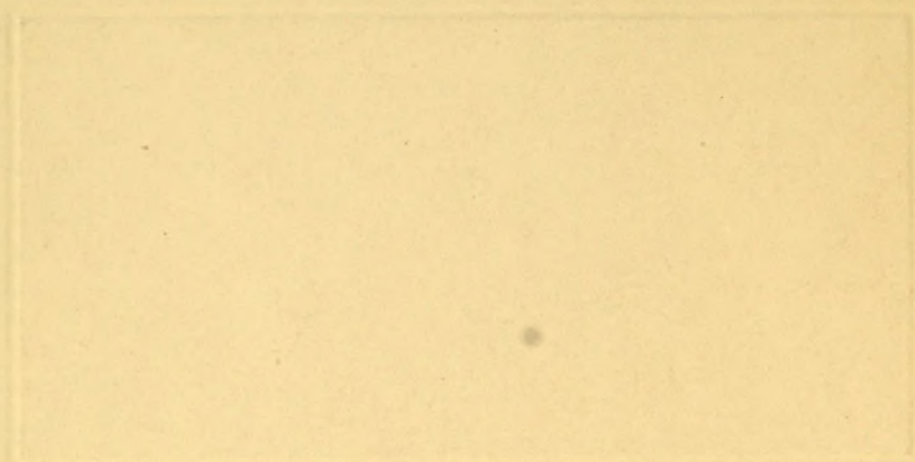


*Northern Pacific
Train Service*
❖ 1910 ❖

*"On the Wings
of the Wind"*



Northern Pacific
Train Service
1910

"Of the Wind"
"Of the Wind"

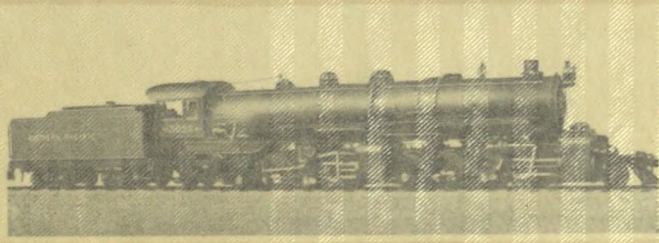
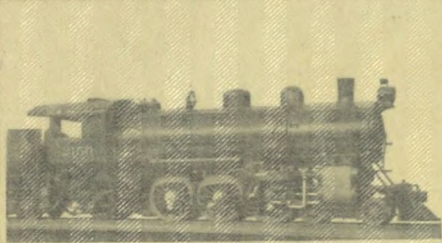
"On the Wings of the Wind"



