

# NP To Acquire Air Operation

Plans for purchase of the Peavey Company's Airmotive Operations at Wold Chamberlain Field in the Twin Cities by Northern Airmotive Inc., a newly formed subsidiary of the Northern Pacific, were announced June 27.

F. H. Corrigan, Peavey president, and Louis W. Menk, Northern Pacific president, said at the time the announcement was made that the transaction was pending approval by the Metropolitan Airports Commission on transfer of the Airmotive Operations' leasehold.

The commission has now given approval of the transfer, and completion of the purchase is expected in early August.

Airmotive Operations, a division of Peavey, has conducted a fixed-base aircraft business at Wold Chamberlain, specializing in sale and service of business aircraft and sale and service of airborne electronic equipment.

The purchase plans are a part of Northern Pacific's continuing program for diversification, which has as its long-term goal the acquisition and development of a broad range of enterprises that will help improve the company's earnings picture.

Menk said that it is Northern Pacific's intention to continue diversification in a conservative manner, and that the purchase of Airmotive Operations would provide a dynamic new asset.

"Our aim," Menk said, "is to continue providing a fine aircraft services operation that will be a credit to the airport and to the Twin Cities area, and which will continue serving the general public interest."

Other recent diversification moves by the Northern Pacific include purchase earlier this year of the Plum Creek Lumber Co. at Columbia Falls, Mont., along with half interest in Royal Logging Co., and development of \$1 million wood chipping plant at Cle Elum, Wash.



AIRMOTIVE OPERATIONS hangar and service area at Wold Chamberlain Field in the Twin Cities will soon become Northern Airmotive. The facility and its services will continue under management as a subsidiary of the Northern Pacific.

## Binger Elected Company Director

C. R. Binger, vice president-resources and development for Northern Pacific, was elected a director of the company at a meeting of the company's board of directors on June 27 in New York.

Binger succeeds Edward B. Stanton, retired vice president-executive department, as a member of the board. Stanton, who retired June 30 after 41 years of service with the railway, was a director for the past 15 years.

Binger joined the Northern Pacific on January 1. He was formerly general manufacturing manager of the Insulite Division of Boise Cascade at International Falls, Minn., and has an extensive background with the Minnesota and Ontario Paper Company, the Minnesota, Dakota & Western Railway, and Boise Cascade.



Binger

## Containerization is Key

### NP Announces New Land Bridge Link

Northern Pacific has established a new land bridge transportation link between Far East ports and those of Western Europe.

The company announced in St. Paul on June 27 that arrangements had been completed with other U. S. rail carriers to provide shippers with direct transcontinental service between Pacific Northwest ports and ports on the Atlantic coast.

The service will expedite handling of shipments using U. S. land transportation as a bridge between the Pacific and Atlantic oceans.

"The land bridge concept is being developed by several carriers," said E. M. Stevenson, Northern Pacific's vice president-traffic, "and has long been under study and development at the Northern Pacific."

"Our opening of an office in Japan last year," he said, "was based in part on the advantages to shippers of a shorter route for containerized traffic. The Pacific Northwest ports are a

# ALONG NORTHERN PACIFIC RAILWAY'S Mainstreet

VOL. 2

July, 1968

NO. 1

## Dahl, Wahl Take Fargo Golf Meet

A total of 35 employees participated in the 6th Annual Northern Pacific Fargo Division Golf Tournament at the Jamestown, N. D., Country Club on June 8.

Low gross winner was Ken Dahl, Dilworth conductor.

Calloway Handicap winner was Arnie Wahl, crew caller in the Jamestown Yard.

A total of 65 employees entered the Fargo-Moorhead Traffic Club tournament, and low scorers were A. W. Foss, agent and P. L. Westine, assistant superintendent, both of Fargo.

## In PONCHO Program

### NP Caboose Highlight at Auction

A Northern Pacific "Little Red Caboose" has found a permanent resting place high atop Snoqualmie Pass in Washington's Cascade Range.

Northern Pacific caboose No. 1323, 24-foot cupola type, was built in 1913 in the Brainerd, Minn. shops. Fifty years of chasing transcontinental trains from Seattle to Chicago earned it a complete refurbishing this spring at Tacoma.

