

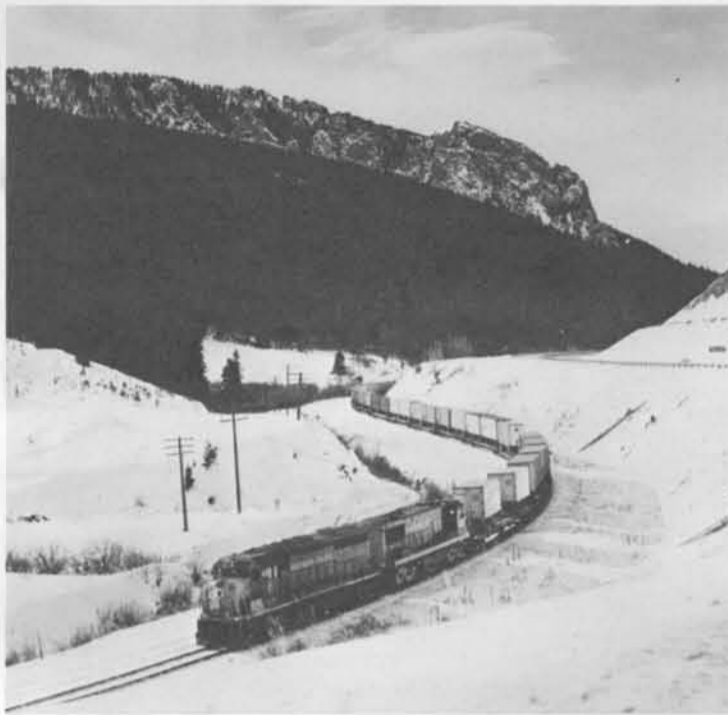
Railway Tests Tokyo Express

The TOKYO EXPRESS streaked across Northern Pacific's rails from Seattle, Wash. to the Twin Cities the first week end in December and covered the 1,875 miles in just a few minutes more than 36 hours.

The train was laden with trailers and containers and left Seattle at 4 p.m. on Saturday, Dec. 2. It was an experimental run to measure under actual operating conditions the practicability of moving TOFC-COFC traffic from Pacific Northwest ports to Chicago on high-speed passenger train schedules.

E. M. Stevenson, Northern Pacific vice president—traffic, said that "growing demand by shippers for shorter transit time, particularly in import-export trade, along with increasing business from Far East ports, may soon generate enough traffic to justify inauguration of regular services on the fast-time schedule achieved by the experimental train."

(Continued on Page 5)



NORTHERN PACIFIC'S "Tokyo Express" experimental freight train for movement of import-export and domestic trailer-on-flatcar and container-on-flatcar loads streaks through Rocky Canyon near Chestnut, Mont., on a test-run to measure the practicability of moving TOFC-COFC traffic from Pacific Northwest ports to Chicago on high-speed passenger train schedules.

Five Vice Presidents Posted by Railway

Five men, one of them new to the Northern Pacific, have been named to Vice Presidential positions in St. Paul and Seattle.

All five appointments announced in December by Louis W. Menk, President, were effective on January 1.

Earl F. Requa, vice president and general counsel, became senior vice president.

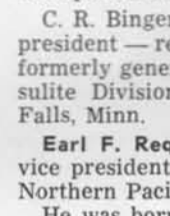


E. F. Requa

Frank S. Farrell, general solicitor, was elected by the board of directors to succeed Requa as vice president and general counsel. Both Requa and Farrell will continue to have their offices at company headquarters in St. Paul.

F. Lynn Steinbright, vice president-operations, became vice president, executive department, with headquarters in Seattle, Wash.

Succeeding Steinbright, as vice president-operations in St. Paul, was Norman M. Lorentzsen. Lorentzsen was general manager—lines west, with headquarters in Seattle.



C. R. Binger

C. R. Binger was named to the new post of vice president—resources and development. He was formerly general manufacturing manager of the Insulite Division of Boise Cascade at International Falls, Minn.

Earl F. Requa, who assumes the post of senior vice president on January 1, began his career with Northern Pacific in 1937.

He was born in Everett, Wash. He is a graduate of the University of Washington Law School. Requa

practiced law in Seattle for seven years prior to his appointment as assistant western counsel for the Northern Pacific at Seattle. He was promoted to assistant general solicitor in St. Paul in 1945 and advanced to general solicitor in 1949. He was elected vice president and general counsel in 1961.

Frank S. Farrell, newly announced vice president and general counsel is a native of Duluth, Minn., attended high school at Duluth and the University of Minnesota Law School, graduating in 1948. He joined Northern Pacific as assistant attorney in 1949. He was named commerce counsel in 1957, assistant general solicitor in January of 1961 and general solicitor in June of 1961.



F. L. Steinbright

F. L. Steinbright, who becomes vice president-executive department, is a native of Norristown, Pa. He received his degree in electrical engineering from the University of Pennsylvania in 1925. Prior to joining the Northern Pacific, he was employed by the Western Union Telegraph Company.

Steinbright joined Northern Pacific in 1941. He was later named general manager—lines west, a post he held from 1954 to 1964, when he was appointed vice president-operations.

Norman M. Lorentzsen, who moved up to the post of vice president-operations is a graduate of Concordia College, Moorhead, Minn.

Lorentzsen began his service with Northern Pacific in 1938 as a track laborer. After service in World War II, he returned to Northern Pacific and became assistant trainmaster at Duluth, Minn. in 1947 and trainmaster in 1949.

In 1953, he was named assistant to the general manager—lines east, in St. Paul. The following year he was made superintendent of Northern Pacific's Rocky Mountain division. He was named to his present post, general manager—lines west in 1964.

C. R. Binger, new vice president—resources and development, was born in St. Paul, attended St. Paul Academy, he received his B.S. degree at the University of Minnesota in 1940, and his Master's degree in Forestry at Yale University in 1941.

Binger began his business career as a forester for Potlatch Forests, Inc., in 1940. He joined Minnesota & Ontario Paper Company as a forester in 1946. In 1948 he was promoted to assistant to forest management officer, and became forest management officer, Canadian Division in 1951. He was appointed assistant general manager of the company's National Pole & Treating Division in 1956 and became general manager in 1957.

