

New South Line Opens

Northern Pacific's new Mandan South Line was officially opened July 20 to the cheers of jubilant North Dakota crowds, the music of bands, blaring sirens and enough other fanfare to convince any passerby that the biggest event in half a century was at hand.

And perhaps it was to the citizens of Mandan and the other cities and towns along the branch line, for it marked victory in a struggle begun five years earlier when it seemed that the old line might be totally abandoned.

In 1962 it was apparent that rising waters in the immense reservoir behind the recently completed Oahe Dam, more than 200 miles to the south on the Missouri River, would soon make intrusions on many sections of

the old line between Mandan and Cannon Ball.

Abandonment of the old line was seen as the possible end for communities which depended upon it for railway service. The entire area rallied to the cause, and support was won for relocation of the line by the federal government.

The Corps of Engineers set up offices at Mandan in September of 1965 and completed the new line in one season at a cost of about 6.25 million dollars. The work involved five major contracts and five lesser contracts and at its peak employed about 500 men. Ray McArthur, area engineer for the Corps, directed the project.

Formal presentation and dedication ceremonies were arranged

for at Mandan. The Chamber of Commerce chartered a special 5-coach Northern Pacific passenger train for an eight-hour round-trip excursion to Mott, N. D.

On accepting the new line from Col. M. E. Page from the Omaha, Neb., headquarters of the Corps of Engineers, F. L. Steinbright, Northern Pacific vice president - operations, expressed the company's gratitude to all those responsible for saving the Mandan South Line.

While opening of the new line was the matter of central interest, the event itself became much more. Mandan Mayor C. H. Walker proclaimed the days from July 14 through July 21 as "Northern Pacific Week." Special news stories in the Mandan Pioneer and

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RIBBON IS CUT opening new line at Flasher, N. D., by Mrs. Orin Albrecht, a former Flasher resident now living in Mandan, who was among passengers on an excursion train opening the original Mandan South Line in 1910. F. L. Steinbright, vice president-operations and Col. M. E. Page watch approvingly. Two other 1910 passengers on the July 20 train were Charlton Danielson, Bismarck, and Jake Roemmich, Mott. A fourth, Roy Dow, Mandan, planned to be aboard, but stayed home to care for his injured wife.

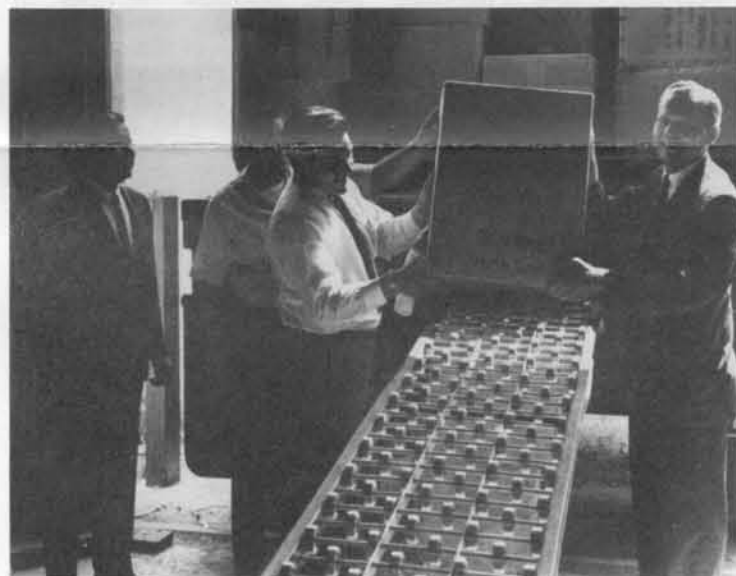
ALONG NORTHERN PACIFIC RAILWAY'S

Mainstreet

VOL. I

August 1967

NO. 2



FIRST CARTON from round-trip container is unloaded by officials from Playhouse Company, Inc., left to right, Blair Lampert, Burt Klatt and Lee Hartner. Assisting at right is L. S. Kiser, Northern Pacific freight traffic manager.

Record Import Toy Shipment Utilizes Return NP Containers

In mid-July Northern Pacific completed a record import shipment of more than 410,000 pounds of toys and gift merchandise consigned to The Playhouse Company, Inc., in the Twin Cities.

The shipment originated in Japan and Hong Kong, B. C. C., and part of the total consignment moved by containers used only a few weeks earlier for Northern Pacific's first containerized export under its new program to increase trade with the Orient.

