



**NEW ADDITION** on the west side of the NPBA Hospital in St. Paul, and remodeling of the present facility will give the hospital this bright and modern appearance. The total project is costing more than \$2 million.

ALONG NORTHERN PACIFIC RAILWAY'S

# Mainstreet

VOL. 2

October-November, 1968

NO. 3

## Net Income Up For 3rd Quarter, 1st Nine Months

Northern Pacific Railway Company today reported third quarter consolidated net income of \$7,427,000, equal to \$1.24 per share, an increase of more than 20 per cent over third quarter consolidated net income of \$6,142,000 in 1967, which equalled \$1.03 per share.

Consolidated net income figures reflect earnings of both the railway company and its subsidiary companies.

Northern Pacific Railway operating revenues for the third quarter were \$54,994,000, up \$2,923,000 over the same period last year.

Freight revenue for the railway in the third quarter of this year were \$51,196,000 up \$3,964,000 over the third quarter of 1967. The improvement in third-quarter freight revenues was due largely to increased loadings of forest products and miscellaneous freight.

Railway operating expenses for the third quarter of 1968 were \$46,357,000, up \$2,843,000 over third quarter of 1967.

Consolidated net income for the first nine months of 1968, for the railway company and its subsidiary companies was \$16,961,000, equal to \$2.84 per share. This represents an increase of almost 57 per cent over consolidated net income of \$10,860,000, equal to \$1.81 per share for the first nine months of 1967.

Northern Pacific Railway operating revenues for the first three quarters of this year were \$153,241,000, up \$8,456,000 over the same period in 1967.

Freight revenues for the first nine months of 1968 were \$142,541,000, up \$11,473,000 over the first nine months of 1967.



**NORTHERN PACIFIC PRINCESS** for the 1969 St. Paul Winter Carnival is Miss Patricia Nistler, a time-keeper in the disbursement accounting department at company headquarters. Patricia was selected from among about 20 contestants on Oct. 25. She enjoys oil painting and ice skating and plays the guitar. The new Northern Pacific Princess will compete with other princesses for the title of Queen of The Snows.

## Beulke Is Named To EEO Group

Richard A. Beulke, Northern Pacific director of personnel, has been named a member of the executive committee of the Railroad Committee on Equal Employment Opportunity.

The committee provides leadership, guidance and assistance to railroads across the nation in carrying out the spirit as well as the letter of laws designed to eliminate discrimination in employment.

Chairman of the executive committee is Samuel W. Seeman, assistant vice president-personnel administration, from the Penn Central.

## Wilder Named To Head New Airmotive Unit

Raymond J. Wilder has been appointed vice president and general manager of Northern Airmotive Inc., Northern Pacific's new and rapidly growing fixed-base aircraft operations subsidiary.

Northern Airmotive purchased the Peavey Company's Airmotive Operations at the Twin Cities International Airport in June and on Sept. 10, announced acquisition of Mercury Aviation, Inc., which operated extensive facilities at both the Minneapolis-St. Paul International Airport and the St. Paul Downtown Airport.

Northern Pacific President Louis W. Menk is also president of Northern Airmotive. He has called the new venture a dynamic asset for diversification of the parent company's holdings.

Wilder is a native of Buffalo, N.Y. He started flying at 17, and in the 23 years since then has logged as many flying hours as many commercial airline pilots.



Wilder

Wilder served two years in the U.S. Marine Corps during World War II. After service he worked for a trucking firm, while continually improving his flying status to qualify for a private pilot's license.

Wilder returned to military service during the Korean Conflict, attended Officer's Candidate School, and attained the rank of 1st Lieutenant.

After the Korean Conflict, Wilder returned to civilian status as a commercial aviation

# Addition Is Started On NPBA Hospital

The start of construction on a \$2,161,200 addition to the Northern Pacific Beneficial Association hospital at St. Paul was announced the first week of October by Telmer O. Peterson, president of Northern Pacific Beneficial Association Hospitals, Inc.

A small wing on the west end of the hospital at 1515 Charles Ave., St. Paul, is being torn down to make way for a 50 foot by 199 foot four story addition.

The project includes complete remodeling of the nursing, administrative and public reception areas of the original building constructed in 1920.

Federal assistance funds totaling \$522,000 are expected to be made available under the Hill-Burton program as construction progresses. The balance of funds has been financed by the hospital, a charitable, non-profit corporation, without public solicitation.

Architects for the remodeling and the addition are Bettenburg, Townsend, Stolte and Comb, Inc., St. Paul. The firm also designed a \$1,160,000 north wing for the hospital which opened in 1965. This wing includes surgical, x-ray, labora-

tory and dietary departments. General contractors for the new project are Adolfsen and Peterson, Inc., Minneapolis. Other contractors are Axel Newman Heating and Plumbing Co., St. Paul and Commonwealth Electric Co., St. Paul.

Total bed capacity with the new addition will be 151, no larger than that of the present facility. However, there will be 40 private rooms, 42 two bed rooms, 6 three bed rooms, and a 9-bed intensive care unit. The 1920 plan had many large wards.

The new construction includes an enclosed front entrance pavilion with both a stairway and a single story elevator, replacing the present exposed flight of stairs. The project also includes gift and coffee shops, a waiting lounge, a meeting room which will seat 100, a small chapel, offices, a medical library and medical records rooms on the first floor of the new and remodeled areas, and nursing care areas on the second and third floors.

The ground floor will house the hospital's extensive physical therapy facilities, employee's lounges, locker and dressing rooms and the storage and central supply department.



**MERCURY AVIATION**, St. Paul, serves several hundred corporate and private aircraft owners operating out of the Downtown St. Paul Airport. The facility is now part of the Northern Airmotive Inc. operation in the Twin Cities. At left is the Great Northern corporate jet, which uses the facility as home base.

Wilder worked first as a crop duster, then as a pilot for a small charter firm in San Francisco.

Work with the charter firm started Wilder toward a continuing career as a corporation pilot. From 1962 through 1965, he was chief pilot for the St. Louis and San Francisco Railway. In 1965-1966, he was chief pilot for the Chicago, Burlington and Quincy Railroad, and in the fall of 1966 he joined Northern Pacific as chief pilot for the company's newly acquired Fan Jet Falcon.

Under Wilder's management, Northern Airmotive provides extensive services for transient business and private aircraft stopping in the Twin Cities, and provides regular maintenance, repair, avionics installation and servicing, and fueling services for aircraft based in the Twin Cities and within a radius of about 500 miles.

Northern Airmotive has a subsidiary, Airframe Builders Inc. (ARI). ARI is certified for airframe repair on all types of

aircraft and the only major facility of its kind in the region.

Northern Airmotive also has the Midwest franchise for sale and service of the Aerostar, an \$80,000 twin-engine business airplane, and is a distributor for the Jet Commander, a twin-jet corporate aircraft which retails at about \$820,000.

## F. H. Coyne Named Head of AAR Unit

Frank H. Coyne, Northern Pacific vice president-management services, has been elected chairman of the Data Systems Division of the Association of American Railroads.

Coyne was elected to head the division at its Sept. 23 meeting in Chicago.

The Data Systems Division has about 700 to 800 members. It encourages and facilitates the interchange of information systems and data processing ideas, practices and experiences of all departments of member railroads for the benefit of the entire industry.

# 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

EDITOR—James A. Hagle

ASSOCIATES—W. A. McKenzie, St. Paul; Gary L. Sund, Seattle



Member Association  
of Railroad Editors



Vol. 2

October-November, 1968

No. 3

## Image Building . . .

It's kind of tough for a big industry like the railroads to spend billions of dollars on equipment, payrolls and improvements so it can provide services that are vital to the nation's economy, and still rate far down the list when it comes to public image.