Between 1958 and 1965, he served successively as assistant to the president; director of industrial relations; assistant to vice president-operations; general superintendent, Insulite Manufacturing Operation; vice president, operations; director of Ontario-Minnesota Pulp & Paper Company, Limited; and vice president, MD&W Railroad.

Binger became vice president-operations for Boise Cascade Corp. in 1965; assistant to the president of Boise Cascade Corp., in 1966; and general manufacturing manager Insulite Building Materials Division of Boise Cascade Corp., in 1967.



F. S. Farrell



N. Lorentzsen



C. R. Binger

Mainstreet

VOL. 1

January, 1968

No. 7

Rail or Highway

Hy-Rail Test Bus Run on Northern Pacific Tracks

The continuing search for new modes of rapid transit to serve congested urban areas found the Northern Pacific playing a prominent role in trial runs of a hy-rail bus in the Twin Cities on Dec. 7.

In cooperation with the Metropolitan Transit Commission and Fairmont Railway Motors, Inc., of Fairmont, Minn., a Fairmont Hy-Rail bus was operated over Northern Pacific tracks between the Minneapolis and St. Paul campuses of the University of Minnesota and between the Union Depot of St. Paul and Forest Lake, Minn.

The test unit was a GMC transit bus mounted on Fairmont

heavy duty Hy-Rail equipment. There are two Hy-Rail units on the bus, one just back of the front wheels of the bus, which carries the full weight of the front part of the bus, and another just in front of the rear bus wheels. Each Hy-Rail unit is comprised of four flanged steel guide wheels. The units are raised and lowered hydraulically, to permit the bus to move easily from rail to highway or highway to rail operation.

The most significant feature of this type of equipment is its flexibility in picking up passengers from city streets, then moving by rail to other urban

locations and returning to street operation for delivery and pick-up of other passengers.

The adaptability of such service with use of existing rail installations in several major U.S. cities is now being studied.

For the test run over Northern Pacific tracks, a special roadway-to-rail loading site was constructed near the University of Minnesota power plant in Minneapolis. University and city officials were among passengers taken from the Minneapolis campus of the University to the St. Paul campus. The heavy inter-campus movement of students has been viewed as a potential source of traffic for Hy-Rail bus operations.

Northern Pacific officials have expressed continuing interest in helping with the development of new means of transportation which might solve or at least ease problems of congestion in heavily populated areas.



INTERCHANGE from road to railway operation is made by Fairmont's demonstration rail bus at a special loading area constructed by the Northern Pacific near the University of Minnesota power plant. Supervising the operation is J. G. Heimsjo, left, superintendent of the St. Paul division.

Dean H. Eastman Retires at Seattle

Dean H. Eastman, vice president and western counsel for the Northern Pacific Railway company retired Dec. 31, after 31 years of service with the company.

Dean, a native of Hot Springs, South Dakota, graduated from the University of Nebraska Law School. After graduation, he returned to his home town where he practiced law and served as state's attorney.

He moved to Seattle in 1929 and engaged in private law practice there until 1936 when he

entered the Northern Pacific law department in Seattle.

He was promoted in 1937 to the position of assistant western counsel and in 1948 became western counsel.

Eastman was named assistant vice president on January 1, 1950 and vice president and western counsel on September 16, 1952.

Eastman has long been active in civic and community affairs in Seattle and the State of Washington.

Mainstreet

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Job Security Pact Is Symbolic

The job security agreement between six shopcraft unions under the AFL-CIO Railway Employees Department and the Great Northern, Northern Pacific, Burlington and Spokane, Portland & Seattle railways has already been cited as a milestone in providing for the social and economic well-being of thousands of railway employes.

Management has candidly stated that it is the policy of the new company that no one shall be unemployed as a result of the merger and that the agreement is an integral part of the new company's policy of providing a broad measure of job protection for all employes.

Of significance equal to that of the conditions of the agreement itself is the positive and constructive outlook of all the parties involved.

When talk of merging the lines was begun back in 1955, and on through the intervening years and months, there was, as now, a basic premise that merger would be practicable only in the instance that it be both economical from the business standpoint and that it be in the public interest in terms of service.

Similarly, from the standpoint of railway employes, merger would be practicable only if it provided social and economic security at least equal to that afforded in the past.

Agreements such as the one just made have an important role in attaining all three of these basic objectives.

The new merged company will provide improved service to the shipping public, not at labor's expense, not at public expense and not at the stockholder's expense, but, simply, at the expense of the status quo. In short, it will permit us to more effectively utilize our human resources and our physical plant and thereby provide a better service at lower cost. Surely, this is in the best tradition of our free enterprise system.

The positive and constructive outlook embodied in the job security agreement now stands as another symbol to all whom the merger will affect, representing faith in the future of a dynamic new transportation enterprise and faith in the benefits it will provide.

A further expression of this kind of faith and confidence was made at the time the agreement was signed, when Louis W. Menk, Northern Pacific president, predicted that merger will even increase employment. He foresees greater business for the combined railway through its effectiveness in competing with other forms of transportation and in meeting the railway's share of the ever growing demands of the nation for transportation services.



EMPLOYMENT SECURITY agreement is signed Dec. 29 by officials of the merging railways and six shopcraft organizations which are members of the AFL-CIO Railway Employee's Department at Washington, D.C. Standing is Edward J. Hickey, Jr., General Counsel Railway Labor Executive Ass'n. Seated, left to right, are John M. Budd, Great Northern president; Michael Fox, president of the AFL-CIO Railway Employee's Department; Louis W. Menk, Northern Pacific president; and William J. Quinn, president of the Burlington.

"An Historic Agreement . . ."

Rails, Unions Sign Job Protection Pact

The Great Northern, Northern Pacific, Burlington and Spokane, Portland and Seattle railways and six shopcraft organizations signed an agreement Dec. 29 providing liberal protection benefits to railway employes in connection with the merger of the four lines.

Guarantee of lifetime jobs and earnings were accorded the six unions, members of the AFL-CIO's railway employee's department. In addition, any qualified employes furloughed since Jan. 2, 1966, will be recalled to serv-

ice after merger of the companies has been completed.

A joint news release by the four railway's and the railway employee's department of the AFL-CIO called the agreement more liberal than protective conditions normally prescribed by the Interstate Commerce Commission in rail merger cases and the so-called National Washington Job Protection Agreement.

