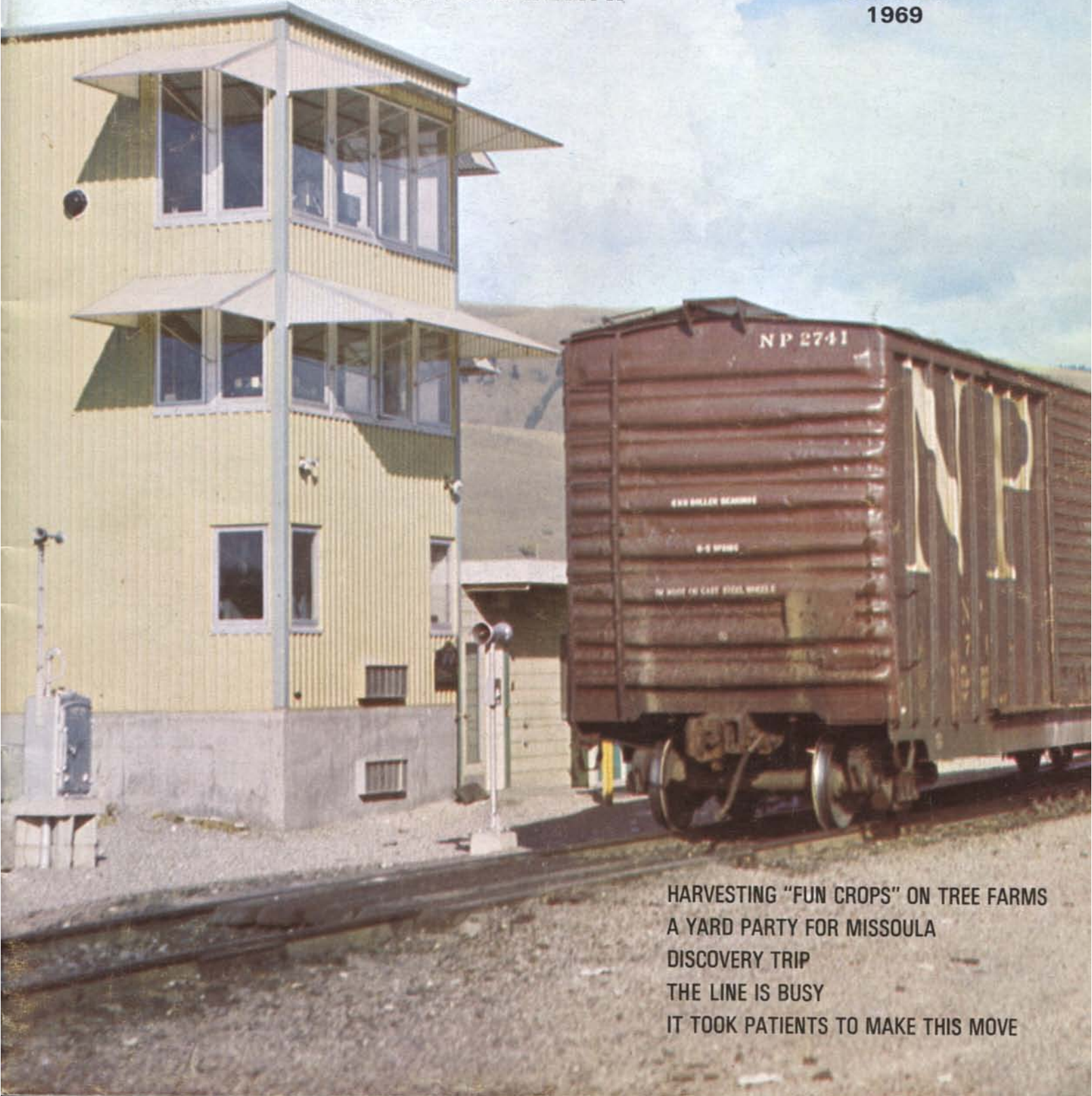


GO!

WITH NORTHERN PACIFIC RAILWAY

SEPTEMBER
OCTOBER
1969



HARVESTING "FUN CROPS" ON TREE FARMS
A YARD PARTY FOR MISSOULA
DISCOVERY TRIP
THE LINE IS BUSY
IT TOOK PATIENTS TO MAKE THIS MOVE



WITH NORTHERN
PACIFIC RAILWAY

VOL. 1 NO. 5 SEPT.-OCT. 1969

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Railway Company.

GO! COVER

A Northern Pacific box car rumbles
past the control tower and squeeks
through the automatic retarders at the
company's \$8.5 million mini-yard at
Missoula.



Member Association
of Railroad Editors

HARVESTING "FUN CROPS" ON TREE FARMS



Fairwood golf course



Mowatt golf course under construction



NP turns forest holdings into acres of recreation sites.

Bozeman, Marion, Seeley Lake and Missoula, Montana . . . Avery, Idaho . . . Newport, Yakima, Roslyn, Kanaskat and Longview, Washington.

Sounds like the station master's "all aboard" call, you say. No way is it. Trains don't go through most of these towns. Automobiles either, unless they're four-wheel drive Jeeps or Tote-Gotes. Sometimes the mail only comes once a week or so.

Most of these are mountain hamlets, split from the metropolitan concrete jungle and the busy byways and flyways. Generally right smack in the middle of one of Northern Pacific's 14 tree farms. That's right. Tree farms. And it's in these burgs that Northern Pacific's resident foresters set up shop, do their thing.

Tree farms are an integral part of the company's timber and western lands division based in Seattle. Bud

Merryman is the manager of this operation and the GO people in the NP, who (like the advertisement says) "manage to keep our land beautiful." And productive, it should say. Also profitable and enjoyable. All at the same time. All 1,381,424 acres of it.

They do all this under a management plan described as a multiple use principle. Some call it highest and best use. Director of land management Jack Duke has spent many an hour debating land use with governmental planners and interest groups who use this term, and he doesn't think it's adequate.

He says it's "utilization of the land to obtain maximum revenue consistent with good conservation practices and with recognition of the economic effect on communities served by N.P." Whew! Takes longer to say it than it does to do it!

About one million-two of the land is forested. Basically, that's the land we're talking about. All those beautiful trees that we just assume are there. But they're not "just there."

Jim Brady wants you to know that "timber is a crop. And tree farming is business forest management," says the man who is principally charged with managing that spread correctly. So, his title: timber management forester.

These GO people zinged some \$7-1/4 million in gross revenue into the company treasury last year selling timber. That's definitely big business.

But there are a lot of little businesses nestling on that same forested land. Let's talk about it. *Multiple use.*

Man, it's been over a century since the historic land grant, and people still don't believe that a railroad is also a timber and land company.



Boy Scout Camporee at Bullfrog Flats.



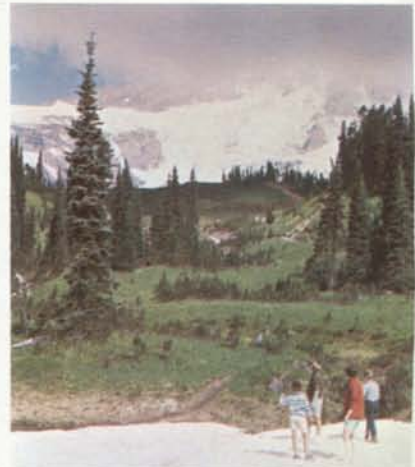
Skiing at Hyak.



Motorcycling near Cle Elum.



Cabin site in forest.



Hiking in the Cascades.

NP forest lands, managed for multiple use.

(Photo by Gerry Grissom)

Would they believe there are scads of summer homesites; ski resorts; Boy Scout campgrounds; commercial recreational resorts; airway beacons; microwave towers, and motorcycle, jeep and snowmobile trails, plus camping areas in and around these tree farms? Even the beginnings of a residential suburbia? No kidding. There really are.

And they didn't get there by accident. Just like those trees don't grow by accident. They are results of that "recognition of the economic effects on communities served by the NP" that Duke tacks on to his definition of multiple use.

Growing trees is the primary interest of Merryman's division. But these other projects are getting a long look from a financial-return angle. Even so, they are paying big dividends in community relations.

The foresters — resident guardians of the people's playground — feel pretty good about those dividends. Larry Osborn at Seeley Lake, Dave Whitesitt and Cliff Amsbaugh at Marion, Byron Grove and Laurie Harvey at Missoula, Paul Christian at Avery, Jim Kover at Newport, Frank Bernritter and Morris Jenkins at Roslyn, Dick Frohne at Yakima, Bill Anderson at Kanaskat or Rowan Hinds at Longview.

Few would argue that the forestry activities taking place on NP land are an economic boon to the surrounding communities. Some might think we are lax in doing whatever to see that the lands are also "a people's playground." Not so.

It's not easy being a resident landlord for the masses. Morris Jenkins will assure you. At least twice a year, he plays host to some 1,000 Boy Scouts who hold their camporee in the Bullfrog Flats area near Cle Elum. That's a merit badge full of euphoric energetics!

He remembers them. And they remember him, too. And the NP. Morris also annually hosts a teachers' workshop on the subject of timber and land management. What better way to educate the new generation than to educate their teachers.

Laurie Harvey skis more than a bit on the slopes of Missoula Snow

Bowl. So does general agent, Dick Roth. The Snow Bowl slopes lie partly on NP land. Laurie helped put this ski resort together a few years ago. He doesn't mind telling you that the Snow Bowl was the site of last year's National Alpine Ski Meet. Citizens of Missoula who profited from this attraction won't forget Laurie's work.

Assistant tax agent Ron Norman, photo-pilot Harry Tutmark and industrial agent Gerry Grissom are part of a big clan of Seattle NP employees who ski the slopes of Stevens Pass or Hyak in the mighty Cascades. NP land.

Kanaskat agent Nellie Anderson and Tacoma engineer Chick Sales lease lots at NP's cabin site development on Lake Kachess near Cle Elum. Retired South Tacoma shop foreman, Al Peterson, has a sweet place on the Fairfax River near Enumclaw, Wash.

NP employee Warren Hill put up a summer retreat on the company's development on Lake Inez north of Missoula. Seattle general freight agent Paul Wohld is a frequent visitor to "Big Pasco" Carter Meyer's swingin' place on Cooper Lake.

We've got similar recreation type developments on a dozen or so scenic mountain lakes and rivers in Montana, Idaho and Washington. Tracts are sucked up by local citizens as soon as a stake is driven. Land department files boast near 1,000 applications for cabin sites — anywhere!

