

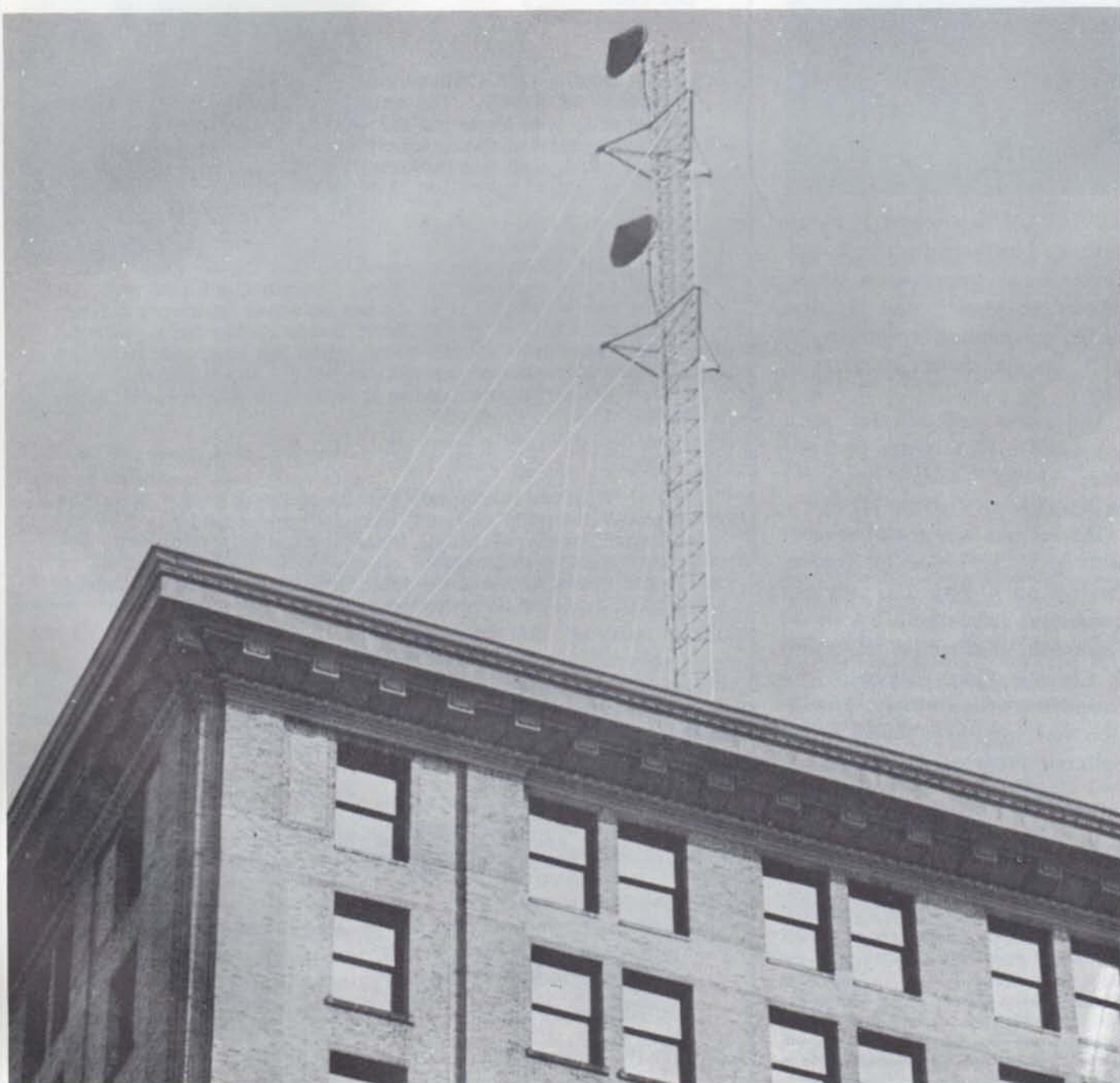
# TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

VOL. XXX

FEBRUARY, 1967

NO. 2





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



**SERVICE CITED** - Robert S. Macfarlane, Northern Pacific board chairman, received a silver "Medal of Merit" and citation for his outstanding service to the U. S. Savings Bonds program in 1966.

The medal and citation were presented in Washington by Secretary of the Treasury Henry H. Fowler.