Shopcraft employes are protected against layoffs, except under emergency conditions resulting from floods, snowstorms and the like, or from reduction in pay except in the event of a decline in business where the drop in total ton-miles and revenue freight exceeds five per cent.

The agreement provides increased expense money and longer paid periods of free time for house hunting and family relocation as a result of transfers under the merger. The merged line was given the right to transfer work, make changes in service, facilities or operations resulting from merger and to rearrange seniority—through negotiation—in order to provide an ample pool of qualified employes. In the event disputes

arise over application of the agreement, provisions have been made to speed a final decision.

John M. Budd, Louis W. Menk and William J. Quinn, presidents of Great Northern, Northern Pacific and Burlington, respectively, said in a joint statement that "it is the policy of the new company that no one shall be unemployed as a result of the merger. The agreement signed today with the AFL-CIO shopcraft unions is an integral part of the new company's policy of providing a broad measure of job protection for all employes.

The president of the AFL-CIO Railway Employee's Department, Michael Fox, said that "the agreement entered into today between the merged companies and the unions representing machinists, boilermakers-blacksmiths, sheet metal workers, carmen, electrical workers and firemen and oilers, giving lifetime jobs to the employes involved, marks another great milestone in securing, through collective bargaining, a social and economic security agreement that is so essential to maintaining our free enterprise system, both for the employes and for railroad management."

Investment Plan Folders Available

Monthly Investment Plan folders which give all the details for employe purchase of Northern Pacific common stock through payroll deductions are now available through heads of company departments.

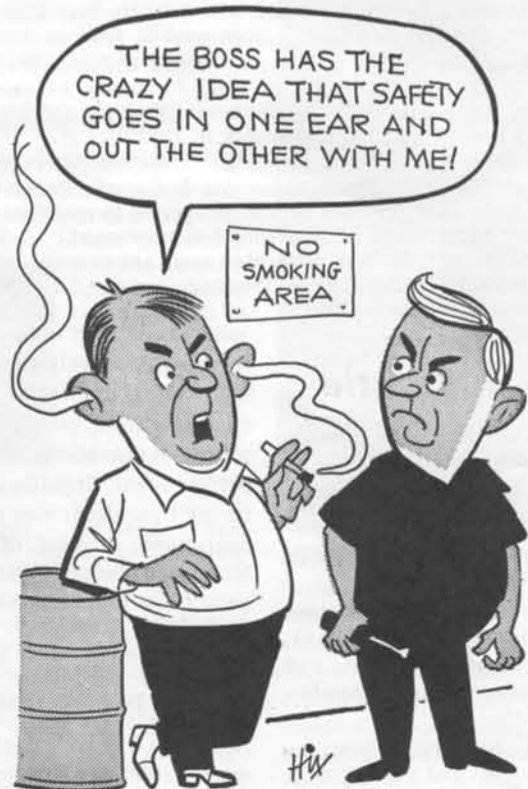
Richard A. Beulke, director of personnel, said that copies of the folder have been received and that individuals may contact their immediate supervisors to obtain them.

Under the Monthly Investment Plan, employes may have any even dollar amount from \$10 to \$99 per month deducted from payroll checks. The amount deducted will be applied toward purchase of fractional or full shares of Northern Pacific stock, with all broker's fees and commissions paid by the company.

G. N. Page Named To AAR Committee

G. N. Page, general manager of Northern Pacific Transport Company at St. Paul, has been elected a member of the Steering Committee, Motor and Piggyback Transportation Section, in the Operating-Transportation Division of the Association of American Railroads.

His term on the steering committee continues through Dec. 31, 1971.



INDUSTRIAL NEWSFRONTS

Crown Zellerbach will add a \$9 million tissue machine for the manufacture of household grades of paper in another expansion of its pulp and paper complex at Wauna, Ore.

Collier Carbon & Chemical Corp. of Los Angeles will locate a \$2 million bulk urea terminal in the Rivergate Industrial District of Portland. The urea will be produced at Cook Inlet, Alaska, and will be barged to Portland and to Kennewick, Wash., for marketing as an industrial chemical and agricultural fertilizer.

A new \$1 million plywood plant will be started by **Suntex Veneer, Inc.** in the Spokane Industrial Park. Suntex is now operating a green veneer plant supplying other manufacturers in the Northwest.

Del Monte Corporation has opened a new distribution center in the Port of Vancouver Industrial Area. The \$600,000 warehouse will serve the Pacific Northwest.

The Oregon Steel Mills division of **Gilmore Steel Corp.** is constructing a \$35 million integrated steel mill in Portland. The mill will include a first-of-its-kind pelletizing plant for upgrading iron ore into metallized pellets with 95 per cent iron content.

Pacific Coca Cola Bottling Co. is relocating its Seattle operation to a \$3 million plant in suburban Bellvue, east of Seattle.

