

TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

VOL. XXX

MAY, 1967

NO. 5





Published monthly by the Advertising & Publicity Dept., Northern Pacific Railway, Saint Paul, Minn. 55101, W. A. Gustafson, Manager.

NP Employees Urged to take National Drivers Test, May 23

The 1967 National Driver's Test has been set for May 23 and Northern Pacific employees throughout the system are encouraged to participate again this year.

Two years ago a special section of the TELLTALE was used to provide company personnel with handy forms for marking answers to questions on the driver's test. A similar form is included in this issue on page 8.

The program has three main objectives, (1) to persuade people to drive defensively, (2) to enroll people in defensive driving courses, and (3) to provide data for future research projects.

Everyone associated with the company should take the test as a means of stimulating safe driving techniques.

Participation in this test can help improve the practice of safe driving through reassessment of your present driving habits.

Test forms are also available through Shell Oil Company dealers throughout the nation. After completion of the test, unsigned forms may be sent to the Northern Pacific Rules, Safety and Fire Prevention department at St. Paul for forwarding to the National Safety Council for evaluation.

Our Cover . . .

. . . Northern Pacific's new Dassault Fan Jet Falcon heralds a new era of Jet-Age transportation for the railway officials. The speedy jetliner is now in service flying company personnel to all parts of the country. The 10-passenger jet was purchased by the company for business transportation. See page 3 for more information on the new plane N176NP.

Memo...

The annual meeting of the Northern Pacific stockholders was held on April 27, followed by a meeting of the board of directors at which NP president, Louis W. Menk, was named chief executive officer to succeed Robert S. Macfarlane, who continues as chairman of the board and chairman of the executive and finance committees.

Included in the report to stockholders attending the annual meeting was a report on our all-time record 1966 with net income of \$30,674,000, equal to earnings per share of \$5.08.

Record revenues were attributed to increases in the movement of grains, food products, transportation vehicles, lumber and manufactured and miscellaneous items with due recognition given to NP employees for the wholehearted support and cooperation that made the record year possible.

Net income for the first quarter of 1967, however, was down substantially from the same period last year. First quarter net income for 1967 was \$2,019,000 compared with net income for the first quarter of 1966 of \$5,981,000.

Freight revenue for the first quarter of 1967 was \$40,915,000, down \$669,000 from the same period last year with the movement of both forest products and grain being down from the near-record levels of the first quarter of 1966.

Early reports from Minnesota, North Dakota and Montana indicate favorable ground moisture conditions.

A good growing season coupled with the increased acreages planted to wheat and sugar beets could result in a highly successful harvest and a heavy movement of these crops which would materially improve Northern Pacific revenues later in 1967.

While easing of interest rates has not thus far affected housing starts to any great degree, greater building activity during the remainder of 1967 would stimulate the movement of lumber and lumber products which account for a substantial percentage of Northern Pacific's total freight revenue.

It is almost impossible to predict results for the year but we are hopeful that 1967 revenues will closely approximate our record revenues of 1966.

Chairman of the Board

President



COMPANY AIRCRAFT at Twin Cities International Airport, home base for the recently acquired Northern Pacific Fan Jet Falcon. The white, streamlined jet seats 10 persons, fully loaded, and cruises at over 500 mph.

New Northern Pacific Fan Jet Aircraft Extends Productivity of Management Personnel

Northern Pacific's new Fan Jet Falcon has been in service only a few weeks, but it has already spanned the continent half a dozen times or more. In the weeks and months ahead it will be a frequent visitor to every major city in the nation as management personnel throughout the entire company use it to extend their productivity and that of their staffs.

The company aircraft, N176NP, was manufactured by the Dassault Company in Merignac, France. Its styling and flight capabilities make it one of the most desired among jet planes for corporation use.

A cruising speed of 500 to 525 miles-per-hour and range of approximately 1,400 miles make every major city of the nation only a few hours or in some cases only a few minutes away from any Northern Pacific office.

The aircraft has a capacity for nine passengers, but carries 10 when necessary. It was purchased to supplement existing transportation facilities, where time, the number of persons essential to specific business transactions, pressures of other business, company image and other factors make its use advisable.

