

1864--Northern Pacific Charter Centenary--1964

# TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

VOL. XXVII

APRIL, 1964

NO. 4





Published monthly by the Advertising & Publicity Dept., Northern Pacific Railway, Saint Paul 1, Minn., W. A. Gustafson, Manager.



ALASKA TOTEM POLE on its way to the New York World's Fair is inspected in Seattle by, left to right: Mike O'Shaughnessy of NP's freight department, Bill Greer of Batten, Barton, Durstine & Osborn (Northern Pacific's advertising agency), and Durant Hehr, NP foreign freight agent. The fifty-foot pole, on loan from Alaska's Sitka National Monument, was hauled by Northern Pacific to Chicago, and by connecting lines to New York.

## Our Cover . . .

. . . Northern Pacific Transport truck backs a trailer load of 65-foot lengths of structural steel onto piggyback flatcar at Minneapolis Northtown yards for hauling to East Grand Forks. Several loads of 83-foot lengths of structural steel were also included in the shipment, illustrating the flexibility of trailer-on-flatcar (TOFC) hauling. During the past year, NP piggyback loadings increased 17.5 per cent over 1962.



## MEMO . . . FROM THE PRESIDENT

Our 1964 budget of \$34.5 million for new equipment and improvements is the largest in recent years. This program already is well under way and promises much activity on our line in the months to come.

While certain areas of road work must necessarily wait on favorable weather, not so with equipment. Much new equipment, which will figure prominently in our roadway program, has already been received and is ready to go. Included are items such as a Caterpillar crawler tractor, 6 air compressors, a Speed-Swing front end loader, 5 spike drivers, a tie saw scarifier, a ballast regulator, and many other smaller items.

Scheduled for delivery in April, are 2 Jackson automatic maintainers. Tests of this type of automatic tamper last year, on our line near Elk River, Minnesota, were reported in a story which appeared in MODERN RAILROADS magazine.

Our inventory of motive power will be considerably upgraded by the addition of 15 new, powerful General Electric model U25C diesel electric locomotives. Each will be equipped with 3-axle 6-wheel trucks, six traction motors and will develop 2500-HP. Delivery is scheduled for the second and third quarters of '64.

Fabrication and assembly of materials has been started at Brainerd for the production of 100 RBL cars, work to begin about the second week in May.

The third and final phase of the pier renewal project on the bridge over Lake Pend Oreille will begin soon. The necessary new concrete piers are completed. Moving the spans onto the new piers will begin in the middle of April. This project was scheduled for completion by June 1. However, additional work has been authorized which will greatly improve clearances across the through-plate-girder sections of this bridge, and delay final completion until fall.

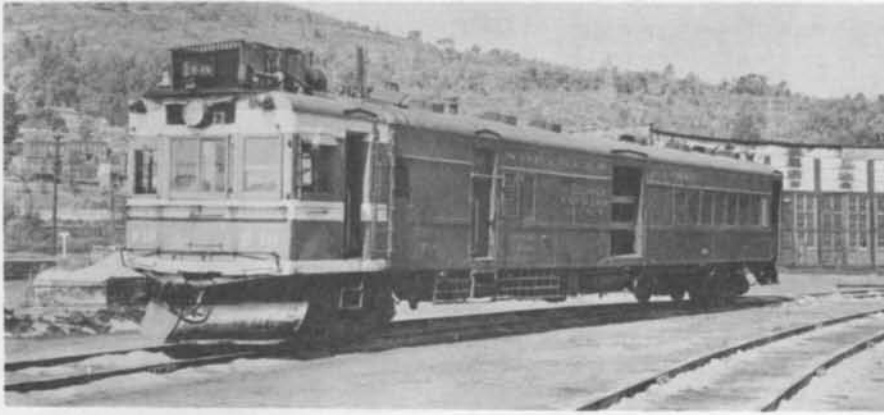
Assembly of material and fabrication has been started at Laurel for the construction of 50 bulkhead flat cars, 53'-6" long.

All material for our 1964 track program has been purchased. Our present 402.1 miles of welded rail will be increased by 78 miles this year. Work on this program should be under way by mid-April.

Work is now in progress on the new telephone circuit between Grand Forks, N. D., and Emerson Jct., Manitoba. All necessary equipment for the various other communications projects has been ordered and work on these will begin early this summer.

