

1864--Northern Pacific Charter Centenary--1964

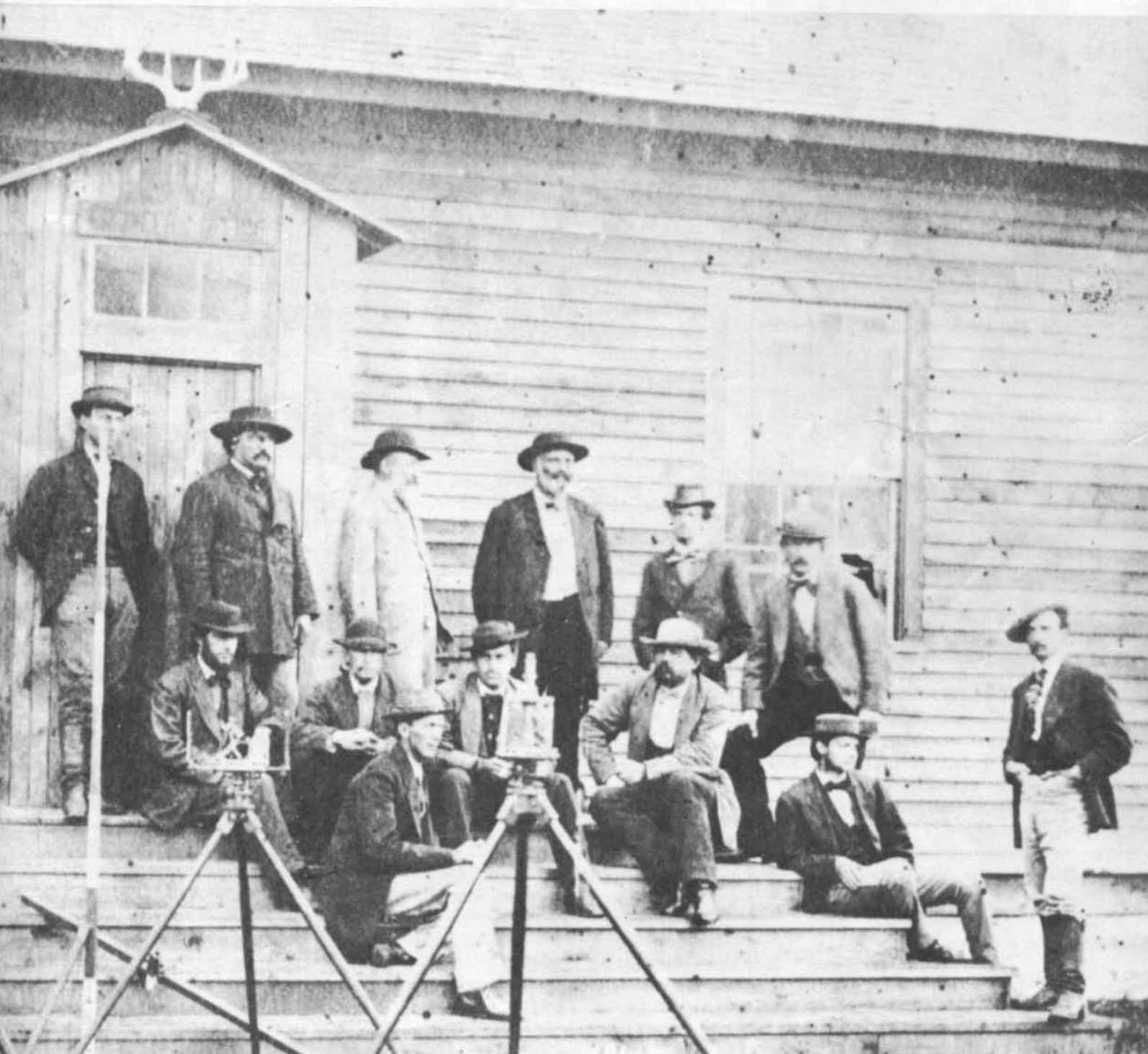
TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

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ANOTHER CENTENNIAL--Herbert P. Buetow (left), President of the St. Paul Chamber of Commerce, congratulates Northern Pacific President Robert S. Macfarlane on NP's 100th year of "serving the St. Paul business community." Macfarlane received the "Greater Living Saint Paulite" award during the Chamber's 97th annual meeting.

