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Monday
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H.G.M.



Northern Lines Distribute Statements Of Witnesses Who Will Testify At Merger Hearings

Great Northern, Northern Pacific, Burlington, and Spokane, Portland and Seattle railways on February 6 distributed statements of witnesses who will testify next month at the reopened hearing in Washington on the merger proposal of the four companies. A limited hearing was ordered by the Interstate Commerce Commission on January 4 and is scheduled to begin March 6 in Washington.

Copies of witnesses' statements were given to ICC examiner Paul J. Clerman, who will conduct the hearing, and to other interested parties who had requested them. The ICC ordered reopening of the hearing in response to a petition by the four railways for reconsideration of the merger proposal, which the commission rejected on April 27, 1966, by 6-5 decision.

Annual Savings \$40.3 Million

Included in the material distributed by the applicant lines was a statement by William Wyer, president of Wyer Dick & Company, which prepared the original report on the economics of the proposed Northern Lines merger. R. W. Downing and F. L. Steinbright, vice presidents of GN and NP, also will testify at the March hearings, and copies of their statements have been distributed to Examiner Clerman and other interested parties.

In his statement Wyer estimates that the merger would produce an estimated annual savings to the consolidated company of \$40.3 million before Federal income taxes.

Wyer said that "it is believed that the increase in net income would begin to be realized almost immediately after merger, but that the full amount will probably not be realized until approximately five years after the date of merger."

Savings estimated by Wyer would

come principally from consolidation of operations at common points served by the applicant lines, reduction of jobs through attrition, including managerial positions, and consolidation of system offices and similar facilities.

Other highlights of Wyer's statement were:

- Citation of job protection agreements between the Brotherhood of Locomotive Engineers, Brotherhood of Railway Trainmen and the four railways seeking merger, and a national agreement, effective in February, 1965, between the nation's railways and their non-operating employees on post-consolidation job protection.

The agreements with the two operating brotherhoods provide that no employee would be laid off as a result of merger, and guarantees earnings for the remainder of working lives of employees in service when consolidation begins. The agreement with non-operating employees also relates to job and earnings protection, job transfers, allowances, etc.

Job Security

The job protection agreements with employee organizations were cited in the applicants' petition for reconsideration of the merger proposal. The petition stated that the applicants would be willing to enter into similar agreements with unions representing other employees and employees not represented by a union, adding that "those agreements would greatly benefit the employees, giving all of them the job security they will not have if separate operations continue."

- Expectation that the number of positions to be abolished by merger, as of January 1, 1967 estimates, will be 4,511 on the four railways as compared with 5,172 in the 1960 study. Total employment by the applicant railways declined from 65,032 at the close of 1959 to 54,717 on December 31, 1965. However, compensation per employee, including health and welfare allowances, increased during this period.

- Annual revenues of the Milwaukee Road and Chicago and North Western railways would increase substantially through conditions agreed to between those companies and the applicant lines, should the merger be approved.

- The estimated savings of \$40.3 million annually through consolidation is \$14.8 million greater than the ICC's 1966 estimate of savings from a merger subject to conditions, principally those subsequently offered to and accepted by the Milwaukee and North Western.



ESTHER Donovan Susee, steno-clerk, Chief Dispatcher's office, Minneapolis, represented GN as hostess to Ireland's U.S. ambassador William Patrick Fay in his recent visit to the Twin Cities. Esther has represented the railway as a member of the Women's division of the Minneapolis Chamber of Commerce for the past three years.

GN's Rail Diesel Car Offered For Sale

Great Northern is offering for sale self-propelled rail diesel car No. 2350, last used on the discontinued Great Falls to Shelby, Mont., run.

The RDC, built by the Budd Company, was placed in service on July 30, 1956, and initially was used to transport passengers between Great Falls and Billings and Great Falls and Butte, Mont.

Powered by two General Motors diesel engines, the 85-foot-long car is divided into coach and baggage areas and accommodates 45 passengers. The car was retired on March 6, 1966, the date the Great Falls-Shelby run (trains No. 3 and 4) was discontinued.

Cover Photo

In this picturesque Winter scene, west-bound train No. 27 (*Western Star*) emerges from tunnel No. 4 along the middle fork of the Flathead River.

Photo was taken near Milepost 1194.5, east of Belton, Mont., by Mel Ruder, editor and publisher of the *Hungry Horse News*.



Talking It Over is published monthly by the Great Northern Railway for its active and retired employees and their families.

Editor,
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G. R. Rekela



Member,
Association
of
Railroad Editors

Address all correspondence, articles, and photographs to Editor, Talking It Over, Personnel Department, Great Northern Railway, 175 East Fourth Street, St. Paul, Minn. 55101

New Telephone Circuits Will Provide Reliable Communications, Streamline Car Reporting

The addition of 60 private line telephone circuits to Great Northern's signals and communications system is scheduled to be completed late this summer.

Leased from the Bell Telephone Company, the new circuits provide more reliable telephone communications between system points as well as streamline the railway's freight car reporting methods.

Largest Order

Installation began in January and the first circuits will become available February 15. Bell officials estimate the installation to be the largest individual circuit order it has received from any U.S. railroad.

Transmissions utilizing the new circuits will be incorporated into Bell Telephone's wireless microwave relay system and will be virtually immune from snow, ice, and wind storms that periodically strike in GN territory. The microwave system will also permit reductions in GN's line-wire circuitry.

The new circuits coupled with the microwave system will make distant system points more accessible by telephone and will greatly reduce static on long distance conversations.

Passenger Traffic Promotes Five

The retirements of O. W. Pierce, general agent, Passenger department, Kansas City, and Raymond F. Schwehn, district passenger agent, Chicago, effective January 31, were announced by E. M. Brady, passenger traffic manager.

Also announced were the following appointments, effective February 1:

J. J. Springer, traveling sales representative, Kansas City, was promoted to general agent, Passenger department, Kansas City, succeeding Pierce.

Hugh L. Gibson, district passenger agent, Chicago, retains his title, but assumes additional duties formerly performed by Schwehn.

J. O. Pendleton, city passenger agent, Chicago, was promoted to traveling passenger agent, Chicago.

John N. Supple, traveling sales representative, Cleveland, was named city passenger agent, Chicago.

William Black, chief clerk, General Passenger Agent's office, Seattle, was advanced to traveling sales representative, Cleveland.

Today's total property investment of U.S. railroads represents an average investment of \$42,400 for every employee.

In addition to transmitting voice messages, approximately half of the new circuits will carry coded freight car movement information from all of GN's major yards to the new UNIVAC 418 computer, scheduled to go into operation in June.

