

1864--Northern Pacific Charter Centenary--1964

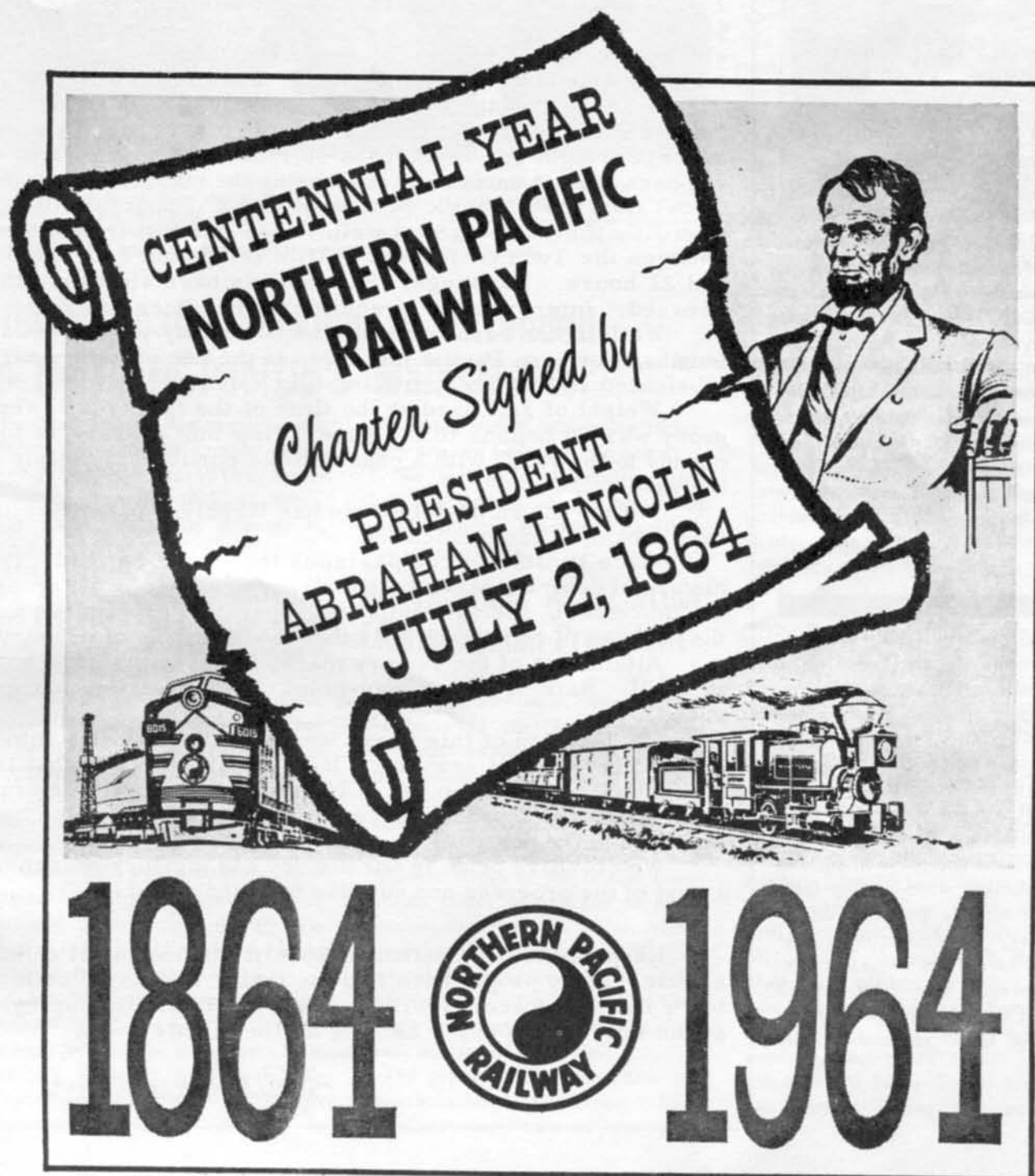
TELLTALE

FOR EMPLOYEES OF THE NORTHERN PACIFIC RAILWAY COMPANY

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NO. 7





PERENNIAL CHAMP--Gene Nelson (left), an NP Switchman from Duluth, accepts Northern Pacific's Eastern District Golf Trophy for the fourth consecutive year in St. Paul. G. M. deLambert, NP Director of Personnel, makes the presentation at Gall's Golf Course after Nelson had recorded his winning 75. Nelson retired one NP trophy last year, and is starting on a second one with his victory this year.

