



**NORTHERN PACIFIC PRINCESS** Patricia Nistler was official hostess for a St. Paul Winter Carnival luncheon aboard a Northern Pacific dining car at St. Paul on Jan. 28. With her is Rudy Clemmensen, office inventory evaluation engineer, who was general chairman of the 1969 St. Paul Winter Carnival. Among luncheon guests were Boreas Rex XXIII, the Queen of the Snows, the Winter Carnival Prime Minister, L. W. Menk and other company officers and employees.

## Robert S. Macfarlane Retires; Is Now Chairman Emeritus

Robert S. Macfarlane was named Chairman Emeritus by action of the Northern Pacific board of directors at a meeting Jan. 31 in St. Paul.

The honor recognizes Macfarlane for his outstanding service to the company for more than 34 years. He was chairman of the board of directors since 1966 and president of the company from 1951 to 1966, and reached a mandatory retirement age of 70 in January. He will continue to serve Northern Pacific as a member of the board of directors.

Macfarlane was born in Minneapolis, Minn. He attended public schools in Seattle, Wash., and entered Brown University in 1916. He enlisted in the U.S. Navy and served as a Lieutenant (j.g.) during World War I. After the war he attended the University of Washington Law

School, where he was graduated Magna Cum Laude in 1922.

At the age of 31, Macfarlane was elected judge of the Su-



**Robert S. MacFarlane**  
Named Chairman Emeritus

perior Court of King County at Seattle, Wash.

Macfarlane joined Northern Pacific in 1934 at Seattle as assistant western counsel. He became western counsel two years later and in 1940 was named assistant to the president.

In 1947, Macfarlane was elected executive vice president and on Jan. 1, 1951, rose to the presidency, in which capacity he served for 15 years and 9 months, one of the longest terms in the company's history.

Under Macfarlane's leadership company net income rose to record levels through increased efficiency in rail operations and development of oil properties and other natural resources on Northern Pacific lands.

Macfarlane is a past president of the Seattle Chamber of Commerce, the Rainier Club of Seattle and the University of Washington Alumni Association.

In 1933, Macfarlane received the U.S. Junior Chamber of Commerce Distinguished Award, and in 1953 he was named as the University of Washington's most distinguished alumnus.

Among many directorships, Macfarlane has served as a vice president and director of the U.S. Chamber of Commerce. In 1965 and 1966 he was chairman for the Industrial Division of the United Payroll Savings Bond Program in Minnesota.

## Harvard AMP Class Includes D.J. Wigstrom

Dean J. Wigstrom, comptroller for Northern Pacific, was among Dec. 6 graduates of the 54th session of the Advanced Management Program (AMP) of the Harvard University Graduate School of Business Administration.

The class included 160 men from approximately 140 companies in the U.S. and abroad and 20 men who are military officers or representatives of other government agencies.

Members of the class were from 28 of the United States, from the District of Columbia, Canada, Australia, and 17 nations in the Middle East, Far East, Europe, Africa, Central and South America.

The AMP curriculum is designed to give top executives an over-view of business administration and prepare them for broad responsibilities of core management.

The program was initiated at Harvard in 1943 and is now world-wide in scope and influence. AMP alumni number more than 6,000 and include some 2,500 men in the top positions of business and government in the U.S. and abroad.

Northern Pacific has stressed in its own program for advancement of management the necessity of special training. Company graduates of AMP now include Louis W. Menk, president, Frank H. Coyne, vice president-management services, N. M. Lorentzen, vice president-operating, and E. M. Stevenson, vice president-traffic, in addition to Wigstrom.

Wigstrom was named comptroller of the company on May 31, to succeed E. L. Ordell, who then retired after more than 49 years with the company.

Wigstrom is a graduate of the University of Minnesota, has been with the Northern Pacific since 1937.

ALONG NORTHERN PACIFIC RAILWAY'S

# Mainstreet

VOL. 2

December, 1968 - February, 1969

No. 4

For Permanent Preservation

## NP Records Given to Historical Society

Documents recording a century of history covering the earliest development of the northwest tier of states from Minnesota to Washington were presented to the Minnesota Historical Society Dec. 24 by Northern Pacific.

A contract was signed by Louis W. Menk, Northern Pacific president, Elmer L. Andersen, former Minnesota governor and president of the Society, and Russell W. Fridley, the Society's director, agreeing to terms under which the papers will become part of the Historical Society's permanent collection.

The Northern Pacific papers represent the largest, most significant and complete single collection of archival material relating to the development of the states of Minnesota, North and South Dakota, Montana, Idaho, Washington and Oregon, according to Dr. K. Ross Toole, Hammond Professor of Western History at the University of Montana, Missoula.

Fridley said the significance of the collection lies not only in its quantity, but in the broad scope of activities it documents. Some of the papers pre-date the signing by President Abraham Lincoln of a charter granted by act of Congress in 1864 authorizing construction by Northern Pacific of a transcontinental railroad from the Great Lakes to Puget Sound.

"With an unusual sense of history," Fridley said, "Northern Pacific's officials and ad-

ministrators preserved through all these years the papers that describe the dramatic story of the railroad's extension from Lake Superior and the Mississippi River over the northern plains to the Pacific Coast."

Former Governor Andersen called the gift a "vast and truly remarkable collection of papers documenting more than 100 years of the Northern Pacific's corporate life and the development of the Northwest."

Transfer of the records began

at once from the company's Como Records Building near Midway Stadium in St. Paul to the Historical Society Building next to the State Capitol.

The Society's interest in the records, according to Fridley, goes back to the early 1930s when Solon J. Buck, former director of the Society and Archivist of the United States, first approached company officials and urged them to consider giving at least a part of the records to the Society for per-

manent preservation. Although the records were preserved by the Company and a number of scholars through the years have been allowed to use them, it was not until 1967 that negotiations were begun in earnest for their transfer to the Society.

Andersen said that addition of the Northern Pacific documents to the Society's collection will make the Society one of the most important centers for railroad history in the United States.



**FORMER MINNESOTA GOVERNOR** Elmer L. Andersen, left, and Louis W. Menk, Northern Pacific president, examine documents among those given to the Minnesota Historical Society on Dec. 24. The company's collection of early records is considered to be one of the most valuable there is as a historical resource on the northwest tier of states.

# Mainstreet

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## A Job Well Done

Dear Fellow Employees:

Starting just after mid-December and continuing through the entire month of January, the entire area served by Northern Pacific endured what was probably one of the most difficult weather periods in the history of the company.

Snowfall and temperatures established all-time records from St. Paul to, and including, the Pacific Coast. The operation of our railroad under these circumstances was most difficult.

I have been personally very cognizant of the many long hours and the untiring efforts of all our employees who were subjected to working under these extreme conditions.

Your cooperation throughout this entire period has been most excellent. I take this opportunity to extend to each and every one of you my personal appreciation for this effort and for a job well done.

Best Wishes,

President

## Double-Bottom Issue Reopens

Pressure is on again for legislation which would allow operation of "twin trailer" truck units up to 65 feet in total length over Minnesota highways.

While proposed legislation has gone begging for legislators to sponsor the bill, trucking lobbyists seem confident of finding someone to support the measure.

Lined up in solid opposition to the bill are the Minnesota Railroad Brotherhoods, the Minnesota State Automobile Association (AAA), the Minnesota Association of Railroads, and the Minnesota Highway Department, with editorial support from many of the state's newspapers. All stress the added danger of longer trucks to other highway users.

If a bill is introduced, we should be ready to do it battle by way of contacting our state senators and representatives.

## The Business of Safety . . .

During 1968 Northern Pacific more than doubled its emphasis on safety. Employee committees across the system worked diligently to improve the records for their local areas, shops and divisions.

As the Scoreboard shows on page 4, some units improved substantially. Others did not.

While we laud those who did better and chastise those whose records fell, let's not lose sight of the fact that safety is everyone's business, not the exclusive domain of safety committees. Through even more conscientious effort this year we can make it a more successful business.

Anyone You Know?



ARE-01208



NP PIGGY-PACKER at Northtown Yards in the Twin Cities, unloads container unit from multi-purpose TTAX car. Loading and unloading operations each require only about five minutes. This container, one of 23 in the largest multi-container shipment handled in 1968 by Northern Pacific, is destined for Playhouse Company, Inc., in Minneapolis, loaded with toys.

From Far East

## Containers Keep Playhouse Supplied

Northern Pacific Railway Company and "containerization," that handy and increasingly popular way of handling hundreds of smaller items, were big helpers for St. Nick in the past Holiday Season.