Constant improvement of our facilities involving large expenditures is the price of progress in order to better serve our customers, be more competitive, and increase our business.

*Paul MacFarlane*



**LAST TRIP--**This B-18 of Northern Pacific's made its final trip last year, handling a Rail Fans' Special between Duluth and Ashland. The car, possibly the last of its kind on the NP, was later scrapped at Brainerd.

## NP Transport Company Captures Idaho Safety Award for 1963

Northern Pacific Transport Company has been awarded the Idaho State Insurance Fund Safety Award for 1963, in recognition of the company's interest and continuous efforts in preventing accidents, according to George C. Moore, Manager of the Fund at Boise.

This marks the fourth consecutive year that the Transport Company, a motor carrier subsidiary of NP Railway, has received the honor.

In transmitting the award, Moore credited the company's "intelligent application of the principles of safety" with contributing to the progress that has been made in controlling the "needless waste of human and material resources" that results from highway accidents.

### FARGO DIVISION TOPS

Northern Pacific's Fargo Division is not only destined to win the President's Safety Award for the lowest division injury ratio (2.47) for 1963, but final safety statistics show that employe groups on the Fargo Division are also scheduled to run off with four of NP's new "Awards of Honor."

The newly-initiated President's Awards of Honor go to division employe groups who have posted accident-free records during a calendar year.

Groups earning the new award for

1963 are:

Lake Superior Division--stationmen and shopmen.

Rocky Mountain Division--trackmen.

Fargo Division--enginemen, yardmen, shopmen and stationmen.

Idaho Division--shopmen and B&B employees.

Tacoma Division--stationmen and shopmen.

## New Train-Ship Route Announced to Alaska

Establishment of a new train-ship freight route and service between the United States, Canada and Alaska was announced recently by Alaska Trainship Corporation of Seattle and the Northern Pacific, Great Northern, Union Pacific and Milwaukee railroads.

Service on the train-ship segment of the route between New Westminster, B.C., and Whittier, Alaska, for connection with the Alaska Railroad will be inaugurated in May. The service is expected to produce substantial savings in time and costs for transportation of freight to and from Alaska.

The new through freight service will be substantially faster than present rail-water schedules to and from Alaska, and will be made possible by operation of the modern, streamlined train-ship, the "Alaska."

## Nipper news bits

Winners of transistor radios during the NP's St. Paul Winter Carnival drawing were: Charlotte Kobernick, chief steno to the Auditor, Passenger and Station Accounts; and Barbara Olson, steno-operator-clerk in Miscellaneous Accounts.

J. D. Nankivell, assistant general freight agent for Northern Pacific in Minneapolis, has been named to the presidency of the Traffic Club of Minneapolis.

Mrs. C. P. Gurko, wife of Northern Pacific's Tacoma Hospital administrator, was named "Princess Mother" for the 1964 Puyallup Valley Daffodil Festival.

Members of Northern Pacific's Veterans Association are reminded that the 1964 Convention is coming up June 5-7 in Spokane. Convention material will be going out in the mail around April 15, according to Joe Miller, acting secretary-treasurer of the organization.

The First Annual NP Idaho Division Golf Tournament has been scheduled at Downriver Golf Course in Spokane on July 18. More details on the tourney will be revealed later.

Northern Pacific Railway, which celebrates its charter centennial on July 2 this year, is not the only celebrant in the Pacific Northwest during 1964. North Dakota, Montana and Washington are all celebrating their Diamond Jubilees of Statehood this year.

Although all three states entered the Union in 1889, Montana is more concerned with observing its 100th anniversary as a territory this year.



# 1864--Northern Pacific Charter Centenary--1964



## PART 4

# Asa Whitney Takes the Pacific Rail

In 1845, the excitement over the Oregon question was at its height in the North and East, where a new war with England seemed just around the corner, or might flame into action with the next English ship to come into view.

In the South, sectionalism had already reared its two-faced head, and the slavocracy was openly threatening secession, while in the Southwest, few doubted that the uneasy and undeclared truce that existed between this country and Mexico would not soon erupt into war.