Northern
Pacific

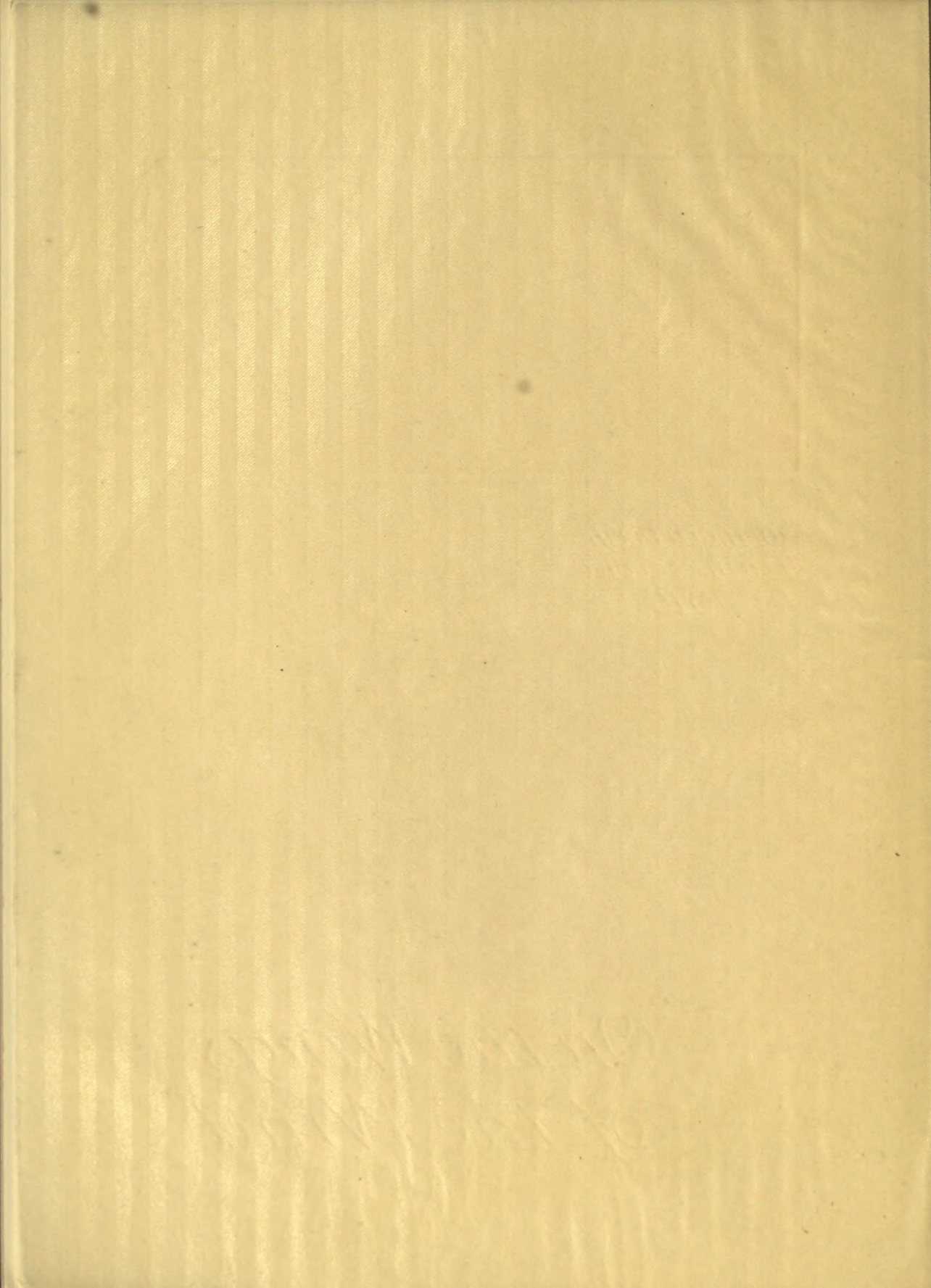


Train
Service



"THE PAST AND THE PRESENT"

A Contrast of the Locomotive of 1880, with the Gigantic Passenger and Freight Engines of Today.



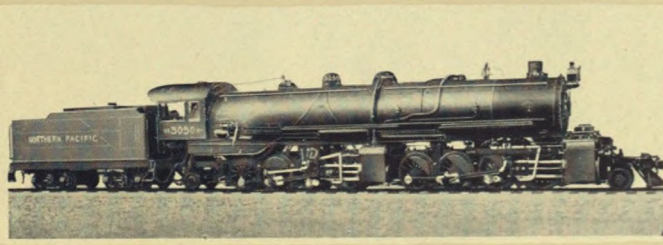
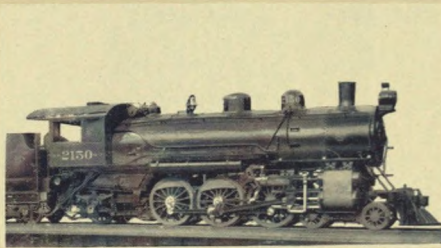
"On the Wings of the Wind"



Northern
Pacific



Train
Service



"THE PAST AND THE PRESENT"

A Contrast of the Locomotive of 1880, with the Gigantic Passenger and Freight Engines of Today.



Over the Scenic Highway

The Pioneer Line



WENTY-SIX or seven years is not a long time in the cycle of the ages, but it has sufficed to encompass the up-building of a vast industrial and agricultural empire along the "Scenic Highway Through the Land of Fortune," which is to say—the Northern Pacific Railway. It was in 1883 that this great thoroughfare was completed and the traveler who makes the trip from St. Paul—Minneapolis to the Pacific in 1910, if perchance he searches with eyes which last saw the country from the prairie schooner of pioneer days, will have hard work to find a single familiar spot upon the landscape.

