

TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

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NATIONAL HONOR—A. H. Gomer, telegrapher at Laurel, Montana, will be listed in the 1967 edition of "Outstanding Civic Leaders of America", to be published in January 1968. Gomer's name was selected by a 20-man Board of Advisors at Montgomery, Ala., who review persons submitted by civic organizations who have shown leadership in community affairs. Active in local Jaycees in Minnesota and Montana for the past six years, he served as Montana State Jaycee chairman for Mental Health and Retardation in 1965-66, and has written articles in several JC publications. In addition to his JC activities, Gomer currently serves as president of the Laurel United Fund drive.

Our Cover . . .

. . . Patrons aboard Northern Pacific diner receive friendly, courteous service amid clean, modern surroundings which contribute toward Northern Pacific winning its seventh consecutive dining car award. For more about this honor and how the NP maintains its superb record, turn to the award story on page 4.

Memo...

With the trend in 1967 pointing to a general leveling off in business, gains over our record year of 1966 will be highly dependent on our ability to operate with maximum efficiency and economy.

This calls for more comprehensive utilization of the many talents of our officers and employees. A continuing program is well under way at Northern Pacific, with several new departments set up to handle the special problems of customer service, maximum car utilization and industrial engineering.

We must make total use of mechanical and electronic aids to provide up-to-the-minute information to implement management decisions. To this end, our computer systems are being rapidly applied to virtually all areas of operations, management, accounting, operating, engineering, research and materials control to provide prompt and precise information. F. H. Coyne, who has been appointed to the post of vice president-management services, will direct computer and related programs along with active participation in other staff services for the railroad.

Financing large capital outlays for new equipment and improvements to the line, along with increased material and labor costs and high interest rates make it imperative that we exercise every practical economy at our command if we are to avoid the effects of a serious squeeze on earnings in 1967.

While the economy of the area we serve is strong and there is reason to be optimistic about Northern Pacific progress in 1967, to equal or exceed our record of last year will call for a stepped up program of marketing of the rail transportation services we offer.

How well we do in 1967 is not the responsibility of a single man or a single department, it is the responsibility every Northern Pacific employee shares with his fellow employees. With the continued high level of support and employee cooperation that made possible Northern Pacific's record achievement in 1966, we can look forward with confidence to 1967 results.

Chairman of the Board

President

F. H. Coyne Named Vice President Management Services for NP



Coyne

Northern Pacific Railway has appointed Frank H. Coyne to the newly created post of vice president-management services for the company at its St. Paul general office.

Coyne, who was formerly assistant general auditor for the Southern Pacific Company in San Francisco, assumed his new duties on April 1. He will direct computer and related programs along with active participation in other staff services for the railroad.

"Mr. Coyne's wealth of experience," said Louis W. Menk, president of Northern Pacific, "will be directed toward making the most efficient and meaningful use of present and future computer data to strengthen and augment management decisions and direction."

Coyne, who was born in New York City, attended Harvard College and the Harvard Business School where he received his MBA degree in 1951.

He began his career in the New York offices of the Southern Pacific Company in 1951 as a financial analyst. He was transferred to Southern Pacific's accounting department in Houston, Texas, in 1953 and became assistant auditor in 1959.

He was appointed manager-systems research in 1960, with head-April 1967

quarters in Southern Pacific's San Francisco office. In July, 1961, he was promoted to assistant general auditor where he was responsible for accounting, systems and procedures, and computer planning as well as supervision of all data processing at the company's data processing department at San Francisco.

Coyne was a member of the committee appointed by the Association of American Railroads to work out details for establishment of the Data Systems Division within the AAR and subsequently served as chairman of the technical advisory committee and is presently a member of the general committee of the division.

He is active in industry organizations and civic clubs and is presently president of the Harvard Club of San Francisco.

NP Transport Co. Files for Intrastate Service

Northern Pacific Transport Company has filed applications for authority to carry intrastate traffic over the highways within Minnesota and North Dakota.

