



Vol. XXIV ISSUED BY THE SAFETY & FIRE PREVENTION DEPARTMENT, NORTHERN PACIFIC RY., ST. PAUL, MINN., JULY 1961 No. 7



**'SPACE AGE' WORLD'S FAIR RISES IN SEATTLE.**

Above is an artist's conception of a portion of Seattle's 1962 World's Fair showing, at left, Coliseum

Century 21, the Washington State-sponsored pavilion, and the 600-foot Space Needle in the background.

*Story on Page 2.*



## MEMO . . . FROM THE PRESIDENT

With completion of our new Laurel car shop early this month, 76 men were called back to work and our shop forces there are now at full strength. Things are also humming at Brainerd where we are building 200 50-ft. "RBL" cars. When this line is completed later this year, we will start to construct a fleet of 350 50-ft. double-door box cars.

Northern Pacific is not yet sharing to any substantial degree in the current upturn in general business conditions, I am sorry to report. Through the month of May, our total operating revenues were down more than \$7 million compared with the first five months of 1960. Contributing factors are depressed loadings during this period of two major categories of traffic -- forest products and manufacturing and miscellaneous. And now the drought in some portions of the Northern Plains has materially reduced the crop prospects.

Government transportation policies, which make it difficult for railroads to compete on an equal footing with other transportation agencies, are responsible for a good share of the troubles of our industry. As an example, we can look at public spending for transportation development, which is accelerating at all levels of government -- federal, state and local.

The record shows that government has spent more to develop transportation in the nine years since 1952 than in all the nation's previous history. This year, record outlays of over \$12.5 billion will be made for domestic highways, waterways and airports, airway facilities and air mail subsidy payments. It is easy to understand why our competitors who benefit from these expenditures -- trucks, barges and airlines -- all have shown substantial increases in traffic in the post-war period while rail traffic volume has declined.

The problems of our industry are large with no easy solutions at hand, but they are small compared with the problems besetting our country. Cuba, Laos and Berlin are now uppermost in the news. The foreign difficulties facing the nation obscure important and vital domestic problems which in normal times would excite much attention and debate. I fear these issues are not receiving the thought and consideration of the American people that they deserve. The course for our future as a nation is being set. I hope in the process individual initiative and incentive, which account for America's greatness, will be strengthened.

*Robert MacFarlane*

## OUR COVER

New Century Dawns in West  
as Seattle Prepares Exposition.

A 74-acre piece of the 21st century is rapidly taking shape in Seattle as construction and planning keep pace with a countdown that will end on April 21, 1962, opening date of this country's first world's fair in more than two decades.

Hacked by a budget that slightly exceeds \$1 million for each acre of ground, Century 21 officials have plotted a physical plant and program which they confidently expect will attract some 10 million visitors during the exposition's 184-day run.

Woven into this tapestry of the future will be five different themes, or worlds - the world of Science, the World of Century 21, the World of Commerce and Industry, the World of Art and the World of Entertainment - with heavy emphasis on science and technology, as its "Man in the Space Age" theme indicates.

Designed to delight both the eye and palate of the beholder will be the fair's most prominent architectural feature, a 600-foot high space needle, a sort of futuristic Eiffel Tower. Atop the graceful steel and concrete structure will be a revolving 200-seat restaurant and observation platform, which will make a complete revolution once each hour.

Rising 50 feet above the space needle restaurant will be what, in a rush of superlatives, the Century 21 people call "the world's largest and highest carillon." But the truly unique aspect of the instrument is that it will be keyed to the beams of colored lights which will play on and illumine the structure.

Another outstanding attraction will be the United States Science Pavilion where the government plans to present the greatest science exhibit ever assembled. The pavilion and its exhibit are financed by a federal grant of \$9 million, biggest appropriation of its kind ever made by Congress.

Of special interest to travelers - those who will happily leave space travel to astronauts and other ad-



## SEATTLE IS HOST TO NORTHERN PACIFIC VETERANS

600 RAILS AND THEIR FAMILIES ATTEND 37th ANNUAL CONVENTION --

SPENCER OLSON IS NEW PRESIDENT OF ASSOCIATION

Seattle warmly welcomed the members of the Northern Pacific Veterans Association. The welcome was expressed with some of the finest weather "Nature's Air Conditioned City" has ever offered to its guests, and also with some of the most cordial hospitality the Veterans have ever experienced.