Our Cover . . .

. . . General Thomas L. Rosser (seated center wearing white hat) and his survey staff posed at Brainerd, Minn., in 1871 before embarking on a Northern Pacific Railroad survey assignment. Rosser, an ex-Confederate Army general, was chief construction engineer in the field for the NP for more than ten years during the main construction period of the Railroad.



MEMO . . . FROM THE PRESIDENT

It seems fitting that our centennial year should mark the start of construction of a much needed, major line change near Granite, Idaho.

This involves a four-mile line change to be completed in 1965 at a cost of approximately \$3 million. It will eliminate three sharp curves, a load-restricting tunnel and a high trestle, making it possible for our trains to travel faster, more safely and in a more direct route at this point.

The new line crosses a swamp. The fill required here will be 120 feet high. Seismographic explorations and test drillings to locate bed rock to support the 2-1/2 million cubic yards of fill have already been completed. Part of the new line will cut through a huge hill. Earth removed from the cut will be used to provide the fill over the swamp area.

The possibilities of this line change were considered more than 40 years ago, but the earth-moving techniques and machinery of that time did not permit economical construction of the high fill and deep cut needed. Modern earth-moving equipment along with more favorable earnings in recent years have enabled NP to tackle some of the larger, long-term projects that were recognized in earlier years as desirable, but could not be pursued.

The importance of this line change cannot be minimized. It is part of our continuing program of progress which must be maintained to insure our place in the over all transportation picture. The introduction of tri-level cars, unusually long freight cars, the increasing number of wide loads and the increased axle loadings in recent years, have placed the Granite line change at the top of the priority list.

This month the huge earth-moving machines will swing into action marking another milepost in Northern Pacific's constant effort to upgrade its line and facilities to better serve its shippers and the traveling public.

You may be interested in this thought-provoking item from Competitive Transportation, issued monthly by the Public Relations Office of the Western Railroads.

"Railroads are the only mode of transportation which do not have a federal agency promoting their welfare.

"The Federal Aviation Agency's job is to promote and defend adequate air transport service for the public and it has large appropriations to help the cause along.

"The Bureau of Public Roads has a force of thousands of people to promote the development of highways over which the truck lines operate.

"Another government agency, the U.S. Corps of Army Engineers, performs the same service for the barge lines.

"The Interstate Commerce Commission, which regulates the railroads 100 per cent, but only 30 per cent of the trucking business and 10 per cent of the barge operations, has no duty assigned it to promote and defend the railroads - only to supervise them."

Robert S. Macfarlane



FARGO DIVISION Superintendent R. K. Mossman (left center) proudly displays the President's Safety Award for NP's top Division Safety Record during 1963. D. A. Thomson, NP's General Manager of Lines East of Livingston (left), F. L. Steinbright, Vice President - Operations (right center) and R. C. Lindquist, Superintendent of Rules, Safety and Fire Prevention, look on. More safety awards presentation pictures appear on Page 8 of this issue.

NP Division, Shop Safety Awards Presented at Jamestown, Tacoma

For the third consecutive year, Northern Pacific's South Tacoma Shop employees and employees on the Fargo Division have been recipients of the President's Safety Awards in their respective categories. Presentations of the awards were made at banquets held in Tacoma and Jamestown last May.

Jamestown

A gathering of approximately 800 attended the Northern Pacific Division Safety Awards banquet at Jamestown Armory on May 9.

F. L. Steinbright, NP Vice President-Operations, presented the top Division Safety Award to R. K. Mossman, Superintendent of the winning Fargo Division.

It was the 12th time the Fargo Division has earned the award since 1943. Winning injury ratio was an excellent 2.47.

In his remarks at the ceremonies, Steinbright urged a return of the safety-consciousness which guided the lives of the American pioneers.

He contrasted the role of safety in the United States with its significance in totalitarian Russia and China.

"Wherever the prevailing philosophy holds that men are expendable, safety has no value," he said.

Awards of Merit for individual St. Paul-based departments of the Northern Pacific were presented to the Engineering and Store departments of the Home Office.

Tacoma

Approximately 550 NP employees and their wives attended the 24th Annual President's Shop Safety Banquet at Tacoma's Winthrop Hotel on May 6.

