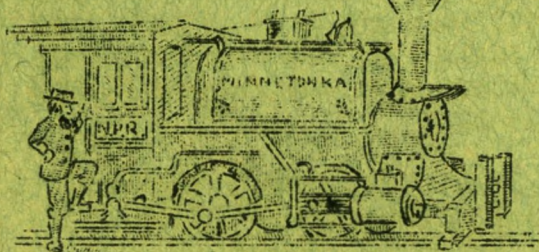




BRIEF HISTORY  
OF THE  
NORTHERN  
PACIFIC  
RAILWAY



THE "MINNETONKA" - FIRST LOCOMOTIVE ON THE NORTHERN PACIFIC RAILWAY



The Northern Pacific railroad, which began its existence in 1864, today continues to be an outstanding institution in the Northwest.

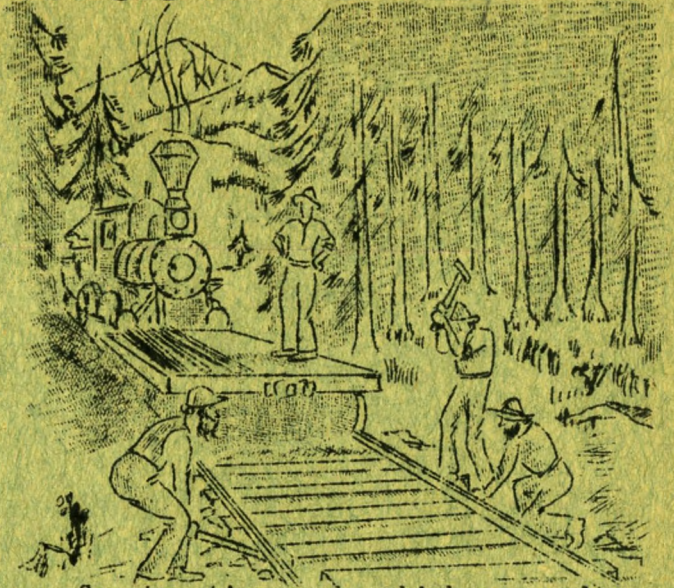
The history of the Northern Pacific teems with romance, courage and industry. It was on July 2, 1864, that President Lincoln approved the act of Congress creating the Northern Pacific. One of the incorporators was General U. S. Grant. Jay Cooke, another incorporator, had been one of the financial geniuses in raising huge funds for the Civil War and he also was a potential force in the earliest days of Northern Pacific financing.

The Northern Pacific, the steelway of which follows much of the course Lewis and Clark, the intrepid explorers pursued in 1804-1806, was the first of the northern transcontinental lines. Its construction was done under the direction of men of great vision. The actual builders of the line were courageous pioneers who found it necessary to cope with nature's obstacles and fight the Indians who inhabited the territory.

On February 15, 1870, at a point now named Carlton, Minnesota, ground was broken during ceremonies which were to launch the building of the railroad.... At this place, which is 20 miles west of Duluth, actual construction was begun in June, 1870.

Six months later construction of the line from Kalama, Washington, to Tacoma, Washington, was started. This was the first standard gauge steam railroad in the state of Washington. Much of the construction material and equipment for this line was carried by boat from Atlantic seaports around Cape Horn to the scene of this construction. The "Minnetonka", the first locomotive of the Northern Pacific Railway, was purchased on July 18, 1870, and was used in construction of the line west from Carlton, for some months.... It was then shipped to San Francisco via the Union Pacific Railway and from there by boat to Kalama. It arrived there in September of 1871 and was used in the construction of the line from Kalama north to Tacoma.

Prior to 1870, the only railroad in Washington, was a portage railroad at the Cascades of the Columbia River. It was a narrow gauge line with wooden rails.