Toys, hundreds of thousands of them, all imported from the Far East—Japan, Taiwan and Hong Kong, B.C.C.—moved weeks earlier by container ship to the Port of Seattle and then by Northern Pacific to the Twin Cities for delivery to The Playhouse Company, Inc., which is the world's largest party-plan merchandiser of toys.

Playhouse is only 12 years old, but has expanded into a multi-million dollar importing industry with more than 2,000 dealers in about 16 states. This year the company imported nearly 2 million pounds of toys.

Northern Pacific handled the largest multiple-container shipment in its history earlier this year when it moved a total of 23 containers in one trainload from Seattle to Minneapolis for delivery to Playhouse.

Each of the containers was of the 20-foot size. They were

moved on rail aboard recently acquired all-purpose TTAX cars, four to a car on six cars and three containers on a seventh car.

The all-purpose TTAX cars are equipped with container pedestals, four per container unit. The pedestals have a latch-spring automatic locking mechanism to secure the container unit as it is placed onto the flatcars. The device automatically unlatches when the containers are lifted, which makes both the loading and unloading operations quite easy.

The containers were moved from ship to dock on container slings and later placed aboard special container chassis units for movement by truck to Northern Pacific's big trailer-on-flatcar (TOFC) container-on-flatcar (COFC) facility at Seattle.

At the TOFC-COFC facility a "piggy-packer" lifted the container units from the chassis and placed them aboard the TTAX cars, where the pedestal locking devices held them fast at each corner.

On arrival at Northtown Yards in Minneapolis, a similar

piggy-packer lifted the container units from the TTAX flatcars and put them back aboard different chassis for truck movement to the Playhouse Company's warehouse and distribution center.

All of the container units moved under seal by the U.S. Customs office and were cleared upon arrival in the Twin Cities at Playhouse.

With use of the special TTAX container flatcars and container chassis units for truck movement, combined with "piggy-packer" loading and unloading, the entire handling operation is speeded up considerably. Loading and unloading of containers requires only about five minutes for each operation.

## Missing Mainstreet?

We've received a number of letters and phone calls in the past few weeks from employees, retirees and others who are on the MAINSTREET mailing list asking us to be sure they get their copies.

You'll note from the dateline on this issue that it covers several more weeks than usual. A backlog of address list work and other activities has held us up a bit. Sorry to keep you waiting.

Each month, too, we have scores of employees and retirees who move. You can help us deliver by keeping us posted on your new address.

Revision of the employee mailing list requires complete information as follows: employee's last name and first two initials; street address; city; state; zip code; IBM payroll number; and department.

Supervisors and individual employees can help expedite additions and changes by providing MAINSTREET with complete information, and by providing the Post Office with change of address cards which include all of the above information.

## Engineer Sees Distress Signal, May have Saved Motorist's Life

Alertness of Northern Pacific Engineer Roy Peterson and his crew during a January blizzard on the Fargo Division can possibly be credited with saving the life of a college student at Valley City, N. D.

Robert Brown, an out-of-state student at the college in Valley City, was traveling on old U.S. Highway 10 about half a mile from Northern Pacific's tracks in the Valley City area during a blizzard. The temperature was 21 degrees below zero, and there was no traffic on the highway.

Brown switched on his car's emergency flashers, which Peterson saw from his engine just before and during a stop at a signal block.

Peterson's crew radioed communications operator M. S.

Kvien at Valley City and told him the location and that someone might be in distress. Kvien contacted Sheriff Rhiney Webber and reported the situation.

The sheriff went out to investigate and was also stalled by the storm and blocked road conditions. He contacted his deputy, Don Reed, at Sanborn, N. D.

Reed also became stalled in trying to get to the location from the other direction, but made it through early in the morning.

Brown's fuel supply was adequate to keep his car running through the ordeal, but with the extremely low temperature and high winds, he required hospital care for exposure. A few more hours might well have been fatal.

# NP NEWS BRIEFS . . .

**Louis W. Menk**, Northern Pacific president, has been elected to a one-year term as First Vice President of the St. Paul Area Chamber of Commerce. He was formerly a director of the organization.

**Mr. and Mrs. C. H. (Helge) Anderson**, 133 Wyoming Ave., Billings, Mont., recently observed their 50th wedding anniversary. Anderson retired as a roadmaster at Duluth, Minn., in 1964.

**G. N. Page**, vice president and general manager of Northern Pacific Transport, has been elected first vice president of the National Railroad Piggyback Association, and has been named vice chairman for 1969 of the Steering Committee, Motor and Piggyback Transportation Section of the Association of American Railroads.

**Ralph Avery**, Northern Pacific marketing manager for grain and grain products, was among principal speakers in an extension conference in grain marketing, Feb. 10 and 11 at Lewistown and Havre, Mont., sponsored by the Montana Wheat Research and Marketing Committee and the Montana Co-operative Extension Service of Montana State University.

**Ray J. Kramer**, who farms on Northern Pacific properties at Billings, Mont., has been recognized by Great Western Sugar Company as one of the ten highest growers of sugar beets in 1969, with a per-acre yield of 7,907 pounds.

**Northern Pacific employees** from Fargo, N.D., and from Moorhead and Dilworth, Minn., were awarded a United Fund plaque citing their outstanding citizenship through participation in the 1968 United Fund campaign. Their contributions represented a 600 per cent increase. The award was accepted at a Jan. 21 banquet by B. V. Coyer, division superintendent.

**Al Dexter**, former Northern Pacific agricultural development agent, was honored at the Grand Forks, N.D., Home Farm Forum on Jan. 16. He was presented an award recognizing his outstanding work in agricultural development in the area by the East Grand Forks, Minn., and the Grand Forks, N.D., chamber of commerce.

## Northern Pacific Budgets \$41 Million For New Equipment and Improvements

Northern Pacific has budgeted more than \$41 million for new equipment and improvements in 1969.

**Louis W. Menk**, president, said on announcing the new budget early in December that it exceeded the 1968 budget by more than \$6.2 million, and that the increase was largely attributable to increased allocations for freights cars, the company's program for relaying rail and for construction of station and office facilities and buildings.

**Menk said** that nearly \$16

million will be spent for new motive power and freight cars. Purchases include 10 new 3,600 horsepower six-motor diesel locomotives at \$2.8 million, which will bring to 92 the number of new higher horsepower units bought over a period of six years. The purchases are part of Northern Pacific's long range program to continually update its motive power fleet.

**Nearly \$13 million** was slated for purchase and construction of 630 new freight cars and

tri-level automobile racks. Car purchases will include 215 hopper cars—both open top and covered—150 new 60-foot flatcars and a total of 30 flatcars 89 feet in length for containers, packaged lumber and poles, 50 mechanical refrigerator cars with load dividers and 29 new cabooses.

Northern Pacific's fleet of automobile carriers will increase by 30 cars, five bi-levels and 25 tri-levels, and the company plans to build 150 new boxcars at its Brainerd, Minn. shops. The boxcars will be 50-footers, with hydraulic draft gears, interior load restraining devices and 70-ton roller-bearing trucks. These will cost more than \$2.5 million.

**Track and roadway work** planned for 1969 will cost more than \$13 million. The work includes relaying of 96 miles of mainline track, 65 miles of which will have continuous welded rail.

Branch line and secondary track relaying scheduled for 1969 will cover about 25 miles. Yard track items include the cost for preliminary planning and design for a projected five-year program to build an \$18 million freight terminal and classification yard at Northtown Yards in Minneapolis. This work will include trailer-on-flatcar and shop facilities.

**The smallest amount** in several years has been budgeted for Northern Pacific's communication's system. The budget includes \$1.5 million, most of which will be spent to complete the work on the Billings, Mont. to Seattle, Wash. section of the company's microwave network.



**MANAGEMENT FUNDAMENTALS** course participants have included: first row, left to right, R. E. McCourtney, S. E. Collum, D. C. Hill, and I. Doseff, instructor; second row, W. E. Taylor, S. H. Barlow, G. R. Powe, X. X. Peterson, W. Langstroth, and G. C. Kahn; third row, T. C. Hoff, H. Wright, J. F. Dean, J. P. Titus, and H. B. Krengel.

### In Training Program

## NP Polishes Management Skills

Northern Pacific has in recent months continued its emphasis on special training programs designed to improve employee skills.

