



NEW NP PRINCESS for the St. Paul Winter Carnival, Joan McKinney, receives her crown from Angeline Johnson, reigning Queen of the Snows. Attending are Bob Carter, Winter Carnival Prime Minister, left, and William Poppenberger, Boreas Rex XXXI. Miss McKinney, 19, is a secretary in the NPBA office at St. Paul. She is a graduate of Sibley high school in West St. Paul and Globe Business College and enjoys dancing and outdoor sports. The coronation was on Oct. 27.

Brainerd Shops Will Build 150 Special New Cars For Plywood

Northern Pacific announced on Oct. 18, a \$2.3 million car building program to provide specially equipped boxcars for the plywood industry.

The company will build at its Brainerd, Minn. shops 150 extra-wide-door, special-purpose boxcars with Miller Ply-Pak-Kar equipment developed by Earl Corey, Inc., Portland, Ore. Delivery is planned for May or June of 1968.

The special cars will have verticle bars to hold 4' by 8' plywood, pressboard and other forest products in place, with almost no dunnage required.

Standard dimensions of plywood and several other types of forest products are such that when loaded into boxcars in bundles, there is open space in the cars into which parts of the load could shift during movement.

In the new cars, vertical bars are inserted into brackets at the top of the car and then lowered into floor pockets to firmly secure the load. Each 50' 6" car can handle 36 bundles 2' 6" in height.

E. M. Stevenson, Northern Pacific vice president—traffic, said shipments in a test car owned by the company and in 10 other cars now in industry service have proven the Miller Ply-Pak-Kar provides not only damage-free handling, but is also easier to

load and unload, saving many hours in handling time.

The Ply-Pak-Kar concept was originated by W. D. Miller, general freight agent for the Northern Pacific at Portland, Ore. Equipment is manufactured under rights held by Earl Corey, Inc., a firm incorporated by Miller and several associates. Earl C. Corey is president.

Trains 3 and 4 Discontinued

Northern Pacific discontinued operation of passenger trains No. 3 and No. 4 between St. Paul and Jamestown, N. D., on Oct. 18, after receiving authorization for such action from the Interstate Commerce Commission.

In its application to the commission, the company showed a net loss in 1966 operation of the two trains amounting to \$341,275.

The ICC ruled that continued operation was "not required by the public convenience and necessity, and that the continued operation thereof would constitute an undue burden on interstate commerce."

Transportation Museum Adds Old NP Passenger Coach

A 1915 Northern Pacific passenger coach has been added to the growing collection of transportation exhibits acquired by the Minnesota Transportation Museum, Inc. in the Twin Cities.

The 80-foot-long, 160,300-pound coach is the first item of rolling stock to be placed on exhibit by the museum at its site near Minnehaha Park in South Minneapolis. The museum recently acquired the historic Minnehaha depot at the location from the Milwaukee Road.

The area has been refurbished and is now a State Historic Site.

Special arrangements were made with the Milwaukee Road to move the car to the site on Oct. 6. The coach will be restored by the museum and opened later for public visits, as will the depot.

Wahluke Line Approved

Authorization to build a 55-mile branch line to serve the Wahluke Slope area in Grant County, Wash., was received by the Northern Pacific from the Interstate Commerce Commission on Oct. 5.

Completion of the branch line construction will enable the Northern Pacific to provide direct rail service to and from a newly developing agricultural area which is to receive extensive irrigation through the Columbia Basin Project.

On acknowledging the action by the ICC, Dean H. Eastman, Northern Pacific vice president and western counsel, said the company is particularly pleased to receive authority for construction of the line, and that it is a natural extension of current Northern Pacific operations in the Columbia Basin and Tri-Cities area of Richland, Pasco and Kennewick, Wash.

"Pasco is geographically the natural trading center for produce from the Wahluke Slope and without direct rail access to the Tri-Cities," he said, "the Slope would not realize its economic potential."

Eastman said further that fruit ranches located on the Slope will be very closely allied to the mature fruit industry of the Yakima Valley for marketing, purchasing of supplies and for storage.

The area to be served by the railway includes 41,000 acres now under irrigation in the Basin City area. More than 128,000 acres will be under irrigation in the area by 1973.

Kenneth L. Cook, Northern Pacific director of agricultural development, said the area is potentially one of the richest agricultural producing areas in the Pacific Northwest. He predicts that the area will soon pro-

duce some of the highest yields ever recorded in the Pacific Northwest for several kinds of row crops because of favorable soil and climate conditions and an exceptionally long growing season.

