

FOR RELEASE:

WEEKEND EDITIONS



May 22, 1968

Northern Pacific Railway Co. has entered into a 99-year lease with Section Eleven, Inc., for development of a year-round recreation homesite community in the Gold Creek area near Snoqualmie Pass.

The mile square community is named Ski Tur Valley.

Approval of the long term lease was given at a recent meeting of Northern Pacific directors in St. Paul, Minn. Section Eleven, Inc. has had possession of the railroad-owned section of land since 1965 when it began formulation of development plans.

W. G. Holbrook, president of Section Eleven, is former district ranger for the U. S. Forest Service at Cle Elum. He said that his company is launching a full-scale sales and development program as a result of the full-term lease.

Individual homesites are being sold on leasehold, Holbrook said, for the full term of the master lease, August 31, 2064. Seventy sites are ready for sale. A Norwegian development plan in which all sites are circular and surrounded by an unbroken, wooded common has been utilized.

A homeowners association has been incorporated to provide for maintenance of roads and utilities. Covenants and building restrictions enforced by the association are to aid in protection of individual investment in recreation homes within Ski Tur Valley, Holbrook said.

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The 640 acres of valley floor and low mountainside are one mile north of Lake Keechelus on Gold Creek Road. The section of land is surrounded by snow peaks and traversed by Gold Creek. Although suitably secluded from Interstate 90, Ski Tur Valley is within easy access of four ski resorts in the Snoqualmie Pass area.

The community was named Ski Tur Valley because the unusual mountain valley has long been a favorite with native Norwegian skiers who seek cross-country ski terrain.

NEWS

FROM NORTHERN PACIFIC RAILWAY

Documents recording a century of history covering the earliest development of the northwest tier of states from Minnesota to Washington were presented to the Minnesota Historical Society today by Northern Pacific Railway Company.

A contract was signed by Louis W. Menk, Northern Pacific president, Elmer L. Andersen, former Minnesota governor and president of the Society, and Russell W. Fridley, the Society's director, agreeing to terms under which the papers will become part of the Historical Society's permanent collection.

The Northern Pacific papers represent the largest, most significant and complete single collection of archival material relating to the development of the states of Minnesota, North and South Dakota, Montana, Idaho, Washington and Oregon, according to Dr. K. Ross Toole, Hammond Professor of Western History at the University of Montana, Missoula.

Fridley said the significance of the collection lies not only in its quantity, but in the broad scope of activities it documents. Some of the papers pre-date the signing by President Abraham Lincoln of a charter granted by act of Congress in 1864 authorizing construction by Northern Pacific of a transcontinental railroad from the Great Lakes to Puget Sound.

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"With an unusual sense of history," Fridley said, "Northern Pacific's officials and administrators preserved through all these years the papers that describe the dramatic story of the railroad's extension from Lake Superior and the Mississippi River over the northern plains to the Pacific Coast."

The first of the northern transcontinentals was completed with the driving of the Northern Pacific's last spike at Gold Creek, Mont., on Sept. 8, 1883.

The papers given to the Historical Society include correspondence files, financial and land records, papers relating to publication of the Northwest Magazine, and documents on the company's activities in promoting immigration and settlement by Europeans, many of whom became employees as well as customers of the railroad.

Former Governor Andersen called the gift a "vast and truly remarkable collection of papers documenting more than 100 years of the Northern Pacific's corporate life and the development of the Northwest."

Transfer of the records will begin at once from the company's Como Records Building near Midway Stadium in St. Paul to the Historical Society Building next to the State Capitol.

In the old files, many of them carefully locked away in wooden storage boxes, is revealed the company's interest in the timber, mineral, and agricultural development of the northern plains region from Minnesota to Puget Sound, and early day stock records reveal the history of its 91 branch lines, and the broad financial support of the company, not only from eastern financiers, but a wide spectrum of average small investors throughout the country.

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Scrapbooks of newspaper clippings reveal in criticism as well as praise the important place the railroad held in the economic, social and political life of the whole northern region. In days long before the Marshall Plan and foreign aid, the papers reveal how the railroad was called on to advise and assist railroad builders in other countries.

Its relations with western plains Indians whose reservations it crossed, its role in promoting tourism in the west, and particularly in Yellowstone Park, and its intimate contact in freight, passenger service with the hundreds of small towns through which its tracks were laid, are all part of the story told in these papers.

The Society's interest in the records, according to Fridley, goes back to the early 1930s when Solon J. Buck, former director of the Society and Archivist of the United States, first approached company officials and urged them to consider giving at least a part of the records to the Society for permanent preservation. Although the records were preserved by the Company and a number of scholars through the years have been allowed to use them, it was not until 1967 that negotiations were begun in earnest for their transfer to the Society.

Arrangements for the transfer of the papers were concluded by Menk, by Frank S. Farrell, vice president and general counsel for the railway, and by Andersen, Ronald Hubbs and Hugh Galusha for the Historical Society. The latter are all members of the Society's governing board and are keenly interested in contributions of the Northern Pacific to state and regional history.

