

1864--Northern Pacific Charter Centenary--1964

TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

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NP's "OLAF" -- Northern Pacific won the "OLAF" award (above) for outstanding television advertising at a recent award dinner sponsored by the Minneapolis Ad Club. The NP won the award for its 60-second, live action TV commercial entitled "Watchful Eyes." Production of the commercial called for scenes shot in St. Paul, Minneapolis and Pasco.

Our Cover . . .

. . . construction work has begun on the new million-dollar addition to the Northern Pacific Beneficial Association hospital in St. Paul with groundbreaking ceremonies on April 10. Shown breaking ground on our cover picture are (left to right): Dr. A. M. McEwan, hospital chief of staff; Mayor George Vavoulis of St. Paul; T. O. Peterson, NPBA President; P. C. Newberg, administrator, and Steve Kumagai, executive director of the metropolitan planning council. For story on the NP's hospital addition, turn to Page 8.



MEMO . . . FROM THE PRESIDENT

The annual meeting of Northern Pacific stockholders was held in St. Paul on April 23, 1964.

I was happy to report good progress for our company in 1963. Gains were due to better than average agricultural production, increased revenues from the movement of Products of the Forests, and heavier inbound movement of Manufactured and Miscellaneous items.

Business in the first quarter of 1964 was up substantially over the first quarter of 1963. This was due to heavy volume of traffic in practically all commodities, as well as favorable operating conditions during an open winter.

The movement of grain and Products of the Forest made a major contribution to the 10.9% first-quarter increase in freight revenue. Based on carloadings, grain was up 23.2% and Forest Products up 15.6% over the first quarter of 1963.

While it is quite early in the year to forecast results for the entire year of 1964, I hope we can look forward to a 2% to 3% increase in business over 1963. Good growing conditions and another good harvest this year in the area we serve will reflect favorably on business and revenues.

I am encouraged by the settlement of the work rules dispute. The intense and concentrated negotiations of late April were fruitful to the extent that they avoided a crippling railroad strike.

While negotiations can insure accord in our ranks, they can never insure security. The only guarantee of security in our industry - for both labor and management - is for the railroads to win back the dominant role as prime mover in today's competitive transportation market.

I hope everyone will work wholeheartedly in the attainment of that common goal.

Paul MacFarlane



America's great railroad industry, one of the nation's oldest as well as the biggest single common carrier, is proud of its major contribution to the country's over all transportation effort.

Every day, rails move thousands

upon thousands of tons of food, raw material and finished products to supply the needs of our nation's industry and its people.

This special week is a salute to the vital role of transportation in our national economy.

One NP District, Two Divisions Win National Safety Recognition

For the first time ever, Northern Pacific's Western District and its Fargo and Rocky Mountain divisions were recognized by the National Safety Council for their excellent accident reduction records during 1963.

The three NP Groups were given the coveted "Award of Merit" for their work in safety.

In order to earn the awards, the groups had to compete against their records of the past two years, plus the industry average, which is called PAR.

NP's Fargo Division was 71 per cent better than PAR; Rocky Mountain Division was 55 per cent better, and the Western District ran 30 per cent over the industry average.

Not even 10 per cent of the plants enrolled for council memberships will receive awards in any one year.

In the past, only the South Tacoma Shops and Livingston Shops have earned the award on the NP.

NP Safety

Northern Pacific Railway has announced its winners of the General Manager's Certificate of Safety for 1963. They are:

Lake Superior Division--Brainerd yardmen.

St. Paul Division--Enginemen of

Staples and west; Red River Branch trainmen; Mississippi Street carmen; Staples shopmen; East Grand Forks shopmen, and Minneapolis Freight.

Fargo Division--Jamestown carmen; District 9, 10, 11 and 12 trackmen; trainmen of First Sub and Branches; Trainmen of Second Sub and Branch.

Yellowstone Division--yardmen at Dickinson, Glendive and Forsyth; trackmen of District 18; enginemen of Fourth and Fifth Sub-Divisions; shopmen at Glendive and Laurel.