Construction work, which was undertaken near Duluth with a view to fulfilling the charter obligations of building a railroad line from Lake Superior west to Puget Sound, carried the rails as far as Brainerd, Minnesota, in March of 1871. In December of the same year, the rails reached Moorhead, Minnesota and trains moving over the line operated out of Duluth, using the rails of the Lake Superior & Mississippi Railroad between Duluth and Carlton under an agreement. In June, 1872, a bridge was completed across the Red River and the head rails moved into Fargo, N. Dak. In June of 1873, the builders of the new line had pushed as far west as the Missouri River and into Bismarck, N. Dak. At that time, the crews engaged in construction of the Kalama --- Tacoma line were approaching Tacoma. A financial crash, which carried under Jay Cooke and his firm and many other financial institutions, reacted in halting railroad construction. However, work continued in the west until on December 16, 1873, when Kalama and Tacoma were joined by rails. At this time Portland and points east and west were reached by boat from Kalama.

With the Northern Pacific line operating from Kalama to Tacoma on the west and Duluth to Bismarck on the east, con-





struction was held in abeyance for five years.

Building up of towns along the lines already constructed helped to enlarge the railroad's volume of business.

On October 2, 1879, construction in the west was started on a line eastward from Wallula, Washington, while at the Missouri River on the east, in the winter of 1878-1879 construction was taken up heading westward. Before completion of the bridge over the Missouri River in October of 1882, operation over the river was by ferry in the summer and over rails laid on the ice in winter.

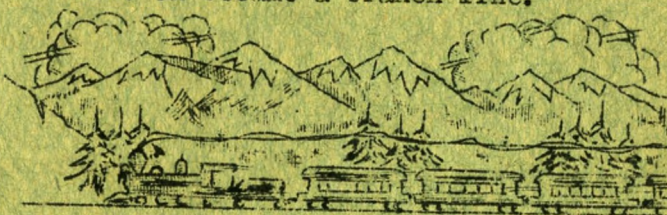
On August 22, 1883, at Gold Creek, Montana, 54 miles west of Helena, the line built east from Wallula met the line built west from Lake Superior. On September 8, 1883, at Gold Creek, elaborate ceremonies signalized the completion of the first northern transcontinental railroad. The Northern Pacific Railroad was linked at Wallula with the eastern terminus of the Oregon Railroad and Navigation Company. This line from Wallula to Portland had been constructed in 1881 and 1882 and was opened to traffic on November 22, 1882. Henry Villard at that time was president of both railroads.

The history of the railroad shows that he endeavored in 1880 to get a traffic agreement by which the Northern Pacific would use this line instead of building its own west of Pasco, Washington. A contract was executed October 20, 1880, but instead of being for permanent use of the line of the Oregon Railroad & Navigation Company, the agreement was that the Northern Pacific was to use the line only until it could build its own.

Thus, a traveler in 1883 could have boarded a passenger train at Duluth and traveled west over the lines of the Northern Pacific through Spokane to Wallula, over the lines of the Oregon Railroad & Navigation Company to Portland, thence by boat on the Columbia River to Kalama and again on Northern Pacific lines to Tacoma.

Since the agreement of October 20, 1880, for use of the Oregon Railroad and Navigation Company's lines from Wallula to Portland was temporary, the Northern Pacific began construction of a link of its transcontinental system from Pasco to Tacoma over the Cascade Mountains in July of 1883. Operation over the Columbia River between Pasco and Kennewick was by ferry from June 1, 1885 until April 13, 1888, when operation over the bridge was begun.

Also in 1883, construction began at Cascade Junction, near Tacoma, pressing eastward to meet the line being constructed from Pasco. Between December of 1876 and November of 1877, a line had been constructed from Tacoma to Wilkeson, Wash. to obtain coal from mines at Wilkeson. That part of this line from Tacoma to Cascade Junction was utilized as main line and the line from Cascade Junction to Wilkeson became a branch line.



At a point two miles west of the summit on a "switchback" line over the Cascade Mountains, the westward and eastward construction crews met at 6 pm on June 1, 1887. Through operation over this line began July 2, 1887. Meanwhile, at the summit of the Cascade Mountains, the Stampede Tunnel construction was started, and operation through the tunnel began on May 27, 1888.