The shipment, valued in excess of half a million dollars, was imported directly from the Orient for U.S. Customs clearance in the Twin Cities and delivery to the Playhouse Compa-

ny's headquarters and national distribution center.

The full consignment was handled in four containers and 18 Northern Pacific piggyback trailers, the latter having been loaded directly from the ship's hold of an American Mail Line vessel at the Port of Seattle and sealed for delivery and customs clearance in the Twin Cities after transcontinental trailer-on-flatcar movement.

DeLos Taylor, president of the Playhouse Company, said the shipment was the largest single delivery Playhouse has ever received.

Mrs. Marjorie Maki, U.S. district director of customs for the Twin Cities, headquartered in Minneapolis, broke the seals on

(Continued on Page 3)

LBJ Appoints Mediators

Strike Idles 10,000 Along NP

For a little more than 48 hours July 16 to 18, Northern Pacific experienced the effects of a nationwide rail strike which tied up 72 railroads and idled some 700,000 rail employees.

From St. Paul to Seattle and Portland, along the Mainstreet of the Northwest, supervisory personnel operated trains on an emergency basis as more than 10,000 Northern Pacific employees supported picket lines in the International Association of Machinists' efforts to gain wage increases, wage adjustments and other benefits.

Action by the union followed bargaining efforts initiated in May of 1966, met by industry offers for wage increases of 5 to 6 per cent, which were held to be in line with agreements concluded in 1966 with other rail unions.

The strike ended with the signing into law by President Johnson of an act passed by Congress which forbids resumption of any strike or lockout for the 90 days in which a White House Board will seek voluntary

settlement of the wage dispute.

The board appointed by the President under chairmanship of Sen. Wayne Morse, D. Ore., includes George Meany, president of the AFL-CIO; Frederick R. Kappel, former chairman of the board of American Telephone & Telegraph; Theodore W. Kheel of New York, who is a veteran labor mediator; and former Sen. Leverett Saltonstall, Mass.

The special board will lead intensive mediation efforts during the first 30 days of the period. If agreement is not reached in this time, the board will conduct hearings in the second 30 days of the period based on recommendations made by an earlier mediation board. Failing accord by the 60th day, the board will file its recommendations for settlement with Congress and President Johnson.

If agreement has not been reached by the end of the 90-day period, terms proposed by the board will be made binding on both the union and the industry until a settlement of the

dispute is reached or until January 1, 1969.

Specifics of the demands presented by the union were outlined in May of this year by Michael Fox, president of the Railway Employees' department of the AFL-CIO before a U.S. Senate subcommittee on labor.

"This dispute began," he said, "on May 17, 1966, when the shopcraft organizations served notices on the railroads asking for a 20 per cent general pay increase effective January 1, 1967; a cost-of-living escalator clause; increased over-time rates; differentials of 13 cents an hour for the swing shift and 25 cents an hour for the night shift; substantial improvements

(Continued on Page 3)

R. A. Beulke New NPBA Director

T. O. Peterson, president of Northern Pacific Beneficial Association, has announced appointment of Richard A. Beulke, Northern Pacific director of personnel, as a director of NPBA, effective August 1.



The NPBA has 24 members on its board, including 15 who are elected by members of the railway union brotherhoods and nine appointed by the company. Beulke succeeds E. S. Ulyatt, who retired August 1, and has also been named to the executive committee of the NPBA board.

Election of members representing the railway union brotherhoods is scheduled for October.

Northern Pacific Mileposts

- 100 years ago** — Construction begins on Lake Superior & Mississippi Railroad (incorporated in 1857 as Nebraska and Lake Superior; became St. Paul and Duluth in 1878; now part of Northern Pacific).
- 85 years ago** — First span of bridge over Missouri river at Bismarck is completed in August; bridge opened to traffic on October 18.
- 60 years ago** — NP acquires the 168-mile Washington & Columbia River railway which operates in "a very fine wheat country in Southeastern Washington and North-eastern Oregon."
- 40 years ago** — An application is filed with the ICC asking approval of a plan for the unification of the Northern Pacific and Great Northern railways.
- 10 years ago** — New five-track diesel maintenance shop is opened at Livingston.

