



MISS TRANSPORTATION U.S.A., Nancy M. Koethe, sparkles at the thought of following this PAKO Corp. cargo to Antwerp, Tokyo and Helsinki.

Northern Pacific Vets' Association Elects E. J. Wies New President

Ernest J. Wies of Duluth, Minn., has been elected president of the Northern Pacific Veterans' Association. He succeeds Charles E. Love, Missoula, Mont., and was elected at a June meeting of the association in Missoula.

Ober A. Kobs, Seattle, Wash., was elected vice president of the association. He was formerly a director. Continuing as secretary-treasurer and as assistant secretary, respectively, are Frank J. Sailer and Joseph Miller, both of St. Paul.

Directors of the Veterans' Association now include John C. Austin, Hamilton, Mont., Frank R. Koch, St. Paul, and H. C. Weimer, Seattle.

Sailer reports that the recent convention was one of the best ever conducted by the association.

The association's board of directors voted to reduce the

K. L. Cook Named To U.S. Chamber Agricultural Unit

Kenneth L. Cook, Northern Pacific's director of agricultural development, has been named to serve as a member of the Agricultural Committee of the Chamber of Commerce of the United States.

The appointment, for 1968-1969, was made in August.

Cook said the committee studies national issues and developments that are of major concern to the agricultural industry and related enterprises and helps the U.S. Chamber develop policies and programs to meet these problems.

The committee normally meets twice each year, and is headed by Collier Wenderoth, Jr., president of O.K. Feed Mills, Inc., Fort Smith, Ark., who is also a member of the Chamber's board of directors.

Cook plans to attend the first meeting of the committee scheduled for the current term on Oct. 6, 7 and 8 in New Mexico. service requirement for mem-

bership from 25 years to only 20 years.

All officers and employees of the Northern Pacific Railway and its subsidiaries who will have 20 years of service or more by June 1, 1969 are invited to affiliate with the association, Sailer said.

Meeting dates for the 45th annual convention have already been set. The convention will be held June 6, 7 and 8 next year at Duluth, Minn.



YOUNGSTERS on special train and boat tour provided by Northern Pacific for programs initiated by Twin Cities' mayors view ships taking on grain at Superior, Wis.



YOUTH OPPORTUNITY special train passengers wait on platform at Duluth, Minn., for busses that will take them to an excursion boat dock a few blocks away.

Northern Pacific Secretary Named Miss Transportation

Talk to Northern Pacific's Nancy M. Koethe about her job and her ideas about today's transportation industry and some of the reasons for her selection as Miss Transportation U.S.A. — 1968 are apparent.

She sees the transportation world as one of dramatic innovation, alive with new ideas to meet the ever changing demands of the consumer, excitingly competitive, and as one with a limitless and challenging future.

The sincerity of her interest in transportation, plus other attributes suited to a titled role, caught the eye of J. D. Nankivell, Northern Pacific's general manager—sales. He suggested

she be Northern Pacific's entry in competition for the local title of Miss Transportation.

In June she was awarded the local title by the Minneapolis Traffic Club, which, as a member of the Associated Traffic Clubs of America, then asked that she compete for the national title.

She was selected Miss Transportation U.S.A. in August, and her coronation was officially set for Sunday, Sept. 8, in Minneapolis at the Annual Educational Congress of the Associated Traffic Clubs of America.

Nancy, who is secretary to the Northern Pacific's chief pilot and flight information and scheduling coordinator for the com-

pany's aircraft, is a member of the Twin Cities Women's Traffic Club and the National Association of Railway Business Women.

She was named Miss St. Paul in 1964 and runner-up to Miss Minnesota that same year.

The new Miss Transportation U.S.A. is 22 years old. She attended Archbishop Murray Memorial high school in St. Paul and Rasmussen Business College.

Nancy started her business career as secretary to the manager of systems subcontracting at the Univac Division of Sperry Rand in St. Paul in 1965, and in April of 1966 joined the North-

(Continued on Page 8)

ALONG NORTHERN PACIFIC RAILWAY'S

Mainstreet

VOL. 2

August-September, 1968

NO. 2

Twin Cities To Duluth

Train Rides Open New Vistas

More than 500 underprivileged youngsters from St. Paul and Minneapolis were guests of the Northern Pacific on special trains operated between the Twin Cities and Duluth, Minn. on August 13 and 29.

The Youth Opportunity specials were provided by the Northern Pacific in response to requests from the St. Paul Mayor's Council on Human Relations and the Minneapolis Mayor's Council on Youth Opportunities.

The first train on August 13, started from St. Paul and the second from Minneapolis. Both left Twin Cities depots at 8 a.m. and arrived at Duluth around noon, where youngsters boarded excursion boats for a two-hour tour of the Duluth-Superior harbor.

Both specials were planned to

accommodate 225 youngsters and 25 counselors for a total of 250 on each train. In both instances substantially more youngsters turned up, so additional arrangements were made to provide for the larger groups, 276 in total on the August 13 train and 279 in total on the August 29 train.

The tour boats at Duluth were able to handle only 250 passengers from each train, and for those who missed the boat tours, special busses were chartered for tours of the Twin Ports area.

The youngsters and their counselors were given box lunches with half a fried chicken, celery and carrot sticks, a roll, juice, potato chips and cup cakes on both trains en route to Duluth. On the return trip, two rounds of soft drinks and snacks were served.

On hand to provide special services, in addition to the train crews, were representatives of the dining car department, the personnel department, passenger traffic, the rules, safety and fire prevention department, special agents, and a representative of the public relations and advertising department.

Each of the trains arrived back in the Twin Cities in the early evening, about 6:30 p.m., and after more than 10 hours of continuous activity the youngsters, counselors and Northern Pacific representatives were a tired but happy lot.

A common expression among the youngsters was that the train ride was their first. For many, it was also the first occasion on which they had been beyond the confines of the metropolitan area.

Since the trains were specials, all passengers were given

freedom for unrestricted movement through the five coaches and a baggage car set up for serving of box lunches and snacks. Walks through the train were a big part of the fun, and the movement was continuous.

One counselor observed that if some of the youngsters under his charge had walked as much off the train as they had aboard it, they could easily have made it to Duluth and back on foot.

NP Posts Higher Quarterly Income

Northern Pacific reported on July 25 its net income for the second quarter of 1968 was \$5,536,000, equal to 93 cents per share, compared to \$2,805,000, or 47 cents per share for the same period last year.

Consolidated net income of \$9,578,000, equal to \$1.60 per share, was reported for the first six months of 1968, compared to net income of \$4,718,000, or 78 cents per share for the first half in 1967.

Operating revenues for the second quarter of 1968 were up \$3,326,000 over the second quarter of 1967 for a total of \$50,927,000, and freight revenue was up \$4,309,000 for a total of \$47,239,000.

The improvement in freight revenue was largely the result of increased loadings of forest products and miscellaneous freight, up 11.3 and 7.5 per cent, respectively.

Second quarter operating expenses in 1968 were \$44,079,000, up \$1,676,000 over the same period in 1967.

Operating expenses for the first of 1968 were \$86,196,000, up \$1,880,000 over the first six months of 1967.

Mainstreet

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Pick Up Your Pen...

Labor Day weekend, 1968 . . . accident tally on U. S. highways for the three days—646 dead, thousands of others badly injured.

Blame some of it on drinking. Blame some of it on driving while too tired, some on traffic exceeding design limitations of the roadways, carelessness, mechanical failures, and on a host of other commonly cited causes of highway catastrophes.