It's even tougher when you consider the fact that these services affect the lives of every single American, and few of them are even remotely aware that without railroads most of the material things surrounding them would not be where they are.

Northern Pacific is now sharing in sponsorship of an extensive national campaign to inform all Americans on the role of the railroads and what they are doing to meet today's transportation needs.

The campaign includes newspaper and magazine advertisements and radio and television commercials with the theme "Grow, Grow By the Rail Way." It is being sponsored by the Association of American Railroads and paid for by member roads through special assessments totalling about \$2.5 million.

The magazine advertising schedule this fall has included spreads in the New Yorker, Business Week, Forbes, Nation's Business, Saturday Evening Post, eight transportation and traffic trade publications, and several of the nation's press and publishing trade journals.

Radio commercials have been running regularly across the nation on the three major networks, CBS, ABC and NBC, with emphasis on news and sports programs.

Television commercials, also scheduled on a network basis, have included spots during ABC's College Football program every Saturday; AFL Football on NBC on Sundays; ABC's Wide World of Sports; the Huntley Brinkley news on NBC and Walter Cronkite on CBS; plus several other programs on a less frequent basis. The latter include Face the Nation, Jackie Gleason, Red Skelton, Ed Sullivan and the CBS Movie, all on CBS.

Print advertisements and radio commercials were scheduled for the most part in September, October and November. Several Television commercials run through to the end of the year.

TV sponsorship of Wide World of Sports continues through Dec. 28 every Saturday. December spots on Huntley-Brinkley are scheduled for Dec. 6, 10, 11, 27 and 30. The Dec. 17 Red Skelton Show, Dec. 8 and 15 Ed Sullivan Show, and Dec. 26 CBS Movie are also on the schedule for the weeks ahead.

A little word-of-mouth advertising on all our parts can help this effort.



Our new cars help your new car get to you... by the modern rail way...

At savings you like—  
for the kind of living you like.

Light 1968 automobiles in a single hour... new assembly plant...  
Volume loading in one night—designs built, cars to ship...  
and than 4 night deliveries...  
and freight charges are lower than they were just a few years ago...  
Here's the 200 exclusive American...  
and bring good transportation...  
And terminals will be busy for loading the things you like... for the kind of living you like.



**American Railroads**

GROW, GROW BY THE RAIL WAY.



**SUPERVISORY TRAINING** program included, left to right, first row — G. C. Krahn, C. V. Schutt, J. R. Essig, and Ivan Doseff, instructor; second row — T. H. Denesen, J. Thayer, M. E. Dale, and E. F. Wyland; third row — J. H. Krey, L. E. Elverhoy, J. C. Moore, and R. P. Read; and fourth row — R. E. Otte, A. S. Caron, and W. C. Sheak.

### In Training Program

## NP Initiates Industrial ETV Use

A new approach to employee training has been introduced by the Northern Pacific at St. Paul headquarters with the first industrial use of television pro-

gramming prepared for broadcast by an educational television station.

sions began with a lecture presented on closed circuit television.

## NP Policy On Employment Is Restated

While employment and promotion on the Northern Pacific have for many years been based on qualifications and performance without discrimination because of race, color, religion or national origin, the Company has restated its policy in regard to equal employment opportunity in greater detail so all employees may know and implement this affirmative policy:

### Section I

It is the policy of this company to provide equal opportunity in employment for all qualified persons, to prohibit discrimination in employment because of race, creed, color, sex or national origin, and to promote the full realization of equal employment opportunity through a continuing system-wide program. The policy of equal opportunity applies to every aspect of this company's employment, policy and practice. In carrying out this policy the Company will:

**A. Aggressively seek out, recruit and select all qualified prospective employees on the basis of intelligence, education, experience, character, aptitude, physical fitness, compliance with company rules and practices, and all other relevant factors. Tests used in employment shall be administered equitably and testing standards will be identical for all applicants. Educational prerequisites will be fair, equitable and realistic for all applicants;**

**B. Promote employees on the basis of the qualifications listed above, but also take into consideration loyalty and seniority, and apply this same policy with**

**Forty employees** attended a special training program on Psychological Aspects of Supervision in the new NP-GN auditorium at St. Paul from Oct. 1 through Nov. 14.

The lectures were prepared for broadcast on KTCA-TV, the Twin Cities educational television station, and featured Francis Hayes, former director of personnel for the Northwestern National Bank in Minneapolis, now director of training for International Dairy Queen.

The course was conducted as part of the company training program under direction of Ivan Doseff, Jr., manager-personnel development, and it involved closed circuit television presentations, group discussions, role playing sessions, and review of case studies as a means of applying the principles being studied to actual supervisory situations on the Northern Pacific.

**Television presentations** were followed by group discussions led by Doseff and Kelsey Batchelder, Northern Pacific personnel development specialist.

**Participants** attended 12 sessions, held on Tuesday and Thursday mornings each week for six weeks. Each of the ses-

The program on Psychological Aspects of Supervision is but one of several courses being offered to company employees as part of the company training program. Participants are selected by their supervisors for each of the programs.



**ALSO PARTICIPATING** in supervisory training program were, left to right, first row — T. Hoffman, R. Wakefield, J. Rollins, Ivan Doseff, instructor, R. H. Forsberg, H. W. Johnson and J. A. Miller; second row — J. W. Nelson, D. Wellgrant, L. Lang, and C. L. Schlagel; and third row — W. J. Jungbauer, G. T. Ryan, F. E. Ebert, R. P. Johnson, L. Williams, W. J. Gregory, F. S. Johnston, and L. F. Huber.

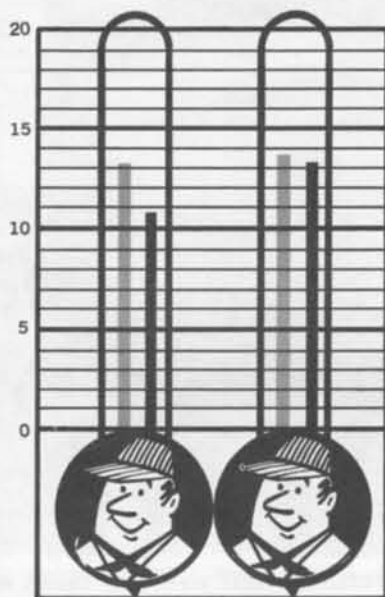
(Continued on Page 3)

# SAFETY SCOREBOARD

First Nine Months 1968 compared to same period 1967

System	Reportable 1968	Casualties 1967	Ratio Per 1968	Million Man Hours 1967
<b>Standing by District</b>				
1. Eastern District	71	115	10.45	15.92
2. Western District	162	155	21.60	20.08
<b>Standing by Division (Based on % of Improvement)</b>				
1. Fargo	7	17	6.06	13.16
2. Yellowstone	17	24	7.59	10.36
3. Idaho	47	67	20.16	28.23
4. St. Paul	54	75	15.88	20.46
5. Tacoma	93	74	27.48	21.17
6. Rocky Mountain	22	14	12.47	7.57
<b>Standing by Class of Employee</b>				
1. B & B Department	2	6	3.36	9.23
2. Stationmen	13	24	3.45	6.14
3. Carmen	13	17	8.02	9.87
4. Shopmen	8	6	8.70	5.34
5. Enginemen	14	17	9.91	11.59
6. Trackmen	54	48	15.67	15.18
7. Trainmen	54	48	34.77	31.05
8. Yardmen	82	104	60.85	76.23
<b>Standing by Main Shops</b>				
1. Livingston	1	1	3.44	2.99
2. South Tacoma	1	0	4.01	.00
3. Como	1	1	4.67	3.67
4. Brainerd	2	2	4.86	4.57
<b>Miscellaneous Departments</b>				
1. Mgr. Security & Frt. Cl.Prev.	0	0	.00	.00
2. Electrical Engr.	0	1	.00	17.15
3. General Office & Miscl.	1	5	.33	1.69
4. Communications	1	1	2.97	2.77
5. Signal Dept.	3	3	6.83	7.08
6. Dining Car	2	1	6.33	2.52
7. Store Dept.	5	5	10.60	9.34
8. Engineering Department	5	9	16.23	29.04
9. King Street Station	12	—	41.78	—

## SAFETY RATIO THERMOMETER



The object is to keep NP's Safety Signalman smiling by keeping his temperature down. He's smiling about the record for September and for the first nine months of the year. The nine month comparison is quite close though. In September there were 24 reportable injuries, compared to 31 a year ago. The Nine month ratio this year was 13.23 injuries per million man hours, just a few points better than the 13.81 record of a year ago.