The Veterans' president, J. H. Murray, of Tacoma, called the meeting to order on Saturday, June 3. The invocation was given by Reverend Earl Dean. Then the Veterans received a cordial welcome to Seattle from Neil S. Stewart, representing the Convention and Tourist Bureau of the Seattle Chamber of Commerce.

On Saturday evening, a banquet at the Olympic Hotel, attended by over 600 members, followed a social hour. Miss Charlotte Hanes, Supervisor-Stewardess Nurse Service, was the principal speaker of the evening. She gave a very interesting talk on "The View is Terrific." General



*Officers elected at the convention for the 1961-62 term were: From left - Elmer F. Slayter, Secretary-Treasurer; Carl Nyman, (General Yardmaster, Missoula) Director; George Bauer (Roundhouse Foreman, Seattle) Director; George Gravem (retired Road Foreman of Engines, Duluth) Vice President; Spencer Olson (District Supervisor, NP Transport Company, Missoula) President; George A. Pringle (retired Valuation Engineer, Communications Department, St. Paul) new Director.*

Manager F. L. Steinbright served as master of ceremonies and a very fine program was furnished.

A pleasant and enjoyable feature of the convention on Sunday was a boat trip our old-timers made to

Bremerton Navy Yard. A good many, however, were content to spend their idle hours reminiscing with one another about days gone by on the railway.

## CENTURY 21

(Continued from Page 2)

ventures - are the monorail trains which will swish from midtown Seattle to the exposition grounds, a distance of 1.3 miles, in 95 seconds. The ultra modern elevated system will have two four-car consists which, together, can handle some 10,000 passengers an hour. With parking space for automobiles admittedly inadequate, the monorail is expected to carry a major share of visitors to the grounds.

Also shaping up are a multitude of exhibits by business and industry and foreign governments. Between 30 and 40 of the latter probably will be represented, with 13 already having contracted for space. Various cultural and fine arts exhibits and programs will round out the six-month affair.



EDWIN A. BATROOT, right, of the Car Accountant's Office, St. Paul, is congratulated by his commanding officer, Lt. Col. Austin J. Bailey, upon his promotion to master sergeant in the Marine Corps Reserve. This is the second highest enlisted rank which can be attained in the Marines. Batroot is flight equipment chief for his attack squadron which is based in the Twin Cities. He is a combat veteran of the Pacific theater in World War II and served in the Inchon landing and Seoul campaigns during the Korean conflict.

## ENGINEERING DEPARTMENT EMPLOYEE HELPS AVERT TRAGEDY

A. J. (TONY) MESENBURG, Rocky Mountain Division Instrumentman, while traveling the highway near Whitehall, Montana, May 24, came upon the scene of a propane tank truck which had left the highway and crashed onto our main line track. Tony realized that NP train #26 would be coming soon so he set flags and stopped the train by hand signals.

Tony was among the first to notify the engineer and may well have prevented a collision, fire, or loss of life.

We congratulate Tony for his alertness.





## RETIREMENTS AND APPOINTMENTS

FRANK S. FARRELL, of St. Paul, has been named General Solicitor.

Two other members of the NP Law Department in St. Paul, to receive promotions are REGINALD AMES, who moved up from Assistant General Solicitor to Assistant General Counsel, and H. K. BRADFORD, JR., Attorney, who has been appointed Assistant General Solicitor.

A. P. KIMMEL, General Freight Agent at Seattle, has been appointed Assistant Western Freight Traffic Manager, Seattle. Kimmel succeeded C. E. FULTON who retired July 1 after more than 45 years of service with the Northern Pacific.