The major irrigation development in the Columbia Basin Project for the next 8 to 10 years will be in the Wahluke Slope area.

Construction of the branch line is expected to cost about \$5 million. It is believed that the new stretch of track will be among the longest constructed by any major railroad in recent years, and railway officials said work on the new line would start as soon as all legal problems are resolved.

The ICC denied an application from the Milwaukee Road, which had been competing with the Northern Pacific for rights to serve the Wahluke Slope area.

ALONG NORTHERN PACIFIC RAILWAY'S

Mainstreet

VOL. I

November, 1967

No. 5



NORTHERN PACIFIC COACH 1370 was given to the Minnesota Transportation Museum, Inc., and moved by the Milwaukee Road to the historic Minnehaha Depot in Minneapolis on Oct. 6. The museum is an affiliate of the Minnesota Historical Society.

Covered Hopper Cement Cars Due

Northern Pacific will receive 100 covered-hopper cement cars this month and next from the American Car Foundry in Huntington, West Va., on a special order amounting to about \$1,250,000.

The 2,970 cubic-foot-capacity cars are included in the company's 1968 budget for new equipment and were placed on special order for early delivery to expedite handling of cement for the Dworshak Dam project near Orofino, Idaho.

Northern Pacific will transport cement from plants in Seattle, Wash., and Metaline Falls, Idaho, for the construction project. The dam will cost more than 131 million dollars and is expected to be finished by September of 1972.

The dam and reservoir will be on the North Fork of the Clearwater River.

Isaacs said that the "historical significance of this coach is that it is very typical of the kind of railroad passenger cars people traveled on in Minnesota from about 1910 to the early 1950s. This is the standard heavyweight

coach which was the backbone of rail passenger service in its heyday . . ."

When first placed in service by the Northern Pacific, the coach had an interior of Mexican mahogany.

Northern Pacific Mileposts

90 years ago — To promote colonization of North Dakota, President Wright orders coal or other fuel for farm or home sold to settlers at actual cost.

85 years ago — NPBA begins operations with assessment of 50 cents on earnings of less than \$100 per month, rising in steps to maximum of \$2 on those above \$100.

50 years ago — Government takes over railroads during WW I. NP President Jule M. Hannaford is named Federal Manager; Howard Elliott returns as President.

15 years ago — Effective Nov. 16, schedule of North Coast Limited is speeded up, reducing Chicago-Seattle time by 12 hours, making it fastest in the train's history.

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EEO Policy Applies to All

Northern Pacific has restated its policy on equal employment opportunity. The complete text of the policy statement appears below on this page.

The importance of this policy should not be missed by any employe, because in practice it applies not only to those in positions responsible for making decisions on the employment or advancement of others, but it applies to each of us in our relationships with fellow employes.

If we are to consider ourselves responsible employes in applying the skills, energy and intelligence required to provide an extensive railway and intermodal transportation service; we must also consider our own roles with respect to those of others.

Our jobs are more than the means whereby we sustain ourselves and our families. The continuing, day-to-day performance of our work puts us in close contact with many other persons, both inside and outside the company. These relationships and our attitudes toward others affect our work and can provide a great measure of job satisfaction.

Together, we make up a service-oriented enterprise which depends heavily upon our cooperation with fellow employes. Our attitudes toward others affect the quality of service we provide as a company.

The measure of job satisfaction each of us attains depends upon how well we are received by others with whom we work.

The importance of equal employment opportunities and for job satisfaction through cooperative and unbiased work relationships is given added emphasis now by the mass civil rights demonstrations and protests sweeping the nation.

Does it not seem a more appropriate and effective demonstration for each of us in our daily lives, at work and at home, to fully respect the rights of all others and thereby provide the opportunities which mass demonstrations and protests seek through violence?



"So then I said, 'Helen Carter' (that was close)—I said, 'If you're my friend, you'll understand.' Then she said . . ."



DOCKSIDE STRADDLE-TRUCK loads the first container aboard a new Northern Pacific container chassis at Seattle in new program.

NP Starts New Container Program

The start of a new round-trip containerization program to move large volumes of canned pineapple and pineapple juice from Hawaii to Winnipeg, Man., and charcoal briquettes from North Dakota to Hawaii was announced in October.