This move is part of Northern Pacific's program to provide improved service for the movement of small shipments or less-than-carload traffic (LCL) to or from all points on its lines in this area.

Northern Pacific Transport, a trucking subsidiary of the Northern Pacific Railway Company, was recently granted authority by the Interstate Commerce Commission to provide substituted over-the-road service for the railway company in handling interstate shipments or shipments between these states or other states.

"This authority," said L. W. Menk, Northern Pacific president, "has opened the way for improved service to our LCL freight customers, because faster, more frequent truck operations can replace today's in-

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Nipper news bits

G.N. PAGE, general manager-NP Transport Company at St. Paul, has been elected Midwest Regional vice president at the annual meeting of the National Railroad Piggyback Association in Chicago.

Page was also appointed chairman of the Trailer and Car Equipment committee of the newly formed AAR Motor and Piggyback Transportation section.

NATIONAL Secretaries Week will be observed April 23-29, with Wednesday, April 26, being Secretaries Day. The theme for that week is "Better Secretaries Mean Better Business."

The purpose of Secretaries Week is to bring recognition to secretaries for the vital role they play in business, industry, education, government and the professions. It also serves to remind secretaries of their responsibilities to their employers and to their profession.

This 16th annual observance will be highlighted by the commemoration of the 25th anniversary of its sponsor, the National Secretaries Association (International).

Miss M. Merle Law, president of the world's largest organization of businesswomen in one profession, said, "We are concerned with upgrading the standards of the secretarial profession and seeing that they are met by trained, skilled, conscientious secretaries."

In keeping with the professional objective of the Association, chapters of NSA sponsor special educational activities such as seminars, workshops, and study groups—available to members and nonmembers alike—during Secretaries Week.

Included in the Week's projects are Career Days, undertaken by NSA chapters in cooperation with local school systems. There are 231 chapters of the Future Secretaries Association throughout the U.S., Canada and Puerto Rico.



CITATION PRESENTATION—F.G. Scott, center, Northern Pacific passenger traffic manager, is presented a special government award for "excellence in sanitation" on NP dining cars for 1966. Making the presentation is J. E. Woodruff, left, U. S. Public Health Service specialist at Kansas City, Mo., as J. A. Cannon, chief mechanical officer for the railway, looks on. This is the seventh consecutive year that NP has won the coveted award.

Northern Pacific Wins Seventh Sanitation Award

For the seventh consecutive year, Northern Pacific Railway has received a special citation from the United States Public Health Service.

The award is given annually in recognition of "excellent sanitation in the preparation, serving, storing and handling of food on its dining cars."

The citation was presented to the Northern Pacific at a luncheon held in March at the St. Paul Athletic Club. James E. Woodruff, sanitation specialist for the United States Public Health Service at Kansas City, Mo., made the presentation. F. G. Scott, passenger traffic manager, accepted the award on behalf of the railway.

The award is based on the Public Health Service's inspection and rating of all dining cars and food preparation facilities used in NP service in 1966. A rating of at least 95 per cent is needed to qualify.

Miniature replicas of the 1966 sanitation award will be displayed in Northern Pacific dining cars for public viewing in the months ahead.

NP Transport

Continued from Page 3

adequate all-rail LCL service. However, the transport company's present highway rights apply only to interstate shipments."

The filing of applications with the North Dakota and Minnesota regulatory commissions represents an essential step toward full implementation of improved, substituted

service. The granting of this authority by these commissions will make it possible to provide faster and more frequent service for shipments moving within the states of Minnesota and North Dakota.

Menk said that present handling of LCL shipments in boxcars generally results in poor service to customers in small communities which do not have daily service. The handling of small shipments exclusively in boxcars is a losing proposition for the railroad, stated Menk. He added that unless service can be improved and traffic increased, the railroad will have to reassess its entire LCL program. Finally, improved service will benefit all communities which we serve, but particularly the small rural communities on our lines.