RETIREMENTS

Name	Occupation	Location	Years
Genevieve M. Andrus	Stenographer-Clerk	Missoula, Mont.	23
Benjamin Ashby	Car Foreman	St. Paul, Minn.	45
Walter B. Barker	Stationmaster	Spokane, Wash.	31
Henry B. Boehmer	Machinist	Glendive, Mont.	41
Robert D. Bone	Freight Traffic Manager	St. Paul, Minn.	46
Francis W. Bourassa	Switchman	Duluth, Minn.	23
Percy E. Brown	Section Foreman	Gate, Wash.	41
Fred D. Buck	Section Foreman	Perham, Minn.	40
Sylvester J. Buron	Machinist Helper	St. Paul, Minn.	23
William Cernohlavek	Warehouse Foreman	Bozeman, Mont.	50
Merton F. Connor	General Agent	Cincinnati, Ohio	41
Archibald H. Crader	Section Laborer	Olympia, Wash.	20
Hans B. Dahlen	Section Laborer	Milnor, N.D.	26
Lena C. Dybdahl	Personal Record Clerk	Mpls., Minn.	42
Charles E. Gallagher	Western Supervisor Property Taxes	Seattle, Wash.	26
George S. Gamst	Coach Trimmer	St. Paul, Minn.	45
Gladstone E. Hagen	Machinist	Seattle, Wash.	44
Bennie N. Hanson	Section Laborer	Fertile, Minn.	25
Milton E. Hanson	1st Class Painter	Missoula, Mont.	24
Gilbert M. Hare	Consultant-Labor Relations	St. Paul, Minn.	45
William H. Heider	Shop Carpenter	So. Tacoma, Wash.	45
Hilda T. Higgins	Agent-Telegrapher	Solen, N.D.	50
Robert Hoffer	Carman	Auburn, Wash.	45
Arthur V. Hull	Locomotive Engineer	Tacoma, Wash.	41
Willbur J. Hyllegren	Locomotive Engineer	Seattle, Wash.	52
John E. Jellis	Patrolman	Mpls., Minn.	22
Arthur J. Jennison	Sheet Metal Worker	Duluth, Minn.	43
George J. Kupper	Asst. Roundhouse Foreman	Jamestown, N.D.	45
Arnie R. Kwam	Machinist	Duluth, Minn.	31
Harold M. Laughlin	Locomotive Engineer	Mpls., Minn.	53
Leslie A. Lawrence	Ticket Clerk	Helena, Mont.	20
Howard W. Lewis	Welder	St. Paul, Minn.	41
Clarence A. Lindahl	Asst. Car Foreman	Seattle, Wash.	46
Finn R. Ludwigson	Asst. Car Accountant	St. Paul, Minn.	48
Weston B. MacDonald	Section Foreman	Perma, Mont.	39
Robert E. McElroy	Chief Clerk, Passenger Dept.	Chicago, Ill.	39
Thomas J. McFadden	Section Laborer	E. Grand Forks, Minn.	22
Olive M. Middleton	Agent-Telegrapher	Sheridan, Mont.	24
Mariano Morelli	Roundhouse Laborer	St. Paul, Minn.	21
Frank A. Nentwig	Chief Clerk to General Superintendent-Transportation	St. Paul, Minn.	49
John O. Nilsson	Roundhouse Laborer	Duluth, Minn.	22
Daniel E. Ousley	Section Foreman	Homestake, Mont.	40
Walter E. Pelto	Managing Forester Timber & Western Lands	Seattle, Wash.	28
Bentura Peralez	Section Laborer	Pompeys Pillar, Mont.	27
Jacob Pfliger	Baggage man	Pasco, Wash.	40
Clark B. Riese	CTC Maintainer	Duluth, Minn.	31
Clare M. Rouleau	Machinist	Mandan, N.D.	38
Ralph Schoenleber	Section Laborer	Butte, Mont.	30
Arnold H. Schulz	Section Laborer	Fort Ripley, Minn.	33
Edgar E. Searls	Section Foreman	Enumclaw, Wash.	42
Glen A. Shimmons	Train Clerk	Tacoma, Wash.	21
Ethel E. Steger	Clerk, Disbursement Accounting	St. Paul, Minn.	49
Elvin T. Swanson	Signal Maintainer	Steele, N.D.	43
Merton E. Van Buskirk	Chief Clerk-Cashier	Superior, Wis.	49
Charles A. Waldrop	Check Clerk	Butte, Mont.	30
Roland Z. Wigg	Dispatcher	Duluth, Minn.	50



60 YEARS OF SERVICE to the railroad industry were completed Dec. 1 by Miss Adele B. Ernst, top left photo. Here she receives a gift from fellow employes presented on their behalf by W. H. Goodyear, manager-freight revenue accounting at St. Paul. Miss Ernst started her career working for the Northern Express Co. in 1907 and became an employe of the railway in 1918 when the Express company became part of the Northern Pacific. From 1944 until her retirement she was a bookkeeper in the overcharge department. Others are, left to right, Miss D. K. Randels, H. C. Eng, Miss M. M. Kuckler, J. R. Koch, Jr., and J. F. Hanson.

W. F. Paar has retired as superintendent of the dining car department at St. Paul after more than 56 years of service with the Northern Pacific. Congratulating him, (top right photo) is Louis W. Menk, NP president. Paar started as a butcher's helper in the dining car department at St. Paul in 1912. His career in the department included positions as clerk in the supply car, messenger, time keeper, dining car conductor, dining car steward and chief clerk. He became superintendent of the department in 1948.



Thor Hansen retired Dec. 31 at the Como Coach Shop after 49 years of service with the Northern Pacific. Presenting him gifts on behalf of the men in the coach chop (top left photo) is A. R. Coe, left.

C. E. (Rex) Rice, was guest of honor at a party Nov. 30 marking his completion of 45 years of service before retiring as car foreman at Billings, Mont. Congratulating him at the party (top center photo) is H. A. Pietz, car-RH foreman, right.

Oscar N. Eckberg, timekeeper in the disbursement accounting office at St. Paul was honored at a party in November at the Venetian Inn after 50 years of service with the Northern Pacific. With him (top right photo) is W. D. Smith, right, assistant manager, disbursement accounting.

Esther Odell and Jack Johanson were honored at a joint coffee hour November 29 marking their retirement at Spokane on December 1. Esther was a stenographer in the Spokane car office, Jack a clerk in the same office. With them (lower left photo) is Mrs. Johanson, left, who was among the many attending the retirement party.

Four Stenographers with a total of more than a century of service with the Northern Pacific were honored at a party December 1 in Tacoma, Wash. Left to right, (lower right photo) are, Mrs. Ethel Evans, Mrs. Pearl Sherrill, Miss Alberta McLaughlin and Mrs. Dagmar Eckler. All worked in the Tacoma car distributor's office.



DOUBLE CONGRATULATIONS on retirement are given by E. L. Jensen, general storekeeper, center, to Mr. and Mrs. K. C. Thompson, left, and Mr. and Mrs. F. E. Marvin, right, at a mid-December party in honor of the couples at the St. Paul Athletic Club. Thompson was assistant general storekeeper and Marvin was district storekeeper at St. Paul Como Shops. More than 70 Northern Pacific employes and friends attended the party honoring the two men.





Miss W. M. Macdonald, stenographer in the general claim department retired in December after nearly 22 years of service. Presenting her a gift on behalf of others in the department (top left photo) is W. E. Jones, assistant general claim agent.



S. W. (Syd) Truax, chief clerk to the chief mechanical officer, retired December 1, after 45 years of service. A party was held at Fran O'Connell's Restaurant in St. Paul. With Truax (top right photo) are J. A. Cannon, recently retired chief mechanical officer, left, and R. W. Spanning, assistant chief mechanical officer.