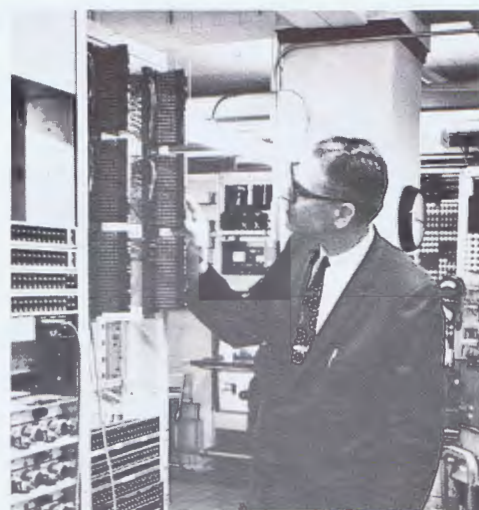
IBM 1050 computers are now being installed at all major system yard offices and will be used to simultaneously code car data into audible signals and transmit the information via microwave circuits to the 418. The 418, in turn, will be interconnected with the UNIVAC III computer which will process the data.

Scholarship Finalist Honored

Clifford J. Reyda, a 1963 Great Northern scholarship finalist, has been selected by Montana State College for *Who's Who in American Colleges and Universities*.

Selection for *Who's Who* is based on scholarship, leadership, participation in extracurricular activities, citizenship, and future promise.

Reyda is a senior at Montana State majoring in electrical engineering. He is the son of Isidore Reyda, clerk, Havre.



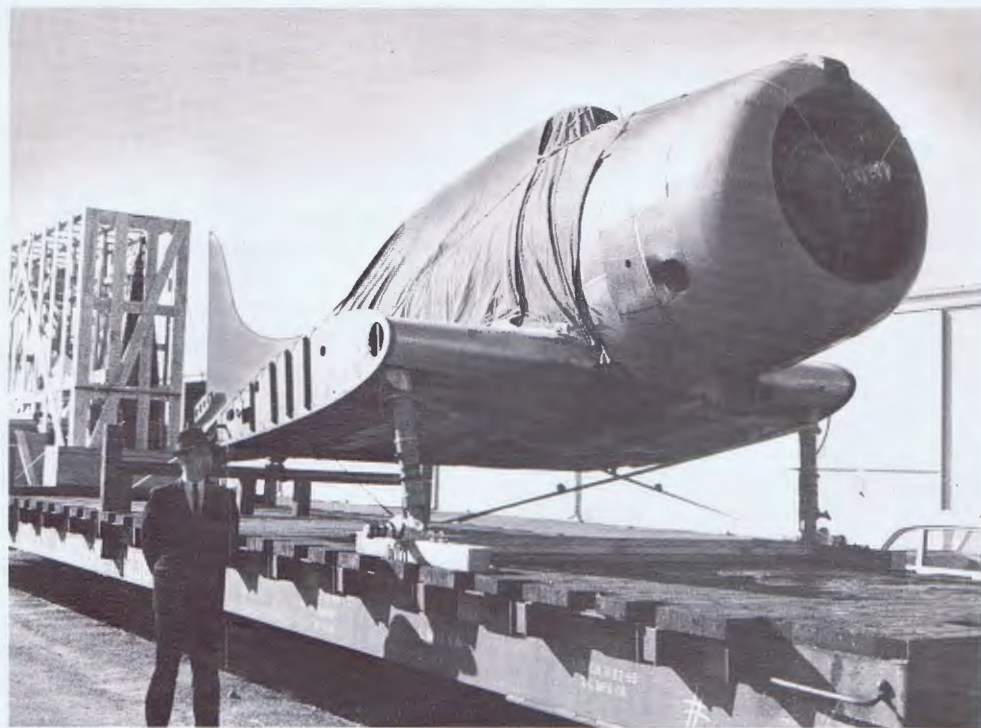
C. H. WESMAN, assistant general superintendent, Signals and Communications, checks some of the newly-installed telephone cable terminations in GN's Relay office.

TIO Penetrates Iron Curtain

Talking It Over's international mailing list includes rail fans living in such free world countries as Australia, Sweden, England, and Greece.

It wasn't until recently, however, that *TIO* penetrated the "iron curtain." A request for the publication arrived last month from a Mr. Hren Francis in Borovnica, Yugoslavia.

Dive Bomber's Last Run Is By Rail



THIS SBD Douglas Dauntless dive bomber was partially dismantled at Portland, Ore., and shipped via GN flat car en route to the Marine Corps museum at Quantico, Va., for permanent exhibition. The World War II era plane, which had been used by the City of Portland to spray insecticide, was destined to be scrapped when Navy officials heard of its existence and acquired the plane for the museum. The SBD is believed to be one of only two in existence.



1957: R. E. Nyberg, then chief UNIVAC operator, mans the control center of the newly-installed UNIVAC I computer. GN was the first firm in the Midwest to obtain a UNIVAC I. Standing are T. J. Lamphier, then systems and UNIVAC program director, and Paul Pagel, auditor, Data Processing.



1967: Nyberg, now office manager, Data Processing, takes the controls again at UNIVAC's tenth birthday party. Standing are: (left to right) W. A. Zimmerman, dir., Systems and Programming; R. E. Griffin, Data Processing Mgr.; Lamphier, now asst. to vice president, Operating; and A. L. Yount, UNIVAC account rep.

58,340 Hours Of Production

UNIVAC I: A Decade Of Service

A milepost in Great Northern's computer experience was reached on January 28. That date marked the tenth anniversary of the installation of the mammoth UNIVAC I.

GN was the first firm in the Midwest and the second U. S. railway to obtain a UNIVAC I a decade ago. The acquisition climaxed a long association between GN and Remington Rand that dates back to 1928 when the railway installed its first punch card equipment.

Delivered In 1956

The computer was delivered in 1956, but assembly and installation was not completed until January, 1957. Formal dedication ceremonies were held, drawing elaborate press coverage, and, a year later, during Minnesota's statehood centennial, an employee open house was held in the General Offices. Nearly 2,700 employees and their families viewed the installation which utilizes approximately 3,000 square feet of office space.

The first project assigned UNIVAC I was payroll processing, a function the computer continues to perform. Succeeding assignments were production of a parts catalog (which classified and defined 74,000 stock items), revenue statistics, car accounting, and accounting distribution systems for station, track, and mechanical costs.

As GN expanded its computer operations, it became evident that UNIVAC I's capacities would be exceeded. Therefore, in 1961, the Company acquired a UNIVAC 90 transistorized solid-state computer. Smaller in size than UNIVAC

I, the new computer offered economies in cost and operation.

