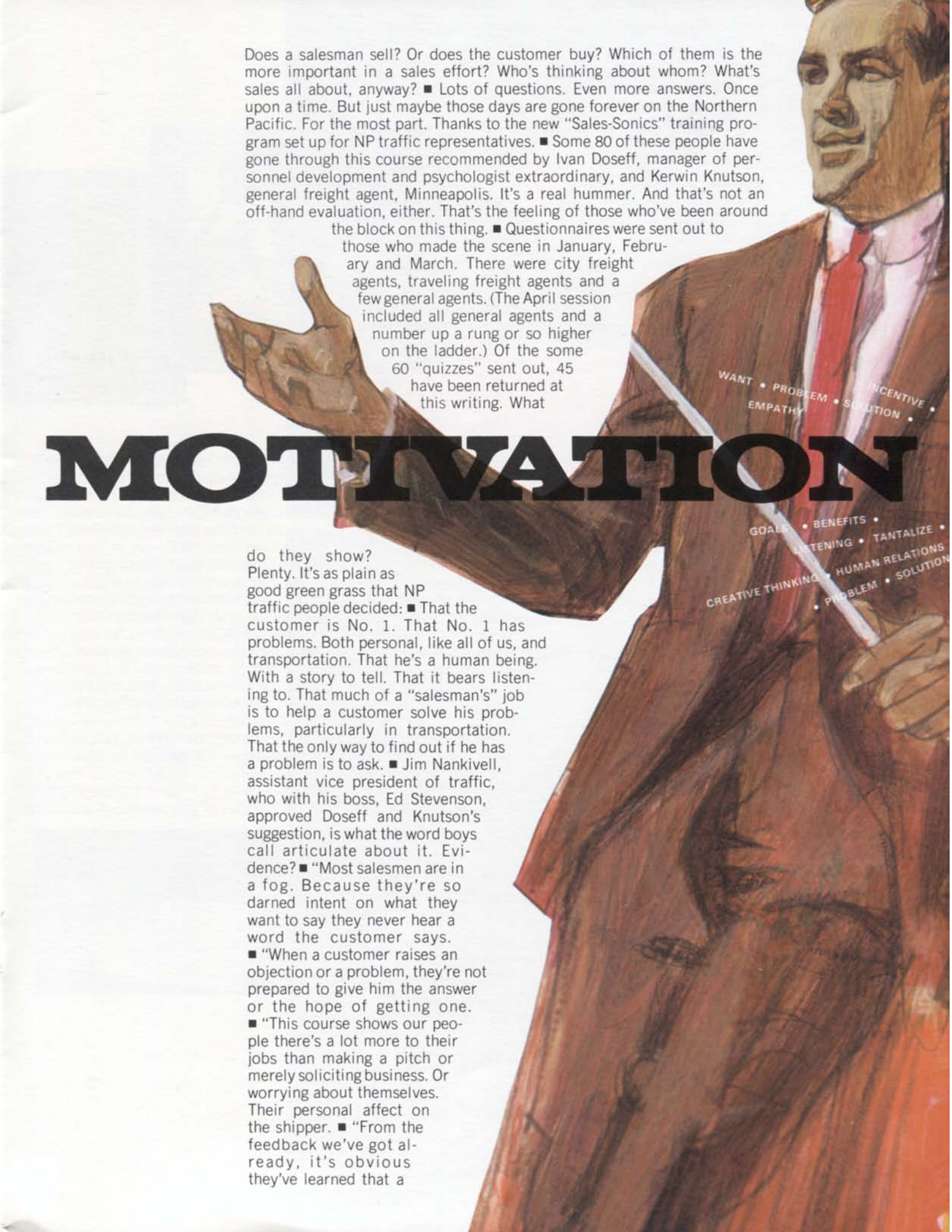
Clifford C. Sorenson, Special Accountant, St. Paul  
51 Years Service

