

1864--Northern Pacific Charter Centenary--1964

# TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

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SUPERVISOR of NP's North Coast Limited stewardess-nurses is Joan Reitz, a native of Lancaster, Pa. Miss Reitz was graduated from St. Joseph's hospital school of nursing there in 1957. She succeeded the former Miss Karen Laumbach, who is now the wife of Dr. A. P. Kenny of Seattle.

### Our Cover . . .

. . . a string of new 100-ton capacity covered hoppers--part of an order of 120 such cars recently purchased by Northern Pacific Railway--await transit from NP's Minneapolis Northtown yards to Elephant, Mont. The new cars will be used near there to haul concentrated phosphate ore out of the Montana Phosphate Product Company's Douglas mill. The hoppers are specially-equipped with plastic seals around their discharge gates to prevent seepage of the fine ore, which is used in making fertilizer. Earlier, Northern Pacific constructed a five-and-two-tenths mile spur line to the new western Montana plant, located on the Philipsburg Branch between Drummond and Philipsburg.



## MEMO . . . FROM THE PRESIDENT

A review of our tax expenditures for 1963 re-emphasizes the fact that railroads are continuing to pay more than their fair share of property taxes.

This inconsistency results from railroad property being assessed at a higher rate than other properties. For example, a study of railroad taxes made by the Association of American Railroads revealed that in a single recent year, the railroads paid \$140 million more in property taxes than they would have paid had their property been assessed at the same percentage of value as other property.

I wonder if all of our NP people are aware of the heavy tax load imposed on Northern Pacific?

If we take all of our 1963 taxes and average them out by the day, we find that the Northern Pacific paid taxes at the rate of approximately \$50,000 per day, every day of the year including Saturdays, Sundays and holidays, a tax load amounting to almost \$18 million in 1963.

About \$8.5 million of the total was paid out for property taxes, or taxes in lieu thereof, on operating property. This figure does not include property tax liability on our non-operating property and other state and local taxes.

Last year, Northern Pacific tax payments in North Dakota totaled nearly \$2 million. Taxes in Montana totaled more than \$2.5 million and in Washington nearly \$1.4 million plus approximately \$500,000 more in use and excise taxes. The state of Minnesota collects a tax of 5% of gross operating revenues in lieu of property taxes. This tax amounted to nearly \$1.8 million last year. More than half the property taxes levied on NP and paid to these states went for the support of schools.

It is encouraging to note that the railroad industry and our tax department have made progress in bringing about a growing recognition by state taxing authorities of the necessity for more equitable tax treatment for the railroads which has resulted in some reductions in valuations, in the various states we serve.

It is, however, a long, slow process and much must still be accomplished. Your understanding and support can be extremely helpful in winning tax equality for the railroads.

*Paul MacFarlane*



NPBA APPOINTMENTS--T. O. Peterson (left), president of Northern Pacific Beneficial Association, congratulates Richard C. Atkins (center) and William F. Koepp on their recent appointments with the NPBA. Atkins was named assistant to the president and Koepp was appointed auditor of the Association.

In St. Paul

## NPBA Announces Appointments of Atkins, Koepp

Northern Pacific Beneficial Association has announced two recent appointments in St. Paul.

Richard C. Atkins has been named assistant to the president of the NPBA, and William F. Koepp has been appointed auditor of the Association.

Atkins has been with the NPBA since 1955, when he was employed in the Store Department of the Tacoma Hospital. In 1958 he was named administrator of the Railway's Missoula Hospital.

Koepp joined the Association in 1959 and has worked in the Accounting Department in St. Paul since that time. At present he is supervising the installation of National Cash Register Accounting machines in the four NPBA hospitals and at the Association's General Office.

### True Friends

Tennis Milligan, Jr., NP Yardman at Laurel, Mont., underwent heart surgery last December at St. Mary's Hospital in Minneapolis. NPBA by-laws provide a \$500 allowance for surgical fees incurred for heart operations that require special techniques and equipment that Association

hospitals do not have.

In mid-December, the Laurel Eagles' Club Auxillary No. 2564 held a dinner to help defray Milligan's surgical bill, and \$276 was raised. The money was sent to the NPBA to be applied to his bill. The NPBA commends the citizens of Laurel for their generosity.

## Nipper news bits

Northern Pacific Veterans Association members are reminded that the 1964 convention has been set for Spokane, Wash., on June 5-7. The Veterans Bureau urges all members to get caught up on their dues and to plan to attend the convention.