Large volume projects such as stockholder records, dividend payments, and car records quickly absorbed most of the 90's capacity, and, in 1963, an order was placed for a "third generation" computer, the UNIVAC III.

On November 20, 1963, the Company formally placed the UNIVAC III in operation and dedicated GN's ultra-modern data processing center on the fifth floor of the General Offices.

UNIVAC III, with a greatly expanded memory and processing capacity, operates at an average speed of more than 20 times faster than UNIVAC I. The computer began performing work previously accomplished by UNIVAC 90, and gradually began handling all large volume work such as customer tracing, car accounting, traffic reporting, and equipment utilization.

Remains Useful

UNIVAC I, which on January 28 had logged a total of 58,340 hours of production time, remains useful to the Company in performing accounting functions which are small to moderate in volume. These include operations such as payrolls, passenger statistics, private line car records, and accounting distributions systems.

A comparison of UNIVAC's I and III demonstrates the rapid progress made in the computer industry in a relatively short span of years.

UNIVAC III, like UNIVAC 90, is a transistorized solid-state computer con-

taining only 16 vacuum tubes compared to 5,700 such tubes in the UNIVAC I. UNIVAC III's transistors generate practically no heat, eliminating the problem of cooling that exists with UNIVAC I. In addition, UNIVAC III's transistorized electric circuits are printed (inlaid) on postcard-sized plastic cards and are housed in a much smaller area.

A one-inch strip of UNIVAC III magnetic tape can store up to 1,000 digits of information, compared to 128 digits on a similar strip of UNIVAC I tape. UNIVAC I's "memory tanks," a series of electronic "pigeon holes" where instructions and data are stored, have a capacity of 12,000 digits while UNIVAC III's memory capacity is 16 times that of UNIVAC I's.

Mileposts In GN's Computer Operations

1928. Remington Rand punched-card equipment installed at St. Paul for revenue statistics.

1938. Remington Rand tabulating car accounting system began.

1948. GN's data processing center established, combining punched-card equipment, calculating pool, typing pool, and reproduction facilities.

1957. UNIVAC I installed.

1960. Central Car Reporting bureau established for distribution of up-to-minute traffic movement information to GN's 54 off-line traffic offices.

1961. UNIVAC solid state computer with 10 tape units added to the data processing center. The computer represented the first step in the use of transistorized equipment.

1963. UNIVAC III and UNIVAC 1004 installed. The 1004, a small scale computer, replaced punched-card tabulators for low volume work.

1967. UNIVAC 418 real-time computer is scheduled to go into operation in June. The 418 will eventually implement all car records for use in customer tracing, car accounting, traffic reporting, and equipment utilization.



WALTER N. Norris (center), who retired last month as an assistant vice president, poses with retired GN officers who were members of the Vice President and Comptroller's department. The retired officers are: (left to right) Adolph Michel, manager, Passenger Accounting; Henry Knaff, assistant comptroller; Paul Pagel, auditor, Data Processing; W. N. Norris; A. V. Bell, manager, Freight Accounting; and William Maloney, manager, Station and Dining Service Accounting. The photo was taken at gathering honoring Norris on January 25 at the St. Paul Athletic Club.

Gunderson Succeeds Beggs As Manager, Disbursements

R. L. Gunderson was promoted to manager, Disbursements Accounting, effective February 1, succeeding Stanley R. Beggs, who has retired.

Beggs joined Great Northern in 1958 as an assistant traveling auditor after a 42-year career with the Chicago, St. Paul, Minneapolis and Omaha railway. In 1959, he was appointed traveling auditor and, in 1960, was advanced to assistant auditor, Disbursements.

Beggs was promoted to auditor in 1962. Two years later, he was named manager, Disbursements Accounting.

Gunderson's GN career began in 1953 as a timekeeper on the Willmar division. He subsequently held various positions of increasing responsibility and, in 1963, was appointed assistant traveling auditor.

Later promotions were to district traveling auditor, district accountant, and assistant to comptroller, Vice President and Comptroller's department. On March 1, 1966, Gunderson was named assistant manager, Disbursements Accounting.

Also announced were the appointment of J. E. Leonard as assistant manager, Disbursements Accounting, succeeding Gunderson, and the promotion of D. G. Holmgren, assistant to manager, capital expenditures, to assistant manager, Disbursements Accounting.

Purchases of fuel, materials, and supplies by Class I railroads have averaged \$1.4 billion per year.

63 Receive 25-year Service Awards

William Crooks emblems were recently awarded to 63 employees in recognition of 25 years of Great Northern service.

T. A. Beacom
switchman
Sioux City, Iowa

F. A. Beliveau
truck driver
Willmar

W. R. Bland
loco. engineer
Seattle

J. J. Bougie
machinist's helper
Interbay

J. J. Cech
car fareman
Havre

R. M. Curran
asst. machine acct.
Seattle

R. G. Ehn
mail handler
Minneapolis

Ray Eiden
pass. carman
St. Paul

LeRoy Ekstrom
stenographer
Minneapolis

R. J. Enochson
section stockman
Dale St. Stores

R. D. Erley
tofc supvr.
Seattle

H. M. Falkanger
loco. engineer
Grand Forks

R. F. Finley
mail handler
Minneapolis

George Fix
lead carman
Minot

V. P. Gillespie
claim agent
St. Paul

D. G. Gillis
carman
Great Falls

Glen Greer
carman
Minot

N. J. Gross
pipefitter
St. Cloud

Wallace Groves
carman
Minneapolis

H. R. Hall
dispatcher
Minot

E. I. Hart
warehouseman
Aberdeen, S. D.

Jerome Ireland
boilermaker's helper
St. Paul

H. C. Jackson
bridge watchman
Whitmarsh, Wash.

F. N. Justin
carman's helper
St. Cloud

Hubert Kaiser
file clerk
St. Paul

W. B. Kankovsky
laborer
Minot

Continued On Page 11

From the Great Northern's Photo Album



NINETY-ONE Seattle school teachers en route to the St. Louis Exposition detrained at Wenatchee to pose for this 1904 photo.

Leonard Gervais, GN's Santa Claus, Killed In Ore Dock Accident

GN's Santa Claus, Leonard Gervais, first class carpenter, Mesabi division, was killed on February 7. Gervais was performing Winter maintenance repairs at the Allouez ore docks when he fell from the approach to Dock No. 4.

For the past eight years, Gervais, dressed as Santa Claus, had selflessly spent Christmas day distributing gifts to GN train passengers on trains Nos. 19, 23, and 24. He also played Santa Christmas Eve at the Pine County Hospital and at some 40 homes in the Sandstone area.

Gervais, 53, was a 30-year GN veteran.