The surface of the country in general has undergone a marvelous transformation, and where once, perhaps, the blood of a martyred pioneer mingled with the desert sands, today a colossal irrigation system is watering that same arid waste and making it to "blossom



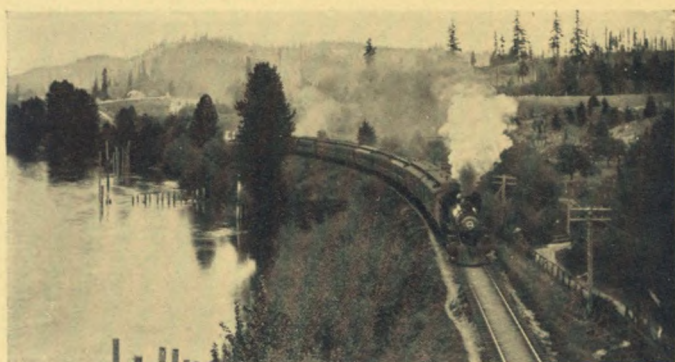
as the rose." Where once the signal fires of belligerent Sioux lighted the zenith with their lurid glare, today the belching stack upon a mammoth factory paints the sky with flaming red and turns the midnight into noon.

The hardy engineers who carried the railway lines westward over the forbidding mountains risked their lives in exposure to the elements, to the perils of precipitous trails and to the treachery and cunning of savages. The story of the building of the Northern Pacific is one which, even on the dry and inert page of printed history, is full of romance, adventure and brave deeds. It is again the oft-told story of the sturdy settler who won the West from the spell of the great wilderness and made it a goodly land in which to live.

For twenty-seven years the Northern Pacific has aided and fostered the growth of the Northwest, until today the territory it serves enjoys such measure of progress and prosperity as is to be found along no other route through this section of the country. Additional mileage, either projected or actually under construction, will still further increase the efficiency of Northern Pacific service during the present year.



New Station at North Yakima, Washington



In the Picturesque Evergreen State

The North Coast Limited

It was in the summer of 1900 that the Northern Pacific Railway inaugurated the "North Coast Limited"—between St. Paul-Minneapolis, Spokane, and the growing cities of Puget Sound and the North Pacific Coast States. This made two daily transcontinental trains at that time in operation both west and east bound.

Time and money were spent unreservedly to make the "North Coast Limited" the equal, if not the superior, of any train in the world. The results compensated. Its popularity was instantaneous, and the steadily increasing demand for its accommodations soon made it an all-year instead of a summer train, as was the original intention.

And the "North Coast Limited"—started ten years ago in an experimental way—has not only "made good," but is today operated as a first-class sleeping car train exclusively—an innovation in train service in the Northwest.

Nor is that all; for this season—1910—witnesses four daily through, solid-vestibuled, electric-lighted trains between St. Paul—Minneapolis, Spokane and the Coast, one of which runs through from Chicago to Portland and Puget Sound points without change, while another, or fifth, operates daily between St. Louis, Kansas City and the North Coast by way of Billings. The lines of the Burlington Route are used by these trains between Chicago and St. Paul and between St. Louis and Billings. Convenient connection with the transcontinental service is maintained from and to Duluth-Superior and Winnipeg, and on one train a through electric lighted standard sleeping car is operated daily between Duluth-Superior and Puget Sound.

The "North Coast Limited," trains 1 and 2 provide daily service between St. Paul—Minneapolis, Fargo, Billings, Bozeman, Butte, Helena, Missoula, Spokane, North Yakima, Ellensburg, Seattle, Tacoma and Portland. There is connecting daily cafe-observation car service from Duluth-Superior. Detailed schedules will be found in the current time tables.



The North Coast Limited





"All the Comforts of Home" in the Observation Car

The "North Coast Limited" is electric-lighted throughout. Dining cars, affording service a la carte, are operated through without change.

The interior finish of all "North Coast Limited" equipment is strikingly beautiful. The color scheme is worked out in harmonious shades, giving an effect pleasant to the senses and restful to the eye. Simplicity and richness of design are everywhere apparent. Elegance, without affectation, is the keynote.

The sleeping cars are of the fourteen-section and drawing-room or ten-section, two compartment and one drawing-room type. Each drawing-room and compartment has complete toilet facilities. A spacious smoking-room and lavatory for men, at one end, and a commodious and attractive dressing-room for women at the other, provide every necessary toilet accessory for the occupants of the open sections. Individual electric berth lights in both upper and lower berths, electric fans and a patent ventilating device make for thorough comfort.