The Fan Jet Falcon has a complete redundancy of systems in its design and is built to exceed all standards of safety imposed on commercial jetliners.

A manual for use of the aircraft has been prepared for circulation to all company offices. It presents the

priority of use and details for scheduling the aircraft, has a time and distance table to principal U. S. cities, and outlines regulations and responsibilities of the air crew.

Northern Pacific Fan Jet Falcon pilots are Ray Wilder and Bud Jorgenson.

Wilder joined the Northern Pacific on January 1 of this year as chief pilot. From 1962 through 1965 he was chief pilot for the St. Louis-San Francisco Railway, and was chief pilot for the Chicago, Burlington and Quincy Railroad from 1965 through 1966.

Jorgenson joined the company on January 13 as co-pilot. From 1944 through 1947 he was a mechanic for Braniff International Airways. He flew co-pilot for National Presto Industries at Eau Claire, Wis., from 1957 through 1958 and then returned to work with Braniff until 1962 when he became co-pilot for Investors Diversified Services in Minneapolis. From 1964 through 1967 he was co-pilot for Burdick Grain Co. in Minneapolis.

Both Wilder and Jorgenson have logged thousands of hours of flying time and together have more than a million miles of accident-free experience. Both undergo periodic physical examinations and flight checks to ensure standards of physical fitness and performance equal to or better than those required of commercial airline pilots.

Nipper news bits

JUNE 10 has been set for the 1967 Northern Pacific Eastern Division Golf Tourney to be held at Gall's Golf course near North St. Paul, Minn.

According to plans now being made, persons wishing to play in the annual event will sign up after May 1. Further tournament details will be announced by the tourney committee at a later date.

Seeking his seventh straight title will be Gene Nelson, Duluth switchman, who retired two championship trophies in the last six years.

NP's Fifth Annual Fargo Division Golf Tournament will be held June 3 at the Jamestown Country Club, A. W. Foss, Northern Pacific agent at Jamestown, has announced.

NORTHERN Pacific will again sponsor a team in the St. Paul Maroon Commercial Softball League which plays at Dunning Field on Monday nights.

Anyone interested in playing should contact Red Roberts, Jack Schmidt, Art Carlson, Bill Blatzheim or Bob Trapp, Sr., all employed at the St. Paul General Office.

Last season the team won the division title with an 11-2 record.

PETE Pappas, steno-clerk in the Duluth superintendent's office, is Duluth's new bowling champ. Pete fired an all-time high of 2,042 to win the all-events award in the 1967 Duluth Area Bowling Ass'n. tournament held at the Duluth Skyline Lanes in February.

NOTICE TO ACTIVE EMPLOYEES NEARING AGE 65

To be covered by Medicare, you must enroll in any of the three months before the month of your 65th birthday, even if you have NPBA coverage.

For further details and information, contact your local railroad retirement board or social security agency.



TRAVELERS on Northern Pacific's Vista-Dome North Coast Limited enjoy refreshments in one of six new "Lounge in the Sky" dome cars now being placed in service by the railway. The colorful cars are redesigned to provide added luxury in rail travel.

'Lounge in Sky' Cars Enter North Coast Limited Service

New "Lounge in the Sky" cars are the latest feature on Northern Pacific Railway's premier train, the Vista-Dome North Coast Limited, and they are already stirring a lot of interest among rail passengers and the officials of other lines.

Six of the colorful Lounge in the Sky dome cars will be in service by mid-May. Three of them, now in full operation, are proving to be an attraction to rail travelers.

Northern Pacific passenger traffic officials checked out the first cars during initial runs during the second week of April and report they are pleased by the reaction of passengers to the new service.

F. G. Scott, passenger traffic manager, said the new cars are attracting more North Coast Limited passengers than any similar service previously offered.

"I'm convinced," he said, "that we have something going for us in this new service which will win continuing approval from rail travelers."

Scott said officials of several other railroads visited the car at major rail points along the Northern Pacific during the initial runs and were "very enthusiastic" about the possibilities of the new service.