Everywhere, it seemed, there was talk of war or disunion; everywhere, perhaps, except among a small group of "gentlemen" in the Midwest. Asa Whitney and his little band of explorers might have been on another continent, so far removed were they from the mainstream of American consciousness. Here, along the quiet banks of the sluggish Missouri, Whitney and his friends were making a personal inspection tour of the route taken by the Lewis and Clark expedition some two score years before. Their object: to determine the route suitable for a transcontinental railroad. For Whitney was next in the line of men who believed this nation's destiny lay in joining its eastern and western seabords with a continuous line of railroad.

Whitney, a New York mercantilist, was doing some much neglected homework. Widely traveled, he had been to England in the 'thirties and had, more recently, spent some time in China. Chafing at the loss of time over the sea-route between New York and the Orient, he set his mind to the problem of finding a shorter way. In England he had been greatly impressed with the facility, comfort and speed of the new Liverpool and Manchester railway. Applying his experiences to the problem, Whitney soon came up with the idea of constructing a rail line between Michigan and Puget Sound, shortening the Liverpool-China run by thousands of miles.

Armed with a few facts and much that was visionary, he presented a memorial to Congress, requesting a grant

of land to build such a railroad. It was referred in the House of Representatives to the committee of roads and canals, which in March, 1845, reported favorably on it, but without suggestion as to how any resulting legislation would be implemented. With this half-victory, half-defeat, Whitney decided to undertake an expedition.

Choosing a group of young men from several different states to accompany him, he set out from Milwaukee, crossed the Mississippi at Prairie du Chien, Wis., and pushed through to and up the Missouri, covering 1,500 miles on foot. Eventually, the expedition returned by steamer to St. Louis. Now he was, he believed, entirely prepared to make a good case for his railroad. It would start, he decided, at St. Joseph, Mich., run to Prairie du Chien, then follow a straight course across the country to Lewis and Clark Pass, thence down the Clearwater and Snake rivers to Walla Walla and the Columbia, and, at the end, cross the Cascades to Puget Sound. Financing it, he reasoned, would be simplicity itself.

Whitney's plan called for a grant of all the lands within 30 miles of his proposed right of way. These would be sold, and Whitney would pay the United States 10 cents for each acre as sales were made. The balance of receipts were to pay for construction. Whitney would be retained by the Government to manage the line at a salary of \$4,000 per year.

There ensued nearly five years of persistent and well-planned effort by Whitney to arouse the Congress and the country to the need for a transcontinental railroad. Obviously, he didn't discourage easily; he was indefatigable through countless journeys as he crossed and recrossed the country from Maine to Mississippi, from seaboard to frontier. In 1846 and 1847, he applied pressure in Washington, receiving a favorable report from the Senate committee on public lands. In 1847 and the year following he obtained favorable resolutions from state legislative bodies in Maine, New Hampshire, Vermont, Rhode Island, Connecticut, New York, New Jersey,

# Road Idea to the People



Maryland, Ohio, Indiana, Illinois, Michigan, Tennessee, Alabama and Georgia. Large cities, too, fell before his eloquence; Philadelphia, Pittsburgh, Cincinnati, Indianapolis, St. Louis, Louisville and others went on record in favor of Whitney's project. Never in history had an issue been taken to the people in such a manner.

In 1848 and 1849, Whitney renewed his fight in the halls of Congress. But now there was competition. Having succeeded in popularizing the Pacific railroad idea, he soon found the reins being taken from his hands. Powers in the Senate such as William Seward, Thomas Benton and Stephen A. Douglas began championing rival plans, and Whitney was no match for them.

The man who had spent a fortune building public sentiment for a railroad west spent his final years operating a dairy. Disappointed and disillusioned, he died almost penniless in 1872, remembered by few outside railroad and political circles. But he did live to see one road completed and his favorite project get underway. Too, he had the satisfaction of knowing that his successors were honest and capable men of vision and selflessness, as he was.

Two of those who now espoused the northern route plan were to be with the Northern Pacific Railroad itself when construction was begun. Edwin F. Johnson and Thomas H. Canfield appeared on the scene in 1852. Johnson, a prominent civil engineer who had surveyed the international boundary from the Connecticut river to the Bay of Fundy, arrived in Wisconsin as chief engineer of the Chicago, St. Paul and Fond du Lac railroad (later called the Chicago and Northwestern), then building out of Chicago toward Fond du Lac, Wis.