The drawing-rooms contain both an upper and a lower double berth and a comfortable couch, which can



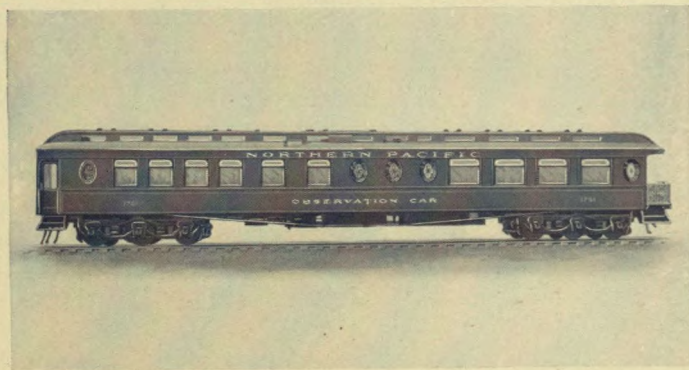
be made up into a bed of ample size. A private lavatory-toilet room adjoins each drawing-room. The compartments contain an upper and a lower berth and a folding lavatory of compact, yet convenient style.

A new feature of the main lavatory in these sleeping cars is the dental basin—a small metallic bowl, with overhanging faucet, where the teeth may be cleansed easily and with running water.

The spacious observation-library-buffet car is an attractive feature of a service notable in many respects. A roomy observation parlor, opening upon a broad, semi-inclosed and awninged platform, affords a delightful place to read or view the scenery.

Complete correspondence facilities, including embossed stationery, are at hand in a cozy nook wherein is placed a writing desk. Books from the one-hundred-volume library of fiction, travel, history, poetry and humor may be obtained upon application to the porter. The latest issues of leading magazines, in padded covers, are upon the shelf.

Clothes-pressing service, a barber, a bathroom (with shower), a buffet, where are served fine cigars and beverages—leave nothing to be desired.



The Spacious Observation-Library Car





Drawing-room Sleeping Car Interior



The Bath: Observation Car

The Northern Pacific Express

Travel across the continent during the season of 1909 taxed the utmost capacity of the carriers. In order to provide for its greatly increased traffic the Northern Pacific management established solid through trains between Chicago, St. Paul-Minneapolis, Billings, Butte, Helena, Missoula, Spokane and the North Coast, Seattle, Tacoma and Portland, daily in each direction.

These trains—known as the Northern Pacific Express, west bound, and the Atlantic Express, east bound, numbers 3 and 4, travel on a fast schedule—72 hours between Chicago and Portland—and are equipped in complete fashion to satisfy the varying wants of their numerous patrons. Single individuals, couples or parties; those desiring drawing-room or open-section sleeping car accommodations, or those wishing to “go tourist,” will find in trains 3 and 4 their every want supplied. A coach and smoking car are also carried.

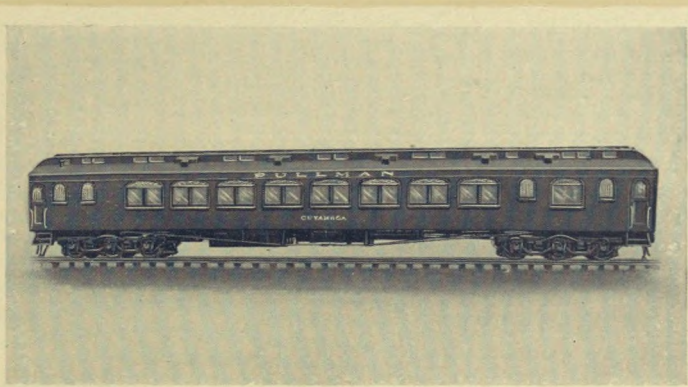
Electric lighted throughout, with a la carte dining cars, and observation-library-buffet cars, these trains

are the equal of most "Limiteds" and superior to most "ordinary" trains. Through drawing-room and tourist sleeping cars are operated on trains 3 and 4 between Chicago and Portland, and Chicago and Seattle, via St. Paul. The Chicago-Seattle tourist car is carried on train 7 from St. Paul to Seattle, west bound. Observation-library-buffet cars and a la carte dining cars provide every comfort.