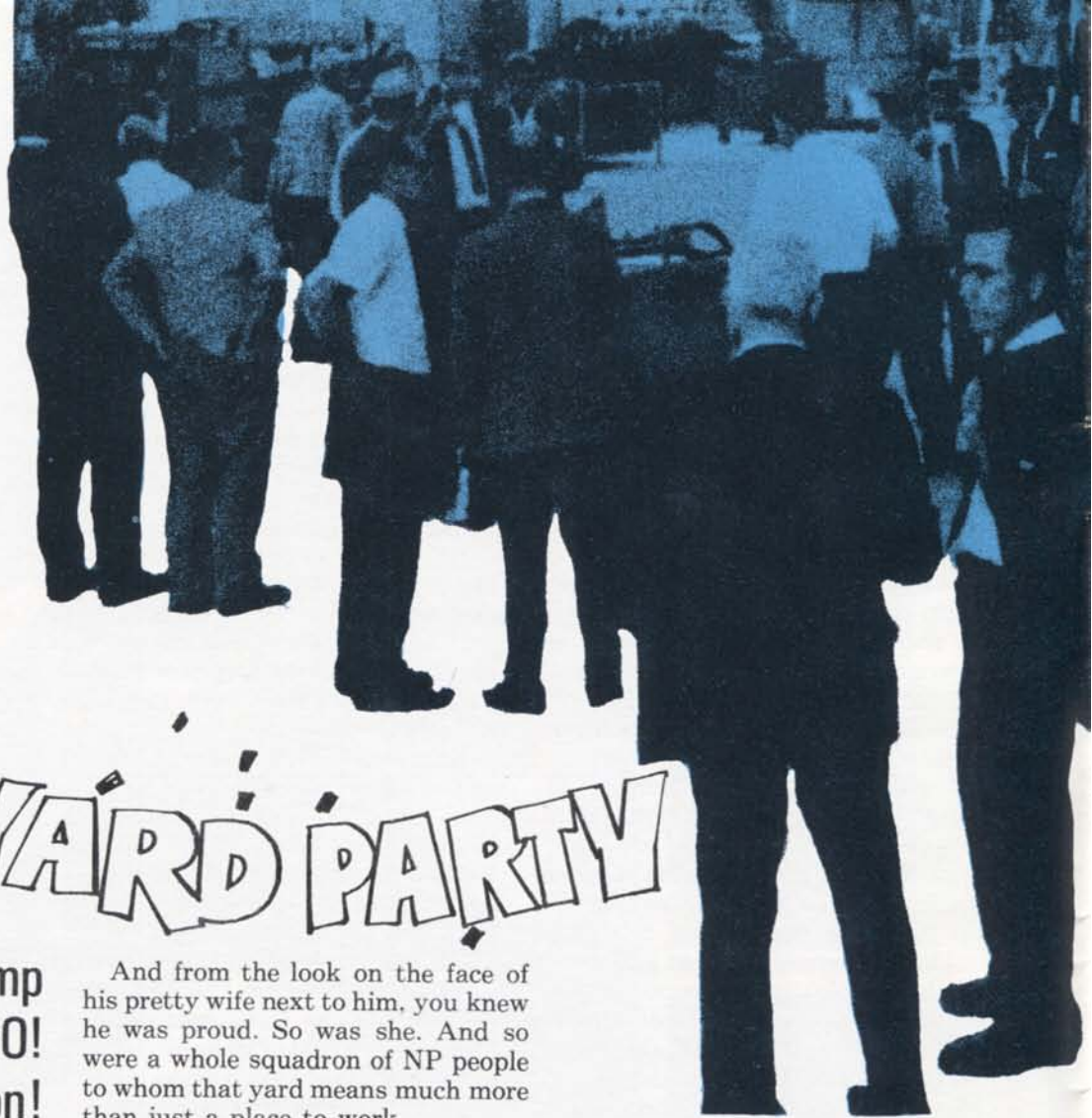
"We'd like to develop more land," says Mike Truax, who looks over this aspect of the division's activities. "Man, we've got some beautiful sites, but it takes a lot of work, time and money to put one together."

He'd know. So would Stan Humann, Monad chip super. He engineered a good many of the current developments. Road construction, tract design, water and sewer regulations.

He has seen most of NP's "beautifully managed land." So has Jim Brady when a hiking a mountain trail. And Bob Benzie, assistant tax agent, while shooting a fast, cold river on an inner tube. And Gary Sund, from a trail-equipped motorcycle.

Love that multiple use principle. It's a good thing for all of us.

Mowatt is a joint residential development being undertaken by the Monad Co., NP subsidiary, and the R. A. Watt Co., subsidiary of Boise Cascade Corp. The suburban wilderness project covers 170 acres near Renton and will provide sites for 500 single-family dwellings plus multi-family and commercial buildings. Mowatt lies near Fairwood, a community developed similarly not long ago, and is on NP land. The Watt Co. is one of the country's largest residential land developers and home building firms. First 150 homes will be completed by the end of the summer.



A YARD PARTY

Missoula's new mini-hump yard opened with a GO! type celebration!

Fresh crushed rock had been carefully spread and smoothed over the area around the tower and tracks. Posts had been pounded in and linked by rope to control the crowds. And there wasn't a candy wrapper or an oil-soaked rag in sight.

This was Open House Day for the recently jazzed-up Missoula mini-hump yard. And the premises glistened like a schoolboy on the first day of third grade.

"We all worked extra hours to get the place cleaned up," said Don Hinton, yardmaster nights. "I'm proud I had a small part in the dedication."

And from the look on the face of his pretty wife next to him, you knew he was proud. So was she. And so were a whole squadron of NP people to whom that yard means much more than just a place to work.

Open House Day in Missoula was rather warm. Even hot, you might say. But it's doubtful that Gordon Naylor even realized it. He was greeting the first visitors and passing out a colorful and informative folder describing the facility.

Among the first to arrive were some retirees, who almost drooled over the new equipment. You could just see 'em wondering how much more they could have done in their day with these new-fangled electronic gadgets. The yard is loaded with whatchamacallits that do everything.

Then a couple of families of employees arrived. They got the full treatment, as Del Cree and Cecil

Schlagel took turns explaining all about the PICL (pickle, they call it) system with its stacks of IBM cards, the two IBM 2780s and the IBM 1050 and how they worked. Maybe the kids didn't understand, but the dads were sure tickled to have the chance to tell the story.

Fellers from the news media trooped in next with President Lou Menk. They had all lunched together and heard a paragraph or two about passenger trains and about the company's confidence in Missoula, as shown by the \$3 million yard and shop investment.



Newsman Gerald Alquist (in white shirt) asks Les Wollschlaeger, assistant superintendent, a question about the retarders being controlled by Switch Foreman Dave Crear.



Carman Phil Weiler replaces journal box cover.



Cecil Schlagel points out data processing equipment to visiting newsmen touring the yard. Over this equipment, yard reports are transmitted via microwave to computers in St. Paul.



FOR MISSOULA

The real fans started coming now. Hundreds of them before the afternoon was over: shippers; employees who were off duty but wouldn't miss it for the world; families; the curious, and lots of friends.

After touring the tower area, seeing the electronic equipment, the weigh-in-motion scale and the car retarders, most visitors went on down to the one-spot car repair shop. Business as usual here. Except that the men were pretty well dressed up, compared to the togs they might wear in a usual repair shop.

"We can wear half-way decent clothes to work in here," says Phil Weiler. "We're not in the mud anymore, like the old shop was."

The gang had put their best equipment on display, too. A brand new Cascade green caboose with yellow racing stripes. A huge covered hopper that might never look quite this good. A sparkling Ply-Pak car which is winning the hearts of plywood shippers because the portable bars snug the load and eliminate damage.

Ed Kohler was there, humming excitedly to himself as he pulled journal bearings. "Not used to an audience," he mused. But you could tell he was enjoying the guests and their interest in his work.

Hanging onto the business end of a paint spray gun, Allan Johnson was

applying automatic car identification (ACI) material to a boxcar. ACI is a labeling system which will eventually link the nation's boxcars into one grand fleet, with the whereabouts of each car known by a central computer.

Johnson hopped down off his platform and started to explain how the electronic scanner can read the reflective strips he was framing with paint. His audience included shipper Fred Garrison, president of Missoula White Pine Sash Company.

"Now you read this from the bottom up," Johnson explained, "and it tells you all about this car . . ."

Refreshments were available to all in the shop. They were set out on a special table, but from the looks of the floor, you could eat 'em right off of it.



Allan Johnson explains ACI workings.



Pete Day (in dark glasses) operates the business end of the weigh-in-motion scale. Without stopping, each car is weighed and that information is printed on a ticket. At the control panel is Jim Bisette.



Del Cree describes computer equipment operations.



That evening, in the Florence hotel, most of the NP GO! people who didn't draw duty at the yard were on hand with their wives and sweethearts to hear, following a brief introduction (by a medium guy named Roth), their president (a tall guy named Menk) and their governor, (a short guy named Anderson) discuss moving the whole general office out to Montana.

You couldn't help but feel that John Davies' operating crew in Missoula operated like a traffic department crew. Men like Jake Hoyle: vital, interested, turned on about their yard and its equipment. Why?

Because now they know they can do an even better job for the shippers and receivers whose cargoes flow through this dynamic terminal every day. It's people like these who run this railroad.



Applying ACI.

Ed Kohler works on journal bearings before crowd of onlookers.



◆ ◆ ◆ **MAKING NEWS** ◆ ◆ ◆



You can't keep a good man out of the mainstream. Even if he has passed the three score and 10 mark and spent more than half of those years with the Northern Pacific. That's Bob Macfarlane.

He was an attorney for the NP out in Seattle, and then vice president. Came the ultimate, the presidency, followed by chairman of the board and, finally, chairman emeritus. Finally? Not on your tintype.

Macfarlane still has an office on the 10th floor of the general office building in St. Paul, where he finds plenty to keep him busy. And what's his latest project? Nothing less than serving as general campaign chairman for the 1969 United Fund drive for Greater St. Paul. And what an undertaking!

This year the United Fund has set its sights on \$5,131,476 or 7.6 per cent above last year's total donations, according to Robert B. Ridder, president of the UF board. Macfarlane said the goal established by the board is the minimum amount needed.

"This will be our 50th united campaign to support the activities that help make the St. Paul area a fine place to live," he went on. "In these 50 years of Community Chest and United Fund there have been great

social changes and great strides in health care. But we still have many urgent problems and we need community support and cooperation to solve them."

Employe and business solicitations for UF in St. Paul began early in September, and the residential part of the campaign starts in October. A victory dinner is slated to end the campaign October 24, Macfarlane added.

Victory dinner? Sure; why not? With NP's energetic Bob Macfarlane behind it, and our St. Paul GO! People doing their part by giving from their good hearts, there's just no doubt about a victory dinner. All we need is the rest of the city to keep up with us. Right?



NPBA AUXILIARY CALLS FOR VOLUNTEERS

Elsewhere in this issue is a story dealing with NPBA's move into a new hospital in Tacoma. Well, St. Paul's NP hospital is growing, too.

The NPBA Auxiliary wants us to know that the new wing is now open and is something to behold. Now, too, remodeling of the oldest part of the existing structure is underway. However, in addition to the costs for new construction and remodeling, they say many items of furniture and equipment are urgently needed.

Helping to procure and pay for this stuff is one of the functions of the Auxiliaries. They raise money through their coffee and gift shop operations, contributions and conducting events such as bazaars, bake sales, etc. But that's not all they do.

There's a hospital cart service on nursing floors to enable non-ambulatory patients to buy candy, stationery, toilet articles and other items. A birthday program in which, one night each month, a cake and gift are given to each patient who has a natal day that month. A Candy Striper program which has attracted some 50 girls to serve at the hospital. And a Nursing Scholarship Fund, now holding about \$2,000, to help alleviate the widespread shortage of nurses.

Through the existing coffee and gift shop establishments, the group has earned and subsequently donated about \$4,000 to purchase such things as a circle bed, a heart monitor, carpeting and drapes for the pediatric examining room, and much more. Nice. Right? But!

A new coffee shop and a gift shop are part of the remodeling plans. Cost of the new area — in the neighborhood of \$20,000 — will be paid by the Auxiliary. Right now, the present facilities can be "manned" by one volunteer in each unit. But the new quarters will have to have several more ladies.