But, while you're at it, blame yourself just a little bit, too, for allowing state and national highway safety and driving regulations that often open death's door by permitting conditions that are obvious hazards.

Legislation pending before the U. S. House of Representatives in September, now sitting in the Rules Committee, is permissive of just such hazards.

The proposed legislation (H.R. 14474 . . . Senate Bill 2658) would permit larger and heavier trucks on the U. S. Interstate System. It would increase axle weights and also allow operation of wider trucks, with no limit on over-all length. Some opponents have called the proposals "anti-safety legislation."

The American Automobile Association, state highway officials and scores of other organizations, including the Association of American Railroads, have strongly opposed the legislation, yet, it passed the U.S. Senate on April 4.

According to the Associated Press, the bill passed the Senate on a voice vote and there were only seven members of the Senate on the floor.

From the economic standpoint, railroads are very concerned about the legislation, because wider, heavier trucks of greater length would shift more of the nation's freight from the rail to the roadways.

On this the railroads are concerned about more than the economic issue and the effects such legislation may ultimately have on the volume of freight, rates, jobs and other aspects of railroad business.

There is a justified and deep concern over the safety factor, the threat that such legislation poses for all U.S. citizens, among them thousands upon thousands of railroad employees, whose lives will be subjected to increased hazards on U.S. highways.

Right now, today, there is something you can do about it. Pick up your pen and write a personal note to your congressman. Let him know that as your elected representative you expect him to respond to the call of reason—a call which says that a single human life is too great a price to pay for advantages that accrue to only a single interest.



"I didn't report it because my wife did it, and it was no accident!"



TERMINAL PERFORMANCE CONTROL reports are reviewed and discussed at Northtown by J. A. R. Draper, left, assistant director of customer service planning, Carl Russert, center, terminal office manager, and Sid Hall, Northtown terminal manager.

Tool For Today

TPC Challenges Terminal Delays

Ask N. M. Lorentzen, Northern Pacific's vice president-operating, what the number one hang-up is in today's railroading, and he'll answer in just two words—"terminal delays."

When shippers hear these words they conjure up images of merchandise tied up in some remote yard when it is supposed to be at the unloading docks of their customers.

When the guy responsible for utilization of railroad equipment hears them, dollar signs and unfilled orders for cars flash before his eyes.

When the terminal manager hears them, he ponders his plight of having faster, more powerful engines and trains that can make it across half a continent in less than two days, but whose consists wind up crowding terminals like his, where they lose days and days of transit time.

Traffic managers give less thought to distance when they try to figure out routing and concentrate on how they can avoid the greatest number of terminals.

"The terminal manager sits in the crossfire," Lorentzen says, "with pressures for improvement coming from every direction. He has inherited an increasingly complex and increasingly important function in the total performance of the nation's railroad network, a system in which other functions have been improved at a more rapid rate."

The railroad industry has figured out scores of ways of using the computer to speed up handling of information on the location and identification of cars and their movements.

Centralized Traffic Control (CTC) has helped increase utilization of tracks stretching across the country, with more trains continuously on the move.

Microwave communications and other factors have improved scheduling of trains. Improve-

ments in all types of cars have made loading and unloading much faster.

"Now," Lorentzen said, "a concentrated effort is being made to give the men in terminals some tools that will help them keep up with the pace set by improvements in other segments of the system."

The master tool is "Terminal Performance Control" (TPC). The term sounds formidable . . . like some kind of less-than-jolly giant of one hue or another standing over every terminal "controlling" every move.

Northern Pacific's TPC system was adapted from a similar program recently introduced by Great Northern Railway at Hillyard in Spokane, Wash.

Complex as it may sound, TPC is a simple system of performance standards and reporting procedures from which can be derived a positive measure of how a terminal is operating. It can easily pinpoint factors which may interrupt the smooth operation of the terminal—physical layout, utilization of motive power, meshing of clerical functions with the actual movement of trains and cars, and so on. Corrections may then be implemented which will bring the terminal up to its best possible performance.

"Most significant," Lorentzen said, "is the immediate day-to-day, move-for-move information the TPC report system provides."

"In a matter of seconds, terminal personnel can see just which cars are behind schedule. The terminal manager just arriving on duty can look at the daily reports and from them quickly organize the total work effort."

Sid Hall, terminal manager at Northtown Yards in Minneapolis, says the introduction of TPC has accomplished three main things in his operation.

"We're getting 60 per cent fewer calls from shippers for information on cars.

"We're more aware now that we can't let cars sit in terminals, but must keep them on the move to their destinations if they're loaded or out on line to points where they're needed if they're empties."

"And, TPC has helped define responsibilities for each supervisor in the terminal. With these responsibilities clearly identified, it's much easier to carry them out."

What TPC does is to provide terminal managers a means of measuring all of the activities for which they are responsible. It is based on the philosophy that you can't manage what you cannot measure.

Any car coming into a terminal, leaving a terminal or involved in some kind of activity in the terminal area may make scores of moves before it is finally discharged from the responsibility of that particular terminal.

Standards are set by operating personnel in each of the terminal areas for each kind of move possible. A set of measuring points is established to represent every possible position in which a car might be (for example—in a through train, in a local train, set out for interchange with any one of several other lines, at a weighing station, on a repair track, placed on an industry service track).

Time allowances are then established which stipulate the "standard" amount of time required for movement of any car between successive measurement points. Persons operating in the terminals set these standards on the basis of their own experience in carrying out each particular move.

The reporting procedure is a data processing function in which a dollar value is assigned to the amount of time taken for a move, including time taken beyond the set standard. If, for example, a standard of 24 hours (Continued on Page 3)

At Billings, Cohasset

Montana Coal to Power Generators

Coal is on the move again from Colstrip, Mont., after nearly 10 years, and now, instead of being fuel for steam locomotives, it's headed for the boilers of Montana Power Company's new steam-electric generating plant at Billings, Mont.

The first trainload of coal for the plant was moved on July 5, with commercial power production to begin in August.

The plant, which is capable of serving all the power needs of three cities the size of Billings (pop. 55,000), will require approximately 500,000 tons of coal each year at the start, with eventual requirements of about 1 million tons per year.

The steam-electric generating plant is a marked departure in production of electrical power for Montana Power Company, which formerly relied mainly on hydro-electric power generators at dams in many locations in the state.

The new developments have been followed by many predictions that coal mining will soon become a multi-million dollar industry in Montana, and that the billions of tons of coal reserves held by the Northern Pacific in Eastern Montana will be further tapped.

E. E. Thurlow, Northern Pacific's manager of mineral development at St. Paul, said the development of coal production for power-generating use may be just the first step toward even greater utilization of the coal reserves.

Thurlow believes the greatest potential for Northern Pacific's

coal holdings will be in development of synthetic liquid fuels and natural gas substitutes.

Coal to supply the Montana Power Company plant at Billings is being mined at Colstrip by Western Energy Co., a subsidiary of the power company, on coal lands leased from Northern Pacific and from the federal government.

Initial coal requirements of the plant are about 2,000 tons per day, but it is expected to be some time before the plant is operated at its top capacity of 180,000 kilowatts.

Northern Pacific's first trainload of coal for the plant included 24 cars, each with a 100-ton capacity, or just a little more than a day's supply for the plant at peak operation.



GIANT SHOVELS will strip coal from mine at Colstrip, Montana for Billings Power Plant.