Each car seats 24 persons. Tables are arranged on both sides of the center-aisle, with booth-type seats of plush naugahyde. Colorful carpeting, lamps at each table and other appointments add to the comfort and appeal of the Lounge in the Sky dome cars.

The major feature, of course, is the added pleasure of enjoying one's favorite refreshments beneath glittering stars or a full moon while whisking through the beautiful country served by the Northern Pacific, or playing cards and enjoying soft drinks with the majesty of western mountains all around.

Two single-room compartments in the lower section of the car provide the necessary facilities for preparation of refreshments by the car employee.

One new car is being placed in service every week with delivery of the final car expected in mid-May at Chicago.

New Management Staff Gives Company Specialized Services

The Northern Pacific is moving ahead into a new era of railroading where the objective of offering the best and most efficient transportation services possible demands increasing reliance on every available tool of modern technology.

In recent weeks new staff appointments in key positions within the executive department have given an indication of the direction in which management is moving to implement modern business tools and ideas.

Now, many of these staff functions have been brought together in a single department which will provide specialized services to all departments of the company.

The new management group is headed by Frank H. Coyne, vice president - management services, whose staff and departmental functions were set up by the company president "to provide the Northern Pacific the greatest return possible from an investment in the most advanced information technology available."

The staff includes T. M. Taylor, Jr., director of customer service engineering; R. L. McComb, director of methods and planning; G. C. Krahn, director of data systems and programming; J. J. Auge, manager of data control; L. H. Ball, manager of costs and statistics; and R. J. Helfman, manager of data processing.

Taylor's staff in the customer service engineering area of management services will be comprised of a manager of service and equipment planning, a manager of transportation engineering, and a systems engineer. Among staff objectives will be continuing research on equipment needs and car utilization, interdepartmental liaison relative to car need recommendation, liaison with shippers, quality control over transportation services, study of transportation industry innovations and improvements, and the development and promotion of computer application to operational and engineering problems.

The staff will also develop educational programs in use of computers to improve transportation services and to study new developments in the computer industry and in data processing for possible application by the Northern Pacific.

Krahn's group is generally responsible for providing the company with the most efficient and economical data processing possible, utilizing the most recent technological advances, and with particular emphasis on development of better management information systems.

McComb and his staff have as their general objective the development of methods and planning at all levels and in every department which will help reduce voluminous paper work and increase the efficiency of handling information needed by management in decision making.

As manager of data control, Auge has the responsibility of assembling yard accounting data and data on car movement and car location in an information system which will provide data needed for current railroad operations and for a central management system of car utilization, car distribution, tracing, shipment status reporting to patrons and other management needs.

L. H. Ball, as manager of costs and statistics, has respon-

Continued on page 6

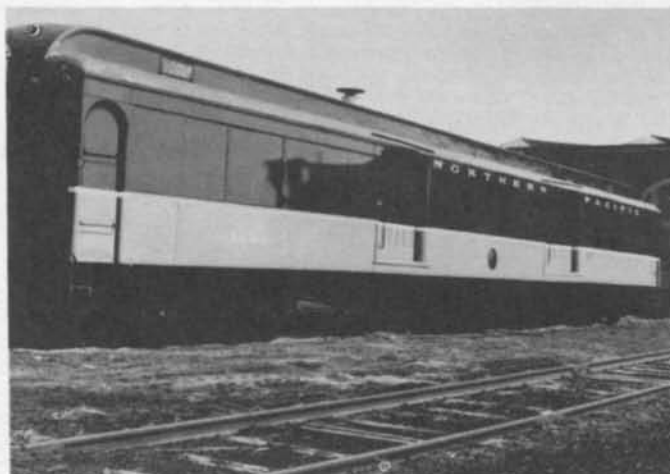
NP Presents Former NCL Diner to Green Bay Railroad Museum

"Old 1594" has gone out of railroad service and has begun a new public life. A queen in its day, the former North Coast limited diner and recent Northern Pacific baggage car, will spend the rest of its days on display at America's one-and-only National Railroad Museum at Green Bay, Wis.