Lenhart, Ag Clerk, Retires After 49 Years NP Service

Miss Elsie Lenhart, chief clerk in the Agricultural Department, retires after completing nearly 49 years of service for the Northern Pacific Railway at St. Paul.



AMONG FRIENDS who honored Elsie Lenhart at dinner party held in St. Paul were agricultural directors for whom Miss Lenhart worked. Standing from left are J. H. Haw; Ken Cook, present director, and Larry McDonald, who retired last year. Miss Lenhart, seated, topped the St. Paul traffic department seniority list when she retired April 1 after serving the company for 49 years.

Over thirty-three years have been devoted to the Agricultural Development department which Miss Lenhart joined in June, 1933 as secretary to J. W. Haws, agricultural director, at that time. Since then, she has worked for director Larry McDonald, who retired in 1966, and Ken Cook, present department head.

A native St. Paulite, Miss Lenhart began her railroad service in July, 1918, as a stenographer in the General Freight department in St. Paul. She has been employed as chief clerk in the Agricultural department since October, 1954.

TELLTALE

Salmon Barbeque Opens 1967 Tacoma Convention

A famous salmon barbeque dinner, free to all Northern Pacific veterans, highlights the opening day, June 9, of the 1967 Veterans Association Convention, according to plans announced by F. J. Sailer, Association secretary-treasurer at St. Paul.

The 43rd annual convention, with headquarters at the Winthrop hotel, will be held June 9-11 at Tacoma, Wash. Registration begins at 9 a.m., Friday, June 9, in the hotel lobby when veterans will sign up for banquet, social hour and tour tickets.

A social hour and sing-along are scheduled for Friday evening. Events on June 10 include the annual business meeting Saturday morning, an afternoon Ladies Coffee Hour, and the Annual Banquet which begins at 6:30 p.m.

Sunday morning, June 11, is set aside for church and relaxation. A grande tour of the Bremerton Navy yards highlights the afternoon with a Sunday evening dinner ending the three-day convention.

St. Paul area vets will leave St. Paul aboard the Mainstreeter at 8:40 a.m., June 7, and arrive in Tacoma early morning on June 9. They will leave homebound Sunday evening and arrive in St. Paul at 10:20 p.m. Tuesday, June 13.

Sailer urges all veterans to get their reservations in early.

Employee Relative Leads Alpine Expedition

It was never attempted before, but Gregg Blomberg, 25, proved what he set out to do—climb Mt. McKinley in the wintertime.

Blomberg, grand nephew of L. A. Lunacek, chief clerk in Northern Pacific's Advertising and Publicity department in St. Paul, recently led an eight-man international expedition in the first winter assault ever attempted on Mt. McKinley, highest peak in North America.

Seven members of the group returned from the ascent on March 10 after a harrowing experience which took the life of a French climber on the second day out.

Blomberg organized the group which started up the 20,320-foot mountain, located in Alaska, on January 27.



Blomberg

Three members of the team successfully reached the summit on February 28.

Pinned down by 115 mph winds and temperatures of 50 degrees below zero, the three-man team spent seven days stranded at the top of the mountain before they could descend again. A fierce mountain blizzard marooned the group

which carried only two days' food supply on its way to the top. Fortunately, a cache of food, left by summer April 1967



NPBA AUXILIARY GIFT—Dr. A. McEwan, chief surgeon at St. Paul NPBA hospital explains operation of new cardiac monitor and demand pacemaker to Betty Ritchie, treasurer of hospital auxiliary. The \$1800 electronic machine, recently presented to the hospital by the NPBA auxiliary, monitors a heart beat on round-the-clock basis. If a disorder occurs while in use, an instantaneous alarm system sets off the pacemaker to take over driving of the patient's heart.

mountain climbers, was discovered by the party during their life and death struggle.

