

TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

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TELLTALE



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SOUTHPAW CHAMP--J. A. Grundhauser, accurate-hitting NP Relief Wire Chief at Livingston, has wrapped up his second straight Montana State Lefthanders' golf championship. He topped a field of 61 golfers at Bozeman recently to take the '63 amateur tournament.

Our Cover . . .

...shows a welder installing sections of a nailable steel floor in one of 561 new boxcars being built in Northern Pacific's \$6-million car-building program at Brainerd, Minn. For picture story on the Brainerd shops operation, turn to Pages 4-5 of this issue.



MEMO . . . FROM THE PRESIDENT

According to figures just released by the Bureau of Railway Economics, the Class 1 railroads of the United States in 1962 employed a total of 698,396 people with an annual payroll of \$4-1/2 billion and paid \$363,787,522 in state and local taxes. This tax figure does not include payroll taxes and other Federal taxes.

Breaking this down to the states in which we as employees of Northern Pacific are most vitally interested, Minnesota, North Dakota, Montana, Idaho, Oregon and Washington, we find that the railroads made a major contribution to the economy of these states in the employment of 59,123 employees with an annual total payroll of \$394 million. State and local taxes paid by the railroads in these six states alone amounted to \$39,985,066, not including payroll taxes or other Federal taxes.

While these figures are impressive, they do not take into account the additional millions of dollars spent by railroads for materials and supplies which affect the economic fortunes of many other industries and their employees. Nor do they take into account the thousands of other industries and businesses in the United States which are dependent on rail transportation.

The speed with which Congress acted in passing legislation calling for binding arbitration to avoid a railroad strike dramatically spotlights the vital importance of the railroads to our national economy.

Congressional legislation called for the creation of a 7-man arbitration board to rule on the two major issues in the dispute between management and labor.

Members of the board are J. E. Wolfe, chairman, National Railway Labor Conference and G. W. Knight, Labor Relations, Pennsylvania Railroad, who are representing railroad management. H. E. Gilbert, President of the Brotherhood of Locomotive Firemen and Enginemen, and R. H. McDonald, Vice President of the Brotherhood of Railway Trainmen, who are representing the railway brotherhoods.

The three men named by President Kennedy to represent the public interest are: Ralph T. Seward, Washington, D. C., professional labor arbitrator; James T. Healy, professor of Industrial Relations, Harvard School of Business and Benjamin Aaron, Director of the Institute of Industrial Relations, University of California at Los Angeles.

The board is charged with a responsibility of the highest order. Congress has specified a time limit of 90 days, dating from August 28, in which to resolve two major issues. It is, I know, everyone's hope that the decision of the board will be practical, fair and equitable.

Once the two major issues are settled, I am hopeful that the other areas of differences between labor and management can be settled expeditiously through collective bargaining.

Robert MacFarlane



CHAMPIONS of the St. Paul Commercial Green Softball League with a 9-3 season record was this NP Como Shops ballclub. Back row (left to right); Coach Lindner, Finnegan, Smith, Lucking, Kalbeck, Ficocello, Meyers, Norqual, Sanford and Manager Doddario. Front row: Dispen, Haselmann, Mahoney, Reiger, Schinzing and Prudhomme. Missing were Beckjarden, McGinnis and Christea.

Busy spell for bakers

NP Fruit Cake Season Opens

Northern Pacific's St. Paul commissary bake shop is getting set for another frenzied holiday season. But then, it's been that way for the past 50 years.

And the reason is always the same--requests for the special NP fruit cakes keep the bakers hustling around the ovens right into the Christmas season.

The delicious fruit cakes, made from a prized recipe that won Grand Prize at a London Caterer's Exposition some 90 years ago, have been a favorite among NP dining car patrons for over half a century. Only during wartime, when the rich materials that make up the cakes were needed for the troops, did the Railway fail to serve the cakes on-board its trains.

The cakes are filled with raisins, currants and candied fruits and spiced with special flavoring just as they were in days of old.

Cake orders are being taken once again by W. F. Paar, Dining Car



...recipe unchanged for over 50 years.