E. M. Stevenson, Northern Pacific's vice president-traffic; Thurlow; J. D. Nankivell, general manager-sales; G. R. Powe, general manager of properties and industrial development; Don Powers, Billings general agent; and Selmer Anderson, superintendent at Glendive, were among those on hand to witness the first trainload movement of coal for the power plant.

Representing the Montana Power Company and its subsidiary, were Robert J. Labrie, assistant chief engineer for generation; Owen E. Grinde, manager of public relations and advertising; and W. P. Schmelch, vice president of Western Energy Co.

July's good news for the Colstrip area of Montana was followed closely in August by a second major announcement involving coal lands owned by the Northern Pacific.

Starting in 1973, Minnesota Power and Light Company will require a total of 48,000 tons of coal per week from Montana coal mines for operation of a new 350,000-kilowatt generating plant at Cohasset, Minn. Existing power generating plants at Duluth and Aurora, Minn., will also be supplied with Montana coal.

Coal for these operations will be mined by Peabody Coal Co. from Big Sky mines at a location just south of Colstrip on coal lands owned by the Northern Pacific now under long-term lease.

Peabody will start supplying coal next spring for the Minnesota Power and Light Company's existing plants and then gradually increase shipments until the new and larger generating plant is completed at Cohasset in 1973.

The new plant at Cohasset and others will eventually be served by four unit trains carrying 12,000 tons of coal each. The trains will make the 1,700 mile round trip between Colstrip and Minnesota points each week, via the Northern Pacific and Great Northern railways.



FIRST TRAINLOAD of coal for Billings Power Plant operated by Montana Power Company heralds promising future for Montana Coal reserves.

For Hardwood Decor

Veneer Goes Round Trip

Detroit, Mich.—An interesting "carrying coal to Newcastle" type of operation is in operation in Michigan which serves the plywood industry of the Pacific Northwest.

Hardwoods, native to central Michigan—logs of cherry, ash, hard maple and hickory all grown within 100 miles of Plycoma Veneer Company's Nash-

ville, Mich. plant in south central Michigan—are shaved in strips 1/28" thick, bonded together to make sheets 50" x 99" and shipped to western Washington where they are laminated on the softer plywoods to make the beautiful hardwood veneer paneling so popular in offices and homes throughout America.

These sheets of hardwood veneer, 14,000 to a car, are shipped to Lacey, Tacoma and Everett, Washington (to name but a few)—about 2,560 miles, at rate of \$1.47 per thousand pounds or about 6.3¢ a sheet.

At the plywood mills they are bonded onto the plywood and shipped back to Michigan and other destinations throughout the United States.

The total cost of transportation is less than 39¢ a sheet for 5,160 miles, veneer out and panels back, and considering the fact that these hardwood veneer panels retail from \$20 to \$25 a sheet, the transportation cost is less than 2%.

Russ Blakely, manager of Plycoma Veneer at Nashville, and Jerry Jacquin, office manager of Plywood Detroit, both are outspoken in their appreciation of NP rail service.

"We couldn't stay in business" they both say "if it were not for the excellent service and attractive rates provided by the railroads."

Northwest Shippers To Hear L. W. Menk

Principal speaker at the 150th regular meeting of the Northwest Shippers Advisory Board on Sept. 25 and 26 will be Louis W. Menk, Northern Pacific president.

The meeting, which will involve more than 200 representatives of commerce, industry and transportation, will be held at the Oak Manor Motel in Fargo, N. D.

General chairman of the program is Philip O. Halverson, traffic manager for Our Own Hardware Co., Minneapolis. The two day program will cover 10 topics on current developments in transportation.

Menk's topic is "It's Our Move"—What railroads are doing and plan to do to make their service the dominant mode of transport in the changing world of transportation.

TPC Keeps Cars Moving

(Continued from Page 2)

is set for a movement of a car from a through train to a particular industry track, and the actual move took 36 hours, the car would be 12 hours over standard.

The dollar cost of any move is determined by using an average per diem rate of \$3.00. This rate is applied regardless of ownership, even when the car is owned by the Northern Pacific.

Thus, for the movement in our example, the cost is \$4.50—of which \$3.00 represents cost within the standard and \$1.50 of which represents cost over and above standard.

The TPC system utilizes punched cards which are made up at each terminal to provide a perpetual inventory of car locations—these are called PICL cards.

The cards are made up for each car on arrival in a terminal and are put into slots in a PICL rack which represent each of the tracks and other positions in the terminal in which a car may be placed.

By adding to the PICL card some code number representing each move within the terminal and time lapsed for each move, a continuous record can be made of each car's movement through or within the terminal.

From the information on the cards, high speed data processing equipment and Northern Pacific's computers prepare a number of reports for use by terminal managers and operating supervisors in evaluating and planning the operating of the terminal.

The reports include a Daily

Summary of Terminal Performance which shows the date, number of cars in the particular terminal, car movements, crew and engine cost per movement, car-day-cost per movement, total direct costs per movement and the percent of movements and total dollars over standard for all movements.

Among the most detailed of the reports is the Cars Over Standard Report. This report shows most of the information on the PICL card—car initial and number, contents, destination,—and also information on movements and the number of hours each car is over standard. Information on cars which have completed moves within the standard does not appear on the report. Thus, it is possible to single out movements that do not conform to the established pattern and study these to determine ways adjustments may be made to speed up the flow of cars through the terminal.

Major benefits of the program, in addition to smoother operations within terminals, will be increased utilization of cars, improved service for Northern Pacific customers, and source data for planning work and physical changes in terminals.

The TPC program is now in operation at several major Northern Pacific terminals—Northtown in Minneapolis, at Yardley, Wash., and Laurel, Mont. Next location to be included in the program will be Auburn, Wash., to be followed as soon as practicable at Missoula, Mont., Pasco, Wash., and Duluth, Minn.



BUNDLES OF WALNUT veneer are checked by Ted Quell, left, district freight and passenger agent at Detroit, and Russ Blakely, Plycoma Veneer traffic manager, at Nashville, Mich.



A GIANT ULTRA-FORMER used in the manufacture of varying thicknesses of paper was delivered to Hoerner-Waldorf Corporation at St. Paul in mid-July. The 600,000 pound unit, packed in special crates for sea movement from Japan to the Pacific Northwest, required seven bulkhead flatcars for rail movement from Seattle to St. Paul. The shipment is believed to be the heaviest unit ever handled as an import shipment by Northern Pacific. The shipment cleared customs in the Twin Cities.

Love Steps Down

Stepping down in style from presidency of the Northern Pacific Veterans' Association is Charles E. Love, Missoula, Mont. With him are Nancy M. Koethe, left, Miss Transportation, U.S.A., who is secretary to the Northern Pacific's chief pilot, and Joan McKinney, Northern Pacific's St. Paul Winter Carnival princess, who was runner-up to the Queen of Snows. Both were special guests at the Vets' annual meeting held in June at Missoula, Mont.



GUEST SPEAKER at the 44th Annual Convention of the Veterans' Association of Northern Pacific Railway in June at Missoula, Mont., (top left photo) was E. M. Stevenson, vice president traffic. Others at head table included O. A. Kobs, retired western freight traffic manager, behind podium; Charles E. Love, president of the association; Nancy Koethe, NP flight information secretary and Miss Transportation U.S.A. and Joan McKinney, NP Winter Carnival princess.

MRS. EMILY STAHELI and **HERB WESTMAN** were honored at a special party in June by fellow general office building employees (top right photo). Emily, who worked for Northern Pacific almost 41 years, was elevator starter. Herb retired last December as chief electrician, but continued as a consultant through June. With them is C. V. Schutt, left, building superintendent.



