

1864--Northern Pacific Charter Centenary--1964

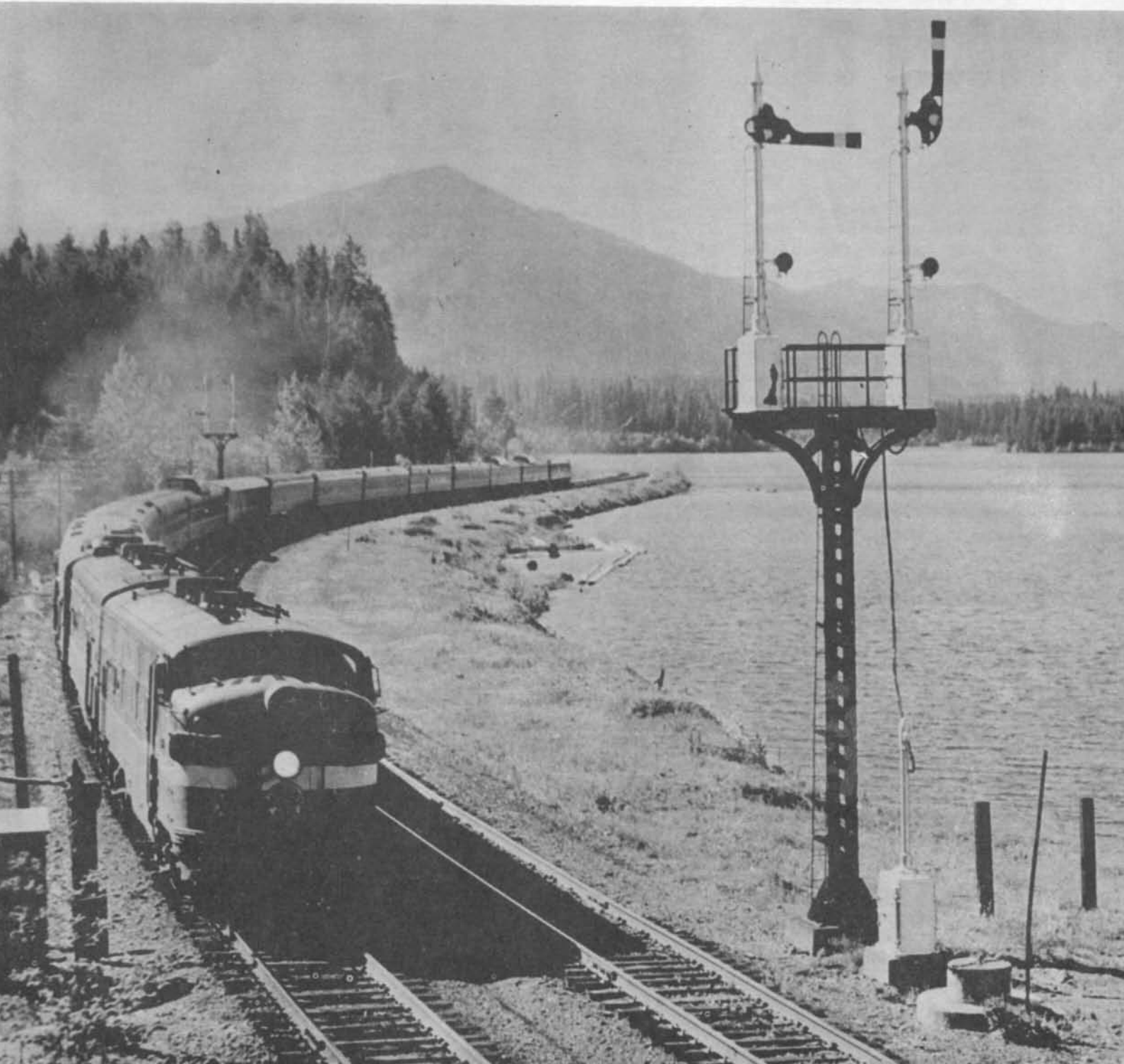
TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

