

GO!

WITH NORTHERN PACIFIC RAILWAY

JANUARY - FEBRUARY 1970



ANY WAY YOU SLICE IT
THE WHEELER DEALERS
NP FORESITE
IN THIS CORNER,
A NEW BOXING ARENA



Alway's Limited



WITH NORTHERN
PACIFIC RAILWAY

VOL. 2 NO. 1 JAN. 1970

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GO! COVER

"I've been drawing and painting ever since I was this high," says Mayo Olmstead, who's responsible for Northern Pacific's 1970 calendar art, which serves, also, as this issue's cover. Mayo, who paints from color transparencies and photographs, studied in San Francisco, was graduated in 1950 and, with his bride, set sail for Chicago. There he spent a few years with a studio before backtracking to St. Paul and the well-known firm of Brown & Bigelow. Which has been producing our calendars — including this one — for several years.

Later, Mayo worked out of various other studios, this time in Minneapolis. But a couple of years ago he hooked up with John Schuck, and the two of them opened their own. During all of this time he has done work for such Twin Cities advertising firms as Batten, Barton, Durstine and Osborn (NP's agency), Campbell-Mithun and Knox-Reeves. Today he lives in a northwestern suburb of Minneapolis with his wife and two sons, 13 and 16 years old.

Next time you put a box of Wheaties on your breakfast table, take a good look at the package. It, too, is the work of Mayo Olmstead.

What's the locale shown in our calendar illustration? "Somewhere along the Clark Fork river in Western Montana's timber country." And for one who knows NP equipment, it's easy to figure out that every car in that train is carrying timber products, which account for the biggest hunk of our traffic revenues.

Every year, about this time, newspaper and magazine folks put out what they call progress editions, or outlook issues. And one of the topics they like to cover is how much Northern Pacific is going to spend for new equipment and improvements. The answer for 1970 is: About \$35 million. (Despite inflation, and the certain knowledge that 1969 left us with far less net income than in any year for a long, long time.)

That's a lot of bread, \$35 million. And, yet, it's just a handsome chunk of the total we'll spend during the year to keep the railroad going.

Like, would anyone guess that railway operations will gulp down around \$240 million in expenses? Or that the largest single company expense — better than half that amount — will end up in our pockets? That is, us 13,000-plus NP people will get it in payroll checks and in our so-called health and welfare benefits. Really.

What about stockholders? Hardly worth considering as an expense. Our 31,000 or so ultimate bosses get paid four times a year, when there's money in the kitty. So if all goes well, they'll receive 65 cents per share every three months during 1970. That'll make a grand total of only about \$15.5 million. Something less than half of what the company will spend for its new equipment and improvements.

That approximately \$35 million will go for new locomotives, freight cars, rail and anchors and spikes and ties and ballast, signals, machines, . . . But why not take a look at a few of the budget details? It's the stuff a going railroad is made of.

Last year we bought 10 of those 3300-hp freight diesel locomotives. And many of the units already in our fleet were improved and modified in various ways. But in 1970, plans call for acquiring 20 new, high-horsepower, six-motor diesel units. Twice as many, in other words, and they'll cost about \$6 million, all told.

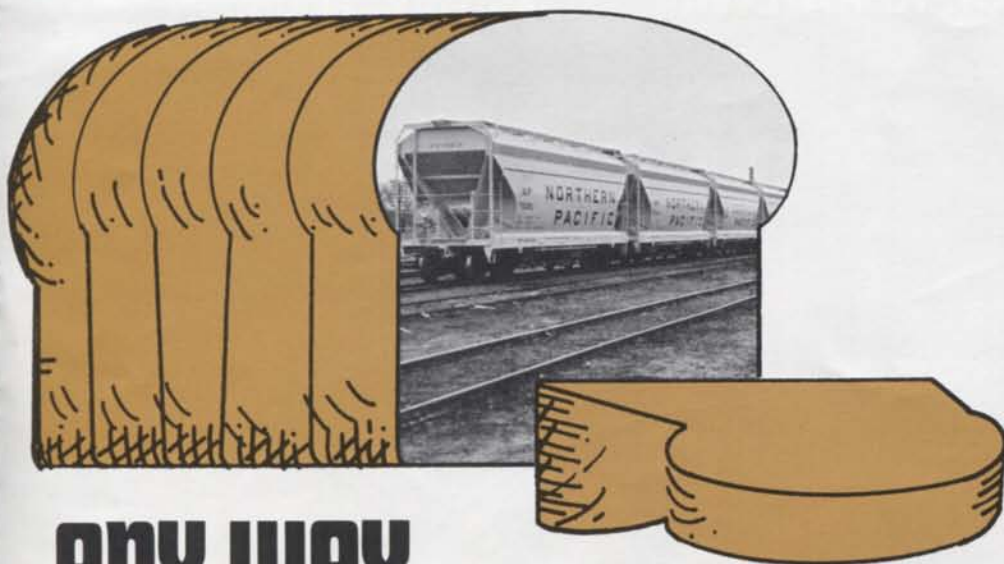
Also, we'll continue the program of improving and modernizing the steel horses that have been in the NP stables for a while. And then there's freight cars.