J. A. Cannon, NP General Mechanical Superintendent, made the presentation to R. H. Spellmeyer, Superintendent of the winning South Tacoma Shops, during ceremonies preceding a dance.

It marked the seventh time that the South Tacoma Shops have earned the coveted NP award since 1943.

Presentation was also made of the National Safety Council's Award of Merit to the Western District of the NP for its outstanding 1963 safety record. The award is presented only where an establishment's record has satisfied rigid requirements laid down in the Council's Award Plan for recognizing good industrial safety records.

The Western District of the Northern Pacific had an injury frequency rate 30 per cent better than the Council's "Par" rate, and its severity was 58 per cent better.

Nipper news bits

F. G. SICKMILLER, a retired Milwaukee Road engineer, recently experienced a bit of Northern Pacific's unusual service while riding the North Coast Limited. Sickmiller took the NP's crack streamliner out of Chicago for Billings, where he planned to catch a ride on highway to Harlowton, Mont. He figured he might have to stay overnight at Billings, but while he was eating breakfast, the Pullman conductor advised him the train would detour over the Milwaukee road from Miles City to Sappington on account of a washout near Hysham, and would stop at Harlowton for him to get off. "Now that's what I call real service," said Mr. Sickmiller.

Rail Employees Get Discount

Northern Pacific employees will be given an opportunity to purchase safety shoes at a \$2 discount from July 15 through August 15. R. C. Lindquist, NP Superintendent of Rules, Safety and Fire Prevention, has announced.

Arrangements have been made with Safety First Shoes, Inc., to allow this discount on any safety shoe purchased during this period of time.

This would be an excellent opportunity to buy several pairs of safety shoes and give yourself year-round foot protection.





NP GRADING CREW is shown here working on a fill for the main line right-of-way in western Dakota Territory in 1879.



RED RIVER was scene of flat boat construction in fall of 1876. River transportation joined the NP rails at Moorhead.



NP LOCOMOTIVE arrives in Fargo during the fall of 1876. Rail traffic was moving between Duluth and Moorhead as early as 1872.

Northern Pacific Charter Centenary

NP Construction Gets Underway

PART 6

"The first iron for the Northern Pacific Railway left Detroit on Tuesday night for Duluth on the steamer R.G. Coburn. The consignment consists of 200 tons of first-class T rail, manufactured in Pennsylvania."

So wrote a reporter in the July 29, 1870, issue of the St. Paul PIONEER.

The rails were to become the first tangible evidence of the new transcontinental railroad that was to be built westward from the northern Minnesota wilderness to the timberclad shores of Puget Sound. True, a few shovels of frozen earth had been turned on February 15, and graders had been busily shaping a roadbed since mid-June, but only iron rails could set it apart from a commonplace dirt road.

With construction money rolling in from Jay Cooke's sale of NP bonds, President J. Gregory Smith and the board of directors looked forward confidently to an early completion of the road. By May, detailed survey had been run between Thomson Junction (Carlton) and the newly-platted town of Brainerd on the Mississippi. And in April, a committee had set out for the Pacific Coast to locate a line between the Columbia River and Puget Sound.

At the same time, Northern Pacific's board reached out to buy a controlling interest in the moribund St. Paul & Pacific Railroad, which had been organized to build a line from St. Paul north to the Canadian border. Eventually, this move would assure the NP entry into Minnesota's capital city.

Wisely, too, the company purchased a half-interest in that part of the recently-completed Lake Superior & Mississippi railroad which ran between Thomson Junction and Duluth. For, in December of that year, the line was opened as far west as Brainerd, and travel between NP's headquarters and Duluth was made possible. Fed by the seemingly endless stream of money, the road builders forged ahead on all fronts.

Remaining trackage on the Minnesota division was laid to the Red River by the end of 1871. In the spring of 1872, traffic was moving between Duluth and Moorhead, where NP trains connected with a number of steamship lines, whose vessels plied the river as far north as Pembina. The days of the colorful, creaking, old Red

River ox carts were drawing to a close. Meanwhile, there was additional activity on the Pacific Coast.

In 1870, Congress amended the railroad's original charter to require a line between the Columbia River and Puget Sound. Accordingly, grading crews set to work that summer at Kalama, carving out a roadbed through the Cowlitz valley. Thus, it was possible to lay a 25-mile section of track in 1871 to satisfy the charter. But where was the line headed?