Our Cover . . .

. . . is Northern Pacific's Centennial year scroll, symbol of the Railway's 100th Anniversary. Abraham Lincoln, who signed our charter in 1864, and the Minnetonka, wood-burning fore-runner of today's powerful diesel locomotives, are distinctively displayed to herald the important historical events that accompanied Northern Pacific's colorful rise as one of the finest railroads in the world.



MEMO . . . FROM THE PRESIDENT

July 2, 1964, marked the 100th Anniversary of the signing of the Northern Pacific charter by President Abraham Lincoln.

It is difficult to visualize the span of 100 years in the life of a business. Great changes take place and the events of the past become dimmed by the passage of time.

Comparing the old with the new, however, provides a yardstick with which to measure our progress.

For example, our first locomotive, the Minnetonka, was 27-1/2 feet long, weighed 12 tons and was built at a cost of \$6,700. This year, we are receiving delivery of 15 diesel-electric locomotives, each 64-1/2 feet long, weighing 195 tons, capable of developing 2500-HP, and costing \$217,000.

In 1883, average freight car capacity was about 20 tons and the average freight train consisted of 20 cars. Today, average freight car capacity is 56 tons and freight trains of 100 cars are not uncommon. Crossing the continent from the Twin Cities to the Pacific Northwest took 257 hours or 10-1/2 days . . . if everything went well. Now, our fast freight time between the Twin Cities and Seattle is 45 hours or one day and 21 hours. Passenger train speeds have similarly increased. Improvement in equipment has been dramatic.

While it has been common practice to lay rail in 39-foot lengths, Northern Pacific pioneered in the use of welded rail, fabricated in lengths approximating a quarter mile.

Weight of rail used at the time of the last Spike ceremony was 56 pounds to the yard. Now our average is 115 pounds to the yard, with a considerable portion 132 pounds to the yard.

Today, the radio-telephone has largely supplanted old-time means of communication.

Space limits the comparisons that could be made. The history of our railroad is one of steady progress in all areas: traffic control, special equipment, operating procedures and the adoption of computers and other modern tools of industry.

Attainment of the century mark, however, is not a goal in itself. Rather, it is a way-point on a fascinating journey ahead.

On July 2nd of this year, we took our first step into a second century of service. It is my firm belief that the second 100 years in the life of Northern Pacific will see improvements and advances just as dramatic as those which have occurred in the past.

We all share pride in our history and together we can be a part of the progress and success that lies ahead.

Response to our Centennial Record has been most enthusiastic. Many people have told me that it will be a "collector's item." Records will be made available to employees at the below-cost price as long as the supply lasts.

Paul MacFarlane



REDUCED INJURY RATE during 1963 earned Northern Pacific's Western District an Award of Merit from the National Safety Council. Here, Howard Pyle (left), president of the National Safety Council, presents the award to Gordon Stephens (center), NP's assistant superintendent of safety and fire prevention, and N. M. Lorentzen, NP general manager of the Western District in Seattle.

Slumbercoach Service Is Extended to Northern Pacific's Mainstreeter

Northern Pacific has recently expanded Slumbercoach service to its second streamliner, "The Mainstreeter," according to F. G. Scott, NP's passenger traffic manager in St. Paul.

Scott said the famous Budd-built cars, which have been enthusiastically patronized on the Company's deluxe Vista-Dome North Coast Limited since they made their Northwest debut in 1959, have been placed in service between St. Paul and Seattle.

Operated by the Pullman Company, the cars are designed to provide comfortable, low-cost, private-room sleeping accommodations which can be bought on a coach ticket. Each stainless steel slumbercoach affords enclosed room privacy for 40 passengers in 24 single rooms and eight rooms for double occupancy.

A single room is furnished with comfortable window seat for daytime travel; full-length bed, with foam mattress; a toilet, washstand, full-length mirror, and individual air conditioning and heating controls. In

the double rooms, which are larger, there are two beds and two seats.

"We feel it is especially fitting that this modern service should be added during Northern Pacific's charter centennial year," Scott said.