ALONG NORTHERN PACIFIC RAILWAY'S

Mainstreet

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Recognizing Mutual Interests

Industries and the communities in which they are located thrive best when each recognizes mutual interests and attempts to develop these interests to their maximum potential.

An essential ingredient to this success formula is the spirit of open cooperation including community officials and industry officers, citizens and employees.

The recent opening in North Dakota of the new Mandan South Line of the Northern Pacific and attendant festivities is a good example of this kind of cooperation and the rededication of effort it brings.

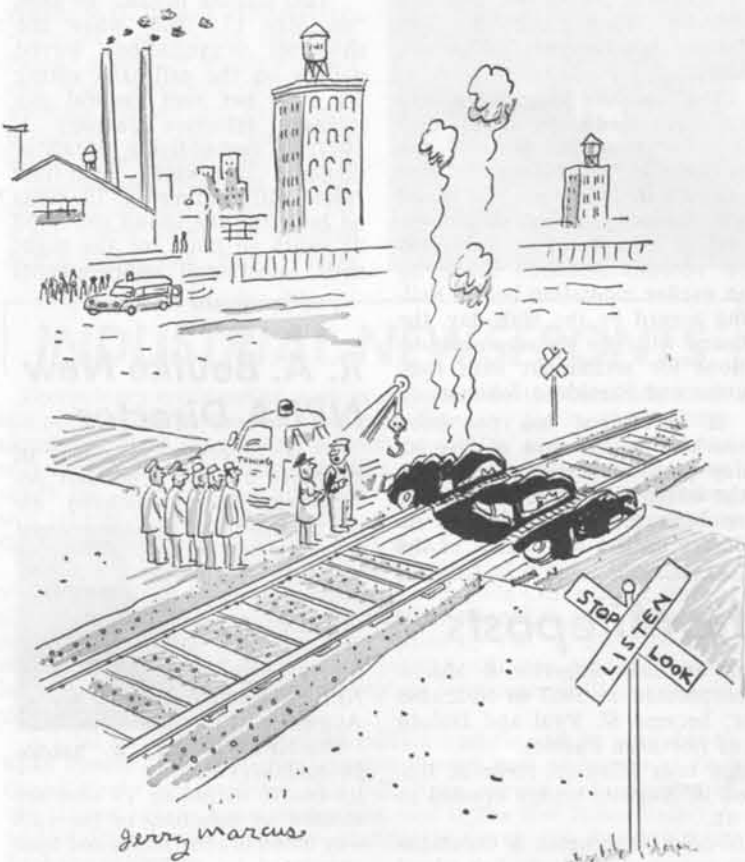
Northern Pacific's May announcement of plans for a wood chipping plant near Cle Elum, Wash., and the community interest in this venture is another example.

The same may be said of many other events in cities and towns all along the Northern Pacific system as new industries are established and new services offered.

All told, the reactions provide an index of progress in industry-community relations. This helps improve understanding when business or community interests are faced with changing conditions.

Most significant in the specific examples cited, is that the accomplishments were not the result of efforts by only a few, but in each instance were the product of cooperation at all levels.

Together, there was recognition of the need or value of an industry and its service and the need for community responsiveness in order to share in the returns. This is the nature of progress. It knows no levels. It is everyone's responsibility to himself, to his community and its industries.



"He stopped, looked and listened—on the tracks!"

In Management Group

Customer Services Unit Renamed

Northern Pacific Railway Company has redesignated the customer service engineering division of its management services department as the division of customer service planning, appointment of J. A. R. Draper as assistant director of the planning group, and two other changes in the division, effective August 1.



J. A. R. Draper

Draper, who has just joined the Northern Pacific, was formerly manager of service planning in the marketing department for the New York Central system.

T. M. Taylor, Jr., director of customer service planning said the new appointment and other changes reflect the growing im-

portance of special programs and operations research being introduced by the railway to improve railway services.



T. M. Taylor

The customer service planning group is responsible for system-wide evaluation of services, development of operating standards, planning use of equipment to meet customer demands, and the development of data processing systems to provide for the most efficient utilization of equipment.



T. C. Hoff

Other changes in the department include appointment of T.

planning and car utilization, and appointment of C. F. Tye as manager of service planning and quality control.

Hoff, formerly manager of service and equipment planning, started with Northern Pacific as



C. F. Tye

liever this year.

Tye joined the company in 1963 as management trainee, served as trainmaster in Tacoma, Wash., and joined the management services department in February of this year.

management trainee. He rose through the ranks from 1961 to assistant roadmaster and trainmaster before joining the management services department earlier this year.