E. M. Stevenson, vice president—traffic, called the new venture in containerization a significant new development by Northern Pacific in the use of inter-modal transportation to expedite the handling of both commodities.

Northern Pacific has been joined in setting up the new program by Matson Navigation Co.

The first six containers with nearly a quarter of a million pounds of canned pineapple arrived in Winnipeg the first week of October.

Containers are placed on special chassis as they are unloaded from Matson vessels at the Pacific Northwest port. The chassis and containers are moved by highway tractors to Northern Pacific trailer-on-flatcar ramps, where both containers and chassis are placed aboard flatcars for transcontinental movement by rail.

When the container laden cars arrive in Winnipeg, trucks remove the chassis-mounted containers from the train for direct haul to the consignees for unloading.

Empty containers, still on chassis, are returned to the train for delivery to Lehigh, N. D., where the chassis and container are moved by truck-tractor to Husky Briquetting Co. to pick up loads of bagged briquettes.

The charcoal laden containers, on chassis, move by rail back to the Pacific Northwest. After movement to dockside, containers are removed from their chassis and loaded aboard Matson vessels for return to Hawaii.

Stevenson said this program is typical of the kind of continuous-flow, round-trip utilization of containers he would like to see develop for handling of many other commodities in both domestic and international traffic.

The total annual volume of traffic under the pineapple-briquettes program will depend upon demand for each of the commodities at their respective destinations. No estimate has been made of the total traffic the program will generate, but it is expected to be quite substantial.

Similar inter-modal containerized traffic programs are under study for other commodities, and the Northern Pacific is preparing for expanded operations of this kind.

Recent acquisitions and developments have included purchase

of a piggy-packer lift-truck which loads trailers or containers onto flatcars from the side; completion of a TOFC and container yarding area and loading facility at Seattle; lease of special flatcars for handling trailers and containers, and purchase of special chassis to handle both 20 and 24 foot containers.

Coyne Is Speaker At France Meeting

Frank H. Coyne, Northern Pacific vice president—management services, was among top international experts on computers and data processing who participated in a three-day conference under the Diebold Research Program at Nice, France, Nov. 7 to 9.

Coyne was the principal speaker at two sessions of the meeting. In his first presentation, which was part of a conference section on assessing the performance of automated data processing systems and data processing personnel, he discussed the Economic Utility of On-Line/Real Time Systems.

In Coyne's second presentation, titled Benchmarks For Evaluating The Effectiveness of Data Processing Systems, he provided a case study on the control and evaluation of data processing applications.

Menk Restates Equal Employment Policy

A restatement of Northern Pacific policy on equal employment opportunity was made Oct. 13 by Louis W. Menk, president.

"Employment and promotion on the Northern Pacific have for many years been based on qualifications and performance without discrimination because of race, color, religion, sex or national origin," Menk said.

"In the light of the Civil Rights Act of 1964 and its provisions relating to equal employment opportunities, and in order to acquaint all Northern Pacific personnel with the company policy and practices so that we will continue to be in full compliance with the law," he said, "the company desires to restate its policy in greater detail . . ."

Following, in two sections, is the full text of the reaffirmation:

SECTION I

It is the policy of this company to afford equal employment opportunities to all qualified persons without discrimination because of race, color, religion, sex or national origin. In carrying out this policy, the company will:

- (a) recruit and select employees and retain them in employment solely on the basis of qualifications and performance—that is, on the basis of intelligence, education, experience, character, aptitude, physical fitness, compliance with company rules and practices, and all other relevant factors.
- (b) Promote employees on the basis of the qualifications listed above, but also taking into consideration loyalty

and seniority and apply the same policy with respect to transfers of employees and with respect to reductions and increases in force.

- (c) When training or retraining programs are sponsored, the company will select qualified employees for such programs without discrimination because of race, color, religion, sex or national origin.
- (d) Continue to operate and maintain all employee facilities and installations on an integrated basis.

SECTION II

Northern Pacific Railway Company will continue to observe the policy above stated in the conduct of its business and will fully cooperate with all Federal or State agencies to promote equal employment opportunities.