NP Veterans Association Elects Nyman President

Carl Nyman, retired general yardmaster at Missoula, was elected President of the Northern Pacific Veterans Association during their 40th Annual Convention in Spokane June 5-7.

George A. Pringle of St. Paul was selected as vice president.

Ernest Wiess of the Duluth Local Freight Office was picked as junior director, and Frank J. Sailer, retired special accountant from the St. Paul General Offices, was named secretary-treasurer. Joe Miller has been acting secretary-treasurer since the death of Elmer F. Slayter.

The group's 1965 Convention has been scheduled for Canyon Village in Yellowstone Park next June 11-13.

Nipper news bits

OUT OF THE pages of the FARM JOURNAL comes this interesting sidelight involving the NP:

"Larry Frazier, Kiiititas County, Wash. cattleman, figures he can't spare the three days it takes to ride his fence in the Yakima River canyon. But he has figured out how to do it and save time, too. He buys a ticket on the Northern Pacific railroad, which also runs down the canyon. Then, he takes a seat in one of the road's reclining "saddles," screws his hat down tight, and checks the fence out of the Vista-Dome window. Fence repair crews go straight to the trouble spots."

NP GOLF MATCHES in the news-- K. A. Dahl of Dilworth captured low gross honors at the NP Fargo Division Tournament at Jamestown on June 6 with a 74. L. M. Hunter of Jamestown was second with a 76. Calloway handicap winner was Hunter with a net 69, followed by Jamestown's A. W. Foss who carded a 71.

NP's Western District Golf Tournament will be held in Tacoma on August 15 at the Elks-Allenmore Course. This will be the ninth annual tournament, according to J. J. Ackley, Tournament chairman.

SWITCHMAN GENE NELSON of Duluth won his fourth straight Eastern District Golf Tournament at Gall's outside of St. Paul June 13 with a low gross of 75. John Risen-dal, Jack Kelly and M. O. Woxland of St. Paul all had 78's for a three-way second place tie. Betty Mahmood of St. Paul carded a 97 for women's low gross title. Darrell Johnson and Betty Kinney took low net honors among the men and women.

Villard Pushes NP Line to Completion

Heinrich Hilgard was born in Speyer, Rhenish Bavaria, in 1835, the only son of a civil servant who later rose to the provincial supreme court bench. Young Heinrich arrived in America 18 years later bearing the adopted name Henry Villard, almost totally ignorant of the English language, the only money in his possession a \$20 bill, which he had had to borrow from a shipboard acquaintance.

As Villard's ship docked in New York in October, 1853, Isaac Stevens and George B. McClellan were rendezvousing nearly a continent away at Colville, in the new Territory of Washington, at the conclusion of the northern route survey expedition. At that moment, no one would have guessed that these three men would gain renown during the Civil War, or that one of them eventually would rise to the heights of international fame as a builder of railroads.

Curiously, Villard set out on a career in journalism and attained a great measure of success. Five years after his arrival in America, he had sufficient command of the language to report the Lincoln-Douglas debates. Later, he covered the Minnesota constitutional convention, the Pike's Peak gold rush, and the national convention at which Lincoln was nominated as a presidential candidate. And during the Civil War he won the friendship, respect and admiration of military leaders and rival newspaper correspondents for his newsgathering exploits and accurate reporting. However, the now-accomplished writer soon found a new and more exhilarating career.

In Wiesbaden, during one of his frequent visits to Germany, his interest suddenly turned to the negotiation of American securities in that country. In his pursuit of this new interest, he became acquainted with members of the leading financial institutions in Berlin and Frankfurt. Then, in the wake of the 1873 panic, Villard was asked to join several committees which had been formed to foster protection for German holders of American rail company bonds. So it was that in April of 1874, he returned to the United States to represent the interests of his constituents. In a short time he established a reputation for integrity and sagacity in railroad financing.

His first encounter with the Northern Pacific came in 1880 when, as president of the Oregon Railway and Navigation company, he negotiated a contract with NP President Frederick Billings for the use of the OR&N's line along the Columbia River into Portland. Villard, himself, had taken the initiative, in his own words, to avoid "a conflict for the control of the Columbia Valley," and to make his company "the recognized outlet of the

LAST CHAPTER OF SERIES



Henry Villard

Northern Pacific line." For his part, Billings had agreed to the arrangement because he saw in it the opportunity to concentrate available financing on construction of the main line. As it turned out, the need for pennypinching dissolved in a windfall for the Northern Pacific.