No one in the NP family has to be told that freight train cars are what bring home the bread for any railroad. But it's easy to overlook the fact that cars are becoming more and more sophisticated, bigger and bigger, and more expensive, as the industry works to keep pace with competition from other modes of transportation. This kind of NP effort in recent years has resulted in our introducing the Ply-Pak car for plywood, the Conditionaire car for bulk potatoes, etc.

At the same time, even prices of the time-tested box cars, hoppers, gondas and flats have skyrocketed under the influence of inflation. Take cabooses, for instance. NP plans to get 25 of the all-steel jobs in 1970, each with a price tag that's expected to run to about \$30,500. Last year we picked up the same number, but at an estimated cost of \$27,000 a piece. What a difference a year can make!

Anyhow, the budget lists 200 covered hoppers, 100 open-top hoppers, the cabooses, and 50 of the 60-foot bulkhead flats to be acquired from outside car builders, plus 150 side-stake log flats to be built at our Brainerd car shops. In addition, Brainerd's GO! people will turn out 25 bulkhead flats for ties, rebuilding them from retired box cars. All of which will set NP back about \$7 million. Or about \$4 million less than what will go into track and roadway work.

In the budget, this kind of work is broken down into many different classes. Widening Cuts and Fills, etc., is Class 1; Class 2 is Ballasting; 3 is Rail and Other Track Material, and so on, through Bridges, Trestles and Culverts (Class 4) to Additional Yard Tracks, Sidings and Industry Tracks (Class 10) and, finally, Changes of Grade or Alignment (Class 11).



ANY WAY YOU SLICE IT

**NP'S 1970 BUDGET SHOWS
A RAILROAD'S DIET CALLS
FOR LOTS OF BREAD**

Give or take a few thousand, \$6 million will be spent on Class 3. Included here is the rail relaying program, which, this year, will add close to 35 miles of continuous welded rail to the more than 900 miles already on the system. Welded rail will go into sections of the main line between Randall and Philbrook on the St. Paul division; between Glendive and Hoyt on the Yellowstone; Logan and Clarkston, Rocky Mountain; Thorp and Teanaway, Tacoma, plus in three shorter sections on the Idaho division.

But the biggest part of Class 3 work will be relaying rail in curves on the main line. Altogether, 30 miles of curves will be relaid, most of it with 132-lb. rail, at a cost of slightly more than \$3 million. Rounding out plans in Class 3 will be relays of 24 miles of branch line and 42,842 feet of secondary trackage.

In Class 10 — yard, siding and industry tracks — nearly \$3 million will be spent. Largest project in this category is an item for construction of a freight terminal and classification yard at Northtown. This is really a

five-year program, for which the total cost will be, roughly, \$23,850,000. But the 1970 portion of it will be about \$2.3 million.

Our very first issue of GO! carried a story on completion of the microwave system between St. Paul and Seattle. That job was a big one, and its cost and construction were spread over several years. Now that it's done, the communications department budget isn't quite as hefty. But there's still work to be done in this field, and many of those who use the microwave facilities are going to find things a lot easier.

Additional channels between St. Paul and Duluth, St. Paul and Fargo and St. Paul and Brainerd, as well as between Billings and Livingston and Glendive and Billings, will be made available during the year. Also, new automatic PBX boards are to be installed at Fargo and Duluth. The one at Fargo will be a new electronic "crossreed" type, a first in the railroad industry. But communications is more than microwave and telephones. Like, radio.

Dispatcher-to-train radio will be installed over a couple of stretches totaling about 400 miles — St. Paul-Fargo and Auburn-Yakima. And a complex paging and intercom system is scheduled to be installed at Laurel yard at a cost of about \$182,000. Another one will go in at Rice's Point yard, Duluth. It'll cost around \$20,000. In addition, the department plans to buy one more Sno-Cat and four snowmobiles. For working facilities in the winter. Not for recreation.

Meanwhile, back in the engineering department . . .

Signals means much more than semaphores and crossing gates. In fact, semaphore signals are on the way out. So the signal engineer's office, under the budget, plans to replace them with searchlight-type signals between Berea and Jamestown and between Billings and Carver. Beyond this, however, there'll be electric switch heaters installed at the end of double track in West Duluth, a hot box detector system between Glendive and Forsyth, 400 feet of rock detector fence near Clark Fork, and centralized traffic control system facilities between Wabash and Vancouver.