After the death of the Frenchman who fell through an ice-covered crevasse, the expedition divided up into three groups of 3-2-2 men each. Camps were set up along the way with the final one at the 17,200-foot level, where the final assault on the peak was made.

When the three-man party failed to return, other members of the team went down the mountain for help. Luckily, the storm broke allowing the men to return to the old camp site below where they were spotted by a search plane which dropped food supplies and two air force radios.

Blomberg, who lives at Bremerton, Wash., is a seasoned alpine climber. Three years ago, July 4, he named Independence Ridge at the top of Mt. Logan in Alaska, the second highest peak in America.



A ZIP-CODED NP GONDOLA car which appeared in Northern Pacific's Valley City yard recently caused employees to wonder if the railway had adopted the post office's form of delivering by numbers. The car having the same postal zip code as Valley City, the town it was sent to, was spotted by freight office employees Carl Fredrickson and Walter English. Archie Hirsch, manager of the Valley Hide and Fur Co., stands by the car which was loaded with the firm's scrap iron.



Promotions



Northern Pacific has appointed W. R. Shannon, assistant general mechanical superintendent, as chief mechanical officer at St. Paul succeeding Jesse A. Cannon, who retired March 31 after nearly 51 years of service with the company.

Cannon's career has spanned some of the most colorful periods in railroad history.

He started with the NP on July 19, 1916, as a locomotive fireman in the Yellowstone division; saw steam motive power rise to its peak and then give way to giant new diesel-electric locomotives.

Son of a locomotive engineer, Cannon has held successive promotions as locomotive engineer in 1928, road foreman of engines, master mechanic, assistant to the general mechanical superintendent, general superintendent of motive power and superintendent of motive power before being promoted to general mechanical superintendent at the St. Paul headquarters in April, 1956.

Shannon has been with Northern Pacific since 1939. He joined the company as a special apprentice under a three-year training program after graduation from Ohio Northern University with a degree in mechanical engineering.

He became supervisor of fuel and locomotive performance at Seattle in 1947, was promoted to assistant to general mechanical superintendent in 1950, and in 1955 became assistant general mechanical superintendent under Cannon, whom he now succeeds.

A series of key appointments have been made in the traffic department in connection with a program to improve trailer-on-flatcar (TOFC) sales and services.

C. L. Kath has been appointed manager of TOFC merchandise sales, eastern district at St. Paul, and R. L. Merrill becomes manager, western district, with headquarters at Seattle.

Other appointments in the program include J. F. Schmidt, named sales representative, TOFC merchandise, at St. Paul; K. P. Wager, supervisor, TOFC merchandise sales, St. Paul; N. D. Stangle, sales representative, Duluth, and A. N. Brownell, Jr., sales representative at Fargo, N. D.

Kath joined the NP in 1957 at Seattle, served at clerical positions in various on and off-line offices before becoming TOFC merchandise agent at St. Paul in 1962. He was appointed city freight agent in 1965, and was made special sales representative in the TOFC program last year.

Merrill began as a clerk in Seattle in 1937; was promoted to city freight and passenger agent at Tacoma in 1948 and became special sales representative in 1955.

Schmidt joined the company as a clerk in the personnel department in 1955 and served in various clerical posts until becoming chief clerk in St. Paul commercial office in 1966. Last December, he was named TOFC service agent.



NYQUIST RETIREMENT—Assisted by his son and daughter, John A. Nyquist, center, assistant engineer at St. Paul, displays employee gift presented him at recent retirement luncheon. Among those honoring Nyquist, after 49 years of service were, standing, l. to r., M. C. Wolf, valuation engineer; D. H. Shoemaker, chief engineer, and W. J. Baillon, assistant engineer.

Since joining the traffic department at Portland in 1957, Wager has been in clerical jobs until 1962 when he became service agent for the western freight traffic manager. In 1963, he was made a TOFC service agent.

Stangle has served as a stenographer in the Duluth traffic office since joining the NP in 1964.