Among the programs is a

series on Management Fundamentals being conducted at company headquarters by Ivan Doseff, Jr., manager—personnel development, and Kelsey Batchelder, personnel development specialist, both in the company's personnel department.

**The series** began in mid-December and on the present schedule more than 200 management level employees will have participated in the program by the end of May.

The three-day course covers such topic areas as the management function; interpersonal relationships between peers and between supervisors and subordinates; leadership styles; motivation; communication; decision making; and managing for results.

**Participants say** the course

gives them a better understanding of broad management philosophy and of management principles which they can apply to their own styles of management.

**"The Management Fundamentals course,"** Doseff said, "has shown that basically our managers are very good. But, principles such as those they learn in the course help them to organize their management efforts in more productive ways."

Through discussion sessions, each participant shares in experiences related by others. Specific problems or management situations are presented by each individual. Different approaches are considered and discussed, with the result that all participants are exposed to realistic application of principles studied in the course.



**ARCHITECT'S SKETCH** of the 350,000-kilowatt steam generating plant to be completed in 1973 at Cohasset, Minn., by Minnesota Power and Light Company is displayed, left to right, by A. H. Herbert, chairman of the board and president of Minnesota Power and Light Company, T. C. Mullens, president of Peabody Coal Company, E. M. Stevenson, Northern Pacific's vice president-traffic, and R. W. Downing, Great Northern executive vice president. The new plant will require 48,000 tons of coal per week from Montana coal mines operated by Peabody. Both NP and GN will be involved in moving unit trains to the plant.



**ATTENDING ANOTHER** session of the Management Fundamentals course were, left to right, first row, H. H. Coolidge, C. F. Hunkins, E. E. Thurlow and W. H. Egan; second row, R. J. Crosby, K. I. Cook, E. L. Kubiak, I. Doseff, instructor, C. W. Thompson and W. R. Shannon; third row, J. D. Nankivell, T. H. Denesen, C. D. Carley, K. W. Johnson, W. D. Smith and F. G. Lingenbrink; and fourth row, D. T. Nicoll, R. O. Hammerstrom, J. J. Auge, and R. L. Lindquist.

This Month's

# SAFETY MEMO

by R. C. Lindquist

Gen. Supt., Rules, Safety and Fire Prevention



Our hats are off to the men on the Fargo and the Yellowstone Divisions for outstanding safety records in 1968.

The Fargo Division came up as winner of the President's Safety Award for most improvement by having achieved a 50.05 per cent change for the better with only 11 reportable injuries in 1968 compared with 25 in 1967.

The Yellowstone Division is winner of the President's Safety Award for the best over all safety record by having achieved the lowest injury ratio among all divisions, 7.07 reportable injuries per million man hours.

The Yellowstone Division was also close on the heels of the Fargo Division on improvement, with 21 reportable injuries in 1968 compared to 32 in 1967, a 31.95 per cent change for the better.

Both divisions were assisted in their efforts by mascots, "Snoopy" on the Fargo Division and the "Road Runner" on the Livingston. Cartoons with the mascots and safety messages have kept everyone safety conscious.

Not to be outdone, the St. Paul Division has a donkey mascot named "Jackie." The three leading divisions, those with mascots, are all in the eastern district.

General office building employees and the electrical engineering departments came through the year with clear records—no injuries. The Signal department record improved by 34 per cent, and the communications department, dining car department and security and freight claim prevention department all achieved excellent records with low ratios of 3.47, 4.51, 5.03 and 5.41 injuries per million man hours, respectively. All six will receive safety award plaques.

The President's Award for main shops has been won by Livingston with one reportable injury in 1968 for a ratio of 2.59 man hours lost per million man hours. Shop employees will receive Shaeffer pen and pencil sets in recognition of their achievement.

A year-end Yardmen's Scoreboard has been compiled for all three yard classes. Class A winner is the Duluth-Superior Yard. Class B winner is the Laurel Yard. Class C winner is the Missoula Yard. Winners will receive engraved trophies.

The Tie Handlers Traveling Trophy has been won by the Brainerd Tie Plant, but the Paradise Tie Plant is out to get it back in 1969.

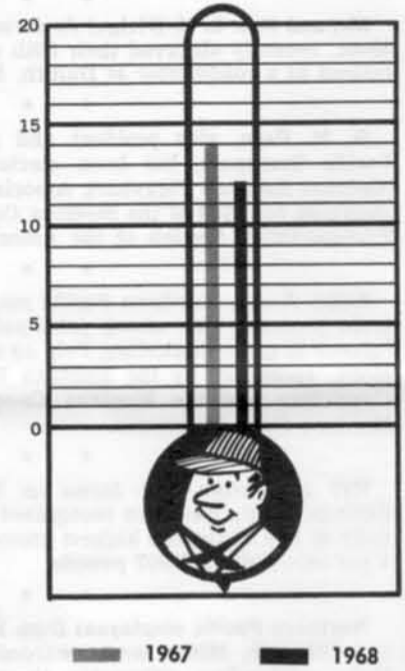
## SAFETY SCOREBOARD

Year of 1968 compared to Year of 1967

| System  | Reportable Casualties |      | Ratio Per Million Man Hours |       |
|---|-----------------------|------|-----------------------------|-------|
|   | 1968                  | 1967 | 1968                        | 1967  |
| <b>Standing by District</b>                             |                       |      |                             |       |
| 1. Eastern District                                     | 100                   | 157  | 11.07                       | 14.03 |
| 2. Western District                                     | 215                   | 213  | 21.56                       | 20.38 |
| <b>Standing by Division (Based on % of improvement)</b> |                       |      |                             |       |
| 1. Fargo  | 11                    | 25   | 7.20                        | 14.41 |
| 2. Yellowstone  | 21                    | 32   | 7.07                        | 10.39 |
| 3. St. Paul   | 68                    | 100  | 15.00                       | 20.78 |
| 4. Idaho  | 67                    | 81   | 21.60                       | 25.98 |
| 5. Tacoma   | 118                   | 111  | 26.10                       | 23.79 |
| 6. Rocky Mountain                                       | 30                    | 18   | 12.80                       | 7.24  |
| <b>Standing by Class of Employee</b>                    |                       |      |                             |       |
| 1. B&B Dept.  | 2                     | 6    | 2.52                        | 7.00  |
| 2. Stationmen   | 22                    | 29   | 4.39                        | 5.56  |
| 3. Carmen   | 15                    | 22   | 6.92                        | 9.58  |
| 4. Shopmen  | 9                     | 9    | 7.39                        | 6.14  |
| 5. Enginemen  | 18                    | 25   | 9.50                        | 12.71 |
| 6. Trackmen   | 75                    | 58   | 18.77                       | 13.88 |
| 7. Trainmen   | 72                    | 76   | 34.23                       | 36.33 |
| 8. Yardmen  | 101                   | 142  | 55.51                       | 76.64 |
| <b>Standing by Main Shops</b>                           |                       |      |                             |       |
| 1. Livingston   | 1                     | 1    | 2.59                        | 2.29  |
| 2. South Tacoma   | 1                     | 0    | 3.17                        | .00   |
| 3. Como   | 1                     | 1    | 3.48                        | 2.76  |
| 4. Brainerd   | 3                     | 2    | 5.55                        | 3.42  |
| <b>Miscellaneous Departments</b>                        |                       |      |                             |       |
| Tie General Office Bldg. & Misc.                        | 0                     | 5    | .00                         | 1.25  |
| Tie Electrical Engineering                              | 0                     | 1    | .00                         | 12.69 |
| 3. Signal   | 2                     | 3    | 3.47                        | 5.27  |
| 4. Communications                                       | 2                     | 2    | 4.51                        | 4.19  |
| 5. Dining Car   | 2                     | 2    | 5.03                        | 4.10  |
| 6. Mgr. Security & Frt.Cl.Prev.                         | 1                     | 0    | 5.41                        | .00   |
| 7. Store Dept.  | 7                     | 6    | 11.20                       | 8.55  |
| 8. Engineering Dept.                                    | 6                     | 16   | 14.86                       | 39.48 |
| 9. King Street Station                                  | 14                    | —    | 48.74                       | —     |

## 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 all of 1968. Reportable injuries decreased by 52, for a ratio of 12.84 per million man hours worked, compared to 14.03 in 1967. Fargo Division improved its record 50.05 per cent fewer casualties. Yellowstone Division achieved the lower over all ratio.

