

ICC Will Reopen Northern Lines Merger Case

The Interstate Commerce Commission on January 4 announced it will reconsider its 1966 decision to reject the proposed "Northern Lines" merger involving Great Northern, Northern Pacific, and Burlington railways.

The Northern Lines case will be re-opened and additional and limited hearings will begin in Washington, D.C., on March 6 before hearing examiner Paul J. Clerman. Further oral argument will follow within 30 days after the hearings are completed.

The additional hearings, the ICC said, will be limited to the amount of estimated savings resulting from the proposed merger in view of (1) agreements entered into between the applicants and the Milwaukee and North Western railroads, and (2) the effect of relevant financial, operational, and other changes related to savings which have occurred since the hearings closed.

Must Furnish Witnesses

The applicants must distribute on or before February 6 the verified statements and exhibits which they propose to offer in evidence at the hearing. At the March 6 hearing, the applicants must also furnish a witness or witnesses for cross-examination on the data distributed.

The oral argument will cover all issues raised by the Northern Lines in their petition for reconsideration. (See *TIO*, Vol. 9, No. 8.)

W. H. Tucker, ICC chairman, said that the commission's order to reconsider the merger provides that an examiner's report will be omitted in the re-opened case and that the present record "will be considered in arriving at

Continued On Page 2



THIS year, GN will take delivery on 300 all-steel, single-sheathed box cars with wide doors for easy loading.



EIGHTEEN new 3,600-horsepower diesel locomotives, similar to the SD-45 shown above, have been ordered from General Motor's EMD Division for delivery this year.

Great Northern Budgets \$41.5 Million For Capital Improvements Program

Great Northern will acquire 1,100 new freight-carrying cars and 18 new diesel locomotives in 1967, and continue the railway's system-wide program of improvements to tracks and facilities, the Company announced on December 16.

The railway's 1967 capital improvements program will cost an estimated \$41½ million, or about \$12 million under GN's expenditures in 1966 for rolling stock, motive power, and track improvements. GN's average annual investment in track and equipment improvements approximated \$31 million for the 5-year period, 1962 through 1966.

"The decrease in expenditures next year for equipment," said President John M. Budd, "is caused by high interest costs, suspension of the Federal investment tax credit, and in part to

delivery of some equipment late this year that might have been included in the 1967 program.

"The major reason for the decrease in expenditures for fixed property in 1967 is the Company's return to a more normal level after completion of several major projects in 1966."

500 Covered Hoppers

New freight equipment to be acquired by GN this year will include: 500 covered hopper cars, each having a 100-ton capacity; 300 wide-door box cars with 70-ton capacities; 200 solid bottom gondola cars; and 100 bulkhead flat cars, each with a capacity of 70 tons. GN will also rebuild 500 box cars at the St. Cloud Shops.

The Western Fruit Express Company, a GN subsidiary, will purchase 200

Continued On Page 3



ONE hundred 70-ton bulkhead flat cars equipped with tie-down chains and cushioning devices have been ordered.



EQUIPMENT ordered includes 500 covered hopper cars with nearly double the grain capacity of a conventional box car.



A. A. Ledegar



W. N. Norris

Walter N. Norris Retires; A. A. Ledegar Promoted To Assistant Vice President

The appointment of A. A. Ledegar, senior assistant comptroller, as assistant vice president, Vice President and Comptroller's department, effective February 1, was announced by J. A. Tauer, vice president and comptroller.

Ledegar succeeds Walter N. Norris, assistant vice president since 1964 and a 46-year Great Northern veteran, who will retire at the end of the month.

St. Paul Native

A native St. Paulite, Ledegar was educated at Hamline University, the University of Minnesota, and the St. Paul College of Law. He joined the railway as a clerk in the Comptroller's office in August, 1927.

Ledegar was promoted to special accountant in 1941. Subsequent promotions were to assistant to comptroller, assistant general auditor, and assistant comptroller.

On October 1, 1964, he was appointed senior assistant comptroller.

Walter Norris' GN career began as a clerk in 1920. He was promoted to assistant special accountant in 1927, assistant statistician in 1929, special accountant in 1936, tax accountant in

1940, assistant comptroller in 1946, general auditor in 1952, and assistant vice president in 1964.

Norris has also held offices in various civic and business organizations. These include the St. Paul Community Chest, Indianhead Council of the Boy Scouts of America, the Association of American Railroads, the Tax Executive Institute, the Railway Systems and Management Association, Western Railroads Income Tax Accounting Conference, the Greater St. Paul United Fund, and the First Federal Saving and Loan Association.

He also has been affiliated with the St. Paul Winter Carnival since it was revived in 1937 and served as its president in 1962-63.

Also announced by Tauer were the following appointments, effective February 1: Gordon A. Richardson, senior assistant comptroller is named to the newly-created position of deputy comptroller; Robert F. Garland, auditor, is appointed assistant comptroller; and B. L. Behler, assistant auditor, is advanced to auditor.

Richardson joined GN in February, 1927, as a clerk in the Comptroller's

Man Spots Broken Rail, Given \$100 Savings Bond

Gregory Caron, Green Valley, Minn., was presented with a \$100 U.S. Savings Bond as a token of GN's appreciation for calling the railway's attention to a broken rail at a GN grade crossing on October 15.

Green Valley is on the Sioux City-Willmar line.

office. In 1941, he was advanced to assistant tax accountant. Later promotions were to tax accountant, statistician, assistant general auditor, and assistant comptroller. On October 1, 1964, he was advanced to senior assistant comptroller.

Garland was graduated with high distinction from the University of Minnesota in 1956 with a degree in business administration. He joined the railway in March, 1959 as an assistant traveling auditor and, in December of that year, was promoted to assistant special accountant. In July, 1963, he was promoted to special accountant. Shortly afterward, he was named assistant to general auditor and, in 1964, was named auditor.

B. L. Behler's GN career began in 1952 as a traveling accountant. In 1963, he was named assistant traveling auditor and, three years later, was promoted to traveling auditor. He subsequently held the positions of district traveling auditor and district accountant. In October, 1964, he became assistant auditor.

Merger

Continued From Page 1

an ultimate decision."

The ICC also denied a petition of the Denver and Rio Grande Western railroad, which had asked for an investigation of the agreement made between the Northern Lines and the Milwaukee Road and Chicago and North Western railways.

In a joint statement, the presidents of GN, NP, and CB&Q said, "We are highly grateful for the ICC's decision to reconsider the proposed merger of our companies.

"We are especially grateful for the fact that the commission has provided an expedited schedule for the future proceedings." The statement was issued by GN's John M. Budd, NP's L. W. Menk, and CB&Q's W. J. Quinn.