C. E. MOEHRING, Assistant General Freight and Passenger Agent at Tacoma, succeeded Kimmel as General Freight Agent, C. J. RYAN, General Agent, at Spokane, moved up to Moehring's post, and W. J. RIDDELL, General Agent at Vancouver, B.C., succeeded Ryan. J. N. CHANNING, Traveling Freight and Passenger Agent at Winnipeg, Man., succeeded Riddell and JOHN KOLODY, City Freight and Passenger Agent at Winnipeg, took over Channing's position. D. G. TEEL, chief clerk in the Winnipeg traffic office, succeeded Kolody.

K. R. RUE, Commercial Agent at Edmonton since 1954, has been appointed General Agent at that point.

R. S. SANDGREN, Assistant General Freight Agent at Seattle, has been appointed to the newly created position of Assistant to the General Freight Traffic Manager in charge of rates, St. Paul.

H. R. BARTOO, Assistant to the General Freight Agent at Seattle, succeeded Sandgren and C. E. SIMMONS, Transportation Analyst at Seattle, succeeded Bartoo.

W. H. BUTTERFIELD, Assistant Supervisor of Station Service at Seattle, has been named Supervisor of Station Service, St. Paul. He succeeded LACON MC LEAN who retired after more than 48 years of service with the Company. W. J. NIEMIEC, Assistant Supervisor of Station Service at Billings, succeeded Butterfield and D. A. DE MARS of the Local Freight Office in

## NP'S 'ROVING AMBASSADOR' COMPLETES WORLD CIRCUIT

Howard Ellsworth again has doffed his seven-league boots, this time after a grand, globe-circling tour that lasted 80 days and which took him across 23 oceans, seas, straits and bays.

The retired Montana traffic chief for Northern Pacific -- and still the railway's travelingest salesman -- in company with his wife, Margaret, has returned once more to Last Chance Gulch (Helena). This latest home-coming brought to an end a 26,034-mile journey, longest of his career.

Like the fictional Phineas Fogg in Jules Verne's 19th century classic, "Around the world in 80 days," Howard and Margaret traveled by almost every conceivable means of transport as they visited such storied ports of call as Honolulu, Yokohama, Hong Kong, Bangkok, Singapore, Bombay, Aden, Suez, Athens, Naples, Tangier and many more. Chief conveyance during the course of their trip was the Norwegian American liner M/S Bergensfjord.

Wherever he went and whomever he met, of course, Howard was selling the advantages of travel and shipping via the Northern Pacific. There can be no doubt that all 380



*Howard and Margaret Ellsworth were photographed as they attended a cocktail party as guests of the captain of the M/S Bergensfjord.*

of his fellow tour members will remember Howard's favorite railroad whenever they think about transportation.

Now that he has touched down at his home base, Howard is back, also on his one-man campaign to warn this country about the malignancy of Communism. Already he has appeared before several large audiences to describe world conditions as he saw them in countless cities in more than a dozen countries. To one and all he recalls Admiral A. A. Burke's admonition that "totalitarian Communism may conquer the world because of... traditional Yankee optimism." Against Howard, Nikita wouldn't stand a chance.

**JOIN THE  
PERFECT SHIPPING  
CAMPAIGN  
TO STOP  
FREIGHT  
LOSS AND  
DAMAGE**

## HIGH SCHOOL ESSAY CONTEST TAKES ON NP FLAVOR

A recent essay contest for senior high school students ended up with a decided Northern Pacific flavor.

The three winners were all relatives of Northern Pacific employees. Their essays on "What Railroads Mean to the Northwest" topped all entries in the contest sponsored by the Business Forum, a Minneapolis service club.

First place award of \$125 went to Helen Powe, daughter of G. R. Powe, Assistant General Manager of Properties and Industrial Development, St. Paul. Second place and a check for \$50 was won by William F.

*(Continued on Page 8)*

St. Paul succeeded Niemiec.

R. W. SPANNRING, Assistant Mechanical Supervisor, St. Paul, has been appointed System Diesel Supervisor, Livingston. He succeeded W. W. SIMPSON who retired July 1 after 45 years of NP service.

JOSEPH A. CYR, Night Roundhouse Foreman at Livingston, was transferred to position of Working Supervisor at Centralia.