Macfarlane was one of several leading U. S. industrial figures serving on a payroll savings committee headed by Lynn A. Townsend, chairman of the board at Chrysler Corp. Work of the committee added nearly 1.5 million new industrial savers to the national program.

### *Our Cover . . .*

... glistening in the noon-day sun, a newly installed microwave tower rises 150 feet above the Northern Pacific main office in St. Paul. Ice coated by January sleet, the steel structure is part of a communication system which will eventually extend from St. Paul to Portland. Dark saucer-shaped objects are its antennae. For more microwave information, read the story on page 4 of this issue.

## Memo...

You have doubtless read in the newspapers that 1966 was a record year for Northern Pacific with earnings of \$5.08 per share. The record \$5.08 per share, however, can be misleading since it represents only a very small return on investment. Stated differently, our property earned only 2.79 per cent on book value in 1966.

An earnings ratio of 2.79 per cent is low by any reasonable standard. Savings certificates pay over 5 per cent with government bonds yielding from 4.15 to over 5 per cent.

From our 1966 earnings, stockholders received dividends of \$2.60. The balance of the earnings, \$2.48 per share, was retained for company use which means it was reinvested in the company to help pay for locomotives, freight cars, rail and the other countless items necessary to the continued operation of our railroad.

But, when experience shows that the average return in the entire railroad industry is only about 4 per cent, it makes one wonder if it would not be wiser to invest the retained earnings in government bonds rather than railroad plants. The time should come when the railroad industry will earn more than a government bond - and it should, considering the risk involved in investing in any private business.

With the inadequate profits of many past years, the railroad business became moribund and decadent. Mechanization, modernization, technological improvements and progressive managements combined to halt the decline of the railroads' share of the intercity traffic, and our industry is in a period of resurgence.

There are many people quick to make uncomplimentary remarks about profits with little or no appreciation of the fact that it is only by earning a reasonable profit that our business, or any business can survive.

We are proud of our record earnings in 1966. It bodes well for our company and for everyone working for it.

*Robert S. Macfarlane*  
Chairman of the Board

*William W. Stewart*  
President



# Northern Pacific Opens Far East Sales Office in Tokyo, Japan



Masae Kitagawa

Northern Pacific Railway will open a sales office in Tokyo, Japan, later this year.

E. M. Stevenson, vice president traffic of the railway said, "Opening of an office in Tokyo will enable the Northern Pacific to offer import and export shippers a complete and personalized service in the shipment of transoceanic and transcontinental raw materials and finished goods."

Mr. Stevenson announced that Mr. Masae Kitagawa will head Northern Pacific operations in Tokyo as director of Far East sales and will spend approximately three months visiting the Northern Pacific offices and becoming familiar with that property.

Mr. Kitagawa received his college education in the U.S. and on returning to Japan, joined the NYK Steamship Co. (Nippon Yusen Kaisha) where he served variously as general freight agent, general claim agent, representative of NYK branch offices in the U. S. and finally as counselor.

Kitagawa served on the Japanese Merchant Marine committee and was an February 1967

officer in naval logistics in the Japanese Navy.

After World War II he became a member of the civilian merchant committee, served as an official of the Japanese Maritime Bureau, became traffic manager of the Japanese Board of Trade, and was later made Japan manager of the United States Lines Co., and agent for the Pacific Far East Line.

Kitagawa is recognized as a transportation leader in both the U. S. and Japan.

Mr. Stevenson said, "Northern Pacific has a long history in special handling of imports from the Far East". "Founders of the railway company saw in its completion the shortest route between the large Midwestern and Eastern cities and the Far East, with use of ports at Seattle, Tacoma, Portland, and other Pacific Northwest ports, which have easy access to Japan and China."

"These early appraisals proved true and from the late 1800s through the years up to World War II, Northern Pacific handled millions of dollars in import and export trade each year with the Far East"

"In opening this new Tokyo office," Stevenson said, "Northern Pacific is embarking on a program of shipment of goods to and from the Orient that combines the latest transportation technology with new approaches to coordination and handling to build on the company's great tradition in Far East trade.

"The Northern Pacific is particularly pleased to have so distinguished a leader in Japanese transportation as Masae Kitagawa associated with our company," Stevenson said, "and we are confident a new era in growing trade with Japan and other Far East countries is at hand for Northern Pacific and companies it serves throughout the nation."