In connection with CTC, plans call for installing 17 automatic field station control modules; three between Huntley and Billings, two between Missoula and Frenchtown and 12 between Sandpoint and Spokane. What are they? Well, if the code line power is lost for any reason, after a brief delay, the control module will take over automatically to control trains in the block on a first-come-first-served basis.

No. 1 signal project this year is in Pasco yard. This is a \$4.3 million project to upgrade the yard, including track work and the installation of a weigh-in-motion scale and computer control. More than \$2.5 million in work is called for in 1970. All in all, about \$3.6 million will be spent for signals and interlocking plants.

That's the bulk of the budget. Not covered here are plans to buy work equipment, roadway machines and miscellaneous equipment, build and improve station and shop facilities, and a host of other planned projects. But the aim shines through: to make Northern Pacific a better railroad, both for its patrons and the people who make it go. Its GO! people.



Outfit crews have gone "mod" with 4-man housing units like these at Anoka. They'll get 11 more in 1970.



Tracklaying crews will relay 35 miles of main line with continuous welded rail.



NP Transport will buy a good many new trailers to handle our expanding piggyback traffic.



We'll acquire 20 powerful locomotives like these and install searchlight-type signals at many points.



Improvements at various shops on system include additional work at Livingston wheel shop.



Brainerd and Paradise tie plants will be consolidated into one mechanized plant here at Paradise.

Wash 'em off. Rinse 'em off. Stack 'em on a rack. Sounds a bit like that old, familiar high school cheer. Only it isn't. The subject is wheel assemblies. Locomotive wheel assemblies. And this is part of what happens to them at the Livingston shops.

Out here it's mountain country. Where for more than 85 years travelers have been branching off from Northern Pacific's main line to head down to Yellowstone National Park. Our shops have been here that long, too. And one of the original buildings, once dated 1883, now houses a new, centralized locomotive wheel shop.

Bob Keegan, wheel and boiler shop foreman, watches over the work and keeps an anxious eye on remodeling progress. Anxious in the sense that he can hardly wait until it's all done. When it is, this is what it'll be like:

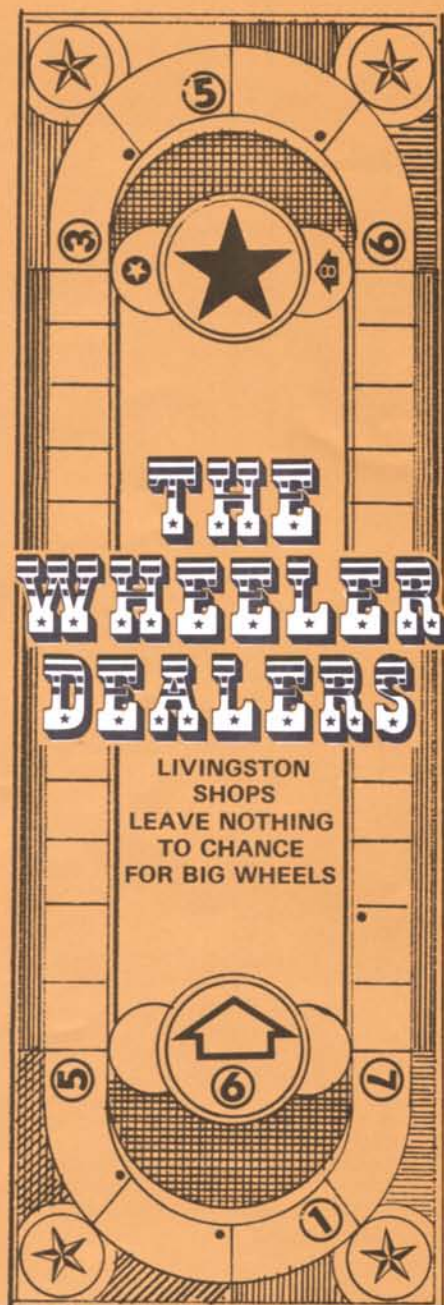
Pairs of wheels come into the shop dirty and greasy. Which isn't an unnatural condition for locomotive wheels. At the head of the line they're rolled into a washer first, then a rinser. Two machines made in the shop. (Clever people, these GO! machinists and boilermakers.)

Inside the washer, an assembly is lowered into a small pit and the whole thing is rotated on the axle. As this is done, an alkaline detergent solution is pressure-sprayed over it. Following this, it's raised and moved into the second hooded machine to be water rinsed. Inside each of these it's not unlike a home dishwasher.

Cleaned assemblies are then inspected. If they're still serviceable, they get switched out of the flow line on a small turntable. But if one of an assembly's parts must be scrapped, it's rolled straight ahead to a demount press.

Here, the bearing races, water guards, wheels and the axle gear are stripped from each axle, and a series of inspections is made on what appear to be salvageable parts. Axles are placed on storage racks, first. Then they get a check with an electronic reflectoscope.