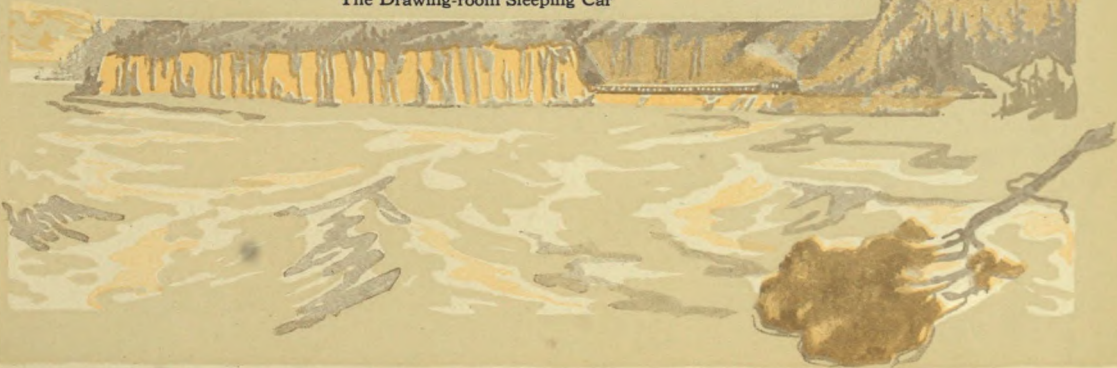
The Western and Eastern Expresses

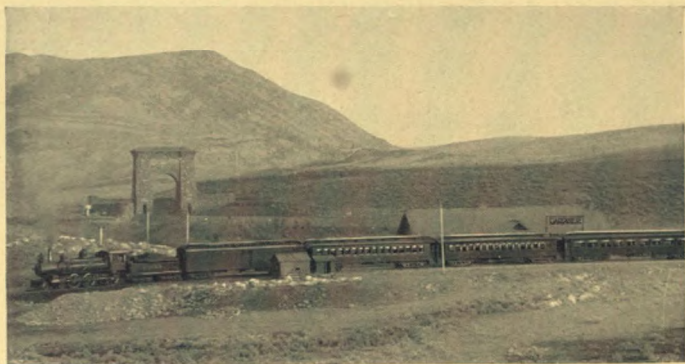
The Western and Eastern Express, numbers 5 and 6, provide daily through standard drawing-room, open-section and tourist sleeping car service between St. Paul-Minneapolis and Billings, Helena, Butte, Missoula, Spokane, Seattle and Tacoma, with direct connection for Portland. They also carry day coaches, smoking car and a through dining car and are entirely electric lighted.

There is a connecting daily train with coach, smoking car and cafe-observation car from and to Duluth and Superior and a connecting daily train with coach, smoking car, parlor-dining car and parlor-observation car from and to Winnipeg.



The Drawing-room Sleeping Car





At Gardiner—Official Entrance to Yellowstone Park


The Pacific Coast—Twin City Expresses

The Pacific Coast Express and Twin City Express, numbers 7 and 8, carry standard sleeping cars between St. Paul—Minneapolis and Spokane, between Duluth—Superior and Tacoma, and west bound number 7 also carries standard sleeping cars from St. Paul to Fargo, from Spokane to Seattle and a tourist sleeping car from St. Paul to Seattle. Trains 7 and 8 also carry a tourist sleeping car between St. Paul—Minneapolis and Spokane, coach and smoking car between St. Paul—Minneapolis and Tacoma and a dining car through. They are entirely electric lighted. Their schedules are convenient and they serve the great intermediate territory in an expeditious and yet thorough manner.

The Puget Sound Express

The Puget Sound Express and Mississippi Valley Express, numbers 41 and 42, afford daily through electric-lighted drawing-room and tourist sleeping cars and chair cars or coaches between St. Louis, Kansas City, St. Joseph,





Denver (over the Burlington Route), and Billings, Butte, Helena, Missoula, Spokane, Seattle, and Tacoma, with direct connections to and from Portland. Dining car service, a la carte, for all meals.

The Yellowstone Park Service

Through sleeping cars to and from the Yellowstone Park gateway at Gardiner, are operated daily during the Park season—this year June 15 to September 15. They are carried from St. Paul to Gardiner on train 3, from Gardiner to Seattle on train 41, from Seattle to Gardiner on train 42, and from Gardiner to St. Paul on train 8.

The "Interurban" Service


The Puget Sound Limited is a fast daily train running between Seattle, Tacoma and Portland, carrying coaches, dining and parlor cars.

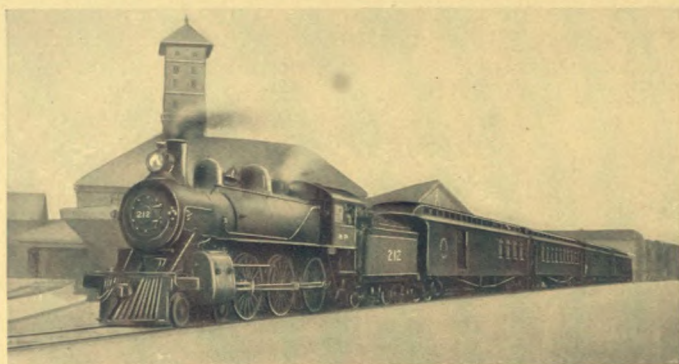
The Grays Harbor Limited is a quick daylight train between Seattle, Tacoma, Olympia, Aberdeen and Hoquiam, carrying coaches and cafe-parlor-observation car.