The Northern Pacific Beneficial Association extends a special thank you to these recent donors:

St. Paul Hospital--O. A. Ludwigson, retired Chief Clerk in St. Paul (\$100); Myla D. Jensen, Clerk in St. Paul (\$100); anonymous donor (\$50); Mrs. Jennie Foster, Staples, (\$25); Ann Butler, Clerk in St. Paul (\$25).

Burt Killian, Brakeman at Fargo (\$10); W. C. Bethke, Loader at Jamestown (\$10); W. T. Featherly, Retired Engineer at Duluth (\$10); Marcella R. Goetz of Winter Haven Fla. (\$10).

Missoula Hospital--Harry E. Balzhiser, Telegrapher at Missoula (\$29.50).



NP PRINCESS Jane Chaput and her St. Paul Winter Carnival escort, Rudy Clemmensen of Northern Pacific's Valuation Department, relax and enjoy the NP's dining car luncheon for Carnival royalty. Miss Chaput was runner-up for the Queen of the Snows title during the Winter Carnival.



## PART 2

# The Lewis & Clark Expedition



In the growing light of that fateful mid-summer's day, high atop the palisades overlooking the Hudson River in New Jersey, a ball fired from a pistol held by the vice president of the United States felled a former U.S. secretary of the treasury and blasted from the front pages of the country's newspapers the great debate over the constitutionality of the Louisiana Purchase.

On the shores of another river, far to the west, all unaware of the tragic Aaron Burr-Alexander Hamilton feud and quite unconcerned about the ownership of the land they traversed, Captains Meriwether Lewis and William Clark were still asleep in the pre-dawn darkness of July 11, 1804. This handful of pathfinders could not know, either, that the spot they occupied was near the future border of Kansas and Nebraska, more than 500 miles by boat from the mouth of the Wood river, where the expedition had got underway almost two months earlier.

As far as the President and Captain Lewis were concerned, purchase of the country called Louisiana served only to legitimize the expedition, which would have been undertaken even if Napoleon had not made the sale. Beside Lewis as he slept that morning was a waterproof packet containing his journal and his orders. And, although the purchase was closed on April 30, 1803, Jefferson's June 20 letter to Lewis didn't mention it.

"To Meriwether Lewis, Esquire, Captain of the First Regiment of Infantry of the United States of America:

"Your situation as Secretary of the President of the United States has made you acquainted with the objects of my confidential message of January 18th, 1803, to the legislature; you have seen the act they passed, which, though expressed in general terms, was meant to sanction those objects, and you are appointed to carry them into execution...

"As your movements, while within the limits of the United States, will be better directed by occasional communications, adapted to circumstances as they arise, they will not be noticed here. What follows will respect your proceedings after your departure from the United States.

"Your mission has been communicated to the

Ministers here from France, Spain and Great Britain, and through them to their governments; and such assurances given them as to its objects, as we trust will satisfy them. The country of Louisiana having been ceded by Spain to France, the passport you have from the Minister of France, the representative of the present sovereign of the country, will be a protection with all its subjects;...

"The object of your mission is to explore the Missouri river, and such principal streams of it, as, by its course and communication with the waters of the Pacific Ocean, whether the Columbia, Oregon (sic), Colorado, or any other river, may offer the most direct and practicable water-communication across the continent, for the purposes of commerce..."

Knowledge that the purchase of the land they were to cross had threatened to break up their young nation and brought about the Burr-Hamilton duel may have postponed the expedition for a bit, but Lewis and Clark would never have cancelled it entirely. This safari of expansion was as inevitable as the Declaration of Independence had been in its time.

Rapid settlement of the western lands, Jefferson knew, would be possible only when a suitable means could be found to transport countless settlers and the vast amount of freight that would be required to supply their needs. A land route was out because there was no conveyance large enough yet to carry more than a handful of people at once. Thus, an almost total reliance on water transportation was a must. Lewis and Clark, therefore, would cling to the rivers' edges and seek a continuous waterway.

"Set out early," wrote Clark in his journal on July 11, 1804, "Passed a Willow Island in a bend on the starboard side. Back of this Island a Creek comes in called by the Indians Tar-ki-o. I went on shore above this Creek and walked up parallel with the river at about a half a mile distant, the bottom I found low & subject to overflow. Still further out the under growth & vines were

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So thick that I could not get thro' with ease. after walking about three or 4 miles I observed a fresh horse track where he had been feeding. I turned my course to the river and prosed the track and found him on a sand beach. This horse Probably had been left by some party of Otteaus hunters who wintered or hunted in this quarter last fall or Wintr. I joined the party on a large Sand Island imedeatly opposit the mouth of Ne Ma How River, at which place they had camped. this island is Sand about half of it covered with Small Willows of two different kinds, one narrow & the other a Broad Leaf. Several hunters sent out to day on both sides of the river, Seven Deer killed to day, Drewyer killed six of them, made some Luner observations this evening."