This device utilizes sound waves to find internal and some surface defects. As Ray Spannring, assistant chief mechanical officer, explains it, sound waves passing through a good axle should produce a straight-line picture on the scope. But if there's a blip in the line, there has to be a bad spot in the axle. And its size and location are determined.



Another test is made on a Magnaglo machine. This means the big steel shaft is magnetized and a liquid, bearing fine metal particles, is flooded over the axle. When it has a surface defect, such as a small crack, particles gather there and define it.

In either case, if the defect isn't too large, the part is refinished and returned to service. But if removing metal reduces the size to less than prescribed limits, the axle is scrapped. This holds true for wheels and gears, too. However, the latter are inspected in a different way.

A small area near the base of the gear's teeth is polished with a grinder. Then it's scrutinized under a magnifying glass. According to Bill Reed, system diesel supervisor, hairline cracks that don't show up on the reflectoscope or under Magnaglo testing, can be found this way.

If cracks are revealed, the entire gear is ground in an effort to remove them. But, again, the amount of metal taken off has to be carefully watched. No part will be used on a Northern Pacific diesel unit when it doesn't measure up to minimum size specifications. Parts failures can be fatal, not to mention their ultimate cost.

Needless to say, many new wheels are used. Because wheels do wear out and have to be replaced. In fact, Bob Keegan says that 1,000 pairs a year are assembled at the shop. That comes to about \$1.5 million in annual outlays for wheels, axles, gears, etc. An assembly costs about \$1,500 and weighs 2-1/4 tons. That adds up to a lot of money and a lot of metal just in the wheels on a single locomotive unit.

New wheels shipped to the shop are the property of the manufacturer until machining begins. At that point, we take over ownership and pay for them. Chief steps in preparing a new wheel for use include boring and facing the hubs and shaping the tread and flange. These operations are done on what's called a Man-Au-Trol wheel borer and a back-up boring mill.

Eventually, wheels, axles, gears and other parts converge on the mounting press. This is where everything is put together into wheel assemblies. An axle is placed in a pair of nylon slings — nylon to prevent damage — and a gear and two wheels are slipped on its ends with the aid of "white lead." Then, still in the slings, the assembly is lifted into the press, where, under 100 tons of pressure exerted by a compressor, the wheels and gear are slowly forced onto the axle to the right gauge: 53-3/8" for freight and passenger diesels and 53-3/16" for switchers.

This measurement is made between the wheels to ensure a proper fit for rails and traction motors, as well as support bearings. These are applied at the two points where the axle supports the diesel unit. Which points up the next operation.

At this stage, the assembly is taken to an axle lathe and hoisted into the machine. Then a small, steel wheel is forced against the rotating axle to roll down the support bearing surface to a diameter with a tolerance of but eight microinches. A micro-inch equals one millionth of an inch.

From this lathe, assemblies are returned to the mount press station. Bearing races — for roller bearings, that is — are heated in an induction heater and slipped on the ends of each axle. Water guards are heated with a torch and pressed up against the hub of each wheel. And this puts the finishing touch on each assembly in the wheel shop.

Most of the wheels are used at Livingston. It's the primary diesel shop on the system. Where locomotives are brought for classified repair, or overhaul. On overhaul, all wheels are pulled to go through this shop. Also, Livingston shops are responsible for the maintenance on 296 units. In addition, wheels are sent from Auburn, Parkwater, Pasco and Mississippi Street (St. Paul) shops. And if work is required beyond truing on the wheels of locomotives dispatched from these same points to Livingston, it's done in the wheel shop.

Many other railroads perform similar operations on their wheels. But NP, as a rule, has standards which exceed those of other roads. Take axles, for example. They're made in three grades, depending on heat treatment, etc. We buy the top grade. They cost more, but it usually beats the cost of an axle failure.

Most railroads use Magnaflux or Magnaglo to some extent, but few use magnifying glasses on axle gears. And hardly any go to the trouble of reflectoscoping axles. Fact is, the reflectoscope can't be used on the lower grade axles. It won't work. But we use it even in the maintenance shop.

Just goes to show. NP is particular about things like people and equipment. Good people doing good work means good equipment on the tracks. And safe trips for passengers, freight and crews. All part of the GO! people world. Now let's have a great big locomotive yell . . .!

Del and Phil ready another wheel assembly with white lead before placing it in mount press.



