

"Last Spike" Ceremony — Gold Creek, Montana Territory — September 8, 1883

The year 1963 marks the 80th anniversary of the completion of Northern Pacific's main line forging the first rail link between the Great Lakes and the North Pacific Coast. This illustration is a reproduction of a painting based on actual photographs made at the time. General Ulysses S. Grant is shown holding the spike mallet. At his left is Henry Villard, then president of the Northern Pacific. Special trains brought many prominent people to this historic event, including business and civic leaders, government officials and foreign dignitaries.



NORTHERN PACIFIC RAILWAY COMPANY





# *Construction Era of the* **NORTHERN PACIFIC RAILWAY**



NP grading crew constructing railroad right-of-way in Dakota Territory, 1879.

## *A Pictorial History*

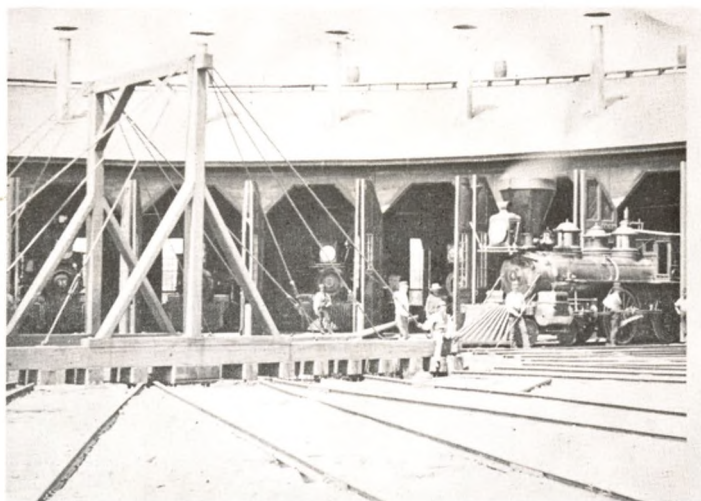
Issued in July, 1964,  
in conjunction with  
the 100th Anniversary  
of the signing of the  
Northern Pacific Rail-  
road charter by Presi-  
dent Abraham Lincoln.







FIRST HEADQUARTERS of Northern Pacific Railroad were at Brainerd, Minn., in 1871. Later, general offices were moved to St. Paul.



BRAINERD ROUNDHOUSE and car shops housed these wood-burning NP locomotives as construction forces pushed westward in 1877.



FARGO-MOORHEAD in 1879. NP rails lined both sides of levee as the two cities expanded on Minnesota and Dakota Territory border.

## Northern Pacific Charter Centenary

President Abraham Lincoln signed the charter authorizing building of the Northern Pacific Railroad from Lake Superior to Puget Sound on July 2, 1864. Construction was begun in 1870, progressed rapidly for three years, suspended during five years of Indian wars, financial crisis and unforeseen engineering difficulties, and was completed, finally, in 1883. Within seven years of that date, the entire tier of northwestern territories has gained sufficient population to enter the Union as states. The untold hardships involved in building the first northern transcontinental line can best be told, perhaps, in the accompanying series of Northern Pacific pictures, taken during the Railroad's construction era of 1870-83.

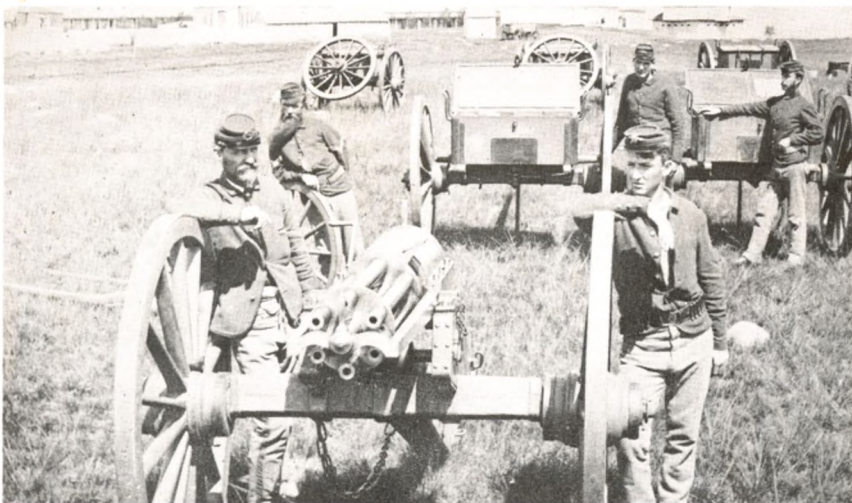


RAILS ON ICE allowed Northern Pacific trains to cross Missouri River from Bismarck to Mandan during winters of 1879-82.