## Yardmen's Scoreboard

Year 1968 compared to 1967

| Rank                   | Yard            | No. Reportables |      | Ratios |        |
|------------------------|-----------------|-----------------|------|--------|--------|
|                        |                 | 1968            | 1967 | 1968   | 1967   |
| <b>Class "A" Yards</b> |                 |                 |      |        |        |
| 1.                     | Duluth-Superior | 5               | 7    | 28.68  | 49.88  |
| 2.                     | Seattle         | 9               | 24   | 35.70  | 93.27  |
| 3.                     | Minneapolis     | 17              | 22   | 53.53  | 74.38  |
| 4.                     | Pasco           | 19              | 22   | 104.23 | 121.43 |
| <b>Class "B" Yards</b> |                 |                 |      |        |        |
| 1.                     | Laurel          | 4               | 3    | 30.03  | 23.65  |
| 2.                     | Yardley         | 5               | 8    | 36.67  | 59.16  |
| 3.                     | Tacoma          | 8               | 10   | 60.97  | 79.50  |
| <b>Class "C" Yards</b> |                 |                 |      |        |        |
| 1.                     | Missoula        | 3               | 4    | 46.97  | 64.66  |
| 2.                     | Billings        | 3               | 4    | 46.97  | 64.66  |
| 3.                     | Auburn          | 8               | 9    | 76.53  | 91.29  |

Ira P. Allen has been named traveling supervisor of dining and sleeping car service for Northern Pacific with headquarters at St. Paul.

His appointment, effective Jan. 1, coincided with arrangements by the Northern Pacific, Great Northern, Burlington and Spokane, Portland and Seattle railroads to assume responsibility for providing conductors and porters on sleeping cars operated over the four lines.

A decision was made to shift from Pullman staffed cars to operation by railroad personnel after extensive studies found that such operation was feasible.

The four lines have jointly established an employee pool with responsibility for hiring allocated to the Burlington. Operation headquarters will be in Chicago, with satellite units in St. Paul and Seattle to provide porter and attendant personnel who will perform sleeping car and sleeper-lounge duties for each road.

The Pullman company will continue to provide such services as shop repairs, running repairs and service, car distribution, terminal cleaning, linen, laundry service and car supplies.

Under the new operation porters and conductors will be railroad employees having no affiliation with the Pullman company. They will be under jurisdiction of the dining car department.

Allen, who was named to one of two new supervisory positions, one in St. Paul and one in Seattle, joined Northern Pacific

in 1944 as a dining car waiter at St. Paul. He was promoted to steward in 1965.

Charles G. Morrison, formerly with the Pullman company, will be traveling supervisor at Seattle. His railroad career started in 1942 as a purchasing clerk with the Canadian National Railway at Toronto, Ont. He joined the Pullman company of St. Paul as a conductor in 1965.



## Mixed Doubles Tourney Draws 144 NP Bowlers

A total of 144 Northern Pacific employees participated in the annual General Office Building mixed doubles bowling party Feb. 8 at Maplewood Lanes in St. Paul.

They were joined by 60 guests at a smorgasbord after the tournament.

Tournament winners were: 1st place — Al Moore and Arline Kenow, both from the office of the manager, disbursement accounting; 2nd place — Dick Atkins of NPBA and Carla Russert, office of the manager, disbursement accounting; 3rd place — Gary Harvey and Dorothy Cobb, both from the office of the manager, freight revenue accounting.

High single game for men was won by Atkins with a score of 248. Dorothy Schmitz, also from the office of the manager, disbursement accounting, won the women's high single game with a score of 183.

**THE FARGO DIVISION** Safety Committee has at its primary action plan maintaining first place in the Northern Pacific safety standings. The division worked five complete months in 1968 without a reportable injury. Committee members include, left to right, B. V. Coyer, superintendent; W. M. Schacker, car foreman at Dilworth, L. W. Civala, car checker at Fargo; A. W. Foss, Fargo agent; I. E. Ronning, roadmaster; H. N. Walla, water service foreman; E. A. Panushka, engineer of structures; C. J. Rutten, signal foreman, D. C. Wold, communications; and H. J. Gerdes, signal inspector.



**THIS CINDERELLA** the shoe didn't fit. The shoe, modeled by Jayne Medenwald, receptionist in the office of the vice president-operating, was designed to safety department specifications to provide ankle support. It's lined with padded leather like a ski boot and has a strap across the arch. C. A. Bentley, superintendent of safety, fitting Jayne with the boot, says the boot is styled to eliminate turned ankle problems for switchmen and trainmen, and is now being tested.