Rocky Mountain Division--Butte and Missoula station employees; Helena and Butte yardmen; and Missoula carmen.

Idaho Division--Spokane carmen and freight employees; Parkwater carmen; and Pasco yardmen.

Tacoma Division--yardmen at Hoquiam, Aberdeen and Centralia; trackmen of District 34 and 35; enginemen at Auburn and Portland; and Carmen at Everett and Tacoma.

Winners of the President's Award of Merit for outstanding safety performance in 1963 are:

Engineering, Mechanical Engineering and Store Department.

Northern Pacific's safety awards banquets are held this month.

Nipper news bits

Northern Pacific's 1964 Eastern District Golf Tournament is slated for Sat., June 13, at Gall's Country Club in North St. Paul. Registration can be made with H. C. Crampton, tournament chairman, in Room 1304 of the St. Paul General Office.

Duluth Social Branch of the NP Veterans reports that they collected \$278.75 for the annual Christmas gift fund for the St. Paul NPBA hospital. Proceeds are used to purchase gifts for patients at the hospital each Christmas.

Dr. J. A. Evert, chief surgeon at Missoula's NPBA hospital, has been named president of the Western Montana Medical Society.

Northern Pacific Beneficial Association hospital in St. Paul would like to thank the following for their recent donations:

O. A. Ludwigson, retired chief clerk, St. Paul (\$100); Myla D. Jensen, clerk, St. Paul (\$100); anonymous St. Paul donor (\$50).

Mrs. Jennie Foster, in memory of her husband, deceased Engineer Clinton Reed 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); and Marcella B. Goetz, Winter Haven, Fla., in memory of her brother, deceased Machinist Joseph Rose (\$10).

Missoula NPBA Hospital wishes to acknowledge a \$29.50 donation from Harry E. Balzhiser, telegrapher Missoula.

The TELLTALE was recently notified of the death of Mrs. K. R. Seifert in Nashua, Iowa. The late Mr. Seifert was manager of the NP feeding yards at Staples for many years.



Isaac Stevens

1864--Northern Pacific Charter Centenary--1964

Stevens' Survey Paves Way for

PART 5

Isaac I. Stevens was appointed by Congress in May, 1853, to form a survey crew to explore for the government a practicable and economical northern route for a railroad from the Mississippi River to the Pacific Ocean. Perhaps no railway survey party ever included so many future great men.

Stevens had under him men like Capt. George B. McClellan, later to be the Union's Commander-in-Chief of the Army of the Potomac and an eventual Presidential candidate; and Lt. John Mullan, who later built the first wagon road across the Rocky Mountain and for whom the Mullan Tunnel on the Northern Pacific was later named. Another member of the survey team, Lt. Rufus Saxton, Jr., went on to become a brigadier general during the Civil War.

Stevens, himself an experienced engineer and army officer as well as Governor of Washington Territory at the time, organized the survey party in a military fashion for self protection in the wilds they were to encounter.

The operation was to be conducted in two separate divisions, one group moving westward on horseback from the Mississippi under Gov. Stevens, and the other working east from Puget Sound under Capt. McClellan. A third party, under Lt. Saxton, was to set up a provisions depot for the converging parties at St. Mary's village on the western slopes of the Rocky Mountains.

The exploration was highly successful. Stevens left St. Paul with his detachment on May 24, dispatching small parties out to either side of the main body in order to cut a wide swath of exploration as they proceeded westward. In October, Stevens and McClellan had their rendezvous at Colville, a pre-ordained meeting spot near the Columbia River. After some further reconnoitering, Stevens made his report.

The report, written by Stevens in an interesting, illuminating style and backed by some remarkably accurate estimates of construction costs, showed that a

northern route was both practicable and favorable for the Government to support.

Stevens suggested that there was an easy route from St. Paul to the Rocky Mountains--either by the Valley of the Missouri or by the Yellowstone--and that the main range of the Rockies could be negotiated by tunnel or ordinary mountain grades. He also showed that further rail construction was practicable through the Cascades and along the Columbia River. In addition, he demonstrated in the report--and in later articles and addresses--that virtually the entire country along his proposed route was fit for settlement and cultivation.