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R. F. Garland



G. A. Richardson

Railway Launches Major Program To Increase Competitive Ability, Financial Strength

Following an extensive study conducted this Fall by McKinsey and Company, a management consultant firm, Great Northern has launched a continuing major program designed to capitalize on opportunities to improve the long-term strength of the railway.

The program basically consists of a number of projects undertaken on a full-time basis by GN employees assisted by 10 McKinsey consultants.

Projects in motion include cash management, terminal operations, locomotive and car maintenance, and marketing. Other projects are scheduled to start later this year. In all studies, the McKinsey teams work closely with the Great Northern personnel, drawing on their railway experience and ideas.

Competition Increasing

Commenting on the program, President John M. Budd said, "Competition, not only among railroads, but more particularly with the trucking industry, is stiffening. At the same time, industrial firms are seeking ways to reduce their shipping costs and are asking GN and our competitors to provide faster and more exacting service at lower rates.

"In facing up to intensified competition, I want to be certain that our Company takes advantage of every opportunity to be a transportation leader. In this way, we can ensure stable jobs for all employees and also generate the capital to maintain competitive customer service. Achieving this is essential to our growth and long-term welfare."

A number of recent appointments and transfers in the Freight Traffic and Operating departments has resulted from formation of the project teams.

In Freight Traffic, effective January 1, J. K. Cutforth, regional sales manager, Seattle, was appointed director, special projects, St. Paul.

V. A. Opsahl, manager, services and equipment, was named manager, special projects.

T. N. Hackney, manager of pricing, became manager, special projects.

K. S. Bagley Jr., assistant director, market research, was appointed assistant manager, special projects.

E. E. Nelson, chief, transcontinental section, was named assistant manager, special projects.

W. C. Hageman, district sales manager, Minneapolis, was advanced to regional sales manager and manager, forest and paper products, Montana and West.

C. D. Merk, assistant to regional sales

manager, was promoted to manager, service and equipment.

C. J. Hockaday, assistant to vice president-staff, was appointed manager of pricing.

Michael H. Karl, assistant manager, grain and grain products, was named assistant to vice president-staff.

David L. Henderson, former traffic manager of a milling firm, was appointed assistant manager, grain and grain products.

Also announced effective January 1, these Freight Traffic appointments: A. L. Strom, sales manager, Detroit, was promoted to district sales manager, Minneapolis; P. C. Ivory, sales manager, Portland, was named sales manager, Detroit; B. E. Waugh, sales manager, Eugene, Ore., was appointed sales manager, Portland; and C. J. Speakes, traveling sales representative, Seattle, became sales manager, Eugene, Ore.

In the Operating department, effective December 16, K. W. Batcheller, master mechanic, Willmar division, was named

Continued On Page 7

1967 Program

Continued From Page 1

seventy-ton mechanical refrigerator cars next year.

GN now has on order for 1967 delivery 18 new 3600-horsepower diesel locomotives for freight and passenger operations.

The railway's 1967 roadbed improvement program will include laying 97.5 miles of new rail, 86 miles of which will be welded. In addition, the Company also will install nearly 66 additional miles of centralized traffic control on the main line in Montana. GN will have 640 miles of continuous welded rail and 1,325 miles of CTC in service at the end of the year.

The Company also plans to progress changes in the main line in 1967. The projects involve reduction of curvature on segments of the line near Brockton in eastern Montana and in the Cascade Mountains near Index, Wash.



THE Company is buying 200 new solid bottom gondola cars similar to this one.



THIS is the official 1967 St. Paul Winter Carnival photo of lovely Carolyn Korthuis, Great Northern's princess. Carolyn will compete for the title of 'Queen of Snows' at the annual Winter frolic January 27 through February 5.

1967 Ore Movement On GN May Reach 20 Million Tons

GN's 1967 iron ore shipments may reach one of the highest totals in the past two decades, President John M. Budd told a luncheon gathering of more than 40 officials of Minnesota mining companies at Duluth on December 5.

The luncheon was part of a program designed to acquaint the mining companies with the railway's \$8.1 million taconite pellet handling facility at Allouez, near Superior, Wis. (See *TIO*, Vol. 9, No. 11.)

Our president mentioned that the Company anticipates shipments of about 4½ million tons of pellets from the Hanna Mining Company's taconite producing facilities at Keewatin and Nashauk, Minn. This added to an estimated 15 million tons of regular ore would bring GN's 1967 volume to approximately 20 million tons.

"We have inspected the Allouez installation, and it has thrilled us to see and participate in the redevelopment that is occurring in this area. Superior, Wis., and Great Northern are prepared to enter the taconite era full stride in 1967, the diamond anniversary of their fruitful partnership in the handling of Minnesota iron ore," Budd stated.

GN officers attending the luncheon included R. W. Downing, vice president, Executive department; J. L. Robson, vice president, Operating department; C. W. Moore, vice president, Public Relations-Advertising; R. N. Whitman, general manager, Lines East; G. D. Johnson, general sales manager, Freight Traffic; and W. S. Byrne, superintendent, Mesabi division.



President Reviews 1966

Freight Revenue Above '65 Total; Airline Strike Boosted Passenger Travel

J. M. Budd

Great Northern's 1966 operations will produce an appreciable increase in revenues, and it is expected that net income will be close to the figure reached in 1965 when the railway earned \$6.01 per share.

Final results of 1966 operations will not be known until late this month, but it now appears that freight revenues for the year will be about eight per cent more than in 1965, and revenue from passenger train service will be approximately six per cent higher than in 1965.

Through mid-December of 1966, carloading of grain and grain products on GN were about 10 per cent ahead of the same period in 1965. The movement of lumber and forest products over our line in 1966 will be under last year, reflecting the decline in new home building. There was a moderate decrease in iron ore tonnage as compared with 1965.

Agricultural Production Good

Agricultural production again was good in GN territory. The 1966 grain harvest exceeded the average of the past five years, but was not quite as large as in 1965. However, the quality of 1966's crop was better than the previous year's.

On December 1, an estimated 255 million bushels of grain were storage along the Company's lines, and we expect to move most of it to market in this year. It is anticipated that farmers in GN country will take advantage of the Department of Agriculture's increase in acreage that may be planted to wheat. This would, of course, increase over-all grain production along GN in 1967.

The July and August airline strike created considerable pressure on passenger service, occurring as it did during the period of normally heavy Summer travel. However, we were able to handle an appreciable number of the flood of requests for accommodations during the strike, and this additional business resulted in a substantial increase in passenger revenues.