Restored and repainted in NP colors, baggage car No. 1594 has been given by the Northern Pacific Railway to the Railroad Museum where the car will be in the public eye providing another look into the glamorous past of the steam era of railroading.

The car, originally an elegant dining car, was placed into Northern Pacific service in 1910 on the North Coast Limited.

Like other cars of the period, exterior walls were of wood; however, interior walls were of Cuban mahogany



BAGGAGE car No. 1594 after being freshly repainted at St. Paul Como Shops before leaving for the National Railroad Museum at Green Bay.

panels. Chairs were covered with hand rubbed Spanish leather. Thirty persons could be seated at tables spread with fine linens, silver servings, and meals prepared for royal tastes. Indeed, many members of royal families traveled on the North Coast Limited in earlier years and may have eaten in this very car.

The car was rebuilt in 1921 by the Pullman Company and returned to service with a new exterior of one-eighth inch steel plate and an interior refashioned to the mode of the 1920s. Electric lights were added, but dinner by candlelight remained a popular feature.

After 29 years of service on the North Coast Limited and other Northern Pacific trains, the car returned to the shops, where its dining car appointments were removed, and it emerged as Northern Pacific baggage car No. 1594. The date was March, 1941.

No. 1594 carried mail and baggage over various Northern Pacific main and branch lines for 25 years and was retired in March of 1966. Authorization was made on February 15, 1967 to present the car to the National Railroad Museum.

Restoration and painting of the car was completed at St. Paul's Como Shops in April and it was moved to the museum at Green Bay where it joins the nation's most extensive single collection of equipment representing the fascinating story of American railroading.

The National Railroad Museum was established by May 1967

Congress in 1958 as the only shrine to commemorate and preserve the story of American railroading. Here historic locomotives and cars of the steam era are exhibited in a beautiful park along the banks of the Fox River in Green Bay.

Newly Created Marketing Unit to Study NP Shipper Needs

A market development department with headquarters in St. Paul has been created by the Northern Pacific Railway.

The staff will be comprised of industry-oriented specialists. Their marketing and service objectives will include continuing study of transportation needs and freight traffic patterns in areas served by the Northern Pacific. The market development group will work closely with other freight traffic department sections concerned with pricing, customer services and freight sales.

E. M. Stevenson, vice president - traffic, said that today's purchaser of transportation service is faced with difficult decisions in selecting the mode of transportation which will best accomplish the company's objectives.

"We recognize this fact," Stevenson said, "and are now placing ourselves in a position to better understand what our customers want and need, and to keep them better informed on the transportation advantages we offer."

Stevenson stressed that the job requires "specialists who not only know the railroad business, but also are knowledgeable about the industries the Northern Pacific serves."

C. Duane Carley has been named director of market development.

Present plans include appointment of four or more managers under the director of market development who will be specialists on transportation of specific commodities or commodity groupings, such as lumber and wood products, agricultural products and trailer-on-flatcar traffic.

Each manager will relate railroad services to the industries in his commodity area, and will study present and future needs of both shippers and the railroad in achieving the best possible transportation service.

The market development group will also work closely with industrial traffic managers in helping to formulate industry practices which can utilize railway transportation more advantageously.

The new group will have no direct sales responsibility. It will complement the freight traffic sales program in exchange of information and marketing results on sales problems and solutions, and will coordinate its activities with all other departments in the company.

Carley first joined Northern Pacific in 1949 at Fargo, N.D. He attended college while working in various clerical positions in the operating department. After graduation from Concordia College at Moorhead, Minn., in 1954, he became a traffic representative at St. Paul.

In 1955, Carley became city freight agent at Fargo. Up-

Continued on page 8



Carley



Promotions



G. M. deLambert has been appointed assistant vice president - labor relations with headquarters at St. Paul, effective May 1.

G. M. Hare, chief of labor relations, has been promoted to special consultant - labor relations.

Succeeding deLambert as director of personnel is Richard A. Beulke, formerly secretary of the Northern Pacific Railway.

Floyd A. Deming, Jr., secretary to the president, has been elected by the board of directors to succeed Beulke as secretary of the company.