Members work four-hour shifts, and must serve at least eight hours per month. More, if they want to. So, you see, the group needs more members to keep things moving and happy for the patients, personnel, etc. And they're asking others to join the some 200 who are members of the 5-1/2 year-old organization today.

NP women employes, all wives of NP male employes and, in fact, all of their friends, are eligible for membership, of which there are three categories: active (performing service in the hospital); contributing (supporting various projects and programs), and life. For the first two classifications, annual dues are \$3 and \$5 respectively; life members pay \$100. Obviously, the money is not the primary object of this appeal. It's the volunteers who are needed.

Future plans of the organization, provided the womanpower shortage is rectified, include operation of a hobby cart, escort service and other efforts for the patients.

As Betty Larson, Auxiliary president, Marge Walker and Ev Shields say, "We guarantee a high reward: the feeling of well-being that comes from doing for others."

The line forms at your writing table. Send for full information to Mrs. R. C. Atkins, 3039 N. Asbury, St. Paul 55113, or call her at 633-4506.

NP ENGINEMAN MAJORS IN PSYCHOLOGY

ELLENSBURG — Commuting from home to school is "bread and butter" for Robert Anthony, 49, Pasco.

A railroad engineer majoring in psychology at Central Washington State College here, Anthony operates the Northern Pacific Railway passenger train between Pasco and Ellensburg.

The father of five children, Anthony has a full schedule.

He begins the day at 2 a.m., leaving on the train for Ellensburg, where he arrives at 5:30 a.m. For 12 hours he is free to attend classes and study.

Then he starts on the final half of the 254-mile round trip, getting home about 9 p.m.

He operates the train every other day and rides on his off days. He can stay home one day of each weekend, when he neither has classes nor a train to operate.

"I don't know how long I can keep this up," says the college junior.

"Going to school," he says, "is a challenge, a stimulus and fun. When you get to my age you see life slipping by and you have got to get moving if you are going to get tuned in."

A railroad employe for 30 years, Anthony started college 26 years

after he graduated from Pasco High School. He earned 90 credits at Columbia Basin Junior College, Pasco, before transferring to Central Washington State College. (Yakima Herald-Republic)

MR. MILES CITY GOES TO SAN FRANCISCO

Mr. Miles City for NP? Mr. NP to Miles City? No matter. Both are true, and the two add up to one. Namely, L. H. "Herman" Leibinger.

Anyhow, Herman, district supervisor of grazing and cultivation, recently returned from San Francisco, where he attended a two-week's seminar on real estate management.

Sponsored by the American Insti-



tute of Real Estate Appraisers, and held at the Golden Gate city's university, the program dealt with principles, methods and techniques of evaluating land and real property. Nationally recognized experts in these fields presided over sessions held from August 4 to 16.

That's two in a row for Herman. Last year he went to the Real Estate Appraisal — Grazing Lands and Cattle Ranches seminar at Logan, Utah. A veteran of more than 42 years in NP's land department, all in Miles City, he has direct supervision over the management of our farming and grazing resources in eastern Montana, North Dakota and northern Wyoming.

Following participation in the seminar, Herman was joined by his wife, Thelma, his daughter, Shirley, and the latter's two daughters for a vacation in California, Nevada and Utah, before returning to his Miles City headquarters. That's home, man.

BOB HEYER SERVES AT NATIONAL BOY SCOUT JAMBOREE

Bob Heyer, agent at Jamestown, scoutmaster of that city's Troop 182 and an active participant in North Dakota scouting for lo! these many years, served as a Trail Skills advisor at the BSA National Jamboree at Farragut, Idaho, this year.

His report on the 12-day program at the former Naval Training Station appeared in the Jamestown Sun. And it pointed up one often — if not always — overlooked fact: the youth of today, as exemplified by the Boy Scouts, possess an awareness of and concern for the problems of this nation that go far beyond the implications of news stories about the minority dissidents and dropouts' lawbreaking outbursts. Says Bob:

"I believe the most important product to come from this Jamboree was the troop campfire forum covering the 'Building to Serve' theme," he wrote. "Problems discussed by the (troop) patrols were: lack of communications between people . . . natural resources; effects of drugs, tobacco and alcohol on youth; community pride; scouting; relationship to the community, and scouting's public image."

A tip of the hat and a salute to our scouting youth and to GO! People like Bob Heyer who serve with little notice or recognition.

Playing



BILL EGAN TRAPS CLAY PIGEON HONORS

NP's trap league toasted the end of its fourth season with a bang-up banquet at Northwood Country Club in North St. Paul August 6.

Bill Egan, TOFC-COFC's marketing manager garnered high gun award honors for the year. And team No. 5 bagged the high team laurels. Members of the winning team are Dick Beltz, fleet manager; Cliff Schutt, G.O. building super; Virg Demarais,

bridge engineer; Harry "Not-so-Silent" Coolidge, data processing director; Larry Johnson, office inventory engineer, and team captain Jim Maher, valuation engineer.

These guys — the league, that is — even have to have officers. For next year they tabbed Virg for the presidency and pool-car pusher Beltz for vice. President, of course. Bob Moser, of purchasing and stores will take over in '70 as secretary-treasurer.

WHY I LIKE TO KEEP AMERICA BEAUTIFUL

HENRY GIBSON

Because it's my country. And it's getting dirty. That's why.



Keep America Clean.
Keep America Beautiful.



Advertising contributed for the public good.





SARGENT MAKES MAJOR CATCH IN CANADA

Brainerd tie plant yard clerk, G.E. "Ed" Sargent won himself a bronze medal, a Master Angler's Award and a gigantic trophy this summer while camping on an island in Lake Athapuskow, near Flin Flon, Manitoba.

Casting from shore, using an old Pflueger dragless reel, with only 15-lb. test line, Ed's wife hooked something that headed lakeward like a bat out of Brainerd. Ed grabbed the rod, jumped into a boat and took off in hot pursuit.

After playing the lunker for an hour and 10 minutes and riding it out 15 miles from shore, Ed netted a 38-lb, 9-oz. lake trout that laid out 40 inches long and bulged 28 inches around the middle. A Royal Canadian Mounted Policeman met him at the dock, weighed-out the monster and signed Ed's affidavit. It takes only a 20-lb. lake trout to qualify as a master angler, but Ed dang near doubled that to get his certificate and medal.

Naturally, Ed had it mounted, not only to prove he brought it in, but to remind him of a pleasant 10-day camping vacation he and his wife and two other couples spent on that wilderness Canadian island.

SYSTEM SPORTS LOVERS ON STRIKE?

They're striking out in this department, at least. And these cats in St. Paul, especially at the general office, are starting to think this "Playing" category is their exclusive domain, from the looks of things.

Tell us it isn't so. Dorothy Brantseg, Fargo division reporter, upholds, at least partially, the honor of GO! People in North Dakota with a very noteworthy item about John Dahl (which see). But where, oh, where are the rest of the golfers, ballplayers, fishermen and whatnot in Wisconsin, Montana, Idaho, Washington and Oregon?

We're not talking about activities on First avenue in Seattle, or up the pike a piece from Tacoma's Union Station, obviously. (Oh, yeah. We've been around the block a bit, too, you see.) And, yes, everybody on the railroad is interested in what our off-line office "playboys" are doing on the links, lanes, courts, etc.

So, please help the magazine give more complete coverage with all of your fun and games items (preferably with photos) when GO! People are putting their reputations and NP's on the line. Ready, set, git!

NP YARDMASTER'S SON IS N.D. GOLF CHAMP

Palmer and Nicklaus, you'd better start working on your chip shots some more. John Dahl is hot on your trails.

John, son of Fargo general yardmaster O. N. Dahl, slammed his way to another golf title this year. In a sudden death playoff at Bismarck's Apple Creek Country Club course, he nipped a fellow-Fargoan for the title.

Best part was, John was nine strokes back of the leader over the first 27 holes, with a 121. But he finished strong with a 109 to tie Brad Shmierer with a 230 at the end of regulation play.

The gritty job not only won him the championship, but it brought Dahl a \$300 scholarship at the college of his choice. John, by the way is only 16, and has been in the winners' circle before.

Back in 1967, he won the Fargo All City title, then took top spot in the Jaycee tournament at Detroit Lakes. He won the latter event again last year.

NORTHERN PACIFIC WINS SOFTBALL TITLE

Northern Pacific Railway captured the Parks and Recreation Commercial softball championship by defeating Downing Univac, 4-1 . . . Bob Trapp gained his second win in the playoffs over Univac, allowing one hit and striking out 13.

Jack Chlebeck's three-base hit in the bottom of the fifth broke open a 1-1 deadlock as he scored the walking Art Carlson and Red Roberts.

NP wound up the season with an 8-win, 2-loss record, good for first place, then went on to become the city-wide (St. Paul) commercial champs in the playoffs. From there the team moved up to the Metro Playoffs, but didn't fare quite as well.

The boys reached the semi-finals before losing out in the payoffs that pitted all St. Paul league champions against one another. This playdown involved winners of titles in the Classic, Class A, Commercial and Class B leagues.

RULE G NIXED FOR MIXED SCOTCH FOURSOME MEET

Not really, of course. This was really a brand new golf tournament introduced to Twin City GO! People this year. But it makes a good headline, so what the scotch, anyhow.

Low net winners were George Whitford, Minneapolis dispatcher, and his partner, Donna Simonson, wife of Switchman Gale Simonson, Northtown. Stroking into the second low net spot were Jim Clark, St. Paul Union Depot ticket clerk, and Kay Ressler, the distaff side of Lowell Ressler, engineering department, St. Paul.

High gross onions were pulled by Jim Maher, valuation engineer, who maybe oughta stick to his guns, and Phyllis Bennett, accounting department clerk.

Hal Bradbury, the transportation department's mixer, reports that 55 participants of both sexes showed up on the links at Castle Greens in North St. Paul. However, an additional 18 made the scene for a "social affair" that followed. (Say, Hal, what's 55 divided by four?) That's a jigger of a figger for foursomes.



EARNING PROMOTIONS & APPOINTMENTS



A. L. Alm joins Nicoll in the new set-up as senior assistant director. Lloyd was assistant under Goodyear in freight revenue accounting before the change.

He came to NP as a ticket checker in 1935. After holding down various clerical desks he started laddering. Like, bureau chief — manager machine bureau, 1954; special accountant the following year, and assistant manager — freight revenue accounting five years ago.



Roger J. Crosby, a 17 year veteran of NP's legal staff, has been named vice president and western counsel for the company at Seattle. Thus, he becomes our top executive on the west end, following the retirement of F. L. "Lyn" Steinbright.

Crosby, a Dover, Wyoming, native went to Lewis and Clark high school in Spokane and majored in political science at Washington State U. He earned his law degree from the U. of Washington law school.

After engaging in private practice in Seattle for six years, Roger joined the NP as assistant western counsel in 1952. He was appointed western counsel in 1967 on the heels of Dean Eastman's retirement.

M. C. Johnson has been named direct service agent, with headquarters at Buffalo, N.D. But hold on a minute. That's Mrs. Mary Johnson, and we'll thank you to make no cracks, old or new, about women drivers. Mary got her NP start as an apprentice telegrapher at Jimtown in 1945, then served briefly at various Fargo division points until being named telegrapher at Lisbon in 1946. Came moves to Dilworth in '54, Spiritwood two years later, and to Kathryn later in 1956. For the record, it's believed she's the first woman DSA in railroading. We know she's the first for NP. Incidentally, Mary showed her mettle when she took a six-months' leave of absence last year to serve with the North Dakota State AFL-CIO political education committee known as COPE.