RETIREMENTS

Name	Occupation	Years of Service
Andrew J. Alexander	Car Foreman	Cle Elum, Wash. 45
Lillian E. Alm (Miss)	Comptometer Operator	St. Paul, Minn. 25
John R. Benson	Yard Clerk	St. Paul, Minn. 46
Joy F. Braack	Section Foreman	Elma, Wash. 43
Peter C. Broston	Dining Car Steward	St. Paul, Minn. 24
Charles H. Byrne	General Store Foreman	Brainerd, Minn. 48
Victor L. Carter	Telegrapher	Ellensburg, Wash. 38
Emil M. Caruso	Locomotive Engineer	Livingston, Mont. 52
George H. Collins	Assistant Yardmaster	Spokane, Wash. 25
Harry R. Cotton	General Agent — City Ticket Office	St. Paul, Minn. 45
Joseph G. Crestik	Section Foreman	Duluth, Minn. 39
Otto DeLaBarre	Agent	Mandan, N.D. 44
Oscar N. Eckberg	Timekeeper — District Accounting	St. Paul, Minn. 50
Leo J. Ferderer	Switchman	Mandan, N.D. 44
Archie M. Fife	Machinist-Welder	So. Tacoma, Wash. 22
Justin J. Filiatreau	Stower-Loader	Spokane, Wash. 42
Conrad Gettman, Jr.	Section Foreman	Dayton, Wash. 41
Toive W. Haapala	Ticket Clerk	Portland, Ore. 30
James A. Harper	Assistant Roundhouse Foreman	Laurel, Mont. 46
Leslie V. Jewell	Conductor	Spokane, Wash. 31
Pius Keller	Coach Cleaner	Billings, Mont. 24
Joseph D. Kennedy	Yardman	Dilworth, Minn. 47
Louise D. Kuchnick (Miss)	Abstract Clerk	Hoquiam, Wash. 47
Samuel Manley	Section Foreman	Grandview, Wash. 36
Leonard J. Mohr	Chief Clerk — Purchasing Dept.	St. Paul, Minn. 45
Harris T. O'Neil	Conductor	Spokane, Wash. 39
Byard G. Patterson	Conductor	Glendive, Mont. 24
Joseph Peterson	Section Laborer	Big Timber Mont. 38
Richard K. Peterson	Carman	Superior, Wis. 20
Elmer R. Rice	Sheetmetal Worker	Auburn, Wash. 25
Craig S. Rothwell	Agent-Telegrapher	Fromberg, Mont. 44
Oliver B. Rutledge	Agent	Olympia, Wash. 51
Sam J. Scalise	Electrician	Auburn, Wash. 42
LeRoy D. Senter	Baggage man	Miles City, Mont. 22
Charles W. Shreeve	Section Foreman	Bonner, Mont. 45
Fred M. Singleton	Caller-Cooper	Minneapolis, Minn. 44
Howard E. Smith	Track Supervisor	Duluth, Minn. 36
John A. Smylie	Section Foreman	Binford, N.D. 43
Harold T. Stone	Chief Yard Clerk	Jamestown, N.D. 45
Roy L. Surbrook	Car Repairer	So. Tacoma, Wash. 33
Floyd L. Tapp	Electrician Helper	Fargo, N.D. 21
Daniel P. Tinney	General Agent	San Francisco, Cal. 43
Carl A. Zinzer	Pipefitter	St. Paul, Minn. 23

R. D. Bone Retires From Freight Traffic

R. D. Bone, freight traffic manager at St. Paul since 1956, retired Oct. 1, after completing 45 years of service with the company.

Bone is a native of Washington, D. C., where his father, Scott C. Bone, was managing editor of the Washington Post and founder of the Washington Herald.

The family moved to Seattle, Wash. in 1911, when Bone's father became editor-in-chief of the Seattle Post-Intelligencer. When his father became governor of Alaska in 1921, Bone stayed in Seattle, and a year later joined the Northern Pacific in the general traffic department.

Before joining the company he had served as a correspondent for the Post-Intelligencer and as a clerk for the American Railway Express Company.

Bone became city freight agent at Seattle in 1923 and served in that position until 1942, when he was promoted to district



A TELEVISION SET was presented to R. D. Bone at his retirement party in the St. Paul Athletic Club. Left to right are E. Gibson, J. Beatty, G. Page, Bone, F. G. Scott, and E. M. Stevenson.

freight and passenger agent at Aberdeen, Wash.

In 1947 he was made general agent at Seattle, and three years later became western freight traffic manager. He became freight traffic manager at St. Paul in July of 1956.

Bone is a past president of the Transportation Club of Seattle,

a 20-year member of the Washington Athletic Club, and a member of the St. Paul Athletic Club.