Brownell was appointed chief clerk at Grand Forks in 1963, after serving in various positions since joining the company in 1953. He became chief clerk at Fargo in 1964 and traveling freight and passenger agent there in 1966.

In other personnel changes, C. E. Mott has been appointed research analyst in the freight traffic department in St. Paul. Mott joined the NP as a traffic trainee in 1964 and was appointed city freight and passenger agent at Cleveland, Ohio, last July.

The title of J. F. Dean has been changed from chief special agent to manager, security and freight claim prevention at St. Paul.

H. C. Faulkner, former special agent at Spokane, has been appointed to the new post of supervisor of freight claim prevention, with headquarters at St. Paul.

Dean joined the NP in 1939 as patrolman at Tacoma and rose through the ranks there to special agent in 1961. He became chief special agent at St. Paul in 1965.

Faulkner entered service as patrolman in Spokane in 1948, became assistant special agent at Pasco in 1953, and in 1959 was promoted to special agent at Spokane.

In Communication department promotions, L. I. Pilate, general wire chief at St. Paul, has been appointed assistant to superintendent of communications, and D. B. Goodwin, telegraph inspector, becomes traffic supervisor at St. Paul.

Pilate joined the company as a telegrapher at St. Paul in 1941. He served in various telegraphy and wire chief jobs at Glendive and Missoula, Mont., and St. Paul, where

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48-YEAR CAREER ENDS—H. C. Fredrickson, chief dispatcher at Fargo, holds up boxcar gift presented him at retirement dinner held at Fargo in March. Assistant superintendent R. M. Johnson of the Fargo division, who emceed the event, looks on. 108 persons honored Fredrickson who retired April 1.

Safety Score Board

RANK	REPORTABLE INJURIES		CAS. RATIO	
	1967	1966	1967	1966
STANDING BY DISTRICT				
1. Eastern District	33	32	20.60	19.00
2. Western District	39	20	22.90	11.61
STANDING BY DIVISION				
1. Rocky Mountain	3	3	7.54	7.22
2. Yellowstone	77	5	13.97	9.52
3. Fargo	4	1	14.61	3.35
4. Tacoma	19	13	24.11	17.04
5. Lake Superior	7	6	25.33	20.89
6. St. Paul	15	20	27.26	34.89
7. Idaho	17	4	32.86	7.35
STANDING BY CLASS OF EMPLOYEE				
1. Carmen	2	6	5.16	15.43
2. Station	6	6	7.10	6.95
3. Track	9	5	14.03	8.00
4. Shop	4	0	14.99	.00
5. Enginemen	6	5	17.63	12.82
6. B & B Dept.	3	2	19.49	12.92
7. Trainmen	16	15	44.41	37.65
8. Yardmen	26	13	85.08	41.18
STANDING BY MAIN SHOPS				
1. Brainerd	0	1	.00	9.44
2. South Tacoma	0	1	.00	12.24
3. Livingston	0	1	.00	13.25
4. Como	1	1	13.01	12.68
MISCELLANEOUS DEPARTMENTS				
Tie Dining Car	0	2	.00	22.07
" Signal Dept.	0	0	.00	.00
" Communications	0	2	.00	28.98
" Chief Special Agent	0	0	.00	.00
5. General Office & Misc.	1	1	1.68	1.84
6. Engineering Dept.	1	4	14.10	56.67
7. Store Dept.	3	1	22.69	7.37
8. Electrical Engineer	1	0	74.84	.00
TOTAL FOR SYSTEM	79	68	16.41	13.90