Official opening of the Northern Pacific Tokyo office is planned for about mid-year.

## Nipper news bits

LAKE Superior division social branch turned over a draft of \$248.80 to J. C. Tierney, NPBA secretary, St. Paul, as a result of the NP Veterans Association's annual Cheer-up fund at Duluth.

Donations collected by group members at their mid-December Christmas party are used for Christmas gifts for patients at the St. Paul hospital.

H. A. McMartin, sec'y-treasurer of the Vets. Social Branch, thanks all who contributed to the Cheer-up fund.

In appreciation of the group's efforts, T. O. Peterson, NPBA president, said, "Your group has done much to bring pleasure to our patients at this time of year."

## WHO NEEDS "BROTHERHOOD WEEK"?

SOCIAL satirists, skeptics, and down-right cynics sneer at such efforts as National Brotherhood Week. Assumedly, they believe that once-a-year, glad-handing back-slapping and sloganeering fail to meet our human relations. We agree.

Brotherhood Week is no solution. It is not even a reminder. Daily front-page headlines of race riots and religious conflagrations in major American cities are reminder enough.

Brotherhood Week's sponsor, the National Conference of Christians and Jews, agrees too.

For this reason, it conducts year-round human relations educational programs. It intends, however, that Brotherhood week, February 19-26, serve as a time of self-evaluation, community audit, and resolution to practice brotherhood throughout the year.

Such reflection is vital, for if we are ever to look back on the past with pride, then we must first face up to a present of shamefully meager achievement.

Who needs Brotherhood Week? We do.



# St. Paul Tower Signals Completion of Eastern End of NP Microwave System

Completion of Northern Pacific Railway Company's 150-foot microwave tower atop its general office building has wrought a major change in the St. Paul skyline. The top of the tower which supports two large parabolic antennae towers 336 feet above street level.

The installation is part of a multi-million dollar microwave communication network which will have St. Paul as its eastern terminus and ultimately the cities of Portland and Seattle, as its western terminals.

One phase of the network, on the west end, between Portland and Seattle is completed and in use. The tower in St. Paul marks completion of the installation between the Twin Cities and Fargo. Construction is under way on a 2.3 million dollar stretch of the system between Fargo and Laurel, Mont., which will have a total of 26 relay stations. Each station in the system includes parabolic antennae to receive signals and equipment to amplify and re-transmit signals to the next station.

Erection of the tower atop the general office building in St. Paul in January of this year was slowed by adverse weather conditions. Strong, frigid winds, snow, sleet and icing conditions caused work stoppages for several days.

Construction began with a 30-foot base section to which were added six twenty-foot structural steel sections, each hoisted up and bolted in place before a new section could be added. Sections were hoisted in place by a "gin-pole", a tall, structural-steel column, which was fastened to each installed section as the tower grew. New sections were hoisted in place by means of wire-ropes and pulleys strung over the top of the "gin-pole".

Steel cables fastened to the tower sections and anchored securely to the roof and walls of the building support the tower against the force of the wind.

The microwave system will have 600 channels available for a wide variety of communications uses, including transmission of computerized data, telephone, teletype, and very-high-frequency (VHF) radio.

Use of the system by Northern Pacific for transmission of data from computer cards, for transmitting facsimiles of freight bills and other forms, for continuous contact with crews operating trains, and handling data for automatic car identification systems will help speed the handling of increasing volumes of freight traffic.

D. C. Hill, superintendent of communications for Northern Pacific, said completion of the entire system will give the Northern Pacific a communication flexibility and system capacity available only among a few top railroads of the nation.

At St. Paul, Portland, Seattle and key railroad operational centers along the system, installations will be linked to computers, automatic data processing equipment and other special equipment to handle data and make it available for day to day operations.



TOWER SECTION rises as workman signals power operator to lift steel framework to top of tower sections already in place. Lying in snow in foreground are tools and supplies for tower installation.

TWO PARABOLIC antennae are readied by workmen on building roof prior to being hoisted up and attached to tower.



TELLTALE



## 1966 Law Changes Benefits for Railroad Retirement

Two bills designed to liberalize and improve the retirement and benefit program covering employees under the Railroad Retirement Act were signed into law by President Johnson in October, 1966.