More than 100 company officers and friends gathered for a special retirement party at the St. Paul Athletic Club in September to honor Bone for his contribution to the Northern Pacific through the years.

MEDICARE NOTICE

(Editor's note — The Northern Pacific Beneficial Association has asked that the following notices concerning Medicare be repeated in MAINSTREET, and that persons responsible for posting information on the bulletin boards in their respective offices clip the item and post it in a prominent location.)

All Employees in active service 65 years of age or over should be enrolled in the Medicare Program. NPBA will cover only those benefits not covered by Medicare.

If you are paying the \$3.00 required for Medicare Part B doctor coverage, report this to your employing officer, and he will arrange to have the NPBA pay this for you.

NPBA will also pay for the back payments that you have made. It is important that you report this as soon as possible, because there is a 6-month limit to the time during which payments can be picked up.

To be covered by Medicare, you must enroll in any of the three months before the month of your 65th birthday, even if you have NPBA coverage. The NPBA does not cover those benefits for you that Medicare covers.

Fur further details and information on Medicare coverage contact your local Railroad Retirement Board or Social Security office.

45 TOFC Units Added to NP Fleet

The first of 45 new truck trailers built for the Northern Pacific by Great Dane Trailers, Inc., Savannah, Ga., were received in mid-October.

Several of the new units were moved empty from Savannah to Atlanta, Ga., for loading at Sears Roebuck and Co. on Oct. 13.

Total cost of the new trailers was about \$480,000. Twenty-five of the units are refrigerated vans, which will be equipped with the latest of trailer-on-flatcar (TOFC) refrigeration equipment at the Thermo King Corp. in the Twin Cities, and 20 are insulated vans.

The additions bring the total TOFC fleet to 171 refrigerated and 147 insulated vans. All will be leased to the railway by NP Transport Co. for TOFC use.



Ben Ashby, car foreman at the 3rd St. coach yard in St. Paul, retired recently after 45 years of service. Congratulating him at a retirement party (top left photo) is G. A. Webster, right, superintendent of the car department.

F. A. Nentwig, chief clerk to the general superintendent of transportation retired Oct. 1 after 49 years of service. Presenting him a gift, (top right photo) is J. O. Davies, right, general superintendent.

C. A. Lindahl, assistant car foreman at Seattle, retired Oct. 1 after 46 years of service. At an office retirement party (below) are, left to right, M. W. Daley, Lindahl, H. L. Hanson, and Bea Peterson.



Net Income Dips

The company reported consolidated net income of \$6,178,000 in the third quarter of 1967, equal to \$1.03 per share, which compares to consolidated net income of \$11,459,000, equal to \$1.89 per share for the third quarter of 1966.

The consolidated figures reflect company equity in the earnings of affiliated and subsidiary companies.

Company-only net income for the quarter was \$6,822,160, or \$1.14 per share, compared to \$9,486,407, or \$1.57 per share for the third quarter of 1966.

A decrease in loadings of forest products and grains, coupled with increased labor and material costs were cited as major factors accounting for the reduced earnings.

UF Goal Is Passed

St. Paul employees went "over the top" in contributions to the Greater St. Paul United Fund campaign. A total of 1,683 employees gave \$31,785.95, which was 126.7 per cent of the campaign goal of \$25,135. Gifts exceeded 1966 contributions by almost \$10,000, with 73.3 per cent employe participation.



FULL MOTIVE POWER helped Northern Pacific employes move into the lead as pace setters for the rest of King County, Wash. in the 1967 United Good Neighbor drive launched Sept. 21. Aboard the engine are, left to right, W. Schmidtman, S. Freynolds, R. Clumer, Chuck Ankerfelt (YMCA boy), W. R. Fish, O. R. Jones and L. Olson. Standing are, left to right, L. Carollo, R. Brightshue, C. F. Hawgh, J. C. Bergman, C. Biggs, C. H. Lowe, A. A. Jacobson, and D. Arbogast.