Preliminary inventories were started in 1967 on the records. Inventory work now under way is expected to be completed within about two years under direction of Mrs. Helen M. White, associate curator. The work is being done by the Society's Manuscripts Department.

Northern Pacific's Como Records Building has more than 12,000 square feet of floor space and contains about 6,000 individual file boxes, each the size of an average file drawer. There are in addition many large wooden crates containing larger items such as ledgers, letter-impression books, land records, diaries and books of news clippings.

The Historical Society will use newly devised data processing techniques to prepare inventories of the historical material and expects that the records will soon be available for use by qualified scholars under terms of the contract.

Menk said Northern Pacific's decision to give the records to the Minnesota Historical Society was influenced in part by the fact that the company has almost always headquartered in Minnesota, first at Brainerd and then at St. Paul, and by the Society's "competence as demonstrated through the years in preservation of so many of the papers of Minnesota's political and business leaders."

Under terms of the agreement, the papers will be available to Northern Pacific officials for continued reference, Menk said.

"The Society has an excellent reputation," Menk said, "both for its significant manuscripts collection and its highly qualified staff for handling collections such as that of the Northern Pacific. An impressive number of American and foreign scholars come to Minnesota to use the Society's collection. We hope these Northern Pacific papers will open new vistas for historical research."

Andersen said that addition of the Northern Pacific documents to the Society's collection will make the Society one of the most important centers for railroad history in the United States.

Dec. 24, 1968

NEWS



NORTHERN PACIFIC RAILWAY

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Northern Pacific Railway Co. announced today that it has been authorized by the Interstate Commerce Commission to build a branch line to serve the Wahluke Slope area in Franklin and Grant Counties, Washington.

Northern Pacific's application to construct the 55-mile branch line between Mesa and Mattawa, Wash. was approved by the Commission in a decision released on Oct. 5, 1967.

Completion of track construction would enable Northern Pacific to provide direct rail access to and from the developing agricultural area which is to receive extensive irrigation through the Columbia Basin project.

Northern Pacific vice-president and western counsel, Dean H. Eastman, Seattle, said we are pleased to have received this authority. Construction of the branch line is a natural extension of current Northern Pacific operations in the Columbia Basin and Tri-Cities area of Richland, Pasco and Kennewick.

"Pasco is geographically the natural trading center for produce from the Wahluke Slope," Eastman said, "and without direct rail access to the Tri-Cities, the Slope would not realize its economic potential."

Eastman said further that fruit ranches located on the slope will be very closely allied to the mature fruit industry of the Yakima Valley for marketing, purchasing of supplies and storage.

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The area to be served by the railway includes 41,000 acres now under irrigation in the Basin City area, along with 75,000 acres to be provided irrigation between 1966-1968, and 49,000 acres to be provided irrigation between 1968-1975. The irrigation plan is scheduled to progress from the eastern portion of the slope to the west, the same direction in which the railway plans to schedule construction of the branch line.

According to the ICC order, construction must begin within 90 days and be completed by Jan. 1, 1969. Construction cost of the entire project is estimated at approximately five million dollars.

Railway officials said construction of the branch line will begin as soon as all legal problems are resolved.

Roger J. Crosby, Northern Pacific assistant western counsel in Seattle, pointed out that the ICC order will become effective within 30 days. If the Milwaukee Road which has been competing with the Northern Pacific for the right to serve the slope appeals the decision, a three-judge federal court will be convened to consider the appeal.

Crosby explained that if the special court is convened and approves the original Commission ruling, and the Milwaukee Road wants to appeal further, the matter would rest with the U. S. Supreme Court.

10/9/67

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NEWS



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WHITE SWAN INDUSTRIES, INC. - YAKIMA INDIAN NATION
Wapato, Washington

FOR RELEASE AFTER PM, OCTOBER 28

No ordinary dedication was the one held at the White Swan Industries, Inc., plant at Wapato, Washington, Saturday, October 28.

The new plant erected on Yakima Indian Reservation land at Wapato, and financed by the Yakima Indian Nation and private capital, with loans from the Economic Development Administration, represents a major forward step toward the goal of Indian self-sufficiency.

The modern plant, brain child of J. J. Goldstein, president of White Swan Industries, Inc., will manufacture furniture, specifically reclining rockers and occasional chairs.

The 110,000-square foot plant is already in production and includes among its employes approximately 160 Yakima Indians, many of them members of the same family.

Dedication ceremonies included an address by the Honorable Robert L. Bennett, Commissioner of Indian Affairs, Washington, D.C., who was the main speaker. Prominent civic leaders and government officials attended as well as members of the Yakima Indian Tribal Council.

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10-28-67

NEWS



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A joint statement by the presidents of Great Northern, Northern Pacific, Burlington and Spokane, Portland & Seattle railways about authorization by the Interstate Commerce Commission of the merger of these companies.