A major change in the new law is the establishment of a supplemental annuity plan for long-service railroad employees who are awarded retirement annuities after June 1966.

This new type of annuity will be paid to employees 65 and over who retire directly from railroad service after completing 25 or more years of service and will be in addition to their regular monthly annuities. The supplemental annuity, however, will not begin until age 65 if a person retires before that age.

The bill also provides for a seven per cent increase in monthly benefits to many persons on the Board's rolls.

Other important provisions of the bills extend survivor annuities to children aged 18 - 21 who are full-time students, and liberalize the retirement program by removing minor inequities from the law and facilitate administration of the system.

The amount of the supplemental annuity ranges from \$45 for employees with 25 years of service to \$70 for those with 30 or more years of service. The amount may be reduced, however, if you are receiving a private pension under a plan paid for at least in part by your employer.

Supplementary annuities will be in effect for a 5-year period beginning November 1, 1966. The new annuity plan is financed entirely by the railroads through a special fund based on a tax of two cents for each man-hour compensated by employers. Benefits will be paid from this account only.

Unlike other railroad retirement benefits, supplemental annuity payments are subject to income tax.

While the new supplemental annuity is available only to new retirees, most other retired employees are eligible for higher annuities as a result of the selective seven per cent increase, with certain exceptions.

Most persons on the Board's rolls who did not have their railroad retirement or social security benefits raised in 1965 will get a full seven per cent increase in their annuities. For others the increase is less than seven per cent or no increase, depending on how much their benefits were increased in 1965. However, your annuity will never be lower than the amount that would have been paid before the 1965 railroad retirement changes.

The seven per cent increases will be financed by an increase of one-fourth of one per cent in the regular retirement tax. In 1967 employers and employees will pay the new retirement tax rate of 8.65 per cent (including 0.5 per cent for medicare) on the first \$550 of monthly earnings.

Employees receiving supplemental annuities do not, as a rule, get an increase in their regular annuity, but an em-

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ployee who retired before age 65 under the new law will receive the seven per cent increase in his regular annuity until he is awarded a supplemental annuity at age 65.

For example, a person who retired in January this year 65 years old, with 28 years of railroad service, with an estimated annuity of \$187 under the old formula is entitled to a supplementary annuity of \$60 on the basis of age and service. Because he receives this supplemental annuity, his regular annuity will still be about \$187, as prescribed under the old formula, but his total annuity will be \$247.

No additional action is required on your part if you are eligible for a supplementary annuity or for an increase in your regular annuity.

The situation is different, however, if you have surviving children aged 18-21. In some cases, the Board may not have all the required information it needs and will contact you if further data is necessary. If you have children in this age group who are full-time students and you did not hear from the Board by January 15, 1967, you should contact your nearest district office.



NP employees who advise Norpaco operations. Left to right are: J. Gaunt, sales advisor; J. Beville, management; Lee Miller, JA president, O. L. Torgerson, production advisor and C. Radtke, alternate advisor.

## Tacoma Achievers Crack Jewelry Sales Markets

Norpaco, Northern Pacific sponsored Junior Achievement company at Tacoma, is busily engaged in the manufacture of cracked marble jewelry.

All work of cracking the marbles, assembling and packaging the jewelry is done by the 15 high school students who comprise Norpaco. Items include key chains and a matching marquise necklace and bracelet set priced from \$1 for a key chain to \$1.75 for the bracelet set. Sales of this jewelry by personal solicitation of the J. A. members have already gone over \$400.





# Promotions



Northern Pacific has made a major organizational change involving its operating and engineering departments which establishes several new top-level engineering positions.

Effective February 1, direct responsibility for maintenance of track and structures is transferred from jurisdiction of the operating department's division superintendents and general managers to the engineering department. Close liaison will be maintained between the two departments.

Part of a system-wide streamlining program, the change establishes a new position of engineer-maintenance of way at St. Paul, under the chief engineer, and district engineers at each of four newly defined districts.

Districts established are the Minnesota District, with headquarters at St. Paul, which includes the company's Lake Superior and St. Paul operating divisions; the Yellowstone District with headquarters at Fargo, which includes the Fargo and Yellowstone operating divisions, the Idaho District with Spokane, Wash., as headquarters, which includes the Rocky Mountain and Idaho divisions; and the Pacific District with headquarters at Seattle, which comprises the company's Tacoma operating division.