## This Month's

# SAFETY MEMO

by R. C. Lindquist

Gen. Supt., Rules, Safety and Fire Prevention



The company making our Minnetonka tie bars and pins which recognize 10 or more years of injury free service has finally shipped the balance of our order.

This has been a very slow process, including the checking of personal injury records for 10 years, and wrapping and mailing awards to divisions and miscellaneous departments. Be patient if you haven't received your award and remember you must have 10 consecutive years without a reportable injury prior to your application date.

There seems to be quite a bit of confusion as to what a reportable injury is. Basically this includes any injury serious enough to prevent you from performing your regularly assigned duties for a period of 24 hours in aggregate in the 10 day period following the incident. For the years prior to 1961, the period was 72 hours during the 10 days following the incident.

Many employees thought if they had any injury that was reported to division headquarters they were disqualified which is certainly not the case.

Ever hear of "Bonehead" Merkle?

He was a great baseball player many years ago — but in his first full game in the majors he forgot to touch second base. This rule violation not only cost his team the game, but also the National League pennant. They called him "Bonehead" for the rest of his career.

Rules mean a lot in life. Several years ago a famous golfer was leading the field in the final round of a national tournament. But something happened. He was penalized for violating a rule of golf — touching his ball on the fairway. Because of this he lost the tournament and the winner's money.

How far would you get on your Sunday drive with the family if you ignored traffic rules on the highway? Probably no farther than the nearest hospital.

Safety rules on the job, like those of safe driving, protect you and those around you. They are the result of past experience, common sense and "know-how" — all combined to safeguard you and your fellow employees.

KNOWING safety rules is NOT ENOUGH. They must be applied . . . the same as in playing golf, baseball or driving an automobile. Use your "know-how" and see that those around you do the same.

## EEO Policy Stated NPBA Announces Benefit Changes

(Continued from Page 2)

respect to increases and reductions in force:

C. Encourage participation and include qualified minority group members in training or retraining programs at every level;

D. Institute and perpetuate a systematic review of equal employment opportunity practices to insure that this policy is implemented and continued on a system-wide basis, and require periodic counts of minority group employees and related reports;

E. Publicize all equal employment opportunity projects through the company publications and other news media;

F. Require company officials and supervisors responsible for equal employment opportunity practices to be in regular systematic contact with and meet with minority group leaders and spokesmen in their respective communities and to actively support biracial committees or councils where they exist;

G. Determine that collective bargaining agreements and contracts made by the company are in accordance with the principles of placement, promotion or transfer of employees without regard to race, creed, color, sex or national origin;

H. Be certain that all facilities of the company, such as restrooms, eating places, work areas, recreation areas, and living areas are maintained on a nonsegregated basis.

### Section II

Northern Pacific Railway Company will continue to make a positive sustaining effort to observe the policy stated above and will fully cooperate with federal, state and private agencies designated to promote equal employment opportunity.

## NPBA Announces Benefit Changes

T. O. Peterson, president of the Northern Pacific Beneficial Association, has announced that the NPBA board of directors at its Oct. 22-23 meeting enacted several benefit changes.

The following changes in health benefits became effective on Nov. 1, 1968:

1. Increased the maximum allowance for necessary local ambulance service from \$25.00 to \$30.00.

2. Expanded coverage under Rule 12 for LINE POINT MEMBERS for OUT-PATIENT LABORATORY and X-Ray service to include coverage of \$5.00 per examination for Pap smear and \$2.50 for follow-up Pap smear; Gastro-intestinal, Barium Meal, allowance from \$30.00 to \$40.00, and provided coverage for Gastro-intestinal, Barium Meal and enema with gallbladder dye examination to \$50.00.

3. Increased coverage for the necessary and reasonable cost of Emergency Treatment. In the past N.P.B.A. covered the first \$1,500.00 and 80% of an additional \$1,000.00 for the necessary and reasonable cost of emergency treatment rendered members. Effective November 1, 1968, this benefit has been expanded to provide (for the member whose condition remains critical or is such that transfer to an Association hospital would be detrimental to his condition) 80% of the cost of the necessary and reasonable hospital and medical expense for an additional period not to exceed thirty days when authorization has been obtained in advance



HELPING FARGO Division keep its top spot in standings on the Safety Scoreboard are three men who together have achieved a total of over 150 accident-free years in Northern Pacific service. They are E. H. Rhinehart, car checker; F. G. Kowalski, stower, and F. P. Kuppich, assistant warehouse foreman; the top three men on the clerks and station employees' seniority roster, Fargo Division. Left to right, are A. W. Foss, agent, Rhinehart, Kowalski, Kuppich, and William Lynde, warehouse foreman.



THE DULUTH-SUPERIOR Yardmen's Safety Committee has been meeting regularly this year to make recommendations on procedures to improve the area's safety standing. Members include, left to right, N. S. Kapuscinski, C. V. Gilberg, and F. C. Haus, all yardmen; C. E. Mausolf, acting general yardmaster; G. E. Trenary, terminal trainmaster; R. E. Wilkins supervisor of rules, safety and fire prevention; K. M. King, yardman; and W. L. Wood, terminal superintendent.

from an N.P.B.A. Chief Surgeon. REMEMBER, the N.P.B.A. Chief Surgeon (E. R. Anderson, M.D., Tacoma, or A. McEwan, M.D., St. Paul) must be contacted prior to the rendering of service in order for coverage to be in effect beyond the initial \$1,500.00 and 80% of the next \$1,000.00.

4. Modified Rule 11 which provides limited choice of doctor and hospital care for members residing within fifty miles of an N.P.B.A. hospital. Members electing to use the services of a non-Association doctor will be reimbursed 80% of his fees to a maximum of \$400.00 in any twelve consecutive months period. If the non-Association doctor admits the member to a non-Association hospital, the hospital and professional charges are covered on the 80% basis within the \$400.00 maximum. If the non-Association doctor treats the member as an out-patient, his fees only are covered as stated previously, as any labora-

(Continued on Page 8)



TACOMA DIVISION Safety Committee members are concentrating on bringing up both group and division safety standings through accident prevention. Here, at a meeting held in Tacoma, are, left to right, counterclockwise: W. R. Fish, chairman, L. L. Felkers, R. P. Fiedler, W. E. Buckley, Russ Johnson, Mike Daly, Grant Spicer, C. H. Moreau, H. C. Wiemer, Neil Holt, G. R. Stephens, F. X. Hoban, A. W. Melville, Bob Smith, W. C. Colwell, T. P. Strand, Superintendent J. H. Hertog, Robert Johnson, W. C. Condotta, Dave Lawthers and R. G. Hanson.