## THE NP EASTERN GOLF TOURNAMENT

THE NP EASTERN GOLF TOURNAMENT for 1961 was held at Gall's Golf Course in North St. Paul, June 17.

Low gross winners, with scores of 74, were Gene Nelson of Duluth and Glen Larsen of St. Paul. Their names will be engraved on the golf trophy and both received sterling silver medals and prizes.

Blind bogey event was won by Floyd Shafer of St. Paul, who received a Dunlap Golf Bag.

Other prizes were awarded and and everyone that entered received a prize.

This year's tournament was the largest ever held by the group with 135 contestants teeing off between 6 a.m. and 10:30 a.m.



1. L. to R. - H. Eilers, G. Nelson, (co-winner), H. Norley, and E. Stapleton.

2. F. Powell, R. Wurst, Deane Wurst, G. Larsen (co-winner) and P. Seward.

3. F. Shafer (winner blind bogey), G. Hawes, D. Johnson, A. Richter.

4. Ken Hirsch, Bill Egan, Bill Bowman, Superior, and Bill Klein, Grand Forks.

5. J. W. Thayer, L. E. Elverboy, J. Morrissey, and B. V. Coyer.

6. C. Lyman, V. Turgeon, G. Swanson, A. Winters, D. Van de Walker.

7. W. O'Gorman, G. Dunford, S. Sievert, and J. Schmidt.

8. Earl Oberg, Don Becker, Pete Loveland, and C. Dahl.

9. J. Risendal, C. Sheffield, E. Meade, and I. Lawson.

10. A. Carlson, G. Wahman, D. Michaels, and L. Hilstrom.

11. C. Langrud, E. Sanders, B. Mahmood, and B. Kinney.

12. L. Huber, R. Kealey, R. Sailer, and R. D'Andrea.

13. E. Faykish, R. Mulkern, P. Ramswick, and H. Hanson.

14. W. Votruba, H. W. Carlson, H. J. Walters, H. L. Bradbury.



# RETIREMENTS

Very best wishes for many more years of peaceful, happy living to the following employees who retired. May their years of loyal service bring their just rewards and may their memories of Northern Pacific be always pleasant ones.

NAME	OCCUPATION	LOCATION	YEARS SERVICE	NAME	OCCUPATION	LOCATION	YEARS SERVICE
Eugene Sproveri	Section Foreman	Moffitt	42	Louis N. Spanos	Section Laborer	Seattle	24
Andrew E. Gray	Agent-Telegrapher	Carlyle	41	Patrick P. Portel	Material Clerk	St. Paul	48
Theodore R. Martin	Machinist	Centralia	38	C. F. Duneman	Blacksmith Helper	Brainerd	42
Bruce E. Looney	Asst. Western Land Agt.	Seattle	30	Henry F. Young	Locomotive Engineer	Duluth	51
Ingvald N. Meland	Locomotive Engineer	Minneapolis	49	Roy A. Marcum	Section Laborer	Almira	26
Joe Cordona	Section Laborer	Pompeys Pillar	32	George A. Bunday	Conductor	Jamestown	42
George A. Klehm	Genl Store Foreman	St. Paul	44	S. J. Wyborny	Section Laborer	Perham	22
Gustaf C. Berglund	Section Laborer	Fertile	35	Carl U. Mordh	Coach Builder	St. Paul	41

H. O. FOSSUM, of Staples, started working for the Northern Pacific as an extra gang laborer 52 years ago. He has been section foreman since 1935, from which position he retired June 1 with a clear safety record.



Hank had that wistful look in his eye just as the picture was snapped—he's probably wondering in just what lake he should put that boat he bought last year.

CONDUCTOR VICTOR A. (ARNIE) OLSON is pictured after making his last run on Train 58 arriving Duluth May 31, ending 49 years of service. His personal record contains four letters of commendation and he has never sustained a personal injury.



THOMAS F. WADE, Relief Assistant Roundhouse Foreman at Northtown, retired June 1 after 36 years of faithful service. Mr. and Mrs. Wade were entertained at a dinner at Worwa's Cafe, Minneapolis, on May 25, at which time a purse was presented Mr. Wade from his many friends on the Northern Pacific.