Dues Deduction Agreement Set

G. M. deLambert, assistant vice president - labor relations announced July 19, that an agreement has been made between the Northern Pacific and the Brotherhood of Railway and Steamship Clerks to provide for deduction of union dues from the wages of employees covered by the Clerks' Agreement.

The company will periodically deduct union dues, initiation fees and assessments from the wages of persons covered by the Clerks Agreement, provided a wage assignment authorization signed by the employe is furnished to the manager of disbursement accounting. The agreement was effective July 16.

Cost-Revenue Squeeze Cited

NP Announces Shop Closings

Temporary closing of company shops at St. Paul and Brainerd, Minn., Laurel, Mont., and South Tacoma, Wash. was announced by the Northern Pacific on July 10.

Four-week closing of the Como Shops at St. Paul affects approximately 175 employees. The shops closed July 17, with reopening set for mid-August.

The Brainerd Shop was scheduled to close for two weeks, starting August 7, affecting about 250 employees.

The shops at South Tacoma were closed for two weeks, starting July 24, and the shops at Laurel will be closed for one week, starting August 21, affecting 200 and 150 employees, respectively.

In common with most other

railroads in the nation, the Northern Pacific experienced extensive declines in revenues during the second quarter of 1967 (See story, below).

Along with declining revenues, projected increases in operating costs were reported in June at more than \$440 million for the industry nationally, with higher wages and other labor costs making up approximately \$320 million of that amount.

The closings were the first major shutdowns by the Northern Pacific since 1961, although shops at South Tacoma were closed four weeks in July and August of 1962.

Company officers expressed hope that changes in the national economy, including a rise in housing starts, and improved revenues from a proposed rate increase will ease the situation later this year.

On July 11, spokesmen for the railroad industry told the Interstate Commerce Commission that the railroads needed an emergency 3.35 per cent increase in freight rates to help offset wage hikes.

NP Revenues Dip as Costs Rise

In its report to the Interstate Commerce Commission on July 25, Northern Pacific reported second quarter earnings of 58 cents per share as against \$1.53 for the comparable period of 1966.

Lower earnings were attributed to a sharp drop in loadings of grain and forest products, two of the principal sources of Northern Pacific revenue.

On a consolidated basis, which reflects Northern Pacific's equity in lower earnings of the Chicago, Burlington and Quincy Railroad and the Spokane, Portland and Seattle Railway, net income for the second quarter amounted to \$3,181,000 compared with \$11,301,000 for the same period last year.

Northern Pacific operating revenues for the second quarter were \$47,600,934, down \$6,050,203 from 1966.

Operating expenses for the second quarter of 1967 were \$42,402,413, up \$551,483 over the second quarter of last year.

Net income for the first half of the year was \$5,454,184, equal to 90 cents per share compared with 1966 net income of \$13,931,898, equal to \$2.31 per share.

Operating expenses for the first half of this year were \$84,315,880, up \$2,396,176 over the first half of 1966.

Mainstreet Mail

Dear Editor:

After reading the June 1967 publication of TELLTALK, I was pleased to note on page two that a new publication will be forthcoming in July with many changes. If you would care to refer to the June, 1966, issue, you will note on page three the program I am involved in with the fourth leading disease in our country.

The extra expenditures caused by alcoholism of two million employed problem drinkers in the United States has been estimated at two billion dollars per year.

I believe a small space in your well-received publication would help to educate our employees to be alert and cautious of the drinking employee, safety-wise, and perhaps be in a position to help this employee with his problem.

— J. B. Crump, Yardmaster, Yardley, Wash.

HEW Names NP's MacFarlane

Robert S. Macfarlane, Northern Pacific chairman of the board, has been appointed to the National Advisory Health Manpower Council under Secretary of Health, Education and Welfare John W. Gardner.

The Council was established by the HEW secretary under authority delegated by President Lyndon B. Johnson and has as its mission to review the nation's health manpower activities and requirements and to advise the surgeon general on policies, programs and planning.

The appointment was accepted by Macfarlane early in July. On announcing the appointment, Dr. Gardner expressed the gratitude of the Public Health Service for Macfarlane's contribution of ideas and experience toward solution of serious manpower problems afflicting every health occupation in the nation.