# RETIREMENTS

|                       |   |                      |    |
|-----------------------|---|----------------------|----|
| Floyd H. Allen        | Carman                                      | Minneapolis, Minn.   | 23 |
| Glen Allison          | Conductor                                   | Seattle, Wash.       | 29 |
| Miguel J. Ambriz      | Section Foreman                             | Sumas, Wash.         | 41 |
| Oscar C. Anderson     | Asst. Roundhouse Foreman                    | Dilworth, Minn.      | 44 |
| Lyle S. Arnold        | Water Service Mechanic                      | Seattle, Wash.       | 47 |
| Warren R. Bailey      | Section Laborer                             | Vancouver, Wash.     | 49 |
| David S. Baker        | Clerk                                       | Seattle, Wash.       | 32 |
| Minnie L. Berg        | Reclaim Clerk                               | St. Paul, Minn.      | 25 |
| Gustav H. Brandt      | Car Inspector                               | Minneapolis, Minn.   | 23 |
| Foster A. Brown       | Waiter                                      | St. Paul, Minn.      | 24 |
| Vincent C. Brown      | Division Engineer                           | Missoula, Mont.      | 26 |
| John P. Burke         | Machinist                                   | Jamestown, N.D.      | 45 |
| Byron E. Camp         | Conductor                                   | Spokane, Wash.       | 31 |
| Ira M. Chambers       | Carpenter                                   | Missoula, Mont.      | 44 |
| Theodore H. Dahl      | Yard Clerk                                  | Minneapolis, Minn.   | 42 |
| William H. Decker     | Telegrapher                                 | Tacoma, Wash.        | 42 |
| John Duncan           | Brakeman                                    | Tacoma, Wash.        | 26 |
| Frank S. Early        | Switch Foreman                              | Duluth, Minn.        | 31 |
| Lynan S. Eckenberg    | Switchman                                   | Seattle, Wash.       | 26 |
| John E. Eichhorn      | Conductor                                   | Forsyth, Mont.       | 41 |
| John R. Elliott       | Assistant Chemist                           | St. Paul, Minn.      | 43 |
| Earl D. Evans         | Car Repairer                                | Missoula, Mont.      | 32 |
| Lloyd W. Fish         | Sheet Metal Worker                          | Jamestown, N.D.      | 45 |
| Guadalupe Jim Galvan  | Section Foreman                             | Pompey's Pil., Mont. | 23 |
| Roy H. Gelin          | Traveling Frght. & Pass. Aqt.               | Duluth, Minn.        | 47 |
| Fredrick C. Getz      | Car Oiler                                   | Laurel, Mont.        | 27 |
| James C. Glenn        | Patrolman                                   | Minneapolis, Minn.   | 32 |
| Forest H. Gomon       | Carman                                      | Laurel, Mont.        | 33 |
| Louis W. Gonier       | Yardclerk                                   | Minneapolis, Minn.   | 43 |
| Louis E. Greiftl      | Warehouse Clerk                             | Carrington, N.D.     | 24 |
| Charles G. Griffith   | Chief Yard Clerk                            | Minneapolis, Minn.   | 43 |
| Francis B. Guyton     | Locomotive Engineer                         | Auburn, Washington   | 27 |
| Arley M. Heron        | Ticket Clerk                                | Olympia, Wash.       | 49 |
| Edward Homsey         | Section Laborer                             | Superior, Wis.       | 28 |
| Hilmer C. Hoving      | Mgr., Passenger Acctng.                     | St. Paul, Minnesota  | 46 |
| Sarah E. Humphrey     | Stenographer-Clerk                          | Seattle, Washington  | 46 |
| Elwin L. Jensen       | General Storekeeper                         | St. Paul, Minnesota  | 46 |
| Adolph A. Kalisch     | Cook  | St. Paul, Minnesota  | 25 |
| Arthur Kimbler        | Switchman                                   | Seattle, Wash.       | 21 |
| James B. Klassen      | Assistant to Assistant V.P.—Labor Relations | St. Paul, Minnesota  | 33 |
| John P. Korus         | Wrecking Foreman                            | Minneapolis, Minn.   | 48 |
| George S. Larango     | Asst. Roundhouse Foreman                    | Missoula, Mont.      | 45 |
| Helmer C. Larson      | Machinist                                   | S. Tacoma, Wash.     | 34 |
| Robert C. Lemm        | Agent                                       | Butte, Mont.         | 51 |
| Warner G. Lind        | Machinist                                   | Brainerd, Minn.      | 49 |
| Michael A. Long       | Section Foreman                             | Duluth, Minn.        | 40 |
| Dean R. Lowe          | General Foreman                             | St. Paul, Minn.      | 43 |
| David Lurie           | Chief Clerk                                 | Seattle, Wash.       | 50 |
| Ernest Marrone        | Section Foreman                             | Tacoma, Wash.        | 42 |
| Hugh McLeod           | Exec. Asst. & Secretary                     | New York, N.Y.       | 39 |
| Leopold A. Miller     | Chauffeur                                   | S. Tacoma, Wash.     | 21 |
| William D. Miller     | General Freight Agent                       | Portland, Oregon     | 40 |
| Loren O. Moe          | General Agent                               | Winston-Salem, N.C.  | 40 |
| Frances A. Moore      | Chief Clerk                                 | Seattle, Wash.       | 46 |
| James C. Moore        | Driver—NPT Company                          | Missoula, Mont.      | 27 |
| Palmer L. Nermoe      | Accts. Receivable Clerk                     | St. Paul, Minn.      | 22 |
| Salvatore Nilo        | Sectionman                                  | St. Paul, Minn.      | 33 |
| Raymond Olson         | Locomotive Engineer                         | Tacoma, Wash.        | 29 |
| James A. O'Neil       | Relief Roundhouse Foreman                   | Laurel, Montana      | 38 |
| Harry Owre            | Asst. District Storekeeper                  | So. Tacoma, Wash.    | 49 |
| George W. Paaso       | Carpenter                                   | Brainerd, Minn.      | 22 |
| James R. Patterson    | Asst. Traffic Manager                       | New York, N.Y.       | 47 |
| Alexander V. Petersen | Chief Clerk                                 | Tacoma, Wash.        | 49 |
| Harry F. Prichard     | Locomotive Engineer                         | Livingston, Mont.    | 25 |
| Timothy Purcell       | Train Attendant                             | St. Paul, Minn.      | 34 |
| Jens E. Qualey        | Leading Car Inspector                       | Auburn, Wash.        | 40 |
| Verdi L. Quittum      | Switchman                                   | Minneapolis, Minn.   | 32 |
| Jesse R. Raub         | B & B Foreman                               | Auburn, Washington   | 35 |
| Harold D. Rice        | Locomotive Engineer                         | Dilworth, Minn.      | 23 |
| Emil A. Richter       | Carman                                      | Minneapolis, Minn.   | 23 |
| James V. Roe          | Conductor                                   | Spokane, Wash.       | 46 |
| Frank J. Ross         | Blacksmith Helper                           | Livingston, Mont.    | 42 |
| Dallas R. Salisbury   | Signal Maintainer                           | Shirley, Mont.       | 46 |
| Edward J. Shull       | Carman                                      | So. Tacoma, Wash.    | 20 |
| Achilles L. Sladek    | Leading Draftsman                           | St. Paul, Minnesota  | 43 |
| William K. Smallridge | Director of Purch. & Stores                 | St. Paul, Minnesota  | 45 |
| Bert M. Smith         | Section Foreman                             | Lakeview, Wash.      | 46 |
| Edward B. Stanton     | V.P.—Executive Dept.                        | St. Paul, Minnesota  | 41 |
| Leonard W. Stregly    | Local Storekeeper                           | Laurel, Montana      | 45 |
| Harley E. Strong      | Pipefitter                                  | Pasco, Washington    | 22 |
| Ralph W. Swanson      | Traveling Car Service Aqt.                  | Seattle, Wash.       | 50 |
| Anthony Van Nuland    | Freight Clerk                               | Butte, Montana       | 26 |
| Francis G. Van Wyck   | Yard Clerk                                  | Minneapolis, Minn.   | 23 |
| Carroll G. Walburn    | Agent-Telegrapher                           | Sartell, Minn.       | 54 |
| Lawrence B. Walsh     | Section Laborer                             | Spokane, Wash.       | 25 |
| Ralph Watson          | Car Inspector                               | Livingston, Mont.    | 26 |
| Herbert Westman       | Chief Electrician                           | St. Paul, Minn.      | 23 |
| Leo Wgeishofski       | Tinsmith                                    | Brainerd, Minn.      | 42 |
| Charles Williams, Jr. | Pipe & Tin Shop Foreman                     | Livingston, Mont.    | 48 |
| Leonard A. Yorkston   | Clerk                                       | Tacoma, Wash.        | 23 |
| John W. Yolo          | Yardman                                     | Yakima, Wash.        | 28 |
| Frank J. Zembal       | Car Inspector                               | Minneapolis, Minn.   | 47 |

## Smallridge Retires; 45 Years With NP

W. K. Smallridge, who served with the Northern Pacific for 45 years, retired Dec. 1 as director of purchases and stores.

Smallridge joined the company in 1923 as a messenger in the traffic department at Tacoma, Wash. He worked in the operating department at Tacoma until 1930, and joined the store department that year.

In 1942, Smallridge was promoted to the position of assistant general storekeeper at Brainerd, Minn., and the next year was named material supervisor in the store department in St. Paul.

Smallridge was appointed assistant purchasing agent in 1950, became purchasing agent in 1952, and was promoted to director of purchases and stores in 1967.

More than 100 friends, fellow officers and business associates honored Smallridge at a party in December at St. Paul.



W. K. SMALLRIDGE, right, shares the joy of receiving a fine watch from fellow Northern Pacific officers at his retirement party with E. M. Stevenson, vice president-traffic. Smallridge retired Dec. 1.



Roy H. Gelin retired as traveling freight and passenger agent at Duluth at the end of November after more than 48 years of service with the company, all at Duluth. He passed several opportunities for advancement to stay in his native city. With him (top right photo) is T. O. Kirkvold, assistant general freight and passenger agent, congratulating him on his long career.



Walter Sinks has retired as general claim agent at St. Paul. He joined the company in 1942 and completed more than 26 years of service with Northern Pacific. Friends and co-workers honored him at a party Dec. 11 at the St. Paul Athletic Club. With him (top center photo) is W. E. Jones, assistant general claim agent, who is presenting a gift from fellow employees.



H. C. (Shorty) Crampton has retired as assistant engineer in the office of the valuation engineer after almost 32 years of service with the company. Friends and fellow employees honored him at a party Jan. 31 at the Maple Leaf Lounge in St. Paul. With him (top left photo) as he receives an old broom for clean sweeping is Mrs. Crampton.



Henry Muecke has retired as an engineer on the Yellowstone Division after more than 50 years of service with the company. On completion of his last run on the North Coast Limited between Forsyth and Glendive, Mont. (top left photo), Muecke, left, was greeted by Mrs. Muecke, S. A. Anderson, division superintendent, and Stewardess Lois L. Pelto.



Harry Owre, assistant district storekeeper at South Tacoma has retired after nearly 50 years of service with the company. Almost 200 friends and fellow employees attended a Jan. 1 banquet honoring Owre. Presenting him a cash gift from co-workers (top right photo) is N. M. Doerr, general storekeeper, standing. With them is Mrs. Owre.



C. H. Watson has retired as general yardmaster at Minneapolis after more than 48 years of service with the Northern Pacific. He started as a freight trucker at the old Northtown Transfer in 1920. Friends and fellow employees honored him at a special party in the superintendent's office. Watson is seated. Left to right, standing, are J. Black, C. F. Russert, H. A. Barnette, R. O. Hammerstrom, R. D. Schlappy, S. R. Hall, and W. W. Harper.

## McLeod Retires At New York

Hugh McLeod has retired as executive assistant and assistant secretary of the company at New York after more than 38 years of service. He joined the Northern Pacific in 1930 as a stenographer in New York, became assistant secretary at New York in 1940, and moved to St. Paul in the same position later that year.

In 1959, McLeod returned to New York as executive assistant and assistant secretary.

## Container With NP Monad On Ship's Maiden Voyage

A container bearing Northern Pacific's famous Monad trademark and filled with parts for manufacture of beverage equipment was among containers aboard American Mail Line's Alaska Mail on its maiden voyage in late November.