C. V. LEMMON, Chief Clerk, Trainmaster's Office, Tacoma, retired June 1 after 42 years of service with the Northern Pacific.

A reception was held in the office on May 29, at which time Mr. and Mrs. Lemmon (center) were presented gifts.



MR. AND MRS. E. H. MURRAY retired last month. Mr. Murray had 50 years of service with the NP and had been Manager-Wire Chief at Missoula for the past 12 years. Mrs. Murray worked as telegrapher on the Yellowstone Division from 1918 until 1924, and on the Rocky Mountain Division since 1942, being assigned to Missoula Yard at the time of her retirement.

Superintendent D. H. King, of the Rocky Mountain Division, at the left, is shown with the Murrays.

WM. E. HEGG, chief clerk to the Superintendent at Tacoma, retired June 1 after 41 years of service with the Company. Mr. Hegg was given a "no-host" lunch at the "Top of the Ocean" May 26. A reception was also held in the Superintendent's Office, May 31.

Shown in the picture is retired Superintendent W. C. Smith presenting a transistor radio and fishing equipment to Mr. Hegg (right).



E. O. MADSON, Coach Shop Foreman at Como, retired July 1 after 49 years of service. Mr. Madson is General Secretary-Treasurer, NP Supervisors Association.



The Idle Hour Club Rooms, Duluth, was the setting for the B. of R.T. Lodge 569 Annual Pension party, honoring three employees in train service who retired during the past year. Their accumulated service totals 150 years.

Pictured are Lyle Watt (left) and Henry Gage. John Fleming was unable to attend account illness.







# Northern Pacific Beneficial Association



There has been misunderstanding relative to the N.P.B.A. dues structure for various categories of personnel employed by the Railway Company. From the N.P.B.A. standpoint, the classes of employees are broken down as follows: non-operating employees, operating employees, officers and those holding exempted positions. The non-operating and operating employees are covered by national agreements, and some include provisions for the health and welfare coverage of the employees. The officers and those in exempted positions are not covered by agreements that are negotiated nationally.

**NON-OPERATING EMPLOYEES' HEALTH PROVISIONS:** Under the labor agreements covering the non-operating personnel, the Railway Company pays \$7.58 per month toward their health and welfare coverage. Through payroll deductions from their checks, the employees pay the difference between the \$7.58 and the current dues of the health program on their particular road.

**OPERATING EMPLOYEES' HEALTH PROVISIONS:** The operating crafts accepted a different settlement from that covering the non-operating crafts. They chose 5¢ an hour pay increase in lieu of the health and welfare coverage accepted by non-operating employees.

The following outline shows the amount of N.P.B.A. dues paid by the Railway Company and the amount paid by the employees:

Craft	Amount of Dues Paid By Railway Company	Breakdown of Dues Deduction From Employees' Monthly Checks	
		Monthly Dues	Assessment (*)
Non-Operating	\$7.58 per month	\$ 2.72	\$ .75
Operating	5¢ per hr. in lieu of Health & Welfare	\$10.30	.75
Others	None	\$10.30	.75

(\*) Per month through September, 1961

The N.P.B.A. receives the same amount of dues for each employee, which is \$10.30 per month plus the 75¢ assessment. Some members have had the impression that various groups pay the Association different amounts. It is hoped this article will eliminate any misunderstanding.

We extend sincere thanks for the following gifts received in recent weeks for St. Paul Hospital:

\$150.00 from Mrs. R. J. Ridley, Fargo, in memory of her brother, Russell Casey, Retired Engineer, Fargo;

\$12.00 from Miss Mable H. Merritt in memory of her brother, George R., Retired Gen'l Perishable Freight Agent, St. Paul;

\$10.00 from Helen M. Kenny, Retired Clerk, St. Paul;

\$5.00 from M. J. Coughlin, Ticket

Clerk, Duluth, Minn.;

\$5.00 from Olaf Rasmussen, B&B Employee, Fargo;

A Baumanometer from Larry Orcutt, Orderly, St. Paul Hospital;

Missoula Hospital received:

\$20.00 from Warren W. Harper, Conductor, Livingston, Montana, and a very fine portable radio from B.A.R.E. Lodge members in Livingston.