# RETIREMENTS

Lester H. Barnkoff	Cashier	Polson, Mont.	45
Charles Calloway	Waiter	St. Paul, Minn.	27
Glen C. Crone	Locomotive Engineer	Parkwater, Wash.	26
Arthur J. Davis	Crossing Flagman	Hoquiam, Wash.	28
Lenore E. Doth	Statistician	St. Paul, Minn.	24
Earl G. Erickson	B & B Helper	St. Paul, Minn.	22
Walter H. Gyer	Machinist	S. Tacoma, Wash.	23
Harold E. Hetrick	Machinist	Auburn, Wash.	40
Vincent J. Hobart	Claim Clerk	Butte, Montana	27
Carl A. Johnson	Sheet Metal Worker	St. Paul, Minn.	30
Joe L. Johnson	Chief Clerk	St. Paul, Minn.	46
John C. Lang, Jr.	Machinist	S. Tacoma, Wash.	48
Glynn W. LaRue	Machinist Helper	S. Tacoma, Wash.	40
Anders E. Lund	Leading Carman	Pasco, Wash.	26
John G. Maplethorpe	Carman	Pasco, Wash.	24
Magnus Mathiason	Carman	S. Tacoma, Wash.	26
Clarence B. McLaughlin	Car Shop Laborer	Laurel, Mont.	21
Albert H. Merryman	Brakeman	Longview, Wash.	22
Thomas O. Noonan	Sheet Metal Worker	St. Paul, Minn.	43
William H. Olmschken	Carman	Staples, Minn.	24
Abner J. Olson	Asst. Mgr., Data Processing	St. Paul, Minn.	34
Thorvald C. Ostrem	Machinist Helper	S. Tacoma, Wash.	26
Lawrence T. Paulson	Blacksmith Helper	Brainerd, Minn.	40
William P. Pewters	Bureau Chief	St. Paul, Minn.	48
George H. Proels	Switchman	Minneapolis, Minn.	25
Harold J. Rafferty	Assistant Roundhouse Foreman	Minneapolis, Minn.	48
Martin H. Ralph	Tinsmith	S. Tacoma, Wash.	25
William E. Reisenauer	Brakeman	Mandan, N.D.	49
Alvin R. Roberts	Sheet Metal Worker	S. Tacoma, Wash.	22
Fred Schwartz	Machinist Helper	S. Tacoma, Wash.	25
Albert E. Shaughnessy	Cashier	Auburn, Wash.	49
Eugene M. Shepherd	Waiter	St. Paul, Minn.	41
Walter D. Schmidtman	Revising Clerk	Auburn, Wash.	48
Emily F. Staeheli	Elevator Starter	St. Paul, Minn.	41
Floyd A. Welke	Painter	St. Paul, Minn.	50
Chauncey R. Whipple	Switchman	Minneapolis, Minn.	31



**FREEDOM FLEET** crew from Laurel, Mont., car shops painted a total of 25 big Northern Pacific boxcars bright red, white and blue to promote sale of U.S. Bonds and Freedom Shares. Left to right are August Huber, painter; K. J. Reil, painter, Ted Waddell, leading painter; D. D. Fuller, assistant shop foreman; R. R. Humes, shop foreman; and J. W. Ebert, general car foreman. Three other men who worked on the cars were not present when the photo was taken. They are R. F. Goldy, G. N. Nelson and H. J. Baus, all painters.

## Don Miller Retires As General Agent

W. D. Miller has retired as general freight agent at Portland, Ore., after more than 40 years of service with the Northern Pacific.

Miller joined the company in July of 1928 as city freight and passenger agent at Kansas City, Mo. He had worked in Kansas City for the Chicago Rock Island and Pacific from 1919 to 1928, which gives him almost half a century in railroading.

Miller became traveling freight agent for the Northern Pacific at Kansas City in 1932. He was on leave for military service from 1942 through 1945 and returned to the company as traveling freight and passenger agent at Kansas City.

From 1946 through 1952, Miller served successively as commercial agent at Kansas City, general agent at Omaha, Neb., general agent at St. Louis, Mo., and assistant general freight agent at Minneapolis, Minn. He became general freight agent at Portland in 1953.

Several years ago Miller,



W. D. MILLER, left, retiring general freight agent at Portland, Ore., elatedly receives a color television set, a gift from fellow employees and friends. With him are Mrs. E. B. Stanton, wife of retired Executive Vice President E. B. Stanton, and C. C. Garner, general agent, freight department, Portland

recognizing an urgent need for special railroad equipment for handling plywood and other sheet forest products, joined others in forming a company to promote, develop and manufacture Ply Pak boxcars and Ply

Pak equipment for use by other car builders in the industry. The Miller Ply Pak Kar concept has gained wide acceptance in the industry and promises to keep Miller actively involved during his retirement years.

## Special NP Boxcars Promote U.S. Bonds and Freedom Shares

A fleet of 25 big Northern Pacific boxcars is helping to promote participation in the U.S. Savings Bond and Freedom Shares program by both railroad employees and the general public.

Each of the 50-foot, 6-inch cars will travel thousands of miles over the nation's railroad network in the next few months, and while helping serve the nation's transportation needs will also serve as traveling billboards encouraging purchase of U.S. bonds and Freedom Shares.

Louis W. Menk, Northern Pacific president, is railroad industry chairman of the 1968 Share in Freedom campaign. He encouraged the idea of having some kind of special promotion of the national effort, and the possibility of using big boxcars as traveling billboards emerged.

Lower portions of the cars are painted a bright red, including the wheel trucks. A diagonal bar of white extends across the car, and the portion above this is bright blue. The message

reads, "Share in Freedom with U.S. Savings Bonds and new Freedom Shares."

The cars are being painted at Northern Pacific's big car repair and painting shops at Laurel, Mont., where the last of the 25 will be finished in the next few days.

Menk called the special car painting program just one more way in which Northern Pacific is supporting the national effort. He hopes to put both his company and the railroad industry on top of the participation list in the 1968 campaign.

### Menk on Committee

Louis W. Menk, president of Northern Pacific Railway Company, has been named to a second term as a member of the U.S. Industrial Payroll Savings Committee by Secretary of the Treasury Henry H. Fowler.

Menk served on the committee for the 1968 U.S. Savings Bonds Campaign and was chairman for the railroad industry throughout the nation. Under his leadership more than 20,000 persons in the industry started payroll savings programs or increased their level of participation in the first nine months of 1968. The total is expected to exceed the goal of 25,000 participants by the end of the 1968 campaign in December.

Menk will continue as chairman for the railroad industry in the 1969 U.S. Savings Bonds Campaign.

The Industrial Payroll Savings Committee is comprised of 57 outstanding business and industrial leaders. It is charged with planning and leading the national effort to increase sales of U.S. Savings Bonds and Freedom Shares through payroll savings.

Menk will join other members of the committee in Washington, D.C., on January 8, for a meeting with Secretary Fowler and other leading government officials to help launch the 1969 national effort.



JOHN A. SJOBERG has retired as auditor at the King Street Passenger Station in Seattle. He started his railroad career in 1921 on the Great Northern and had been auditor at the NP-GN jointly operated King Street Station since 1954. With him (top left photo) are Mrs. Sjoberg and their son Douglas.



O. C. ANDERSON retired Oct. 1 as assistant roundhouse foreman at Fargo. He joined the company in 1924 and completed more than 44 years of service with the Northern Pacific. Friends and fellow employees honored Anderson and his wife, Kay, (top center photo) at a special party in West Fargo at the Hi-10 Steak House.