Leonard Thompson, Roundhouse Laborer, Livingston  
23 Years Service

Milton C. Wolf, Valuation Engineer, St. Paul  
43 Years Service

Lyle V. Young, Conductor, Livingston  
42 Years Service



A detailed illustration of a man in a brown suit, white shirt, and red tie. He is holding a whiteboard with a list of business terms. The terms are arranged in a grid-like fashion: 'WANT', 'PROBLEM', 'INCENTIVE', 'EMPATHY', 'SOLUTION'. Below these, there are 'GOALS', 'BENEFITS', 'LISTENING', 'TANTALIZE', 'CREATIVE THINKING', 'HUMAN RELATIONS', 'PROBLEM', 'SOLUTION'. The man is gesturing with his right hand as if presenting. The background is a light, textured surface.

Does a salesman sell? Or does the customer buy? Which of them is the more important in a sales effort? Who's thinking about whom? What's sales all about, anyway? ■ Lots of questions. Even more answers. Once upon a time. But just maybe those days are gone forever on the Northern Pacific. For the most part. Thanks to the new "Sales-Sonics" training program set up for NP traffic representatives. ■ Some 80 of these people have gone through this course recommended by Ivan Doseff, manager of personnel development and psychologist extraordinary, and Kerwin Knutson, general freight agent, Minneapolis. It's a real hummer. And that's not an off-hand evaluation, either. That's the feeling of those who've been around the block on this thing. ■ Questionnaires were sent out to those who made the scene in January, February and March. There were city freight agents, traveling freight agents and a few general agents. (The April session included all general agents and a number up a rung or so higher on the ladder.) Of the some 60 "quizzes" sent out, 45 have been returned at this writing. What

# MOTIVATION

do they show? Plenty. It's as plain as good green grass that NP traffic people decided: ■ That the customer is No. 1. That No. 1 has problems. Both personal, like all of us, and transportation. That he's a human being. With a story to tell. That it bears listening to. That much of a "salesman's" job is to help a customer solve his problems, particularly in transportation. That the only way to find out if he has a problem is to ask. ■ Jim Nankivell, assistant vice president of traffic, who with his boss, Ed Stevenson, approved Doseff and Knutson's suggestion, is what the word boys call articulate about it. Evidence? ■ "Most salesmen are in a fog. Because they're so darned intent on what they want to say they never hear a word the customer says. ■ "When a customer raises an objection or a problem, they're not prepared to give him the answer or the hope of getting one. ■ "This course shows our people there's a lot more to their jobs than making a pitch or merely soliciting business. Or worrying about themselves. Their personal affect on the shipper. ■ "From the feedback we've got already, it's obvious they've learned that a

# SALES SONICS: training for NP sales.

good salesman spends 40 to 45 per cent of his sales efforts just listening. And that shows us we're on the right track."

■ "In the end," he adds, "nothing ever really happens until somebody sells something."

No doubt about it. The salesmen think so, too. Even if it's only their new presence and the possibility of getting tangible results in the future. Out of the 45 returns, 42 men put listening in the top five of what they considered the most important of 10 chapters. More than that, 27 listed it No. 1 among the sections of Larry Wilson's "Sales-Sonics Course." And something else showed up.

Their ranking of other sections put them solidly on the customer's side.

For instance. No. 2 on their lists was human relations. Followed closely by "Asking Questions." Then came "Presenting Solutions." To the customer's problems, of course. And what's almost as significant, not one of these sections was ranked No. 10. How 'bout that?

But then, that's what happens when people start going outside themselves and thinking about the other guy. In the language of today, it's a people world, cats. And you'd better believe it.

Tom Loving, general agent at Cleveland, attended in April. Afterward, said he couldn't help but do a better job for the customer and his company now. What's more, he feels he'll be better able to communicate with people in general.

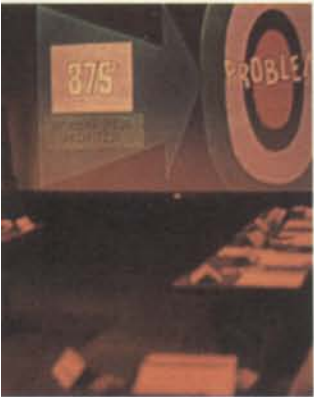


Stan DeWalt, Traveling freight and passenger agent out of Tulsa: "... This course has brought out some of my weaknesses and I'm trying to break some old habits. Now I'm listening, asking questions, etc."