All of these gifts are most welcome and will prove of benefit to patients in our hospitals.

It is said that the way to a man's heart is through his stomach, but registered nurses at the TACOMA HOSPITAL discovered that the way to their annual State Nurses' convention is also through the stomachs of their fellow employees -- via several bake sales held recently.

Pies, cakes, cookies and rolls disappeared in less time that it takes to tell about them. Even some of the patients were among the eager buyers of homemade goodies.

The proceeds helped to pay the expenses of the delegates and combined pleasure and business so successfully that similar activities may be encouraged in the future.

Dr. C. W. May, Staff Surgeon (left), Dr. J. W. Gullickson, and Norma Vettori, RN.



Dr. E. R. Anderson, Staff Surgeon, and NPBA Director Ernest Boyce, NP conductor.



From left: Hazel Hansen, Frances Snyder, Rose McClean and Ingeborg Folgero.

## THE MORAL GAP

Americans are properly concerned these days over the possibility that our efforts to build an adequate national defense are threatened by a "missile gap" - which puts us far behind our cold war adversaries in modern weapons readiness.

But few of us pause to consider that a far more serious threat to our way of life - and to the fulfillment of the American dream - may be a moral gap.

How many of us have been willing to give of ourselves in the same great measure we have received?

Have we been ready to accept our individual responsibility to improve and strengthen the economic system that gives us the highest standard of living the world has ever known?

In the job that makes use of our skills and rewards our labors, do we try to build a better and safer place to work for the good of all?

And how deeply do we appreciate our priceless heritage of freedom? Would the average individual's contributions of a lifetime - toward strengthening American - equal one drop of blood on the snow at Valley Forge?

And to sum it all up, let's ask ourselves one final question:

How wide is the gap between the potential of our God-given talents ... and the actual use we have made of those talents?

*From Industrial Supervisor*

### STEPS HE SHOULD TAKE



STATEMENT OF EMPLOYEES' REPORTABLE CASUALTIES BY CLASSES FOR THE PERIOD JANUARY 1 TO JUNE 30, 1961										
	Divisions						Main Shops			
	Lake Supr.	St. Paul	Fargo	Yellowstone	Rocky Mtn.	Idaho	Tacoma	Como	Brainerd	Livingston
Enginemen	1	2			2	1	3			
Trainmen	1	5	1	1	1	6	8			
Yardmen	3	7	3	3	1		13			
Stationmen	2	1		3	1		3			
Trackmen			1	3	2	3	5			
B. & B. men				1	6	4	2			
Shopmen		2							1	2
Carmen	1	1		2			5	1	1	
Total	8	18	5	13	13	14	39	1	2	2
Rank	3	5	1	2	6	4	7	2	4	3
Store									1	
Dining Car										
Engineering										
Signal										
Chief Spl. Agent										
Communications Dept.										
Electrical Engr.										
General Office										
King St. Station										
Miscellaneous										
Grand Total	8	18	5	13	13	14	39	1	3	2
Casualty Rate per Million Man Hours (est.)	8.2									



THE NORTHERN PACIFIC BOWLING TEAM, OF MINNEAPOLIS, won the championship of the Minneapolis Traffic Club Bowling League for the season 1960-61. The above Championship Sponsor Award was presented to the team at their bowling banquet.

## HIGH SCHOOL ESSAY CONTEST

(Continued from Page 5)

Friedow, Britt, Iowa, a nephew of C. H. Swanson, statistician in the Engineering Department, St. Paul. Anita Frances Dille, daughter of J. F. Dille, Division Storekeeper, Mississippi Street shops, St. Paul, won third place and a \$25 award.

Leonard Holmstrom, General Passenger Agent, St. Paul, as a special guest of the service club, presented the awards at a luncheon in Minneapolis. H. E. Boyer, City Passenger Agent, Minneapolis, was chairman of the Forum's contest committee.

Sound as if the contest was rigged? Well, it wasn't. None of the judges was a railroad man and no one knew of the winners' NP connections until the best entries had been selected.