A committee composed of Charles B. Wright, Frederick Billings, George Cass and six others, headed west in 1872 to find the answer. Within a short period of time they had narrowed their search to Olympia, Steilacoom, Seattle and Tacoma. With the need for economy hanging over their heads, they selected Tacoma as the site providing the best possibilities at the lowest possible expenditure of money and time. The need for economy was more urgent than even they had suspected. Through the fall and winter of 1872 the country began to see the signs of impending financial troubles. The signs were largely ignored. Thus, when the crash came, it was as though it had been totally unexpected. During the first three quarters of 1873, prosperity appeared to be rising on every hand. Yet, on Sept. 18, the doors of Jay Cooke's New York bank were closed; Cooke was bankrupt, and the panic was on.

As for the Northern Pacific, there was still a railroad

to run. The line had been completed into Bismarck in June, but at that point construction had to be stopped. Investment money had been decisively cut off by the panic. Into the breach stepped Frederick Billings.

After a period of doubt and inactivity, Billings came forward with a plan to reorganize the company. It had the virtue of satisfying all of the dissident stockholders, bondholders and creditors who might otherwise have so completely paralyzed the company that it could not have continued operations. As it was, the revenues, however small they were, continued to trickle in at a level sufficient to maintain the railroad, after it had gone through foreclosure proceedings.

By 1879, the Northern Pacific's financial condition was such that it was possible to resume construction. However, progress was slow, and by mid-1881, only 230 additional miles had been built. The stage was now set for the appearance of Henry Villard, the erstwhile immigrant who had parlayed 20 borrowed dollars into a fortune within 25 years after his arrival from Bavaria in 1853.

NEXT MONTH:

Conclusion

TV's Raymond Massey Narrates LP Centennial Recording for NP

In commemoration of its 100th Anniversary, Northern Pacific has produced a long play record album entitled "A Thousand Miles of Mountains," which is currently available to employees of the Company at reduced cost.

Actor Raymond Massey, well known star of stage, screen and TV, narrates the hi-fi recording, which covers several interesting events in the history of the NP.

Script for the record was written and produced by Bradley G. Morison of Batten, Barton, Durstine & Osborn, NP's advertising agency in Minneapolis. Four musical numbers in the album, including the central theme song, "A Thousand Miles of Mountains," were specially written for this Centennial offering.

Other music in the album includes everything from traditional work songs to folk ballads



Narrator Massey reviews script for NP's Centennial Album with producer Brad Morison (standing) during recording session in New York.

and authentic Indian music from a recording in the U.S. Library of Congress.

Several recording sessions with Massey and a cast of professional actors, musicians and singers were held in New York.



How to Get Your Album...

The Northern Pacific Centennial LP record album, "A Thousand Miles of Mountains," is available to employees of the Company at a less-than-cost price of \$1.50 each.

Quantity is limited. The album will be sold on a first-come, first-served basis as long as the supply lasts.

Send your order--with check--to:

W. A. Gustafson, Manager
Advertising & Publicity Dept.
Northern Pacific Railway
St. Paul, Minn. 55101

Make checks payable to Northern Pacific Railway Company.



Promotions



Northern Pacific has announced the appointment of H. J. Spence as Assistant General Freight Agent in Chicago. Formerly NP's General Agent in St. Louis, Spence succeeds B. L. Younglove, who retired May 1 after more than 36 years with the Company.

Named to succeed Spence in St. Louis was E. A. Kovacs, formerly Traveling Freight and Passenger Agent for the Railway in New York. The latter post went to E. E. Bowman, who was NP's Traveling Freight and Passenger Agent at Superior, Wis.

Spence joined Northern Pacific's General Freight Department in St. Paul in 1941, became Traveling Freight and Passenger Agent in Milwaukee six years later, and was appointed General Agent at St. Louis in 1961.

Younglove, after joining the Railway in Chicago in 1927, spent all but eight months of his rail career there. He was promoted to Traveling Freight Agent in 1928, went to San Francisco briefly in 1943, returned to Chicago the following year, and was named Commercial Agent there in 1945. Four years later he became Assistant General Freight Agent.