Harlan J. Sackett, secretary to chairman of the board, has been appointed administrative assistant in the executive department.

Guy M. deLambert entered NP's engineering department in 1941 after attending the University of Minnesota. He was assistant engineer of track and division roadmaster at Minneapolis before being appointed assistant purchasing agent at St. Paul in 1953. He became director of personnel in 1956.

Appointed as assistant to assistant vice president - labor relations are J. B. Kassen and G. J. McGuire, formerly assistants to chief of labor relations at St. Paul.

Hare attended St. Thomas College at St. Paul before joining the NP in 1922 as a stenographer in the engineering department. He was trainmaster at Spokane, Tacoma and Centralia, Wash., before becoming assistant superintendent at Duluth in 1949. He became chief of personnel at St. Paul in 1954, and chief of labor relations in 1956.

Beulke joined the railway in 1942, and after successive claim department positions was appointed assistant secretary in 1959. He became secretary last December.

Deming joined the NP in 1947 as a secretary in the general claim department, became chief clerk in that department in 1950 and was named secretary to the vice president and general counsel at St. Paul in 1962. In October 1966, he was appointed secretary to Louis W. Menk, president.

Sackett began his NP career in 1928 as secretary to the vice president - traffic. He became secretary to the vice president of the executive department in 1931, and in 1935 became secretary to the vice president at Seattle. Sackett was named secretary to the president in 1937 and served in that capacity until October 1966, when he became secretary to the chairman of the board.

In other personnel changes, R. W. Spannring has been appointed assistant chief mechanical officer with headquarters at St. Paul, succeeding W. R. Shannon, who was recently promoted to chief mechanical officer.

J. A. Bichsel, system diesel supervisor, succeeds Spannring as assistant to chief mechanical officer.

Named as system diesel supervisor is A. Jacobsen, electrician foreman - Livingston Shops, who will headquarter at St. Paul.

Spannring joined the Northern Pacific at Livingston, Mont., in 1942, where he worked in the company shops while continuing his education. In 1950 he entered a training program as a special apprentice at Livingston and became assistant engineer of tests in 1956. He successively became staff assistant in the St. Paul mechanical department in 1958, assistant mechanical inspector in 1960, system diesel supervisor in 1961 and assistant to the general



ST. PAUL RETIREMENT—H.G. Mackenzie, assistant chief clerk-station accounting, demonstrates polaroid camera presented him at recent St. Paul retirement party. Watching the "birdie" during the picture-taking spoof are W. V. Sklenar, center, chief clerk; Mrs. Mackenzie; and H. C. Loving, manager-passenger and station accounting. Mackenzie retired with over 49 years of NP service. He began as a voucher clerk in 1918, and has worked in the Passenger Station Accounting office since 1943.

mechanical superintendent in 1963.

Bichsel joined the NP in 1940 at Tacoma; became a fireman in 1941; an engineer at Tacoma in 1951, and became road foreman of engines at Dilworth, Minn., in 1958 and at Livingston in 1960. He became assistant master mechanic there in 1964, and was appointed system diesel supervisor at St. Paul last year.

Jacobsen started with the company in 1943 at the Tacoma shops. After returning from military service in 1946, he became an electrician at the Livingston shops where he became electrical shop foreman in 1964.

Under traffic department promotions, G. F. Osborn, Jr., has been appointed sales representative, TOFC merchandise at Seattle.

P. S. DeWalt, city freight and passenger agent at Kansas City, Mo., has been appointed traveling freight and passenger agent at Tulsa, Okla. He succeeds W. J. McAllister, who was recently promoted to general agent at Philadelphia.

C. D. Jones will succeed DeWalt as city freight and passenger agent at Kansas City.

T. R. Brady has been named city freight and passenger agent at Cleveland, succeeding C. E. Mott, recently promoted to research analyst at St. Paul general office.

MANAGEMENT SERVICES

Continued from page 4

sibility for the cost finding system for the Northern Pacific and for research into new costing techniques. Objectives include cost studies, programs to improve the quality of cost data, and the study of variable costs to determine the behavior of operating expenses with changes in traffic volume.