VOL. XXVII

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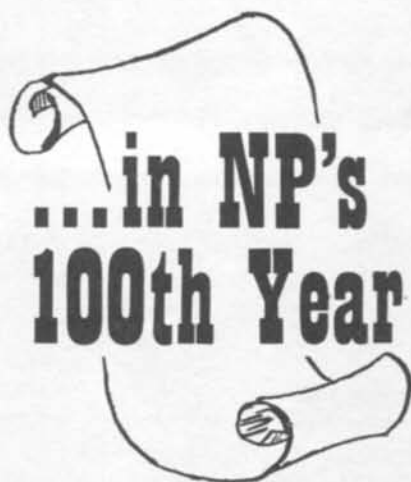
NO. 1



TELLTALE



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One hundred years ago this coming July Northern Pacific was granted its charter to build the nation's first northern transcontinental rail line. President Abraham Lincoln signed the bill creating the Northern Pacific Railroad on July 2, 1864.

Beginning with this issue, the center spread (Pages 4-5 of the TELLTALE will be devoted to a seven-part historical series of events that influenced, and led up to, the charter signing.

This issue's feature is concerned with the role played by Thomas Jefferson in spearheading a route to the Pacific Northwest.

Our Cover . . .

...features Northern Pacific's 1964 colored wall calendar picture. In it, NP's Vista-Dome North Coast Limited is shown traveling through the Yakima Valley, with the Cascade mountain range in the background. The NP started using large illustrations on its calendars in the 1950's. Prior to the pictorial calendars, the Railway simply used a large, two-color trademark of the line at the top of each calendar.



MEMO . . . FROM THE PRESIDENT

Though the final figures are not available at this writing, I am pleased to report that 1963 revenues are up over 1962.

This is encouraging because it proves that we can service a larger share of the transportation market and that we can win business back to the rails in spite of spirited competition from other modes of transportation.

I believe there are good reasons to look for continuation and growth of this trend in 1964. There is, of course, the high level of the national economy which assures a tremendous transportation market and we are more able than we have been for years to capitalize on this huge market.

Through a long-range program of purchasing and building new and specialized equipment, and with continuing roadway improvements, we are in a better position to handle the needs of shippers in our territory. Through the adoption of modern methods, technological advances and realistic pricing policies, we are making a more determined, more aggressive and more competitive bid for business.

Equipment and facilities to fill our customers' needs are vitally important, yet the key to our progress in 1964, and in years to come, is in the measure of conscientious, helpful service we provide for shippers who depend on us for fast, efficient and careful handling of the freight entrusted to our care.

I cannot stress too emphatically the important role every employe plays in the total NP effort to insure the efficient movement of freight and passengers.

With my thanks to you for your good efforts in 1963, I would like to express the sincere hope that 1964 will see a continuing productive effort to make Northern Pacific the friendly, courteous, helpful railroad that people prefer to use for the movement of freight and for travel.

The importance of cooperation and team work is pretty well summed up by the following proverb, "Coming together is a beginning; keeping together is progress; working together is success."

My best wishes to you for a happy and satisfying 1964.

Robert MacFarlane



AFTER THE CORONATION of 1964 NP Princess Jane Chaput, front center, all candidates for the crown pose in the St. Paul Main Office Club Rooms. Back row, left to right: Delores McHale, Carol Villeneuve, Jo Ann Kreger, Donna Holden, Ellen Peham and Marilyn Haapala. Seated are: Synnove Anderson, Miss Chaput and Sandra Evjen.

22 More Northern Pacific Employees Are Added to Newly-Formed Company Safety Committee

Twenty-two additional names were recently added to Northern Pacific's newly-formed Safety Committee, according to R. C. Lindquist, NP Superintendent of Rules, Safety and Fire Prevention.

All members of the organization are NP employees who have demonstrated a sincere interest in safety. Below is a model of the badge awarded Safety Committee members.



The new members are:
St. Paul Division--K. Knutson (brakeman), H. W. McCollom (brake-

man), W. E. Lundell (conductor), K. G. Frick (brakeman), D. E. Wegler (brakeman), Roy Martinson (brakeman) and A. R. Kellerman (switchman).

Lake Superior Division--B. A. Palmquist (switchman).

Yellowstone Division--F. J. Ulschak (conductor) and G. C. Manthey (switchman).