Sympathetic maintenance men

gave it a bright new red paint job with all the original trimming and a new set of wheels. They dressed up the interior also, installing a new pot-bellied wood stove and polishing the original antique kerosene lanterns.

The born-again caboose was donated to Seattle's PONCHO (Patrons of Northwest Civic, Cultural and Charitable Organizations) program. During the annual auction which this year netted PONCHO more than \$200,000, auctioneers convinced Webb Moffitt of the need for

providing 1323 with a home on his Snoqualmie Pass ski resort.

Moffitt agreed, for \$2,600, and is now making plans to transport the caboose to his resort where it will be used as a museum. Housing whatever mementos Moffitt can locate to help tell the story of Snoqualmie Pass, the "Little Red Caboose" will be on display to the thousands of skiers and highway travelers passing by.

Perhaps it will even serve as an incentive to all brother cabooses chasing NP trains through Stampede Pass a few valleys to the south.

day closer to Far East ports than are California ports, and this gives shippers and receivers a tangible advantage for routing via the Northern Pacific."

Stevenson said that throughout Northern Pacific's history the shorter route to the Orient has been an important factor in the company's business in handling export and import traffic between the U. S. and the Far East.

"This same advantage," Stevenson said, "has now been coupled with the land bridge concept to provide the fastest sea-land-sea routing of traffic between Europe and the Far East."

The U. S. land bridge saves as much as 10 days transit time over shipments through the Panama Canal and as much as 20 days time over shipments sailing around Africa's Cape of Good Hope.

The direct-link service initiated by Northern Pacific moves traffic between the Pacific Northwest ports of Seattle,

Tacoma, Longview and Vancouver, Wash., and Portland, Ore., and the East Coast ports of Portsmouth and Norfolk, Va., and Baltimore, Md.

Routing between the Virginia and Pacific ports includes the Northern Pacific, Burlington, and the Norfolk and Western Railways. That between Baltimore and the Pacific ports includes the same lines, plus the Western Maryland Railway.

The Northern Pacific has already developed a substantial flow of containerized traffic between Far East ports and central and eastern U. S. cities. It has also recently completed containerized shipments from points along its line to European countries.

"Our entry into the land bridge movement of traffic now," Stevenson said, "is a natural extension of services with which we have experienced substantial successes, and I'm confident we will see an increasing demand for such faster inter-continental handling."



NORTHERN PACIFIC Caboose No. 1323 was among items auctioned earlier this summer by PONCHO the Patrons of Northwest Civic, Cultural and Charitable Organizations. Boarding the caboose are Mrs. Paul S. Friedlander, left, and Mrs. William K. Blethen, both PONCHO leaders. The caboose brought \$2,600 at auction.



# Mainstreet

Published monthly by Northern Pacific Railway Company at St. Paul, Minn. in the Department of Public Relations and Advertising.  
 William F. Greer, Director Public Relations and Advertising

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Member Association  
 of Railroad Editors



Vol. 2

July, 1968

No. 1

## Mainstreet Ends First Volume Starts Direct Home Mailing

This issue of Mainstreet is the start of a new volume.

It was just a year ago this month that the Northern Pacific's employee news publication took on a new name and a new format.

The change was part of a program to improve the flow of information about events affecting the company and its employees.

Through the course of the past 12 months and successive issues of Mainstreet, it has become very apparent there is no lack of news events and other matters of interest to report. In fact, it's difficult to keep up with all that is happening along the Northern Pacific.

There has also been a substantial increase in the flow of information to the public relations and advertising department from employees for use in Mainstreet, and this interest is encouraging.

We still have a long way to go in developing a program to adequately cover events throughout the company. We're missing a lot of good news. You can help by keeping us posted.

This month we're initiating direct circulation of Mainstreet to employees at their homes, a project which has required several weeks of work and which has involved scores of people.