Soon after the NP-OR&N contract was signed, the company received \$40 million from the sale of its first-mortgage bonds, an amount deemed more than sufficient to complete the main line. Villard learned of the company's success and correctly reasoned that the NP would proceed with the construction of a branch along the opposite bank of the Columbia. To prevent what he felt to be needless and superfluous construction and the rate war which he thought to be inevitable, Villard created his famous "blind pool."

Secrecy was necessary if Villard's bold scheme to gain control of the Northern Pacific were to succeed. Thus, he issued a confidential circular early in February, 1881, asking trustworthy friends to contribute \$8 million for an unstated purpose. To the amazement of all but Villard, the returns were nearly double the amount requested. In June the Oregon and Transcontinental company was incorporated and through it sufficient stock was purchased to give Villard virtual control of the Northern Pacific. On October 4, the Portland Oregonian editorialized:

It is no extravagance to say that Mr. Villard has organized and combined interests which, in their detail and entirety, form the most stupendous scheme yet undertaken on the American continent. What is of more consequence is the fact that the success of this great scheme is entirely assured.

The case was not overstated. A total of more than \$60 million was now available to Villard to complete the

transcontinental system, and he had no doubt that additional funds would become available as construction progressed on the remaining 925 miles of main line. When he assumed the presidency of the Northern Pacific on Sept. 15, 1881, Villard predicted that this formidable task could be carried out within two years, despite the fact that the most difficult work on the entire system lay ahead.

In June, when Villard gained control of the NP, the ends of track were still east of Glendive and west of Ritzville. It appeared virtually impossible to accomplish, in such a short time, more than had been done in almost 11 years up to that point. But after a complete inspection of the line, Villard threw himself into the project as no former president had.

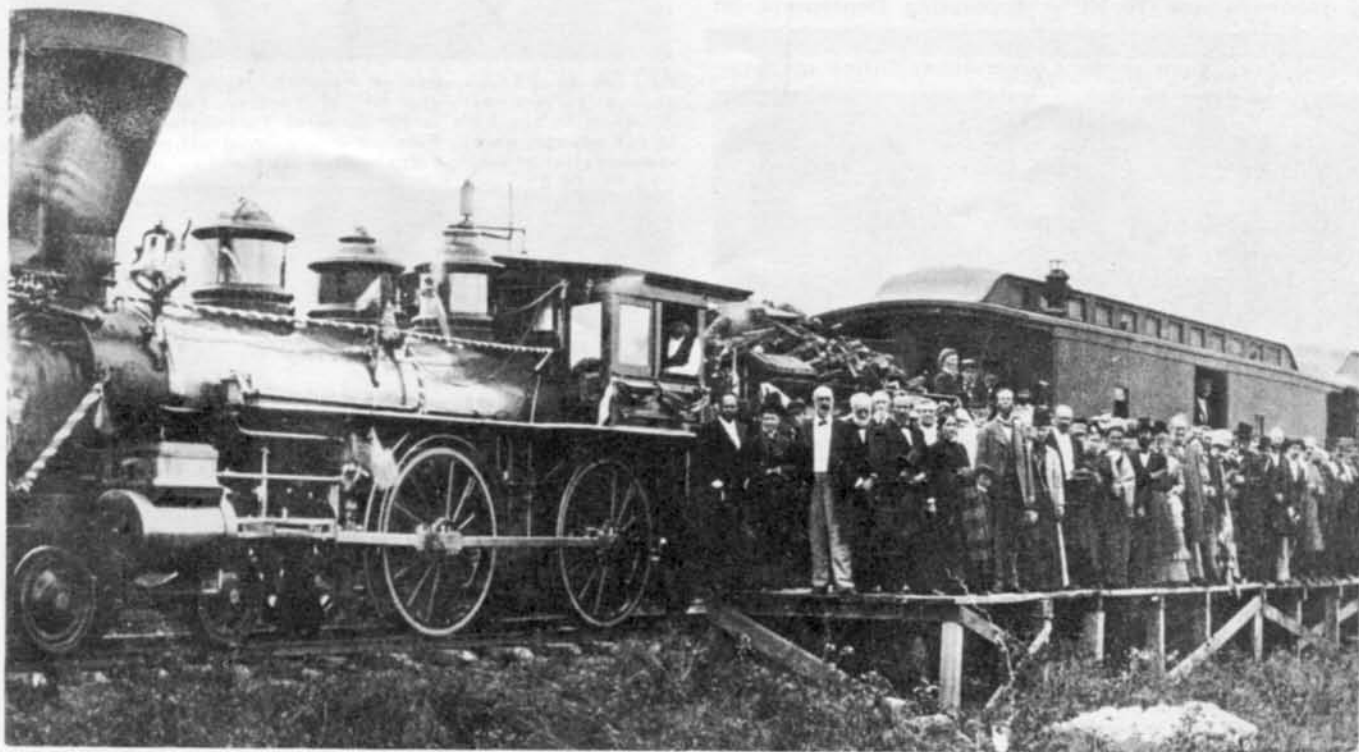
Chinese laborers were brought in for the first time to work on the western district, Mormons from Utah took sub-contracts to grade the line between the ends of track and the veterans of Minnesota and Dakota division construction forged ahead from the east end. During the almost two years between Sept. 15, 1881, and August 28, 1883, the crews averaged a mile and a half of track laid for each working day. Track gangs from the east and west ends almost met at Gold Creek. However, a gap was left between the ends and a semi circle of rail was spiked down to join them temporarily. The time had come to celebrate.