Getting Congress to accept the northern route for the transcontinental railroad was another matter, however.

Sectional differences, spurred by the impending Civil War, had split the Congress and, of the five separate Pacific Railroad surveys authorized by the Government, it was finally decided to support the better known and more widely settled central route. Perhaps this was predictable. The central survey route from Omaha to Sacramento followed closely the overland trail to California beaten by the gold rushers in 1849 and the presence of rich cities in that area was a strong lure.

The move by Congress to grant the Union and Central Pacific companies a liberal charter--with subsidy in bonds--to construct a rail line to the Pacific in 1862 left the supporters of the northern route out of the picture. Although Stevens had managed to get the Northern Pacific Railroad Company named and, in 1861, given legislative approval, it was a rather lifeless compensation. No Congressional provisions had been given at all to support the tremendous rail building task that lay ahead across the northern tier of the country.

When Isaac Stevens died on a Civil War battlefield in 1862, the Northern Pacific Railroad cause lost a well known champion. While he hadn't succeeded in securing a charter for the company, his careful survey work laid

r NP Chartering



the foundation on which the Northern Pacific Railroad was later built.

It was also in 1862, however, that Josiah Perham, a promotional genius familiar in eastern railroad circles, took up the lagging banner for the northern rail route to the Pacific. Perham had earlier struggled to get a charter for his People's Pacific Railroad Company over the central route, but was ultimately pushed aside when the Union and Central Pacific companies received the charter.

Perham had known Isaac Stevens and was impressed by his remarkable survey, and, in one bold stroke transferred his efforts and entire organization behind the northern route enterprise. The new combination clicked.

Perham provided the already recognized Northern Pacific Company with dynamic leadership and valuable eastern contacts and then renewed his struggle in Congress to gain a charter. He was also helped immeasurably by an invaluable friend, Thaddeus Stevens of Pennsylvania, then the most powerful man in Congress.

Under Congressman Stevens' guidance, Perham and his associates tempered their charter proposal. They dropped the People's Pacific Railroad Company and previous Maine charter. From the outset, they asked no subsidy in bonds, but that the northern route enterprise only be given a land grant twice that of the already chartered Union and Central Pacific companies. Perham would then rely on his promotional gifts to raise the necessary money for the undertaking through popular subscription.

On May 23, 1864, a new bill, asking for the granting of lands "to aid in the construction of a railroad and telegraph line from Lake Superior to Puget Sound, on the Pacific Coast, by the Northern Route" was introduced by Congressman Stevens.

Perham's zealous efforts to convince Senators and Representatives of the need of aid for the line--and

Isaac Stevens' impressive survey--brought the plan to a head.

The bill reached the House of Representatives on May 31, 1864, and was passed by a vote of 74 to 50. On June 27 it emerged from a Senate committee, with minor amendments, and was passed by that body the same day. After a committee was formed to iron out minor disagreements concerning the amendments, it was quickly adopted by both Houses.

President Lincoln signed the bill on July 2, 1864, and Northern Pacific Railroad Company had its charter to build at last!

Another Challenge

When Northern Pacific's board of directors gathered following passage of the Northern Pacific bill, Perham was recognized for his work in procuring the charter and was named first president of the Company.

As it turned out, Perham's one great success was in getting the charter for the NP. Thereafter, his plan for raising money by popular subscription failed and he was constantly besieged to make good his promises regarding completion of the road. Even the vaunted land grant was worthless without an established rail line to open the Northwest.

Less than two years after NP's chartering, Perham, physically spent and at the end of his resources, transferred the franchise to a Boston organization that had agreed to pay the outstanding debts. His final act of duty toward the Northern Pacific was in urging Congress to grant an extension in time to complete the rail line.

Northern Pacific Charter

Continued on Page 6



EARLY NP SURVEY PARTY moves along Washington Avenue in Minneapolis, Minn., in 1869 enroute west. Construction of the Northern Pacific line was begun a year later.

Northern Pacific Charter

Continued from Page 5

Once again, it was Perham's old friend, Congressman Thaddeus Stevens, who pushed the motion through.