The change also reclassifies division roadmasters as engineers of track, and bridge and building supervisors as engineers of structures.

Present operating division organization is not affected and the reorganization will involve a minimal transfer of company personnel. The change will immediately bring all track, building and engineering responsibilities under a single organization structure within the company, eliminate much duplication of reports between departments, and create more direct supervision of maintenance and other engineering functions.

Under the new set-up superintendents and general managers in the operating department will be freed from maintenance responsibilities and will thus have more time available to provide the most efficient transportation service.

In connection with the change, Northern Pacific announced the following appointments and promotions:

**S. H. Barlow**, system engineer of track in the engineering department at St. Paul, becomes engineer-maintenance of way, and will headquarter in St. Paul;

**J. P. Titus** is appointed district engineer at St. Paul, retaining his former title of district engineer, but assuming added responsibility under the new district system;

**F. A. Kempe**, assistant bridge engineer at St. Paul, becomes district engineer, Yellowstone District, with headquarters at Fargo, N. D.;

**D. Peinovich**, assistant to the general manager at Seattle, becomes district engineer in the Idaho District, with headquarters at Spokane;



NP HOSTS ROYALTY - Among honored guests at recent luncheon for Winter Carnival princesses aboard North Coast Limited diner were Northern Pacific's 1967 princess Patricia Haggerty and her escort Rudy Clemenson of St. Paul valuation department. Sponsored annually by the railway, the luncheon is held prior to St. Paul Winter Carnival Week at St. Paul commissary.

## Safety Score Board

Year 1966 compared to 1965  
(Man hours estimated for Dec. 1966)

RANK	REPORTABLE CASUALTIES		CASUALTY RATIO	
	1966	1965	1966	1965
<u>Standing by District</u>				
1. Eastern District	150	157	13.74	14,587
2. Western District	198	162	17.05	14,585
<u>Standing by Division</u>				
1. Rocky Mountain	22	22	7.56	7.86
2. Yellowstone	29	39	8.44	11.62
3. Fargo	21	25	10.47	12.62
4. Lake Superior	28	26	14.99	13.99
5. Idaho	59	39	16.52	11.47
6. St. Paul	72	67	19.87	18.78
7. Tacoma	117	101	22.80	20.58
<u>Standing by Class of Employee</u>				
1. Stationmen	33	18	5.84	3.20
2. Shopmen	10	9	6.07	5.44
3. Enginemen	24	13	10.51	5.58
4. B & B Dept.	11	8	10.93	8.17
5. Carmen	27	20	11.05	8.40
6. Trackmen	56	51	11.28	11.33
7. Trainmen	80	87	31.92	35.61
8. Yardmen	107	113	52.85	57.45
<u>Standing by Main Shop</u>				
1. Como	1	1	2.06	2.05
2. Brainerd	3	3	4.51	4.79
3. South Tacoma	3	2	5.77	3.95
4. Livingston	5	1	10.83	2.21
<u>Miscellaneous Departments</u>				
1. Chief Special Agent	0	2	.00	9.29
2. Electrical Engineering	0	1	.00	11.93
3. General Office & Miscellaneous	6	4	1.95	1.20
4. Signal Department	2	2	4.09	4.10
5. Store Department	9	9	10.82	10.69
6. Communications Department	6	5	13.67	11.78
7. Dining Car Department	8	5	14.54	8.25
8. Engineering Department	16	9	36.72	21.44
9. King Street Station	19	--	62.37	--
Total for System	426	363	13.70	11.88

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BECKWITH RETIRES - Over 100 friends joined J. E. Beckwith, left, general agent at Eugene, Ore., at recent party honoring his 49 years of NP service. Gathered with Beckwith from left are: Mrs. Beckwith, O. A. Kobs, master of ceremonies; Mrs. Kobs; Mrs. W. D. Miller, and W. D. Miller, Portland general freight agent.

## Promotions

Continued from page 6

**R. G. Brohaugh** is appointed district engineer of the Pacific District, retaining his former title of district engineer, but assuming added responsibilities under the new district organization. He will headquarter at Seattle.