Kovacs came to the NP Traffic Office in New York in 1947. He was appointed City Freight Agent there in 1951 and rose to Traveling Freight and Passenger Agent seven years ago.

Bowman entered Northern Pacific service at Billings, Mont., in 1952, went to Fargo in 1956, then returned to Montana as City Freight and Passenger Agent at Butte the following year. In 1959 he was named Traveling Freight and Passenger Agent in Superior.

V. E. Taipale of NP's Freight Traffic Department in Duluth has been named Traveling Freight and Passenger Agent at Superior, succeeding E. E. Bowman.

Formerly at Iron River, Taipale began his Northern Pacific service at the Company's Superior ore dock in 1950. He joined the Operating Department at Duluth two years later and moved into the Traffic Department in 1959.

Clayton G. Wattam of Toronto, Canada, has been appointed City Freight Agent for Northern Pacific in St. Paul. He has been with the Railway at the Toronto Traffic Offices since 1955.

Geologist Joins NP

Northern Pacific has announced the appointment of Charles W. Jordan as geologist in the Geology Division of its Properties and Industrial Development Department at Hibbing, Minn. He will assist District Mining Geologist L. C. Binon at the Company's Mesabi Range office.

Jordan, a native of Long Island, N.Y., was graduated in March with a bachelor of science degree from the Michigan College of Mining and Technology, Houghton. He served last summer with the Mining Division of the Ford Motor Company at Iron Mountain.



VISITORS FROM INDIA -- G.S.A. Saldanha (far left) and P. R. Pusalker (far right), railroad officials from India, paid a visit to NP's St. Paul General Offices recently. Here, the two admire Northern Pacific's 1964 Centennial scroll design with L. S. McDonald (seated center), NP Director of Agricultural Development, and W. J. Hunt (standing), Assistant Director of Agricultural Development.

Northern Pacific Launches U.S. Savings Bond Drive

All Northern Pacific Railway employees received with their June paychecks a reminder of the payroll savings plan for U.S. Savings Bonds. Here, briefly, are a few of the advantages offered under the plan:

- Payroll Savings is **convenient**. Once the card is signed, saving is automatic for as long as you like.
- Payroll Savings is **effortless**. Your saving is done for you. You never miss money you never see.
- Payroll Savings is **regular**. Every payday you're putting something aside toward the purchase of a Bond. And it's regularity of saving more than anything else that builds up the kind of money that buys the big things in your future.
- Payroll Savings is **sure and safe**. Backed by the Government, Savings Bonds guarantee that you'll always get back what you put in, plus interest that adds to the cash value every six months.
- Payroll Savings gives you confidence. Regular, dependable saving gives you peace of mind, makes life a lot happier.

For additional information, contact your supervisor or department head.

**KEEP FREEDOM IN YOUR FUTURE
WITH
U. S. SAVINGS BONDS!**



CONDUCTOR'S LAST RUN -- NP Conductor Ernie Summers (right) posed with Pullman Conductor Donald C. Coakley and Stewardess-Nurse Judith Seaton at Livingston during his last train run before retirement. Summers had spent 48 years with Northern Pacific.

Safety Score Board

January 1 thru April 30, 1964

RANK	REPORTABLE INJURIES		CAS. RATIO	
	1964	1963	1964	1963
STANDING BY DISTRICTS				
1. Western District	30	31	7.98	8.55
2. Eastern District	43	26	11.90	7.40
STANDING BY DIVISIONS				
1. Rocky Mountain	3	6	3.24	6.81
2. Idaho	9	6	7.67	5.46
3. Fargo	5	1	7.92	1.64
4. Yellowstone	11	6	9.49	5.41
5. Tacoma	18	19	10.85	12.28
6. St. Paul	18	11	14.54	9.15
7. Lake Superior	9	8	15.42	14.18
STANDING BY MAIN SHOPS				
1. Livingston	0	1	0.00	6.89
2. Brainerd	1	1	4.65	4.73
3. South Tacoma	1	0	5.50	0.00
4. Como	3	1	16.60	5.74
STANDING BY CLASS OF EMPLOYEE				
1. Enginemen	3	4	3.01	4.20
2. Stationmen	6	2	3.24	1.12
3. Carmen	3	6	3.75	7.70
4. Trackmen	10	4	7.71	3.40
5. Shopmen	5	1	8.60	1.74
6. Trainmen	12	9	15.19	11.76
7. Bridgemen	7	10	20.13	30.29
8. Yardmen	27	21	38.25	31.55
MISCELLANEOUS DEPARTMENTS				
Tie General Office	0	0	0.00	0.00
Tie Chief Special Agent	0	1	0.00	14.33
Tie Electrical Engineers	0	0	0.00	0.00
Tie Mechanical Engineers	0	0	0.00	0.00
5. King Street Station	1	0	4.27	0.00
6. Communications	1	1	6.30	6.89
7. Signal Department	1	0	6.48	0.00
8. Store Department	3	0	10.11	0.00
9. Dining Car Department	2	0	10.66	0.00
10. Engineering Department	2	1	13.76	7.38
TOTAL FOR SYSTEM	88	63	8.33	6.23
Train and Motor Car Accidents	59	81		
Motor Car Accidents	9	8		