Tacoma Division--L. P. Falkner (switchman) and H. J. Blake (brakeman).

Brainerd Shops--R. J. Rehberger (carman), C. H. Koble (machinist), R. J. Huseby (carman), H. G. Boseley (welder), W. J. Lake (carman), R. F. Tollefson (mill machinist), M. E. Robertson (painter), J. J. Weinhandl (carman) and L. A. Davis (blacksmith).

Store Department--L. J. White (store foreman at Livingston).

Additional names will be added to the Safety Committee whenever individuals are recognized for special interest in safety.

Nipper news bits

William H. Halgren, draftsman for Northern Pacific in St. Paul, was re-elected president of Osman's Shrine band during that organization's annual meeting recently.

Rudy Clemensen, Office Inventory Engineer-Valuation Department, is secretary-treasurer of the band. Clemensen has served with the band for 33 years.

Patients at NP's St. Paul hospital were cheered last Christmas on the arrival of stockings filled with candies, fruits, nuts and gifts—all supplied to them by the Lake Superior Division Social Branch of the NP Veteran's Association.

The organization has been generously providing Christmas presents for the hospital for several years now. Its members conceived the idea years ago to start a "Cheer-Up Fund" for those hospitalized over the Yule holidays in St. Paul.

This past Christmas, the fund drive netted \$278.75 for gifts.

"It's pleasing to know the many Lake Superior Division employees are anxious to subscribe to this fund," said H. A. McMartin, secretary-treasurer of the Lake Superior Division organization, "as we are anxious to give all those hospitalized a Merry Christmas."

Annual Christmas tea of the St. Paul N.P.B.A. Hospital was held recently. Mr. Frede Salomonsen, a Minnesota artist whose design has been chosen for the 1965 Christmas Seal, was guest on the occasion.

The Tri-City HERALD recently did a human interest story on Noburn Fukuda, a remarkably unselfish NP employe at Pasco, and the sparkling fishpond and garden spot he has developed behind the roundhouse there.

1864--Northern Pacific

The Lewis and Clark expedition has been called by some our national epic of exploration. Within the limits implicit in the statement, this is probably true. However, it may be seen quite readily that the exploration could not be and was not an end in itself.

It does not seem unfair to describe the expedition as a beginning only, and, therefore, but a chapter in an epic of far greater magnitude than that encompassed by a journey such as Lewis and Clark's. This is not to minimize the value or meaning of their trek, of course. Rather, the contrary is true. Their deed grows to even more heroic proportions when the consequences are considered also. And what are the consequences? Nothing less than the opening up and settling of an area which far exceeded in every respect the wildest hopes of our founding fathers when they established the Union. Yet,



Jeffersonian Dream: Rou

PART 1

The dream of opening the Pacific Northwest to commerce with the East is little younger than the vision of a free and united nation of American states. And, knowing the life of the man, it is not at all surprising to find that both ideas were largely shaped in the mind of Thomas Jefferson. But our debt to him goes far beyond this.

It was Jefferson--early called an expansionist--who, while a member of the Continental Congress in 1783, drafted an ordinance for the New Northwest Territory, that vast unpeopled region lying between the Appalachians and the Mississippi, north of the Ohio River. The provisions of this document went into the "preliminary" Ordinance of 1785 and the famous Northwest Ordinance of 1787. Out of the 1785 ordinance came the principle of the land grant--public school maintenance was provided for in the setting aside of one section of land in each township for this purpose.

Also, Congress had stipulated that three per cent of the proceeds from the sale of other federal lands should be granted to new states growing out of the territory for their use in developing roads. In a sense, this legislation set the precedent for federal aid to transportation and paved the way for the railroad land grants of the 19th century.

That he might some day be responsible for the con-

struction of a transcontinental railroad was the furthest thing from Jefferson's mind when he cast his eye beyond the Mississippi, even as far as the "Oregon," which we call the Columbia River. Indeed, the first practical locomotive was more than a half-century in the future.