RETIREMENTS

			Years of Service
Morgan T. Anderson	Chief Draftsman—Engineering Dept.	St. Paul	45
Lawrence H. Ball	Manager—Costs and Statistics	St. Paul	40
Gordon C. Barley	Yard Clerk	Minneapolis	42
William R. Bathen	Assistant General Freight Agent	St. Paul	51
Oscar H. Bernin	Locomotive Engineer	Minneapolis	52
William E. Bird	Communications Supervisor	Livingston	36
Archie C. Britton	Car Inspector	Brainerd	43
Paul S. Burke	Assistant Comptroller	St. Paul	52
Arthur J. Christiansen	Locomotive Engineer	Parkwater	37
Raymond E. Cramer	Locomotive Engineer	Forsyth	44
Verner A. Eckberg	Dining Car Chef	St. Paul	43
Dwight E. Egbers	Locomotive Engineer	Parkwater	49
Earl A. Finlayson	Freight Checker	Bismarck	42
Helen M. Fitzgibbon	Stenographer—Perishable Freight Traffic	St. Paul	48
Harry L. Heater	Assistant Car Foreman	Auburn	50
Edward A. Heirman	Engine Watchman	Everett	43
Charles H. Jordan	1st Class Carpenter	So. Tacoma	35
Clythe B. Johnson	Assistant Superintendent	Fargo	48
Roy M. Johnson	Carman	Brainerd	39
James G. King	Cashier	Missoula	50
John R. Krause	Section Laborer	Bellingham	20
Raymond H. Loeffelholz	Special Accountant	St. Paul	47
Clements J. Martin	Assistant Roundhouse Foreman	Glendive	36
Samuel F. Matousek	Telegrapher	Reservation, Wash.	54
John W. Mayes	Car Repairer	Parkwater	23
Hunter M. Picken	Locomotive Engineer	Dickinson	50
John T. Short	Telegrapher	Prosser	36
George Stroh, Jr.	Section Laborer	Flasher, N.D.	22
Stanley C. Sworder	Assistant Signal Engineer	Livingston	43
Clarence E. Terlson	Locomotive Engineer	Forsyth	50
John Volk	Chauffer—Store Dept.	So. Tacoma	20

E.S. Ulyatt, Retires at Saint Paul

E. S. Ulyatt, general manager of transportation for the Northern Pacific, retired from active service with the railway effective August 1.

Ulyatt joined the Northern Pacific in 1917 as a chainman on a surveying crew for the engineering department. He served in various clerical positions from 1919 through 1937, including secretary to the vice president—operating and secretary to general managers at St. Paul and Seattle.

In 1937, Ulyatt became superintendent of Northern Pacific Transport Company, and four years later was appointed assistant to the general manager at St. Paul.

Ulyatt was named trainmaster for the Fargo division in 1942, and succeeded to the position of assistant superintendent at Jamestown two years later. He was made assistant general superintendent of transportation at St. Paul in 1947 and was promoted to general superintendent of transportation in 1954. He was named general manager of trans-



PLEASANT MEMORIES are shared, left to right, by C. H. Burgess, former vice president operations; E. S. Ulyatt, retiring as general manager of transportation; and F. L. Steinbright, vice president-operations.

portation on June 16 of this year.

July vacation plans advanced the timing for a special party honoring Ulyatt on his retirement and completion of 50 years of service with the company. More than 150 of his Northern Pacific and business friends gathered June 30 at the Minnesota Club in St. Paul for the event.

The party program included comments by several Northern Pacific officers who had worked closely with Ulyatt during his

years of service. Among them were C. H. Burgess, former vice president—operations, now retired; E. F. Requa, vice president and general consul; F. L. Steinbright, vice president-operating; and C. L. Harding, assistant vice president, operating.

Each praised Ulyatt for his long service and his contribution to the Northern Pacific and the railroad industry, particularly in the area of transportation management, a field in which he has won national recognition.

U.S. Rail Strike Ties Up NP

(Continued from Page 1) in the vacation and holiday rules; paid 30-minute lunch periods; and pay for jury duty service."

A few weeks earlier, the Special Mediation Panel appointed April 12 by President Johnson submitted to the unions and the railroads a proposal on issues that remained in dispute which included:

- 1. Duration:** An 18-month agreement with a wage reopener after 15 months. (The term of the contract would be from January 1, 1967 to July 1, 1968, with a reopener on April 1, 1968)
- 2. General Wage Increase:** 6% effective January 1, 1967.
- 3. Differential Compression:** A total of 15 cents per hour

in three 5-cent installments, effective April 1 and October 1, 1967 and April 1, 1968.