The leaders of the "Corps of Discovery" took the scientific side of the expedition as seriously as they did its commercial aspects. As cartographers they charted each river, creek, island and mountain in their path. They cataloged types of plants and their growing seasons, as well as the life cycles and habits of the animals that populated this vast new territory. Also, in response to Jefferson's orders, they took the first census in the Northwest, counting Indians and their lodges along the route.

In October, 1804, they entered what was to become Northern Pacific territory, passed the present sites of Bismarck and Mandan, and settled down among the Indians to spend the winter. It was here that they met and engaged the French-Canadian Charboneau and his Shoshone Indian Wife, Sacajaweah, who accompanied them west as guides and interpreters.

With the arrival of spring, when winter relaxed its grip on the river and weather, they sent back to St. Louis the last word that was to be heard of them for 18 months, and resumed their westward trek. Following the Missouri over its full length, they crossed the continental divide and traced the course of the Snake and Columbia rivers to the Pacific. Their joy at seeing the great ocean for the first time was unmarred by their knowledge that there was no continuous water route across the continent.

In the mountains, they had been forced to leave their boats and take to horses. And to that extent, the expedition had failed. However, taken as a whole, it was a magnificent triumph that foreshadowed our complete victory in the years that followed.

On the return journey, which was accomplished in six months, Lewis and Clark took diverse routes across what is now Montana, the latter taking a course which is followed quite closely by Northern Pacific's present day line between Missoula and Glendive. They converged at the point where the Yellowstone enters the Missouri near the Montana-North Dakota line.

Back in familiar territory once again, they soon began meeting traders and explorers heading into the country they had just left. On Sept. 3, 1806, they met a James Aird of Prairie du Chien, from whom they learned



LEWIS & CLARK MOTIF is featured today in NP's unique Travelers' Rest buffet-lounge car on the North Coast Limited. Artist Edgar Miller is shown painting murals depicting scenes from the historic expedition when the car was introduced in 1955.

that "Mr. Burr & Genl. Hambleton (sic) fought a duel the latter was killed." A week later they met another boat and were told of Zebulon Pike's expedition west along the "Arkansaw," the exploration that led to the naming of Pike's Peak. And on Sept. 17, they met a Captain McClellan, who gave them an astonished greeting.

"This gentleman informed us," Clark wrote, "that we had been long sence given out by the people of the US generally and almost forgotten--the President of the U. States had yet hopes of us."

Six days later, at noon on the 23rd, they came ashore at St. Louis, where they received "the heartiest and most hospitable welcome from the whole village."

The expedition proper was finished. There was left to complete only the lengthy reports that were to go to President Jefferson. Before long, the entire country thrilled to both spurious and authentic accounts of this great journey, all of which contributed to an immediate interest in the Northwest and which led many others to blaze new trails into this vast and heretofore unknown wilderness.

However, the storied "westward way of empire" for most people would have to wait the arrival on the scene of an assured means of transport and survival. More than a quarter of a century would pass before the idea of a railroad west would receive its first curtain call.

## NEXT MONTH:

### A Railroad to The Pacific?



# Retirements



Jay W. Atkins	NP Transport Driver	Missoula	20
Joseph J. Brendel	Machinist	Parkwater	41
Orville L. Curry	Chf.Clk.-Frt.Dept.	Longview	32
Peter O. Erickson	Section Laborer	North Branch	25
Herbert D. Gaume	Welder	Tacoma	45
Robert A. Gruman	Baggageman	Dickinson	46
George H. Hartman	Section Foreman	Pillager	41
Lexton H. Hunter	Locomotive Engineer	Tacoma	51
John P. Jacobson	Car Repairer	Missoula	60
William Loeffler	Traveling Car Ser.Agt.	St. Paul	48
Charles C. Lusk	Steno-Clk-Supervisor	Fargo	40
Ansel M. Nadon	Asst.Chf.Voucher Clk.	St. Paul	45
Albert P. Nahan	Agent-Telegrapher	Wheatland,N.D.	50
Harry W. Schultz	Janitor-Baggageman	Glendive	20
Frank Sellaro	Section Laborer	Minneapolis	41
Mathias Singer	Brakeman	Glendive	42
Simon I. Spanning	Car Inspector	Livingston	41
Albert J. Thorson	Car Inspector	Fargo	41
Nicola Toscano	Chauffeur-Store Dept.	Livingston	50
Wilfrid L. Trebby	Conductor	Minneapolis	50

## Promotions

Robert A. Juba has been named manager, Industrial Development, for Northern Pacific in St. Paul, it is announced by E. B. Stanton, NP executive vice president.