D. T. Nicoll, who, appropriately, has been associated with keeping tabs on our money for years, has been appointed director — revenue accounting. The new title grows out of a consolidation of departments.

Effective August 1, the offices of freight revenue accounting and passenger and station accounting were combined. The result is a new one called, simply, revenue accounting.

Dave joined NP as a timekeeper in 1942 on the Yellowstone division. Six years later he moved up to traveling auditor, and in 1951 he became manager of freight rate traffic bureau for NP Transport at Billings. About five years ago he came to St. Paul, as supervising auditor under the manager of passenger and station accounting.

After several other moves, he was promoted to manager of that department. That was last summer. Now, with the departure of Walt Goodyear via retirement, Dave heads up both offices in the consolidation.



R. W. Stumbo, Jr., got the full-story treatment in the July issue of GO!, when he joined us as director of special studies. He won't mind if we leave all that out this time, but you've got to be informed that he's climbed already to the post of director, financial planning.

Dick, whose picture we're running this time, reports to Frank Coyne, vice president — finance.

TITLE CHANGES

Just for a change of pace, let's drop these two title changes in right here. **David E. Ryan**, once known as assistant director of personnel, is now manager, employment and research. Dave still has the office right behind Dick Beulke's. And . . .

W. D. Smith, frequently called Pete, has had his title altered from manager to director — disbursement accounting. Pete, too, will keep his desk in its former position.

R. E. Haas is back in the news again after an absence of a bit more than two years. And the news is good, too.

Bob, who was born into NP life as a junior clerk for the auditor of freight accounts back in 1936, bumped his way through a number of clerical posts until he was named special accountant in the statistician's office in 1955. Ten years later he was assistant general statistician.

Then he made a big move in May, 1967, when he rose to manager of salary administration in the personnel department. Bob's still in that department, but as of August 1 he's manager, compensation and benefits.

E. T. Aune has just been named general agent for the new office in Boise. We oughta call him Stampede, instead of Eric. Not just because he started it all 25 years ago as a student telegrapher at Martin and became telegrapher at Easton the same year. Rather, because he's been telegrapher and agent at so many NP stations in Washington that there's not room enough to list them here. So maybe after stampeding all over the state, he's going to settle down for a while in Boise. See? There was a kicker in there.

A. J. Baldasty became the new general agent, freight department, at Chicago this month. But just the opposite from Eric, he has spent all of his NP career in that city. Al started as a statistician for the traffic department in 1951, changed to clerk the next year, moved up to rate clerk in 1957 and rose to CPA in '62. Last year he became traveling freight agent, but Chicago was still his headquarters. How about that?

Lane Downey, whose NP biography appeared in the last issue of the mag as a result of his appointment to the post of commercial agent at Aberdeen, has made a sudden move. Now he holds down that chair at Tacoma. And that's where he was — as TF&PA — before the jump to Aberdeen. Almost passed himself on the way back, by golly.



James L. Bishop has an illustrious namesake. But more than that, he's our new supervisor of grazing and cultivation. Jim comes to NP after seeing extensive duty with the USDA Soil Conservation Service. Since November, 1965, he had been district conservationist at Circle, after serving as a soil conservationist and acting district etcetera at Glendive from 1964. Prior to that, he was soil conservationist at Ekalaka — that's in Montana, too — from 1959.

A graduate from Montana State, Bozeman, where he received his agricultural degree in 1959, Jim was also a student trainee with the SCS from '56 through '58.

D. M. Peterson has been appointed to the post of (deep breath, here) marketing manager — machinery, farm implements and motor vehicles. Whew! Two or three issues ago it was noted in these columns that he had been named assistant manager of pricing — transcontinental. And before that he was assistant general freight agent.

Duane has been with NP only since 1966, when he was graduated from the U of Minnesota with a degree in business administration.

G. E. Gouette moves up behind Duane to take over as assistant manager of pricing — transcontinental. **W. A. Baldwin** succeeds George at his former post, assistant to director of pricing. And we're still in the traffic department. Freight, that is.

E. D. DuBois leaves the USDA to become research analyst for NP. Everett had been a statistician in that government department since 1968, the year he received his M.S. degree in economics from South Dakota State. The same school awarded him his B.S. in econ two years earlier.

A. F. Tierney moved up this month to become manager, freight claims in the wake of C. E. Tollas' retirement. Al embarked on his NP career as a clerk in freight claim back in 1941. Up he went the following year to an investigator's post, then became a statistician four years later. In 1955 Al was made chief clerk, and was hoisted to assistant freight claim agent in 1961.

D. C. Carlson (now we're back in freight traffic) steps into Baldasty's spot as traveling freight agent out of Chicago. Don was a switchman, 3rd cook and yard clerk off and on during periods between school at St. Cloud State and military service before hooking on as a switchman and, later trainman, in 1965. But the following year he moved inside as a freight traffic clerk in St. Paul. Eventually, he served as tariff distribution clerk and tariff clerk before being named chief clerk at Grand Forks in '67. That year, too, he whipped down to Fargo as city freight agent, then moved into Chicago as CFA last year.

W. W. Harper has been appointed assistant superintendent for the St. Paul division, with headquarters at East Grand Forks. (See, operating dept.? we're not forgetting you all.) Warren succeeds H. J. Walters, who moves on to Spokane and the Idaho division after four years at EGF. Warren makes this leap after breaking in as a brakeman at Livingston in 1952 and serving as conductor (1960) and trainmaster ('65 to '69) at such points as Livingston, EGF, Staples and Northtown.

Walters started as a brakeman at Tacoma 27 years ago, became a conductor in 1953, and went to Seattle as assistant supervisor of rules, safety and fire prevention three years later. From 1958 until '65 he was trainmaster at Helena, Mpls, and East GF.

Here come some more op. dept. changes. Are you ready:

T. A. "Ted" Lartz is now operations supervisor at Minneapolis, after breaking in as a telegrapher on the Idaho div in '43. Since then he's worked at Paradise, attended Gonzaga U in Spokane while working summers, dispatcher at Spokane in 1951 on until named train supervisor for the transportation department two years ago. Last year he went to Duluth as trainmaster.

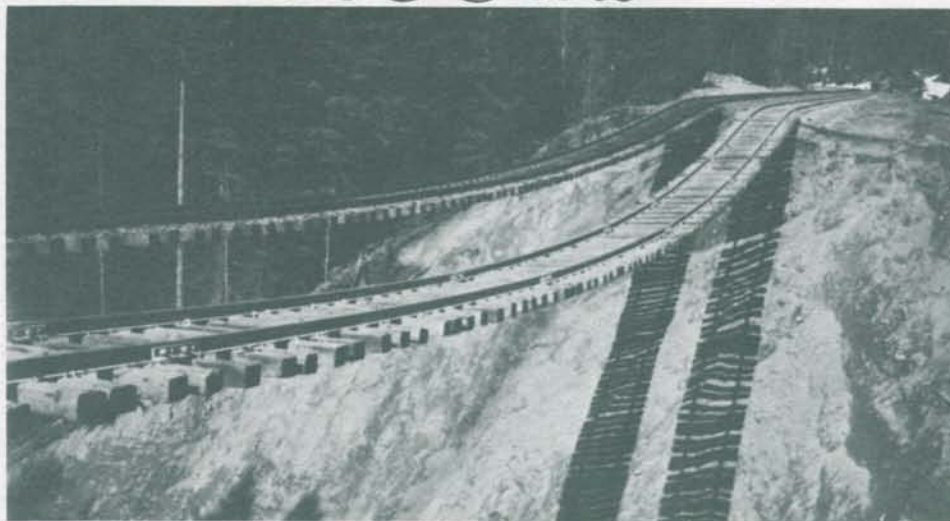
W. J. Eyer went to that post as Lartz vacated it. He made the scene first at Laurel in 1941 as yard clerk, repeated that job in Glendive the same year, then came on as a track apprentice on the Fargo division in 1951. He was named assistant roadmaster the year next and moved through trainmaster posts at Dickinson, Butte, Livingston and Missoula before hightailing it to the head-of-the-lakes port station.

G. C. McKinney climbed aboard in 1950 as a yardman on the west end. He was agent-general yardmaster at Hoquiam in 1967 and bootstrapped himself to trainmaster at Tacoma last year. Now he's filling Eyer's hardly used shoes as trainmaster at Missoula.

T. J. Samuelson, a graduate of the State Teachers College, Mayville, is right on McKinney's heels. He took on as a steno-clerk at EGF in '53, rattled off some more clerical work before crossing the border to Fargo as chief clerk in 1961, then headed west to Jimtown as assistant TM three years later. He rose to trainmaster at Spokane in '66, then came back part way as TM at Livingston last year. Now he's in Tacoma.

K. D. Walton — yup, you guessed it — shifts out to Livingston from Jimtown, where he had been trainmaster since 1967. He worked in as a caller at Livingston in 1951 and began a trick as operating apprentice in 1956. Two years later it was assistant B&B supervisor for him at the five-valleys-hub, Missoula, and on to Minneapolis in '59. Up came promotion to supervisor of rules, etc., at Fargo three years ago, then trainmaster at North Dakota's city-on-the-James in 1967.

D. E. Lauer deadheaded out to Jimtown from St. Paul to take Walton's place. He started with us as a telegrapher at Ironton 26 years ago and worked as telegrapher, towerman and dispatcher at several Lake Superior division stations until 1967, when he was named train supervisor at St. Paul.



NP TRACKS LEFT IN LURCH NEAR LESTER

Proof that NP hangs in there despite a big letdown was furnished by the Snoqualmie Valley **Record** a while back. The newspaper's photo evidence shows a portion of some 100 feet of double-track and ties hanging over a gaping washout near Lester.

What happened was that the rapid snowmelt in the Cascades backed up water in a culvert and eventually, the water started turning a big fill into a massive cut, so to speak. At least, that's the way North Bend Forest Service personnel doped it out.

Anyhow, it took more than 175,000 cubic yards of fill to replace the roadbed and get us back in service on our own lines again. To fill that gap in NP's service capabilities, the Milwaukee Road let us route over its trackage.

How did the Forest Service get involved? Well, seems the big washout also took one of their roads with it. Keep smilin', everybody.

MAINSTREETER PASSENGER BUSINESS DEAD?

Not to make light of a sobering thought. But the testimony of one witness somehow seemed quite fitting in the light of passenger traffic on the Mainstreeter, our No. 2 streamliner.

Appearing before an ICC examiner at Dickinson in hearings on NP's application to suspend service of the Mainstreeter between St. Paul and Seattle, a local mortician said this train was the "only means funeral directors have for shipping human bodies in and out of southwest North Dakota."

The company has submitted statistics to show how many live passengers patronize this train, but the wire service story which appeared in the Dickinson newspaper, failed to note whether the mortician supplied figures on how many bodies, human or otherwise, emanate from that sparsely populated corner of North Dakota.

SCHOLARSHIP PROGRAM MOVES INTO 2nd YEAR

NP is moving into the second year of its scholarship program with the announcement by Dick Beulke, director of personnel, that applications will be available through December First to high school seniors who are children of five-years-or-more veterans of service in Northern Pacific and its wholly-owned subsidiaries.

Completed applications must be received by January 15, and winners of the awards will be announced by March 15.