The panel's proposals were not accepted by either party.

Carrier representatives subsequently (April 25, 1967) made it clear they would not retreat from their earlier proposal which included:

- 1. Duration:** A two-year contract from January 1, 1967 to January 1, 1969.
- 2. General Wage Increase:** 6.5% effective January 1, 1967, and another 5% effective January 1, 1968.
- 3. Differential Compression:** 12.5 cents per hour, effective January 1, 1967 and another 12.5 cents per hour effective January 1, 1968.

During the last week of April, the unions offered to settle for a 6.5 per cent general pay increase plus 12½ cents inequity increase for the skilled men, both as of January 1, 1967; and a further 5 per cent general increase plus a 12½ cent inequity increase for the skilled men, both as of January 1, 1968; plus three weeks vacation after 10 years and guaranteed holiday pay for the eight holidays already in their contracts.

The unions had earlier set a strike date of April 13, 1967. A 20-day postponement was forced by Congress, during which time mediators appointed by the President reviewed the issues.

Agreement failing, a joint resolution was approved by Congress on May 1, and signed into law by the President on May 2 which extended the period of statutory restraint in the shop craft dispute until 12:01 a.m., June 19, 1967.

The unions were legally free to strike on June 19, but withheld any action as a House and Senate conference attempted to reach compromise on two bills aimed at averting the tie-up. This no-strike pledge was withdrawn in mid-July, at which time the unions stated it had become apparent no agreement was in sight.

Toys Imported In NP Containers

(Continued from Page 1) the first units to arrive and said the consignment is the largest single containerized import shipment cleared by customs in the Twin Cities to date.

E. M. Stevenson, vice president-traffic, said the railway is looking ahead to major increases in freight traffic handling of this kind for both import and export between Central and Eastern U.S. cities and the Orient."

Also on hand to mark the occasion were Mr. Charles Marsh, Midwest district manager of American Mail Line; Miss Violet Taylor, vice president and general manager of Playhouse; Blair Lampert, Playhouse executive vice president; Burt Klatt, Playhouse traffic manager; and Lee Hartner, manager of the Playhouse import division.

The Playhouse Company is the world's largest toy party-plan merchandiser. The firm started in Minneapolis 11 years ago and has expanded into a multi-million-dollar importing industry with more than 2,000 dealers in 16 states.



William L. Kasal (seated, top left photo) retired July 1 as chief clerk of the King Street Station at Seattle after 47 years of service, including 24 years as chief clerk. With him, left to right are W. J. Norton, car foreman; G. K. Steiner, station master; W. B. Jones, superintendent; Ralph Powers, clerk; E. D. Wood, yardmaster; and G. D. Buxton, special agent. He served under eight Northern Pacific, six Great Northern and seven King Street Station superintendents.

Florence E. Wendt, stenographer, and H. C. Crowder, purchasing agent (top right photo), prepare to toast each other upon retirement in July at St. Paul. Florence joined the company in 1918 and has been personal stenographer to the assistant purchasing agent and purchasing agent. Crowder joined the company in 1917 as an engine caller and served as purchasing agent since 1956.

R. S. Swanson (photo at right), assistant engineer of structures, retired July 1 at Duluth, Minn., after 46 years of service with a record of no reportable injuries. He and his wife were honored at a party at the Duluth Athletic Club.

P. M. Seely, machinist (lower right photo), recently retired at Livingston after more than 35 years of service. With him are H. J. Bell, left, J. W. Schmidt.

E. S. (Duke) Phelps retired May 31 and was honored on the occasion by a special party at the Aero Club in Portland. Among those attending were (photo below): seated, left to right — W. L. Ninemire, W. D. Miller, H. H. Happe, and Phelps; standing — C. C. Gardner, J. W. Virden, R. W. Miller, A. P. Kimmel and J. E. Custer.



NP Men On The Move

Promotions, Appointments, Changes Posted

C. H. Wilson has been named assistant to the western traffic manager, to succeed V. E. Weihs, who retired August 1 after 44 years of service. N. D. Richardson has been appointed general agent at Everett, Wash., to succeed Wilson.