He succeeds F. C. Sempf, who retired Feb. 1 after more than a half a century of service with the railway.



Juba

Juba, assistant manager of the division since last year, joined the company's engineering department in 1949, following his graduation from the University of Minnesota. He moved into the industrial properties department as an assistant industrial agent four years later and was promoted to industrial agent in 1955.

Sempf began his rail career in the office of the auditor of freight receipts in 1913. Four years later he transferred into NP's pioneer right of way department as a draftsman, then was appointed chief draftsman in 1937.

He became industrial agent in 1953, eastern manager of industrial properties in 1954, and general manager in 1955. From a reorganization of the railway's land and industrial departments in 1956, Sempf emerged as manager of the industrial development division.

Forrest N. Bollinger has been appointed assistant general freight agent, rates, for the NP in St. Paul,



RETIREMENT PRESENT--F. C. Sempf (seated), manager of industrial development for Northern Pacific, accepts a gift from P. D. Edgell, general manager of the properties and industrial development, at his recent retirement party. Sempf had been with the NP since 1913.



ON RETIRING--H. C. Dahl (left), trick dispatcher for Northern Pacific Railway in Minneapolis, is congratulated by Chief Dispatcher S. O. Erickson on his retirement. Dahl began work with the NP in 1917 on the Fargo Division.

succeeding L. A. Nagel, who has retired after 44 years of service.

Bollinger joined NP's passenger traffic department in 1928 and moved into the freight department three years later. He rose through various positions to be named chief divisions clerk in 1953, then was promoted to chief of the divisions bureau in 1955.

Nagel began his rail career in the office of the auditor of freight receipts, where he spent 17 years before transferring to the general freight department. He became chief divisions clerk in 1952 and was named chief of the bureau the following year. He has been assistant general freight agent, rates, since 1955.

# Safety Department Announces Initiation of New Awards for Accident-Free NP Employee Groups

Two new safety awards will be presented to Northern Pacific employees this year in an effort by the Railway to better recognize particular groups who posted accident-free records in 1963. R. C. Lindquist, NP Superintendent of Rules, Safety and Fire Prevention, announced recently.

In the past, the NP presented awards only to the particular division and shop that recorded the best safety ratio (accidents to man hours) throughout the years. The new awards will go to specific groups within NP's seven divisions that have year-long perfect records.

"It is the desire of the Northern Pacific," Lindquist said, "to recognize these individuals who have worked an entire year without injuries."

One of the new awards, the General Manager's Certificate of Safety, will go to different classes of employees—yardmen, trackmen, enginemen, etc.—who, under a supervisor in a particular area, had unblemished safety records.

Another citation, the President's Award of Honor, will be presented to division groups and miscellaneous departments that perform without any reportable injuries for an entire year.

"This coveted honor is the highest award that can be given," Lindquist said, "and is evidence of the high esteem Northern Pacific holds for the accident prevention work being carried on by entire divisions or department groups."

The President's Award of Merit will continue to be given to the division and the shop with the best safety ratios, Lindquist added.

The Fargo Division, for the 12th time in the past 20 years, has the best division safety record on the NP. Fargo has even improved on its award-winning 1962 ratio.

South Tacoma Shops repeated in 1963 with the best shop safety record. It is the seventh time South Tacoma has won the honor in the past 20 years.

Lindquist was especially pleased

with the safety record of NP switchmen during 1963.

"The switchmen generally have had a high injury ratio," he said, "but we were pleasantly surprised to find we had 13 yards, under the direction of yardmasters, where switchmen were injury-free during 1963. Those supervisors and switchmen are certainly to be congratulated."

The 13 yards were: Class A—Pasco; Class B—Dilworth, Jamestown and Fargo; Class C—Brainerd, Glendive, Helena, Butte, Centralia, Dickinson, Forsyth, Aberdeen and Hoquiam.

## Northern Pacific Personnel Answer Emergency Blood Call by NPBA St. Paul Hospital

Not all hospital drama originates on the Ben Casey and Dr. Kildare television shows. Recently, the NPBA's St. Paul hospital was the scene of a heart-warming show of human generosity in an emergency that was fully as dramatic as any Hollywood production.

A critical blood supply shortage had developed at the hospital early in January due to a lack of blood donations received at the Regional Blood Center during the holidays.

The St. Paul hospital acted quickly and called D. T. Capistrant, Como Shops Superintendent for the Northern Pacific, with a request for blood donors. Capistrant immediately put out an appeal for volunteers to give blood.