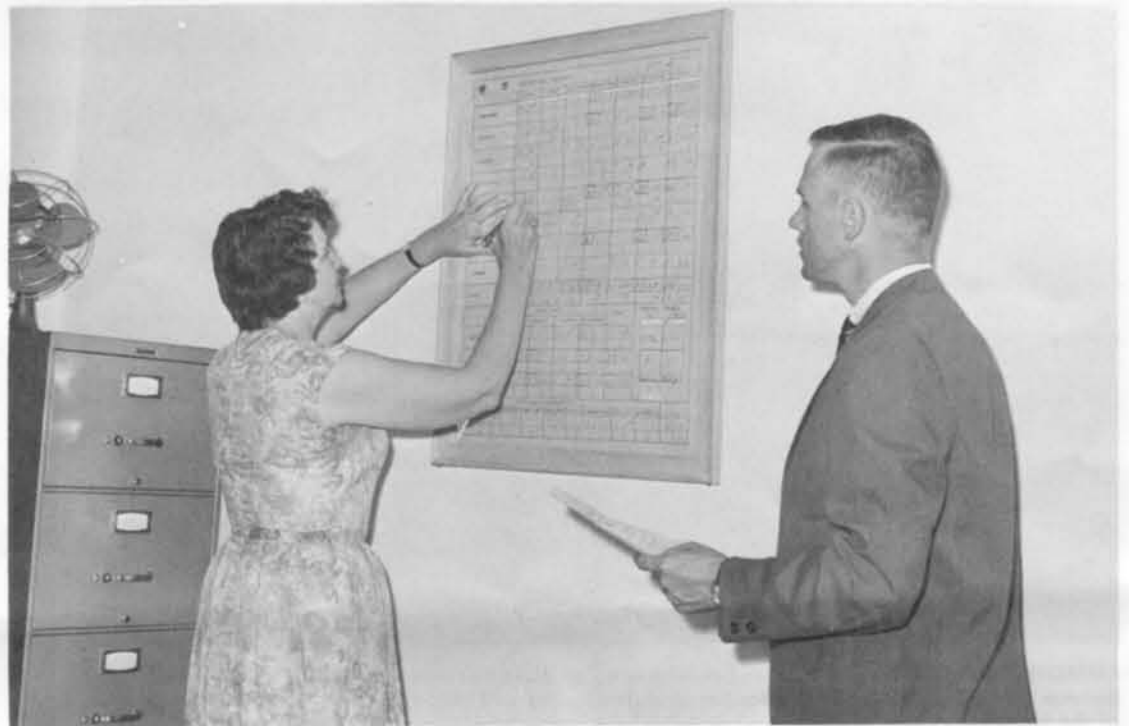
Employee lists have been up-dated and the information committed to tapes for computer print-out of addresses. Up-dating of lists is still in process at a few locations, but by next issue all employees should receive Mainstreet at home.

We hope you'll like getting Mainstreet this way and that you'll share information in it with your family and friends.

We hope, too, that with this change and with increasing interest on the part of all employees in company events, Mainstreet will continue to improve in scope and quality of coverage. We'd like your criticism and your suggestions.



"That was Dreamy Dave—Backed into a shop pit and there went three months effort toward making it a million man hours without a reportable injury."



**CURRENT SAFETY STATISTICS** are posted in the office of the general superintendent of rules, safety and fire prevention at St. Paul by Mrs. D. O. Gibson, stenographer-clerk, as Thomas Choinski, assistant to the general superintendent, reads off new figures.

### Safety is Goal

## 1,000,000 Club Half a Year Old

The concept of Northern Pacific's 1,000,000 Club is half a year old. It was begun in January as a way of promoting safety consciousness on the part of every employee.

The object of the club, generally, is to recognize any identifiable employee unit that achieves 1,000,000 man hours of work without a reportable injury.

A million hours is a lot of time, but when major employee units, such as operating divisions, are adding to their totals with the collective hours of hundreds of employees, the number of hours mounts up fast.

R. C. Lindquist, general superintendent of rules, safety and fire prevention, reports that one department of about 100 men has already passed the halfway point. As with all departments, this group started with their standing record at the start of the year and just kept adding hours on.

Top employee unit in the program now is the department of security and freight claim prevention. It has logged 553,705 man hours without a reportable injury as of the end of June. Its last reportable injury was on Oct. 19, 1965, and there are about 100 persons in the department.