Students who wish to apply for the eight NP Railway Foundation

scholarships may obtain information and application forms by using a self-addressed post card furnished by the Foundation. These may be procured by writing to Director of Personnel, Northern Pacific Railway, 176 E. Fifth St., St. Paul, Mn., 55101.

Primary qualifications for applicants require that candidates must be seniors in the upper one-third of their graduating classes and in high school at the time they make application. Also, they must meet the entrance requirements of the colleges they seek to enter.

Certain restrictions bar those over the age of 21 (with exceptions based on military service), those whose parent(s) have not been full-time NP or NP subsidiary employes for at least five years, and others. Full information is contained in a brochure that goes out with applications.

BLOOD DONOR AGE LIMITATION MOVES UP

GO! People and other Americans in good health can be blood donors now until their 66th birthday, instead of the 60th or 61st as in the past.

A joint announcement of this advance was made recently by both the Red Cross and the American Association of Blood Banks. The two groups together collect and process 90 per cent of the more than 6.5 million pints of blood used annually for surgery and therapy in US hospitals.

What this implies, of course, is that the need for blood is on the rise (by about 12 per cent annually) and that, thanks to a number of factors, we're all living longer and healthier lives.

So, all you GO! givers, next time the bloodmobile pays your area or offices a visit, keep in mind that there is now, generally speaking, a 45-year spread between donor age limits. Queue up and give. Not 'til it hurts. Only until that pint bottle is filled with life for a fellow American.

VETS TO CONVENE AT PORTLAND HILTON IN '70

Our Veterans' Association has selected the Portland Hilton as headquarters for its 46th annual convention, to be held June 5 through 7 next year, according to that GO! guy, Frank Sailer.

Frank, as most of us know, is secretary-treasurer of the organization. He operates, somehow, out of

a basement office in the general office building, St. Paul.

"If the enthusiasm now prevalent continues to grow, it looks like we'll need at least 200 guest rooms at the Hilton and other Portland hotels," Frank says. "When Mr. Menk showed up at Duluth last year, he really put some zing into this bunch. And now they're really looking forward to seeing him at Portland again."

FINAL REPORT ON U.S. SAVINGS BOND CAMPAIGN

"The overall 1969 campaign (for U.S. Savings Bonds) results can be considered satisfactory," as Dick Beulke put it so kindly in his report to Lou Menk, "but we slipped from 55.8 per cent employe participation in 1968 to 54.1 per cent in 1969."

He was too kind. Hang down your head, Tom Dooley.

Heck, no, we don't have to be fanatical flag-wavers. But we all know this is a country where we can still complain about high taxes, inflation, management, unions, segregation, desegregation, etc. There's doggone few other nations where this can be done without running the risk of having one's own brother turn him in as a "revisionist," or whatever. However, there were many who still thought about it enough to realize these bonds are a heckuvan investment, not just for profit, but as a share in that kind of freedom.

So how about a salute to those who hit 90 per cent participation and better? Like, Rules, Safety & Fire Prevention, four Freight Traffic Managers' offices (Seattle, New York, Central East and Central West), Corporate Secretary's office, President's office, Property Taxes, General Claim and Supt. of G.O. building in St. Paul. And let's not overlook what H.C. Hoving did, either.

Hilmer served on a first-ever Retired Business Executive's Task Force. Steve Keating, president of Honeywell, complimented Hilmer in a personal letter:

"Thank you for your help in the 1969 U.S. Savings Bonds—Freedom Shares payroll deduction program . . . As a result of your efforts, over 10,000 employes who otherwise might not have been solicited will have a chance to buy Bonds and Freedom Shares . . . Congratulations on making it so successful."

To all those guys and dolls who did it: you're the greatest!



THE SHOE FITS: WHY NOT WEAR IT?

Safety and class in one neat package? Aw, come on. Everybody knows that safety shoes are heavy clodhoppers and make anybody that wears 'em look like Li'l Abner with those big balloon toes. Right? Wrong!

Prove it? Okay, buddy. Ever hear of Florsheim shoes? As who hasn't. Well, that company's top styles of footwear actually are made by International Shoe company. So ya gotta admit they know how to put together a classy piece of merchandise. We together so far? All right.



Well, International has come up with a line of safety shoes that not only fit, but are comfortable to wear, smart to look at and are of what the ads call excellent quality. And you — yes, you right there — can get a pair, just like that. Snap.

Ron Lindquist, general super of the rules, safety and fire prevention bunch, has been confabbing with lots of shoe distributors for quite a while, and he's worked out deals with two of them who dig the problems of fellas on the job. And these two outfits have got themselves mobile shoe stores. Yeah. Big semi's that haul about 40 different styles. And besides that, they'll let you order by mail from a line of more than a hundred styles. Anyhow, here's how it works.

The east end is gonna be served by Loeffler's Mobile Safety Shoe Service out of St. Paul. On the west end, it'll be Safety & Supply Co. from Seattle. All of the big points on the system will be serviced by truck at least once a year, and some of our Minn. and Wash. locations will be hit up to five times a year. How about that?

Natch, no outfit can run one of these rigs hundreds of miles just

to sell a few pairs of these new-look safety shoes. So in the end, the number of times they show up depends a lot on how much business they do. That's just plain horse sense, ole hoss. So Lindquist and Tom Choinski are gettin' with it by sending out letters and circulars in advance so you'll know when these animals will make the scene in your area. That'll give everybody a chance to line up for at least a look at the shoes.

By the way, Ever wonder what that piece of toe-savin' steel in a pair of these shoes weighs? Hold on to your socks — just one oz.! So it's all in a guy's head when he thinks and moans about draggin' around a ton of metal on his twinkle toes. Tell ya what it is though; a ton of relief. Sound preachy? Ask the man who DOESN'T own one — a big toe, that is. So, okay. Just the facts, man.

When one of these rigs pulls up at a specified stop, employes can drop in and be fitted. Not just to buy a pair then and there. But even for a future purchase. If one wants a set by mail, he'll get 'em that way. Without paying any postage, either. And at the same cost. Fact is, the cost can be split into two payments, and

all purchases can be made by payroll deduction. What could be easier?

Also, the companies involved guarantee correct fit, and they'll keep a card file with each man's name on it, the exact size he wears and where he works. What's more, you can have this done without even buying a pair of shoes right then. All ya gotta do is be measured for 'em.

Now, what ya got to say to all that?

That's right, look for that truck, man. The toe you **don't** save might be stitched back on. But that ain't no fun buddy. As some guys can tell you.

ALERT 'FIREHORSES' KEEP COMO READY

Not just at Como shops, of course. But in all of our principal ones, as well as at other locations, we've got volunteer brigades for fire protection. And they keep in practice.

Fire drills are held regularly, and a different site within the area is selected for each drill. This way, both men and equipment can show whether they can cut the mustard.

Our photo shows the Como crew as they responded to one of their

monthly dry runs. Gerry Barber, car shop foreman, acts as chief. He reports that his group gets a lot of practice extinguishing small fires on the right of way where the main line tracks lay adjacent to the shop grounds.



Others in the brigade (who modestly provided only their first name initials) are, from left, C. Greeder, C. Simpson, W. Anderson, O. Walimaa, M. Lynch, M. Van Duzee, T. Leigh and C. Olson. Barber stands at the right.

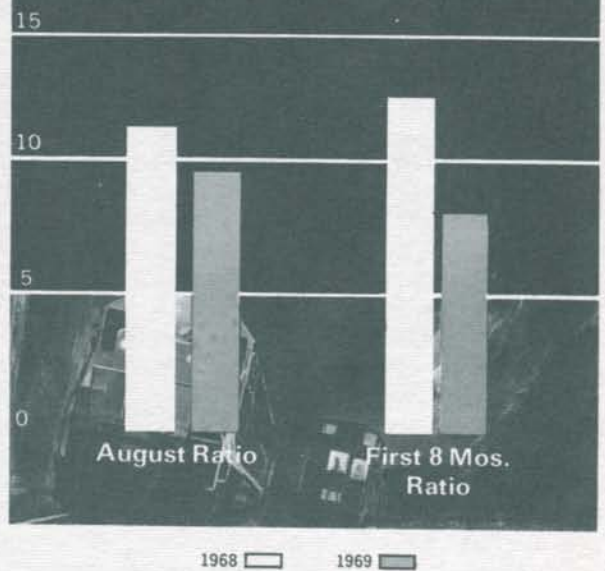
SAFETY SCOREBOARD

First Seven months 1969 compared to same period 1968

System	Reportable Casualties		Ratio per Million man hours	
	1969	1968	1969	1968
System	131	220	8.13	13.51
Standing by District				
1. Eastern District	33	66	6.32	12.55
2. Western District	81	129	13.93	22.15
Standing by Division				
1. St. Paul	12	50	4.54	18.93
2. Rocky Mountain	6	18	4.79	13.18
3. Yellowstone	12	11	7.11	6.37
4. Fargo	9	5	10.15	5.60
5. Idaho	30	37	16.68	20.46
6. Tacoma	45	74	16.89	27.94
Division Standings by Percentage of Improvement				
1. St. Paul			- 76.02%	
2. Rocky Mountain			- 63.66%	
3. Tacoma			- 39.55%	
4. Idaho			- 20.92%	
5. Yellowstone			+ 11.62%	
6. Fargo			+ 81.25%	
Standing by Class of Employee				
1. Shopmen	0	8	.00	10.87
2. Stationmen	9	13	3.23	4.41
3. Enginemen	5	10	4.59	8.81
4. B&B Dept.	3	2	6.72	4.20
5. Carmen	9	7	7.00	5.47
6. Trackmen	23	47	9.43	20.95
7. Trainmen	26	41	21.11	34.16
8. Yardmen	39	67	37.38	63.15
Standing by Main Shop				
1. Livingston	0	1	.00	4.22
Tie Como	0	1	.00	5.74
3. Brainerd	4	1	12.69	3.02
4. South Tacoma	2	1	13.68	4.70
Miscellaneous Departments				
1. General Office & Misl.	0	0	.00	.00
Tie Communications Dept.	0	1	.00	3.82
Tie Dining Car Dept.	0	1	.00	4.72
Tie Electrical Engineering	0	0	.00	.00
5. Signal Department	2	2	6.17	5.83
6. Store Department	3	3	8.53	8.01
7. Security & Frt. Cl. Prev.	1	0	9.82	.00
8. Engineering Department	5	4	20.32	16.13
King Street Station		10		34.82

Rules, Safety & Fire Prev. — Sept. 5, 1969

SAFETY RATIO CHART



During August, 1969, we have had 22 reportable casualties on information received to date. Our actual count during August 1968 was 30.

During the first 8 months this year, our records to date show 153 casualties; During the first 8 months of 1968 actual records show 251.

A HELLUVA WAY TO RUN A RAILROAD — OR ANYTHING ELSE

KILLING AN EMPLOYEE'S SOUL

By Jenkin Lloyd Jones



JENKIN
LLOYD
JONES

THE TROUBLE with a lot of bosses is, they can't remember how it was. It has been a long time since they were at the bottom of the chute in the shipping room, or took a public bawling-out from an overly loud foreman, or suffered personal humiliation because of a failure of management.

Most bosses consider themselves pretty good human beings. But after they wrestle with the big problems of the front office for awhile, some tend to forget what little problems can do to the sincere employe down the totem pole.

A few weeks ago I spent a couple of hours on the shadow of a once-great railroad train.

I remember when it had a gleaming observation car, a two-car diner, a barber and train secretary. Now it is down to one day coach. OK. That's all the business warrants.