The Alaskan Mail, described as a semi-container ship — one which carries containers as well as break-bulk shipments, is one of five such ships being used by American Mail on trans-Pacific runs. It was built at Newport News Shipbuilding and Drydock Co., Newport News, Va., at a cost of about \$16 million.

The Northern Pacific container was loaded at The Cornelius Co., Anoka, Minn., with components for beverage equipment. The railway has handled about 30 containers with similar loads for The Cornelius Co. in 1968, all consigned to a beverage equipment company at Fuki Agemachi Saitamaken, Japan.

The Japanese company is one formed by Cornelius and Sanyo Electric Co., the largest electrical manufacturing company in the Far East.

The company manufactures and markets Cornelius products in Japan, Taiwan, Hong Kong, Viet Nam, Korea, Thailand and the Philippines.



**NORTHERN PACIFIC CONTAINER** swings aboard the Alaskan Mail, American Mail Line's new container ship, prior to the ship's maiden voyage to Japan. The container, loaded with beverage equipment components from the Cornelius Co., Anoka, Minn., was the first purchased by Northern Pacific and the only one bearing the company's trademark.

## NP Reports Increase In 1968 Income

The Northern Pacific Railway Company reported to the Interstate Commerce Commission Net Income for 1968 (company only) of \$25,184,816, equal to \$4.20 per share. This compares with 1967 net income of \$23,455,765, equal to \$3.90 per share.

The increase in net income was due, in large measure, to a higher level of freight traffic and to rate increases granted to the railroads in 1968. Income from other sources was up due primarily to the first dividend from Plum Creek Lumber Company which was acquired in January, 1968.

Operating revenues for the year were \$210,001,196, up \$12,785,968 over 1967.

Freight revenue for 1968 was the highest in the company's history, \$195,925,775, up \$16,418,427 over 1967.

Passenger, Mail, and Express revenues continued to decline. These revenues for 1968 were \$8,691,962, down \$3,114,357 from 1967.

Operating expenses for the year were \$177,448,610, up \$6,046,518 over 1967.

Operating expenses for the year were \$177,448,610, up \$6,046,518 over 1967.

Net income for the fourth quarter of 1968 was \$10,992,233, equal to \$1.83 per share, down \$187,188 from the \$11,179,421, equal to \$1.86 per share reported for the fourth quarter of 1967.

Fourth quarter operating revenues in 1968 were \$56,760,239, up \$4,330,186 over the same period in 1967.

Freight revenue for the fourth quarter of 1968 was \$53,385,013, up \$4,945,199 over 1967.

Passenger, Mail, and Express revenues of \$1,945,656 for the fourth quarter of 1968 were down \$761,577, from \$2,707,233 for the fourth quarter of 1967.

Operating expenses for the fourth quarter were \$44,895,067, up \$1,323,067 over the same period in 1967.

### 20 Years With NP

## Junior Achievement Marks Two Anniversaries

The 20th anniversary of Northern Pacific sponsorship of Junior Achievement companies and the 50th anniversary of Junior Achievement nationally were observed at company headquarters in St. Paul during the week of Jan. 26 through Feb. 1.

Quizco, a Junior Achievement company counselled by five Northern Pacific men from the Twin Cities promoted sales of their products at Northern Pacific's offices in November and December.

The company manufactures and sells Pick-A-Dilly puzzles for pre-school children and marketed individual manicure sets in attractive kits.

Quizco officers include Linda Bade, president; Kay Haugen, treasurer; Barb Shephere, secretary; Ralph Beer, vice president of manufacturing; and Steve Ollila, vice president of sales, all of Mounds View High School. Other officers and company members represent schools from the St. Paul and suburban areas.

Northern Pacific counsellors include Ray Davis, assistant engineer in the architect's office; Dick Endicott, chief clerk in the Minneapolis commercial office; Jack Schmidt, supervisor of TOFC-COFC merchandise — sales; Wally Henton, accountant; and Jim Birgenheier, a draftsman in the architect's office.

The first NP sponsored Junior

Achievement company was organized in Oct., 1949, with six members advised by H. R. Peterson, F. R. Stetekluh, R. L. Fulton and M. M. Goodsil. It was chartered under the name Photo's Unlimited and had gross sales of \$83.70 with a return of 10 per cent dividend to its stockholders.

From 1950 through 1958, Northern Pacific sponsored two Junior Achievement companies each year, except for 1953, when

there were three companies. From 1959 through this year only one company has been sponsored each year.

Gross sales have ranged from the starting year's \$84 up to nearly \$1,500. A total of 95 Northern Pacific men have been involved in counseling JA efforts in the 20 years, and nearly 500 high school age Junior Achievers have participated in NP sponsored companies.

## NP Dining Cars Win Health Citation From U. S. Public Health Service

Northern Pacific Railway Company has received a special citation from the U.S. Public Health Service, signed by Surgeon General William H. Stewart, in recognition of the company's outstanding record in maintaining exceptionally high health standards on its dining cars and other food service equipment.

The citation was presented by James E. Woodruff, senior interstate carrier consultant in the U.S. Public Health Service's environmental sanitation program, who headquarters in Kansas City.

R. E. Carlson, assistant superintendent of Northern Pacific's dining car department said that

the award of the citation was based on achievement of a Grade A Certificate rating on each of the dining cars operated by the company.

To achieve the rating, each dining car must pass inspection with fewer than 10 demerit points. On a rating scale of 100 points, Northern Pacific dining cars averaged 98.4, which Woodruff said was one of the highest in the nation.

The award was accepted for Northern Pacific by R. W. Spannring, assistant chief mechanical officer, and R. E. Carlson, assistant superintendent of the dining car department.

Carlson noted that awards of this kind encourage members of his department to continue maintaining the highest possible standards.



**Jerry R. Briant**, Northern Pacific's chief clerk in the Atlanta, Ga., traffic office, has been recognized for outstanding "initiative cordiality and willingness to serve" by the Railway Traffic Clerks' Club of Atlanta. Briant received a Certificate of Merit and with it a cash award of \$25.



**IRA STIEFEL**, janitor at the Livingston, Mont., passenger station retired in early November and was honored by fellow employees at a special party. A gift is presented to Stiefel by R. E. Bennett, freight agent. With them are Mary Davis, stenographer, and H. C. Bullock, clerk, both from the trainmaster's office at Livingston.

## Tax Notes

Any Northern Pacific employee who has worked for any other company during the year may have overpaid his Hospital Insurance Benefit Tax. If the combined amount of 1968 compensation subject to Railroad Retirement Tax and Social Security Tax is over \$7,800.00, an overpayment of the Hospital Tax has been made. This overpayment can be obtained by filing a U. S. Government Form No. 4469 with your tax return. If your return has already been filed, the overpayment can be received by filing Form No. 4469 along with a Form No. 1040X claiming the credit.



**A CITATION** from the U.S. Public Health Service recognizing Northern Pacific's maintenance of high health standards on its dining cars is presented by James E. Woodruff, left, USPHS consultant from Kansas City. The citation is accepted for Northern Pacific by R. W. Spannring, center, assistant chief mechanical officer, and R. E. Carlson, assistant superintendent of the dining car department.

## Monad, R.A. Watt Company To Develop Residential Land

The Monad Company, a Northern Pacific subsidiary, has joined the R. A. Watt Company of Washington, a subsidiary of Boise Cascade Corporation, in development of 170 acres of property near Renton, Wash., for residential homesites and related uses.

The two subsidiary companies have formed a joint-venture company called MoWatt properties, which will develop wooded lands suitable for more than 500 single-residence building sites and for multi-family and commercial structures.

Announcement of the joint venture was made by C. R.

Binger, vice president-resources and development for Northern Pacific, and Jack W. Palmer, regional manager for the R. A. Watt Company.

Binger called the entry into the field of urban land development a "natural extension of our efforts to achieve maximum utilization from the company's lands and resources."

The Watt Company is one of the nation's largest residential land developers and home building firms. The MoWatt company will develop the land near Renton in several stages over the next four years, with completion of the first 150 residential lots expected by this summer.



**MICROWAVE STUDENTS** at a recent class sponsored by Collins Radio at Dallas, Tex., included four Northern Pacific men. In the top row, third from left is Shell Wald, maintainer at Billings, Mont. Last man at right in the top row is Phil Fritz, maintainer at Missoula, Mont. Ron Nixon, manager—wire chief at Missoula is first from the left among those seated, and on the far right, seated, is Walt Smith, assistant wire chief at Livingston. All are now applying their new skills in work on NP's microwave network.