GN's investment on capital improvements was continued in 1966 with expenditure of \$53.2 million for rolling stock, motive power and track improvements. The railway acquired 1,688 freight-carrying cars and 20 new diesel locomotives.

GN's 1967 investment in tracks and facilities betterment will be less than last year's because we will resume a more normal level of property improvements after the completion last year of several major projects. Suspension of the investment tax credit and increased interest rates contributed, in part, to our decision not to acquire more freight cars than in 1966.

Merger Rejection Disappointing

A disappointing development in 1966 was the rejection by the Interstate Commerce Commission, by a 6-to-5 vote, of the proposed merger of Great Northern, Northern Pacific, Burlington, and Spokane, Portland and Seattle railway systems. The commission's decision was announced on April 27, more than five years after the railways' petition for authority to merge, was filed with the ICC.

On July 27, 1966, GN, NP, and Burlington filed with the commission a petition for reconsideration of the merger proposal and offered protective conditions requested by the Milwaukee Road and Chicago and Northern Western railways. The two lines previously had opposed the merger unless protective conditions for them were imposed on the merged company.

The North Western and Milwaukee advised the ICC on October 25 that they are agreeable to the conditions offered by GN, NP, and Burlington, and withdrew their opposition to the merger and announced support of the consolidation. The northern lines' application petition for reconsideration now is being studied by the ICC.

It is significant and encouraging that a number of important public bodies which previously had opposed the merger, or had insisted on certain conditions, have informed the ICC that they now are in full support of the proposal. These include the states of Oregon, North and South Dakota, Iowa, and the Province of British Columbia. The U. S. Dept. of Agriculture has advised the ICC it now has no objection to the merger.

Lihudis Succeeds W.H. Ferryman As Asst. Supt., M&E

The retirement of W. H. Ferryman as assistant superintendent, maintenance and engineering, Seattle, and the appointment of John Lihudis as his successor, effective December 16, were announced by J. L. Robson, vice president, Operating department.

Ferryman's railroading career, spanning more than four decades with Great Northern, began in 1918 when he became a car checker at Wenatchee. Shortly afterward, he enrolled at Purdue University and, in 1924, graduated with a degree in mechanical engineering.

Purdue Graduate

He rejoined the railway that year as assistant to the district roadmaster on the old Spokane division. Four years later, he was named assistant roadmaster, Cascade division and, in 1929, became district roadmaster, Kalispell division.

Ferryman subsequently held the position of district roadmaster on the Butte and Spokane divisions. In 1947, he was promoted to division roadmaster, Cascade division.

On October 1, 1956, Ferryman was named assistant superintendent, maintenance and engineering, Seattle.

Lihudis joined Great Northern in 1941 as a section laborer on the Willmar division. In 1943, he entered the armed forces and returned to the Company a year later as district gang foreman on the Willmar division.

He subsequently held various positions of increasing responsibility with GN and was appointed district roadmaster, Minot division, in 1951. Five years later, he was named transportation inspector, Lines East. In 1960, he became rules examiner, Seattle, and on March 1, 1961, he was promoted to assistant superintendent, maintenance and engineering, Great Falls.

Also announced by Robson were the following Operating department appointments:

W. H. Ferryman Jr., supervisor of engineering, Mesabi division, was promoted to assistant superintendent, maintenance and engineering, Great Falls.

Norris G. Christianson, general foreman, Willmar division, was appointed supervisor of engineering, Mesabi division.

In 1966, Class I railroads hauled 300 million passengers in accounting for 15 per cent of U.S. commercial travel mileage between cities.



Posters Proclaim 'New Excitement' In Railroading

"There's new excitement for college grads in railroading!"

Posters proclaiming that fact are currently on display at more than 100 Great Northern stations and ticket agencies throughout the system.

The posters are part of the railway's expanding program of recruiting recent college graduates. The 40 in. by 28 in. posters were designed to attract students traveling aboard trains during their Christmas vacations.

In late February, the poster will be replaced by another of similar design produced to attract college students traveling by train prior to the start of their Spring terms.

Prepare For Future

"While recruitment is not a critical factor at Great Northern today, our projected manpower needs in the next decade, along with stiffening competition in the professional and technical labor markets, requires us to prepare now for the future," says H. H. Holmquist, executive assistant, Personnel department.

E. D. Adamson, GN's manager of personnel development recently visited the campuses of Washington State University at Pullman, Wash., and St. Thomas College at St. Paul to talk with prospective job recruits. Future plans call for him to interview students at colleges and universities in Washington, North Dakota, Wisconsin, and Iowa.

"We consider railroading a growth industry, and, as the scope of our various departments expand, so does our need for new talent," says Adamson.

Currently GN is looking for students with majors in engineering, business administration, economics, statistics, trans-

portation, accounting, and mathematics.

Applicants should display a sincere interest in transportation, exhibit a neat appearance, be personable, and have maintained a satisfactory scholastic average through college.

"By no means do we restrict our recruiting to males only," adds Adamson, who mentions the opportunity for female graduates in areas such as Accounting and Systems and Programming.

Interested graduates and students who are due to graduate in the near future should contact E. D. Adamson, manager, personnel development, Great Northern Railway, 175 East 4th Street, St. Paul, Minn. 55101. Phone 224-5588 (area code 612).

GN Bowlers Will Hold Tournament In Minneapolis

The sixth annual Great Northern Men's Bowling tournament will be held April 29-30 and May 7-8 in Minneapolis, according to Tom Devine, chief clerk, Minneapolis Junction Yard Office, and tourney chairman.

All male Great Northerners and employees of affiliated roads are eligible to enter the tournament which offers awards in four categories: singles, doubles, team, and all events.

Sponsored by the "Big G Boosters," the newly-formed Minneapolis employee club, the tourney is sanctioned by the American Bowling Congress.

Fees for the singles, doubles, and team events are \$5.00 per bowler per event, and \$1.00 for the optional all events category. Total cost for competing in all categories is \$16.00 per bowler.

Employees desiring more information are asked to contact Tom Devine, 2726 York Avenue, Mpls., Minn. 55422, or George J. Ferguson, 8338 South 13th Avenue, Mpls., Minn. 55420.

E. D. Adamson, manager, personnel development, (left) and H. H. Holmquist, executive assistant, Personnel, admire one of GN's recruiting posters which are now on display at depots and ticket agencies throughout the system.

R. M. Hubbs Elected To Board Of Directors

Ronald M. Hubbs of St. Paul was elected a director of the Company at a meeting of the Board of Directors December 16 in New York City. He succeeds Walter G. Seeger who retired last month after 25 years of service.