SALVATORE (SAM) NILO, who retired in July after completing 32 years of service with the company, was commended for having completed his entire career on the Northern Pacific without a reportable injury. Sam was a sectionman on Section 6 out of St. Paul, under Section Foreman Herman Hertog, whose crew has worked over 6,200 days without a reportable injury. Presenting Nilo with a citation (above left photo) is J. P. Titus, district engineer.

E. J. (ED) STRAPP, traveling freight agent at Chicago has retired after more than 46 years of service with the Northern Pacific in St. Paul and Chicago. Presenting Ed with a transistor radio (above center photo) from Chicago freight, transportation and passenger employees is H. J. Spence, assistant freight traffic manager, Chicago.

E. E. ERICKSON, a pipefitter at Northern Pacific's Brainerd, Minn. shops, retired July 2, after 49 years with the company. Erickson completed his entire career without a single reportable injury. Complimenting him on this achievement (above right photo) is Paul Lippert, right, boiler-machine shop foreman at Brainerd.



TED DAHL recently retired as interchange clerk at Northtown Yard in Minneapolis after 42 years of service with the company. Fellow employees honored him with a special party August 8 at Northtown. Left to right (top left photo) are Sid Hall, terminal manager; Dahl, Earl Nolan, operations supervisor; and Joe Garcia, chief clerk.

CHARLES WILLIAMS, pipe and tin shop foreman at Livingston Shop, has retired after more than 48 years of service with the Northern Pacific. A party honoring Williams and his wife (top right photo) was held August 20 in the shop superintendent's office.

RETIREMENTS

James W. Ahlin	Section Foreman	Drummond, Mont.	49
George Amacher	Machinist Helper	St. Paul, Minn.	23
Joseph F. Arthur	Machinist	Livingston, Mont.	24
Harriet E. Bergstedt	Stenographer	St. Paul, Minn.	32
Walter O. Bloomquist	Carman	Brainerd, Minn.	48
Harold G. Boggs	Asst. Western Counsel	Seattle, Wash.	42
Elmer N. Bordwell	Roadmaster	Spokane, Wash.	51
John E. Burch	Conductor	Mandan, N.D.	41
Earl K. Brown	Motor Messenger	Spokane, Wash.	45
John L. Cich	Stationary Engineer	St. Paul, Minn.	36
Earl D. Daarud	Roundhouse Laborer	Mandan, N.D.	40
Rune C. Dahlberg	Chief Draftsman	Seattle, Wash.	29
Robert C. Davis	Conductor	Auburn, Wash.	33
Matt J. Doroschuk	Sectionman	Glendive, Mont.	21
Stanley C. Erhardt	Machinist	St. Paul, Minn.	44
Erick E. Erickson	Pipefitter	Brainerd, Minn.	49
Arthur Fellows	Day Yard Clerk	Yakima, Wash.	27
Mary E. Fink	Assistant Cashier	Duluth, Minn.	25
Charles W. Ford	Machinist Helper	Livingston, Mont.	26
Peter J. Gallus	Janitor-Baggageman	Glendive, Mont.	20
John Gartner	Brakeman	Mandan, N.D.	40
Frank I. Gaylord	Carpenter	Dilworth, Minn.	43
Clarence D. Gray	Section Foreman	Carrington, N.D.	45
Joseph M. Greeman	Chief Clerk	St. Paul, Minn.	34
Dewitt A. Grooms	Carman	Tacoma, Wash.	24
Clifford L. Harding	Asst. to Vice President	St. Paul, Minn.	44
John J. Hayes	Special Accountant	St. Paul, Minn.	52
Edmund E. Hopps	Valuation Section	Brainerd, Minn.	42
Sherman W. Houghtaling	Machinist	Wahpeton, N.D.	25
Allen D. Hughes	Sectionman	So. Tacoma, Wash.	37
William B. Huseby	Sheet Metal Worker	Brainerd, Minn.	42
Wallace E. Hyden	Carman Welder	St. Paul, Minn.	45
Edward A. Johnson	Yard Clerk	St. Paul, Minn.	51
Albert A. Kiesser	Chief, Way Bills & Records	St. Paul, Minn.	51
Charles W. Killian	Carman	S. Tacoma, Wash.	41
Clara C. Korbelt	Machinist Helper	Tacoma, Wash.	22
Emil W. Kunde	Stenographer	St. Paul, Minn.	24
Roy E. Lakewold	Carman	Brainerd, Minn.	48
Rolf O. Langren	Brakeman	Spokane, Wash.	26
Wilfred J. Lawrence	Car Laborer	St. Paul, Minn.	26
Joseph J. Long	Sectionman	Columbus, Mont.	26
Folke W. Lovemark	Pipefitter	Livingston, Mont.	27
Thurlo W. Marshall	Refrigerator Inspector	Minneapolis, Minn.	47
John L. Mehl	Chief Yard Clerk	Staples, Minn.	50
Adam Metzger	Switchman	Billings, Mont.	27
Francis H. Nagai	Crossing Gateman	Jamestown, N.D.	32
Glenn R. Neisinger	Sectionman	Seattle, Wash.	23
Harry C. Nelson	Roundhouse Laborer	Missoula, Mont.	20
Leon G. Nye	Machinist	Livingston, Mont.	24
Arthur W. Olson	Brakeman	Missoula, Mont.	29
Ebba L. Olson	Asst. Special Agent	Seattle, Wash.	29
Earl L. Ordell	Clerk	St. Paul, Minn.	26
John Paul	Comptroller	St. Paul, Minn.	50
Ernest R. Pearson	Carman	Mandan, N.D.	23
Hilaire J. Perow	Warehouseman	Aitken, Minn.	49
Alexander T. Perry	Janitor-Baggageman	Miles City, Mont.	25
Frank Peterson	Waiter-in-Charge	St. Paul, Minn.	45
John P. Phillips	Section Laborer	Big Timber, Mont.	41
Carl Hogan Pickrell	Passenger Carman	St. Paul, Minn.	43
Eugene J. Podd	Foreign Freight Agent	Seattle, Wash.	49
Elof B. Resvick	Freight Carman	St. Paul, Minn.	46
Floyd C. Reynolds	Yardman	Auburn, Wash.	22
Lillian H. Ryden	Section Foreman	Sedro Woolley, Wash.	44
Melvin N. Saure	Clerk	St. Paul, Minn.	47
Otto Schlauch	Lumber Yard Foreman	Brainerd, Minn.	48
Cyril J. Shinnors	Section Foreman	Edgeley, N.D.	35
Fred C. Spink	Switchman	Minneapolis, Minn.	34
David Steiger	Switchman	Duluth, Minn.	23
Arthur M. Stewart	Sectionman	Glen Ullin, N.D.	21
John Stolz	Machinist	St. Paul, Minn.	33
Edwin J. Strapp	Sectionman	Jamestown, N.D.	25
Samuel G. Strong	Traveling Freight Agent	Chicago, Illinois	46
Bjorn O. Sund	General Clerk	Everett, Wash.	22
Jacob A. Thielen	Crossing Gateman	Fargo, N.D.	25
Edwin E. Tunison	Engineer	Glendive, Mont.	51
Wilbert L. Vaughn	Brakeman	Missoula, Mont.	25
James A. Vawter	Section Stockman	S. Tacoma, Wash.	41
Uno B. Victorian	Export Clerk	Seattle, Wash.	49
Phillip C. Walker	Carman-Helper	Minneapolis, Minn.	23
George A. Widel	Locomotive Engineer	Pasco, Wash.	48
Edward F. Wies	Section Laborer	Sandpoint, Idaho	29
Leonard B. Wold	Clerk	Duluth, Minnesota	47
Benjamin N. Young	Leading Car Inspector	Parkwater, Wash.	46
Stephen F. Zacek	Stationary Fireman	Livingston, Mont.	23
George A. Zambory	Machinist	S. Tacoma, Wash.	40
Newell J. Zeller	Section Foreman	Hinckley, Minn.	29
	Accountant	St. Paul, Minn.	49

Historical Unit Acquires Dorfler Book

A Northern Pacific Career scrapbook compiled by the late Carl E. Dorfler, former superintendent of the Idaho Division at Spokane, Wash. has been placed in the possession of the Minnesota State Historical Society at 690 Cedar Street in St. Paul.