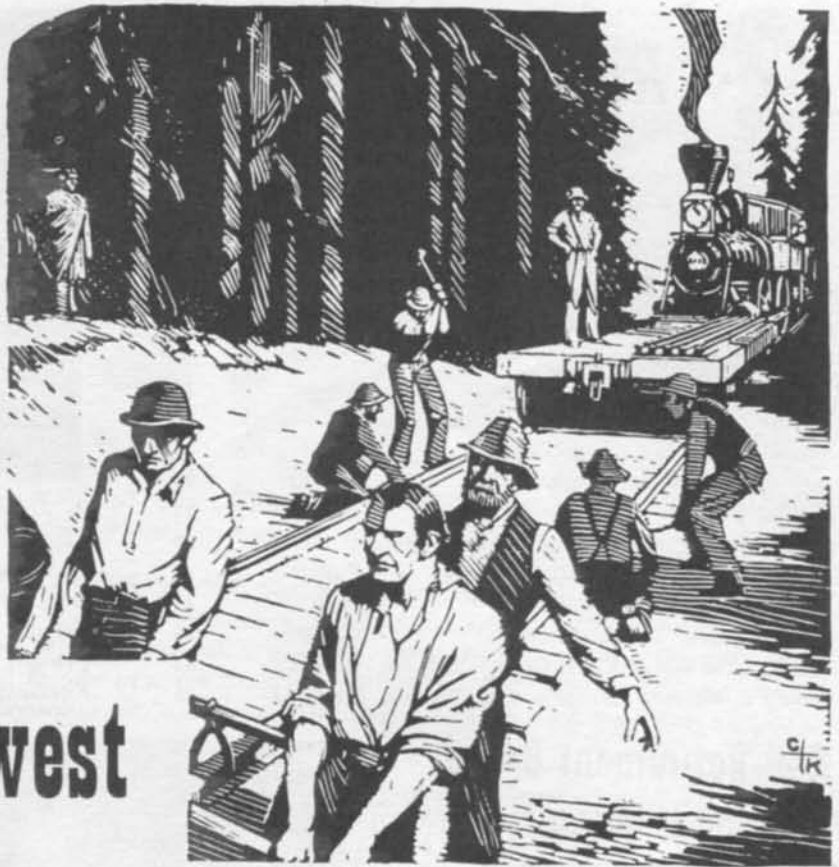
THOMAS JEFFERSON--Third President of the United States and a noted expansionist. The big events of his presidency--1800-1808--were the Louisiana Purchase and the subsequent Lewis and Clark Expedition that he ordered.

Charter Centenary--1964

it took something more than an expedition to make this possible and finally to bring it about. And here we have the makings of a real national epic, full and complete.

The rounding out of our epic was accomplished with the completion of the Northern Pacific Railroad on Sept. 8, 1883, an event which was foreshadowed by many earlier happenings, but particularly by the approval and signing of an act of Congress by President Abraham Lincoln on July 2, 1864. That act created the federally-chartered Northern Pacific Railroad.

Beginning with this issue of the TELL-TALE, we will be bringing you the entire panorama of events which went into this epic story. By this means, we may all better understand the historic and national character of the Northern Pacific Railway, which this year will observe its charter centennial anniversary.



te to Pacific Northwest

Yet transportation was uppermost in his thoughts.

The fact is, Jefferson envisioned a cross-country water route as the most likely means of connecting the far West to the East, utilizing the Mississippi-Missouri as the main feeder. And this was the primary but secret aim of the exploration which he sought for so many years.

He made his first attempt to get such a reconnaissance underway in 1786, while he was serving as Minister to France for the fledgling United States of America. In Paris he interested the adventurous John Ledyard, of Connecticut, in exploring the Northwest by approaching from Russian-owned Alaska and the West Coast.

Journeying eastward through Europe and Asia, with the express permission of Empress Catherine the Great, Ledyard had reached a point "200 miles east of Kamchatka" in Russia, when his mission was halted by an emissary of the empress, who suddenly and inexplicably had changed her mind. The poor man was forcibly returned to Poland and left there in poor health.

"Thus failed the first attempt to explore the western part of our northern continent," Jefferson wrote some years later.