308 YEARS of service were represented among Northern Pacific and other employes honored at a recent retirement party sponsored by the Brotherhood of Railroad Trainmen at Duluth, Minn. Honored members and their length of service included: (top left photo) left to right, back row—C. E. Johnson from the Duluth & Northeastern, 21 years; Morton Amundson and Claude Hall, both with 44 years on the Northern Pacific; front row—V. A. Olson, P. M. Parnow, C. H. McCarty and Lyle Watt, with 49, 50, 49 and 51 years, respectively, on the Northern Pacific. Parnow also received a 55 year Brotherhood membership pin and Olson a 50 year pin.

S. F. Fitzpatrick has retired as general agent at Denver, Colo. He started in 1920 as a timekeeper in the Yellowstone Division, held various clerical positions until 1934, when he became city passenger agent at Spokane, Wash. He served successively as traveling passenger agent, traveling freight and passenger agent, and commercial agent at Portland, Ore., and traveling freight and passenger agent at Spokane, Wash., before being appointed general agent at Denver in 1963.



J. A. Marshall, left, has retired as general Southeast agent at Atlanta, Ga. Marshall started as an export clerk at Chicago in 1928, and has served as chief clerk and city freight agent at Billings, Mont., travelling freight and passenger agent at Cincinnati, Ohio, and traveling freight agent and traveling freight and passenger agent at Portland, Ore. Marshall was named Southeast agent at Atlanta in 1945 and became general agent there in 1948. He became assistant general freight and passenger agent at Billings in 1953 and general freight agent at New York City in 1956. He was promoted to general Southeast agent at Atlanta in 1959. With Marshall, left to right, are C. E. Moehring, Eastern freight traffic manager, and William Shaw, traffic manager of Tennessee Corp.



No. 1 Engineer Ends Career of 51 Years

Ernest W. Clem, who was number one on Northern Pacific's engineer roster for the Spokane, Wash. to Paradise, Mont. area has retired after 51 years of service with the company.

On hand to see him off for his last run on Nov. 28 was his son, J. W. Clem, who is now road foreman of engines at Pasco, Wash.

The elder Clem started as a car department helper at Pasco in 1916.

J. D. Bryson Named Ag Development Agent

J. D. Bryson has been appointed agricultural development agent at Spokane, Wash.

He is a graduate of North Dakota State University, where he earned his degree in agricultural economics and animal husbandry.

From 1964 to 1966, Bryson was district representative for Allis Chalmers Co. at Grand Forks, N.D., and from 1966 until joining the company he was a loan officer with the First National Bank at Livingston, Mont.

SAFETY SCOREBOARD

January thru November, 1967

RANK	System	REPORTABLE CASUALTIES		RATIO PER MILLION MAN HOURS	
		1967	1966	1967	1966
	System	377	369	14.14	12.90
	Standing District				
1.	Eastern District	140	131	15.78	12.98
2.	Western District	199	168	20.96	15.75
	Standing by Division				
1.	Rocky Mountain	16	18	6.97	6.73
2.	Yellowstone	30	22	10.61	7.01
3.	Fargo	24	18	15.03	9.66
4.	St. Paul & L. S. Term.	86	91	19.34	18.00
5.	Tacoma	103	100	24.04	21.27
6.	Idaho	80	50	27.49	15.19
	Standing by Class of Employee				
1.	Shopmen	5	9	3.69	5.94
2.	Stationmen	25	28	5.22	5.36
3.	B & B Dept.	6	8	7.61	8.64
4.	Carmen	21	24	9.93	10.71
5.	Enginemen	24	20	13.28	9.51
6.	Trackmen	56	51	14.38	11.14
7.	Trainmen	71	67	36.90	28.97
8.	Yardmen	131	92	77.32	49.51
	Standing by Main Shop				
1.	South Tacoma	0	3	.00	6.32
2.	Livingston Shops	1	4	2.49	9.44
3.	Como Shops	1	1	2.95	2.25
4.	Brainger Shops	2	3	3.65	4.93
	Miscellaneous Departments				
1.	Security & Frt. Claim Prev.	0	0	.00	.00
2.	General Office & Misl.	5	6	1.37	2.15
3.	Dining Car Department	2	8	4.36	15.83
4.	Communications Dept.	2	6	4.54	14.96
5.	Signal Dept.	3	2	5.75	4.43
6.	Store Department	7	7	10.85	9.17
7.	Elec. Engr. Dept.	1	0	13.85	.00
8.	Engineering Dept.	14	15	37.74	37.68

Omaha, Lewiston NP Agents Among December NP Retirees

A. G. Anderson has retired as general agent in Omaha, Neb. He joined the Northern Pacific as a messenger in the yards at Duluth, Minn., and held various clerical positions there until 1936, when he joined the traffic department as city freight agent in Duluth. He was promoted to traveling freight and passenger agent at Omaha in 1948 and became general agent there in 1950.

C. W. Meckstroth has retired as general agent in Lewiston, Idaho. He joined the company in 1919 as a clerk in Seattle, Wash., after having worked there briefly in 1915.

Meckstroth became city freight agent at Spokane in 1932 after having served in various clerical positions in Seattle, became traveling freight and passenger agent at Spokane in 1946, and city freight and passenger agent in 1947. He was promoted to general agent at Lewiston in 1950.

B. O. Cleff has retired as trav-

eling freight and passenger agent at St. Louis, Mo. He joined the company in 1927 as city passenger agent at St. Louis and has served as stenographer-clerk and chief clerk in Cleveland, Ohio, traveling freight and passenger agent at St. Louis, Mo., and traveling passenger agent at Tacoma and Seattle, Wash. He was promoted to traveling freight and passenger agent at St. Louis in 1945.

H. J. Jones has retired as city freight and passenger agent at Vancouver, B. C. He joined the company as a stenographer at Vancouver in 1923, and served successively there as chief clerk, traveling freight agent, and traveling freight and passenger agent. He was promoted to city freight and passenger agent in 1951.

R. E. Johnston has retired as secretary to the assistant vice president—rates at St. Paul after 44 years of service with the company.

Johnston joined the Northern Pacific as a stenographer-clerk at St. Paul in 1924. He became secretary to the general freight traffic manager in 1929 and continued in that position until retirement, with a change in title when the position of general freight traffic manager was changed to assistant vice president—rates.