Fifteen Will Correspond For Mainstreet

The following Northern Pacific employes have been suggested or have volunteered as correspondents for MAINSTREET for their respective areas:

Harry L. Gates, chief clerk, Kansas City, Mo.; G. L. Akers, communications maintainer, Parkwater Radio Shop, Spokane, Wash.; J. H. Otten, city passenger agent, Chicago, Ill.; Mrs. Nellie Adamson, stenographer-clerk, Oakland, Calif.; T. L. Quell, district freight and passenger agent, Detroit, Mich.; Mrs. Bette Chamberlain, stenographer-clerk, communication supervisors office, Spokane, Wash.;

O. F. Sackett, assistant chief clerk, superintendent's office, Missoula, Mont.; Miss Dorothy Brantseg, chief clerk's stenographer and pass clerk, superintendent's office Fargo N. Dak.; Mrs. Ada Leach, pass clerk, superintendent's office, Tacoma, Wash.; J. M. Richmond, general agent, Vancouver, B. C.; Curtis Hall, chief clerk, Eugene, Ore.;

Ron Stall, chief clerk, Cincinnati Ohio; George D. Marshall, city freight and passenger agent, Philadelphia, Pa.; H. H. Joyner, traveling freight and passenger agent, Atlanta, Ga.; and John Sepceovich, chief clerk, San Francisco, Calif.;

Anyone who has news which may be of interest to other employees may contact these correspondents, who will then arrange for reporting the stories to the editor of MAINSTREET.



TIME CAPSULE containing Northern Pacific's record, "A Thousand Miles of Mountains," to be opened in 2017 AD is prepared for burial by, left to right, Don Wick, chairman of special events, Mrs. Jerry Ketola, co-chairman of special events and Adolph W. Johnson, chairman of the Time Capsule committee. The event marked the 75th anniversary of the city of Virginia, Minn., at an August celebration.

In Traffic, Law, Operating NP Posts Appointments

Recent promotions and changes announced by Northern Pacific departments include the following:

Leroy Adams has been appointed commercial agent at

Cincinnati, Ohio. He started his railroad career as a secretary in the freight traffic department of the Baltimore and Ohio in 1955 at Cincinnati, joined the Northern Pacific in 1961 as chief clerk, and became traveling freight and passenger agent at Cincinnati in 1963.

J. W. Cook and **O. J. Wales** have joined the legal department at Seattle, Wash.

Cook holds a bachelor of arts degree and a law degree from the University of Washington. He was admitted to practice of law before the Washington State Bar Association in 1961 and has been in practice with a Seattle law firm for the past six years.

Wales received his law degree from the University of Minnesota this year, and was first associated with the company in 1957 when he began part-time work in the dining car department to finance his education.

T. G. Overlie has been appointed manager freight car utilization at St. Paul. He started as a clerk in Pasco, Wash. in 1937, held various positions there until 1958 when he became an accountant at Spokane, Wash., and in 1965 briefly served with the Association of American Railroads. He returned to the company the same year as a traveling car service agent.

D. L. Ceynowa succeeds Overlie. He started as a warehouse clerk in Perham, Minn. in 1952, held various clerical and service positions in the St. Paul division, and in 1965 became supervisor of yard accounting at Minneapolis. He has since served as supervisor of transportation data at St. Paul and as a yard clerk in Minneapolis.

W. C. Sheak has been appointed assistant trainmaster in the Tacoma division with headquarters at Seattle. He started as a caller in Livingston in 1952, became a brakeman and switchman there in 1954 and a conductor in 1965.

Time Capsule Includes Record Marking Company Centennial

The year 2017 A.D. is half a century away, but the people of Virginia, Minn., already have plans for one big event that year, and the Northern Pacific will play a role in it.

In mid-August the city celebrated its 75th anniversary and a special feature of the celebration was burial of an elaborately prepared time capsule which is to be opened in 50 years.

Among items in the capsule was a copy of Northern Pacific's 100th anniversary record, "A Thousand Miles of Mountains," contributed by Adolph W. Johnson of the Duluth, Missabe and Iron Range Railway, who was chairman of the Time Capsule committee.

The record had been given to Johnson in 1964 by Roy Gelin, Northern Pacific traveling freight agent at Duluth, and was used many times in the past few years for school and civic group presentations.

The record and other materials placed in the capsule will be given to the Messabi Junior College in 2017. Other items included business reports, private letters, a shirt, printed circuits, a transmitter which once belonged to President Harry S. Truman, and the first Dick Tracy wrist radio transmitter ever made.

Electronic equipment was provided by Dr. Cleo Brunetti, a scientist with FMC Corp. in San Jose, Calif., who is a former resident of Virginia.

Brunetti said the time capsule was put up in such a way that he guaranteed delivery of all items in good shape after 50 years.

AAR Purchases Unit Elects W. K. Smallridge

W. K. Smallridge, Northern Pacific director of purchases and stores, has been elected to the general committee of the Association of American Railroads' Purchases and Material Management Division.