Among high totals wiped out by injuries earlier this year were those of the Yellowstone and Fargo Divisions. Fargo Division accumulated 300,188 injury-free man hours from Feb. 14 through April 30, and Yellowstone Division reached 573,900 between Dec. 3, 1967 and Feb. 12, 1968.

Among other current high-total units is the dining car department which had 248,107 man hours without a reportable injury as of the end of June.

Lindquist says these figures illustrate the feasibility of attaining the 1,000,000 mark on the division and department levels.

"Even if a division or department has to go back to scratch, because a reportable injury ends their current drive," he said, "they're not out of the running. Chances are the

same thing may happen to other contenders."

How much is a million man hours?

Here's one way of looking at it. If every department and division in the company could go for two weeks at the same time without a reportable injury, the total time logged would be more than enough to pass the 1,000,000 mark.

Thomas Choinski, assistant to the general superintendent of rules, safety and fire prevention, has figured it out another way:

"Imagine ten men starting work with the Northern Pacific 40 years ago, 1928, and who averaged 50 hours a week with overtime, and worked 50 weeks each year without a reportable injury. This year they would reach the 1,000,000 mark."

"There are some employees who have compiled such individual records," Choinski notes, "with 40 or more years and not a single reportable injury."

Lindquist, Choinski and others in the department of rules, safety and fire preven-

tion say there seems to be a letdown in any employee unit when an injury ends what had been an enviable total in man-hours free from reportable injuries.

Almost inevitably, they note, the letdown is made even more evident by the occurrence of other injuries in rapid succession.

This latter phenomena, says Lindquist, seems to indicate that for the times in which there is definite safety consciousness on the part of employees, there is a continuing positive approach to working safely. Everyone is out there trying to better the record. If and when it snaps, safety seems less important, and injuries result.

Starting in August, a concentrated effort will be promoted by the department of rules, safety and fire prevention, to achieve a series of objectives. The first will be an all-out company-wide effort to achieve two weeks without a single reportable injury anywhere on the system.



**ART DIRECTOR'S AWARD** held at left by George R. Powe, general manager of properties and industrial development, was one of two recognizing work on Northern Pacific's recently issued industrial development brochure. A copy of the brochure is held by Kenneth H. Mullin, right, assistant manager of the department, under whose direction it was produced. (Story on Page 3)



# RETIREMENTS

Harry W. Brown	Blacksmith	Laurel, Mont.	30
William M. Casey	Brakeman	Billings, Mont.	24
Foster D. Dart	Train Desk Clerk	Jamestown, N.D.	31
Frank S. Elm	Passenger Carman	St. Paul, Minn.	26
Carl C. Eseke	Conductor	Spokane, Wash.	45
Carl M. Hanson	Blacksmith helper	So. Tacoma, Wash.	25
Ira O. Hoffman	Laborer	Auburn, Wash.	25
Henry P. Jones	Sectionmen	Sauk Centre, Minn.	26
George W. Johnston	Sectionmen	Columbus, Mont.	21
William R. Kelso	Relief Track Supv.	Tacoma, Wash.	42
Michael J. Ketter	Chief Clerk	Spokane, Wash.	43
John D. Lindsay	Brakeman	Mandan, N.D.	44
Archie E. Marcotte	Engineer	Glendive, Mont.	45
Lyman S. Marsh	Callor	Tacoma, Wash.	43
John P. Morgan	Conductor	Jamestown, N.D.	22
Brent S. Peterson	qTsMhsatfl	Moscow, Idaho	23
Melvin G. Scambler	Agent-Telegrapher	Missoula, Mont.	21
George J. Tillo	Freight Checker	Perham, Minn.	43
Clifford P. Wilhelmson	Locomotive Engineer	Minneapolis, Minn.	41
Arthur P. Williams	Locomotive Engineer	Dilworth, Minn.	52

## E. B. Stanton, Vice President, Retires in June

Edward B. Stanton, Northern Pacific vice president—executive department, retired June 30 after more than 41 years of service with the company.

Stanton began his career with the company as a rodman on a surveying crew in March of 1927, after three years in private construction work and two in construction work with the Southern Pacific.