CAPTAIN Pat Manley, son of Ed Manley, paymaster, St. Paul, is shown in the cockpit of a T-38 jet trainer.

1966 Revenues Highest In GN's History; Net Income Falls Short Of 1965 Figure

Great Northern's operating revenue in 1966 was the highest in the railway's history, but net income of \$36.5 million was slightly less than for 1965, the Company reported on January 25.

GN earned \$5.94 per share in 1966 as compared with \$6.01 in 1965. However, net income in 1965 included a non-recurring Federal income tax refund of \$2.3 million, equivalent to 38 cents per share.

The railway reported to the Interstate Commerce Commission that operating revenues last year totaled \$281.7 million as compared with \$265.6 million in 1965, and \$1.2 million more than the previous record year of 1956.

Freight services in 1966 produced revenue of \$251.7 million, or \$14.8 million more than in the preceding year. Revenue from passenger train operations last year was \$21.6 million, or approximately \$1 million above 1965.

Fourth quarter operating revenues last year were \$70.6 million as against \$73.7 million in the same period in 1965. Net income in the final quarter of 1966 was \$8.5 million, equivalent to \$1.39 per share as compared to \$15.8 million, or \$2.58 per share for the corresponding period in 1965.

GN shares outstanding on December 31, 1966 totaled 6,152,611 as compared with 6,139,916 on the same date in 1965.

GN BUSINESS SCOREBOARD

	4th Quarter 1966	4th Quarter 1965
Income from shippers and passengers who used our transportation services	\$70,639,314	\$73,798,057
What it cost to provide these services:		
Maintenance of roadway, buildings & structures	9,190,293	8,269,858
Maintain equipment	10,964,163	11,068,496
Traffic (what it cost to sell our services)	1,904,483	1,806,727
Transportation (all expenses related to train movement, yard and terminal service, and transporting persons and property)	27,205,229	25,521,835
Miscellaneous and general expenses	4,124,598	3,755,325
*Total	53,388,766	50,422,241
Contributions for railroad retirement (Pension)	2,272,002	1,677,982
Contributions for unemployment and sick benefits	836,843	820,677
Federal, state, and local taxes	5,472,520	6,225,052
Payments to other railroads for use of equipment and facilities	1,160,910	898,309
Our income from investments minus our payments for interest on money we have borrowed	1,064,553	2,091,595
Total GN net income for quarter	8,572,826	15,845,391
Total GN net income for 1966	\$36,547,109	\$36,909,825

*Total includes 4th Quarter wages amounting to approximately \$31,839,543. For the same period last year, wages totaled \$31,042,104.

Paymaster's Son Earns USAF 'Wings'

February 8 was a big day in the life of U.S. Air Force Captain Patrick J. Manley, son of Ed Manley, paymaster, St. Paul.

On that day, Captain Manley concluded a year of flight training at Laughlin Air Force Base in Texas and received his "wings," the emblem of a qualified pilot. Attending the ceremonies were Pat's proud parents.



Capt. Manley

A member of the Air Force for five years, Pat enlisted in 1962 and completed four years of radar training before entering flight school. His year of flight training involved intensive written work as well as many flying hours in a T-38 training plane.

After Pat received his wings, he was transferred to Castle Air Force Base at Merced, California, where he is currently training in a KC-135 jet tanker. In late Spring, Pat, who plans to make the Air Force his career, will be stationed at Blytheville, Arkansas.

Captain Manley is married and the father of a son. Prior to enlisting, he worked summers as a laborer at the Jackson Street Shops while attending college.

Veterans Reminded Of Annual Meeting Date

J. H. Marthaler, secretary-treasurer, Great Northern Veterans' Association, reminds members that the association will hold its annual meeting on Saturday, June 3, at the St. Paul Hilton Hotel.



WILLIS BLANKENSHIP, car foreman, Wenatchee, was recently presented the Kiwanis Club 1966 'Man of the Year' award. The honor was accorded Blankenship for his efforts in establishing a new Kiwanis Club in the Wenatchee area.

Michael Sol Collection

Radio Controlled Diesel Units May Improve Railway's Winter Freight Train Operations

Four radio controlled remote diesel units — now undergoing tests in GN train movements — may make it possible for the railway to haul Summer freight ton-nages in Winter months.

The Units, SD-45 locomotives 3039 and 3040 and F-9 "booster" units 474-B and 472-C, are equipped with automatic control systems developed by Radiation Control Inc. of Melbourne, Fla. The GP-35's act as control units to the booster units which can be located any place in a freight train.

Tested On Train No. 83

Locomotive No. 3039 and booster unit No. 474-B were tested on train No. 83 from Minneapolis to Spokane on February 8 and returned to the Twin Cities on train No. 88 on February 10. No. 474-B was the first of two diesel units situated approximately two-thirds of the distance from the car train's lead unit to its caboose. The lead unit, locomotive No. 3039, controlled 474-B through radio communications.

The engineer of the lead unit had control of a panel connected to locomotive circuits which automatically broadcasted radio impulses back to the booster unit. Whenever a circuit was activated in the lead unit, a corresponding circuit in the booster unit was thrown into action. The engineer of the lead unit was able to make air pressure adjustments and control the throttle, reverser, isolation switch, and dynamic braking of the booster unit.

The radio-controlled units offer several economies in freight train opera-

tions. Due to the extremely cold weather prevalent in Great Northernland during Winter months, freight trains must be reduced in length about 30 per cent because of the inability to maintain sufficient air pressure in frigid temperatures.

By locating a booster unit within a freight train's consist, air charging time and brake release time is drastically reduced because the booster car automatically repeats air pressure adjustments made by the engineer in the control unit.

Utilization of a radio-controlled booster unit in this manner also reduces the pressure differential between the train's lead unit and rear end by more than 60 per cent. Equalized brake pressure throughout the train provides smoother, safer, and more efficient train operation, and faster charging of air pressure to release brakes reduces chances of sticking.

In addition, motive power is more evenly distributed and train handling is smoother. Booster units also serve to lessen drawbar pull, cutting down lead-end draw gear failures.

Alarm Circuits

Operational difficulties such as wheel slippage, hot engines, or low lubricating oil pressure in the booster units is immediately brought to the attention of the engineer in the control unit through radio controlled alarm circuits. A switch located in the control unit permits isolation of the controlled circuits.

Great Northern was the first U.S. railway to experiment with remotely con-



CONTROL panel in the lead unit makes it possible for the engineer to regulate the throttle, reverser, isolation switch, air pressure, and dynamic braking on the booster unit.

trolled diesel units. The first units, locomotive No. 693 and booster unit No. 470-C, were outfitted at the Dale Street Shops in 1958 and were subsequently tested in approximately 5,000 miles of actually running on Company lines.