April 1967



Retirements



Alex Behm	Shop Watchman	Laurel	29
Lloyd E. Bell	Carman	Jamestown	24
Elmer A. Bikkie	Boilermaker	Brainerd	50
Oliver Bogen	Section Foreman	Henning, Minn.	46
George S. Brake	Car Foreman	Jamestown	44
James E. Brown	Chef-Dining Car Department	St. Paul	44
Gerald P. Bruner	Welder	Livingston	50
James W. Dupre	Conductor	Minneapolis	49
Matt G. Erpenbach	Conductor	Glendive	43
Paul F. Fischer	Section Foreman	LaMoure, N.D.	47
Henry P. Folk	Welder-Machinist	So. Tacoma	31
Henry Gillenberg	Section Foreman	Taylor, N.D.	44
John Ginoff	Section Foreman	Irvin, Wash.	43
Leroy Green	Carman	Laurel	24
Frank L. Grundmeier	Section Foreman	Big Falls	39
George J. Hagen	Section Laborer	Gilby, N. D.	46
Albert J. Harlock	Yardmaster	Duluth	49
Ernest A. Heisserman	Store Helper	Auburn	22
George M. Henschel	Section Laborer	Carlton	30
Helen M. Hofer	Clerk-Manager Freight Revenue Accounting	St. Paul	49
Ray Irons	Locomotive Engineer	Pasco	51
Carl E. Johnson	Locomotive Engineer	Tacoma	48
Clarence Johnson	Carman	Minneapolis	44
William F. Jones	Assistant General Yardmaster	Tacoma	47
Richard E. Keefe	Clerk-Weighmaster	Tacoma	56
Harry A. Kensmo	Sergeant-Property Protection Department	Livingston	22
William T. Kranz	Agent	Brainerd	44
Joseph J. Lach	Switchman	Duluth	29
Otto F. Lang	Section Stockman	Parkwater	47
Homer J. Langley	Roundhouse Laborer	Livingston	22
Matt Lesnak	Section Laborer	Pasco	24
Victor E. Lindquist	Switchman	Minneapolis	39
Chester W. Madsen	Carman	Tacoma	39
Carmine Martello	Section Foreman	Avon, Mont.	51
Hector A. McDonald	Day Warehouse Foreman	Glendive	47
Peter M. McGovern	Assistant General Yardmaster	Duluth	49
Archie McGuire	Locomotive Engineer	Livingston	50
Kenneth R. McKane	Agent-Telegrapher	Steele, N.D.	29
Barton L. Morris	Locomotive Engineer	Centralia	49
Adam J. Moser	Locomotive Engineer	Auburn	44
Agneta M. Murphy	Clerk-Manager Freight Revenue Accounting	St. Paul	48
Henry M. Nelsen	Depot Ticket Agent	Tacoma	47
John G. Nelson	Car Inspector	St. Paul	46
Helmer K. Olson	Carman	Minneapolis	24
Frank B. Palewicz	Paint Shop Foreman	St. Paul	44
Einar E. Pedersen	Store Laborer	Jamestown	31
Michael S. Pfau	Car Repairer	Missoula	23
George E. Pfremmer	Chief Yard Clerk	Brainerd	49
Leo M. Pickar	Boilermaker	Brainerd	44
Mary M. Portz	Coach Cleaner	St. Paul	21
Gerald C. Post	Car Inspector	Sumas, Wash.	44
Arthur S. Prohovsky	Foreman-Tariff & Advertising	St. Paul	49
Elmer R. Richardson	Section Laborer	Crookston	30
Nick Rogers	Car Repairer	Pasco	40
George R. Senner	Locomotive Carpenter	Tacoma	40
Frederick W. Schlatter	Boilermaker	So. Tacoma	51
Melvin W. Smith	Stationary Engineer	St. Paul	29
Elvin S. Swanson	Section Laborer	Superior	32
Frank A. Wentworth	Utility Clerk	E. Grand Forks	29
Morris E. Wilhelm	Roundhouse Laborer	Glendive	23

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RETIREMENTS THREE—Freight revenue accounting clerks at St. Paul receive retirement presents from W. H. Goodyear, left, and A. L. Alm, manager and assistant dept. manager, respectively, during February dinner at St. Paul. Retirees from the left are: Misses Agneta Murphy, with 48 years service; Helen Hofer, 49 years, and Alice Holly, with 49 years of NP service.