The well illustrated book, which is about four inches thick contains many photographs of historical events and Northern Pacific personnel, news clip-

pings and other items of historical interest.

Dorfler retired from the Northern Pacific in 1953 after 48 years of service with the company. He died in 1963.

Mrs. Dorfler, who still resides in Spokane, said that friends of the company from Seattle had recently written to her after seeing the scrapbook in the Historical Society building at St. Paul.

General Office Donors Boost Red Cross Blood Drive

Northern Pacific employees in the general office building at St. Paul gave 96 pints of blood to the American Red Cross Regional Blood Center this summer.

The center's bloodmobile was stationed in front of the headquarters building for two days

and was kept busy with a fairly steady flow of Northern Pacific donors.

Among donors recognized for outstanding participation in the blood program were Dick Nielson, multilith operator in the mezzanine floor duplicating department, and Floyd E. West,

chief clerk to the director of personnel.

Nielson reached the 1 gallon mark in blood donations to the Red Cross and West reached the 2 gallon mark.

Among the 96 donors in the program this year were 17 who were first-time donors. The total

number of donors would have exceeded 100, but several would be deferred for minor medical reasons.

A total of 45 Northern Pacific employees are members of the Gallon Club Blood Donors in St. Paul. Membership is attained by giving a gallon or more, one pint at a time.

Top donors from the Northern Pacific on the records of the Regional Blood Center include George Davis, from the engineering department, with 10 gallons; Lester Shaw, Como Shops silver plater, with 5 gallons; and Robert E. Bodin, from joint facility accounts, with 4 gallons.



RED CROSS staff member registers Frank C. Quiter, accounting department, in the personnel office, just before he goes to the bloodmobile.



INSIDE BLOODMOBILE a Red Cross physician examines Patrick Cocchiarella, accounting department, whose next stop was the blood station.



LINDA RANSOM, systems associate in the operating data systems department of management services, nears completion of blood giving process.



AFTER DONOR has given a pint of blood, there's a bit of rest and nourishment, here enjoyed by Art Wahlstrand, assistant chief draftsman.

NP Men Work With Top Boys' Baseball Clubs

Mix 180 boys with a little bit of summertime and a lot of baseball and you have a winning combination of community action.

That, at least, is the warm feeling of four Northern Pacific men from the Crystal-New Hope suburban area of Minneapolis, who were active in coaching and managing Babe Ruth baseball teams and helped host the Minnesota Babe Ruth State Tournament Aug. 2, 3 and 4.

There are two leagues in Crystal-New Hope, each consisting of six teams, 15 boys to a team. The champs of each of these two leagues were managed by Northern Pacific men, one by Hank Kresa, a switchman at Northtown Yards in Minneapolis, the other by Harold Horgen, claims clerk in the Minneapolis local freight office.

Horgen's team won and went on to take fourth place in the state tournament.

Coaches for the two top teams in Crystal-New Hope were also Northern Pacific men, Bob Andrews and Herb Sucky, both switchmen at Northtown.

To add just another association between the Northern Pacific and Crystal-New Hope baseball, Horgen reports that the team he managed was sponsored by Jensen Trucking, Inc., a contract drayage firm which hauls Northern Pacific LCL freight in Minneapolis.



At Tacoma NP Salmon Derby Winners Posted

The 1968 Northern Pacific Salmon Derby, this year's running of an annual event sponsored by the South Tacoma Shops for all Northern Pacific employees, was held in late June at Point Defiance Park in Tacoma, Wash.

Winner of the \$50.00 drawing prize was Mary Hallgren, wife of J. E. Hallgren, South Tacoma machinist.

First prize winner in the fishing contest was Michael P. Hickey, a truck driver in the building and bridges depart-

ment at Tacoma, who landed a King salmon weighing 21 pounds, 14 ounces.

R. E. Whitson, Tacoma switchman, was second with an 18½ pound King. He'd practiced the day before. R. J. Smith from South Tacoma car shop, who was out to try salmon fishing for the first time, had beginner's luck and landed two salmon. The largest, 10½ pounds, put him in third place.

Hard luck winner of fourth place was Jerry Cecchi, South Tacoma carman, who hooked a bigger one but lost it. Lucky winners of a drawing held for the last two prizes were Mr. and Mrs. Gerald Sweitzer. He's in the store department at South Tacoma.

Members of the 1968 Salmon Derby committee included R. C. Hold, refrigerator foreman at Auburn, Wash.; D. H. Nordlund from the Tacoma yardmaster's office; Frank Ryan, Tacoma dispatcher; Joe Chavez, chauffeur at the South Tacoma Store; and J. E. Kelly, Machinist at South Tacoma Shop.

Stewardesses, Engine Represent NP at Auburn

Northern Pacific's first locomotive, the Minnetonka, and a bevy of beautiful girls, NP Stewardess, added to the gala festivities marking the Auburn, Wash., Diamond Jubilee.

The Minnetonka, aboard a Northern Pacific Transport Company flatbed truck, was one of the highlights of the Auburn Diamond Jubilee Parade July 20. It drew enthusiastic crowds of onlookers both at the parade and later, when parked in the lot of an Auburn supermarket.

No small part of the interest in the Minnetonka was generated by a lengthy newspaper article in the Auburn Globe-News on Wednesday, July 17, which capsulized the history of the locomotive from the time it

served in building of the railroad through its sale to a logging company and its eventual re-discovery and resurrection from retirement in the woods near Hoquiam, Wash.

The Stewardesses, Pamela McGee, Lois Pelto and Jo Hamonway, rode in the parade in a new Pontiac provided by Chuck Gaines of Gaines Pontiac in Auburn. After the parade, the three girls handed out paper engineer hats to youngsters in the Auburn city park.

Excited youngsters milled around the three Stewardesses to ask questions about the railroad, jobs the girls were responsible for, what the country looked like along the Northern Pacific, and other aspects of Stewardess service.

Livingston Golf Tournament Is Set

The First Annual Northern Pacific Men's Golf Tournament at Livingston, Mont., has been scheduled for Sept. 14 and 15 at the Livingston Golf and Country Club.

The event, open to all male employees, active or retired, will include 18 holes of play each day, with the first day's score to qualify for flights in the final day of play.

The tournament is limited to 72 golfers. An entry fee of \$7.50 covers green fee, a steak dinner and dance on Saturday night, and refreshments.

Organizing arrangements for the tournament is T. J. Samuelson, trainmaster at Livingston. Assisting Ted on the committee are Dan Smith, Howard Bullock, Joe Grundhauser, and Archie Genin.