He held various positions in the engineering department with the Northern Pacific until 1935, and from 1935 through 1939 worked in the engineering and operating departments of the Camas Prairie Railroad Co., jointly owned by the Northern Pacific and the Union Pacific.

From 1939 through 1943, Stanton was roadmaster, general roadmaster and then trainmaster on the Northern Pacific, and from 1943 through 1946 he was engineer of maintenance of way on the Spokane, Portland and Seattle Railway.

Stanton was assistant general manager of the SP&S from October of 1946 through April of 1947, when he became vice president and general manager.



GIFTS FROM fellow officers are presented to E. B. Stanton, vice president-executive department at a special retirement party held at the Minnesota Club in St. Paul. Left to right are E. F. Requa, senior vice president-law; R. S. Macfarlane, chairman of the board; Stanton; and L. W. Menk, president.

## H.G. Boggs Retires at Seattle

Harold G. Boggs has retired from Northern Pacific service as assistant western counsel. He joined the company in 1926 as personal stenographer to the district engineer at St. Paul. He attended Harvard and the St. Paul College of Law.

From 1927 through 1929, Boggs was personal stenographer to the assistant to vice president, operating. He then served as personal stenographer to the general manager, and in

1931 became secretary to the general counsel at St. Paul.

Boggs became chief clerk in the law department at Seattle in 1940 and was named attorney there in 1943. He was promoted to assistant western counsel in 1948.

Boggs official date of retirement was Jan. 1, but he continued with the company for an additional six months as a special consultant.

## Industrial Development Book Is Winner of Two Awards

Northern Pacific's recently issued industrial development brochure which opens with the statement, "We'd like to show you around our spread," has won two awards which recognize its producers for their outstanding work.

One of the awards was made in June by the American Industrial Development Council at its national meeting in St. Paul. The award, an excellent rating, was second in the council's competition on 362 industrial development promotional pieces.

A certificate of award was also received at the 14th annual meeting of the Art Directors Club of Minneapolis and St. Paul. This award recognizes individuals involved in actual production of the publication.

Mentioned on the award are Rick Carlson, art director and designer, Shiget-Wright and Jerry Brimacombe, artist and photographer, all of Batten, Barton, Durstine & Osborn advertising agency, and William F. Greer, writer, formerly with BBD&O and now director of public relations and advertising for Northern Pacific. The project was begun before Greer joined the railway.

Directing efforts on the production for the company was Kenneth H. Mullin, assistant director of the properties and industrial development department.

## K.C. Chief Clerk Finishes Course In Transportation

Harry L. Gates, chief clerk in the traffic department at Kansas City, Mo., recently completed a four year course in night school at the University of Missouri in transportation.



Gates achieved an "A-minus" average in the course and received a Certificate in Transportation.

The 24 credit-hour program is offered through the University of Missouri Division of Continued Education in cooperation with the Traffic Club, Transportation Club and the entire transportation industry in Kansas City.



125 friends and relatives attended a dinner June 1 at the Spokane Moose Lodge in honor of Mr and Mrs. Elmer Bordwell upon his retirement as district roadmaster at Spokane. He started April 1, 1917 on the old Lake Superior Division and moved to Spokane as Roadmaster in 1949. The Bordwells attended the NP Veterans convention at Missoula, then drove to Minnesota where they joined relatives for a trip to Europe. They plan to be back in Spokane about August 1. Left to right are Dexter Bordwell, Mrs. Bordwell, J. G. Heimsjo, Superintendent of Idaho Division, and E. N. Bordwell.



H. C. Hoving has retired as manager of passenger and station accounting after nearly 46 years of service with the company. Also recently retired in the same office is W. P. Pewters, who joined the company as a clerk in freight revenue accounting in 1920. Hoving started as a yard clerk in Staples, Minn. A special office party attended by more than 50 employees honored the two men. Left to right (top left photo) are Pewters, D. T. Nicoll, who succeeds Hoving, and Hoving.



Fay C. Lucas was honored by scores of friends and fellow employees June 26 at a special party marking his retirement held at the Venetian Inn in St. Paul. Fay, who was office manager in the freight traffic department, retired July 1 after 39 years of service. R. D. Bone, retired freight traffic manager presents Fay, right, a gift (top right photo).