Operation of the booster car on its February 8 run was monitored from the B-1 air brake instruction car. Accompanying the units on the test were R. G. Tausch, chief mechanical officer, D. F. Marston, superintendent of motive power, and other test personnel.

The average carrying capacity of recently installed freight cars is 78 tons, compared with 56 tons for those being retired.



BOOSTER unit 474-B is shown at the Union Yards in Minneapolis prior to being tested on Train No. 83 on February 8.



SD-45 locomotive No. 3039, equipped with automatic radio controls, served as the control unit for booster unit 474-B.

Active Employees Who Are 64 Years Or Older Are Eligible For 'Harvest Years' Subscription

All active employees who are 64 to 68 years of age are reminded that Great Northern makes available, on request, a free 12-month subscription to *Harvest Years* magazine.

(See accompanying subscription form. This reminder does not apply to those who have received a free subscription in the past.)

900 On Mailing List

The publication, billed as "The Magazine for Successful Retirement," is currently being received by more than 900 active and retired Great Northerners.

GN was the first major surface transportation firm to adopt the *Harvest Years* program and to make the publication available to its older, long-service employees.

The magazine provides valuable information to persons who are on a minimum retirement income. Some of the topics which are periodically covered in the magazine's articles include travel, hobbies, how others retire, financial planning, retirement centers, jobs, housing, legal, and medical information.

Active employees who are 69 years of age automatically receive a free one-year subscription as do employees who retired on or after July 1, 1965.

Since the greatest value of the magazine is to persons nearing retirement or who have recently retired, applications for subscriptions from employees who retired prior to July 1, 1965, cannot be honored. Only those who retired that day, or thereafter, receive the Company-paid subscription.

Those who are receiving the monthly magazine and wish to renew it when

their initial subscription expires, may do so at a special rate.

The normal subscription price of *Harvest Years* is \$4.50 per year. However, if subscribers wish to have the magazine continued for the second year, they, when billed, should forward a check or money order in the amount of \$2.00 to *Harvest Years* Publishing Company, 681 Market Street, San Francisco, Calif. 94105. Great Northern will pay the \$2.50 difference in the subscription's cost.

When the first renewal subscription period ends, GN will repeat the offer to pay \$2.50 toward another subscription. After three years of receiving the publication, employees who wish to continue their subscriptions must pay the entire \$4.50 cost themselves.

New AAR Film Available For Private Group Showings

"New Directions," a documentary film produced by the Association of American Railroads, is being made available by the Public Relations and Advertising department for public group showings throughout the system.

Narrated by newscaster Chet Huntley, the 16 mm. color film describes the latest advancements in the railroad industry including modernized customer services. Great Northern equipment and facilities are prominently featured in the movie which runs 27 minutes.

Interested parties should request the film from the Public Relations and Advertising department as far in advance of the showing date as possible.

"New Directions" is also distributed nationally by Modern Talking Picture Service.

Employee Cited For Youth Work In Grand Forks Area

A Great Northern employee has been honored for his many years of volunteer service coaching Grand Forks area youths.

E. J. "Manny" Bertsch, assistant car foreman, Grand Forks, was presented the "1966 Physical Fitness Award" by the Grand Forks Junior Chamber of Commerce on January 17.



'Manny' Bertsch

The award was made in recognition of Manny's "out-

standing work in furthering physical fitness for the youth of Grand Forks."

Manny has served as hockey supervisor for the Grand Forks Park Board since 1950 and during that time has seen the number of participants in the program increase from 100 to 500. Park Board teams coached by Manny have won seven North Dakota state Pee Wee hockey championships in the past 10 years. In 1959, his Grand Forks Pee Wee team placed second in the national playoffs. Several of the boys who learned hockey fundamentals from Manny have gone on to become standouts in college athletics.

Arena President

Manny also recently spearheaded a fund drive which netted \$200,000 toward construction of the new Grand Forks hockey arena. He is currently arena association president.

An all-around athlete in his high school days, Manny was captain of the Grand Forks Central High School hockey team. After graduation, he joined Great Northern in 1940 as an apprentice carman. Three years later, he enlisted in the U.S. Navy. He returned to GN in 1946 and spent his free time organizing and playing hockey in the States Dominion League. Manny was a member of the Crookston, Minn., team that won the U.S. Amateur Hockey Association championship in 1951.

Manny and his wife Paddy are the parents of seven children, three daughters, and four sons. The daughters are figure skaters, two sons play hockey for Grand Forks Central High School, and the two others sons are on Manny's Park Board teams.

When asked what he thought the most valuable lesson a hockey player learns, Manny replied, "When you fall, get up."

HARVEST YEARS SUBSCRIPTION FORM

This form is only for GN personnel who are active employees and who are not less than 64 or more than 68 years of age.

Please add my name to the *Harvest Years* subscription list. I understand GN will pay the first year's cost of \$4.50. If I decide to continue the magazine when the initial subscription expires, I understand the railway will pay \$2.50 toward the cost of the renewal subscription each year for a 2-year period.

Name	Title
Street Address	City
State or Province	Zip Code
Clip out and mail this form to:	Birth Date

Mr. H. H. Holmquist, Executive Assistant-Personnel
Great Northern Railway
175 E. 4th Street
St. Paul, Minn. 55101



EDMUND Meade, chief instructor at the Judo Institute of New England (right), poses with his star pupil Ralph Lyons, clerk in GN's Boston Freight Traffic office.

Chief Clerk Earns Judo's Black Belt

Ralph Lyons, chief clerk, Freight Traffic, Boston, Mass., is one of an increasing number of Americans who have become proficient in the oriental sport of judo.

A Great Northern employee since 1964, Ralph has been a serious student of Kodokan judo for five years, progressing from the novice grade of white belt to the brown belt, and, finally, to the coveted first degree black belt.

He is a member of a judo exhibition team sponsored by the Judo Institute of New England. The team periodically performs at public gatherings in Massachusetts and neighboring states.

Ralph is a certified instructor at the school and teaches judo on week nights and Saturdays.

Those who think of the sport in terms of violent hand-to-hand combat between two adversaries may be surprised to learn that the literal translation of judo is "gentle way of life."

"Two slogans learned in judo training are maximum efficiency with minimum effort, and mutual welfare and benefit. Therefore, a good, sound body acquired through judo, and a sound mind derived from applying the rules of a charitable life, makes a more complete individual," says GN's judo expert.

Roger H. Matthias, transportation inspector, Seattle, was transferred to station inspector, Cascade division, effective January 1.