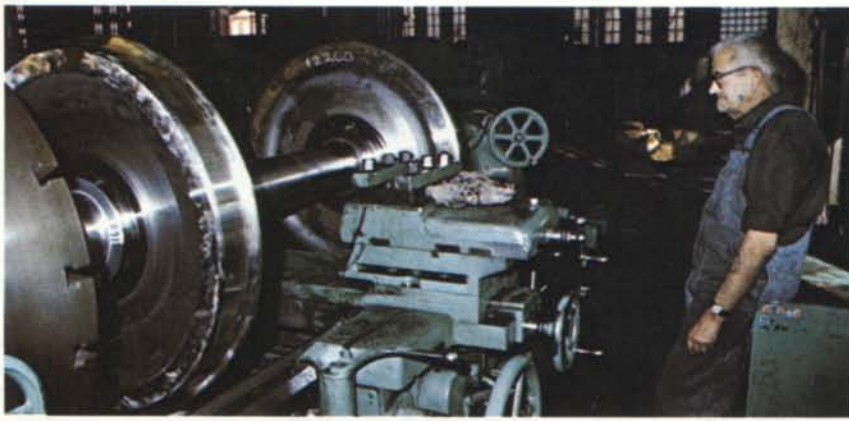
Phil heats up a water guard with a torch, then Del grabs it with his tongs to slip it on an axle.



Harold Smith "looks" through a whole battery of axles with the reflectoscope.



Vern Bohne is almost entirely hemmed in by stacks of new wheels as he bores hubs on some of them.



Wes Williams pressure-rolls axles on big lathe, one of several in the wheel shop.



Bob Keegan, back to camera, talks with Lyle Hanson at Man-Au-Trol machine.



A close-up view of a wheel assembly in Wes' lathe shows shiny area he's rolling on the axle.



Wheels must be carefully measured with precision instruments to be certain they're perfectly circular.



Del Miller controls air pressure on mount press as he and Phil Cummings assemble a pair of wheels.

Phil keeps an eye on opposite end of assembly as wheel is mounted on the axle.



Hold onto your hats, world. Northern Pacific's newly streamlined industrial development department is switching to the fast track.

That's by way of saying this company's shoving the throttle into eighth position in its efforts to bring new industry to its territory and to help existing industries expand and prosper. Which means we're going to do much more than hang out a welcome sign. Ask George. Or Dave. Or Bob.

time, changes. So, to keep on the heels of progress, R/W became industrial development. Because we weren't leasing just right of way lands any longer. We had started buying property in huge chunks and developing industrial sites. All along the railroad. Later, another change.

About 15 years ago, our land and industrial development departments were merged into a properties and industrial development department. A move that put most of our land



NP FORESITE

HOW TO MERCHANDISE THOUSANDS OF PROFITABLE ACRES.

That's George Defiel, vice president of the department, whose appointment last April was a hint of things to come. And Dave Hamm, who was plucked from his job as general freight agent in Seattle to become director, industrial development. And Bob Juba, whose 20 NP years — four in engineering, 16 in industrial development — made him the logical choice as director, real estate. They know the story.

Once upon a time there was a right of way department. It began life with the pioneer Northern Pacific Railroad. But railroading, along with

resources in one basket, so to speak. Timber, minerals, grazing and cultivation, industrial sites, real estate. But today, a new look.

Industrial development has departmental status again. With a difference. Its importance as a revenue producer has elevated it to top-management level, where the shots are called by a vice president. Also, it has been reorganized into two separate but related sections. One's called real estate, the other industrial development.

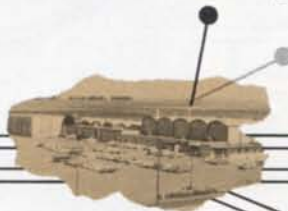
"You might call industrial development the sales arm," George said,



Ken Nielsen, real estate rep, working with Joe Niemann, special assistant — layout and design. Beyond them is Bill Gregory, chief draftsman, and, in right background, steno-clerks Vi McKenzie and Barb Smith.



In St. Paul office are Marv Smith, office manager, left, and Jim Ilkka.



"because our representatives in this section will be knocking on doors, actively selling industrial management on the idea of locating plants along the Northern Pacific."

Two words stand out there, "actively" and "plants." As George put it, "We're not sitting around, waiting for industries to decide to locate in our territory; we're setting out on a course of helping them to decide that the Northwest is a good place to locate." Action vs. reaction.

And the kinds of industry we seek are those which want to establish plants, like assembly or manufacturing. The types that produce things that require inbound and/or outbound rail transportation. Traffic producers, in other words. What about other kinds of business?

George, Bob and Dave headquarter in St. Paul, where Jim Gordon is manager, industrial development, and Jim Ilkka is manager, leases and contracts. In Seattle, Dick Larson is manager, real estate and "Dewey" Erwin is manager, industrial development. Working out of both offices are industrial representatives and real estate reps, each with an assigned territory. And in each of the general offices, there's a veritable small army backing them up.

There are appraisers to keep our information on land values up to snuff. The values that rentals are based on. And draftsmen to prepare sketches and descriptions for leases, contracts and brochures. Lease agents to maintain communication with our thousands of lessees. And the all-important clerks and stenographers, who are the backbone of any company operation.