Until 1882, the Northern Pacific trackage in the Pacific Northwest consisted of a line from Kalama to Tacoma and the coal-carrying line from Tacoma to Wilkeson. Surveys, however, had been made to construct north from Tacoma to Seattle and south from Goble to Portland on the Oregon side of the Columbia River. Goble is located across the river from Kalama. Construction started on the Tacoma-Seattle line in November of 1882, and on the Goble-Portland line in April of 1883.





Operation in the Tacoma-Seattle service began July 6, 1884 and in the Goble-Portland service October 9, 1884. In 1900 a new main line from Palmer Junction to Auburn was constructed to improve service from the east into Tacoma and Seattle. The line was put in operation Sept. 1, 1900. In 1901, Northern Pacific service was extended northward when it bought the Seattle International Railroad with a line from Seattle to Sumas, Washington where connection is made with the Canadian Pacific Railway.

Northern Pacific operations between Seattle and Portland continued until 1908 over its rails from Seattle to Kalama, crossing the Columbia River from Kalama to Goble by ferry, thence by rail into Portland. Meanwhile, in 1902-1903 the railroad built a branch line extending south from Kalama to Vancouver, Washington, and this line was opened for through service March 1, 1903. It was rebuilt as main line in 1908, and in that year a bridge across the Columbia was constructed at Vancouver and this then became a part of the Northern Pacific route from Seattle to Portland. The ferry service between Kalama and Goble was then abandoned for through operation of trains. The line from Tacoma to Tenino via Point Defiance was constructed in 1912-13-14. Operation began December 15, 1914. This line eliminates the helper service formerly required on the South Tacoma hill on the old main line.

While the Northern Pacific was expanding its operations in the Pacific Northwest, the company, although it was chartered to build a railroad from Lake Superior to Puget Sound, recognized the importance of the St. Paul-Minneapolis area and took successive steps to serve those cities.

On May 1, 1872, the company leased the Lake Superior and Mississippi Railroad which owned and operated a line from Duluth into St. Paul. Northern Pacific trains were operated over this line. The Lake Superior & Mississippi was reorganized in June of 1877 as the St. Paul and Duluth, and it was from this company that the Northern Pacific bought the St. Paul to Duluth line on June 15, 1900.

In 1877 the Northern Pacific completed construction of the line from Brainerd to Sauk Rapids, Minn. and made an agreement with the St. Paul & Pacific Railroad to use its lines from Sauk Rapids into Minneapolis and St. Paul. Operation over this route from St. Paul to Brainerd began Nov. 1, 1877, and saved 10 hours between St. Paul and Bismarck. By deed dated April 12, 1883, the Northern Pacific bought half of the right of way of the St. Paul & Pacific from Sauk Rapids to Minneapolis and St. Paul and in 1883 and 1884 built its own line paralleling the St. Paul & Pacific.

A further shortening of more than 27 miles in the distance between St. Paul and the west was made in 1889 when the line from Little Falls to Staples was constructed.

In 1880 the Northern Pacific decided to build a line from Thomson Junction (now Carlton) to Lake Superior at the Montreal River (east of Ashland) in order to connect with eastern railroads already constructed and some proposed. The line was completed to Ashland and operation over it began on January 1, 1885.

The Northern Pacific reached Butte via the line of the Utah Northern Railway from Garrison, by lease dated August 1, 1886. The first Northern Pacific train reached Butte that day. The line constructed from Logan to Butte in 1889-1890, shortened the distance to Butte from the east by about 100 miles.

The Spokane, Portland & Seattle Railroad which operates between Spokane and Portland and Astoria and Seaside, owned jointly by the Northern Pacific and the Great Northern, was built between November 1905 and November 1908.

The Northern Pacific has built numerous branch lines, endeavoring always to give service in advance of the requirements of the territory it serves.

Following the trail of Lewis & Clark the Northern Pacific traverses the natural scenic route to the west. Its premier train, THE NORTH COAST LIMITED, operates between Chicago, St. Paul-Minneapolis, Spokane and the North Pacific Coast cities Seattle, Portland and Tacoma.

The original NORTH COAST LIMITED was put in service on April 29, 1900.