More and more, getting the railroad under construction was proving to be much more difficult than in securing the charter. After President Lincoln touched his pen to Northern Pacific's charter, six full years of painful inactivity were to follow before a single railroad spike was driven.

J. Gregory Smith, a former politician and a respected railroad consultant of the time, was to be a key man in evolving a plan by which the mired young company could get untracked.

The Boston organization that took over the NP in 1866 quickly moved to install Smith as the Company's second president. Even though he got nowhere in his appeals to Congress for financial aid during the winters of 1866 and 1867, Smith emerged from the sessions with a clear-cut plan of action.

First, he reasoned that Northern Pacific was too much an eastern venture; the Company needed backing from all parts of the country to get support in Congress. He immediately set out on a plan to form a type of railroad syndicate for the NP, composed of heads of many of the nation's established roads. This was done.

President Smith and the NP directors then approached the resourceful Philadelphia banking firm of Jay Cooke & Company and asked them to act as financial agents for the road. Cooke, while carefully weighing his decision, ordered still another survey to be taken to explore the economic possibilities of the Northwest.

W. Milnor Roberts, an eminent engineer, was to survey from the Pacific Coast east to the Missouri River, and Governor William R. Marshall and his survey

party, proceeding westward from St. Paul, were to meet him there. Although the two survey parties, harassed by Indian raids, never joined, their findings convinced Jay Cooke & Company that the railroad project was a worthwhile one. They agreed to act as financial agents for the road.

Cooke's most effective means of raising money was through a highly concentrated advertising campaign in



Josiah Perham



Jay Cooke



J. Gregory Smith

newspapers, pamphlets and circulars. And who was to argue with his methods? As financial agent for the Union Government during the Civil War he raised the amazing sum of \$700,000,000 in just 140 days. By summer of 1870, Jay Cooke & Company had collected five millions of dollars for the Northern Pacific enterprise.

President Smith and the NP directors decided it was time to begin construction of the line.

NEXT MONTH:

Construction Begins



RETIRED -- T. F. Grolla, left, and Harry Ashby were guests of honor recently at a retirement party given by their fellow railroaders in NP's St. Paul Coach Yard lunchroom. Grolla, a passenger carman, was with the company over 36 years. Ashby, a truck carpenter, retires after 40 years with NP.

LATE NEWS

When J. C. (Jim) Johnson, Northern Pacific's agent at St. Cloud, Minn., for the past 11 years, retired recently he was honored at a party held by his friends. A photo taken at the party appeared in the St. Cloud TIMES. Johnson spent 50 years with Northern Pacific at Clear Lake, Becker, Anoka, Minneapolis, Morris and St. Cloud.

The Second Annual Northern Pacific Fargo Division Golf Tournament has been set for June 6 at the Jamestown Country Club in Jamestown, N.D.



AGENT HONORED -- Paul Fickle, left, NP agent at Ritzville, Wash., receives congratulations from Dave Hamm, NP agricultural development agent, at a party put on by Fickle's friends. Fickle had concluded a 49-year railroad career.