Department Superintendent, Northern Pacific Railway, St. Paul, Minn. 55101. Baked in colorful Yuletide tins, the cakes make excellent Christmas gifts.

Prices remain at \$3.90 for the three-pound cakes, and \$6.50 for the five-pounders, express or parcel post prepaid. For shipment outside the U.S., \$1.75 is added.

Nipper news bits

Karen Jean Ordell, daughter of Northern Pacific Comptroller Earl Ordell, has accepted an assistantship to teach in France this fall while beginning work on her Master's Degree in French.

Miss Ordell, a 1963 Phi Beta Kappa at St. Catherine's College in St. Paul, will teach conversational English in high school at Clermont Ferrand, France, while pursuing her studies at a University.

Frank F. Gray, First Trick Operator for the NP and the Soo Line at Ashland, Wis., passed away last August 18.

Mr. Gray's many Northern Pacific friends will miss him. He had handled tickets and telegraphed reports at Ashland for some 30 years.

Howard Ellsworth, former Assistant General Freight and Passenger Agent for the NP in Helena, was recently presented with the Kiwanis Club's distinguished service award, according to the Helena INDEPENDENT RECORD.

The civic-minded Ellsworth, whom the newspaper described as a man "who has done more community work than a dozen ordinary men," retired from Northern Pacific nine years ago. He had been with the company 47 years.

Ellsworth said the award "came as a surprise and what a thrill!"

Harold Baker, former NP Agent at Kirkland, Wash., writes about European railroading while traveling on the Continent:

"Most of the roads are electrified," he reported, "for there seems an abundance of electricity here on the continent....The rail grades are similar to ours, as steep as traction can be obtained, but on particular lines where mountain spots are to be served, they turn to cogwheels."

BOXCAR ASSEMBLY LINE



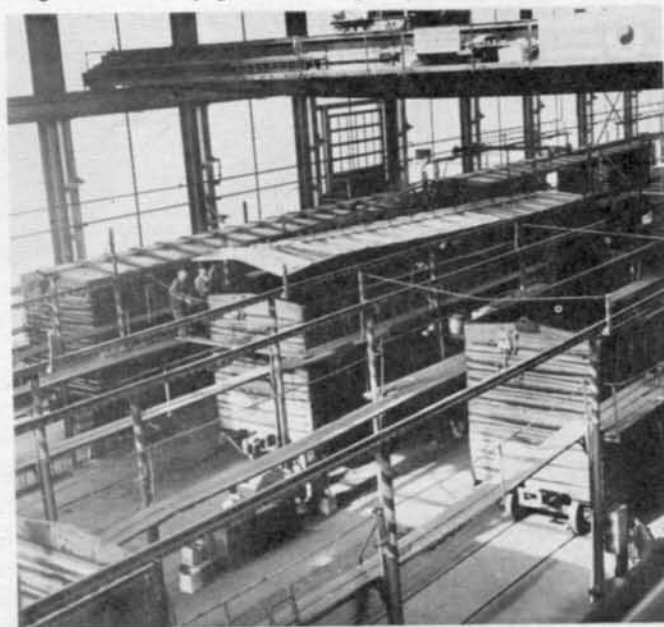
BOXCAR BEGINNING--one of 561 cars scheduled to be built at NP's Brainerd shop in 1963 starts to take shape. Here, side sill of car underframe is positioned in jig where air-operated clamps hold it for welding.



UNDERFRAME WORK--Welder joins bolster casting to underframe of boxcar. A shop-developed "turn-over" device rotates the nine-ton underframe a full 360 degrees to give unusually good welding angles.



SIDES, ENDS JOINED--After boxcar underframe is mounted on trucks and has prefabricated sides butted onto it, a welder is lowered on a special platform to join sides and ends of boxcar with a continuous weld.



ON WITH THE ROOF--Pick-up rig called the "centipede" gently lowers roof onto the assembled boxcar. Carmen guide roof into position. Car is now ready for addition of other component parts.