Hubbs is president of the St. Paul Fire and Marine Insurance Company and a director of the Western Life Insurance Company, the First Trust Company of St. Paul, and Economics Laboratory, Inc.

A native of Oregon, Hubbs has been associated with St. Paul Fire and Marine since 1936. He came to St. Paul in 1948, became assistant to the president in 1959, and was elected to the presidency in 1963.

Seeger had been a member of GN's directorate since October, 1941. He is also a director of the Whirlpool Corporation.

The board also authorized payment of a 75-cent quarterly dividend on the Company's outstanding stock, payable February 1, 1967 to shareowners of record on January 13.



R. M. Hubbs

Feb. Safety Meetings

Dale St. Shop — 2:00 p.m. Monday, Feb. 6.
Jackson St. Shop — 10:30 a.m. Tuesday, Feb. 7.
Twin City Terminals — 2:30 p.m. Tuesday, Feb. 7.
Superior — 1:30 p.m. Wednesday, Feb. 8.
Willmar — 1:30 p.m. Thursday, Feb. 9.
Fargo — 10:30 a.m. Tuesday, Feb. 14.
Grand Forks — 10:30 a.m. Wednesday, Feb. 15.
Minot — 10:00 a.m. Thursday, Feb. 16.
Sioux City — 10:00 a.m. Tuesday, Feb. 21.
St. Cloud Shop — 1:30 p.m. Thursday, Feb. 23.

Introduced On Feb. 6, 1947

Streamlined Builder Reaches 2nd Decade

The 20th anniversary of the inauguration of the streamlined *Empire Builder* fleet, the first transcontinental passenger train built in America following World War II, will occur next month.

Diesel Powered

The sleek streamliners replaced the steam-powered *Empire Builders* which went into operation in June, 1929. The original *Builders* succeeded GN's famed *Oriental Limited* fleet which had served as the railway's top transcontinental train since 1905.

The new *Builder* was exhibited to the press and public at Chicago on February 6, 1947. Shortly afterward, the train was shown at major points over the GN sys-

tem, drawing huge crowds wherever it went.

On February 23, five new *Builder* trains, each powered by 4,000-horsepower two-unit diesel locomotives, were placed in regular service.

Each train included a baggage-mail car, one 60-seat coach, three 48-seat coaches, a coffee shop car, diner, four sleeper cars and an observation car.

Built by Pullman Standard, the seven million dollar fleet clipped 13½ hours from the Chicago to Seattle run.

Although several postwar passenger trains were delivered to the nation's railways before the time the new *Builder* made its debut, the equipment on these trains consisted only of coaches, none of which were used in transcontinental service.

An innovation incorporated into the *Builder's* sleeping cars were the first duplex roomettes to be used in transcontinental passenger service. The roomettes offered passengers the comfort and privacy of individual room accommodation at slightly more than the cost of a lower berth.

The new *Builders* also featured radio and public address systems in all coaches, diners, and observation cars.

The interiors of the trains were designed to reflect the beauty of the Pacific Northwest. Dining car draperies incorporated the blues and greens of Glacier National Park lakes along with the tan and darker hues of the Cascades and Rocky Mountains.

The colors of the flowers native to the Pacific Northwest were expressed in the car interiors, and murals reproduced from original portraits of Blackfeet Indians decorated the panels in the observation cars.

The *Builders* were also the first passenger trains to utilize GN's present passenger colors, Omaha orange, and Pullman green.



1947 St. Paul Winter Carnival royalty and employee marching clubs helped to christen the new Builder when it arrived at Union Depot on February 7.



THE *Empire Builder*, America's first transcontinental streamliner built after World War II, was photographed going westward through the Montana Rockies.



HUGE crowd at Seattle formed long serpentine double line in order to view train's interior.



INCREASED aisle space in diner was achieved by placing tables seating four on one side of aisle and tables seating two on the other. Paintings on panels depict Glacier Park wild flowers.



RECLINING revolving seats provided coach class passengers with maximum comfort for day-night travel.



THE coffee shop car accommodated 20 persons, 10 at the counter and the others seated in the lounge.



SLEEPERS were the first equipped with duplex roomettes which offered budget-minded travelers privacy and comfort for a fare slightly higher than lower berth accommodations.



OBSERVATION lounge accommodated 27 passengers. Murals reproduced from original portraits of Blackfeet Indians enhanced the car's interior.

Special Adjustment Board Will Meet January 25 To Arbitrate Station Dualization Dispute

A special board of adjustment created to settle the long-standing dualization dispute between GN and the Transportation-Communication Employees Union will convene in Chicago on January 25.

The board, whose decision will be final and binding, was established as the result of an agreement negotiated in Washington, D.C., on December 8 between A. R. Lowry, executive vice president of the TCEU, and T. C. DeButts, vice president, Labor Relations.

The special board will consist of

McKinsey Study

Continued From Page 3

assistant to chief mechanical officer-special studies.

R. L. Aase, trainmaster, Vancouver, B.C., has been reassigned as staff assistant to vice president, Operating.

T. R. Hamilton, master mechanic, Minot, was appointed master mechanic, Minneapolis; D. S. Kukull, traveling engineer, Mesabi division, was promoted to master mechanic, Minot; B. M. Kunsman, traveling engineer, Fargo, becomes traveling engineer, Mesabi division; and R. E. Jaeb, traveling engineer, Breckenridge, Minn., was named traveling engineer, Fargo.

Effective January 1, N. P. Moylan, traveling engineer, Minot, was transferred to Breckenridge in the same capacity. Earl D. Shabert, assistant roundhouse foreman, Grand Forks, was named traveling engineer, Minot.

Also effective January 1, E. H. Nelson, agent, Tacoma, was promoted to trainmaster, Vancouver, B.C.; M. G. Whitsell, trainmaster, Great Falls, was named trainmaster, Interbay; and J. H. Woolford, trainmaster, Minot, was appointed trainmaster, Great Falls.

DeButts, V. W. Whitehouse, TCEU vice president, and John H. Dorsey, a Washington, D.C., attorney and professional arbitrator. The board will be required to render its decision within 30 days, and the railway will not consolidate any agencies until the dispute is settled.

The dualization controversy had led to a threatened strike against GN by the union's members on September 20, 1966. The dispute later resulted in restraining orders in Federal District Court in Minneapolis, where the union contended that the consolidation of station agencies required negotiated consent. The railway held that managerial prerogative prevailed. (See *TIO*, Vol. 9, No. 11.)