C. G. WALBURN, agent-telegrapher at Sartell, Minn., (top right photo) retired Oct. 15. He started working for the company in December of 1915 and worked at Sartell 31 years without a reportable injury.



ROBERT C. LEMM recently retired as Northern Pacific agent at Butte, Mont. He joined the company in 1917 as a yard clerk in Butte. Friends and fellow employees honored him at a special retirement party during the summer months. Left to right are Mrs. Lemm, Lemm, and R. D. Thompson, superintendent of the Rocky Mountain Division.

## St. Paul Employees Surpass UF Goal With Pensioners Help

Northern Pacific employees at St. Paul pledged contributions totaling \$35,944.25 in the 1968 Greater St. Paul United Fund campaign to achieve 102.7 per cent of their goal in the community-wide campaign.

Louis W. Menk, Northern Pacific president, expressed his personal satisfaction over St. Paul employees having met their goal and commended those who worked on the volunteer effort.

Several departments and employee units were singled out for high percentage of participation and level of giving. Among them were the office of the general superintendent of transportation, the dining car department, the office of the district engineer, office of the

comptroller, the department of purchases and stores, the personnel office, the office of the treasurer and the Northern Pacific Beneficial Association office staff.

Pensioners may participate in the community program either as individuals or through the offices of their former employers, as did 146 Northern Pacific retirees.

David E. Ryan, who was general chairman of the United Fund program, said the pensioners came through with flying colors and were responsible for putting the company over the top. The 146 gave a total of \$2,615.90 for an average gift of \$17.92 compared to the \$16.66 average for all St. Paul employees.



A FAIR SHARE pledge in support of the 1968 United Fund campaign is made by Northern Pacific Chairman Robert S. Macfarlane, left. Floyd A. Deming, company secretary and campaign solicitor accepts the pledge. With him is David E. Ryan, assistant director of personnel and general campaign chairman.



A SPECIAL CITATION commending F. G. Lingenbrink, assistant to the vice president-traffic, for his services to the National Alliance of Businessmen in the program for Job Opportunities in the Business Sector (JOBS) is presented by Louis W. Menk, Northern Pacific president, who is chairman of the program for St. Paul.

### Loaned Exec Returned

## Lingenbrink Back After NAB Service

Frank G. Lingenbrink, assistant to the vice president traffic, has returned to work with the company after seven months of service as a "loaned executive" with the National Alliance of Businessmen in its program for Job Opportunities in the Business Sector (JOBS).

Lingenbrink was one of three coordinators for the program in St. Paul, representing industry, the Chamber of Commerce and the Minnesota Department of Employment Security. All worked directly with Louis W. Menk, Northern Pacific president, who is metropolitan chair-

man for the JOBS program in St. Paul.

At a special report breakfast on Nov. 14, Menk said 237 St. Paul firms had pledged a total of 1402 summer jobs for disadvantaged youths and 1074 permanent jobs for hardcore unemployed persons. By Sept. 30 a total of 1,430 youths had been hired for summer jobs and 557 persons were on permanent jobs. The goal for 1968 had been 1,300 summer jobs and 500 permanent jobs.

Lingenbrink called his experience in working on the program a real "eye opener."

He said work with both the unemployed and with businessmen asked to participate in the program by hiring and training unskilled, inexperienced persons dramatically changed his thinking about the nation's problems in race relations and unemployment.

"Substantial numbers of those formerly considered unemployable," he said, "are members of minority groups whose living conditions, educational backgrounds, and other personal circumstances have placed them at a distinct disadvantage. And, these disadvantages have continued from generation to generation."

"One objective of the JOBS program," he said, "is to help break this cycle, and I believe our experience in St. Paul represented some substantial successes, both on the part of businessmen and on the part of persons hired."

"The old theory that there is a job for everyone who wants to work is obsolete," Lingenbrink said. "It presupposes that everyone has an equal opportunity to overcome such handicaps as racial prejudice, lack of education, poor personal work patterns, and scores of other barriers to gainful employment and personal success."

"Even with these barriers knocked down," Lingenbrink said, "it is often more difficult for these persons to hold onto jobs that are provided under programs like that of the National Alliance of Businessmen."

He said that in the months ahead the program will concentrate on training of individuals, creating better work habits and developing better acceptance of these new workers among other employees in industry.

### On Land Inspection Trip

## Accidental Gunshot Kills Jim Barnett

Accidental discharge of a hand-gun took the life of James W. Barnett, Northern Pacific supervisor of grazing and cultivation, during the second week of September while he was conducting a routine inspection of company lands in the Jack Creek Drainage near Ennis, Mont.

Jim was killed instantaneously

when the hand-gun he customarily carried for protection when working alone in the field was accidentally fired.

Barnett, 40 in July, was born in Roswell, N.M., where he attended grade and high schools.

He served in the U.S. Air Force from 1946 through 1949, where he attained the rank of First Lieutenant.

Barnett attended the New Mexico College of Agriculture and Mining from 1949 through 1953, where he received his bachelor's degree in forestry. He continued his education at the University of Idaho, where he received a master's degree in range management in 1955.

Jim joined the Northern Pacific in June of 1955 as a first class compassman in the timber and western lands office at Seattle. He was appointed supervisor of grazing and cultivation at St. Paul in January of 1956.

He is survived by his wife, Ethel, whom he married in 1956, and four children.

E. E. Thurlow, manager of mineral development and eastern lands, said Barnett's death was a serious loss to the company.

"He was very thorough in his work," Thurlow said, "and was recognized by his Northern Pa-

cific associates and by business acquaintances as an exceptionally friendly and warm person, as well as being an expert in his field."

### Four NP Men Named To St. Paul NAA Unit

Four Northern Pacific men have been admitted to membership in the St. Paul chapter of the National Association of Accountants.

W. D. Smith, manager-disbursement accounting, and R. D. Parshall, assistant comptroller became members in October. Admitted in November were W. R. Montgomery, treasurer, and D. F. Zummach, assistant treasurer.

NAA is the largest association for persons in accounting and related fields in the world. It has approximately 58,000 members in more than 200 chapters.

The association is dedicated to education and research to increase knowledge of accounting practices and methods and to development of better understanding and use of accounting in all types of business problems through exchange of accounting ideas and practices by participating members.



MONTANA STATE Archery Championship winner earlier this year was Robert Heiser, who works in Northern Pacific's Laurel, Mont., car shops. Heiser has worked for NP at Laurel since 1962, and this year captured the state field archery championship (barebow). He also set a new record for aggregate score in three classes of shooting — 401 in field, 402 in hunter and 458 in animal, for a total score of 1261. The championship match was held at Lewistown, Mont.

### Juba Heads St. Paul CC Industrial Unit

Robert A. Juba, manager of industrial development in Northern Pacific's properties and industrial development department has been named to head a new St. Paul Chamber of Commerce committee that will maintain liaison with industrial development activities and business groups in St. Paul suburbs.

The committee will work with suburban business and government leaders to help keep them informed on plans and programs of the Chamber's Economic and Business Development Division.

### Kelly Elected to Head Seattle Softball Unit

Ken R. Kelly, Seattle city freight and passenger agent, was recently elected president of the Seattle Softball Association for 1969. The association furnishes softball umpires for all commercial softball leagues in the Seattle area.

Kelly was also elected to the Board of Directors for the Pacific Northwest Officials Association which provides football and basketball officials for all school and non-school games in Greater Seattle.

James Stricker, Northern Pacific Transport driver, Jack Harrington, switchman, and Gary Sund, Western public relations representative also serve as football and basketball officials in the association which has nearly 20 members.