**H. E. Moore**, asst. district engineer, is appointed staff assistant with headquarters at Seattle.

**M. O. Woxland**, formerly bridge engineer at St. Paul, is now principal engineer at St. Paul. He is succeeded by **V. F. Demarais**, promoted from the position of office engineer. **J. R. Masters** has been named to succeed Demarais. He formerly served as project engineer on the relocation of the company's Mandan, N. D., south branch line. **G. F. Dalquist**, now chief draftsman in the engineering department, has been appointed assistant bridge engineer at St. Paul.

Other appointments include **G. K. Lamphier** and **B. I. Overlie** as roadway supervisors; **E. R. Anderson** as process engineer; **D. E. Akidakis** and **D. M. Gehring** as assistant engineers-maintenance of way; and **H. A. Davis** as assistant to chief engineer.

Lamphier and Overlie were formerly division roadmasters. Anderson was assistant district engineer at St. Paul. Akidakis and Gehring were assistant engineers of track, and Davis was asst. engineer in the Valuation Department.

Appointed director of methods and procedures is **Robert L. McComb**.

McComb has served as assistant comptroller since he joined the Northern Pacific in August, 1966. He was formerly manager of the St. Paul office of Haskins and Sells, Certified Public Accountants.

In his new position, McComb will assist offices at all levels throughout the Northern Pacific system in streamlining office procedures and methods of operation. He will

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## Retirements



George R. Albert	Conductor	Missoula	49
John Alvick	1st Class Carpenter	Seattle	49
Lawrence W. Austin	Tie Handler	Brainerd	45
Arthur L. Baker	Agent-Telegrapher	Moorhead	50
Gerald Ball	Miscellaneous Clerk	Pasco	23
Clyde H. Bedal	Machinist	Brainerd	50
Daniel C. Brannan	Conductor	Jamestown	45
John D. Colivas	Section Laborer	Parkwater	49
Edward A. Crust	Machinist	Brainerd	49
Clarence S. Erwin	Signal Maintainer	Lind, Wash.	30
Albin A. Hill	Machinist	Brainerd	46
Guy A. Ingle	Conductor	Jamestown	47
Ben Johnson	Chauffeur-Store Dept.	Duluth	47
Wesley T. Johnson	Sheet Metal Worker	Laurel	44
Clifford B. Judd	Locomotive Engineer	Minneapolis	51
Karl O. Kicker	2nd Class Carpenter	Staples	29
Alfred H. King	Water Service Foreman	Seattle	44
John Knutson	Section Laborer	Pasco	51
Custer C. Kopp	Car Shop Laborer	Laurel	44
Eddie J. Ledoux	Crane Operator	Brainerd	38
George J. Lentz	B & B Foreman	Minneapolis	42
Maceo V. Littlejohn	Waiter-Dining Car Dept.	St. Paul	40
Margaret J. Maher	Stenographer-Comptroller's Office	St. Paul	29
Steve E. Melton	Assistant Manager - Wire Chief	Seattle	48
Leo Molenda	Electrician Helper	Livingston	21
Carl F. Nickelson	Locomotive Painter	Livingston	30
Edwin Olson	Blacksmith	Brainerd	47
William H. Olson	Yardmaster	Duluth	48
John Podany	Stenographer-Clerk	St. Paul	47
Stephen J. Quinlan	Switchman	Yakima	36
Raymond G. Searle	Machinist	So. Tacoma	31
Alex L. Stam	City Freight Agent	New York	46
Arthur L. Swanson	Machinist	Brainerd	49
Mike Verde	Section Laborer	Dilworth	38
Harold L. Violet	Carmen	So. Tacoma	21
Stance C. Walkowiak	Yard Clerk	Duluth	49
Gertrude E. Wallace	Stenographer-Purchasing Dept.	Seattle	49
Ralph V. Whitcome	Agent-Telegrapher	Eldridge, N. D.	56
John White	Locomotive Engineer	Jamestown	55
Frank A. Young	Cashier	Billings	56



direct and help conduct special staff studies on office procedures and cost studies on methods of operation and will help implement new techniques to increase efficiency. He will report directly to the executive department.

Additional operating department appointments, promotions and changes in assignment have been announced by the Northern Pacific.

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# St. Paul Ticket Office Moves Into Main Office

Northern Pacific Railway has moved its St. Paul city ticket office into a temporary location at its general offices, 176 East Fifth Street.