Johnson wrote several articles for Poor's Railroad Journal urging construction of a railroad to the Pacific from St. Paul. Canfield admired and warmly endorsed the Vermont Yankee's arguments and encouraged him to have the letter-articles reprinted in pamphlet form. In Chicago, the booklet's manuscript was shown by Canfield to

Robert J. Walker, former Senator from Mississippi and ex-Secretary of the Treasury. Walker was equally impressed and, in turn, showed it in Washington, D.C., to Secretary of War Jefferson Davis.

The latter, already recognized as the leader of the Southern extremists, had his own ideas about a railroad west. The reading of Johnson's work is said to have inspired him to immediate action toward getting the government surveys underway. With matters in his own hands, he would be enabled to push his own idea for a route south of the 35th parallel. Through Davis' influence, the survey amendment was added to the 1853 Army Bill, with full direction vested in the War Department. For the northern route survey, one of five to be made, Davis appointed Major Isaac Stevens as commander-in-chief. Second in command would be Captain George B. McClellan. At long last, there was to be action.

## NEXT MONTH:

### Surveys Get Underway for Pacific Railroad



**DULUTH PARTY**--Before Lake Superior Division Terminal Trainmaster W. E. Buckley (left) departed for Seattle and his new job as Assistant Superintendent there, his NP friends in Duluth gave a farewell party for him. Lake Superior Division Superintendent W. L. Wood (center) and assistant superintendent R. D. Thompson look on as Buckley wields a new golf club given him.



## Retirements



Joseph C. Barstad	Machinist Helper	Brainerd	21
Alfred M. Bernin	Chief Clerk	St. Paul	45
James Bodack	Locomotive Engineer	Missoula	46
Julian Buford	Waiter	St. Paul	29
Henry J. Bryans	Box Packer	Parkwater	45
Vernon Campbell	Locomotive Engineer	Jamestown	51
Harold W. Carlson	Chief Freight Car Distributor	St. Paul	46
George D. Chick	Section Laborer	Carlton	44
Walter A. Dietrich	Signal Maintainer	Elk River	28
Harry G. Fielder	Switchman	Staples	46
Maceo A. Finney	Train Attendant	St. Paul	38
Andrew J. Froelich	Car Clerk	Mandan	46
Grant F. Hildebrandt	Agent-Telegrapher	Motley	46
Howard T. Joy	General Clerk	Olympia	40
Walter A. Knudsen	Relay Telegrapher	Glendive	39
Ludwig L. Kustritz	Passenger Carman	St. Paul	21
Ernest E. Lindner	Carman	Minneapolis	40
Elmer A. Linell	Draftsman - Bridge Department	St. Paul	46
George A. Malmo	Driver-NP Transport	Butte	43
George E. Maxwell	Timekeeper - District Accounting	St. Paul	44
Earl R. McMillan	Manager - Coal Operations	Seattle	34
Lester G. Meade	Roundhouse Laborer	Minneapolis	20
Leonard A. Nagel	Asst. Gen. Frgt. Agent	St. Paul	44
Theobald Otto	Roundhouse Laborer	Jamestown	20
Albin E. Persson	Locomotive Engineer	Mandan	45
Carl M. Peterson	B & B Foreman	Duluth	25
Fred C. Sempf	Manager - Industrial Development Dept.	St. Paul	50
James A. Shannon	Carman	Wallace	37
Edward M. Shank	Car Inspector	Parkwater	41
Stella H. Simpson	Stenographer-Clerk	Seattle	39
Audbert M. Stevens	Water Service Foreman	So. Tacoma	43
Orville R. Strickland	Carman	So. Tacoma	41
Ernest R. Swanson	Signal Maintainer	Dickinson	46
Delbert W. Sweitzer	Relay Telegrapher	Missoula	22



## Promotions



Northern Pacific has announced seven new appointments among operating department personnel.

R. W. Humphreys, special assistant to the general manager in Seattle, has been named to succeed R. K. Mossman in St. Paul as assistant to the vice president. Appointed to replace Humphreys was Daniel Peinovich, assistant superintendent of NP's Tacoma Division at Seattle.

Other appointments and promotions in the Railway's operating department are:

W. E. Buckley, trainmaster at Duluth, succeeds Peinovich at Seattle, and G. G. Richardson, roadmaster at Glendive, will succeed Buckley. E. L. Matzke, branch line roadmaster at Jamestown, becomes main line roadmaster at Glendive and, in turn, is succeeded by T. C. Hoff, assistant roadmaster, St. Paul. Rounding out the list is E. R. Hanson, who moves up from assistant roadmaster on NP's Rocky Mountain Division to become branch line roadmaster at Spokane.