Anticipating the completion, Villard began early to plan the largest celebration the world had ever seen. Invitations were sent to President Chester A. Arthur, his cabinet, to U.S. Senators and Congressmen, to governors of states and territories, generals, financiers

and publishers, to foreign heads of state and their emissaries. In all, some five trainloads of guests converged on the remote site where Montana's first gold strike had been made, and where the nation's first northern transcontinental railroad was formally completed on Sept. 8, 1883. Too, virtually every city, village and hamlet along the route joined in the celebration with parties, decorations, tours and fireworks. The whole Northwest regarded it as the most memorable occasion in their lives.

There was now a through-route to the Pacific Coast, but the Northern Pacific was still not completed. Later, the Stampede tunnel was bored through the Cascades, and several thousand miles of branch line were built. And in the days and months and years following the introduction of the first North Coast Limited in 1900, the NP has steadily progressed to the point where diesels have almost completely obliterated all traces of steam operations; dial telephone, radio and microwave have become commonplace in the company's communications system, and centralized traffic control and an electronic freight classification yard help carry trains along the system at speeds that would have been frightening in Henry Villard's day.

Today, the railway's 6,800-mile network of track continues to provide a vital transportation lifeline for seven Northwest states and two Canadian provinces. The Northern Pacific, which played such a dominant role in the opening and rapid settlement of the Northwest frontier, still plays an important part in the further development and progress of the American Northwest.



RARE PHOTOGRAPH shows gayly decorated train described as one of the "specials" ordered by Henry Villard to carry honored guests to Northern Pacific's Last Spike Celebration

at Gold Creek, Mont., on Sept. 8, 1883. Photo was taken from negative of L. A. Huffman, Pioneer Miles City photographer.



Promotions



H. C. Hoving, Chief Traveling Auditor for Northern Pacific Railway, has been appointed Manager of Passenger and Station Accounting in St. Paul.

Hoving succeeds E. W. Englund, who retired June 1 as Auditor of Passenger and Station Accounts after more than 48 years of service with the Company.

Also announced is the appointment of W. J. Johnson, Jr., former Supervisor of Joint Facility Accounts, as Director of the new Bureau of Internal Audit.

Hoving joined the Railway's Operating Department at Staples, Minn., in 1922. He was named Assistant Bill Clerk at Fargo three years later and remained on the Fargo Division until 1939, when he became Cashier on the St. Paul Division. In 1945 he was appointed Traveling Auditor at Jamestown and rose to Chief Traveling Auditor at St. Paul in 1956.

Englund began his rail career with Northern Pacific's Store Department in Brainerd in 1915. Two years later he transferred to the office staff of the General Manager of the Minnesota and International Railroad at Duluth.