H. C. Stenberg has retired as chief clerk in the traffic department at Duluth, Minn. He started as a copy clerk in Duluth in 1919 and held various clerical positions there until becoming chief clerk in 1956.

W. C. McDonald has retired as chief clerk in the traffic department at Billings, Mont. He started as a yard clerk at Laurel, Mont., in 1920 and held various clerical and operating positions until September, 1967, when he became chief clerk at Billings.

Mrs. B. W. Jellison has retired as a stenographer at Billings, Mont. She joined the company as a stenographer at Billings in 1941.

High-Scoring Ek Rolls 300 Game

Jim Ek, chief clerk in the office of the valuation engineer at St. Paul, has done it again—he rolled the second 300 game of his bowling career Dec. 21 at Hafner's Bowl in the Hillcrest Classic League.

Jim started with a modest (for him) game of 219, gathered momentum to hit 256 in the second game, and then put 12 straight strikes together for a perfect game and a grand total of 775.

Ek is captain of the Hall of Fame team in the Hillcrest Classic League and holds an average of 207 pins per game this season. He rolled his first 300 game on April 28, 1966.

He joined the Northern Pacific in 1952 in the engineering department and became chief clerk in 1965.



HELPING BOOST the sale of St. Paul Winter Carnival buttons at company headquarters the opening days of January were candidates for Northern Pacific Princess and Princess Joan McKinney. Left to right are Mary Jo Daas, store department; Diane Pogue, building superintendent's office; Lee Pierce, NP Hospital; Maxine Slater, NP Hospital; Sharon Bergquist, disbursement accounting; Miss McKinney, NPBA; Linda Quinn, freight revenue accounting; Carolyn Mayer, coding department; Kathleen Kowalski, disbursement accounting; Dawn Wolff, freight revenue accounting; and Cheryl Cook, general claims office. The Winter Carnival runs from Jan. 26 through Feb. 4 and includes a NP Princess Tea Jan. 17 and NP Princess Luncheon Jan. 23.

Watch Your Toes

Foot Safety Gets New Stress

There's one department in the Northern Pacific that has a more than usual interest that you start out this year and every day in it on the right kind of feet.

Those irreplaceable little appendages called toes are well worth saving, and the department of rules, safety and fire prevention has launched a campaign to avoid collecting statistics on their loss or damage and on foot injuries of many other kinds.

R. C. Lindquist, superintendent of rules, safety and fire prevention, notes that wearing of safety shoes affords almost complete protection from foot injuries of most kinds. He's come up with some interesting information on safety shoes and their use which will appear in this and subsequent issues of MAINSTREET.

The oldest safety shoe company in the business is Safety First Shoes, Inc., founded in 1925 by A. A. Williams, the pioneer of steel toe shoes. The right to manufacture safety shoes was extended to other shoe companies in 1932.

In the early years of safety shoes, complaints such as "My feet get too cold," and "They pinch my toes," were frequent. New styling and covering of the steel caps and instep protectors with extra layers of felt have now overcome such problems. The felt protects toes from the edge of the caps and serves as insulation against the cold.

Lindquist said these were not the only problems faced by the shoe company. Rising costs forced Safety First to discontinue making shoes in their own plant. The work was jobbed out to other companies, which caused problems, because shoe lasts vary between companies and many safety shoe wearers found the sizes they had been wearing were now uncomfortable. In addition, quality of the shoes fell and sales dropped markedly.

Safety First became deeply concerned and by working closely with the jobbing companies succeeded in upgrading the

shoes to a point where they are now so well made that they are guaranteed to be free of defects.

Lindquist notes, too, that quality and style are exceptionally good, and that size standardization assures proper fitting of shoes now made.

Silent testimony to the fact that Safety First shoes are indistinguishable from other types of foot wear are the brogans Lindquist himself wears—They're Safety First oxfords.

He's seen a few smashed toes in following up on accident reports as part of his job, and he says he only had to see the results of one such accident to make him a firm believer in safety shoes.

"That's part of the problem in selling people on the idea of wearing them," he says. "We're reluctant to accept things until we've been exposed to horrifying evidence."

Tokyo Express Tested by NP

(Continued from Page 1)

The TOKYO EXPRESS was operated on the same time schedule as Northern Pacific's Vista Dome North Coast Limited, with departure one and one-half hours after the passenger train left Seattle. With fewer stops along the way, the experimental train gained enough time to arrive in the Twin Cities more than two hours ahead of the streamliner.

Only two major stops were made en route by the TOKYO EXPRESS. At Pasco, Wash., it picked up TOFC-COFC loads from Portland, Ore. and Yakima, Wash., and at the Northtown yards in Minneapolis, the consist went into interchange for delivery to Chicago via the Burlington. Trailer and container units arrived in Chicago for delivery on the third morning after departure from the Pacific Northwest, which was a prime objective of the test.

L. S. Kiser, now western traffic manager at Seattle, was on hand for the start of the ex-



A TOTAL OF 148 YEARS without a reportable injury is the record tallied by four Northern Pacific carmen at the Northtown car shop in Minneapolis. Each received a Certificate of Safety. A. F. Digby, center, car foreman also presented the men with 45-year service awards. Left to right are B. O. Miller, B. J. Cison, Digby, Frank Zembal and J. P. Korus. M. Hedervare, confined to the hospital at the time of the presentations, also received the awards.

perimental run, and he cautioned that the TOKYO EXPRESS was only a test. He said he was very pleased with the results and applications it may have in the future.

The experimental run called for close coordination and cooperation among several Northern Pacific departments and with the Burlington. T. M. Taylor, director of customer service planning praised the efforts of the operating department, the market development department and representatives of freight traffic units across the system in making the TOKYO EXPRESS possible.

Kiser, who was active in establishing company offices in Tokyo, said there was a great potential in such movements for import-export.

Representatives of ports at Seattle, Portland, Tacoma, Longview, Bellingham, Everett, Vancouver and Astoria, were among officials who participated in ceremonies at Seattle for the start of the experimental run.

Northern Pacific Hospital Sponsors New Explorer Post

Northern Pacific Hospital in St. Paul is sponsoring an Explorer Post for boys interested in the medical profession or in hospital administration.

After more than a year of preparatory work, committees have been established and the Explorer unit will start functioning this month. Nine young men have registered as charter members of the Post.