The terms of the December 8 agreement call for the cancellation of the strike and a union pledge of no further walkout over the matter. In addition, the parties will seek dismissal of the Federal Court order barring the threatened strike and the union's appeal of the order.



MRS. Viola Wheeler, secretary, Industrial and Agricultural Development, Seattle, displays a huge stocking full of toys she won in a drawing at a Seattle restaurant. Mrs. Wheeler donated the toys to the Children's Orthopedic Hospital in Seattle.

27 Employees Receive 25-year Service Awards

William Crooks emblems were recently awarded to 27 employees in recognition of 25 years of GN service. Awardees were:

E. W. Abbott
blacksmith helper
Hillyard

Ivan Askness
blacksmith
Everett

F. J. Biver
car inspector
Superior

J. R. Christianson
sheet metal worker
Havre Diesel Shop

J. K. Cutforth
director,
Special Projects

J. J. Dahedi
asst. paymaster
St. Paul

J. C. DeVall
engineer
Whitefish

A. W. Dixon
agent-telegrapher
Kincaid, N.D.

H. H. Gordon
clerk
N. Westminster, B.C.

J. D. Grant
r. h. laborer
Wenatchee

Richard Habel
carman
Great Falls

L. N. Hall
section stockman
Jackson St. Store

R. D. Hall
asst. to supt.
Minneapolis

J. V. Kausek
rate & tariff clk.
St. Paul

E. L. Lamb
extra list
Whitefish Store

C. L. Lawson
sheet metal worker
Hillyard

D. J. McNellis
telegrapher
Watertown, S.D.

L. J. Niemczyk
sales rep.
St. Paul

D. M. Olson
yard clerk
Willmar

H. W. Olson
engineer
Spokane

M. J. Ostby
engineer
Spokane

F. C. Peterson
b&b foreman
Havre

Amos Quam
coach cleaner
Willmar

J. F. Rerick
machinist
Grand Forks

E. C. Robinson
chf. special agent
St. Paul

M. C. Smith
pbx operator
St. Paul

E. M. Young
carman
Hillyard

Two Employees' Sons Killed In Vietnam

The war in far-off Vietnam may be remote to most Americans, but for many Great Northernites whose relatives and friends are stationed in the strife-torn Asian country, the conflict has a meaningful and sometimes tragic significance.

PFC. Thomas G. Erickson, 19, laborer, Jackson Street Shops, and the son of Marvin E. Erickson, paint shop foreman, Jackson Street Shops, was killed by small arms fire in Vietnam on Thanksgiving Day, November 24.

Captain Monte T. Sloan, 29, son of W. T. Sloan, assistant superintendent, Mesabi division, died on December 10 from metal fragment wounds received



Capt. Sloan



PFC. Erickson

while his company was on combat operations against the Viet Cong.

PFC. Erickson was a third generation railroader with GN at the Jackson Street Shops. His grandfather, the late Gustaf Erickson, had been a freight carman there.

Erickson graduated from Johnson High School in St. Paul in 1965. Shortly afterward, he joined the railway as a laborer and, in April, 1965, entered the U.S. Army.

He was sent to Vietnam in September, 1966.

Honor Student

Capt. Sloan had been an honor student at Technical High School, St. Cloud, Minn. He spent a year at Northwestern Preparatory School at Minneapolis, then enrolled at the U.S. Military Academy at West Point where he maintained a high scholastic average and captained the wrestling team.

While in high school, Sloan worked during Summer vacations for GN as a signalman's helper, Dakota division.

He was graduated with honors from West Point in 1961 and during his military career he served as a company commander in Thailand, Hawaii, and Vietnam.

Sloan arrived in Vietnam in August, 1966, and commanded the 16th Infantry Rangers of the Big Red I division. He was decorated for bravery three weeks prior to his death.

He was married and the father of two daughters.

GN Spokane Achievers Marketing Rail Spike Desk Sets

ROCO, the GN-sponsored Spokane Junior Achievement company, is mass-producing and marketing desk sets fashioned from railroad spikes.

The desk sets are priced at \$1.50, and ROCO's advisors report demand has exceeded production. The diversified firm is also planning to produce a second product, aluminum cookie sheets.

The 13 high schoolers who are members of the firm have established a pro-

Scouts Will Hold World Jamboree At Farragut, Idaho

Boy Scout Week, the 57th anniversary of the incorporation of the Boy Scouts of America, will be observed February 7-13 by more than 5,800,000 boys and adult leaders.

The theme of this year's observance is "Scouting Rounds a Guy Out." Each scout unit will show how boys receiving scout training are prepared to become the self-reliant men needed for a strong America.

This Summer, approximately 825 Boy Scouts, Explorer Scouts, scout leaders, and scouting officials will journey via two GN special trains to scouting's seventh annual world jamboree at Farragut State Park, Idaho.

The jamboree, which will be held August 1-9, will attract more than 15,000 boys from nearly 100 free world countries. This year's jamboree will be the first held in the United States.

About 175 Minnesota scouters will depart from St. Paul on July 24. They will detrain at Glacier Park the following day for a three-day "shakedown" encampment prior to traveling on to Farragut.

Another GN special train containing approximately 650 Illinois scouters will leave Chicago for Farragut on July 28.

The Rocky's Boosters employee club of Spokane entertained members' children and grandchildren at a Christmas party held in the lobby of the GN Depot on December 17. Approximately 175 children attended.

duction line to assemble the desk sets. First the spikes are hammered to give them a rough appearance. Then the spikes are finished in a gold gilding.

Following this, achievers drill holes in the spikes to fasten the pen holders, and others glue felt to the bottoms to prevent scratching table surfaces.

The JA Company meets every Thursday evening, and is counseled by Richard Liljenberg, chief clerk, Hillyard Store; Robert Tupper, machinist, Hillyard Shops; A. J. Middleworth, sales representative, Freight Traffic; Rodger O. Burk, carman, Hillyard Shops; and Mrs. Betty Hanenburg, steno-clerk, Hillyard Shops.



J. S. Tracy Appointed Manager, Salary Administration

John S. Tracy Jr. has been appointed to the newly-created position of manager, salary administration, effective January 1, according to H. H. Holmquist, executive assistant, Personnel department.

In his position, Tracy will evaluate the functions and responsibilities of salaried employees, with special emphasis on those in supervisory positions.

A 1955 graduate of Stanford University, Tracy received his master's degree from the Harvard

J. S. Tracy Jr. Graduate School of Business Administration in 1961.

Prior to joining the railway, he had been a personnel services consultant for an international certified public accounting firm headquartered in San Francisco. Previously, he held personnel and analyst positions in Seattle and Sacramento, Calif.