**SCAFFOLDING**, the steady drone of jackhammers, and dust were the steady diet for sight, sound and smell through much of the summer as workmen removed the huge sandstone ledge of the general office building at the third floor level.

## NP Transport Company Adds Trucks, New Color

Northern Pacific Transport Company has a bright new image that proves safety factors can work for you in more than one way.

**New tractors**, 25 in all, added to the fleet in the past several weeks, were the first to sport a bright new yellow color that not only improves visibility to other drivers, but also gives NPT a bright new image for promoting its business.

As other trucks in the fleet are brought into company shops for major servicing and maintenance, where painting is required, they will emerge the same new bright yellow.

**The Transport Company** operates about 250 truck tractors, about half in pick-up and delivery service at cities across the northern tier of states and half in line-haul service in Washington and Montana.

George N. Page, vice president and general manager of the transport company, says visibility of trucks in the fleet with the new color is substantially higher than with the predominantly gray color used before.

"We have always maintained a very high safety consciousness," Page said, "and it has resulted in our having won many awards in programs sponsored by the National Safety Council."

"Even so," Page adds, "we have an obligation both to our drivers and to other users of our streets and highways to make sure our equipment is as safe as possible from both operating and visibility standpoints."

"Our safety efforts in the past have concentrated on making our drivers more safety conscious and on equipment reliability. Now, we've added a new dimension."

A plus factor in the new dimension, is that the new color is also doing a better job of advertising services of the transport company.

"These trucks are the brightest on the road today," Page states. "We plan to keep them that way and to continually promote the idea of Northern Pacific Transport Company being among the most progressive firms of its kind in the business."



**NEW NPT TRUCKS**, five of 25 added to the transport company's fleet, are lined up at Northern Pacific's Spokane, Wash. freight house. The cabs are bright yellow as an added safety feature.

### Jackhammer to Paint Brush

## Construction Abounds at General Office

Northern Pacific now has several hundred well-qualified sidewalk superintendents, experts all in the art of working the jackhammer, trowel, acetylene torch, arc welder, framing square and paint brush.

Their expertise has come from months of on-the-job mingling with professionals in every one of the building construction trades and first hand viewing of rapid progress on several major projects inside and outside the company headquarters building at St. Paul.

**Opening of the new Northern Pacific-Great Northern Cafeteria** on ground floor in January was followed by the spring debut of a joint

NP-GN auditorium, and since the completion of these projects, several others have been in progress.

C. V. Schutt, superintendent of the general office building, and Art Cayou, architect, said projects completed in 1968 and those now in progress have a total cost of about \$1.3 million.

**New elevators** costing \$575,000 will speed headquarters office employees to their selected floors on programmed schedules that automatically adjust to the volume of traffic.

Two Westinghouse Selectomatic Mark IV coaches are now in service. Installation was completed on these in May. Two more coaches will be in service around the first of the new year, at which time Selectomatic controls for all four elevators will be meshed.

Elevator installations also included a new automatic freight elevator to serve all 13 floors of the general office building.

**A project begun** in early June to remove the heavy stone cornice and ledge at the third floor level and replace it with pre-cast stones of sandstone colored concrete is also nearing completion.

Schutt said that the old ledge projected from the building about five feet and contained hundreds of tons of sandstone and terra cotta, all of which was removed. Casements and brickwork between windows on the third floor were also removed.

The west and north sides of the building were surrounded by scaffolding during the project. It supported workmen, jackhammers and other equipment used to break up the old ledge and prevented broken off chunks from crashing to the street below.

The new pre-cast stone is suspended from stainless steel anchors and from structural steel. Though heavily anchored, the old ledge had been in danger of disintegrating at some points and thus had to be removed.

**The stone replacing** the ledge is more modern in architectural lines. Third floor windows will be bordered by panels of Duranodic bronze, which has a dark brown color.

In later projects the exterior facade of the first two floors will be renovated to match the lines and color of the light tan pre-cast stone just installed on the third floor and the dark brown of the Duranodic 313 dark bronze.

Renovation of the third-floor exterior wall and removal of the old ledge cost more than \$85,000. The project is also expected to be completed early in 1969.

Work was also begun during the summer months on extensive renovation of the main entrance and lobby area at Northern Pacific's headquarters building. This project, now more than half completed, is costing about \$180,000.

**Where the old entrance** had two revolving doors, the new entrance will have three sets of double doors. The entrance and lobby area will be more than 70 feet wide, including extensions of 34 feet on one side and 17 feet on the other side of the previous lobby, which had been 20 feet wide.

Walls and floor of the new lobby will be of travertine from stone quarries on land owned by the Northern Pacific in Montana. Rough stone is being provided by Livingston Marble and Granite Works. It is being cut and polished by Drake Marble in the Twin Cities.

Cayou said the front exterior wall will have a vertical accent with glass panels and vertical aluminum metal columns. The metal will be finished in the same Duranodic bronze color as the bordering windows on the third floor.

**Work is also under way** on a new training center on ground floor, just off the personnel office. It will be used to complement the new auditorium facility by providing a flexible facility for training of smaller groups. This will also free the new auditorium for more extensive use by larger groups.

Much of the interior design was done by the Northern Pacific architect's office under Cayou's direction. The architect's office also served as consultants to contracting firms engaged for other work on the building.



**NEW EXTERIOR** at the third floor level of the general office building in St. Paul awaits windows and panels of brown Duranodic 313 dark bronze. Later projects are planned which will match the exterior portion of the lower two floors to the New Third Floor exterior.



**AS LOBBY WORK** progresses, C. V. Schutt, left, superintendent of the general office building, points out what will be done in the project to G. C. Krahn, director of data systems and programming.

# NPT Takes Top Truck Safety Honors

Two of the top three national honors for outstanding safe driver performance were won by Northern Pacific Transport Company in the Common Carrier division of the 37th National Fleet Safety Contest conducted by the National Safety Council.

The Transport Company's Western Division fleet, consisting of 48 vehicles and 49 drivers, was awarded first place today in Chicago at the Intercity Group 2 ceremonies held in conjunction with the 56th National Safety Congress and Exposition.

The award is based on the company's safety performance from July 1967 through June 1968. During this period, Western Division Northern Pacific

Transport drivers operated 2,220,322 miles and had no accidents per 1,000,000 miles of operation.

The Eastern Division fleet, consisting of 53 vehicles and 76 drivers, was awarded third place in the Intercity Group 2 at ceremonies held in conjunction with the 56th National Safety Congress and Exposition.

The award is based on the company's safety performance from July 1967 through June 1968. During this period, Eastern Division Northern Pacific Transport drivers operated 2,985,385 miles and had 335 accidents per 1,000,000 miles of operation.

All accidents were counted in the contest except those occurring when a company vehicle was

properly parked. Winners were determined after inspection of their records by an auditor appointed by the National Fleet Safety Contest Committee.

The winners were honored at an award luncheon sponsored by General Motors Corporation in the LaSalle Hotel's Grand Ballroom. More than seven hundred safety experts from the nation's motor transportation industry attended the luncheon.

Over 2,600 fleets consisting of more than 328,000 vehicles traveled over 7.2 billion miles during the contest year.

The combined average frequency rate of 12.83 accidents per 1,000,000 miles represents a slight decrease over the previous contest period.

Douglas M. Fergusson, Chairman of the National Fleet Safety Contest Committee, congratulated the winners and participants for their support of the Contest and urged them to take greater strides toward safer fleet operations in the coming year.

## Six NP Groups Hit 100 Per Cent In Bond Drive

A grand total of 6,658 Northern Pacific employees are now participating in payroll savings plans for the purchase of U.S. Savings Bonds and Freedom Shares.