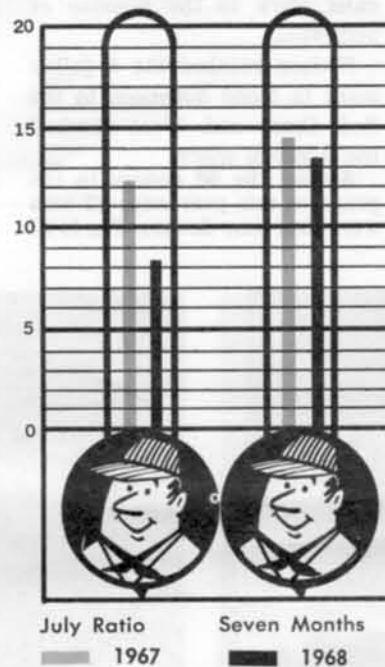
THE FIRST TEAM ever to represent the Northern Pacific in the St. Paul Municipal Softball Association's Women's Slow Pitch League, above, came out as runners-up to the city champions after 10 weeks of play ending in July. All the girls work in the general office at St. Paul. Left to right are: 1st row—Carol Dahlquist, Marilyn Manley, Mary Kay Parks, Janet Schultz, Jennifer McCormick and Vickie Anderson; 2nd row—Jan Schultz, Marilee Steinke, Brenda Droubie, Kathy Stadler, Georgia Mealy and Mary Jo McCluney; standing—Millie Sperling (team coach) and Susan Sperling (bat girl).

SAFETY SCOREBOARD

First Seven Months 1968 Compared to Same Period 1967

	Reportable 1968	Casualties 1967	Ratio Per 1968	Million Man Hours 1967
System	220	240	13.51	14.30
Standing by District				
1. Eastern District	66	91	12.55	16.42
2. Western District	129	125	22.15	21.21
Standing by Division (Based on % of improvement)				
1. Fargo	5	13	5.60	13.39
2. Yellowstone	11	18	6.37	10.17
3. Idaho	37	54	20.46	30.12
4. St. Paul	50	60	18.93	21.41
5. Tacoma	74	60	27.94	22.28
6. Rocky Mountain	18	10	13.18	7.11
Standing by Class of Employee				
1. B & B Dept.	2	6	4.20	11.68
2. Stationmen	13	18	4.41	6.02
3. Carmen	7	13	5.47	9.65
4. Enginemen	10	13	8.81	11.47
5. Shopmen	8	5	10.87	5.63
6. Trackmen	47	31	20.93	13.34
7. Trainmen	41	42	34.16	35.76
8. Yardmen	67	87	63.15	83.96
Standing by Main Shops				
1. Brainerd	1	1	3.02	2.72
2. Livingston	1	1	4.22	3.81
3. South Tacoma	1	0	4.70	.00
4. Como	1	1	5.74	4.34
Miscellaneous Departments				
1. General Office & Miscl.	0	3	.00	1.26
2. Security & F. C. Prev.	0	0	.00	.00
3. Electrical Engr.	0	1	.00	21.49
4. Communications	1	1	3.82	3.52
5. Dining Car	1	1	4.72	6.26
6. Signal	2	3	5.83	10.01
7. Store	3	5	8.01	11.53
8. Engineering Dept.	4	8	16.13	32.33
9. King Street Station	10	—	34.82	—

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 July and the record for the first seven months of the year. In July there were 8.10 reportable worked, compared to 12.54 in June. The seven months ratio this year was 13.52 injuries per million man hours, compared to 14.30 a year ago.

This Month's

SAFETY MEMO



by R. C. Lindquist

Director of Rules, Safety and Fire Prevention

No wonder my hair is getting thin and gray. We have a safety program going that has almost everything a safety director could want, and our personal injury ratio has still not declined appreciably.

All of our safety committees are hard at work on projects to help prevent accidents, and I'm hoping everyone in the company will be just as enthusiastic. There's no reason why we cannot again achieve the best safety record in the country like we did in 1963. That year, Northern Pacific won the Harriman Award, thanks to safety consciousness on the part of all employees.

We had a very good response to a special program in May in which auto litter bags were distributed to on-line operating employees. A total of 11,500 bags were distributed, and we could have used several thousand more. Requests have come in from individuals and organizations from all over the country, some even enclosing money to purchase the bags.

Information on the bags promoted safety, and apparently the message is reaching all corners of the nation. People have seen the litter bags in your cars — can't say it doesn't pay to advertise.

MILLION MAN-HOUR CLUB

The One Million Man Hour Campaign started out very well on some divisions on August 1. The Fargo Division had four injury-free months before two men were injured a derailment. The St. Paul Division, as of this writing, has almost 600,000 man hours without a reportable injury. The Eastern District went one stretch of 20 days injury-free. System-wide, we haven't done nearly that well. The best we accomplished was four consecutive days free of injuries, and the most frequently reported injuries were turned ankles.

We're trying to go 14 days without a reportable injury system-wide. This would total more than 1,000,000 man-hours. There isn't any reason why we can't do it, if all of us get together and make up our minds to do it. The company is working very hard to clean up yard and shop areas as quickly as labor is available. You can do your part by watching where you step, wearing safety equipment, and by not taking hazardous shortcuts in your work.

With MAINSTREET now being delivered to employee homes, "Mrs. N.P." can be a big help, too. Send that hard-working man of yours off to his job with a big kiss and ask him to work safely. If there's a conflict of any kind, patch it up, or he'll carry it with him and it may cause an accident on the way to or from work or on the job.

Special On Extinguishers

Emphasis Given Fire Prevention Week

Fire Prevention Week has been officially set for October 6 through October 12, and as part of the national observance, the Northern Pacific is giving added emphasis to its own programs for fire prevention and control, both at work and at home or play.

The dates for Fire Prevention Week are set each year in early October to mark in memory the Great Chicago Fire of 1871. In that fire 250 persons died, 17,430 buildings were destroyed, and the loss was set at a total of \$168,000,000.

Research by the National Fire Protection Association shows that:

- Every hour fire destroys or damages 67 American homes.
- Every hour and 20 minutes, one person, most often a child or elderly person, dies in a dwelling fire.
- Every year, more than \$300,000,000 in home property loss results from fire.

Have you ever asked yourself how you could help yourself if fire broke out in your home? You'd get the family outside and call the fire department, of course. But what could you do to fight the fire until help arrived? You'd need a fire extinguisher of some kind. But, do you have one?

Like most householders or apartment dwellers you may agree that you should have a fire extinguisher, but chances are very good you're like most of those who agree but never get around to buying or installing one.

If you don't have a fire extinguisher, or could use another for the garage, boat, cabin or

other location, perhaps a second one in your home, here's a great opportunity to get one — at an especially low cost, too.

Through the efforts of the rules, safety and fire prevention department, a high quality dry chemical extinguisher is being made available to company employees at cost.

The extinguisher is suitable for use in the home, car, garage, boat, summer cabin or workshop, and is approved by Underwriters' Laboratories and the U.S. Coast Guard. Because it is of the dry chemical type, it may be used on fires involving electrical wiring, also.

Flames can be knocked down in seconds by pointing the nozzle of the extinguisher at the base of the fire and squeezing the trigger. Once used, the extinguishers can easily and inexpensively be refilled with free-

flowing powder, repressurized and sealed to prevent pressure loss.