Exploring is open to high school age youths. They can join if they are 14 and in the 9th grade, or if they are 15, regardless of grade. Youths can continue in Exploring until they are 18 or for as long as they are in high school.

Explorer Posts are an integral part of the Boy Scouts of America, but previous experience in scouting is not required for participation.

Advisor for Post No. 261 is Elwood J. Hare, Hospital purchasing agent, and its institutional representative is Mervin Nafziger, Hospital administra-

tor. Dr. Alex McEwan is committee chairman, and other members of the committee are Dr. C. J. Hedlund and Ernest E. Thurlow, manager of mineral development.

Louis W. Menk, Northern Pacific president, who is a member of the executive board of the Indianhead Council, has commended the company personnel for their efforts in helping to establish the new Post.

Kelso Agent Finds Calendar Cache

ADA LEACH
Correspondent

Agent Jack Flagg at Kelso, Washington, has been peddling calendars like a good agent should. He had his reward when, in response to a telephone request, he took the 1968 calendar in to George Umbaugh's Printing Shop in Kelso.

On the center of the wall in the front office of the shop is a fair-size hook and, one upon the other on that hook is every Northern Pacific calendar from 1930 to 1968. The first few had framed pictures on them, then came a long series of Monads and finally the new trains and locomotives we've had these past several years.

Jack said that as he and Mr. Umbaugh flipped back through those years a lot of Northern Pacific history ran through his mind, and that he realized as never before the great advertising job our N. P. calendars do.

Yakima Cashier Gets Lodge Post

ADA LEACH
Correspondent

Leo V. Johnson, Cashier at Yakima Freight Office, was installed as worshipful master of

Yakima Lodge 24 F&AM early in December, an honor bestowed only upon Masons whose willingness to work and whose devotion to the aims and principles of Masonry

have been well demonstrated. Leo is a Thirty-second Degree Mason, a Royal Patron of Sunrise Court, Order of Amaranth, a member of the Audit Committee of the Transportation Employee's Credit Union at Yakima, and a very nice guy to work with. He's been with the Northern Pacific since 1950, is married and has one grandson (he also has a daughter). It does seem that he keeps busy.

Fargo Bowling Meet Has Been Cancelled

D. R. Little in the office of Assistant Superintendent P. L. Westine at Fargo, N.D., reports that the Washington's Birthday Bowling party tentatively scheduled for February 22 at the Bowler in Fargo has been cancelled.

The event had been held annually for the past seven years.

W. R. Johnson Named New NP Treasurer

W. R. Montgomery, has succeeded H. S. Latham as treasurer. He entered Northern Pacific service in 1951 as a messenger in the treasurer's office, was transferred to Livingston, Mont., in 1953 as central paymaster, to Tacoma, Wash., in 1956 and to Seattle, Wash., in 1957, serving as western paymaster for the company. He became traveling paymaster in St. Paul in 1959, cashier in St. Paul in 1962 and was advanced to company paymaster in 1963.

D. F. Zummach, cashier, was appointed to the post of assistant treasurer to succeed E. W. F. Johnson. Zummach, a native of Ortonville, Minn., attended high school at Hutchinson, Minn., and received his advanced education at Lincoln, Nebraska.

He started with Northern Pacific as a messenger in the treasurer's office in 1951.

Latham and Johnson, retired Dec. 1. Latham had served as NP treasurer since 1945 and Johnson as assistant treasurer since 1956.



L. V. Johnson

L. S. Kiser Succeeds O. A. Kobs As Western Traffic Manager

L. S. Kiser has been appointed western traffic manager at Seattle to succeed O. A. Kobs, who has retired after more than 48 years of service with the company.

Kiser started as a traffic department trainee at Seattle in 1956 and served in various positions in Seattle, Eugene, Ore., Spokane, Wash., and the Twin Cities through 1959, when he became special sales representative for TOFC service at Billings, Mont. He moved to a similar position at St. Paul in 1960, and in 1963 became assistant to the general freight agent in the rate department at Seattle.

In 1965, Kiser became assistant general freight agent at Minneapolis. He was promoted to assistant to the vice president-traffic at St. Paul in 1966, and last year became freight traffic manager of the Central-Eastern region.

Kobs joined the company in 1919 as a crew caller at Fargo, N.D. He held various clerical positions in several North Dakota cities until 1928, when he became traveling freight agent at Fargo.

Between 1929 and 1938, he was traveling freight agent at St. Paul and in Bismarck and Jamestown, N.D. He was made acting district freight agent at Fargo in 1938 and general agent there in 1940.

Kobs returned to St. Paul in 1942 as assistant general freight agent, became assistant general freight and passenger agent in 1951, and moved to Seattle in 1955 as general freight agent-sales and service. The following year he was promoted to western freight traffic manager.

M. L. Thomson has been promoted to assistant passenger traffic manager at St. Paul to succeed Leonard Holmstrom, recently promoted to passenger traffic manager.

Thomson joined the company in 1926 as a stenographer and served the traffic department in Spokane, Wash. and Portland, Ore., before promotion to western passenger traffic manager at Seattle in 1963.

Roger J. Crosby has succeeded Dean Eastman as western counsel for the company at Seattle. He attended Washington State College and the University of Washington Law School and

M. H. Steele Picked For New Research Post

Northern Pacific Railway Company has announced appointment of M. H. Steele to the new position of manager-transportation research in the customer service planning division of its management services department.



F. H. Coyne, vice president-management services, said Steele will initiate and develop special studies for the Northern Pacific in transportation research.

Steele was formerly with the New York Central, where he was manager of Flexivan operations at New York City.

Steele is a graduate of Union College, Schenectady, N.Y., where he received a bachelor of arts degree in economics.

was in private law practice for six years before joining the Northern Pacific.

J. O. Davies has succeeded N. M. Lorentzen as general manager — lines west at Seattle. He is a graduate of the University of Washington and started his railroad career in 1941 as a track apprentice in the Idaho Division. He rose through the ranks to become in 1967 the company's superintendent of transportation at St. Paul.

Charles W. Thompson succeeds Davies as superintendent of transportation. He started in 1937 as a brakeman, has been trainmaster at Duluth, Minn., assistant superintendent in the Yellowstone Division, superintendent of the King Street passenger station at Seattle, and assistant to the general manager — lines east.