David E. Ryan, assistant director of personnel, who has headed the company-wide drive to encourage continued and new participation in the program, said the present total of participants represents about 56 per cent of all Northern Pacific employees, up about two per cent from last year.

Top honors for participation in the program during 1968 go to six employee groups for 100 per cent participation. These units include the rules, safety and fire prevention department, with 10 employees; the trailer-on-flatcar section of the traffic department, with four employees; the office of the freight traffic manager at New York, with 35; the office of the freight traffic manager, central and eastern districts, with 47 employees; the office of the company secretary, with eight employees; and general office building, with 42 employees.

Ryan pointed out that it often is not too difficult for smaller employee units to achieve 100 per cent participation and particularly praised the efforts of several employee units of larger size for having achieved very high percentage of participation.

He said the traffic department, with a total of 313 employees had achieved 83.1 per cent participation. The office of the vice president-operating achieved 78.6 per cent, and the office of the general manager, Seattle, reached 72.7 per cent. Others high on the list included the dining car department, the St. Paul transportation office, tax department, oil development and both freight and general claims departments.

Highest in division standings was the Rocky Mountain Division with 92.1 per cent participation, followed by Yellowstone Division with 81.8 per cent.



TWO EMPLOYEE-ARTISTS from Northern Pacific were among exhibitors whose works were displayed throughout the Twin Cities in connection with the Midwest Art Convention Oct. 10, 11 and 12 at the Leamington Hotel in Minneapolis. Miss Violet Speak and Joseph E. K. Speak, brother and sister, both of whom work in the billing department under the manager of disbursement accounting at St. Paul, showed paintings at Radlein's Studio, 129 West Seventh St., in St. Paul. Here Violet places her oil painting of NP's Nancy Koethe, Miss Transportation U.S.A., in the display with assistance from her brother.

## NP Scholarship Program Helps In Support of Higher Education

The need for continuing support of higher education by American business was stressed by Northern Pacific President Louis W. Menk the first week of November on public announcement of an extensive scholarship program provided under the Northern Pacific Railway Foundation.

The scholarship program, first announced to employees about a year ago, provides eight \$1,000 scholarships each year to recipients chosen on a competitive basis by an independent selection committee. Grants of \$500 each year will also be made to private colleges and universities attended by foundation scholars.

The scholarship program is open to all sons and daughters of Northern Pacific employees who are in full-time hourly or salaried positions and who have worked a minimum of five years for the company or any of its wholly-owned subsidiaries.

Employees who customarily work more than 20 hours per week and more than six months of the year are considered full-time employees in the program. Complete details on the program have been provided to all supervisory personnel through the personnel department. In-

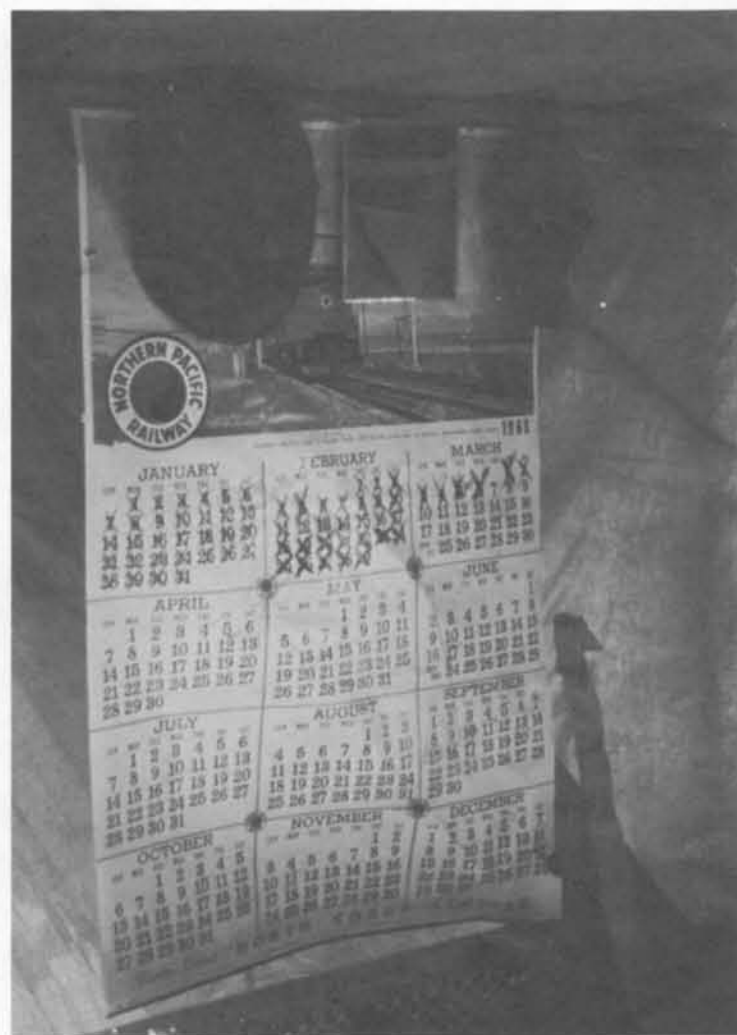
quiries about the program should be directed to the personnel department, which is administering the scholarship program.

Members of the independent selection committee include Harold C. Crotty, who is national president of the Brotherhood of Maintenance of Way Employees; Robert F. Leach, prominent St. Paul attorney; and Dr. Duncan Wimpres, president of Monmouth College, Monmouth, Ill.

In making the public announcement on the scholarship program, Menk emphasized the great need there is today in American business for persons with college education and high levels of professional skill.

"We cannot hope to keep pace with the demands for personnel with the abilities and training required in business and industry today," he said, "without contributing substantially to the sources from which they will develop these skills through education."

"This is a new venture for us at Northern Pacific," he said, "and the start of what we hope will become an increasingly productive force in support of higher education."



1968 NP CALENDAR was used by Spec. 4 John Sweeney from Billings, Mont., to check off the days of his Viet Nam tour of duty.

## Counting The Days

### NP Calendar Serves in Viet Nam

Northern Pacific wall calendars of the past have traveled to the far corners of the world, and the new one for 1969 will be no different in that respect.

Anthony Schill, a Peace Corps volunteer in the agriculture office at Azarshar, Iran, is among those who have requested 1969 calendars from distant places.

A more likely spot for them to turn up is Viet Nam. Earlier this year D. J. Powers, general agent at Billings reported that he'd provided an extra calendar for Hugh Sweeney, a Billings

attorney, who sent it to his son, John, then in Viet Nam and now back in the U.S. attending college.

The elder Sweeney worked on Northern Pacific freight docks at Billings to put himself through law school, and his father, D. J. (Joe) Sweeney was an NP brakeman between Billings and Butte.

The long family association with the Northern Pacific and its calendar was continued with John's use of the 1968 calendar to check off the days of his service. His duty tour ended in July.



REGIONAL STATION ACCOUNTING, introduced on the Northern Pacific in 1967, completed the first year of its operation in early October. RSA personnel at St. Paul celebrate the occasion with a giant birthday cake with one candle. Left to right are Dick Alsen, Paul Rather, Bud Davis, Lee Breuer, Les Connally, Jerry Caren, Ken Almy, Rod Fitcha, Madeline vonHeideman, Betty Sawyer, Jean McGlennon, and Linea Engen. Cutting the cake is Neil Ault, RSA supervisor. The cake was provided by a baker friend of Mike Kolodig, cashier.

# NP Posts Promotions, Changes, New Appointments

Recent Northern Pacific appointments, changes and promotions include the following:

**Gary D. Schlaeger** has been appointed assistant marketing manager-forest products. He was formerly project manager in research and development of new products for Conwed Corp., St. Paul, manufacturers of fibrous building, industrial and commercial products from wood, minerals and plastics.