But he tried again. In 1792, serving now as Secretary of State under Washington, he proposed to the American Philosophical Society that such an exploration, financed by subscription, should be undertaken via the Missouri, "crossing the Stony mountains, and descending the nearest river to the Pacific."

At that time, Meriwether Lewis, matured beyond his years at 18, and a friend of Jefferson, was stationed at

Charlottesville, Va., in the recruiting service. He heard of the proposal and immediately asked the Secretary to appoint him as leader of what Jefferson expected to be a two-man expedition. Lewis earned the prize and soon set out with the French botanist Andre Michaux. They had reached Kentucky when Michaux was ordered by the minister of France to abandon the journey.

Undismayed, Jefferson continued to seek the means to accomplish his purpose. To the world he gave out the idea that the exploration was for purely "philosophical" purposes. But in private conversation and writings it was meant to play a more decisive role. In 1801 he wrote:

"However our present interests may restrain us within our limits, it is impossible not to look forward to distant times, when our rapid multiplication will. . . cover the whole northern, if not the southern continent."

Two years later, this time as President, Jefferson couched a request for funds to finance the trip in an Indian trading-house bill which was favorably acted upon by Congress. The stage was now set for one of his notable successes, the Lewis and Clark expedition.

**NEXT MONTH: LEWIS
and
CLARK**



Retirements



Carl H. Anderson	Roadmaster	Duluth	45
Anthony F. Brache	Driving Box Packer	St. Paul	41
Mary V. Brink	Agent	Embsen, N.D.	42
Carl J. Fish	Timekeeper	Laurel	46
Oskar Gustafson	Drawbridge Tender	Seattle	39
Elmer A. Hegstad	Pipefitter	Brainerd	34
George F. Hoffman	Asst. to G.F.T.M.	St. Paul	43
Michael Kanzler	Car Repairman	Laurel	37
Michael J. Kittok	B & B Carpenter	Minneapolis	37
Frank J. Konop	Train Dispatcher	Minneapolis	47
John J. Kracher	Carman	Helena	41
Clifford M. Kyar	Carman Helper	Brainerd	21
Henry J. Morissette	Locomotive Engineer	Duluth	50
Axel C. Peterson	Signal Maintainer	Puyallup	37
Willis E. Povee	Painter	St. Paul	41
Mathias Singer	Brakeman	Glendive	43
Robert O. Wesseler	Chief Clerk to G.F.A.	Seattle	41
Harold E. Whitlock	Machine Shop Foreman	Brainerd	36



J. J. SCHNEIDER (center), Chief Clerk Claims-Auditor Freight Accounts, and his wife prepare to cut his retirement cake during an office party in his honor. In back row, left to right, are: Lloyd Alm, Chief Clerk-Auditor Freight Accounts; G. F. Hoolihan, Assistant Auditor Freight Accounts; and W. A. Goodyear, Auditor Freight Accounts.

Rail Retirement Board Announces Annuities

Approximately 6,700 men and women whose last railroad service was with Northern Pacific Railway were receiving employees annuities from the Railroad Retirement Board at the close of 1962, the Board has announced.

Their annuities averaged \$135. Some 2,900 of these employees had spouses who were also receiving \$56 monthly, on the average.

During 1962, 580 former NP employees were added to the Board's retirement rolls. Their annuities averaged \$146.

The Railroad Retirement Board pointed out that last year some 43,900 employees of the Nation's railroads retired on annuities averaging \$143 a month. Of this number, 77 per cent retired because of old age and 23 per cent because of disability. At the end of the year, the Board was paying an average of \$135 a month to 413,000 retired employees; 172,000 of them had wives who were receiving annuities averaging \$57 a month.

This information was released in December, 1963, by the office of the Director of Research of the Railroad Retirement Board in Chicago.



W. A. LOEFFLER (right), Traveling Car Service Agent for the NP poses at his retirement party in St. Paul as L. W. Dreis, Car Accountant, shakes his hand. Loeffler was with the railway for 48 years.

Promotions

E. C. Crust has been appointed to the position of Electric and Machine Shop Foreman at Brainerd Shops.

P. H. Lippert has been appointed Boiler and Machine Shop Foreman at Brainerd.

New Car Foreman at Glendive is G. S. Koch.