"Although we are aware that this department has to take the land and assume full responsibility for

Well, that's where the real estate section, or "service arm," comes in. Its job — but by no means all of it — is to take care of commercial ventures, such as shopping centers, service stations and the like.

Much of our property, because of its location, is not zoned for industry. Like right of way in downtown areas and on the fringes of residential sections. Its value is high, both in terms of dollars and utility. So, rather than permit it to lay idle, it's put to use earning money under commercial leases. And this is a big part of the task cut out for the real estate section. Generating income from the company's extensive holdings, much of which is charter right of way.

In addition, this arm of the realigned department handles sales of abandoned right of way, industrial trackage agreements, the real estate needs of the operating railroad, maintenance of NP-owned commercial buildings, records and maps of system properties, etc.

Northern Pacific's industrial development program," George said, "we appreciate, also, that all other departments in the company make a contribution."

Do they ever. Traffic sales personnel all over the country act as eyes, ears and voice for our developers. Market researchers provide invaluable information for the industrial department, existing and prospective industries and the many other outside organizations we work with. The engineering department assists in preparing trackage and site plans.

Foresters, geologists and photography specialists of NP's resources and development department furnish information on raw material availability, surface and subsurface conditions on industrial sites, aerial and ground-level photos for maps and illustrations in brochures and plats. Public relations and advertising personnel develop advertising programs, brochures and news stories to help promote the program.



It's conference time as Dave Hamm, left, Gerry Sullivan, housing administrator, and Pete Fisher, senior appraiser, cluster around Tom Cochrane, appraiser.



Jim Gordon takes a call at his busy desk in St. Paul.

Law, data processing, operating, management services, you name it. Everybody gets into the act. And that's just in the family. Think of all those outside the company who must share in our plans if we're to have a well-rounded program.

"We know what we have to do," Dave said. "We've got to have much closer cooperation and liaison with industry, state business development groups, chambers of commerce and other industrial development and civic organizations, especially in our territory. Because we're all working for the same thing, really."

Part of this cooperation and liaison involves the exchange of information. Although we originate much of it, we use a good deal of material prepared elsewhere. For example, when the industrial development department sends out site brochures as part of its direct mail promotion, the brochures must impart more than the size and whereabouts of the sites. Each must carry information about population, utilities, transportation, taxes, climate, markets, etc.

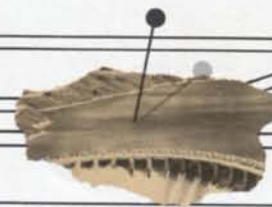


Dewey Erwin, standing, manager, industrial development, confers with Dick Larson, manager, real estate, in Seattle offices.



Bob Munn is one of the department's two real estate representatives stationed in Seattle.

Larry Jenner, real estate representative, Seattle, exhibits a view of one of our West End industrial sites.



Imagine that the department has to set up a sort of data bank, then. And all of these outfits will be making deposits and withdrawals. To keep it up to date. And when an industry is concerned about labor availability, for instance, an industrial representative can turn to the bank and get the answer. Right now. As part of his job in linking an industry with a site that's practically tailor-made for its plant. Because that's the way it is. Helping others helps us.

That's how it is with the sites, too. We don't own all of them. NP serves many privately-operated industrial sites and parks in addition to our own. But we don't knock it. If the department can help locate an industry on another's site in railway territory, good enough. It's a boost to the economy, which usually offers benefits to every business and taxpayer in the area. Including Northern Pacific. Now, then . . .

The crew is in the cab. They've got their itinerary. And away we go, with the new industrial development special.



Gerry Grissom, industrial development representative, and Jill Sorenson, stenographer, call it a day in Seattle.



John Curtiss, seated, industrial development representative, confers with Joe Mooney, assistant engineer in the engineering department. Ken Nielsen, real estate, and Blane Pound, industrial development rep, are in the background.

Bob Juba, left, and Dave Hamm, right, huddle with George Defiel to review the new table of organization.