## Nankivell Is Assistant Vice President; Others Promoted

**James D. Nankivell** has been promoted to the position of assistant vice president-freight sales and service for Northern Pacific Railway, with headquarters at St. Paul, Minn.

Nankivell, who assumed his new position Jan. 1, joined the company in 1936 as a junior clerk in the office of the general traffic manager at St. Paul. He served in various clerical positions through 1942, when he was promoted to city freight agent.

He has served as city freight agent at Minneapolis, Minn., and Fargo, N.D., traveling freight agent at Milwaukee, Wis., export-import agent and commercial agent at Chicago, Ill., general agent at Everett, Wash., assistant general freight and passenger agent at Tacoma, Wash., and at Minneapolis, and as freight traffic manager at St. Paul.

Nankivell was made general managers-sales at St. Paul in March of 1967.

Other promotions and changes include the following:

**Robert L. McComb** has been appointed director-special studies at St. Paul. He joined the company in August, 1966, as assistant comptroller, and was promoted to the position of director-methods and planning in the management services department in January, 1967.

**John J. Burns, Jr.**, has been named director-methods and planning to succeed McComb. He joined the company in 1967 as a methods analyst.

**W. A. Marshall** has been named director of purchases and stores at St. Paul, Minn., to succeed W. K. Smallridge, who has retired after 45 years of service with the company.

Marshall is a graduate of Hamline University in St. Paul. He joined the company in 1952 at the Brainerd store, moved to St. Paul in 1957 and became assistant purchasing agent in 1958. He was promoted to purchasing agent in 1963 and held that position until the recent appointment.

**J. J. O'Keefe** has been appointed purchasing agent at St. Paul. He joined the Northern Pacific as a shop laborer at Livingston, Mont., in 1946, held various positions there through 1943 and then moved to St. Paul as a tracer in the mechanical

department. He served as draftsman at St. Paul, assistant to the general car foreman at Brainerd, Minn., and then as associate industrial engineer, and became assistant purchasing agent in April, 1968.

**M. G. Bowes**, who joined the company in October as assistant purchasing agent, has assumed O'Keefe's former duties. Bowes was formerly in the production control department of the Ford Motor Company Twin Cities assembly plant.

**J. A. R. (Roy) Draper** has been appointed director of terminal operations and will work under immediate jurisdiction of L. J. King, assistant general manager-terminal operations, at St. Paul.

Draper joined the Northern Pacific in August, 1967 as assistant director of customer service planning. He was formerly manager of service planning for the New York Central.

**Clifford F. Tye** has been promoted to the position of manager equipment utilization and planning. He joined the company as an operating apprentice at Spokane, Wash., in 1963, and has served as assistant roadmaster at Spokane, Wash., trainmaster at Tacoma, Wash., and manager of transportation engineering at St. Paul. He was named manager of service planning and quality control at St. Paul under the management services department in 1967.

**Thomas W. Roland** has been named manager of equipment utilization and planning at St. Paul. He joined the company in 1964 as a car distributor-special equipment at Chicago. He was promoted to supervisor of special equipment at Chicago in May, 1968.

**Stephen J. Franta** has been named manager service planning and quality control to succeed Tye. Franta joined Northern Pacific in January, 1967 as a management trainee. He is a graduate of the University of Minnesota School of Business administration and has served the company as assistant trainmaster at Seattle, Wash., for the past year.

**G. T. Hill** has been named manager of administrative services in the methods and planning section of the management services department under R. L. McComb.

Hill joined the Northern Pacific as a car checker at Duluth, Minn., in 1951, held various clerical positions in Duluth, Superior, Wis., and Cloquet, Minn., and joined the district accountant's office at St. Paul in 1959, where he held various clerical positions through 1963.

Hill became traveling auditor-disbursements in 1965, and has since served as statistician in both the comptroller's office and under the manager-costs and statistics. He became a methods analyst in April, 1968.

**M. H. (Max) Steele** has been appointed director intermodal operations, St. Paul. He joined the company in January, 1968, as manager transportation research at St. Paul in the customer service division of the management services department, and is a graduate of Union College, Schenectady, N.Y., where he earned a bachelor's degree in economics.

**W. J. Niemiec** has been named assistant director of intermodal operations with headquarters at Seattle, Wash. He joined the Northern Pacific in 1942 as a trucker on the St. Paul Division. He held various store positions and positions in the operating department, including supervisory positions related to TOFC operations at Seattle.

### Ron Stall Takes Teacher's Role At Cincinnati

Ron Stall, chief clerk at Northern Pacific's traffic office in Cincinnati, Ohio, took on the role of a teacher in early November as speaker and resource person for a twelve-week travel course.

The travel orientation seminar was sponsored by the Cecille Fox Travel Service at Cincinnati and cost \$195 per participant. The seminar covered all aspects of travel agency operation.

Stall discussed rail tours, working relationships between travel agencies and the railroads, accommodations and schedules, and Rail Travel Promotion Association procedures.

The seminar was the first of its type held in Cincinnati.

**Joseph A. Miller** has been promoted to the position of assistant to the director of personnel at St. Paul. He joined the company in 1953 as a clerk in the secretary's office at St. Paul and has since served as supervisor of pensions and personnel department office manager.

**Ruth C. Wetterlin** has been appointed senior systems associate at St. Paul. She joined the company in 1947 as a key punch operator in the car accounting department, served in several positions in the accounting department, including special accountant under the comptroller, and later became a computer programmer. She was named systems associate in data systems and programming in 1967 and in August, 1968, was promoted to systems analyst.

**L. L. Johnston** has been appointed manager-operating data systems in the operating data systems division of the management services department in St. Paul. He started as a telegrapher on the St. Paul Division in 1940, has been a dispatcher, trainmaster and assistant superintendent. In June of 1967 he became assistant to the general manager at Seattle, Wash.

**G. W. Saylor** has been appointed assistant superintendent of the Tacoma Division at Tacoma, Wash. He joined the company in 1949 as a student telegrapher at St. Paul, has worked as a dispatcher, and as supervisor of rules, safety and fire prevention. He became trainmaster at Centralia, Wash., in 1966.

**W. J. Condotta** has been named assistant to the general manager in the operating department at Seattle, Wash. He joined the company in 1945 as a section laborer on the Rocky Mountain Division. He has since served as a chainman in the engineering department at Missoula, Mont., assistant roadmaster at Glendive, Mont., trainmaster-roadmaster at Bemidji, Minn., and assistant superintendent at Tacoma, Wash.

**J. B. Scharff** has been appointed trainmaster, Idaho Division, with headquarters at Pasco, Wash. He joined the Northern Pacific in 1951 as a crew caller at Glendive, Mont., has held various clerical positions, and

was fireman and then locomotive engineer at Glendive. He became assistant trainmaster at Laurel, Mont., in 1967.

**G. W. Michels** has been named assistant district storekeeper at Auburn, Wash., to succeed Harry Owre, who has retired.

Michels first joined the company in 1942 as a shop laborer at Livingston, resigned to attend school, and returned as a store laborer in 1944. He has held various clerical positions at Livingston, where he became assistant district storekeeper in 1966.

Owre joined the company in 1919 as a store laborer at Tacoma and successively held the positions of supply train storekeeper, general foreman and assistant district storekeeper.

**D. D. Rogers** succeeds Michels as assistant district storekeeper at Livingston. He joined the company in 1952 as a clerk in the Auburn Yard, and most recently served as chief clerk to the assistant general storekeeper at South Tacoma, Wash.

**D. O. Hughes** has been named to succeed Rogers as chief clerk to the assistant general storekeeper at South Tacoma. He started as a store laborer at Livingston and has held various clerical posts there since 1953.

**D. J. Dalton** has been appointed sales representative TOFC-COFC merchandise - sales at Seattle, Wash. He joined Northern Pacific in 1959 as a building and bridges helper at Seattle, held various clerical positions, and was named chief clerk in the Yakima, Wash., traffic office last April.

**L. A. Gindling** has been appointed general freight agent at New York City. He joined Northern Pacific in 1948 as a statistician in the Chicago, Ill., traffic office, served as traveling freight and passenger agent at Detroit, Mich., general agent at Cleveland, Ohio, and became general agent at Pittsburgh, Penna., in January, 1968.