The manager of data processing, Helfman, directs all computer, tabulating, key punching and related data processing operations at the general office in St. Paul. His staff includes two assistant managers, two computer operators, a chief clerk, a stenographer and a total of about 60 tabulating machine operator clerks and key punch machine operator clerks.



Retirements



Arvid A. Anderson	General Agent	Duluth	40
Oscar E. Bergman	Sheet Metal Worker	St. Paul	49
James R. Bouchee	Blacksmith	Livingston	32
Richard H. Caldwell	Telegrapher	DeSmet, Mont.	55
Lucille B. Eyer	General Clerk	Glendive	24
Jacob J. Froelick	Brakeman	Mandan	51
Francis M. Harrison	Car Inspector	Parkwater	43
Orvie W. Holbrook	Blacksmith Helper	Brainerd	22
Alice G. Holly	Clerk-Manager, Freight Revenue Accounting	St. Paul	50
John Hornick	Boilermaker Helper	St. Paul	38
Grace H. Kanouse	Stenographer-Clerk	Fargo	24
Edward L. Kelly	Machinist	Parkwater	43
Roy R. LaBelle	Switching Clerk	Minneapolis	50
Frederick W. Lehman	Car Laborer	Brainerd	23
Carl A. Lindbo	Section Laborer	Medora	23
James K. Malone	Section Laborer	Davenport, N.D.	20
Stephen Maykuth	Oxy-Acety Plant Operator	Livingston	46
Alexander J. McDonnell	Assistant General Yardmaster	Duluth	42
Gerald J. Mullen	Conductor	Auburn	23
Mary P. Pitman	PBX Operator	St. Paul	48
George Sabol	Carmen	So. Tacoma	31
Charles H. Shaw	Switchman	Mandan	37
George D. Sherry	Assistant Cashier	Missoula	31
Thomas H. Stacy	Clerk	Tacoma	48
Louis F. Wiecking	Trainmaster	Tacoma	49



CANNON RETIRES—J. A. Cannon, chief mechanical officer for the Northern Pacific, poses with a locomotive oil can given him at March retirement party at St. Paul. Enjoying the skit is F. L. Steinbright, vice president-operating dept., who holds camera outfit presented to Cannon. Cannon, who retired with nearly 51 years of company service, was a locomotive engineer during his rise to numerous supervisory positions in his NP career.

Safety Score Board

January 1 thru March 31, 1967

RANK	REPORTABLE CASUALTIES		CASUALTY RATIO	
	1967	1966	1967	1966
Standing by District				
1. Eastern District	45	49	18.58	19.13
2. Western District	58	26	22.94	9.81
Standing by Division				
1. Rocky Mountain	7	3	11.69	4.67
2. Yellowstone	9	7	11.93	8.83
3. Fargo	6	6	14.71	13.47
4. St. Paul - Lake Superior Term.	30	36	23.82	27.72
5. Tacoma	29	17	25.22	14.17
6. Idaho	22	6	28.23	7.41
Standing by Class of Employee				
1. Stationmen	7	9	5.34	6.79
2. Carmen	5	8	8.38	13.46
3. Shopmen	4	1	10.02	2.40
4. Trackmen	13	7	13.85	7.00
5. B & B Dept.	4	2	17.24	8.36
6. Enginemen	9	7	17.63	12.36
7. Trainmen	20	18	37.93	30.75
8. Yardmen	41	23	89.47	48.27
Standing by Main Shop				
1. Brainerd	0	2	.00	12.01
2. South Tacoma	0	1	.00	7.69
3. Livingston	1	1	8.80	8.37
4. Como	1	1	8.94	8.02
Miscellaneous Departments				
1. Dining Car	0	2	.00	14.52
Tie Communications	0	2	.00	18.88
Tie Signal Dept.	0	0	.00	.00
Tie Security & Frt. Claim	0	0	.00	.00
5. General Office & Misl.	1	2	1.01	2.36
6. Engineering	1	7	9.25	63.70
7. Store Dept.	3	2	15.35	9.48
8. Electrical Engr.	1	0	50.19	.00
Total for System	111	97	15.17	12.90
May 1967				



RETIREMENT PARTY at Duluth was held in honor of R. W. Saker, center, division roadmaster, who retired in April after 49 years of serving the Northern Pacific. Working for the NP has been a family tradition since 1891 as Saker's father was a section foreman while his son is in the evaluation dept.