Mike O'Shaughnessey recommends giving the course to all "newly-appointed salesmen" at the earliest possible time. And Bob Gaunt, Pasco commercial agent, figures he now knows how the customer feels when confronted by a salesman. But how about the business of carrying the lessons learned outside the office into one's personal life?

A. O. "Beels" Beelmann, Grand Forks GA, has an opinion on this:





"Even though my 14-year-old son isn't exactly 'salesman-minded,' I'm going to ask him to go through the book and records this summer. Because I know many of the ideas can be beneficial in everyday life."

Ivan Doseff couldn't agree more. "It was . . . intended that the course be concerned with people knowledge. Not product knowledge. In other words, the real professional has to become a people expert . . . to be successful!"

Eventually, Doseff, Knutson, Frank Lingenbrink and Ray McCourtney, all of whom took active roles in moderating the course, will develop one that's aimed at helping NP people work with transportation customers. For the benefit of both. As "sellers" and buyers. And, especially, as people.





Locomotive uses red, oscillating, mass light while waiting in siding for train to pass. Or to indicate unsafe condition to meeting train. As for example, light-using train's tail end doesn't clear main line.

ReflectORIZED switch signals used where external light source is available. Bill Hickey, night yardmaster at Mississippi Street yards, says they're great; switcher spotlight shows all switches' positions.

Red "paddle board" — called a smash board. Train running through a red signal hits it and the enginemen can detect it. Right now.



# SIGN LANGUAGE

Northern Pacific, like other transportation companies, has a sign language pretty much tailored to the needs of our kind of industry. Some are likely to be thought of as sort of routine. But there are others. Like, signs of life?

None of these is isolated. They're all part of a universal language. That keeps telling us not to forget. Our own security in terms of life. Our families' security in case we do forget.

These are colorful signs. Some of them things of beauty, if we want to give the designer credit for artistic talent. But, as everyone knows, that's not the import of all those colors. Yellow. Red. Black and white together. Green. Amber. Pretty. Pretty grim, too; if we forget. That they're trying to tell us something without having somebody around to hold us by the hand.

We see some of them every day. On bulletin boards in shops and offices. On building walls. On posts in yards and in shop and roundhouse drive-ways. On the right of way. Highways.

Street intersections. Power stations. Fire escapes. Almost everywhere we look. IF we look.

Who are the enemies to look for? Most are pretty evident. But the worst one of all is ourselves. Yep. That's us. Our own worst enemies. We know too much. Like, man, we're such good drivers, what's the point in doing 30 just because the sign says so? Yeah, man. But there'll be a day.

"Start the Day Right. BE CAREFUL." Seen that one a lot? Sure. Know it by heart. There's one right over there. No, it's not someone's idea on how to spend money. People that put it there care. So do a lot who didn't put it there. And that's no joke. Like a coffin's no joke.

YIELD. Yeah, there's another one. Nobody'll let you on the freeway? You got rights? So, okay. There's rights reserved for everybody. They call 'em last rites, sometimes.

All right. That's enough of that stuff. Except for one more thing. Don't wait for National Library Week to start reading. Especially all those signs. And believe 'em. Give yourself a break.

Color the world flood. Gray. Hazy. Murky. Dank. Flood. Dirty comin' in. Dirtier goin' out. Flood's ebbtide isn't pretty.

Silt, sludge and sand. Sand in bags to hold back the rising tide. To reach above the crest. Hopefully.

St. Paul got it again. When the Mississippi and Minnesota boiled together. Fast, wild and rambunctious at first. Then slowly, scummily spreading out to cover highways. Then rail lines. The airport and NP's Mercury Aviation and Airframe Rebuilders operations.

Farther west, Jamestown couldn't stem the tide of the raging Pipestem. Fargo, Grand Forks and East Grand Forks fought off the famous old Red. Sometimes the rivers had their way. Sometimes the people.