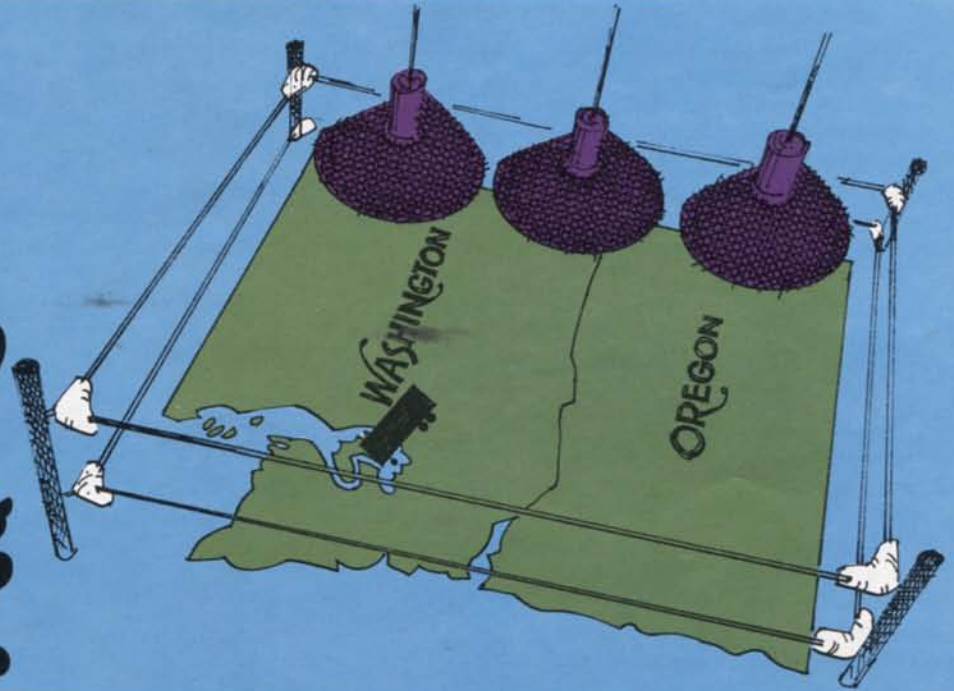


Open house day found visitors examining latest merchandise transfer equipment including green adjustable dock boards and truck interior lights. 41 trucks can be accommodated simultaneously at these docks.



Headquarters building for South Seattle freight operations was visited by some 200 visitors who arrived via special train and were bussed between points on the site.

In this corner, a new boxing arena.



With two containers mounted on special trailer wheels, NP Transport tractor pulls cargo past new South Seattle offices.



New freight billing offices at South Seattle have light yellow walls, white floors and plenty of light.



Prior to departure for South Seattle, NP's guests eyed containers and trailers on flatcars at back of special train.



Chuck Burgess pilots the piggy-packer and demonstrates random selection and speed of handling trailerized cargo.



Merchandise transfer operations get final inspection from Bob Gordon, Freight House Checker, and John Shukis, Freight House General Foreman, before open house.



Secretary Penny Anderson finds working conditions very pleasant as Seattle sunshine pours in big windows.

freight billing operations, merchandise transfer activities and NP Transport's staff.

On the asphalt as Kiser talked, guests saw the huge orange piggy-packer roll over to a flatcar, grab a trailer (with wheels) and set the unit on the pavement. As the piggy-packer released its grip, Don Lawrence backed in a tractor, hooked on and whisked the trailer to a storage area, ready for instant delivery.

With Chuck Burgess driving, the packer had already returned to track-side to lift a container (without wheels) off the flatcar. In one sure motion, the beast swung around and gently placed the box on a set of trailer wheels. Another tractor, driven by Ernie Jones, pulled the unit off to the storage area.

The point of the demonstration was to show the guests the speed of handling afforded by the new facilities, speed that applies to their cargo, which could be passing through the Pacific Northwest en route to overseas cities via ship, or destined for distribution in domestic markets.

Over in the new offices, pride was written on the faces of persons like Ann Ferrari as the visitors passed through. Only one minor complaint was voiced: to the effect that public transportation was scarce at the new

location. But that problem was overshadowed by the pleasant new quarters. "They even act differently out here," said Norm Livers, agent, local freight, "and bring their families out on weekends to show it off."

The merchandise transfer docks glistened with the latest equipment, such as adjustable Kelley dock boards and portable floodlights to light up truck interiors. The whole area looked like a new toy which John Shukis, general warehouse foreman, Andy Jancuska, an assistant foreman, and the rest of the boys were just dying to get their hands on.

When the bull horns were put away and the visitors clambered back aboard the train, a buzz seemed to prevail. Both inside the train and inside the new buildings. The buzz was all about a spirit, though that word wasn't used in describing the attitudes of the NP persons working out at South Seattle or the reactions of the persons who had just visited there.

But that's what it was . . . a spirit. And whether you were a visitor or one of NP's GO! people, you felt pretty good about it all.

Larry Kiser was using the bull horn in the middle of an asphalt strip which resembled an airplane landing runway. Instead of airplanes, some 200 men from the Seattle area — all involved in transportation — were seeing an actual demonstration of the latest techniques of handling freight in containers and trailers, or "boxes."