Promotions

Continued from page 6

he became telegraph inspector in 1953 and general wire chief in 1955.

Goodwin joined the NP as an apprentice telegrapher at Fargo in 1948. He served in various communications department jobs at Livingston and Glendive, Mont. In 1953, he became night wire chief at St. Paul. He was named telegraph inspector in 1955.

R. D. Erpenbach has been appointed district supervisor for Northern Pacific Transport Co. at Fargo, N.D.

He joined the transport company as a driver in 1951 at Glendive, Mont., and has been dispatcher, chief dispatcher and traveling supervisor before returning to chief dispatcher at Billings last year.

With the opening of a new general freight agency at Washington, D.C., April 1, R. W. Thoenke, general agent at Philadelphia, has been appointed general freight agent in the new office.

The new agency is being opened to provide closer liaison with various agencies involved in transportation of government materials.

Other changes in personnel and Eastern offices of the company have resulted in the following appointments:

E.K. Kremer, district passenger agent at Washington, D.C., has been promoted to general agent at Washington. W.J. McAllister, traveling freight and passenger agent at Tulsa, Okla., has been named to succeed Thoenke as general agent in Philadelphia. J. R. Brady, city passenger agent at New York City, has been named traveling freight and passenger agent at Washington, D.C., also a new position in that city for Northern Pacific. He will move to the new office on May 1.

A change is also being made at Winston-Salem, where L. O. Moe, district freight and passenger agent at that city, but under the jurisdiction of the Philadelphia office, is promoted to general agent, raising the status of that office to the level of a general agency.

Thoenke, a graduate of the college of advanced trans-

portation, University of Chicago, joined the Northern Pacific in 1951 as chief clerk in the Milwaukee traffic department. He became traveling freight and passenger agent there in 1953, commercial agent at Milwaukee in 1959 and general agent at Philadelphia in 1963.

Kremer joined Northern Pacific in 1921 as a stenographer in the Philadelphia traffic office. He served as city passenger agent, then became district passenger agent at Washington, D.C., in 1946.

McAllister joined the NP in 1941 as a messenger in Duluth, Minn., and worked in various capacities until 1953 when he transferred to the traffic department as chief clerk at Duluth. He was successively city freight and passenger agent in 1954, traveling freight and passenger agent at St. Louis, Mo., in 1956, and in 1962 became traveling freight and passenger agent at Tulsa, Okla.

Moe joined the company as a clerk in the treasurer's office at St. Paul in 1928. He transferred to the traffic department in 1934. In 1952 he became traveling freight and passenger agent at Philadelphia and the next year was appointed commercial agent at Winston-Salem, N. C. He became district freight and passenger agent there in 1963.

D. F. Bartley has been appointed trainmaster of the Fargo division with headquarters at Jamestown, N. D., succeeding G. A. Sjol, who has been promoted to trainmaster of Yellowstone division at Glendive.

Bartley started as a chain man in the company's engineering department in 1951 and held various positions through 1959. In 1960, he became a draftsman then roadmaster at Duluth until his present promotion.

Sjol succeeds C. M. Gullickson who has retired after more than 44 years of continuous service.

Sjol joined the Northern Pacific as a fireman at East Grand Forks, Minn., in 1947. He was promoted to engineer in 1955 and two years later became supervisor of rules, safety and fire prevention. Last year, he was appointed assistant trainmaster at Jamestown, N. D.

Gullickson joined the Northern Pacific as a stenographer at Livingston, Mont. He served in various clerical offices until 1950 when he became division car service agent at Missoula. In 1953, he was named trainmaster at Livingston, Mont.



ST. PAULITE RETIRES—Northern Pacific chief material inspector C. Warner and his wife were guests at March retirement party at St. Paul. Employed at the Como shops, Warner was honored by fellow employees at completion of 40 years of NP service.

TELLTALE