**F. A. Cray** succeeds Gindling at Pittsburgh. He joined the company in 1951 as chief clerk in the Buffalo, N.Y., traffic office, and has served as traveling freight and passenger agent at Buffalo and commercial agent

(Continued on page 8)

# Rail Group to Rebuild Old NP Rotary Plow

Northern Pacific Rotary Snowplow No. 2 arrived at its permanent new home in Lake City, Mich., Jan. 9, where it will be restored and maintained as part of an operating steam railroad museum being developed by the Steam Railroad Restoration Society.

The Society, which headquarters at Midland, Mich., is developing the museum at Lake City on rails leased from the Cadillac & Lake City Railway.

Negotiations for purchase of the snowplow from the Northern Pacific and for its delivery to Lake City have been under the direction of George J. Atchison, who has represented the Steam Railroad Restoration Society and is one of the organization's founders.

Atchison discovered that the Northern Pacific had two rotary snow plows in storage in Minnesota during the winter of 1966-1967 and in June of 1967 wrote to the railway's president to inquire about purchase.

In the months that followed the Steam Railroad Restoration Society raised the required capital to make the purchase, a total of \$2,000, for plow and tender.

Plans were to move the snowplow and its tender on their own wheels in freight consists. The move would involve the Northern Pacific, Soo Line and Penn Central, NP to Superior, Wis., Soo Line to Mackinaw City, Mich., and Penn Central to Lake City.

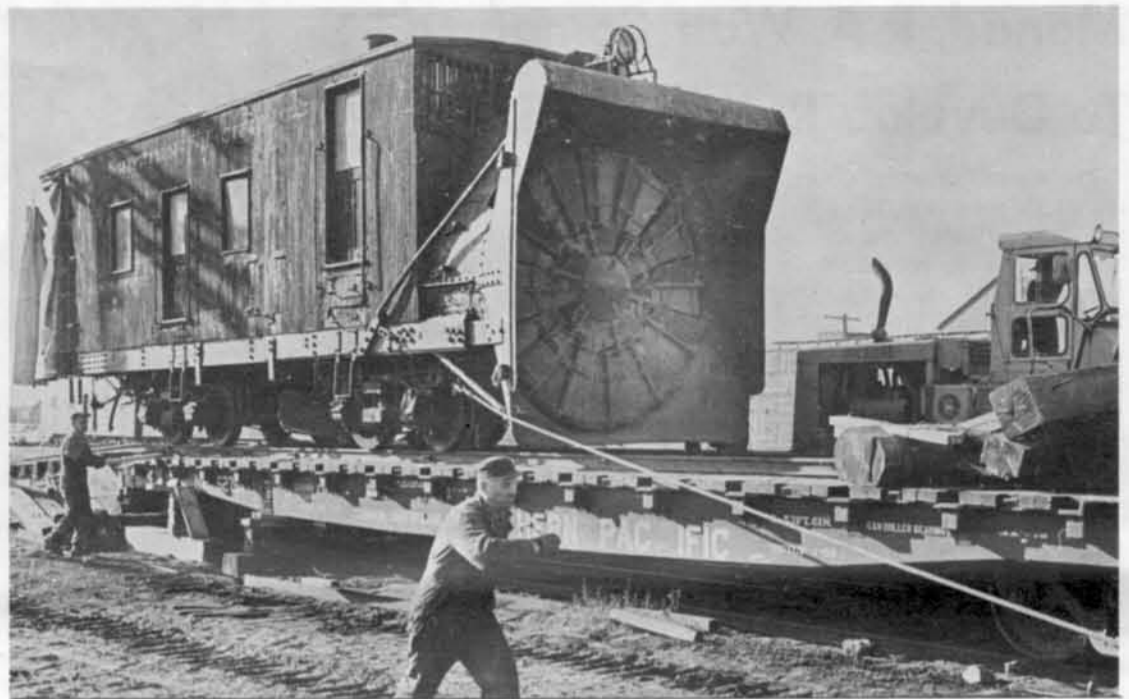
Part of the move would be by railroad ferry, and here, transportation of the snowplow ran into a bit of difficulty. The ferry movement required that the snowplow and tender be pushed onto the boat at one end and pulled off at the other. The snowplow has no hitch at the front, so an alternative means of moving the plow or possible re-routing around Lake Michigan were considered.

A decision was made to load the plow and tender aboard flatcars and move them by the route originally planned. This would be a bit more costly, and also required thorough checking of clearances for the higher load.

The Steam Railroad Restoration Society again raised funds to meet the added cost of transportation, and finally, in mid-November, orders were made to load No. 2 and its tender aboard flatcars.

Clearances were checked, and on December 14 the snowplow and tender were turned over to the Soo Line for movement to St. Ignace, Mich., for the ferry ride to Mackinaw City across the straits connecting Lakes Michigan and Huron.

No. 2 is a 62-ton, king-size snow blower. It was designed to clear a ten-foot wide path through drifted and hard packed snow. The basic idea for the steam rotary plow was contained in a patent issued to O. Jull in



NP ROTARY NO. 2 is loaded aboard a flatcar at the Head-of-the-Lakes for shipment to Lake City, Mich., where it will be restored and displayed by the Steam Railroad Restoration Society. Plans first called for moving the snow plow on its own wheels all the way, but without a front-end coupler, it couldn't be moved off a train ferry after crossing Lake Michigan. The change in plans brought about a delay of several weeks while other transportation arrangements were made, including clearance for the higher load.

1884. He, John S. Leslie, and Edward Leslie, supplied the plans for No. 2.

The first full-size steam rotary snowplow was built in 1885. It was tested on several western railroads which had severe problems with blizzards and deep drifts of snow on the Great Plains and in western mountains.

The original machine was completely rebuilt to incorporate several improvements by the Leslie brothers in 1886. This

served as the prototype for all future models, among the earliest of which was No. 2, produced the next year.

The Railroad Gazette of April 20, 1888, reported that the first two rotaries acquired by Northern Pacific, No. 1 and No. 2, were rushed to the switchback line over the Cascade Summit which had been blocked with snow drifts as much as 12 feet deep for nine days. The new rotaries cleared the line in less than nine hours and kept it

open for the rest of the winter without delays to traffic.

The Steam Railroad Restoration Society is a non-profit corporation chartered by the State of Michigan which is authorized to procure, preserve, restore, exhibit and operate steam era railroad equipment for educational and museum purposes.

The society plans complete restoration of the snowplow, and then plans to have occasional demonstrations showing how the rotary works.

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### Direct Service Vans in Use

## NP Calls at Customers' Doors

Northern Pacific inaugurated use of "Direct Service Agency" vans on two North Dakota branch lines in early February to provide doorstep service for rail traffic customers.

Ford Econoline vans, equipped with complete rail agency equipment and supplies, now operate out of two base stations, Cooperstown and Mott.

I. B. Lahren, direct service agent operating out of the Cooperstown base station, calls on customers in McHenry, Binford, Shepard, Hanaford, Walun, Dazey and Rogers.

C. M. Quill, direct service agent at Mott, calls on customers in Burt, New Leipzig, Elgin, Heil, Carson, Lark and Flasher.

## J. R. Patterson Retires at New York As Assistant Traffic Manager for NP

J. R. Patterson has retired as assistant traffic manager for Northern Pacific at New York

City after more than 47 years of service with the company.

He joined Northern Pacific in September of 1921 as a messenger in the city passenger office at St. Paul, Minn., and held various clerical jobs in the traffic department until 1926, when he was promoted to city passenger agent at Detroit, Mich.

## Promotions . . .

(Continued From Page 7)

for the New England area with headquarters at New York.

**P. W. Riola** succeeds Cray as general agent at Buffalo. He started as a tracing clerk in the New York traffic office, where he became traveling freight and passenger agent in March, 1966.

**W. R. Riola** has been named traveling freight and passenger agent at New York. He also started as a tracing clerk in New York, became chief clerk in March, 1966, and city freight and passenger agent in February, 1968.

Patterson became city freight and passenger agent at Detroit in 1933, and three years later was promoted to the position of export-import agent at Chicago, Ill. In 1941 he became traveling freight agent at Chicago, and the next year he moved to New York as assistant general agent.

In September of 1951, Patterson was promoted to general agent at New York. He was named assistant traffic manager there in 1966.

## OPPORTUNITY

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The 1969 campaign starts April 1.



**HISTORICAL RECORDS** piled high on a hand-truck at Northern Pacific's Como records building in St. Paul await sorting, inventory and classification before transfer to the Minnesota Historical Society's building near the State Capitol. These books, part of a vast collection given to the society, including stock records, payroll accounts, early inventories of supplies and financial records. (See story, Page 1.)