The response was amazing. In less than half an hour, 12 NP employees reported to the hospital to give blood and a tense situation was eased.

The St. Paul Hospital staff offers their sincere thanks to these individuals for their generous act:

Pierce Varney, Leon McDonnell, Norman O. Droleon, Thomas W. McLean, R. W. Krasovski, Donald D. Wagner, Donald Kolbeck, John A. Nolin, Roman Prokop, Hanley Parker L. L. Posterick and Edward Berus.

## Safety Scoreboard

Month of January, 1964

RANK	Reportable Injuries		Cas. Ratio	
	1964	1963	1964	1963

### Districts STANDING BY DIVISIONS

1 Idaho	0	1	.00	3.41
Rocky Mountain	0	2	.00	8.48
3 Fargo	1	0	6.13	.00
4 Tacoma	4	2	9.80	4.90
5 Yellowstone	3	2	10.00	6.66
6 Lake Superior	2	4	13.44	26.87
7 St. Paul	6	4	18.59	12.39

### STANDING BY MAIN SHOPS

1 Brainerd	0	1	.00	17.96
So. Tacoma	0	0	.00	.00
Como	0	1	.00	21.49
Livingston	0	1	.00	25.84

### STANDING BY CLASS OF EMPLOYEE

1 Stationmen	0	1	.00	2.10
Trackmen	0	1	.00	3.19
3 Enginemen	1	1	3.93	3.93
4 Carmen	1	1	4.85	4.85
5 Shopmen	1	0	6.59	.00
6 Bridgemen	1	1	11.32	11.32
7 Trainmen	4	2	19.34	9.67
8 Yardmen	8	8	45.45	45.45

### MISCELLANEOUS DEPARTMENTS

1 General Office	0	0	.00	.00
King Street Sta.	0	0	.00	.00
Communications	0	0	.00	.00
Signal Dept.	0	0	.00	.00
Chf. Special Agt.	0	1	.00	54.39
Elec. Engr.	0	0	.00	.00
7 Store Dept.	1	0	13.33	.00
8 Dining Car Dept.	1	0	19.16	.00
9 Engineering Dept.	1	0	27.49	.00

TOTAL FOR SYSTEM - 19 19 7.05 7.05

Train & Yard Accidents	15	27		
Motor Car Accidents	0	4		
	1964	1963	1964	1963

### STANDING BY DISTRICTS:

1. Western District	4	5	4.27	5.33
2. Eastern District	12	10	12.84	10.70

## NP's Railway Safety Committee Adds Seven Additional Members

Seven new Northern Pacific employees have been appointed to the Railway's Safety Committee. They are:

St. Paul Division--A. J. Larson (Switchman), Cal Hubbard (Switchman), Paul Backstrom (Conductor) and T. J. Fleming (Conductor).

Fargo Division--William Holzworth (Wrecker Foreman) at Jamestown.

Tacoma Division--D. N. Trimble (Switchman) at Yakima.

Electrical Department--E. A. Parrish (Foreman Wireman) at St. Paul.

Northern Pacific's Safety Committee was formed in mid-1963 to unite those employees of the Railway who have demonstrated a sincere interest in safety. Additional names will be added in the future.



NEW SCHEDULES CUT 24 HOURS OFF SHIPPING BETWEEN CHICAGO, PACIFIC NORTHWEST

# NP Speeds Up Freight

Within the past few months, Northern Pacific Railway has instituted two new fast freight schedules over its line that cut shipping time by 24 hours for trains traveling between Chicago and the north Pacific Coast.

Last November, the NP began an accelerated west bound fast freight schedule for Train No. 601. This month the railway started a 24-hours-faster schedule on its east bound Train No. 600.

The new fast freight schedules were developed to provide shippers and receivers with accelerated trans-continental freight service. Along with this, the schedules also place NP in an improved competitive position with highway transport movement of freight, which does not equal the new rail time between Chicago and the north Pacific Coast.

Arrival and departure times in Chicago were specifically worked out by the NP to provide improved connections with the principal eastern rail lines. The schedules also permit convenient departure and arrival times for both shippers and receivers. For example, the 10:30 a.m. departure of No. 601 from Chicago allows most eastern trains to make connections with NP's west bound fast freight.

Arrival at 9 p.m. in Seattle permits spotting of cars so they will be ready for unloading first thing the following morning.

East bound departure of No. 600 at 1 a.m. from Auburn, Wash., permits third morning delivery in the Twin Cities, and early fourth morning arrival at 1:30 a.m. in Chicago.