Three Retirees Achieved 154 Total Years Of GN Service

Three recently retired Great Northern employees achieved 50 or more years of consecutive service.

The retirees are F. B. Hatcher, electrician, Minneapolis Passenger Station, 52 years of service; Robert N. Worden, agent-telegrapher, Minot division, 52 years; and Max H. Reffke, locomotive engineer, Mesabi division, 50 years.

Class I railroads in 1966 generated 745 billion ton-miles of freight traffic in accounting for 43 per cent of the nation's total intercity freight volume.



Consulting Firm Studies GN's Image

Assisted by a leading industrial design and marketing company, the railway is involved in a study of GN's corporate "image." The study is directed toward a modernization of the trademark and other elements used to identify Great Northern.

The firm, Lippincott and Margulies, Inc., was engaged by the railway in August to prepare recommendations for a revised company identification system.

The project basically involves GN's image among its various publics such as customers, shareholders, employees, financial people, community leaders, and government officials, etc.

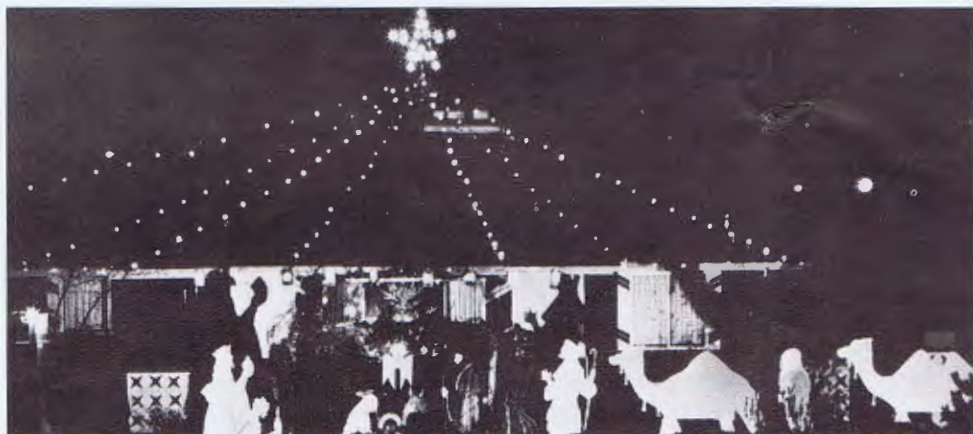
In a preliminary study, Lippincott and Margulies evaluated more than 200 samples of printed material GN uses in the public contact aspects of its operations. The data included letterheads, envelopes, time table folders, checks, travel literature, newspaper and magazine advertising, departmental forms, publications for employees, patrons, and shareholders. The firm also analyzed the

variations of the railway's trademark on locomotives and freight and passenger cars.

In a presentation last month in the General Offices, representatives of Lippincott and Margulies assessed the tone of the public's impression of GN, recommended a plan for advancing the Company's image, and suggested implementation of the plan.

After analyzing the presentation, GN authorized Lippincott and Margulies to undertake a three-phase project. The first phase involves modernization and simplification of the railway's trademark. The Rocky Mountain goat would be retained as a trademark element and may be given greater prominence.

The second phase of the project will entail developing a color scheme for broad usage by the Company, and the third will involve creating a system for combining the proposed new symbol and color schemes for communicative purposes.



GORDON D. Eliason's home at Mountlake Terrace, Wash., recently won first place in a local community Christmas decorations contest.

Employee's Holiday Display Wins Prize

Gordon D. Eliason, assistant tax agent, Land and Tax department, Seattle, figures he devoted more than 80 hours to designing, building, and setting up his 1966 home Christmas decorations.

His efforts were rewarded with a \$50 prize for first place in a community contest.

Decorating his home at Mountlake Terrace, 15 miles north of Seattle has become an annual ritual. For the past six Christmases, Gordon has illuminated his home with a different theme each year.

He usually starts working on the

project in July, but this year, he was delayed until September. This meant working an average of two hours per night, four nights a week for 10 weeks in order to have the display ready for the Holidays.

This Christmas, Gordon used figures on 1965 Christmas cards as models to design 13 life-size Biblical figures, including two camels.

Gordon estimates he spent \$16.50 for plywood, paint, and other supplies. He also used an assortment of 275 lights he has been collecting over the years. Plastic jugs, cut, painted, and fitted with the lights spelled out "Merry Xmas."

A dominant feature of the display was a star on an eight-foot pole atop the chimney.



ENGINEERING students from Wisconsin State College at Platteville heard about employment opportunities at Great Northern on December 1 in St. Paul.

Students Briefed On Opportunities For Engineers

Sixty-seven engineering students from Wisconsin State College and Institute of Technology at Platteville were GN's guests at a presentation held December 1 in the 13th floor conference room of the General Offices.

H. H. Holmquist, executive assistant, Personnel department, welcomed the students and described GN's employment opportunities for engineering graduates.

R. W. Gustafson, bridge engineer, Engineering department, outlined the functions and responsibilities of GN's Engineering department and showed the American Association of Railroad's new color-sound film, "New Directions."

Following the presentation, the students toured the Engineering department's quarters in the General Offices.



H. H. Holmquist

R. W. Gustafson

C. P. Wilder Promoted

Appointment of Charles P. Wilder, systems specialist, Systems and Programming, as assistant manager, Equipment Service Accounting, was announced on December 29 by J. A. Tauer, vice president and comptroller.

A 29-year GN veteran, Wilder joined the railway in 1937 as a messenger at the Minneapolis Passenger Station.



R. E. Wagner, assistant manager, Data Processing, (right) explains the functions of GN's UNIVAC III installation to junior achievers.

GN Officers Host EMSTAR Achievers At Luncheon

The staff of EMSTAR, the GN-sponsored Junior Achievement firm in St. Paul, was honored at a luncheon held December 28 at the St. Paul Athletic Club.

The luncheon was one of the events in a day-long program of activities for the 25 achievers which included tours of the Jackson Street Shops and the Data Processing department in the General Offices. The youths also viewed "The Big Mountain of Fun," a 16mm color-sound film produced jointly by GN and the Big Mountain ski resort at Whitefish.

Barney Appointed Seattle Customer Accounting Mgr.

The promotion of Richard A. Barney, station inspector, Lines West, to manager, Customer Accounting, Seattle, effective December 16, was announced by J. A. Tauer, vice president and comptroller.

A 24-year GN veteran, Barney began his railroading career as a telegrapher on the Willmar division in 1942. He entered the armed forces in 1944, returning to his telegraphic duties two years later.