The offer includes a clamp-type metal mounting bracket, and since the extinguisher weighs only 5 pounds, it can be used effectively by practically any member of the family. Complete operating instructions are provided on the front of each extinguisher.

The Northern Pacific offer ends Oct. 31. You can use the form provided below to order yours. Note that checks or money orders are to be made payable to W. S. Nott Company, and must include applicable sales taxes. Your order of one or more extinguishers will be sent directly to you.

The extinguisher offered is available with red enamel finish or with chrome finish at \$8.75 and \$11.50, respectively.



SEND TO: R. C. Lindquist
Rules, Safety & Fire
Prevention Dept.
Northern Pacific Ry. Co.
176 E. 5th Street
St. Paul, Minn. 55101

NAME: _____

DEPARTMENT _____

LOCATION _____

HOME ADDRESS _____
(street)

(city) (state) (zip code)

PLEASE SEND ME

_____ Steel-Red 2 3/4 Lb. Press. Dry Chem-
(quantity) ical Extinguisher(s) @ \$8.75 each.

_____ Brass-Chrome 2 3/4 Lb. Press. Dry
(quantity) Chemical Extinguisher(s) @ \$11.50
each.

I am enclosing a check or money order for \$_____ made payable to the W. S. Nott Co. which includes the cost of my order, plus applicable state sales tax.

SPECIAL OFFER fire extinguisher is demonstrated by C. C. McLean, assistant superintendent of rules, safety and fire prevention, for Terry Whelan, receptionist in the office of the vice president-operating at St. Paul. The handy units may be obtained by using the blank at left. Be sure that you include sales tax, if it is applicable in your state. Orders will be filled promptly, but please allow a reasonable time for processing your order and for actual delivery.

**NP
1,000,000
CLUB**



PLY-PAK EQUIPPED car speeded up loading and unloading. Left to right, Emmet J. Smith, director of transportation, Edward Hines Lumber Company; Edward Hines, vice president and general manager, Edward Hines Lumber Company; Harold J. Spence, assistant freight traffic manager, Northern Pacific Railway and Hines' fork lift operator, Gene Hollerway, all of Chicago, discuss new car.

To Make Way For Change

Brainerd Depot Vacated

Northern Pacific traffic and operating offices have moved out of the picturesque old depot on Washington St. at Brainerd, Minn., to make way for development of the property as the site for commercial enterprises.

Officially, the move was completed on July 1, but much of the moving had taken place earlier to new facilities completed on company property at Eighth and Front Streets.

New offices and a passenger waiting room were constructed in the east end of the company's freight house.

The Washington St. station was constructed by the railway in 1919 and 1920 at a cost of just under \$100,000. It was headquarters of the Minnesota and International Falls Railway, a subsidiary of the Northern Pacific later absorbed into the parent company.

When the old depot opened, it housed the office of the general manager of the subsidiary railway, offices for the engineer of structures, the railroad's superintendent, auditors, the roadmaster, yardmaster and dispatchers.

All of these offices were closed in 1933, and from that time, through the late 1940s, some of the space on the upper floors was leased to the U.S. government. Occupants included the Farm Security Administration, the Census Bureau and the Works Progress Administration.

The Northern Pacific Railway Clerks Credit Union recently occupied offices on the second floor, and now has offices just across from the new traffic and operating offices on Front St.

Extensive remodeling of the building on Front St. included installation of glass and stainless steel front and rear entrances, and construction of separate offices with decorative wood paneling. The passenger waiting area is at the central part of the remodeled section of the building.

Plans were announced at the time of the move for develop-

ment of the Washington St. property for a modern shopping center. Details were to be released at the time lease arrangements are concluded.



EMPTY DEPOT at Brainerd, Minn., will make way for a modern shopping center. The classic style of the structure was typical of NP depots built in the 1920's.



SAFETY COMMITTEE members at Auburn Yards in Auburn, Wash., include, left to right, E. W. Moilanen, yardman; N. A. Graves, yardman; G. R. Stephens, supervisor of safety; C. S. Everhart, yardman and committee chairman; R. R. Schaeffer, assistant general yardmaster; and J. C. Bergman, trainmaster. R. C. Lindquist, superintendent of rules, safety and fire prevention, credits the committee with several effective programs to improve yard safety at Auburn.

Built at Brainerd

NP Adds 150 New Ply-Pak Cars

A total of 150 flashy new Ply-Pak equipped boxcars were added to Northern Pacific's car fleet this summer, proud products of employees at the company's Brainerd, Minn. shops.

The cars, which have specially located vertical stanchions to hold plywood and other sheet forest products in position while in shipment, now represent the largest fleet of such special equipment in service in the railroad industry.

The Ply-Pak concept was originated by Don Miller from Northern Pacific's Portland, Ore., freight traffic office. He and several others formed a company to develop the idea, which was then tested on a specially constructed Northern Pacific boxcar.

The idea proved sound, and with some modifications by the Northern Pacific's mechanical department, was put to use in Northern Pacific's new fleet of boxcars for plywood.

Since the Ply-Pak equipped cars handle plywood virtually damage-free, there is an exceptionally high demand for their use among forest product producers and buyers.

Use of the special equipment cuts loading time almost in half, reduces the cost of dunnage, and speeds up handling and

unloading at the point of delivery.

On unloading, the stanchions are removed and stored in racks at the ends of the cars. When in place, the vertical bars fit into ceiling brackets at the top and into pockets in the floors of the cars. The hollow bars also serve as ventilators which aid in control of temperature and humidity inside the cars.

Northern Pacific's carbuilding program for the 150 new Ply-Pak equipped cars began on May 15, with the cars pressed into service as quickly as they could be delivered.

Response to use of the car has been particularly enthusiastic. Typical of comments is the following by Emmet J. Smith, director of transportation for the Edward Hines Lumber Company at Chicago, Ill.:

"Having just witnessed the unloading of NP 1398, a new fifty foot six inch Miller 'Ply Pak' box car, containing some 92,700 pounds, or over 100,000 feet of plywood from one of our West Coast mills consigned to

our main yard, Chicago, it is indeed gratifying to Edward Hines Lumber Company and to the plywood and lumber industry as a whole to know that certain rail carriers, such as the Northern Pacific Railway, are determined, as evidenced by their providing equipment such as these 'Ply Pak' specially designed cars, to effect delivery of plywood or other 4 foot by 8 foot panel or sheet products with little or no damage.

"The railroads and our industry will mutually benefit if progressive systems such as the Northern Pacific will make equipment like the 'Ply Pak' available for plywood loading."

The car used on the consignment to Edward Hines Lumber Company was on its maiden run.

As is the case with most specialized equipment, the Ply Pak equipped Northern Pacific cars are handled on a priority-use basis, under which they must be returned to their home line immediately. This policy maximizes use of the cars in handling the products for which they were designed.



ANTIQUE ROLLING STOCK makes up consist of a special train from Auburn to Snoqualmie, Wash., where the units will become part of the museum display of the Puget Sound Railway Historical Association.

NP Moves Train of Railroad Antiques For Railway Museum at Snoqualmie

Rail fans from the Pacific Northwest were among the scores of spectators on hand earlier this summer to catch a glimpse seven pieces of antique railroad rolling stock made up into a special train for movement from Auburn, Wash., to Snoqualmie, Wash.

The train's consist included two steam locomotives of the small Mallet type, two fifty-year-old passenger coaches, the "Spokane International" business car, first used in 1910, and a rotary snow plow which is believed to be the last steam snow plow operated by the Northern Pacific on its western division.