In 1937, after the M&I Company had become a part of the NP system, Englund was appointed Traveling Auditor with headquarters at Jamestown. He came to St. Paul in 1944, and, seven years later, was promoted to Assistant Auditor of Passenger and Station Accounts. In 1953 he was named Assistant Manager of the Machine Bureau, and in the following year became Auditor of Passenger and Station Accounts.

Johnson came to NP's Accounting Department in 1940 and rose through various positions to become Special Accountant in the Comptroller's Office in 1950. Five years later he was named Assistant Statistician, and in 1959 was appointed Supervisor of Joint Facility Accounts.

W. S. Bush, Assistant Superintendent of NP's Dining Car Department in St. Paul, has been shifted to Seattle, where he succeeds L. S. Wallter, who retired after 48 years of service.



RETIRED -- O. W. Newman, left, and A. M. Dybvik, NP employees at Brainerd Shops, are now enjoying busy retirements. Newman, a layout man in the shops, was with the company 44 years and is now devoting much of his time to his hobby of fishing. Dybvik, who has served as Resident Engineer at Brainerd Shops most recently, plans to make a trip to Norway.



NPBA AUXILIARY -- Elected board of members of the newly-formed St. Paul Northern Pacific Beneficial Association pose before a recent meeting. Left to right are: Mrs. David Anderson, Mrs. Wilbur Dunn, Mrs. Richard Atkins, Marjorie Walker, Mrs. Laura Gilstad, Mrs. Joe Hutton and Betty Kinney. The voluntary organization now has over 70 members.



AFTER 48 YEARS, George Forshee, right, has retired from engine service with the NP at Yardley Yards in Spokane. Shown with him here is NP General Yardmaster J. B. Crump. In his younger years, Forshee was a daredevil parachutist and motorcyclist at various Washington fairs and exhibitions.



MINNEAPOLIS FREIGHT house employees were on hand when R. J. Setterholm (right), NP Agent-Local Freight presented Warehouse Foreman Frank Jakala with the General Manager's Certificate of Safety for their accident-free record in 1963.



RETIREMENT PARTY -- When E. W. Englund (second from left) retired as NP Auditor of Passenger and Station Accounts in St. Paul recently, his friends held a retirement party. Left to right, are: G. E. Gustafson, chief clerk-Passenger Accounts; Englund; Miss Emily Collier, secretary to Mr. Englund; Mrs. Englund; and W. F. Thoele, chief clerk-Station Accounts. Englund had been with the NP 48 years.



Retirements



Richard G. Becker	Storekeeper	Glendive	43
Carl W. Benson	Roundhouse Foreman	St. Paul	42
Thelma W. Brooking	Steno-Clerk	Livingston	21
George W. Bryant	Car Clerk	Dilworth	44
Anthony L. Chamberlin	Machinist	Livingston	41
Charles Clossen	Locomotive Engineer	Staples	48
Henry T. Cutkay	Janitor-Baggage	Forsyth	44
Albert L. DeBruycker	Locomotive Engineer	Minneapolis	48
David Frickel	Carman	Laurel	22
Marcus C. Gilbert	Machinist	Duluth	38
Frank M. Hefferlin	Draftsman	Seattle	46
Carl I. Hillard	Boilermaker	Livingston	27
James C. Johnson	Agent	St. Cloud	50
Clarence J. Kugler	Asst. Dist. Engineer	Seattle	41
Matt Manley	Crossing Flagman	Chehalis	26
Harry L. McCarthy	Freight Supervisor	Jamestown	45
Henry A. McCann	Car Repairer Helper	Laurel	21
Mary M. McKenzie	Clerk-NPT Company	Billings	21
Adam Messner	Roundhouse Laborer	Glendive	21
Victor A. Nelson	Locomotive Engineer	Fargo	41
Kenneth A. Nelson	Machinist	Brainerd	36
Louis E. Patzer	Locomotive Engineer	Dickinson	55
John H. Pleasants	Clerk	Ridgefield	47
Ernest O. Summers	Conductor	Billings	48
Paul J. Tomljanovich	Section Laborer	Duluth	28
Arthur Wahlstrand, Sr.	Draftsman 1st Class	St. Paul	48
Newton E. Walker	Conductor	Manadan	48
Bernard L. Younglove	Asst. Gen. Freight Agent	Chicago	37