Bud Bush and his commissary commandos had to follow W. D. Johnson and his 3rd Street coach yard forces with the passenger cars to Minneapolis. Orv Murphy and his crew from Mississippi Street moved over too.

To groom passenger motive power that couldn't get into St. Paul's depot, let alone to Chicago and back.

There was Ira Allen, traveling supervisor for dining car service riding along in the Minneapolis freight yards past Train 26. It was being cleaned and stocked. His "pilot" was Jim Walker, news clerk ("My profile's better.") Nars Mercier, from 3rd Street hulked into camera range, but the film had run out and he was too busy to wait for the reload.

"Everything came off perfectly," said Bush from his "make-shift" office in a business car. Assistant Dick Carlson grinned his agreement and said it was a lot different from the flood of '65.

Operations were about the same then. But Bill Paar and his people had to rub shoulders in the old freight house office there. Jack Arbuckle recalled the experience with a rueful smile and a shake of his head.



# FLOOD

From the other end of the plushier offices came the steady tapping from Judy Rovang's typewriter. Work hadn't slackened a bit. Erv Reuther, rate clerk at Jamestown was on the job, too. But.

He had to move out of his house. Water in the basement and surrounding his home. Along with his neighbors' houses. Familiar people, too: Fred Schauer, water service foreman (a bit of tragic irony); Art Edgekoski, brakeman; Al Kercher, locomotive engineer, and Jim Carlascio, another brakeman, whose misfortune included the walls of his basement caving in. Chief clerk Ed Lynde and Reuben Dockter, warehouse foreman, were among other GO! people hit hard by the Pipestem's rampage. All had to move out. But they held up their end on the NP.

Company facilities didn't get by scot-free at Jimtown. Turntable pit filled up. Freight house basement nearly turned into a small lake with two inches of tainted water. All but a single track in the yard covered one

day. So, no switching. The lone track was used to run trains through. And they got through, as usual.

City of Fargo did a good job of diking, so damage wasn't as great there. Agent Ardy Foss says he worked with five neighbors sandbagging their homes. Luckily, the water stopped about 100 yards away. The rat problem?

"Vastly overplayed by the press," he said. "I didn't see a one. Oh, we had a rat patrol for a few days. But the so-called invasion amounted only to some field mice and a few sewer rats."

But the river looked like Lake Erie in spots, spreading five miles on each side of its usual course to form a body of water 10 miles wide.

H. J. Walters, assistant superintendent at East Grand Forks, and Karron Caranado, chief clerk at Grand Forks, still at their posts, reported the second highest crest in history there. Some 40 households were affected, none occupied by NP folks. Even so, people like roadmaster E. D. Casmeay and assistant trainmaster

G. D. Anderson spent long hours keeping eyes on NP facilities and tracks. And Walters was quick to point out that all section crews and B&B forces did exceptional jobs holding the line.

Meanwhile, Ray Wilder, VP and general manager of Northern Airmotive, had to evacuate St. Paul's flooded airport. Lots of planes to get out of the Mercury hangar. Owners flew most of their planes to various fields. But many wound up at NA's ramp on the Twin Cities International field. Dick Stevens flew them over. And Rosemary Schwaam, Ray's secretary, said, "You ought to see it. Looks like a funny farm."

Ken Rovey, Mercury hangar manager and maintenance super did a "tremendous job." Planned and organized the entire move and looking ahead to the day operations get going again later. And to make certain they do, Bob Trone, line service manager, moved equipment to safe ground and got facilities ready for immediate resumption of service.

Don Hendrickson, Airframe Rebuilders' manager, had a big job getting partially rebuilt aircraft moved out safely. And their work is going ahead as before.

That's NP and its people in so many different jobs: meeting problems raised by the flood and looking ahead to getting things going as soon as the waters subside. GO! people. Like always.

# READY



Bud Bush, Dick Carlson



Don Welligrant



Ira Allen, Jim Walker



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*Address Correction Requested*