L. Stefano was appointed sales representative, TOFC-merchandise, at St. Paul, effective July 16.

T. L. Quell was appointed district freight and passenger agent at Detroit, Mich., effective August 1.

W. A. Marshall was named purchasing agent, effective July 1, to succeed H. C. Crowder, who retired on that date after 49 years of service. N. M. Doerr was named to succeed Marshall, and J. F. Woodburn was promoted to stationer—all are headquartered in St. Paul.

E. L. Kubiak was appointed manager—costs and economic research July 1 at St. Paul. L. H. Ball, manager—costs and statistics retired effective the same date after 40 years of service.

K. H. Ewell has been named district supervisor, with headquarters at Spokane, Wash., effective July 1. He succeeds J. W. Hubble, who is retiring after more than 44 years of service with the railway and Northern Pacific Transport Company. The title of assistant superintendent at Spokane was changed the same date to district supervisor.

A. C. Steib has succeeded E. S. Phelps as chief clerk in the Port-

land freight traffic office. Phelps retired effective June 1.

An earlier change missed in the past issue of MAINSTREET was the recent promotion of R. A. Beltz to fleet manager with headquarters at St. Paul. He succeeds G. M. deLambert as fleet manager, subsequent to a transfer of this position from the personnel department to the purchasing and stores department. DeLambert was recently promoted from director of personnel to assistant vice president—labor relations.

Gary M. Schroeffer has been appointed cost analysis super-

visor in the cost and economic research division of the management services department at St. Paul.

Fay Lucas has been named office manager in the general freight department at St. Paul to succeed A. T. Boerner, retired effective August 1.

Glenn Sorensen, former editor of the TELLTALE and staff associate on the MAINSTREET, has vacated his job as assistant to the manager of advertising and publicity to become secretary to the assistant general freight traffic manager at St. Paul.



MORE THAN 350 Boy Scouts, comprising 11 full troops, headed west from St. Paul July 29 on the Mainstreeter to join some 15,000 of their fellow members at the XII World Jamboree Aug. 1 through 9 at Farragut State Park in Idaho. Here part of one troop breakfasts in baggage-dining car with a 70-foot table.

Mandan South Line Reopens

(Continued from Page 1)

full page advertisements proclaimed the appreciation of citizens, businesses and officials for the role of the railway in the Mandan area. Stores were asked to give special discounts to Northern Pacific employees.

The formal dedication was held on the spacious lawns of the Mandan depot. Principal speaker for the event was Arthur Leno, former manager of the Bismarck Chamber of Commerce, who played a major role in organizing support of the battle to save the south line.

Success of all the events was especially gratifying to such men as Del Skjod, manager of the Mandan Chamber of Commerce; Otto DeLaBarre, Northern Pacific agent at Mandan; Conductor C. J. (Dusty) Knoll, who arranged for free crew services for the special train; Dennis Barnhardt, managing editor of the Mandan Pioneer; P. L. Westine, assistant superintendent of the Fargo division; R. C. Judson, trainmaster-roadmaster at Mandan; Northern Pacific passenger traffic officers and staff members; Albert G. Rivinius, mayor of Elgin and president of the "Save the South Line Committee;" Frank J. Ruemmele, mayor of Carson; city officials from each of the other towns along the Mandan South Line; and many others

directly involved in arrangements for events connected with opening of the new line and the excursion train.

The special crew providing free services for the excursion included Knoll as conductor in charge; E. L. Olsen, Nick Kaip, B. J. Furstenberg, Walter Junhert—all serving as conductors and brakemen; F. S. Simpson, car foreman; Jake Doll, engineer; and Ray Barnhardt fireman. George Tieman, general foreman of the Northern Pacific's Como Shops at St. Paul, served as traveling electrician and special equipment supervisor for the excursion.



RECENT GRADUATES of the Advanced Transportation Management Program at Northwestern University, Evanston, Ill., included, left to right, G. N. Page, manager of Northern Pacific Transport Company; E. F. O'Neill, assistant general freight agent; and Donald G. Brostrum, assistant general statistician.

'Financial World' Cites 1966 NP Annual Report

The 1966 Annual Report to Shareholders published earlier this year by Northern Pacific has received a merit award from Financial World magazine in recognition of its excellence.

Selection was based on content, design and typography from among five thousand entries in the Twenty-Seventh Annual Report Survey conducted during 1967 by Financial World. The award was presented to the company by Richard J. Anderson, editor and publisher of Financial World.