NP Has \$6-Million Car-Building Program Underway at Brainerd

Critics who say railroads aren't building any new equipment these days would be in for quite a surprise if they looked in on Northern Pacific's giant car-building shop at Brainerd, Minn.

Here, an ambitious \$6-million program is underway to build 561 new freight cars this year. In all, the NP will spend over \$11 million on new freight cars in 1963.

In Brainerd, cars are assembled at a rate of four a day by a 65-man crew working in an assembly-line operation. Still other men are involved in pre-assembling 70-ton roller-bearing trucks and providing materials to those on the assembly line.

It's a never-ending movement of huge units. First, various underframe members are welded in a huge jig that handles massive frames with amazing ease. While the underframe is being finished, pre-assembled trucks are rolled into position for the next step. Once the frame is ready, it's lifted off the jig, onto the trucks, and made secure.

Moving up the assembly line, car sides and ends are erected onto the underframe. Next, nailable steel flooring is installed, followed by insertion of car doors and couplers. By now, the car has taken shape and the steel roof and end ladders are put on.

A prime coat of paint is then applied to the outside of the car. Inside, ceiling coating and nailing groove cement for the floor are applied. After side posts are straightened and steel end linings installed, the finished car is ready for final painting.

Of the 561 freight cars being built, 200 are double slide-door box cars, 236 are the combination plug and slide-door model, 100 are RRL refrigerated cars and 25 are plug door box cars. The latter two types of car have cushioned underframes.

Newest and most popular car among shippers is the combination plug and sliding-door boxcar. When the six-foot plug door is pulled and eight-foot sliding door is opened, this car has a gaping 14-foot loading aperture. With smooth, plastic-coated interior sides and ends, the car is ideally suited for hauling grain, lumber or any number of other commodities.

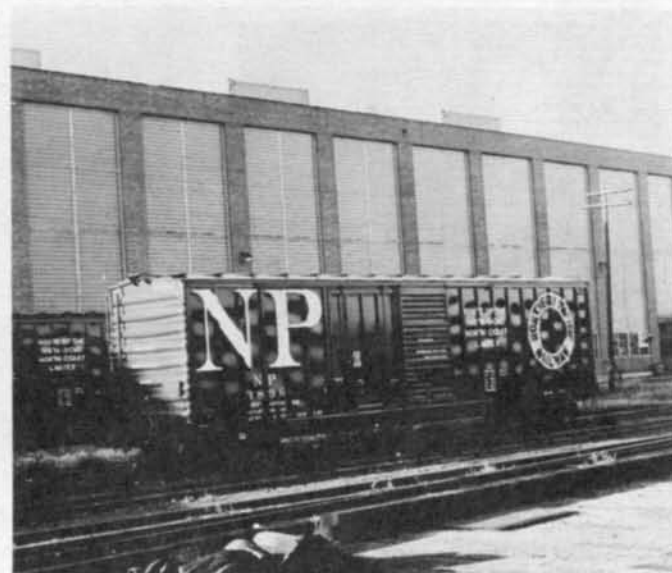
Although Brainerd shops were established by the NP in 1871, it wasn't until 1900 that car building even became a part of the operation there. Even then, most of the Railway's rolling stock in those days was being purchased from outside manufacturers.

Brainerd emerged as a prime NP car-building center in the mid-1940's when the \$3 million plant became geared for that type operation. Since 1947, Northern Pacific has built 12,956 cars of all types at Brainerd.

It illustrates pretty well what the NP is doing about providing modern, top-notch equipment for its shippers.



PAINT JOB--Completed box car is given once-over on its interior with special paint coating. All that's left now is the stenciling and weighing and another NP boxcar is rolled out of Brainerd shop.



FINISHED PRODUCT--Shining new boxcar is ready for service on NP line. The Railway is making 236 of the combination plug and slide-door type boxcar shown here. When opened up, they have 14-foot loading aperture.



J. T. TEMPLETON, General Car Foreman at South Tacoma Shops, and his wife pose at his retirement party in the Olympus Hotel in Tacoma. More than 90 relatives and friends honored Templeton after his 48 NP years.