Safety Scoreboard

January 1 thru December 31, 1963

RANK	Districts	Reportable Injuries		Cas. Ratio	
		1963	1962	1963	1962

STANDING BY DIVISIONS

1	Fargo	5	10	2.49	5.02
2	Rocky Mountain	16	41	5.33	14.28
3	Idaho	21	43	5.88	12.22
4	Yellowstone	28	31	7.86	8.84
5	Lake Superior	18	25	9.39	13.08
6	Tacoma	56	60	11.40	11.99
7	St. Paul	46	48	12.04	12.75

STANDING BY MAIN SHOPS

1	So. Tacoma	2	0	3.58	.00
2	Como	2	2	3.86	3.85
3	Livingston	2	2	4.56	4.66
4	Brainerd	3	2	4.73	3.30

STANDING BY CLASS OF EMPLOYEE

1	Stationmen	10	18	1.79	3.18
2	Shopmen	8	12	4.59	6.80
3	Enginemen	14	22	4.64	7.37
4	Trackmen	29	41	6.39	9.63
5	Carmen	18	15	7.63	6.15
6	Trainmen	35	65	14.65	31.93
7	Bridgemen	16	8	15.27	8.13
8	Yardmen	60	77	28.27	36.18

MISCELLANEOUS DEPARTMENTS

1	General Office	1	4	.29	1.13
2	Engineering Dept.	1	6	2.25	14.74
3	Store	2	4	2.28	4.56
4	Chf. Spc. Agent	1	0	4.61	.00
5	Dining Car Dept.	3	5	4.88	7.06
6	Elec. Engr.	1	1	8.87	8.49
7	Signal Dept.	4	2	9.23	4.65
8	Communications	7	2	15.40	4.63

TOTAL FOR SYSTEM	219	303	6.94	9.56
Train & Yard Accidents	195	255		
Motor Car Accidents	28	16		

1963 1962 1963 1962

STANDING BY DISTRICTS:

1.	Western District	93	144	7.54	12.83
2.	Eastern District	97	114	7.94	9.92

NP's 1964 Princess Proves Timely Choice

An interesting sidelight to the selection of Jane Chaput as 1964 Northern Pacific Princess for the St. Paul Winter Carnival was discovered weeks after the final judging of candidates.

It seems that Miss Chaput's upcoming 20th birthday will fall on July 2, a mighty important date in Northern Pacific history this year. That's the day the NP will celebrate its Charter Centennial!

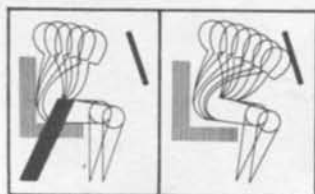


Miss Chaput

It was on July 2, 1864, that President Abraham Lincoln signed the bill that created the Northern Pacific Railroad.

Miss Chaput, 5'5½" and 120 pounds, is a stenographer in the Railway's Tax Department in St. Paul. She will now go on to a candidate for Queen of the Snows in the St. Paul Winter Carnival, Jan. 24-Feb. 2.

People Stoppers



WITH SEAT BELTS WITHOUT SEAT BELTS

When your car stops suddenly in a collision or emergency, the people inside *keep going* with tremendous force. What stops them? The windshield. Steering wheel. Dash. Too often with tragic results.

Or, seat belts stop people. Safely.

With a seat belt, when your car stops suddenly, you "stay put." You maintain a vital Margin of Safety between your body and serious injury.

The National Safety Council says that if everybody used seat belts, at least 5,000 lives could be saved a year... serious injuries reduced by one third.

Protect your loved ones and yourself. Install seat belts throughout your car... and buckle up for safety!