ST. PAUL BOWLING champs — Ted deWerd, league president, presents championship trophy to Northern Pacific Yards team, winner of NP sponsored bowling league, at recent St. Paul banquet. Team members from the left are B. Trapp, Jr., A. Franzen, J. Schmidt, G. Kutzera, B. Trapp, Sr., and B. Ashby. Averaging 841 pins per game, the Yards team nosed out disbursements team by one-half a point, winning 49 out of 84 games for 68 points at end of 1966-67 season.

NP Veterans Get Half-Fare Rail Travel to 1967 Convention

Half-rate rail transportation to the 1967 Northern Pacific Veterans' Convention at Tacoma is again available to members and dependents of the NP Veterans' Association traveling aboard the veterans' special sleeper train, according to F. J. Sailer, Vets' secretary-treasurer at the St. Paul office.

Requests for sleeping car space on the veterans' special sleepers must be made under the half-rate plan. The Pullman Company will grant half-fare on one roomette each for members and dependents attending the convention, June 9-11, for use between points on the Northern Pacific main line to and from the convention only.

To the extent possible, NP veterans' special sleepers will consist of Slumbercoach and standard Pullman accommodations. Assignments will be made on a strict "first come — first serve basis."

For Duluth area vets, a special RDC Budd car service from Duluth to Staples, Minn., will meet trains 1-2, going to and returning from the Tacoma convention. Stops along the route will be made at Carlton, Cromwell, McGregor, Aitkin and Brainerd, Minn.

The convention-bound train will leave St. Paul on the Mainstreeter at 8:40 a.m., June 7, and arrive at Tacoma early on the morning of June 9.

In addition to half-fare transportation, meals in dining cars will be half-priced from June 3 to June 20, inclusive, for veterans and their families. Your 1967 Veterans' membership card entitles you to this rate.

MARKET DEVELOPMENT

Continued from page 5

on return to the company in 1958 after a military leave, he became transportation analyst at Seattle.

He left the NP again in 1960 for other managerial positions. Prior to his recent appointment with the company, he was manager of transportation pricing at Hooker Chemical Company's western office at Tacoma, Wash.

1967 NATIONAL DRIVERS TEST Tuesday, May 23, 10-11 P.M., EDT

1.	<input type="checkbox"/>	18.	<input type="checkbox"/>
2.	<input type="checkbox"/>	19.	<input type="checkbox"/>
3.	<input type="checkbox"/>	20.	<input type="checkbox"/>
4.	<input type="checkbox"/>	21.	<input type="checkbox"/>
5.	<input type="checkbox"/>	22.	<input type="checkbox"/>
6.	<input type="checkbox"/>	23.	<input type="checkbox"/>
7.	<input type="checkbox"/>	24.	<input type="checkbox"/>
8.	<input type="checkbox"/>	25.	<input type="checkbox"/>
9.	<input type="checkbox"/>	26.	<input type="checkbox"/>
10.	<input type="checkbox"/>	27.	<input type="checkbox"/>
11.	<input type="checkbox"/>	28.	<input type="checkbox"/>
12.	<input type="checkbox"/>	29.	<input type="checkbox"/>
13.	<input type="checkbox"/>	30.	<input type="checkbox"/>
14.	<input type="checkbox"/>	31.	<input type="checkbox"/>
15.	<input type="checkbox"/>	32.	<input type="checkbox"/>
16.	<input type="checkbox"/>	33.	<input type="checkbox"/>
17.	<input type="checkbox"/>	34.	<input type="checkbox"/>
35.		<input type="checkbox"/>	

OPINION (NO SCORE)

1.	_____
2.	_____
3.	_____

TOTAL SCORE ☐

The new 1967 National Drivers Test is produced by CBS News, with the cooperation of the National Safety Council, under sponsorship of Shell Oil Company.