FERRY BOATS carried NP trains back and forth over Missouri River in summer. Bismarck Bridge was completed in 1882.





During construction of the Northern Pacific line west, soldiers (shown above with Gatling gun) at Ft. Lincoln near Bismarck provided protection for work crews and early rail travelers. NP time folder ad (right) featured military protection of the route. General George A. Custer (shown on bear hunt at left) rode into tragic massacre at the hands of the Sioux during a lull in NP construction in 1876.

## "The Custer Route"

— TO THE —

# BLACK HILLS

IS THE ONLY ROUTE HAVING

## United States Military

PROTECTION.

The United States Government, recognizing the importance of this, the only first-class route to the Hills, have established a military post near the Foot Hills to protect the line from Bismarck to the Black Hills, thus making it as safe and free from danger in traveling as in any part of the States.

In addition to the protection given by United States troops, the Company have established a system of Outriders, two of whom accompany each coach. They have also adopted a plan to further protect passengers from raids by Road Agents. Passengers before starting can deposit all moneys not required for expenses of meals, etc., on the road, with their agent, and secure a draft for the amount on their agent at the other end of the line, thus obviating all danger of loss.

## Elegant Palace Sleeping Cars

— BETWEEN —

**ST. PAUL AND FARGO,**

ALSO

**DULUTH and FARGO**

ON

**Northern Pacific Road,**

On all Night Trains, also between  
CHICAGO and ST. PAUL.

## GOOD EATING HOUSES

Are located at convenient points along the Line, between Chicago and Bismarck, and ample time always allowed passengers FOR MEALS.



CHINESE LABORERS, some of 15,000 hired during NP construction, ride hand car along Clark's Fork River in Montana.



NP CREWS at work in western Dakota Territory, 1880. Besides large Chinese work force, 10,000 American laborers took part in NP line construction.





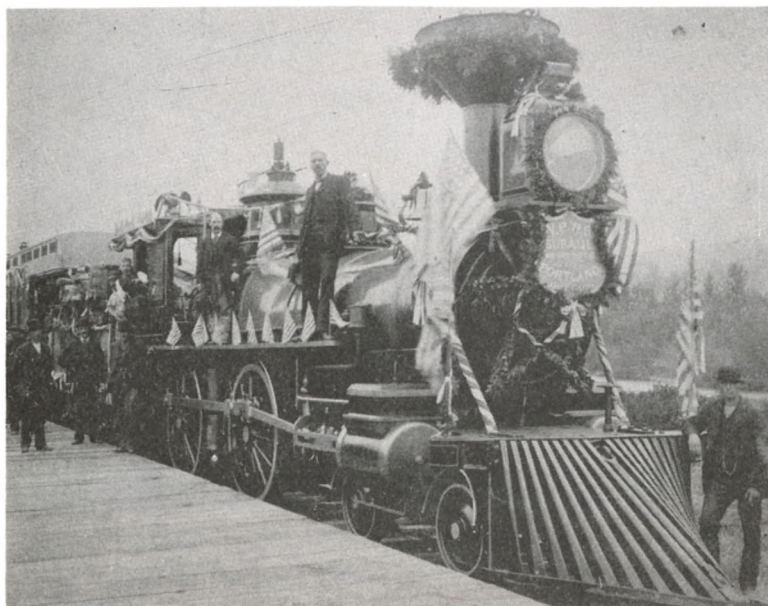
TESTING NEW BRIDGE--a fleet of NP locomotives are sent on test run over Bismarck Bridge on Missouri River on Oct. 23, 1882.



NP PAYROLL CAR was stopped on Marent Trestle in Montana Territory in 1883 to have this picture taken of crew members.



MISSOULA, MONT., engine houses were servicing point for fleet of NP locomotives that arrived in 1883.



LAST SPIKE celebration for the NP was held on Sept. 8, 1883, at Gold Creek, Mont. Gayly decorated train at left was one of four that brought visiting dignitaries--including ex-President U.S. Grant--to help Northern Pacific President Henry Villard commemorate the occasion.







MAIN STREET OF THE NORTHWEST