Humphreys began his service with the company's engineering department at Missoula in 1943, and rose to division engineer five years later. After serving a year at Pasco as assistant engineer, he was named office engineer at St. Paul in 1955. The following year he was appointed principal assistant engineer, then took up his Seattle duties in 1959.

Peinovich joined the Railway's engineering staff at Duluth in 1944, rose through various positions to become assistant bridge and building supervisor in 1949, then was promoted to trainmaster at Fargo four years later. He became assistant superintendent at Seattle in 1957.

Buckley started with the NP as switchman in 1941 and spent 17 years on the Rocky Mountain Division before being named trainmaster at Staples in 1958. He has held that post at Duluth since 1961.

Richardson also began his service in NP's engineering department, in 1943, but in Seattle. He was named assistant rail detector car operator for the western district in 1949, then served nearly two years as a special track apprentice in 1954 and 1955. Later in 1955 he became assistant roadmaster at Pasco, then district roadmaster on the Fargo Division. In 1960 he was promoted to main line roadmaster on the division, and moved with that title to Glendive in 1962.

Matzke started with the company 20 years ago on the Fargo Division and rose from section laborer to section foreman by 1950. He received his appointment as roadmaster at Jamestown in 1962.

Hoff came to the NP in 1961, following his graduation from Harvard, and served as special operating apprentice

## Promotions

Continued on Page 7





"WISE OWL" -- District Judge George J. Allen (right) presents A. C. Officer, an NP machinist at Livingston, with a certificate and pin enrolling him as a "Wise Owl." Dr. James D. Morrison, Billings, professional advisor for the Montana Chapter for the Prevention of Blindness, looks on at the Livingston shop ceremony. Officer possibly had his eyesight saved by his prescription ground safety glasses during a recent shop accident.

## Safety Glasses Pay Off in NP Shop Accident

Safety measures do help. A. C. Officer, Northern Pacific machinist, will attest to that after a recent close call in NP's Livingston shop.

Twenty years ago, Officer bought his first pair of prescription ground safety glasses as protection for his eyes. It took a long time, but early last December that precaution paid off handsomely. Officer, while working on diesel parts, had a round piece of metal fly up in his face and smash against the left lens of his safety glasses. The lens was shattered, but remained in the frame of the glasses and no damage was done to his eyes.

Last March, the Wise Owl Club honored Officer for his safety precaution by making him a lifetime member of the organization. The Wise Owl Club, sponsored by the National Society for the Prevention of Blindness, gives memberships only to those who have had their eyesight saved by wearing protective equipment.

The ceremony was held after lunch hour in the Livingston shop and was witnessed by all NP shop members. Dan Smith, assistant superintendent of safety, was master of ceremonies.

Since Northern Pacific Railway received the Wise Owl Club charter in 1961, Officer is the third member to be enrolled. Two other NP employees were enrolled from Laurel car shop in 1961.

Officer received both a certificate and a pin from the Wise Owl Club.

## Safety Scoreboard

Jan. 1 thru Mar. 31, 1964

RANK	REPORTABLE INJURIES		CAS. RATIO	
	1964	1963	1964	1963

### STANDING BY DISTRICTS

1. Western District	20	20	7.46	7.46
2. Eastern District	30	16	11.47	6.11

### STANDING BY DIVISIONS

1. Rocky Mountain	2	2	3.03	5.66
2. Fargo	3	0	6.57	0.00
3. Idaho	6	5	7.07	5.68
4. Yellowstone	7	4	8.41	4.44
5. Tacoma	12	11	10.24	8.98
6. St. Paul	13	7	14.38	7.23
7. Lake Superior	7	5	16.57	11.20

### STANDING BY MAIN SHOPS

1. Livingston	0	1	0.00	8.61
2. Brainerd	1	1	6.31	5.99
3. South Tacoma	1	0	7.04	0.00
4. Como	2	1	15.13	7.16

### STANDING BY CLASS OF EMPLOYEE

1. Enginemen	1	2	1.40	2.62
2. Carmen	1	4	1.70	6.46
3. Stationmen	4	2	2.95	1.40
4. Shopmen	4	1	9.16	5.46
5. Trackmen	9	1	10.13	1.07
6. Trainmen	9	6	15.92	9.67
7. Bridgemen	6	8	24.08	30.19
8. Yardmen	16	12	31.88	22.72