BUT THE COACH WAS HOT. The 42 passengers complained. The conductor and the brakeman tried to fix the air conditioning, but they came back with sad news. On this coach the compressor was working, but the blower was kaput. On the coach they had on their last run, they said, the opposite was the case.

"There's no electrician any more at either end of the line," said the brakeman. "We can't even get new lightbulbs."

The paper headrest bore a cheery note from the public relations department, thanking passengers for using the railroad and hoping everyone was having a fine ride.

At the first station stop neither the conductor nor the brakeman could get the door open on the station platform side.

"This has been on the bad-order list for a month," swore the conductor. "Now it's utterly jammed."

He helped a woman on crutches hobble around the train to the station where her angry relatives were waiting.

A few miles beyond we unaccountably halted in the country. The brakeman apologized to the impatient travelers.

"There's nothing on the line, really," he said. "But the signals all went red along here yesterday, too, and nobody's been up to fix them. We'll have to call the dispatcher at every block."

At that moment the little conductor finally boiled over. With his hands trembling, he said, "I have complete contempt for the management of this railroad!" He was almost crying.

THE RAILROAD MANAGEMENT in its cool headquarters is a long way from the crippled day coach with its broken and taped windows. The big squeeze of this company is an able man, but he came up through the law department. He never had to pacify a delayed passenger with hot and restless kids.

But he does have troubles with stockholders, hot and restless over low earnings. He is under constant pressure from the powerful brotherhoods that defend outrageous featherbedding. The train is a red-ink item and he'd like to get rid of it.

It is more than an item to the irate passengers. It is an inconvenience, a discomfort. It is a missed connection, a late dinner, a perspiration-ruined summer dress. And the blameless crew gets the heat.

The big company management which makes 42 customers mad is running into shoal water if it does twice a day week after week. These figures add up, and it would take a pretty expensive public relations and advertising budget to overcome them.

But the frustrated employe who is subject to abuse over what he can't control can be an even more expensive item. He defends himself by cussing the company. He strikes with joy. He has no company loyalty, and who can blame him?

In the old days, before the brotherhoods got big, you could squash resentful employes by calling in the Pinkertons or the troops. The railroad moguls in their silk hats and

mutton-chop whiskers didn't much care how either the public or the help felt about them. The coaches were kindling, and often served as such. Men who lost their hands in the link-and-pin couplers were pastured out to the watchman shanties.

TODAY IT'S DIFFERENT. Management spends a lot of time and money on its "image." The law holds a pistol to its head and the unions feed on grievances, real or conjured. Billions go into advertising to woo the public, and millions into house organs to generate "team spirit" among help.

The trouble is, as corporations grow larger, distance widens between top and bottom and communication runs into difficulty. In his age, Henry Ford mourned for the days when he knew every Emil and Pete in the old Mack Avenue plant.

Whether he works for a big outfit or a little one, a man must have his pride. You can't humiliate him without excellent reason. You can't make him small. You can't kill his soul. Or he will turn on you.

That's why the board chairman of that railroad gets this. He'll have to guess about the train because I liked that little old conductor.

(Ed. note: The foregoing Jenkin Lloyd Jones column is reprinted here by request. And if you think it was one of our brakemen or conductors who sent it in, you'd better guess again. Because it was none other than Lou Menk. Who says it's "the way we don't want to run the NP, . . ." And if you'll re-read the first sentence, don't ever think it applies to him. He started out at the Frisco as a telegraph messenger and worked his way to the top in 25 years. And he does remember how it was.

(Jenkin Lloyd Jones knows how it was, too. Even though he is editor and publisher of the Tulsa Tribune Co., not to mention president of the U.S. Chamber of Commerce, of which he is also a member of the board, he began his newspaper career as a reporter and columnist for the *Tribune* back in 1933. He was in the Navy, too, and took part in the Iwo Jima and Okinawa campaigns. And he remains a Lt. comdr. in the USNR.

(He is a member of the VFW and belongs to the National Press Club. Didn't we say that he's a director of Tulsa's Fourth National Bank? Well, he is. But despite all of this, he knows what it feels like to be an employe down the totem pole, as he put it. And he was only too glad to let us reprint this column, which, incidentally, is only one out of all those which are syndicated weekly in more than 150 newspapers across the nation that have a combined circulation of over 10,000,000.)



Retirements



Mrs. A. S. Harrison has retired after 20 years as a PBX operator at Livingston. Gussie's friends gave her a send-off with a coffee party highlighted by a "Take It Easy" cake in the depot waiting room. Naturally, they had a suitable gift for her, too.



E. W. Erickson found 44 on hand for a gold-watch retirement party at the Fargo Elks club when he pulled the pin after 42 years. Ernie went to work at the Jamestown roundhouse in 1927, where he held several jobs until moving up to supervisory posts. He held these at Mandan, Missoula and Centralia, then wound up as roundhouse foreman at Dilworth. The gold watch ceremony was recorded with a camera as he stood beside his wife and accepted a handshake from assistant master mechanic K. R. Anderson. Superintendent B. V. Coyer was present, too, as the photo testifies.



C. E. Tollas hit the half-century mark of NP service before retiring last month as manager — freight claims. Actually, it was closer to 51 years, because he went into that department back in 1918 as a mail clerk. He rose steadily through clerk, statistician and investigator posts until his appointment as freight claim agent on the first day of 1955. His title was changed to manager a few months ago.



F. L. Steinbright retired at the end of August after more than 28 years with the company. A native of Norristown, Pa., Lyn earned his engineering degree from the U of Pennsylvania. After that he was associated with Western Union before coming to NP as superintendent of telegraph in 1941. The job of superintendent of communications came his way 10 years later, and in 1954 he went to Seattle as general manager, lines west. Another 10 went by and he was back in St. Paul, this time as vice president, operations. Last year Lyn returned west as vice president, executive department.



Earl F. Requa, our senior vice president, has retired, and now he can look back on 32 years of service with NP. Earl was born in Everett, graduated from the U of Washington law school, then practiced law for seven years in Seattle before joining us as assistant western counsel out there. In 1945 he hit the other end of the line with a promotion to assistant general solicitor, at St. Paul. Four years later he moved up to general solicitor, then was elected vice president and general counsel in 1961. A year ago January, he became the senior vice president for NP. Now how's that for spending your life and career entirely in Northern Pacific territory?



W. H. Goodyear tells another good one, to the obvious enjoyment of Frank Coyne and George Page (somewhat visible in the background), at his recent retirement party. Walt was manager of freight revenue accounting when he cleaned out his desk after 43 NP years. He signed on as agent at Fargo in '26, but transferred to the accounting dept. in 1945, working out of Billings as traveling auditor. Seven years later he came to the eastern terminus of God's country as chief clerk to the auditor of P&SA. In 1954 he moved up to assistant auditor of freight accounts. Then, in '56, he was boosted to auditor of freight accounts. The title change to manager was made in 1964.

OTHER RETIREMENTS

Paul E. Backstrom, Conductor, Minneapolis; 49 years of service.
Elza M. Cherry, Conductor, Spokane; 24 years of service.
Benedict J. Cismowski, Boilermaker, Duluth; 46 years of service.
Elwood C. Copus, Carman, Dilworth; 47 years of service.
Cecil C. Cunningham, Brakeman, Pasco; 24 years of service.
Leo L. DeLaVega, Sectionman, Auburn; 23 years of service.
Fred F. Dennemeyer, Car Inspector, Staples; 24 years of service.
Kenneth A. Elfring, Car Oiler, Duluth; 47 years of service.
Owen L. Ellison, Machinist Helper, South Tacoma; 21 years of service.
Bertha L. Emerson, Telegrapher, Palouse; 26 years of service.
Everett O. Fells, Chief Yard Clerk, Everett; 41 years of service.
Ansel J. Ferlaak, Conductor, Minneapolis; 43 years of service.
Harry P. Funke, Mail Sorter, St. Paul; 45 years of service.
Francis H. Gagnon, Machinist Inspector, Auburn; 49 years of service.
Max Gowing, B & B Carpenter, Seattle; 20 years of service.
Ralph W. Gress, Locomotive Engineer, Forsyth; 46 years of service.
William L. Higginbotham, Car Repairer Helper, Laurel; 26 years of service.
Ellen A. Hokanson, Clerk-Operator, St. Paul; 49 years of service.
Clarence M. Housler, Section Foreman, Belfair; 23 years of service.
Harold R. Howard, Storekeeper, Auburn; 42 years of service.
Laurence S. James, Driver-NPT Company, Whitehall; 43 years of service.
James B. Keogh, Dining Car Steward, St. Paul; 26 years of service.
Clarence A. King, Carman, Jamestown; 26 years of service.
Conrad D. Klotz, Claim Revisor, St. Paul; 51 years of service.
Wilmer A. Knoble, Agent-Telegrapher, Horace; 43 years of service.
Sverdrup I. Koller, Store Department Clerk, St. Paul; 46 years of service.
Melvin L. Larson, Boilerwasher, Brainerd; 46 years of service.
Harry R. Lemon, Chief Revisor, Seattle; 49 years of service.
Lee W. Lloyd, Section Laborer, Forsyth; 24 years of service.
Raymond R. Lundberg, Conductor, St. Paul; 51 years of service.
Archie J. McGillivray, Laborer, Staples; 22 years of service.
Kewey S. McLain, Sheet Metal Worker, St. Paul; 42 years of service.
Louis Martello, Section Foreman, Helena; 49 years of service.
Maxwell C. Mullins, Clerk, Seattle; 24 years of service.
Gustaf Nelson, Car Inspector, Ironton; 23 years of service.
Donald C. O'Malley, Executive Clerk, Seattle; 46 years of service.
Leo E. Penn, Sectionman, Staples; 27 years of service.
Louis A. Poissant, Chief Cashier, Duluth; 49 years of service.
Una G. Privette, Assistant Ore Dock Agent, Superior; 45 years of service.
Harold C. Raddatz, Per Diem Clerk, St. Paul; 33 years of service.
Obert L. Randel, Special Agent, Fargo; 38 years of service.
Arthur A. Reinosky, Locomotive Engineer, Auburn; 51 years of service.
Rudolph C. Rood, Stenographer-Clerk, Minneapolis; 33 years of service.
George C. Rowland, Clerk, Seattle; 48 years of service.
Anna L. Schlagel, Stenographer-Clerk, Fargo; 49 years of service.
Louis Schlauch, Machinist, Glendive; 46 years of service.
Orville F. Schutter, Sectionman, Dixon; 25 years of service.
Adam Schutzman, Trackman, Fromberg; 24 years of service.
John A. Simo, Conductor, Duluth; 24 years of service.
Nicholas H. Simon, Locomotive Engineer, Mandan; 51 years of service.
Ferdinand C. Stiner, Machinist Inspector, Jamestown; 47 years of service.
Joseph L. Tang, Pipefitter, Livingston; 27 years of service.
Ted Waddell, Leading Painter, Laurel; 42 years of service.
Munson L. Wade, Shop Laborer, Spokane; 23 years of service.
Oscar R. Waldor, Section Laborer, St. Paul; 26 years of service.
Clarence E. Wall, Clerk, Missoula; 24 years of service.
George W. Warburton, Carmen, St. Paul; 45 years of service.
Ambrose J. Zarebinski, Coach Builder, St. Paul; 49 years of service.