Safety Score Board

RANK	REPORTABLE INJURIES		CAS. RATIO	
	1964	1963	1964	1963
STANDING BY DISTRICTS				
1. Western District	39	39	8.24	8.41
2. Eastern District	54	41	12.03	9.12
STANDING BY DIVISIONS				
1. Rocky Mountain	6	9	5.03	8.17
2. Idaho	10	9	6.85	6.30
3. Fargo	6	1	7.64	1.31
4. Yellowstone	13	12	8.98	8.63
5. Tacoma	23	21	11.07	10.66
6. St. Paul	23	18	15.01	11.93
7. Lake Superior	12	10	16.63	14.21
STANDING BY MAIN SHOPS				
1. Livingston	0	1	0.00	5.41
2. Brainerd	1	1	3.68	3.76
3. South Tacoma	1	0	4.41	0.00
4. Como	4	1	17.78	4.50
STANDING BY CLASS OF EMPLOYEE				
1. Enginemen	4	3	2.44	2.53
2. Carmen	3	8	3.00	9.16
3. Stationmen	8	4	3.47	1.76
4. Shopmen	5	3	6.90	4.09
5. Trackmen	15	8	8.97	5.38
6. Bridgemen	7	12	15.87	28.25
7. Trainmen	18	11	18.45	11.77
8. Yardmen	33	31	37.91	36.96
MISCELLANEOUS DEPARTMENTS				
Tie General Office	0	0	0.00	0.00
Tie Chief Special Agent	0	1	0.00	11.28
Tie Mechanical Engineers	0	0	0.00	0.00
4. Signal Department	1	2	5.14	11.14
5. Dining Car Department	2	0	8.73	0.00
6. Communications	2	2	10.14	10.72
7. King Street Station	3	-	10.34	-----
8. Store Department	4	0	10.73	0.00
9. Engineering Department	2	1	11.19	5.89
10. Electrical Engineers	1	1	29.16	25.01
TOTAL FOR SYSTEM	114	90	8.62	7.06
Train and Yard Accidents	70	96		
Motor Car Accidents	11	10		



PROUD of their beards, and of their safety records, are (left to right) NP Engineer Roy M. Olson, Night Roundhouse Foreman Dale J. Bourgeois and Engineer James F. Boucher of Laurel. The three have a combined total of 72 years of accident-free service with the NP. They are growing their beards for the Montana Territorial Centennial this year.



CONTROL ROOM comes alive as recording session for NP album gets underway.

Coupon for NP Centennial Record

EDITOR'S NOTE: To place order for NP Centennial record, "A Thousand Miles of Mountains," clip this coupon and send with check to Walter Gustafson, Advertising-Publicity Manager, Northern Pacific Railway, St. Paul, Minn. 55101. CHECK BOX NUMBER 1 OR 2 below to indicate type of mailing and fill out application accordingly. Records are \$1.50 each. ADD 25 CENTS PER RECORD FOR U.S. MAIL to cover cost of postage and protective mailer. MAKE CHECKS PAYABLE TO NORTHERN PACIFIC RAILWAY.

SEND _____ RECORDS (S) TO: _____

INDICATE BELOW HOW YOUR RECORD SHOULD BE MAILED

☐ 1 BY RAILWAY MAIL @ your NP office: _____

☐ 2 BY U.S. MAIL to your home address: _____

CITY _____

STATE _____

ZIP CODE _____

Production of the Centennial Record

Candid pictures on this page take you behind the scenes at the National, Bell Sound and Aura Studios in New York City during the production of Northern Pacific's Centennial record.

The action took place last April when some of the top talent in the entertainment world were working to achieve the exact musical background for our "A Thousand Miles of Mountains" story.

Producers, directors, conductors, vocalists, musicians and technicians are shown here during one of their typically brisk, yet remarkably well coordinated sessions.

The end result: a lively, music-filled recording that will provide hours of enjoyment for NP employees and admirers of the railway for years to come.



HUDDLING at session are, L to R, Choral Director Jerry Graf, Brad Morison of BBDO Advertising Agency, Musical Producer Chuck Goldstein and (back to camera) Conductor Norman Richards. NP President Robert Macfarlane looks on.



STRING SECTION of orchestra opens with background music for NP's Centennial recording.



MALE BARITONE SECTION of chorus picks up cue for one of the record's many rousing songs.