PRIZE WINNERS from left are Peterson, Schweitzer, Martin, Pogreba, Fred Ferris and Mike Ferris.

Schweitzer Wins NP Salmon Derby

Al Schweitzer, Tacoma division switchman, landed a 20¼-pound King salmon for first place honors in Northern Pacific's 1967 Salmon Derby held in June off Point Defiance near Tacoma.

Although fish were scarce, four South Tacoma shop employees came in with prize-winning catches. In second place was Bob J. Pogreba with a 14¼-pound salmon; Fred Ferris and his son, Mike, (6½ and 6¾ pounders) were third and fourth,

and Bob Martin and A. J. Peterson, (2½ and 1¾ lbs.) took fifth and sixth prizes.

The NP-sponsored derby attracts area employees and their families who try their luck fishing from boats in the Puget Sound area.

A fifty dollar door prize was awarded by the Salmon committee. The Employees Mutual Benefit Association donated the Salmon Derby tickets and five-three dollar drawing prizes.

SAFETY SCOREBOARD

January 1 thru June 30, 1967

RANK	REPORTABLE CASUALTIES		CASUALTY RATIO		
	1967	1966	1967	1966	
Standing by District					
1.	Eastern District	81	84	16.81	15.82
2.	Western District	112	70	21.77	12.34
Standing by Division					
1.	Rocky Mountain	9	8	7.35	5.70
2.	Yellowstone	16	13	10.45	7.82
3.	Fargo	9	12	10.86	12.46
4.	St. Paul-Lake Supr. Term.	56	58	22.77	21.56
5.	Tacoma	57	47	24.16	18.61
6.	Idaho	46	15	29.46	8.61
Standing by Class of Employee					
1.	Shopmen	4	3	5.04	3.59
2.	Stationmen	15	17	5.73	7.32
3.	Carmen	12	13	10.08	10.66
4.	Enginemen	11	11	10.89	8.38
5.	B & B Dept.	6	2	13.16	3.91
6.	Trackmen	28	22	14.37	9.54
7.	Trainmen	36	34	34.83	27.83
8.	Yardmen	81	52	88.50	52.88
Standing by Main Shop					
1.	Brainerd	0	3	.00	8.94
2.	South Tacoma	0	2	.00	7.58
3.	Livingston	1	1	4.29	4.24
4.	Como	1	1	4.50	4.04
Miscellaneous Departments					
1.	Signal	0	1	.00	4.13
Tie	Dining Car	0	3	.00	11.71
Tie	Security & Frt. Cl. Prev.	0	0	.00	.00
4.	Gen. Off. & Misl.	3	5	1.45	3.37
5.	Communications	1	2	4.05	9.53
6.	Store	5	4	13.29	9.58
7.	Electrical Engr.	1	0	24.65	.00
8.	Engineering Dept.	7	13	32.50	59.05
System		212	194	14.41	12.64

INDUSTRIAL NEWSFRONTS

Preliminary engineering work is underway on the Columbia River site selected by Northwest Aluminum Company for its \$140 million aluminum plant. Northwest, a combine of U.S. and Japanese firms will import bauxite from Australia, process it into alumina, then smelt the alumina into aluminum ingots. The Japanese partners will take about 35% of the production. The plant near Warrenton, Oregon will be served by the S. P. & S.

Work was completed and the first carloads of cement received on trackage laid for Huron Cement at its new Twin Cities plant. Huron, a subsidiary of National Gypsum receives cement in Duluth by lake carrier and moves it to the Twin Cities by rail. A \$350,000 bulk cement storage and distribution facility will rise on the 4 acres leased from Northern Pacific to replace temporary facilities now in use on some sites.

A total storage capacity of 1.3 million bushels will be available to Ryan Potato Company when expansion work now underway at East Grand Forks is completed this fall. Ryan, owner and operator of the largest potato house under one roof in the Red River Valley, is undertaking major trackage changes to serve the latest 400,000 bushel addition.

A one-half-million-dollar, 41,000 square foot expansion by Independent Wholesale Grocers, Inc. of its Billings grocery warehouse has been completed. The grocery firm is one of three in The NP Billings Industrial Site.

Supplies and materials for construction of the Dworshak Dam near Ahsahka, Idaho will be delivered on trackage to be constructed from the Camas Prairie Railroad.