In 1955, he became freight agent at Vancouver, B.C., and, three years later, was named freight agent, Seattle. He was appointed station inspector, Lines West, in 1962.

Also announced by Tauer was the appointment of Chester R. Brooks, traveling auditor, Vice President and Comptroller's, to the position of assistant manager, Customer Accounting.

The Vice President and Comptroller's department also confirmed the appointment of John A. Fraser as assistant manager, Customer Accounting, Seattle.



WHAT is it? Joanne Rekela, nine-month-old daughter of G. R. Rekela, assistant editor, keeps a wary eye on a 'creepy crawler.' The colorful creation, called 'octupi,' is the \$1.00 novelty item made by the GN-sponsored St. Paul JA firm.

Among those attending the luncheon were President John M. Budd; GN vice presidents R. W. Downing, J. L. Robson, Anthony Kane, J. A. Tauer, and T. C. DeButts; R. M. O'Kelly, secretary and treasurer; and EMSTAR's GN advisors G. F. Steinhilbel, Dan Schultz, G. B. Nelson, and Ivan Millin.

Kane is president of Junior Achievement of St. Paul, Inc., involving 56 teenage companies sponsored by various area firms.

EMSTAR is manufacturing and marketing "octupi," a bug-like novelty item fabricated from wire, chenille and styrofoam. According to the firm's advisors, EMSTAR's production staff is having a hard time keeping pace with orders for the popular product.

Annual Passes Extended

L. J. Bergstrom, superintendent, Pass Bureau, reminds employees that Great Northern's 1965-1966 annual passes, which show an expiration date of December 31, 1966, will be honored through the present year.



RAYMOND R. West, a GN Havre Employees' Community Chest fund raiser, (left) presents a check in the amount of \$425.75 to James Flynn, finance chairman of the Havre Hi-line Boy Scout program. West is a conductor-brakeman on the Butte division. In the background is GN steam locomotive No. 2584, on permanent display at Havre.

Employees Continued Generous Support Of UF Drive In 1966

In 1966, Great Northern employees added another chapter to their long history of enthusiastic support of community fund campaigns.

The following is a sampling of employee United Fund contributions at representative system points:

Seattle. The Great Northern Seattle United Good Neighbors fund-raising committee reported contributions from 479 employees totaling \$7,210.35, an increase of \$589 over the 1965 campaign. The average gift per subscriber was \$15.05, compared to \$13.65 the previous year.

Klamath Falls. Funds collected from GN employees by the 1966 Klamath County United Fund Campaign amounted to \$2,937.23. This compares with a total employee contribution of \$2,524.75 in 1965. The average employee gift was \$15.22.

St. Paul. Employee contributions to the 1966 Greater St. Paul United Fund amounted to \$40,254.39, a \$1,472 increase over the previous year's total. The average employee gift was \$16.26, representing an increase of \$1.10 over the 1965 average.

Spokane. The United Crusade of Spokane County collected \$9,974.32 from 632 GN employees. The average gift per subscriber was \$15.78, compared to \$14.32 the previous year.

Havre. Great Northernites contributed \$3,213.90 to the GN Havre Employee's Community Chest Fund. The average employee gift was slightly higher than the 1965 average.

1966 Accident Ratio Improved; Minot Tops Divisions

Preliminary estimates indicate that the Minot division, Havre Shops, and the Special Agents were the railway's 1966 safety leaders, according to J. T. Andrew, general safety supervisor.

Andrew reports that the accident ratio in 1966 was better than in 1965. Estimates indicate a ratio of approximately 8.24 casualties per million man hours, while 1965's ratio was 8.50.

"The unfortunate collision between two passenger trains in March marred an otherwise excellent safety record for 1966," Andrew said. The collision accounted for two employee fatalities and 10 employee injuries.

"Despite this tragic accident, the total for the year was one less employee fatality than in 1965 and seven fewer injuries," Andrew added.

December Disappointing

The safety record for the month of December was disappointing. During last month, there were 25 injuries in which sufficient working time was lost to require reporting the cases to the Interstate Commerce Commission. This compares with 22 injuries in December, 1965.

Although final figures may not be available until next month, it appears that the Minot division had 1966's best safety record among GN's eight operating divisions with an estimated casualty ratio of 4.60. The Willmar division (5.19) finished second, followed by the Mesabi division (8.26). The Mesabi division had been the division safety leader since 1963.

Best safety news of 1966 was the fine record compiled by employees at the Havre Shops, which had only one injury to report for the entire year. This compares with eight employee injuries in 1965 and a ratio per million man hours that was twice as high as the system average.

The Special Agents compiled an injury-free year and regained first place in the miscellaneous departments category. The Special Agents had relinquished the top spot to the Stores department in 1965.

The Safety department is making plans to appropriately honor the 1966 safety leaders for their excellent performances.

Andrew mentions that eight employees lost their lives in off-duty accidents in 1966, indicating that it is safer to be on the job than at home, on the highway, or in recreational pursuits.

An encouraging safety note was the decline in the number of grade crossing accidents on the Great Northern in 1966.

"There were 30 per cent fewer accidents with a corresponding reduction in fatalities," Andrew said. "This is noteworthy in view of the approximate four per cent increase in grade crossing accidents nationally."

In the past our employees have proven that they are among the safest railroaders in the nation. If each employee continues to exercise diligence and caution every working day, we will be able to make 1967 GN's safest year.

M. V. Schoonover, R. C. Wenz Succeed R. P. Reed, M. H. Greenleaf As Regional Sales Managers

The retirements of R. P. Reed and M. H. Greenleaf, regional sales managers, Freight Traffic, effective December 31, resulted in the following appointments:

M. V. Schoonover, manager, coal and coke, St. Paul, was named regional sales manager, perishables and food products, succeeding Reed.

R. C. Wenz, assistant director, Industrial and Agricultural Development department, was appointed regional sales manager and manager, construction projects and allied materials, replacing Greenleaf.

R. W. Morrison, sales manager, Seattle, was advanced to manager, coal and coke, and manager, forest and paper products, Montana and east, succeeding Schoonover.

W. L. Tilton, industrial development agent, replaced Wenz as assistant director, Industrial and Agricultural Development department.

Also announced were the following promotions and transfers:

L. A. Richardson, sales manager, Grand Forks, promoted to sales manager at Seattle.

L. J. Eret, sales manager, Fargo, was appointed sales manager, Grand Forks.

J. R. Peterson, traveling sales repre-



THE Gold Tones, a vocal group comprised of GN employees, entertained General Office workers with Christmas carols on December 23. The group was photographed in the General Office lobby in front of GN's 15-foot Christmas tree. Members are: (left to right) Audrey Grubbs, baritone; Marilyn Stark, bass and marimba player; Rosemary Barnes, lead; and Joan Paul, tenor.

sentative, Grand Forks, was promoted to sales manager, Grand Forks.