Retirements



Nels C. Anderson	Asst. Section Foreman	Superior, Wis.	26
Lawrence D. Brill	Conductor	Missoula	54
Carl H. Burgess	Vice President -		
	Operation and		
	Maintenance	St. Paul	48
Francis J. Cassidy	Agent-Telegrapher	Harrison, Mont.	22
George H. Dickinson	Cashier	Bemidji, Minn.	41
Paul L. Fickle	Agent-Telegrapher	Ritzville	44
Clement H. Girardot	Agent-Telegrapher	Castle Rock	57
Harry B. Graves	Agent-Telegrapher	Tappen, N.D.	40
Howard M. Hauskins	Traveling Passenger		
	Agent	Chicago	48
George B. Henn	Section Laborer	Detroit Lakes	23
Esther M. Hyde	Stenographer	Tacoma	43
Cecil C. Keebler	Brakeman	Glendive	40
Edward A. Krueger	Switchman	St. Paul	20
Irene J. Matz	Stenographer	St. Paul	39
James A. Pace	Leading Draftsman	St. Paul	24
Oscar A. Sanderson	Carman	South Tacoma	29
Ruth J. Stevens	Stenographer-Clerk	St. Paul	42
Lloyd P. Winsor	Section Laborer	Tacoma	34

NPBA Announces Action Taken at '64 Annual Board Meeting

The Northern Pacific Beneficial Association Board of Directors held its annual meeting in St. Paul May 18-21. Here are some of the important developments of the meeting:

• Election Procedures for representatives of the various NP crafts on the NPBA Board have been changed to provide better distribution of ballots on line, earlier elections and elimination of class limits.

• Off-Line Care benefits have been increased from \$200 to a maximum of \$500 in a 12-month period for active members, regardless of the number of incidents.

• Ambulance Benefits have been liberalized so that full payment will be made for ambulance service when an Association local surgeon directs that a patient be taken to an NPBA hospital from a line point.

• Cardiovascular Treatment benefits now include an allowance of \$1,000 for hospital care in addition to the \$500 allowance for surgical fees at specially equipped hospitals.

To meet growing costs, active members in the NPBA will be assessed \$1 and retired members 50 cents per month for one year starting this month.

The Board also reviewed business at Glendive Hospital, with an eye to its possible lease or sale because of low occupancy.



View of main banquet hall in Winthrop Hotel during NP's Tacoma Safety Banquet



D. H. SHOEMAKER, Chief Engineer, accepts President's Award of Merit from F. L. Steinbright for the Engineering Department.

Safety Banquet Photos



R. G. SCHULTZ, Fargo Division Storekeeper, receives Award of Merit from F. L. Steinbright, Vice President - Operations, at Jamestown Banquet.



PRESIDENT'S SAFETY AWARD for top shop record in 1963 is displayed by NP officials at Tacoma Banquet. Left to right are: Safety Superintendent R. C. Lindquist, R. H. Spellmeyer, Superintendent of the winning South Tacoma Shops, General Mechanical Superintendent J. A. Cannon, Vice President - Operations F. L. Steinbright and N. M. Lorentzen, General Manager of Lines West.



EVI EATON, Northern Pacific Carman at Jamestown, made an acceptance speech in behalf of the Fargo Division employees for the President's Safety Award they received at Jamestown on May 9.