The Interstate Commerce Commission decision approving merger of Great Northern, Northern Pacific, Burlington and Spokane, Portland & Seattle railways "is deeply gratifying, and confirms our belief that consolidating these railways into a dynamic, new transportation system is in the public interest," the presidents of the railways said in a joint statement today.

Comment on the commission's decision was shared by John M. Budd, Louis W. Menk and William J. Quinn, presidents of Great Northern, Northern Pacific and Burlington, respectively. Mr. Menk also is president of the Spokane, Portland & Seattle railway, which is owned jointly by NP and GN. Approximately 98 per cent of the Burlington's stock is owned equally by GN and NP. The presidents' statement:

"The commission's approval of our merger proposal, reversing its decision of April 27, 1966, is deeply gratifying, and confirms our belief that consolidating these railways into a dynamic, new transportation system is in the public interest.

"We earnestly share with the thousands of agricultural and industrial shippers who supported the merger proposal the hope that the commission's decision will make possible complete fulfillment of our plans for more efficient, beneficial railway operations in the regions we now serve.

"However, we are reserving further comment on the commission's action until after we have had an opportunity to carefully study the entire decision, and appraise its effect on our merger plans."

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NEWS



From the
NORTHERN PACIFIC RAILWAY
Advertising and Publicity Department, St. Paul 1, Minn.

For release at NOON, TUESDAY, SEPT. 15

PORTLAND, ORE.—Sept. 15—An historical marker commemorating arrival of the first transcontinental train in Portland 76 years ago this month was unveiled here today.

The occasion was a luncheon meeting sponsored by the Oregon Historical Society and the Portland Downtown Kiwanis Club in observance of Oregon Centennial Railroad Day, at which Robert S. Macfarlane, president of the Northern Pacific railway, was the speaker.

Mr. Macfarlane recounted the career of Henry Villard, the German emigrant, who arrived in America at the age of 18, penniless and unable to speak English. Mr. Villard rose to the presidency of Northern Pacific in 1881, after a brilliant career in journalism, finance and west coast transportation. He was NP president when the first northern transcontinental line was completed Sept. 8, 1883, and rode the first train into Portland following the "last spike" ceremony at Gold Creek, Mont.

Guest of honor at the luncheon today was a grandson of Henry Villard, Prof. Oswald G. Villard, Jr., of Stanford University, who unveiled the historical marker.

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9/15/59

NEWS



From the
NORTHERN PACIFIC RAILWAY
Advertising and Publicity Department, St. Paul 1, Minn.

The world's first all-roller bearing locomotive was reduced to a heap of scrap last week.

The Northern Pacific railway, now completely dieselized, announced that its once-famous No. 2626 was dismantled for scrap at the company's South Tacoma, Washington, shops.

This trim locomotive probably had covered more of the nation than any steam unit ever built. As Timken Roller Bearing company's No. 1111 -- the "Four Aces" -- she was tested over the tracks of 12 railroads from coast to coast between April 4, 1930, when it was first placed in service, and Jan. 2, 1933, when she was acquired permanently by the NP, the last testing road. For this was the first of her kind, the world's first all-roller bearing locomotive.

In 1926 the Northern Pacific had designed and ordered the first of its 4-8-4 Northern-type locomotives, which came equipped with the customary half bearing of crown brass. After acquiring the Alco-built No. 1111, the railway ordered roller bearings on all subsequent purchases of Northerns.

On Jan. 4, 1932, the 1111 chalked up its one hundred-thousandth test mile near Colgate, Montana, while in the service of the NP. In March it was disassembled at the company's Brainerd, Minnesota, shops and inspected by Northern Pacific and Timken officials.

NEWS



From the
NORTHERN PACIFIC RAILWAY
Advertising and Publicity Department, St. Paul 1, Minn.

After she had become NP property, the locomotive's design was altered to meet the conditions prevailing on the northern transcontinental route. From then until Aug. 4, 1957, old 2626 compiled a log of more than 2,100,000 miles, consuming more than 80,000 tons of coal, 9,000,000 gallons of fuel oil -- following its conversion in 1946 -- and more than 17 $\frac{1}{2}$ million gallons of water in the process.

This "new departure" engine and her progeny were placed in service powering NP's famed North Coast Limited between St. Paul and the North Pacific Coast. Later they were used on other passenger runs and in freight service.

The faithful 2626 made her last stand in regular service on the line between Seattle and Portland. On her final run she hauled a trainload of steam rail fans from Seattle to Cle Elum, Washington, on Aug. 4, 1957.

She was first scheduled for the scrap heap five months later, but earned a reprieve when a few individual rail fans began making inquiries about her possible preservation. The NP had the historic engine removed to the Seattle roundhouse to await the outcome. But company officials waited in vain and finally, in the closing days of August, she was once more sent to South Tacoma for the last rites.

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9/24/58