Retirements

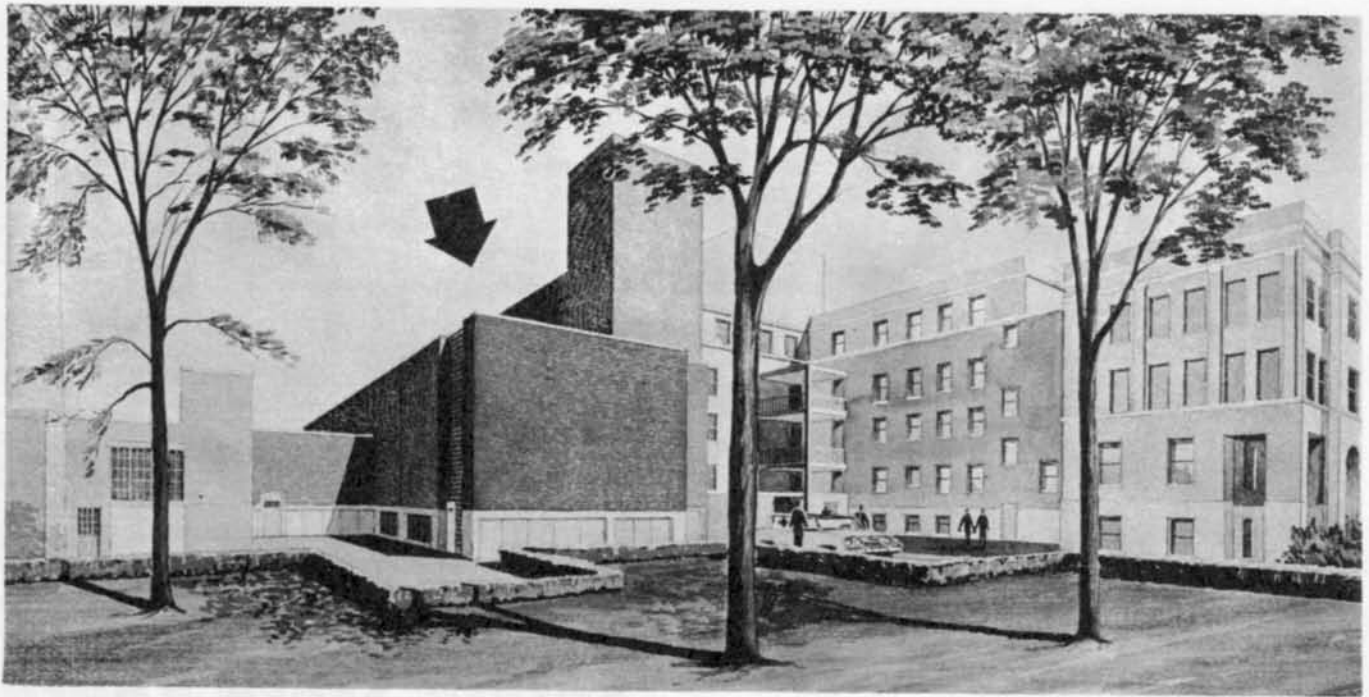


Harry Ashby	Truck Carpenter	St. Paul	40
John F. Bergman	Switchman	Yardley, Wash.	34
Jarvis O. Copner	Locomotive Fireman	Aberdeen	20
Hartvig C. Dahl	Train Dispatcher	Minneapolis	48
William E. Harlow	Locomotive Engineer	Minneapolis	50
Fred Herink	Machinist	Laurel	22
Margaret C. Keller	Clerk - Aud. Frt. Acct.	St. Paul	49
Patrick J. Kiely	Yardmaster	Seattle	45
Walter W. Kirkevold	Switchman	Dilworth	43
Stanley E. Larson	Asst. Gen. Yardmaster	Duluth	41
Elmer W. Nelson	Painter	St. Paul	22
Clarence L. Sausen	Section Laborer	Pine City, Minn.	25
Garnet D. Spaulding	Locomotive Engineer	Pasco	51
Oliver J. Turner	Storekeeper	Pasco	43
Elmer A. Williams	Section Laborer	Staples	41

Safety Score Board

Jan. 1 thru Mar. '31, 1964

RANK	REPORTABLE INJURIES		CAS. RATIO	
	1964	1963	1964	1963
STANDING BY DISTRICTS				
1. Western District	23	20	8.36	7.46
2. Eastern District	32	16	12.08	6.11
STANDING BY DIVISIONS				
1. Rocky Mountain	2	2	3.02	5.66
2. Idaho	7	5	8.05	5.68
3. Yellowstone	7	4	8.22	4.44
4. Fargo	4	0	8.67	0.00
5. Tacoma	14	11	11.40	8.98
6. St. Paul	13	7	14.33	7.23
7. Lake Superior	8	5	18.66	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	7.19	0.00
4. Como	3	1	22.39	7.16
STANDING BY CLASS OF EMPLOYEE				
1. Enginemen	1	2	1.37	2.62
2. Carmen	1	4	1.68	6.46
3. Stationmen	5	2	3.65	1.40
4. Shopmen	4	1	9.16	5.46
5. Trackmen	9	1	9.69	1.07
6. Trainmen	9	6	15.62	9.67
7. Bridgemen	6	8	23.52	30.19
8. Yardmen	20	12	38.87	22.72
MISCELLANEOUS DEPARTMENTS				
Tie General Office	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
5. King Street Station	1	---	5.27	-----
6. Communications	1	1	8.64	8.67
7. Signal Department	1	0	9.01	0.00
8. Store Department	2	0	9.24	0.00
9. Dining Car Department	2	0	14.37	0.00
10. Engineering Department	2	0	18.89	0.00
TOTAL FOR SYSTEM				
	69	41	8.90	5.07
Train and Yard Accidents				
	47	81		
Motor Car Accidents				
	3	9		