NP Princesses Who Ruled Carnivals



Betty Johnson Johnson
1948

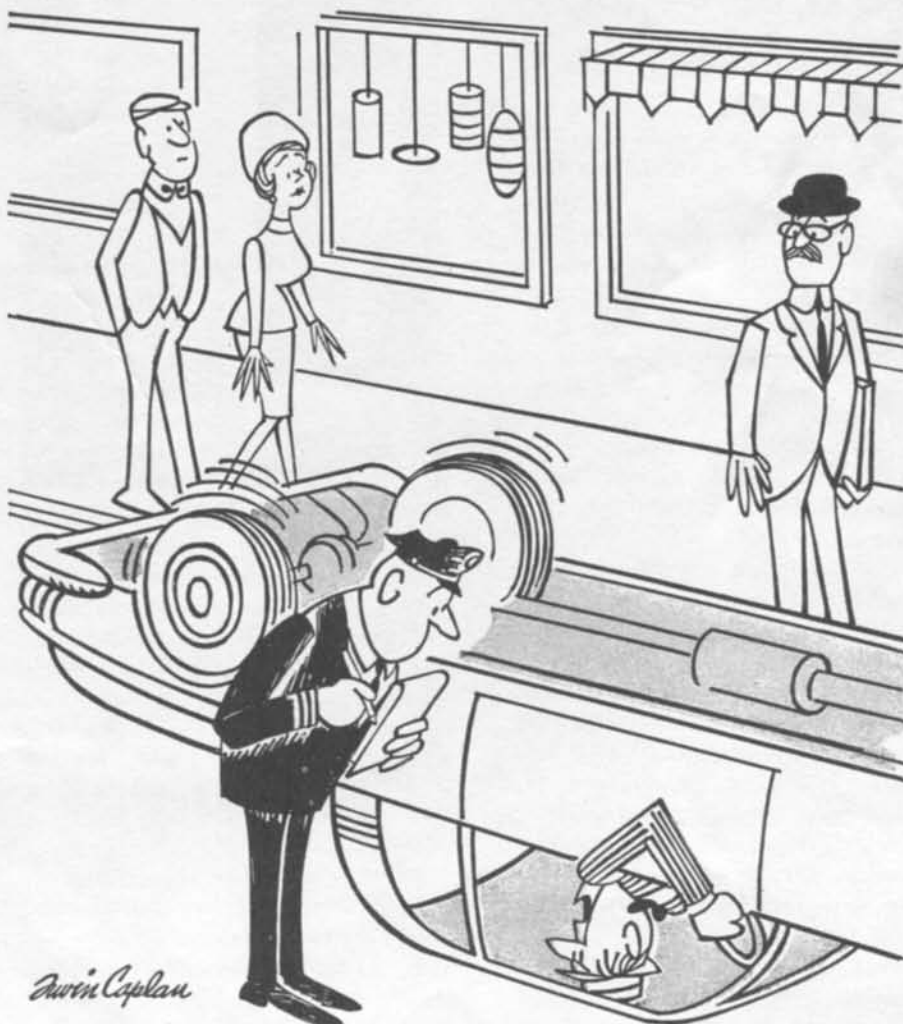


Mary Kay Lemire Lukoskie
1950



Mary Lou Lipke Olson
1954

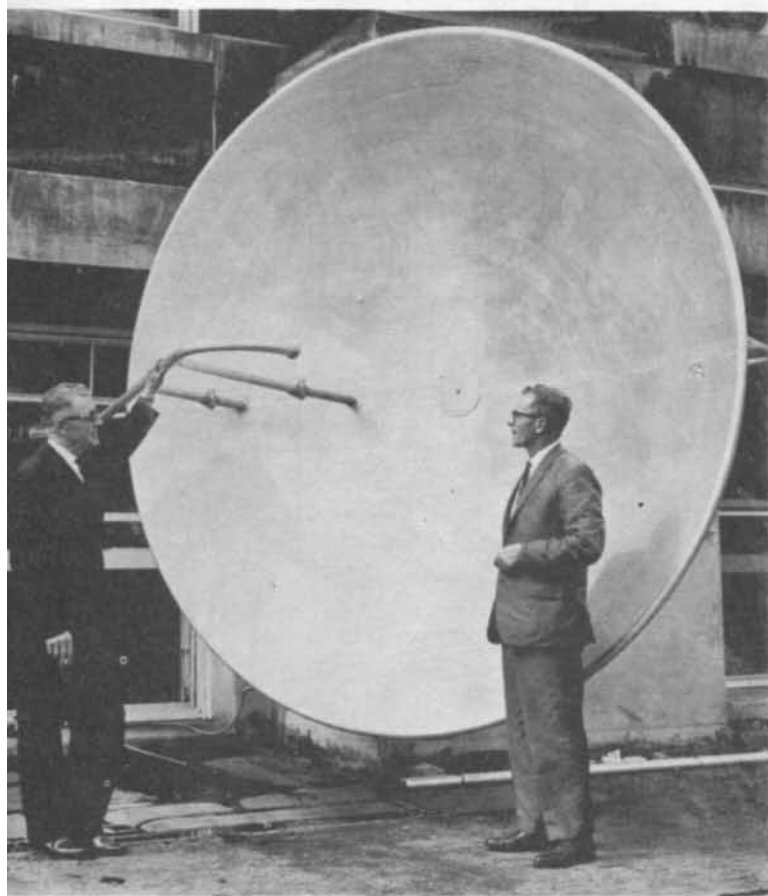
FORMER QUEENS OF THE SNOW--in the past, three Northern Pacific princesses have gone on to become selected as Queen of the Snows during the St. Paul Winter Carnival. In 1948, Betty Johnson of the Company was selected to rule over the Carnival festivities. Mary Kay Lemire was Queen of the Snows in 1950. And in 1954, Mary Lou Lipke led the Winter Carnival pageantry as Queen.