Clerk's Son Presented Carnegie Hero Award

John O. Johnson, 17, son of Garland L. Johnson, car clerk, St. Cloud, Minn., was a recent recipient of a Carnegie award.

The award, consisting of a bronze medal and \$750 designated for educational purposes, was presented by the Carnegie Hero Fund Commission to John for his heroism in rescuing 2½-year-old Nancy Rieland from the path of an oncoming train on June 9, 1965.

Nancy had strayed from home and was playing on Great Northern's main line tracks at Melrose, Minn., unaware that the eastbound *Western Star* was approaching. John spotted Nancy, dashed into the train's path, picked up the child, and leapt to safety.

In appreciation for his act, John was presented two shares of GN common stock by P. B. Rasmussen, superintendent, Dakota division. (See *TIO*, Vol. 8, No. 8.) Rasmussen later recommended John for the Carnegie Hero Award.

W. J. O'Connors Honored On 50th Wedding Anniversary

A 50th wedding anniversary gathering honoring Mr. and Mrs. W. J. O'Connor, retired superintendent, Dakota division, was held recently at Minot.

A 46-year Great Northern veteran, O'Connor retired in July, 1960.

Among those present at the affair were Alex W. Campbell, retired general superintendent, Transportation department; R. H. Hemmesch, retired superintendent, Mesabi division; J. P. Cameron, retired superintendent, Willmar division; Eugene F. Oviatt, superintendent, Minot division; and E. S. Pinkerton, retired general supervisor of terminals, Willmar division.

SIX Great Northernites representing 273 combined years of Company service posed at the 50th wedding anniversary gathering honoring Mr. and Mrs. W. J. O'Connor. They are (left to right) E. S. Pinkerton, 46 years of service; E. F. Oviatt, 29 years; A. W. Campbell, 51 years; J. P. Cameron, 48 years; W. J. O'Connor, 46 years; and R. H. Hemmesch, 53 years.



SEATTLE *Times* reporter Larry Crumet interviews George Tracy, locomotive engineer, Cascade division, and his wife Lois after Tracy completed his last run prior to retiring from active service on December 31. A 50-year GN veteran, Tracy was the railway's senior engineer in point of service.

Nine Retirees Achieved 462 Total Years of GN Service

Nine recently retired Great Northernites achieved 50 or more years of consecutive service.

The retirees are Milford J. Hendry, locomotive engineer, Dakota division, 54 years of service; Hyman Rockowitz, commercial telegraph agent, Engineering department, 53 years; George Khtaian, section foreman, Kalispell division, 53 years; Peter L. Pollock, signal maintainer, Willmar division, 51 years;

Clarence Fridland, agent-telegrapher, Dakota division, 51 years; Joseph F. Dickopf, locomotive engineer, Willmar division, 50 years; Leonard Graetz, agent-telegrapher, Dakota division, 50 years; George Tracy, locomotive engineer, Cascade division, 50 years; and Genevieve Cannon, secretary to purchasing agent, Purchasing department, 50 years.

Straight-time earnings for all classes of railroad employees (excepting officials) averaged \$3.32 per hour in 1966, compared with \$2.42 in 1957.



CAROLYN Korthuis, GN's princess, was guest of honor at the railway's annual luncheon. Standing are R. W. Downing, vice president, Executive department, Princess Carolyn, and Nancy Sias, Miss Orlando, Fla. Seated is Marilyn Stark, a member of GN's Clown Band.



THE royal party, Queen Angeline Johnson, King Boreas William Poppenberger, Princess Carolyn Korthuis, and Prime Minister Bob Carter, paid a visit to GN's Freight Claims department during carnival week.



MISS Superior, Wis., Carmen Christianson, daughter of Julius Christianson, chief dispatcher, Mesabi division, is congratulated by J. L. Robson, vice president, Operating department. Eighteen-year-old Carmen was crowned Miss Superior on January 29.



BRIGHTENING the spirits of those who couldn't participate in Winter Carnival activities was the 17-member Great Northern Clown Band. This year during Carnival week, the clowns made 16 ap-

At Minnesota Club

Carnival Beauties Feted at Luncheon

Twenty-four St. Paul Winter Carnival Queen of Snows contestants and 11 visiting queens were the railway's luncheon guests at the Minnesota Club in St. Paul on January 31.

H. J. Surles, general superintendent, Transportation department, served as master of ceremonies at the annual affair, which was attended by approximately 70 persons, including GN officers and members of the railway's Winter Carnival Committee.

Guest of honor was Carolyn Korthuis, GN's 1967 princess and one of the four finalists in the Queen of Snows competition. At the January 27 Queen of Snows coronation ceremonies, Carolyn was chosen as one of Queen Angeline John-



H. J. Surles

son's ladies in waiting, the first time in nearly a decade that a GN princess had placed so high in the Winter Carnival judging.

As a member of the royal party, Carolyn spent an eventful 10 days appearing at over 60 Carnival functions throughout the St. Paul area. During the carnival, which lasted from January 27 through February 5, she, Queen Angeline, and the two other finalists shared a suite at Hotel St. Paul as guests of the Winter Carnival Association.

Clown Band Entertained

The queen who traveled the farthest to attend the luncheon was Nancy Sias of Orlando, Florida. All the queens and princesses, and their chaperones were presented with charm bracelets as a remembrance of the affair.

GN's clown band took time out from their busy schedule to entertain with musical selections.

This year, the clowns brought carnival cheer and gaiety to the crippled, the retarded, the infirm, and the elderly by performing at 16 area hospitals, welfare institutions, and nursing homes.

Diane White Fails To Retain Speed Skating Crown

Diane White, GN's speed skating dynamo, failed to retain the senior women's National Outdoor speed skating championship title at St. Paul's Lake Como on January 28-29.

Diane, a steno in Public Relations and Advertising, placed a close second in the meet by scoring victories in the 880-yard, three-quarter mile, and one-mile events. However, a fall on the first turn of the 440-yard race cost her the championship she won in 1966 (See TIO, Vol. 9, No. 2).

Diane scored a total of 15 points, four behind the new champion, Jeanne Ashworth of Lake Placid, N. Y.

Mar. Safety Meetings

Hillyard — 10:00 a.m., Tuesday, Mar. 7.

Spokane — 1:30 p.m., Tuesday, Mar. 7.

Wenatchee — 1:30 p.m., Wednesday, Mar. 8.

Interbay — 1:30 p.m., Thursday, Mar. 9.

Whitefish — 10:00 a.m., Tuesday, Mar. 14.

Havre Shop — 10:00 a.m., Wednesday, Mar. 15.

Havre Terminal — 1:30 p.m., Wednesday, Mar. 15.