PROPOSED NEW WING (arrow) of St. Paul NPBA hospital as seen from Asbury Ave.

New Wing Started on St. Paul NPBA Hospital

Amidst the clamor of construction equipment, groundbreaking ceremonies for the much anticipated million-dollar diagnostic and treatment addition to Northern Pacific Beneficial Association hospital in St. Paul were held April 10.

St. Paul Mayor George Vavoulis, an honored guest on the occasion, commented that it was encouraging to see Northern Pacific's full-blown participation in the city's general push for more and better hospital facilities.

In all, contracts totaling \$1,163,000 for the new wing and additional renovation work have been announced by T. O. Peterson, president of the NPBA.

A Hill-Burton federal grant of \$142,464 had earlier been approved by the U.S. Department of Health, Education and Welfare to help defray the cost of the hospital addition.

When completed, the new wing will provide the 150-bed hospital with a new operating suite, new central sterile supply department, new laboratory and x-ray, pharmacy and dietary departments. Other new facilities will include an attractive coffee shop and a gift shop for visitors and patients. An expanded physical therapy department—with new equipment—will be relocated in the hospital.

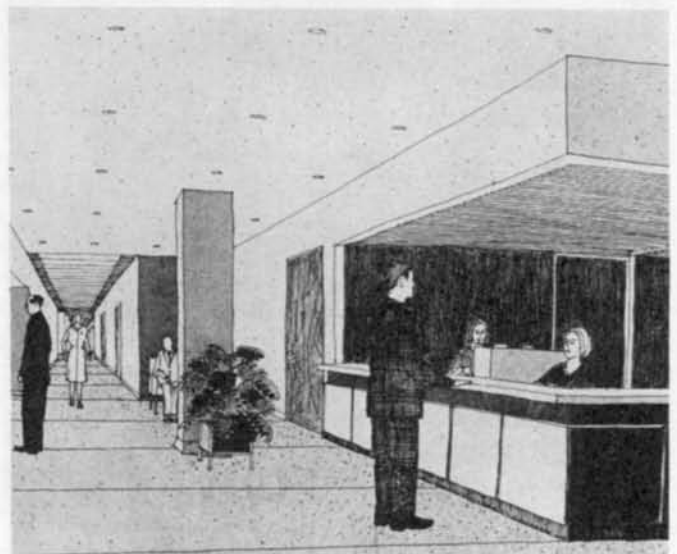
Renovation planned for the existing structure will provide improved patient accommodations, additional bathrooms and private and semi-private air-conditioned rooms.

Construction was begun in mid-April and completion is scheduled in summer of 1965.

Peterson said the new wing will implement a recent hospital facilities study that recommended increased

out-patient facilities for the St. Paul area. The study, conducted by Dr. Lewis Block, indicated that St. Paul has only about half the out-patient volume of other metropolitan areas of like size. The study also showed that the NPBA hospital ranked second in the area in out-patient volume.

The hospital is located on a block-square site at 1515 Charles Ave. in St. Paul. Mr. Peterson said that no new land will be needed for the upcoming construction.



PROPOSED new patient registration department in St. Paul Northern Pacific Beneficial Association hospital. Hallway leads to new diagnostic and treatment addition now being constructed. The wing is scheduled for completion in May, 1965, according to T. O. Peterson, president of the NPBA.