Greer New Head PR, Advertising

William F. Greer has been appointed to the new post of director, public relations and advertising.

Greer was formerly account executive on the Northern Pacific account at the Twin Cities' office of Batten, Barton, Durstine & Osborn. He assumed his new duties with Northern Pacific on January 2.

Born in Buffalo, New York, Greer was graduated from Washburn high school in Minneapolis and received his B.A. degree at the University of Minnesota in 1950.

Greer joined the Sales Promotion Department of the Minneapolis Star and Tribune after graduation. He later went into advertising agency creative work before subsequently joining BBDO in 1961. Between 1963 and 1965, Greer managed the Seattle office of BBDO, servicing the Northern Pacific Railway account in the Pacific Northwest.



Wm. F. Greer



GRAND OPENING of the new employees' cafeteria in the general office building at St. Paul on Jan. 2 saw a booming business with employe customers from both the Northern Pacific and Great Northern. The cafeteria, operated by Railroad Employees' Cafeteria Association, Inc., is located on the first floor in the central part of the building occupied by general offices of the two railways. The cafeteria area, now completely modernized, was formerly occupied by the Federal Land Banks. Northern Pacific employees on the association's board of directors are R. Carlson, F. E. Ebert, F. C. Lucas, G. T. Ryan, L. E. Williams and R. J. Woulfe.



NP SALES SEMINAR participants heard Louis W. Menk, Northern Pacific president, comment on merger developments and the role of sales Dec. 16 at the St. Paul Athletic Club. Menk and other railway officials called the three-day seminar one of the most constructive and informative sales training events in which they had participated. About 80 Northern Pacific traffic employees attended the seminar.

Traffic, Other Units Post Major Changes

Scores of promotions and changes in several departments have been announced by the Northern Pacific in recent weeks. Most were effective Jan. 1 or in mid-December, and many of the changes followed recent retirements.

Among new appointments were the following:

O. W. Cobb, formerly assistant general freight traffic manager, has been named to the newly created position of general freight traffic manager-rates at St. Paul.

J. R. Farnen, formerly assistant general freight agent-rates, St. Paul, has been named general freight agent — rates and divisions.

R. D. Formico is now general freight agent-rates, St. Paul. He was assistant general freight agent.

F. N. Bollinger has been named general freight agent-rates and divisions, St. Paul. He was formerly assistant general freight agent-rates and divisions.

R. M. Montbriand has been appointed general freight agent-rates and divisions, St. Paul. He was assistant general freight agent-rates.

LeRoi C. Anderson has been promoted to assistant general freight agent-rates, St. Paul,

from assistant to the general freight traffic manager-rates and divisions.

John Wasiluk has been promoted to assistant to the general freight agent-rates and divisions, St. Paul, from chief clerk to the assistant general freight agent-rates and divisions.

R. O. Hammerstrom is now assistant to the general manager at St. Paul.

W. S. Bush has succeeded W. F. Paar as superintendent of the dining car department, St. Paul.

P. S. Griffith has been named labor relations assistant at St. Paul. He was formerly general chairman of the Brotherhood of Railroad Trainmen.

D. M. Peterson, formerly a research analyst, is now assistant general freight agent-rates, St. Paul.

D. H. Spitz is now assistant general storekeeper, St. Paul.

G. J. Ray is now a research analyst in the freight traffic department at St. Paul.

Krengel Named General Solicitor

Northern Pacific Railway Company has announced the appointment of H. B. Krengel as general solicitor in the law department to succeed F. S. Farrell, who was named vice president and general counsel on Jan. 1.

Krengel joined the Northern Pacific in a clerical position under the auditor of disbursement accounting at St. Paul in 1940.



H. B. Krengel

He attended the University of Minnesota, where he received his bachelor of arts degree in the College of Science, Literature and Arts in 1934. After doing some graduate work at the University he began studies at the St. Paul College of Law in 1938. There he received his bachelor of laws degree in 1942. He was admitted to the bar in the State of Minnesota that same year and became a member of the American Bar Association in 1956.

Krengel was promoted to assistant attorney at the Northern Pacific in May of 1948 and later that year became attorney. He was named assistant general attorney in 1953 and was promoted to general attorney in 1961.

B. E. Wylie, former chief clerk at Cleveland, Ohio, is among new traffic department trainees at St. Paul.

M. L. Sanders is now commercial agent at Minneapolis.

G. R. Kutzera has been named traveling freight and passenger agent, Minneapolis.

R. M. Snow is now city freight agent at Minneapolis.

K. P. Wager has been promoted to foreign freight agent at Chicago.

D. J. Wadell is now commercial agent at Chicago.

F. J. Schmidt is now city passenger agent, Seattle.

S. C. Jones is the new general agent at Atlanta, Ga.

P. R. King is now traveling freight and passenger agent, Atlanta, and J. R. Bryant is now chief clerk there.

T. J. Loving has been promoted to general agent at Cleveland, Ohio, and C. A. Nocella is now chief clerk there.

G. E. Stuart is the new general agent at Omaha, Neb., and A. G. Hildebrandt has been named general agent at Denver, Colo.

L. A. Gindling has been promoted to general agent at Pittsburgh, Pa., and C. A. Shelly is the new general agent at Lewiston, Idaho.

E. G. Loeffler is now foreign freight agent at New York City.

W. J. Koski has been appointed commercial agent at San Francisco, Calif.

W. L. Audrain is now traveling freight and passenger agent at St. Louis, Mo. H. H. Geisler is now city freight and passenger agent there, and J. J. Marten is chief clerk.

R. L. Gaunt has been named commercial agent at Pasco, Wash. L. D. Lippert is now traveling freight and passenger agent at Billings, Mont. R. L. Aichele is secretary to the general agent there, and L. A. Gundlach is now chief clerk.

N. D. Stangle is now traveling freight and passenger agent at Duluth, Minn., and M. M. Cadwell is new chief clerk there.

H. S. Bonin is new city freight and passenger agent at Vancouver, B.C., and Miss O. W. Marten is new chief clerk.

J. D. Bentley is new chief clerk at Winnipeg.

W. J. Condotta is now assistant superintendent at Tacoma, Wash.

W. J. Eyer is now trainmaster in the Rocky Mountain Division at Missoula, Mont., and L. M. Hunter has been named trainmaster at Spokane, Wash.