### MISCELLANEOUS DEPARTMENTS

Tie General Office	0	0	0.00	0.00
" Signal Department	0	0	0.00	0.00
" Chief Special Agent	0	1	0.00	18.13
" Electrical Engineers	0	0	0.00	0.00
" Mechanical Engineers	0	0	0.00	0.00
6. King Street Station	1	---	5.62	-----
7. Communications	1	1	9.01	8.67
8. Store Department	2	0	9.34	0.00
9. Dining Car Department	2	0	13.90	0.00
10. Engineering Department	2	0	19.56	0.00

TOTAL FOR SYSTEM	62	41	8.13	5.07
------------------	----	----	------	------

Train and Yard Accidents	47	81
Motor Car Accidents	3	9

## Promotions

Continued from Page 6

in St. Paul and at Glendive. He became assistant roadmaster at St. Paul a year ago.

E. R. Hanson has spent all of his 19 years with the company on the Rocky Mountain Division, rising from section laborer to assistant extra gang foreman in 1948, section foreman in 1950 and foreman of the maintenance and tie gang in 1961. He has been assistant roadmaster on that division since last year.

Al Jacobson has been appointed to the position of Electrician Foreman at NP's Livingston Back Shop, according to A. R. Genin, shop superintendent.

J. F. Lynch, formerly assistant car foreman for the NP at Dilworth, has been named to the position of assistant car foreman at Third Street Coach Yards in St. Paul.

C. J. Wilson, former leading car inspector at Jamestown, has been appointed to the position of assistant car foreman at Laurel.



1 - Perham



7 - Villard



8 - Harris



9 - Oakes



13 - Mellen



2 - Smith

## Gallery of NP's Presidents through the First 100 Years

Robert S. Macfarlane is the 18th president to guide Northern Pacific Railway since the company was granted its charter 100 years ago on July 2, 1864.

Josiah Perham, who took office on Dec. 7, 1864, was the first to head the NP. Two former presidents--Howard Elliott and Jule M. Hannaford--served two separate tenures. Elliott was NP's president during 1903-13 and from 1918 to 1920; Hannaford headed the company 1913-18 and during 1920.

Of all the past presidents, Charles Donnelly's 19-year term (1920-39) was the longest. Edward D. Adams' 20-day term--prior to reorganization of the company--in 1896 was the shortest.

Mr. Macfarlane took office on Jan. 1, 1951. Here is a listing of Northern Pacific Railway presidents and their terms of office:



3 - Cass



4 - Wright



5 - Billings

Josiah Perham--Dec. 7, 1864 to Jan. 5, 1866.

John Gregory Smith--Jan. 5, 1866 to Nov. 1872.

George W. Cass--Nov. 1, 1872 to April 23, 1875.

Charles B. Wright--April 23, 1875 to May 24, 1879.

Frederick Billings--May 24, 1879 to June 9, 1881.

A. H. Barney--June 9, 1881 to Sept. 15, 1881.

Henry Villard--Sept. 15, 1881 to Jan. 4, 1884.

Robert Harris--Jan. 17, 1884 to Sept. 20, 1888.

Thomas F. Oakes--Sept. 20, 1888 to Oct. 19, 1893.

Brayton Ives--Oct. 20, 1893 to June 30, 1896.

Edward D. Adams--July 1, 1896 to July 21, 1896.

Edwin W. Winter--July 21, 1896 to Aug. 31, 1897.

Charles S. Mellen--Sept. 1, 1897 to Oct. 23, 1903.

Howard Elliott--Oct. 23, 1903 to Aug. 27, 1913 and July 1, 1918 to Feb. 29, 1920.

Jule M. Hannaford--Aug. 27, 1913 to July 1, 1918 and March 1, 1920 to Dec. 1, 1920.

Charles Donnelly--Dec. 1, 1920 to Sept. 4, 1939.

C. E. Denney--Sept. 28, 1939 to Dec. 31, 1950.

Robert S. Macfarlane--Jan. 1, 1951 to present.



14 - Elliott



15 - Hannaford



16 - Donnelly



17 - Denney



6 - Barney



10 - Ives



11 - Adams



12 - Winter



18 - Macfarlane