ARTHUR A. NELSON (right), Truck Carpenter at the Coach Yards in St. Paul, is congratulated by Car Foreman Ben Ashby at his retirement party. Nelson had been with Northern Pacific for 41 years on retirement.



A. J. TETZNER, Eastern Supervisor of Industrial Property, Properties and Industrial Development Department, makes a thank-you speech at his retirement party in the St. Paul Athletic Club. He was with NP 45 years.

Retirements

WASHINGTON

Harley J. Neel, Car Repairer at Pasco, has retired from Northern Pacific after 35 years of service.... Arthur E. Overman, Assistant Chief Dispatcher at Tacoma, has reached retirement after 43 years on the line.

Joseph J. Jacobs, Drawbridge Tender at Seattle, completed 43 years upon his retirement....Oronzo Abinanti, Section Laborer at Easton,

has retired after 39 years with NP.

Fred Coffey, Car Repairer at Parkwater, is now in retirement after 20 years....John M. Anderson, Assistant Roundhouse Foreman at Parkwater, has retired with 37 years in.... Samuel S. Proctor, Machinist from Auburn, had served the company 24 years on his retirement date.

MONTANA

Gust J. Brown, Machinist Helper at Missoula, completed 42 years with Northern Pacific before retiring.... Berger Thompson, a Machinist at

Livingston, had 39 years in upon retiring....Lawrence H. Daly, Chief Clerk to Superintendent at Missoula, was an NP employe for 44 years at retirement.

Elmer L. Sears, General Foreman of the Tie Treating Plant at Paradise, has retired after 43 NP years... David R. Galloway, Machinist at Livingston, completed 23 years on the line before retirement.

Retirements

Continued on Page 7



W. E. CARROLL, Auditor of Valuation Accounts, thanks his many friends for the retirement party in his honor in St. Paul. Mrs. Carroll is seated at the right of her husband, who retired after 44 years with the NP.



FAREWELL COMMITTEE for C. J. Peterson (seated in front center) on his retiring as Chief Clerk of Passenger Accounts in St. Paul is (standing, left to right): John Williams, Hendry Mackenzie, William Pewters, Hilmer Hoving, Clem Messerli, William Masson, Walter Sklenar, Ray Loeffelholz and William Thoele. Seated (left to right): Earl Tipler, Peterson and E. W. Englund. The group held a party for Peterson on his last work day.

Retirements

Continued from Page 6

NORTH DAKOTA

Paul H. Harles, Locomotive Engineer on the NP at Jamestown, has retired after 48 years....Joseph W. Peplinski, Roundhouse Foreman at Jamestown, terminated 41 years with the Railway at retirement recently.... John Boehm, Roundhouse Laborer at Dickinson, had 20 years in with the NP at retirement.

WISCONSIN

George E. Richardson, Warehouse Foreman for the NP at Superior, has retired after 41 years with the company.

MINNESOTA

Constancy A. John, Carman in St. Paul, has reached retirement after 21 years with the NP....Frank M. Klejewski, Locomotive Engineer at Duluth, has retired after 30 NP years....Ralph W. Canine, Assistant Statistician in St. Paul, has retired after 43 years.

Kathryn M. Hauser, Comptometer Operator in St. Paul, has reached retirement after 43 years with the Railway....John C. Breuninger, Car Inspector at Minneapolis, has retired after 44 years.

G. Walter Rodine, Passenger Traffic Manager in St. Paul, has retired after 42 years with Northern Pacific....John A. Hoolihan, Assistant District Accountant in St. Paul, has retired after 47 NP years.

John A. Buesing, Miscellaneous Clerk in St. Paul, had 49 years of service in with the company on his retirement date....Carl E. Lindberg, Sheet Metal Work in Dilworth, has retired after 42 years.

William O. Norton, Carpenter in St. Paul, has retired after 41 NP years....Arthur A. Nelson, also a truck carpenter in St. Paul, and also an employe for 41 years, has retired.

Axel E. Olson, Machinist at Brainerd, has retired from the NP after 21 years....Arthur C. Paschke, an NP Machinist Inspector at Minneapolis, has retired after 41 years.