L. J. Brokke, sales representative, Grand Forks, was named traveling sales representative, Grand Forks.

R. E. Curtis, chief clerk, Grand Forks, was promoted to sales representative there.

R. W. Johnson, traveling sales representative, Cleveland, was appointed sales manager there.

M. M. Cynkar, sales manager, Cleveland, was appointed sales representative, Buffalo, N.Y.

P. H. Haertel, sales representative, Milwaukee, was advanced to traveling sales representative, Cleveland.

G. H. Kipka, chief clerk, Milwaukee, was promoted to sales representative there.

B. D. Rasmussen, industrial and agricultural development agent, was named industrial development agent.

A. L. Nelson, industrial and agricultural development agent, retains his title, but has been given additional responsibility in the area of direct solicitation of industry.

Nick Blazovich, assistant to director, Industrial and Agricultural Development department, was promoted to industrial and agricultural development agent.



News Of Great Northern Veterans

Recent retirees

H. J. Bergman carman Grand Forks	M. F. Laymon steel bridgeman Lines West
C. F. Bloomquist* loco. engineer Superior	B. M. Lindenberg clerk Willmar
W. B. Boehl car inspector Spokane	Anselmi Linperi section laborer Superior
M. L. Brady clerk St. Paul	G. A. Lucas carman Superior
G. L. Brennan* agent Kalispell	S. F. Lundberg* painter St. Paul
L. E. Burger interline supvr. St. Paul	John Maxin b&b carpenter Everett
S. W. Clutton* store attendant Great Falls	W. G. McClench manifest clerk Whitefish
M. O. Dahl bridge foreman Cascade division	R. B. McKenzie* chef St. Paul
J. H. Daugherty* conductor Willmar	E. W. Mohr switch foreman Superior
J. F. Dickopf* loco. engineer St. Paul	W. L. Nadeau chief clerk St. Paul
P. L. Dumphy laborer Minneapolis	M. N. Needham brakeman Fargo
A. R. Flores extra gang foreman Pateros, Wash.	E. P. Neiland r. h. foreman Wenatchee
W. F. Gannaway* chief rate clk. St. Paul	Herman Nelson crane operator Whitefish
M. A. Gleason nurse St. Paul	L. M. Nordquist* brakeman Minot division
F. V. Hagerty crossing watchman Minneapolis	O. W. Ohland baggage agent Spokane
E. E. Harder* shop foreman St. Paul	F. G. Overman* carman Minneapolis
B. D. Hendrickson electrician helper Havre	C. E. Peterson* loco. engineer Willmar
E. F. Howenstine* corman Superior	W. R. Plageman d. g. foreman White Earth, N.D.
C. W. Jacobson* car inspector Fargo	I. H. Poitra section laborer Rolette, N.D.
J. A. Janson carman helper Spokane	E. J. Proell section laborer Long Prairie, Minn.
K. W. Johnson* painter Everett	C. A. Pugh d. g. laborer Fort Benton, Mont.
G. N. Khtaian section foreman Newport, Wash.	M. G. Pugh section foreman Long Prairie, Minn.



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

K. S. Quinn* foreman Minneapolis	C. L. Schake carman Minneapolis	C. R. Shiell asst. car foreman Great Falls	J. F. Thomann sales manager Washington, D.C.	J. H. Weidell checker St. Paul
M. H. Reffke* loco. engineer Superior	H. G. Schuler* chief yard clk. Grand Forks	B. G. Svec* loco. fireman St. Cloud	G. R. Tinker loco. engineer Superior	H. H. Weipert* police lieutenant Spokane
Hyman Rockowitz* comm. teleg. op. St. Paul	W. E. Sheehy section laborer Swan River, Minn.	D. W. Teal track inspector Crookston, Minn.	M. S. Walker chief clerk Great Falls	C. H. Wilkins section laborer Willow Lake, S.D.

Employees who died recently

J. F. Bingham switch foreman Spokane	R. C. Harrison* conductor Mesabi division	R. W. Lotzer blacksmith helper Willmar division	E. J. Schroyer, Sr. boilermaker-welder Hillyard Shops	R. W. Thompson 1/c carpenter Kalispell division
G. L. Bonifield* loco. engineer Willmar division	C. M. Katzel* d. g. foreman Mesabi division	O. F. Nett ore handler Mesabi division	Ray Shigenobu tractor driver Kalispell division	O. N. Trosvig truck driver Dakota division
				E. B. Watts agent-telegrapher Butte division

Retired employees who have died

H. H. Armstrong brakeman Kalispell division	F. L. Cobb frt. & pass. agt. Cleveland	L. P. Holtberg section foreman Butte division	R. C. McGee telegrapher Cascade division	John Soyring ore handler Mesabi division
Arthur Berg section foreman Kalispell division	S. L. Davis inspector St. Paul	Gerhard Jacobs d. g. laborer Dakota division	Norman McKay machinist helper Havre Diesel Shop	Mike Spiro section laborer Minot division
Joseph Berlinger* loco. engineer Mesabi division	H. G. Decker* agent Kalispell division	Tom Johns track inspector Klamath division	Archie McLane statistical clerk St. Paul	George Stevens clerk Willmar division
W. R. Bertram conductor Butte division	L. V. Fautch asst. chief clerk Kalispell division	Sever Johnson* loco. engineer Minot division	J. T. McManus section foreman Butte division	A. H. Thompson carman Willmar division
John Brustad* section foreman Minot division	W. H. Fischer* agent-telegrapher Willmar division	Thor Kleiv switchman-foreman Kalispell division	C. W. Nelson mechanical asst. St. Paul	C. J. Tritschler* storekeeper St. Paul
Edward Caltaux diesel shop laborer Hillyard Shops	H. P. Goodwin dispatcher Dakota division	B. C. Knudsen* conductor Willmar division	W. N. Noyes machinist Dale St. Shops	G. C. Williams* steward St. Paul
I. D. Christiansen house clerk Willmar division	Anton Hager boilermaker helper Dale St. Shops	Peter Lini* oiler-brasser Butte division	Charles Olson* watchman Butte division	Mayme Wilson clerk St. Paul
	P. O. Holen section laborer Dakota division	J. F. McCormick conductor Minot division	T. M. Savage mill foreman St. Cloud Shops	C. L. Zimkoski* agent-telegrapher Minot division

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