Relic of the collection was an "X-27" car, the history of which dates back to 1883. It has served as a superintendent's personal car, an observation car, and a combination dining and bunk car for track crews.

The now rare equipment was either purchased by or donated to the Puget Sound Railway Historical Association, and rep-

resented bygone eras on several railroads. The association will refurbish the cars and engines for display at its museum near Snoqualmie.

Three NP Men Are Officers In Accounting Unit

Three Northern Pacific men have been named to key positions in the St. Paul chapter of the National Association of Accountants for the year 1968-1969.

R. L. McComb, director of methods and planning, has been named director of public relations for the local chapter.

Named as associate directors were J. F. Johnson, manager of administrative services and D. E. Koski, assistant to the controller.

McComb was previously director of member attendance in 1967-1968, and Johnson served as associate director.

Realignment Announced In Market Development

A realignment in Northern Pacific's market development department was announced several weeks ago in which duties of W. H. Egan were expanded to include system-wide sales management responsibility for foreign freight and trailer and container - on - flatcar (TOFC-COFC) traffic.



Egan

Egan has been marketing manager—TOFC and COFC. The realignment, effective July 1, centralizes responsibility for freight sales and development of traffic in import-export and intermodal handling in a single department.

A new position, foreign freight manager, has been created at Seattle to emphasize Northern Pacific's marketing efforts in the Pacific Northwest under the realignment. Appointed as foreign freight manager at Seattle was D. B. Bostrom, who formerly was marketing manager—special assignments.

Bostrom will have charge of import-export traffic for West Coast ports and will also be Alaskan representative for the company.

Foreign freight agents at Chicago and New York, whose positions were recently established

to promote foreign freight sales, and the managers of TOFC and merchandise sales at St. Paul and Seattle, and their staffs, will also be part of the marketing organization under Egan's supervision.

E. M. Stevenson, vice president-traffic, said the changes in staff assignment and responsibilities do not affect responsibilities of the company's regular sales representatives to promote foreign freight and TOFC-COFC traffic in their regular contacts with customers.

Stevenson sees the new program as an important aid in coordinating the railway's activities and planning of special services to more effectively develop foreign freight and TOFC and COFC markets.

Nancy Kothe Is Miss Transportation

(Continued from Page 1)

ern Pacific as a secretary in the Passenger Traffic Department. A year later she became secretary to the chief pilot, under whose direction she is responsible for all scheduling, records and related duties involved with the company's aircraft operations.

Talent and participation in community action programs add to Miss Kothe's qualifications for Miss Transportation.

She is a member of the St.

Paul Clown Club, an organization which makes frequent benefit appearances. She is a professional model, a singer, yodeler and an accordionist.

Nancy has been performing as a musician since the age of seven and has won many awards and national recognition, including winning the top spot on the Ted Mack show in New York, performing with Gary Moore, Sonny James and the Grand Ol' Opry.

TRAILMOBILE TROPHY and plaque, above, were presented to Northern Pacific Transport Company in recognition of the outstanding safety record achieved by NPT in the State of Washington. The Washington fleet compiled a total of 2,197,311 miles without a single accident in 1967, which put the company in first place in the under 3,000,000 miles per annum class. The awards are furnished by the Trailmobile Company and awarded in cooperation with the American Trucking Association Council of Safety Supervisors.



East and West

Promotions Posted

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

K. H. Mullin, formerly assistant manager of properties and industrial development at St. Paul, has been named manager of production control and scheduling.

Mullin joined the railway in 1960 as an industrial agent at St. Paul, became industrial agent in 1961, an appraiser at Seattle in 1963, and assistant manager of the department in 1965. He is a graduate of the University of Minnesota, where he studied agricultural economics.

J. H. Ilkka has been named to succeed Mullin as assistant manager, industrial development. He joined the company in 1958 as an assistant industrial agent and is a graduate of the University of Minnesota, Duluth, where he studied mathematics.

Ilkka was named industrial agent in 1964 and held that position until his present promotion.

John J. Burns, Jr., has been appointed senior methods analyst at St. Paul. He joined the Northern Pacific in 1967 as a methods analyst in the management services department.

Burns is a graduate of Harvard Business School, where he received a master's degree in business administration, and a graduate of Merrimac College

at North Andover, Mass., where he earned a degree in civil engineering.

A. T. Halvorson has been appointed market analyst-forest products in the market development division of the freight traffic department at St. Paul.

Halvorson, joined the company in 1966 as a traffic trainee at St. Paul. He is a graduate of the University of Washington, where he majored in transportation, and also attended Edison Technical School at Seattle, Wash., where he graduated in accounting.

A. J. Baldasty has been named traveling freight agent at Chicago to succeed **E. J. Strapp**, who has retired after more than 46 years of service with the company.

Baldasty joined the company in 1951 as a statistician at Chicago and has been city freight agent at Chicago since May of 1962.

Strapp joined the company in 1922 and retired on July 1.

R. H. Forsberg has been named assistant to the vice president and general manager, Northern Pacific Transport Company, with headquarters at St. Paul.

Forsberg joined the transport company as a truck driver in 1959, became a dispatcher at Tacoma, Wash., in 1963, and was named traveling supervisor at Seattle, Wash., in 1967.

R. E. Fuller has been named to succeed Forsberg as traveling supervisor.

Fuller joined the Northern Pacific as an extra trucker in 1944. He served in various capacities with both the railway and the transport company, and in 1950 became a clerk with NPT. Since 1961, he has been a dispatcher at Yakima, Wash.

J. S. Rider has been named auditor, King Street Passenger Station, at Seattle, Wash. He has succeeded **John A. Sjoberg**, who has retired. The station is jointly owned and operated by the Northern Pacific and the Great Northern railways.

BULK RATE
U.S. POSTAGE
PAID
St. Paul, Minn.
Permit No. 198

Northern Pacific Railway Company
176 East Fifth Street
St. Paul, Minn. 55101

Address Correction Requested

J M FREDRICKSON
3730 NO 28TH ST
TACOMA

079448

WA 98407



FARGO DIVISION employees of the Northern Pacific were recently recognized for 54.7 per cent participation in payroll savings for U.S. Bonds and Freedom Shares, which earned a service star for the division's Minuteman Flag. At train-side award ceremonies are, left to right, N. M. Lorentzen, vice president-operating; A. M. Ericksmon, president of the Dakota National Bank in Fargo, N.D.; B. V. Coyer, Fargo superintendent; Homer W. Ludwick, vice president of the First National Bank & Trust Co. in Fargo; D. H. King, general manager lines east; and T. R. Rohla, Fargo trainmaster.



MINUTEMAN FLAG and performance stars won by employees of the former Lake Superior Division are accepted at Duluth, Minn., by William L. Wood, terminal superintendent, from Harry Schmokel, U.S. Treasury and Savings Bond Representative for Minnesota, St. Paul. The awards recognize outstanding performance in payroll savings for U.S. Bonds and Freedom Shares from 1965 through 1967. Employees achieved 50 per cent participation in 1965, 68 per cent in 1966 and 67 per cent last year.



A SERVICE STAR awarded for 55.1 per cent participation in the 1967 U.S. Savings Bonds and Freedom Shares Campaign by Yellowstone Division employees of the Northern Pacific is received by S. A. Anderson, left, division superintendent, from T. A. Vashus, president of the 1st National Bank of Glendive and Dawson County, Mont., Bond program. A total of 1354 employees participated. The star will be affixed to the Minuteman Flag won by the division last year.