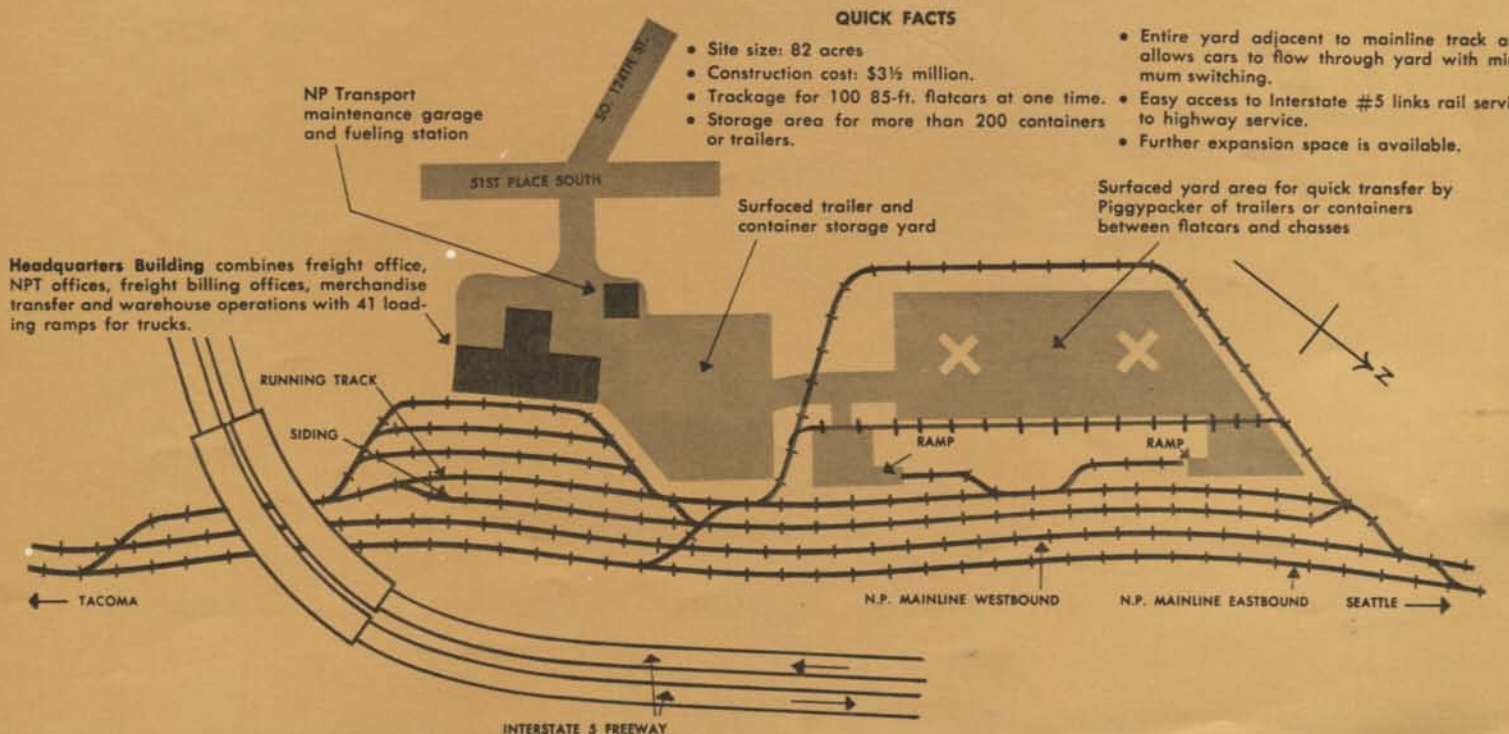
This was open house at NP's new South Seattle distribution center.

The event was billed as "The boxing event of the century," and tickets had been mailed inviting NP's guests to board a special train at King Street Station for the 35-minute ride to the "boxing arena" near Tukwila at South Seattle. As they sat in the station, the last few cars on the train were not for passengers, but for boxes: containers and trailers filled with freight.

Arriving at South Seattle, the visitors spent their afternoon seeing the 82-acre spread which includes the distribution and storage yard, merchandise transfer building with loading docks for 41 trucks, a truck maintenance garage and fueling station, and sparkling bright offices for

Northern Pacific Railway's Container and Trailer Facilities, South Seattle

The largest 'boxing arena' in the Pacific Northwest





WITH NORTHERN PACIFIC RAILWAY

Room 1300, NP Railway Bldg.
Saint Paul, Minnesota 55101

FRANK P DOW CO INC
OLYMPIC NATL BLDG
SEATTLE WA 98104 ***

Bulk Mail

U.S. POSTAGE
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Permit No. 198

Address Correction Requested

Sprawling over 82 acres is the new South Seattle container and trailer distribution center. Largest building houses freight office, NP Transport offices, freight billing offices, and merchandise transfer and warehouse operations. Other building is maintenance garage and fueling station for NP Transport. Located next to main line, the center is also adjacent to freeway. See story inside.