Great Falls — 1:30 p.m., Thursday, Mar. 16.

Klamath Falls — 1:30 p.m., Wednesday, Mar. 22.



pearances in the St. Paul area. These photos show the Clown Band during the group's annual visit to the Gillette State Hospital for crippled children.



CHESTER REITEN, president of the Minot Chamber of Commerce, (center) presents the Minot Exchange Club's 'Golden Deeds' award to Nick Martian, conductor, Minot division, and his wife Betty. Ten of the couple's 15 children are in the foreground. The children are (left to right) Sue, Mary, Billy, Jerry, Teresa, Pauline, Barbara, Marie, Paul, and Joseph.

Parents To 15

Employee, Wife Receive 'Golden Deeds' Award

"Cheaper by the dozen" could well be the slogan of Nick Martian, conductor, Minot division, and his wife Betty.

In the past 20 years, the couple has provided a home for 12 foster children who, in addition to three Martian children, make the Martians parents of 15.

Nick and Betty were presented with the annual "Golden Deeds" award of the Minot Exchange Club recently because of "sacrifices they have made" while supporting the children.

The award is given to persons who have contributed to the betterment of their community or of their fellow man with no motivation other than personal satisfaction.

Son In Marine Corps

The Martian's first child, Vernon, was adopted nearly 20 years ago and is stationed in Vietnam with the Marine Corps.

After 10 years of marriage, a girl was added to the family when Betty gave birth to Marie. Two years later, Nick and Betty adopted two boys, one a Chip-pewa, the other a Sioux Indian.

In 1960, they enlarged their family with the adoption of Pauline, who is of Spanish descent. The next two arrivals were children of their own, Muriel and Mary, who brought to seven the number of Martian children.

Everett Employee Club Holds Annual Banquet

The GN Everett Employee Club held their annual banquet and dance December 9 at the Moose Lodge Hall at Marysville, Wash.

Approximately 140 members and their wives attended the affair. Master of ceremonies was Jerry Lason, section stockman, Stores department.

In September, 1966, the Martians learned of eight Kenmare, N.D., children who were orphaned when their father was killed in an auto accident. The children, whose mother had died two years previously, ranged in age from two to 15 years.

Nick and Betty immediately contacted the orphaned family's parish priest, and arrangements were made to move the children to the Martian home in Minot.

The majority of Betty's activities center on the 14 children she is rearing, but she still manages to serve as president of the Confraternity of Christian Mothers at St. Leo's Parish in Minot.

A 20-year GN Veteran, Nick joined the railway in 1947. He is currently local chairman for the Order of Railway Conductors and Brakemen.

25-year Awards

Continued From Page 5

Mathew Kuntz
laborer
Wolf Creek, Mont.

G. J. Meyer
truck driver
Breckenridge, Minn.

C. V. Lange
records clerk
St. Paul

G. L. Miller
conductor
Klamath Falls

R. D. Lee
loco. engineer
Spokane

M. F. Minke
tractor driver
Minneapolis

Ruth Leonard
nurse
Spokane

N. W. Murray
carman
Havre

A. H. Marthaler
stenographer
St. Paul

A. E. Nelson
clerk
Dale St. Stores

LeRoy McDonald
clerk
Havre

J. J. Ness
switch foreman
Havre

R. B. McGraw
telegrapher
Delano, Minn.

L. G. Olin
office manager
Engineering Dept.

P. L. Peisert
switchman
St. Paul

T. J. Pelle
patrolman
St. Cloud

C. H. Peterson
carman
Grand Forks

A. W. Preiss
carman
Minot

T. A. Reese
loco. engineer
Havre

F. A. Ridens
engineman
Great Falls

A. R. Runtal
chef
Minneapolis

J. H. Safransky
asst. rdhse. foreman
Grand Forks

W. A. Scully
shipping foreman
St. Paul

L. M. Serquina
section laborer
Seattle

A. C. Smith
telegrapher
Noyes, Minn.

P. A. Smith
loco. engineer
Interbay

B. L. Stachowiak
frt. claim agent
St. Paul

W. N. Suter
b&b pipeman
Havre

E. R. Swisher
loco. engineer
Havre

W. R. Temple
mail gang foreman
Minneapolis

Blaine Theroux
carman
Klamath Falls

C. E. Vance
car foreman
Tacoma

John Weir
clerk
Vancouver, B. C.

G. C. Wicklund
loco. engineer
Willmar

A. H. Williams
laborer
Vancouver, B. C.

Marvie Williamson
waiter
St. Paul

J. V. Zenkovich
demurrage clk.
Sioux City, Iowa

M. H. Greenleaf Retires After 51-Year Career

When Marshall H. Greenleaf retired as regional sales manager, St. Paul, on December 31, he was in his fifty-first year of Great Northern service.

Greenleaf joined the railway at the age of 15 in 1915 as a mail trucker at Devils Lake, N.D. The following year, he was baggageman and clerk-cashier there.

In 1930, he was promoted to traveling freight agent, St. Paul, and, a year later, was transferred to Grand Forks in the same capacity. He was promoted to division freight agent, Grand Forks, in 1933.

Greenleaf was advanced to general agent, Spokane, in 1941. Subsequent appointments were to assistant general freight agent, Spokane, and general freight agent, Seattle.

In 1948, he was transferred to St. Paul where he held the positions of assistant general freight agent and freight agent. On April 1, 1966, he was named regional sales manager, St. Paul.

Effective January 1, Greenleaf was succeeded by R. C. Wenz (See *TIO*, Vol. 10, No. 1).



M. H. Greenleaf

Tunnel Misplaced

In the story concerning GN's seven-mile Flathead Tunnel in *TIO*'s November issue, Elk Mountain, which the tunnel pierces, was incorrectly located in the Flathead range. Elk Mountain is in the Salish Mountains.

News Of Great Northern Veterans

Recent retirees

G. D. Andrew
loco. engineer
St. Paul

A. T. Erickson*
agent
Sauk Centre, Minn.

J. A. Balcom
switch foreman
Klamath Falls

W. H. Ferryman*
asst. supt., m&e
Seattle

W. E. Barlow
carpenter
Essex, Mont.

C. R. Fridland*
agent
Barnesville, Minn.

T. J. Barnes
r. h. laborer
Klamath Falls

M. H. Greenleaf*
reg. sales manager
St. Paul

Jesus Barrera
section laborer
Havre

F. H. Grubb
freight checker
Great Falls

H. T. Bartelheim*
clerk
St. Paul

G. C. Gwyn
switch foreman
Klamath Falls

Frank Bennett
carman
St. Paul

C. V. Heirman
carman
Superior

A. C. Berg
asst. to vice pres.
Traffic

J. M. Hughes
yardmaster
Seattle

I. C. Berg
switch foreman
Superior

William Hyslop
frt. car insp.
Great Falls

Hillman Bergan
section foreman
Rugby, N. D.