Miss Clara Korbel was honored in June at a retirement dinner party at The Mississippi Belle, Hastings, Minn., after almost 25 years of service with the NP. She was personal stenographer to M. C. Wolf, valuation engineer. Seated (lower left photo) are Joe Williams, Miss Korbel and Mrs. Wolf. Standing are M. C. Wolf and Walter Baillon, who is presenting her one of many gifts in mod fashion.

E. A. Johnson was honored by friends and fellow employees June 13 at Geno's Restaurant in St. Paul, where a party was held to mark his retirement after more than 51 years of service in the general accounting department. He was bureau chief of the waybills and records bureau on retirement. Johnson joined the company on May 23, 1917. Left to right (lower right photo) are Mrs. W. H. Goodyear, Johnson, Mrs. Johnson, and W. H. Goodyear, manager, freight revenue accounting.



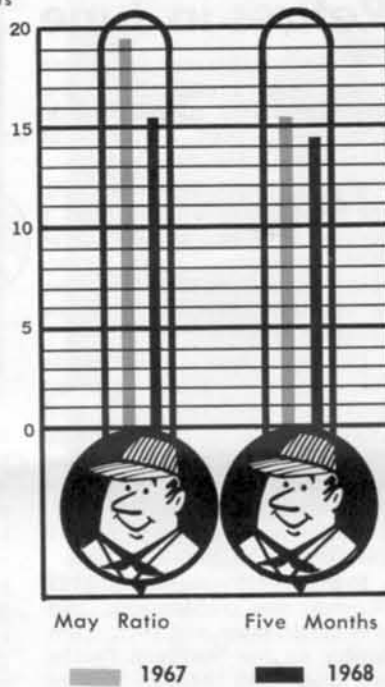


# SAFETY SCOREBOARD

First Five Months 1968 compared to same period 1967

	Reportable Casualties		Ratio Per Million Man Hours	
	1968	1967	1968	1967
System	173	186	14.88	15.40
<b>Standing by District</b>				
1. Eastern District	50	72	13.55	18.23
2. Western District	106	98	25.17	23.20
<b>Standing by Division (Based on % of improvement)</b>				
1. Yellowstone	6	15	4.95	11.98
2. Idaho	30	42	23.64	33.01
3. Fargo	5	7	8.05	10.44
4. St. Paul	39	50	20.98	24.65
5. Tacoma	63	47	33.29	24.15
6. Rocky Mountain	13	9	13.54	8.95
<b>Standing by Class of Employee</b>				
1. Carmen	4	12	4.34	12.15
2. Stationmen	11	14	5.23	6.53
3. B&B Dept.	2	5	5.79	13.43
4. Enginemen	5	10	6.08	11.85
5. Shopmen	8	4	15.11	6.10
6. Trackmen	38	20	25.72	12.92
7. Trainmen	33	30	38.78	34.58
8. Yardmen	55	75	72.25	99.47
<b>Standing by Main Shops</b>				
1. Brainerd	1	0	4.18	.00
2. Livingston	1	1	5.73	5.24
3. South Tacoma	1	0	6.27	.00
4. Como	1	1	7.78	5.49
<b>Miscellaneous Departments</b>				
1. General Office & Misc.	0	3	.00	1.79
2. Signal Department	0	0	.00	.00
3. Dining Car Dept.	0	0	.00	.00
4. Security & FCP	0	0	.00	.00
5. Electrical Engineering	0	1	.00	30.14
6. Communications	1	0	5.31	.00
7. Store Dept.	3	4	10.66	12.90
8. King Street Station	5	—	20.86	—
9. Engineering Dept.	4	6	22.31	33.78

## SAFETY RATIO THERMOMETER



The object is to keep NP's Safety Signalman smiling by keeping his temperature down. He is smiling about the record for May and the record for the first five months of the year. In May there were 15.39 reportable injuries per million man hours worked, compared to 19.22 in May last year. The five months ratio this year was 14.88 injuries per million man hours, compared to 15.40 a year ago.