Ellery G. Brening, an NP Section Laborer at Brainerd, has reached retirement after 20 years on the Railway.



CHRIS RETZER (center), Chief Clerk Cashier at NP's Superior, Wis., freight office, cuts his "Happy Retirement" cake while his wife and Agent J. C. Higgins look on. Friends held the party for Chris, an NP employe for 52 years, right at the freight office.

Safety Scoreboard

STANDING BY DIVISION - Jan. 1 to Sept. 30, 1963

Rank	Division	Reportable Injuries	Cas. 1963	Ratio 1962
1	Fargo	4	2.63	5.93
2	Idaho	16	5.92	10.98
3	Rocky Mtn.	14	6.05	14.72
4	Yellowstone	19	7.13	8.00
5	Lake Superior	12	8.29	10.33
6	Tacoma	36	9.85	12.08
7	St. Paul	38	13.05	12.59

STANDING BY MAIN SHOPS

1	Brainerd	1	2.07	4.32
2	So. Tacoma	1	2.39	0.00
3	Livingston	1	3.01	6.13
4	Como	2	5.21	5.16

STANDING BY CLASS OF EMPLOYES

1	Stationmen	8	1.92	3.74
2	Enginemen	9	4.03	8.05
3	Trackmen	20	5.58	8.51
4	Shopmen	8	6.13	6.01
5	Carmen	13	7.28	5.38
6	Trainmen	19	10.77	28.98
7	Bridgemen	16	20.14	10.98
8	Yardmen	46	29.36	30.85

MISCELLANEOUS DEPARTMENTS

1	Genl. Office	0	0.00	1.11
2	Store Dept.	1	1.52	6.04
3	Engr. Dept.	1	3.27	19.25
4	Dining Car Dept.	2	4.28	7.11
5	Signal Dept.	2	6.14	6.10
6	Chf. Spec. Agt.	1	6.14	0.00
7	Elec. Engr. Dept.	1	11.81	10.79
8	Communications	5	14.71	6.25