Schlaeger is a graduate of Purdue University, LaFayette, Ind., and of the Indiana University Graduate School of Business Administration at Bloomington, Ind. He worked for the Elgin, Joliet & Eastern Railway from 1956 to 1961, earned his



Schlaeger



Bowes

master's degree in transportation and traffic management, and started his business career as comptroller for Forestry Supplier's Inc., Jackson, Miss., in 1961. He joined Conwed in 1965.

**M. G. Bowes** has been named assistant purchasing agent, with headquarters at St. Paul.

He is a 1960 graduate of the University of Minnesota, Duluth, where he earned a bachelor's degree in business administration and economics.

**Bowes** worked about a year and a half in sales, then joined Farwell Metal Fabricating division of Farwell Ozmun Kirk & Co. at St. Paul in the production control and purchasing departments.

From 1964 through 1967, he was in the production control department of the Ford Motor Company Twin Cities assembly plant, and before joining the Northern Pacific in September, he was in the material handling, stores and warehousing division of Portec, Inc., a Minneapolis manufacturer of quarry, construction and heavy industrial equipment.

**D. E. Goodale** has been named traveling car service agent with headquarters at Missoula, Mont. He joined the Northern Pacific as a crew caller at Glendive, Mont., in 1940 and has held various clerical positions at Billings and Glendive, Mont.

**George Stephenson** has been named traveling car service agent with headquarters at Seattle, Wash. He started as a clerk at Tacoma in 1946, held various clerical positions and in 1962 became assistant car distributor at Seattle.

**G. K. Naylor** has been named trainmaster, Rocky Mountain Division, with headquarters at Missoula, Montana. He succeeds R. E. Johnston, who has been named trainmaster, Idaho Division, with headquarters at Spokane, Wash.

**C. J. Annalora** has been appointed trainmaster with head-

quarters at St. Paul, Minn., to succeed **W. W. Francis**, who has been named trainmaster at Centrailia, Wash.

**Robert W. McKellips** joined the company in early October and has been appointed research economist in the market research section of the freight traffic department at St. Paul. McKellips attended Syracuse University, Syracuse, N.Y., and South Dakota State University at Brookings, S.D.

**M. B. Walker** has been named assistant signal engineer, Paradise and west, with headquarters at Tacoma, Wash. He has succeeded the late A. T. Brumfield, who died the first week of October.



Walker



Brumfield

Brumfield joined Northern Pacific in 1923 as a maintainer's helper at Pompey's Pillar, Mont. He had worked for the company earlier on a part time basis, and was in the signal department for a total of 45 years. He held successively higher positions in the department, became section signal supervisor in 1947, signal supervisor in 1950, general signal supervisor in 1960, and assistant signal engineer in 1966. Walker joined the company

in 1936 as a helper in the signal department.

Four men have been promoted in the data control department.

**C. L. Schlager** has been named supervisor-transportation data at St. Paul. He joined the company in 1945 as a yard clerk at Pasco, Wash.

**J. K. Simonis** has been named to succeed Schlager. He joined the company at Pasco as a clerk in 1961.

**A. J. Schmelzer** has succeeded Simonis as supervisor-yard accounting at Pasco. He first joined the company in 1953 as a crew caller at Pasco, held various clerical positions and then resigned to continue his education. He returned to the company in October, 1955, as a clerk at Pasco.

**F. D. Rowland** has been appointed supervisor-yard accounting at Laurel, Mont. He joined the company as a yard clerk at Laurel in 1953, where he has since held various clerical positions.

**D. G. Minder** has been appointed research analyst in the freight traffic department, with headquarters at St. Paul.

Minder joined the company at St. Paul in 1962 in the district accounting office of the dining car department.

**W. R. Beam** has been named assistant to the vice president, oil development, at Billings, Mont. He joined the company as a landman in the oil development department in 1953 and

later became land manager, which position he held until the present promotion.

**W. H. Maloch, Jr.**, has joined Northern Pacific as exploration land manager in the oil development department. He attended Magnolia A & M, Magnolia, Ark., and Oklahoma State University.

**L. J. King** has been appointed assistant general manager-terminal operations, with headquarters at St. Paul.

King joined the company on Oct. 1. He was formerly a division superintendent with the St. Louis and San Francisco Railway, with which firm he held earlier assignments at Tulsa, Okla., and Memphis, Tenn.

## Benefit Changes Listed by NPBA

(Continued from Page 3)  
tory and x-ray examination, etc., are available on his request from an N.P.B.A. Hospital at no cost to the member.

5. Dues: To meet the expense of providing health coverage, expanded benefits, as well as preparing to meet the health needs of the future, dues have been increased from \$10.30 to \$12.00, plus the \$1.00 special assessment which continues through May, 1969. This represents the first dues increase since June, 1959, and should enhance the ability of your N.P.B.A. to provide you, the member, the maximum in health coverage.

## Increase in Export-Import Trade Is Objective of Visit to Japan

Northern Pacific Railway's continuing program for development of import-export trade between the U.S. and the Far East via Pacific Northwest ports was given a big boost in early October with a visit to Japan by six company officers.

**Louis W. Menk**, president, and **E. M. Stevenson**, vice president-traffic, headed the Northern Pacific delegation. They were accompanied on tours of Japanese ports and industrial centers by **William H. Egan**, marketing manager for trailer-on-flatcar and container services; **Ralph O. Avery**, marketing manager for grain; and **William F. Greer**, director of public relations and advertising; all from St. Paul; and **Larry S. Kiser**, western freight traffic manager, Seattle, and **M. Kitagawa**, director of Far East sales, from Northern Pacific's Tokyo office.

The visit provided an opportunity for the exchange of much information on the import-export needs of Japanese and other Far East manufacturers, and transportation services offered by the Northern Pacific on raw materials and finished products moved through Pacific Northwest ports.

**Menk, Stevenson** and others in the Northern Pacific delegation said that in their conversations with Japanese manufacturers, industrialists and shipping representatives, they stressed the fact that in trade with the great majority of the largest cities in the U.S., use of the Pacific Northwest ports and the Northern Pacific Railway provides the shortest possible route. The visit also gave the North-

ern Pacific officers an opportunity to review progress on port and shipping developments for improved container utilization.

Since Northern Pacific established its Tokyo office in June, 1967, there has been an increasing volume of import-export traffic and substantial growth in the amount handled in containers.

To help meet this growth in import-export business, Northern Pacific has expanded its TOFC-COFC facilities at Seattle and other Pacific Northwest points. New developments are also under way at Northtown Yards in the Twin Cities.

Each of the officers indicated that the visit to Japan was of exceptional value to them for planning and promoting future Northern Pacific import-export programs.



PART OF DELEGATION from company headquarters on visit to Japan joins Northern Pacific Tokyo staff after having hosted a special reception for more than 200 guests. Left to right, first row, are M. Kitagawa, NP's director of Far East sales; Miss Hata and Miss Fujimura, both NP secretaries; back row, Louis W. Menk, president; Larry S. Kiser, western traffic manager; William F. Greer, director of public relations and advertising; W. H. Egan, marketing manager for TOFC-COFC; and T. Kohza, chief of general affairs, Tokyo office.



MORE THAN 200 guests attended a special reception sponsored by Northern Pacific in Tokyo during the visit of several company officials to the Tokyo office and Japanese ports and industrial centers.

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

Address Correction Requested

M E ROWELL  
1423 4 AVE SO  
FARGO  
ND 56102  
072659

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