M. L. Iverson*
asst. agent
West Fargo

J. L. Berger
agent
Mora, Minn.

A. K. Jonland
carpenter
Superior

P. T. Bergstrom
switchman
Superior

F. A. Keber*
hostler helper
St. Paul

Vern Brown*
conductor
Whitefish

L. L. Lagesse
switchman
Superior

C. A. Buckland
station clerk
Shelby, Mont.

C. A. Larson
section laborer
Inkster, N. D.

F. A. Burton*
lineman
Klamath Falls

J. E. Leon
section foreman
Cloquet, Minn.

Marion Butcher*
asst. car foreman
Minneapolis

R. A. LeRoy*
switch foreman
Superior

M. J. Cline
electrician
Seattle

T. Letourneau
switchman
Wenatchee

W. J. Crystal
car foreman
Superior

E. R. Liedtke
asst. sales mgr.
Seattle

L. C. Dahl
hostler helper.
Willmar

O. L. Lien
boilermaker
Seattle

L. C. Davidson
section laborer
Essex, Mont.

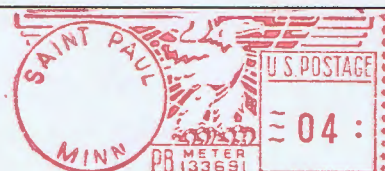
A. C. Lindblom*
clerk
St. Paul

H. R. Dehlbom*
cashier
Columbia Falls, Mont.

S. W. Lindsey
laborer
Somers Lumber Co.

H. F. Dudeck
crane operator
Spokane

E. W. Mackenzie
draft clerk
St. Paul



Mr. Henry G. Meyer
602 So. Ditmar Street
Oceanside, CA 92054

A. J. McGinn
switch foreman
Spokane

Ernest Miller*
track inspector
Spokane

W. N. Norris*
asst. vice pres.
V. P. & Compt.

S. F. Rock
asst. r h foreman
Whitefish

M. A. Strom
section foreman
Halstad, Minn.

M. J. McKenna
agent-telegrapher
Cando, N. D.

Jesus Murillo
track laborer
Great Falls

A. A. Panzer
switchman
Crookston, Minn.

Alex Rogalla
machinist
Grand Forks

A. M. Swanson*
clerk
St. Paul

F. E. McMahon
b&b carpenter
Interbay

I. A. Myer
r. h. laborer
Grand Forks

A. A. Petschen
messenger
St. Paul

A. G. Schwarz
clerk
St. Paul

J. F. Tuzinski
carman
St. Paul

D. A. Mergel
section foreman
Blaisdell, N. D.

A. D. Nay
reg. sales mgr.
Culbertson, Mont.

R. P. Reed*
reg. sales mgr.
St. Paul

H. L. Sires
billing clerk
Superior

Clyde Voorhees*
agent-teleg.
Eureka, Mont.

A. C. Meyer
section laborer
Troy, Mont.

A. L. Nelson
electrician
St. Paul

A. J. Renner
switch foreman
Spokane

A. R. Skold*
agent
Benson, Minn.

J. A. Walior*
pipefitter
Grand Forks

F. T. Millen
loco. engineer
Kelly Lake, Minn.

Ben Neshem
b&b carpenter
Spokane

Joseph Ritsche
carman
Allouez, Wis.

R. O. Smith
section laborer
Whitefish

George Waskey
asst. manager
Data Processing

Employees who died recently

R. J. Bakke
clerk
Dakota division

A. R. Dagestod
section laborer
Mesabi division

G. E. Dow*
chief clerk
Mesabi division

Louis Hernandez
section laborer
Minot division

E. H. Milner
trainman
Willmar division

Richard Bennett
flagman
Willmar division

W. J. Deitz, Sr.*
truck driver
Dakota division

W. R. Dunham
foreman
Minot division

E. K. Johnson*
section foreman
Minneapolis

E. E. Szafryk
d. g. laborer
Kalispell division

Richard Bennett
flagman
Willmar division

W. J. Deitz, Sr.*
truck driver
Dakota division

T. G. Erickson
laborer
Jackson St. Shops

A. C. Larson
brakeman
Minot division

Cecil Taber
boilermaker helper
Mesabi division

Retired employees who have died

L. G. Ball
agent
Idaho Falls, Idaho

Walter Clancy
brakeman
Butte division

F. L. Hennessy
machinist helper
Spokane division

Joseph LaFrance
loco. engineer
Minot division

Jack Saari
laborer
Cascade division

Otto Bechtel*
agent-teleg.
Mesabi division

Wm. Clelland
water pumper
Minot division

B. H. Innis*
boilermaker
Minot division

H. W. Marshall
carman
St. Cloud Shops

Joseph Sauerer
carman
St. Cloud Shops

Edward Bergh
brakeman
Kalispell division

Peter Erickson*
loco. engineer
Minot division

C. S. Ivanish*
section foreman
Butte division

H. M. Mathison
clerk
Mesabi division

L. G. Smart*
agent-teleg.
Butte division

E. C. Blankenship
foreman
Butte division

Guiseppe Fruci
carman helper
Jackson St. Shops

W. M. James*
machinist
Hillyard Shops

C. E. Nelson
switchman
Mesabi division

C. A. Sorenson
check clerk
Dakota division

Thomas Callahan*
conductor
Butte division

Thomas Gorder*
brakeman
Dakota division

John Johnson
d. g. laborer
Butte division

G. E. Odell
carman
Hillyard Shops

H. P. Tipton
agent
Kalispell division

G. C. Carstens
section laborer
Cascade division

A. E. Gustafson*
switchman
Willmar division

E. L. Jones
sheet metal worker
Kalispell division

E. J. Olson*
loco. engineer
Kalispell division

H. M. Von Rueden*
boilermaker helper
Dakota division

Adolph Christenson
signal maintainer
Willmar division

Lars Hanson
section foreman
Butte division

J. O. Kirkeng
carman
Kalispell division

A. C. Oothoudt*
trainmaster
Willmor division

H. L. Williams
loco. engineer
Mesabi division

Adolph Christenson
signal maintainer
Willmar division

Lars Hanson
section foreman
Butte division

J. O. Kirkeng
carman
Kalispell division

O. C. Ostenson
section laborer
Minot division

Rode Wockovich*
brakeman
Dakota division

*Denotes membership in the Great Northern Railway Veterans' Association.