TOTAL FOR SYSTEM - 119

Number

Train and Yard Accidents	183	167
Motor Car Accidents	16	11

Railroad YMCA's Push Membership Drive

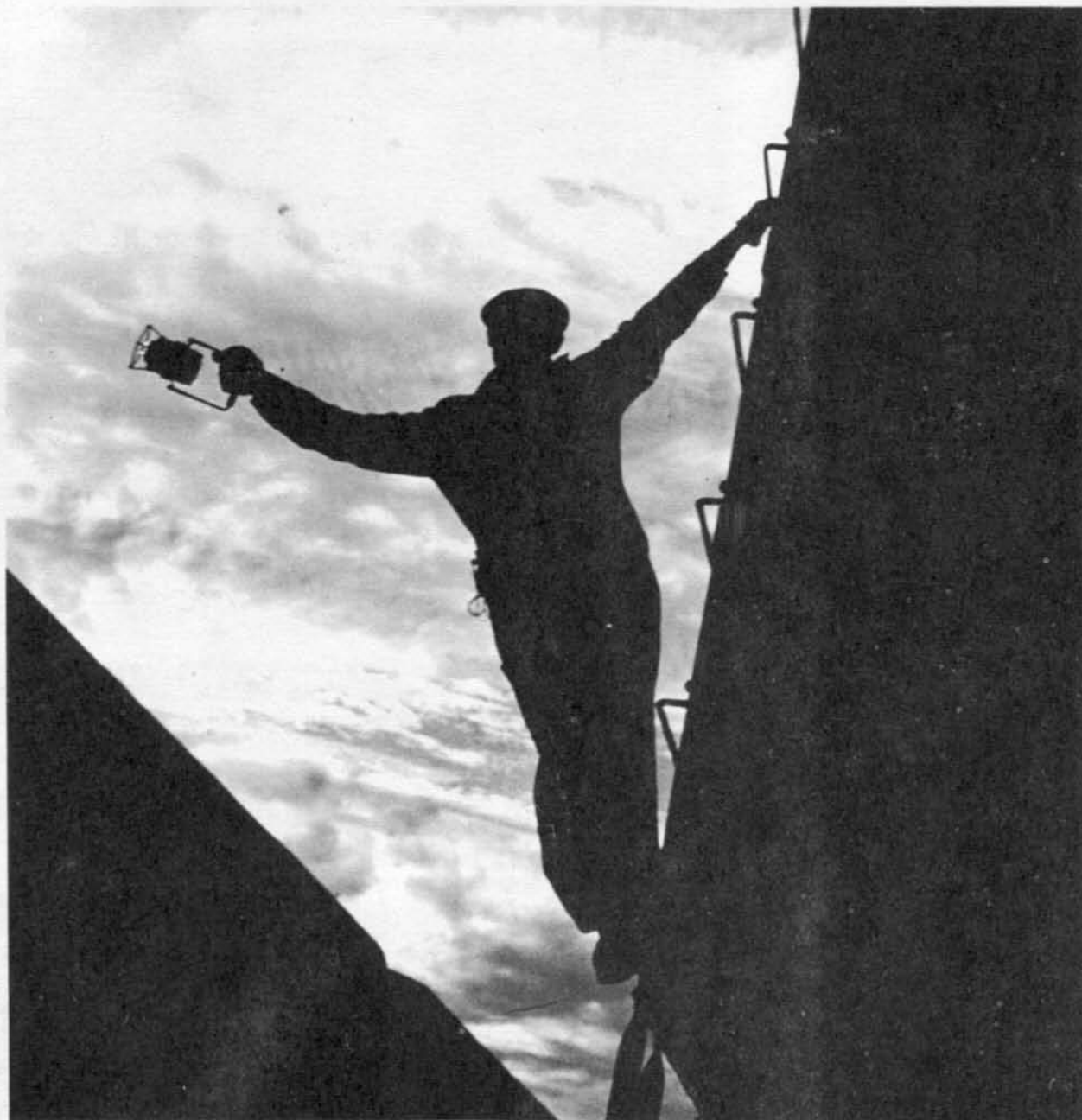
From a humble origin in a small railroad station in Cleveland, Ohio, in 1872, the Railroad Young Men's Christian Association now includes Units across the United States and Canada.

During the 90-year history of this arm of the YMCA, American railroads and their employes and friends have made funds available for the construction of buildings and facilities having an estimated value of more than \$25 million.

In 1952, 8.6 per cent of all railroad employes were members of the Railroad YMCA. In 1962, that figure was 12.7 per cent.

Originally founded to provide havens of rest, recreation and spiritual comfort to employes isolated in remote junctions and crew-change points, the Railroad YMCA today, in many cases, is carrying its program to the communities. Family participation is particularly being encouraged.

October has been designated as Continental Membership month for the organization this year.



YARD SWITCHING WORK...WHERE SAFETY COUNTS

Getting on and off moving railroad cars has always been a major accident-producer for the railway. By necessity, correct boarding and detraining procedures must be followed to prevent a variety of possible injuries.

"You can have an injury," says R. C. Lindquist, head man in Northern Pacific's safety department "just stepping off, say, a chair...if you don't watch your footing. And it's quite a bit different getting off a moving train."

The NP record shows 16 minor injuries (employees missing less than 24 hours of work time) and four reportable injuries (time losses of more than 24 hours) due to boarding and detraining incidents from June through August this year.

Basic procedure in getting on and off railroad cars is simple, but it must be practiced.

In boarding a train--whether it's moving or not--first get a firm grip on the grab irons of a car. Then plant your feet firmly on the steel rungs. Turn your feet sideways for best footing.

When detraining, look ahead for your landing spot, then get your feet planted firmly before releasing the hand holds.

And it's always a good practice to be prepared for a surprise jolt.

Work dress is another big factor in preventing yard injuries on trains. Pants should not have cuffs--they may catch on something and cause a mishap. Bicycle clips are also widely used to keep cuffs and loose trouser legs in check.

High top safety shoes also offer superior protection against ankle injuries.