Arwin Caplan

"I resent that, officer, I drive better with a few drinks inside of me than most men sober."

microwave joins NP



MICROWAVE REFLECTOR--Northern Pacific Superintendent of Communications D. C. Hill (right) and M. M. Boe, NP communications supervisor in Seattle, are dwarfed by a huge, parabolic-shaped reflector as they inspect the Railway's new microwave installation at Tacoma.

Add a new word to the lexicon describing the tools employed by Northern Pacific to maintain its standing among the most progressive railroads in the world: microwave.

Placed in operation Dec. 1, a 178-mile transistorized microwave radio relay network between Seattle and Portland has linked Portland to our 2,000-mile transcontinental dial telephone system. Tacoma, formerly connected to the system via open-wire carrier facilities, is also served by the new microwave hookup.

Terminal facilities for transmitting and receiving the high frequency signals of microwave radio have been installed in Seattle, Portland, Centralia and Tacoma, connected by four repeater stations. The latter were constructed at View Park--in Kitsap county, across the Sound from Seattle--and at Tenino, Chehalis and Kalama (Green Mountain).

The terminal station in the Tacoma passenger depot is linked to the main system at View Park, while the one in the depot at Centralia is connected with the main line at Chehalis. Giant reflectors--used only to bounce a signal from station to another--were mounted to the Harbor View hospital in Seattle and on the NPBA hospital at Tacoma.

Put into the language of the layman, this is how the microwave network operates:

Say, for example, you work in Fargo and have to make a call to Portland. As you dial, you are actually picking your way through a maze of telephone equipment out to Seattle; and when you have completed dialing, you are already into the microwave terminal station in the Seattle freight house.

The signal is then bounced off the Harbor View hospital reflector and sent out high above the Sound to a "flyswatter" reflector atop the 420-foot tower in View Park. Your signal is diverted downward into a "dish" antenna (a parabolic-shaped reflector) where it is picked up and guided into repeating equipment at the base of the tower. It is sent out through another dish, back to the top of the tower, where another flyswatter directs it south toward Tenino and the repeating station there.

From Tenino it is repeated to Chehalis, from there to Kalama and, eventually, into Portland, where it is received by a dish on the American Bank building and channeled into telephone equipment.

Obviously, with the miracle of such modern communications facilities, the doing takes far less time than the telling of it. And there's one of the reasons for progress.

The day is not far off when even the memory of the old, familiar chatter of a telegrapher's key in depots large and small will have faded away with the sound of the steam locomotive whistle. No longer will it be important for school children to know who Samuel B. Morse was and how his invention contributed to changing the world we live in. Microwave will see to that.

But change and communications are two words that railroads must live by. Lacking either, the industry would have been overwhelmed and annihilated by competing modes of transportation long ago. And this, the latest change in communications on the Northern Pacific, will help to insure our place in the decades ahead.