Because of several indescribable foul-ups and delays in getting the August issue produced and in the mail, you good GO! People haven't really had a chance to warm up pie-in-the-face pitching arms in response to that stinker of a challenge we curved at you in that issue. However, we do have one response from an outside reader:

"'Tracts for Tracks,'" it says in part, "is an article I would like to circulate among a segment of the uninformed public concerning railroad land grants. Your article does it much better than my vociferous explanations. If this particular issue is in . . . supply, . . . copies can well be utilized."

Harry Pewter's gonna be awfully disappointed if he doesn't open a few clinker bombs in the very near future. He was positively beaming when Lou Menk went on record a few weeks back as being opposed to some of the "psychedelic" graphic techniques we were using.

We weren't looking for "brownie points" when we agreed that where people are involved, make doggone sure they can recognize themselves. It may not be an excuse, but it's at least an explanation to say that what we're doing is an experiment in journalism and graphic arts to bring you the best blasted publication in the history of railway employe communications. Do you read? Loud and clear? If not, let us have it. In spades.

Include That IBM Number

A lot of employe requests to be added to the mailing list are coming in, and we want to accommodate all of the GO! People on the system. However, it'll save us a lot of time, and you all will get your magazine a whole lot faster if you'll include your IBM number with your name and mailing address. It appears on your payroll check, or you can pick it up from your chief clerk, who can take it off your time card. Okay?



Roy Sampson, Oregon, alights from diesel under repair in Livingston shops.

DISCOVERY TRIP

A 5-day tour for NP guests turned up some important discoveries for NP management.

Put together a five-day program to tell a group all about your business, and chances are you'll learn a few things about yourself.

We did that in mid-July. It was called a "Discovery Trip" and was presented for more than a dozen of the country's top transportation, marketing and business educators and associates.

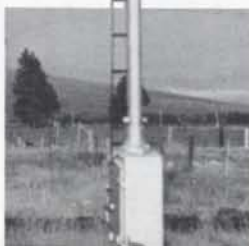
The professors and others on the trip found out a lot about Northern Pacific and how we all make it go. That was the objective. However, in the process, we made a few discoveries of our own. That was a bonus.

Some of the newer NP staff people said the trip was great for finding

out what the company is like. And even the more established members of the management team appreciated the opportunity to get better acquainted with operations outside their own bailiwicks.

Our Discovery Trip staff included nine vice presidents and half a dozen other officials, in addition to Lou Menk, originator of the traveling seminar idea.

A six-car special provided transportation. It was manned by an easy-going and cheerfully efficient crew of dining car, lounge car and sleeping car personnel. Like steward Wayne Smith. And chef Herb Brown, backed up by Tom Johnson and Mark





Bill Walters explains motive power control panel.



FRANK COYNE, NP's financial vp, explained the workings of the various data input stations on the Northern Pacific system to the college professors in NP's St. Paul headquarters at the start of the Discovery Trip.



THE DISCOVERY TRIP TRAIN crossed the Marent Trestle west of Missoula with 12 college professors and 14 Northern Pacific Railway officials aboard.

Hendrickson, second and third cooks. The waiters' team was made up of Gerald Bailey, Tom I. Morris, John Crenshaw and Spondy Ratliff.

John Stanley ran the lounge car, and H. H. H. (the last for Hayes) and Jim McClellan handled the sleeping cars. Ira Allen, traveling supervisor, was on board, too. Without his fishing rod.

Consist of the train included a two-unit head end, a crew car, dining car, Holiday Lounge car, two sleeping cars and a business car. Not a big train. But it carried an impressive group of participants. (See names in accompanying box.)

It took real planning to get this group together and to work out details for a trip that was brief yet complete enough to acquaint all of them with the NP. The cool way it came off showed it, too.

Kickoff was an official welcome from Menk in the foyer of the GN-NP auditorium at mid-afternoon of July 19. At this opening session, traffic veep Ed Stevenson reviewed the company's history, and Frank Farrell, VP and general counsel, discussed the merger effort.

Then the profs toured the GO building and took in presentations by department heads on the microwave system, the Miracode waybill recording and retrieval system and the operating department's motive power control board. Final presentation before boarding the train was one on Northern Airmotive.

When the train left St. Paul shortly after 6 that evening, dinner was the first order of business. After that, Norm Lorentzen, vice president —

operations, led off with No. 1 of a series of presentations that were given en route. In all, eight were made by NP vice presidents in a specially-equipped Holiday Lounge car. It was fitted out with a long screen for rear-projection of movies and slides, and a voice amplification system. And, because they're as human as everybody else, there was a TV set with a good outside antenna so those on the tour could witness the moon landing of Apollo 11.

"Show-and-Tell" roles were handled by Lorentzen on operating the railway, by George Washington on oil development, by Bob Binger on timber and other resources and property development, by Frank Coyne on management services and by Dean Wigstrom on accounting procedures.

First stop out of St. Paul was at Livingston for a tour of the diesel shops. Next, the group de-trained at Spokane for overnight and a bus tour the following day of the Columbia Basin. Highlights included Grand Coulee Dam, industrial development stemming from irrigated farming, NP's new Wahluke Slope branch line, and the central distribution facilities at Pasco. There, the group reboarded the train for the run to Seattle.

For the Seattle-Tacoma part of the Discovery Trip there was a bus tour of port and rail facilities, including a look at the company's big new TOFC-COFC set-up that will be put in operation in South Seattle later this year.

Concluding the trek was a dinner on July 22 where an evaluative session was held. It brought both valuable criticism and praise from the visiting experts.

List of Participants

Frank H. Mossman, professor of marketing and transportation at Michigan State University
L. Leslie Waters, professor of transportation and business history at Indiana University
Charles A. Taff, professor of transportation, head of department of business administration at College of Business and Public Administration, University of Maryland
Lewis M. Schneider, associate professor of business administration, Harvard University
Roy J. Sampson, professor of transportation, College of Business Administration, University of Oregon
Edmund A. Nightingale, professor of economics and transportation, Graduate School of Business Administration, University of Minnesota
James G. Nelson, professor of economics, Department of Economics, Washington State University, Pullman

Marvin L. Fair, professor of transportation, emeritus, and director of transportation and logistics program, the American University, Washington, D.C.
James W. Bennett, Jr., head of department of marketing and transportation, College of Business Administration, University of Tennessee.
James A. Constantin, professor of marketing and transportation, University of Oklahoma
Major General John P. Doyle, MacDonald Chair Professor of Transportation, Texas A&M University
Thomas J. Sinclair, special assistant to vice president, Association of American Railroads, Washington, D.C.
Kenneth E. Schaeffle, director of planning and administration, Vogle Public Relations, Chicago, Ill., former director of management programs for the Transportation Center and Northwestern University



Operator Mary Ann Waterman.



Salmon Fire Station and Diesel Truck.

THE LINE IS BUSY

Lemhi telephone Company at Salmon, Idaho is a thriving Northern Pacific subsidiary

Name another NP hang-up? That's easy. A telephone company. No pun. A fact. Well, maybe a bit punny.

But the profitable Lemhi Telephone Company, with its HQ at Salmon, Idaho, is, really, another of Northern Pacific's subsidiary operations. And a growing one, at that. So, considering this and the diversity of other NP subsidiaries, no one has to explain why our ads say we're "a railroad that's bigger than a railroad."

Well, how on earth did we ever get tied in with a telephone company? And one that isn't even in territory served by NP rails to boot? Actually, it all goes back to an eastern chap named W. A. McCutcheon.

Mac bought a lead mine at Gilmore, Idaho. He also laid out a townsite called Leadore, down the road a piece. But he soon saw a need for "contact with the outside world." So, with a few associates, he ran a single-wire line from Gilmore to Dubois to reach Western Union facilities.

Then they filed for right of way between Gilmore and Salmon and got a franchise for a terminal central office at the latter. A ground circuit was laid between these two points.



Lineman Dick Dahle.



Manager Larry McGivney.



Freeda White.



Assistant Manager Frank Barsalou.

Later, old Mac interested James J. Hill in building a railroad. And, since he hailed from Pittsburgh, he called it the Gilmore and Pittsburgh. After it was built, telephone lines were strung from Armstead, Mont., over the continental divide to Salmon and Gilmore and on into Leadore. At this point, he offered commercial service to inhabitants along the new communications network, which he called the Lemhi Telephone Company. Too, the G&PRR used this system instead of telegraph.

Eventually NP acquired the railroad, which owned the principal interest in the telephone company, which was still growing. In about June, 1913, the stockholders and subscribers of the Red Rock and Salmon River Telephone Company and the A. J. Smith line began agitating for consolidation with Lemhi. This was finally accomplished by purchase in December, 1916.

There were duplicate facilities, but the system now had lines into North Fork and Ellis, as well as a line from Carmen to a point six miles southeast of this Idaho town. Too, many farmers and ranchers had private pole lines hooked up with the main lines.

Ultimately, NP found the rail line unprofitable, especially after the mines played out. So it applied to the ICC for abandonment. However, this didn't include the telephone operations, although some lines were eliminated for lack of service. So we wound up with a telephone company.

Today Lemhi, whose manager is Larry McGivney, is completely modern. Even owning a short microwave circuit for use by the Federal Aviation Agency. It runs from Salmon to a mountain top about 6.4 miles west of the headquarters city to beam signals into Idaho Falls.

The company operates four exchanges: one each at Grant, Mont., and at Salmon, Leadore and Northfork. Too, it connects up with Mountain States Bell for a link with the rest of the country. It has 180 miles of pole line, 55 miles of cable and 1,166 miles of wire line. There are 2,150 telephones in service. And 99 of these were added during the first six months this year.