While the record is better, the Safety Signalman has had some bad days. Let's keep him smiling.

# NP Promotions Posted

Among recent Northern Pacific promotions and changes have been the following:

**N. M. Doerr** has been named general storekeeper for the company to succeed E. L. Jensen, who has retired after more than 46 years of service with the Northern Pacific.

Doerr started as a laborer in the South Tacoma Shop, held various shop positions through 1956, when he was made reclamation plant foreman at South Tacoma, was on military leave from 1957 to 1959, and on return from service became assistant district storekeeper at Brainerd, Minn. He became assistant purchasing agent at St. Paul in 1967.

**Kenneth T. Woodruff** and **Robert D. Parshall** have been named assistant comptrollers.

Woodruff joined the Northern Pacific in 1956 after 15 years with the Camas Prairie Railroad. He became assistant auditor, disbursements, in 1957, auditor—disbursements in 1960, and manager of disbursements accounting in 1964.

Parshall joined the company in 1962 as a special accountant in the comptroller's office. He became manager—tax accounting in 1965.

**M. B. Griemann** has been named assistant to comptroller. He joined the company in 1936 as a store laborer at St. Paul, was in military service from 1942 through 1945, and held various clerical jobs through 1956 when he became a bookkeeper.

Griemann has since served as general bookkeeper, assistant

general accountant and general accountant.

**W. D. (Pete) Smith** has been named auditor of disbursements. He joined the company in 1963 after 15 years with the Camas Prairie Railroad. He was first a traveling auditor with the Northern Pacific, then eastern district accountant. In January of this year he became manager, production control and scheduling in the management services department.

**T. H. Denesen** has been manager—tax accounting. He started with the company in 1940 as a waybill sorter at St. Paul, held various clerical positions in accounting, and left the company in 1951 to attend school. He returned as a clerk in 1953 and was named a special accountant in 1955. He has since been general bookkeeper in the comptroller's office, special accountant—taxes, and assistant manager tax accounting.

**R. E. Wesley** has been named general accountant. He started as a waybill sorter in 1953, was on military leave later in 1953 through 1955, became a clerk in freight revenue accounting that year, and in 1963 became general bookkeeper. He was named assistant general accountant in 1966.

**D. T. Nicoll** has been named manager, passenger and station accounting, to succeed H. C. Hoving, who has retired after nearly 46 years of service with the company.

Nicoll joined the company in 1942 as an extra gang time-keeper, held various clerical posts through 1948, when he became traveling auditor at Billings, Mont., and in 1964 was made supervising auditor under the manager—passenger and station accounting. He has since been assistant manager freight revenue accounting and manager—station accounting.

**James A. Anderson** has been appointed attorney at St. Paul. He joined the company this month after four years as a special assistant attorney in the office of the Minnesota attorney general.

Anderson is a 1962 graduate of the University of Minnesota Law School. He worked as a law clerk for the Minnesota Supreme Court in 1962 and 1963 and in 1963 and 1964 served with the Peace Corps in Liberia.



**U. S. TREASURY** Department Awards for outstanding participation in the 1967 Savings Bond and Freedom Shares Campaign were recently presented to four men on the Northern Pacific's Idaho Division. The division achieved 89.2 per cent participation. Left to right are J. Leland Bartley, area manager of the U. S. Savings Bond Division for the State of Washington, Seattle; J. O. Davies, general manager lines west; Thomas J. Davey, Yardley, Wash., conductor; William E. Manfred, Parkwater, Wash., engineer; Roy H. Raney, Jr., Paradise, Wash., agent; Gordon K. Naylor, Idaho Division trainmaster, who was division chairman of the campaign; J. G. Heimsjo, division Superintendent; and N. M. Lorentzen, vice president operating.

**VISITORS FROM JAPAN** hear about Northern Pacific's financial management from W. R. Montgomery, treasurer, in the company board of directors' meeting room in St. Paul. The group, a corporate and financial management study team, recently toured the U. S. under auspices of the Japan Productivity Center at Washington, D.C. The visit to the Twin Cities was sponsored by the Minnesota International Center. The study team also heard F. H. Coyne, vice president-management services, discuss computer utilization, data processing and corporate management.



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