A new, modern ground-floor ticket office will be constructed at the main office. Until the new office is completed, tickets, reservations, and travel arrangements will be handled by city ticket office personnel in the new location on the ninth floor of the general office building.

Company officials said the move was based, in part, on increased business activity near its own headquarters resulting from renewal of major portions of the downtown area.

Two new major office buildings and a parking ramp are nearing completion on adjacent property. Other new structures will soon rise on surrounding blocks in the downtown renewal project, bringing even more activity to the vicinity.

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## Promotions

Continued from page 7

**Robert D. Pedersen** has been appointed senior industrial engineer and will report to W. R. Bjorlund, newly appointed director of industrial engineering.

Pedersen, formerly chief engineer with the Minneapolis, Northfield and Southern railroad, worked for the Northern Pacific while attending college in the mid-1950s. He studied at the University of Minnesota and Macalester College and holds a degree in civil engineering.

**Floyd D. Larson**, assistant engineer for Northern Pacific on construction of its new Missoula, Mont., classification yard, has been named associate industrial engineer. A graduate of North Dakota State College at Fargo, he joined the NP in 1963 as an instrument man on the surveying staff of the Seattle engineering department.

Both Pedersen and Larson will work with Bjorlund on studies of the utilization of all plant and facilities in the entire railway system and development of means to improve and extend their use by providing more efficient operations and transportation services.

Three new positions have been established under **Thomas M. Taylor, Jr.**, new director of customer service engineering.

**C. F. Tye** has been named manager of transportation engineering and will be responsible for maximizing car utilization, establishing and maintaining quality control in terms of car movement and work standards, the development of intermodal transportation methods, such as trailer-on-flatcar, and keeping the company abreast of new developments in transportation technology.

Tye joined the NP in 1963 as an operating apprentice and most recently served as trainmaster at Tacoma.

**T. C. Hoff** has been appointed manager of service and equipment planning. He will be responsible for ascertaining equipment and service requirements of the company in meeting the needs of shippers, and for recommending equipment acquisitions and retirements. He will coordinate the flow of information between operating and traffic departments as to car and service requirements.

Hoff also started with Northern Pacific as an operating apprentice. He rose through the ranks from 1961 to assistant roadmaster, roadmaster and most recently trainmaster at Minneapolis, Minn.

**R. C. Gilbert** has been named systems engineer and will be responsible for developing applications of computer systems to operational problems. He will establish system-wide programming of empty car disbursement and develop a system for advanced reporting of traffic, and will also keep abreast of developments in data processing technology and their application to Northern Pacific transportation service.

Gilbert joined the Northern Pacific in 1962 as a bridge designer in the engineering department. He became senior bridge designer last year and this year was named assistant bridge engineer at St. Paul.

All three of the men working under Taylor will headquarter at St. Paul.

**J. H. Hertog**, formerly assistant superintendent at Spokane, Wash., becomes assistant to the general manager at Seattle, succeeding D. Peinovich who has been named district engineer at Spokane.

**R. O. Hammerstrom**, formerly assistant superintendent of the Idaho division, with headquarters at Pasco, Wash., succeeds Hertog.

**J. W. Miller**, formerly assistant superintendent of the Yellowstone division at Billings, Mont., becomes assistant superintendent at Pasco.

**W. D. Gray**, assistant superintendent of the Lake Superior division headquartered at Duluth, Minn., succeeds Miller at Billings.

**W. L. Wood**, superintendent of the Lake Superior division assumes also the superintendency of the Duluth Union Depot and Transfer Co., at Duluth, formerly under the jurisdiction of Gray as assistant superintendent.

**W. E. Buckley**, assistant superintendent of the Tacoma division, assumes a new title of Terminal superintendent and will continue to headquarter at Seattle.

In other company changes effective February 1, **J. N. Bone** has been appointed engineer of track at Spokane. **R. L. Beem** succeeds him as trainmaster-roadmaster, Lake Superior division, with headquarters at North Bemidji, Minn.

Positions of supervisor yard accounting were announced at the following locations:

**W. J. Palm** is appointed supervisor yard accounting at Laurel, Mont., **D. C. Cree** at Auburn, Wash., and **C. L. Schlagel** at Pasco, Wash., succeeding **C. F. Russert** who is transferred to Spokane as supervisor yard accounting.