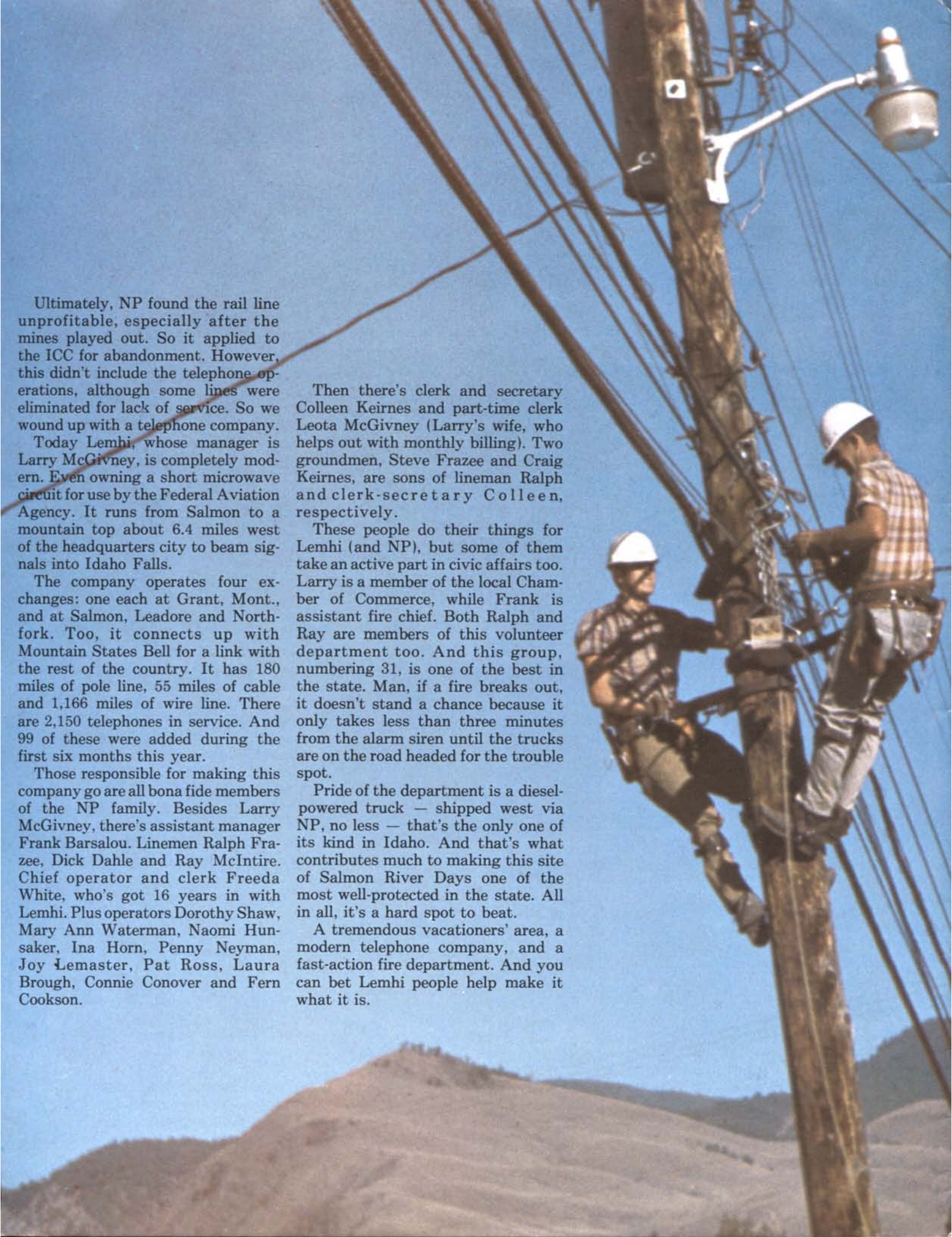
Those responsible for making this company go are all bona fide members of the NP family. Besides Larry McGivney, there's assistant manager Frank Barsalou. Linemen Ralph Frazee, Dick Dahle and Ray McIntire. Chief operator and clerk Freeda White, who's got 16 years in with Lemhi. Plus operators Dorothy Shaw, Mary Ann Waterman, Naomi Hunsaker, Ina Horn, Penny Neyman, Joy Lemaster, Pat Ross, Laura Brough, Connie Conover and Fern Cookson.

Then there's clerk and secretary Colleen Keirnes and part-time clerk Leota McGivney (Larry's wife, who helps out with monthly billing). Two groundmen, Steve Frazee and Craig Keirnes, are sons of lineman Ralph and clerk-secretary Colleen, respectively.

These people do their things for Lemhi (and NP), but some of them take an active part in civic affairs too. Larry is a member of the local Chamber of Commerce, while Frank is assistant fire chief. Both Ralph and Ray are members of this volunteer department too. And this group, numbering 31, is one of the best in the state. Man, if a fire breaks out, it doesn't stand a chance because it only takes less than three minutes from the alarm siren until the trucks are on the road headed for the trouble spot.

Pride of the department is a diesel-powered truck — shipped west via NP, no less — that's the only one of its kind in Idaho. And that's what contributes much to making this site of Salmon River Days one of the most well-protected in the state. All in all, it's a hard spot to beat.

A tremendous vacationers' area, a modern telephone company, and a fast-action fire department. And you can bet Lemhi people help make it what it is.





IT TOOK PATIENTS TO MAKE THIS MOVE

NPBA bought and
occupied a 250-bed hospital in two days.

So you wanna move a hospital? Okay. Let's take a trip. See how we did it.

We is Pete Peterson, Bob Holmen, the doctors, the rest of NPBA's people-in-white crew at Tacoma. The ones who ran the ancient castle on McKinley Hill. The old hospital, that is.

Puget Sound General, about one mile west — still a castle, but newer, bigger, better equipped, and grabbing just as scenic a view of Mt. Rainier and Commencement Bay — is their new home. And are they proud of it.

How they got there almost overnight is the story — your trip.

First, you need a reason to move. Meet Bob Holmen, NPBA hospital administrator at Tacoma. MHA from U of Minnesota, 1961. So youthful

that his mug shot for the papers didn't even need retouching. He thinks equally young. Been at Tacoma over three years, giving his all at that old castle.

Prettier, younger Dorothy Apple is his secretary. She and Bob have been dying to get out of that old hospital else they took on its image and character. But they didn't want to cop out on NPBA. Dorothy loves the people; Holmen says NPBA's health care program is the finest around.

Chief Surgeon Edward R. Anderson; patient Genell Winston, daughter of Seattle car attendant Isaac Winston, and nurse Grace Haglund.





Holmen and NPBA Pres Peterson examine interior decor layout planned as part of \$1 million in improvements to PSG hospital.



Bob Holmen, hospital administrator with secretary Dorothy Apple.



Ambulance carried all 50 patients from old to new hospital in less than 3 hours; shown on final trip.



Chief pharmacist Charley James inventories part of \$30M worth of pharmaceuticals at PSG hospital.



Holmen in front of new hospital.



Holmen and Dr. Tom Skrinar, physician and surgeon, examine model of interior decor of doctors' clinic.



Director of Nursing Helen Collins conducts indoctrination session for PSG hospital nurses after NPBA move.



Last patient being removed from old NPBA hospital. Nurse Ilene Shovlain attending.

He predicts that someday everybody will be covered by a similar program.

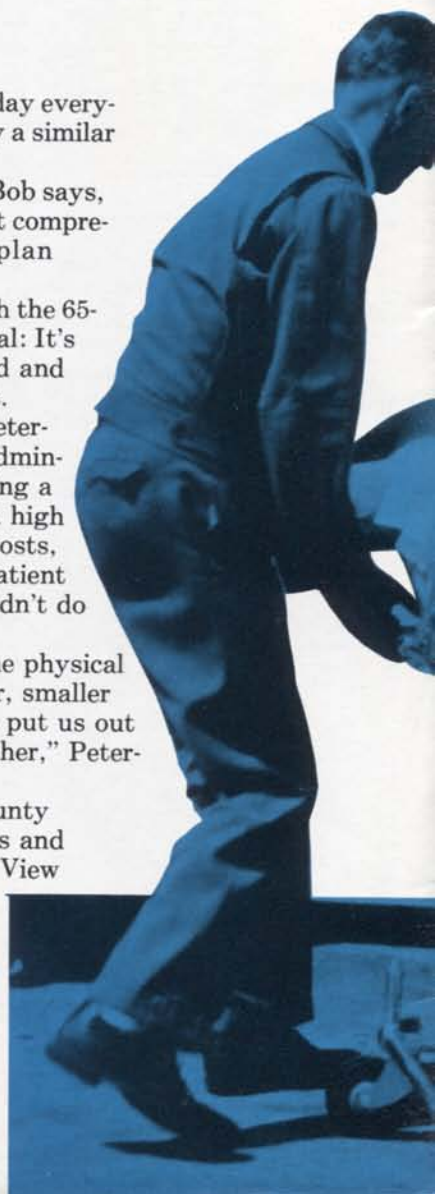
"The Association," Bob says, "is developing the most comprehensive health care plan anywhere."

So what's wrong with the 65-year-old, 95-bed hospital: It's 65 years old, outmoded and too small. That's what.

NPBA pres T. O. Peterson and his hospital administrators' idea of running a hospital is to maintain high traffic to reduce unit costs, yet making sure the patient still is king. They couldn't do that in the old one.

"Rising costs and the physical limitations of our older, smaller hospital were about to put us out of the business altogether," Peterson declared.

Enter the Pierce County board of commissioners and the 250-bed Mountain View



Hospital, the latter located just over the gulch. County-owned, it's in a bit of a financial bind. The commissioners elect to sell. So bids are called for.

Particularly appealing is the 12-year-old south wing. Holds nearly 200 patients. Minimum purchase price is set at \$899,000. Hardly peanuts, but no more than one-tenth the funds required to replace it.

Holmen, it was said, almost would have taken out a mortgage on his wife and three kids to buy Mountain View. This spirit, along with some pretty detailed studies, convinced Pete, who has to watch the bread and how it's spent.

More exhaustive studies and more promises of mortgaging win over Lyn Steinbright, Norm Lorentzen, Earl Requa, Ford Higgins, Ken Levins and the rest of the BA board. So, on June 9, Steinbright steps forward with a \$900,000 bid in the public auction. Result, Mountain View is NPBA land on July 1. This calls for real action. But GO!

Now, before everybody gets too excited, let 'em know

what's up. Communicate. And that's what the cats in Bill Greer's PR zoo are for. Get them to help tell MDs on both hospital staffs and those in the community that medical privileges remain the same.

Tell residents of the surrounding community, plus the health care agencies, that NPBA sees Mountain View as a community hospital. All patients welcome. And tell all staffers at NPBA that they'll transfer in toto. Inform Mountain View staff that at least 150 of them will be rehired and all applications are welcome.

What's more, tell all patients, NP employes and doctors' clinic patrons they'll have a better place to get better care. Then, find a new name.

It must be one that reflects a community-oriented, progressive, bright new standard in health care practice. So, Earl Requa says, "Puget Sound General. Now move!"

A moving firm says it's all very simple. Just pack up all your gear, put a tag on everything to label its place in the new pad and leave the moving to us. Hooray!

If you're one of 50 patients in the old diggings, are you turned on over being toted in a 10-ton Mack truck with a label stapled to your arm? Or if you're Charley James, with pharmaceuticals worth \$30,000 are you pumped, too? Especially if you have to provide service at both hospitals during a two-day move?

And if you're Althea Luttrell, chief dietitian, you're not too geared up to pack all that chow. Not when you also have to serve meals at both places over those two days. Yeah. And what if you're Marjorie Mace, chief medical records librarian with over 20,000 active files? Ouch! Each of these has to be retrievable immediately, at any time.

Likewise, if your name is Fritz Florand, you run the business office. And you are a wee bit leery. Money is the last thing anyone receiving health care wants to think about, but you, at least, would like to know who paid what bills and when.

And, yoicks! Things are really gonna be rough if you're director of nursing: Helen

Collins, by name. And from down south, where life is jes a might slower, p'raps? But whether you're doctor, nurse, aide, or whatever, it's a head-scratcher to think of being two places at once. And in which of the two is your patient?

But you do it. It's one fantastic, scary operation (excuse us — event). Yet the GO! people way takes over. When a newsman asks how you did it, you don't know. You just did it.

Unless as Bob Holmen you coordinated this circus move by the so-called critical path method. It wasn't really a Mack truck, it was an ambulance and careful, tender care that moved 50 patients in less than three hours. And Puget Sound General people welcome all with open arms; it's as if nothing's actually changed. Until architects, interior designers, and construction crews move in to work.

More than \$1 million will give the new place a face-lifting inside and out. And buy some great new equipment. Some \$25,000 is going to modernize the doctors' clinic and \$20,000 more to completely remodel entry, lobby and reception area. The first beautiful signs of that budget allotment.

One new patient, an Auburn switchman, says he's needed an operation for over three years. But that old castle held him at bay. On July 2 he bounced into Puget Sound General with his shirt half unbuttoned.

Nothing's like it used to be. Things are a darn sight better, in fact.



Ambulance attendants move transferred patient through entrance of new hospital.



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Aerial view shows new NPBA hospital in Tacoma.