The general committee is the governing body of the AAR division. Smallridge was elected at the October annual meeting.

Each item was individually wrapped in plastic before being placed into the capsule. The stainless steel container is 38 inches long, 15 inches wide and 13 inches high, and the cover was welded on to completely seal out moisture or air.

The time capsule was buried about three feet in the ground in the lawn of the Virginia City Hall, where a concrete marker with bronze plate reads: "Virginia's 75th Anniversary—Time Capsule buried 1967—to be opened 2017 A.D."

If you're planning to be around in that year, you might want to check in on the event.



THE TRAILMOBILE Safety Award, above, was presented to Northern Pacific Transport Company in September. The first place award recognizes NPT's outstanding performance in the annual safety contest sponsored by Trailmobile and the Montana Motor Transport Association. Only firms operating more than 2 million miles annually are eligible for the coveted Group III award, which was also won last year by NPT.



HEY, YOU'RE IT . . . Safety supervisor R. E. Wilkins, Duluth, hands a "Hey" card to E. J. Pufall, Sr., switch foreman, center. Harry Caroon, right, general yardmaster witnesses the exchange. Pufall's only posing to demonstrate use of the card in calling attention to safety violations. When an employe spots another violating a rule, he hands him a "Hey" card. The recipient, in turn, gives it to someone else when he spots him doing anything in an unsafe manner.

INDUSTRIAL NEWSFRONTS

A spur track is being constructed to serve the **Ronald Offutt & Son** potato storage operation adjacent to our main line near Glyndon, Minnesota. Offutt acquired nine quonset-type structures for \$95,000 and is remodeling and insulating five of the buildings for potato storage.

Western Farmers Association, has purchased a six-acre site near the Canadian line on our Sumas Branch. The company will establish a feed mill on the site to supply the needs of the dairy and poultry industry in the area. Western has operated a mill in Tacoma for many years, but has found that it cannot compete effectively using the regional mill.

Pioneer Aluminum of Los Angeles, a division of National Lead, is the newest occupant of Melrose Terminals adjacent to Norpac at Kent, Washington. Pioneer, a metal wholesaler, will distribute sheet aluminum and tubing in the Puget Sound area.

A \$300,000 alfalfa pellet mill will be constructed by **Universal Foods Unlimited** on Port of Walla Walla property served by our line near Burbank, Washington. The plant will be one of the largest in the Northwest with a capacity of 176 tons of pellets per day, much of which will be handled for export.

SAFETY SCOREBOARD

January 1, thru Sept. 30, 1967

RANK	REPORTABLE CASUALTIES	CASUALTY RATIO			
		1967	1966		
Standing by District					
1.	Eastern District	115	119	15.92	14.41
2.	Western District	155	113	20.08	12.89
Standing by Division					
1.	Rocky Mountain	14	13	7.57	5.90
2.	Yellowstone	24	19	10.36	7.42
3.	Fargo	17	17	13.16	11.03
4.	St. Paul & L. S. Term.	74	85	20.46	20.47
5.	Tacoma	74	69	21.17	17.95
6.	Idaho	67	31	28.23	11.40
Standing by Main Shop					
1.	South Tacoma Shops	0	3	.00	7.73
2.	Livingston Shops	1	4	2.99	11.61
3.	Como Shops	1	1	3.67	2.79
4.	Brainerd Shops	2	3	4.57	6.04
Standing by Class of Employee					
1.	Shopmen	6	6	5.34	4.84
2.	Stationmen	24	20	6.14	4.55
3.	B & B Dept.	6	7	9.23	9.29
4.	Carmen	17	19	9.87	10.42
5.	Enginemen	17	18	11.59	10.56
6.	Trackmen	48	34	15.18	9.08
7.	Trainmen	48	54	31.05	29.07
8.	Yardmen	104	74	76.23	49.40
Miscellaneous Departments					
1.	Security & Frt. Cl. Prev.	0	0	.00	.00
2.	General Office & Miscl.	5	6	1.69	2.88
3.	Dining Car	1	6	2.52	13.62
4.	Communications	1	5	2.77	15.47
5.	Signal Department	3	2	7.08	5.24
6.	Store Department	5	5	9.34	9.60
7.	Elec. Engr. Dept.	1	0	17.15	.00
8.	Engineering Dept.	9	15	29.04	45.09
System		299	292	13.73	12.52