COPYRIGHT BY KISER FOR N. P. RY.

Along the Scenic Columbia on the way to Portland





The Puget Sound Limited

The Spokane Limited is a daily flyer between Seattle, Tacoma and Spokane, carrying standard sleeping cars, modern coach, smoking car and dining car.

The Portland-Vancouver Special is a through day train, running between Portland and Vancouver, B. C., via Tacoma and Seattle, carrying day coaches, dining car and parlor-observation car.

The Lake Superior Limited is a fast, luxurious, electric lighted daily train, running between Minneapolis-St. Paul and Duluth-Superior, carrying parlor and cafe-observation cars. Two other fine trains also operate between the "Twin Cities" and the "Twin Ports." A morning train in each direction carries a cafe-observation car and affords an enjoyable, daylight trip through this beautiful Minnesota country.

The Manitoba Limited is a fast day train between Winnipeg and the "Twin Cities." It carries coach, smoking car, parlor-dining car and parlor-observation car.

Numerous other daily trains provide convenient service between St. Paul, Minneapolis, Brainerd and International Falls; between St. Paul, Minneapolis and

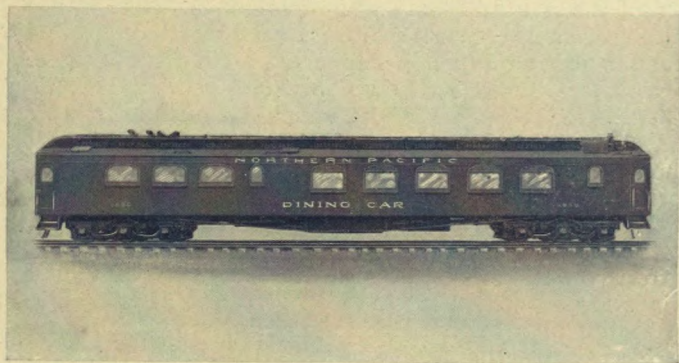
Fargo, Jamestown, Leeds, Bismarck and Mandan. Those which operate by night have standard sleeping cars and all are equipped with commodious coaches and smoking cars.

Through daily service of standard sleeping cars, coaches and smoking cars is maintained between Spokane and Walla Walla; between Seattle and Walla Walla and between Seattle and Lewiston, Idaho.

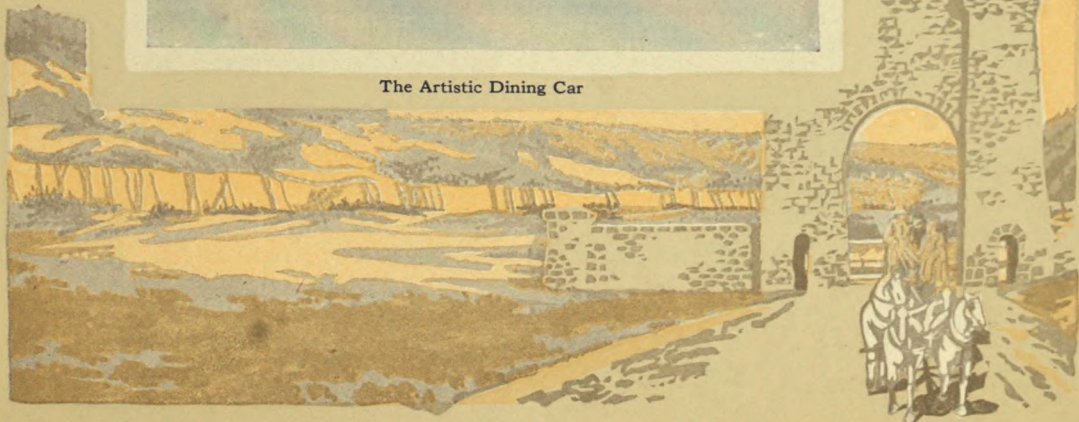
Double daily service with cafe-parlor-observation cars is operated between Spokane and Lewiston.

Our Dining Car Service

The Northern Pacific has unusual facilities for supplying edibles to its dining cars. A fifty-two acre poultry farm at Kent, Wash. (seventeen miles east of Seattle), affords the supply of fresh eggs. Each egg is stamped N. P. R. P. & D. F., meaning "Northern Pacific Railway Poultry and Dairy Farm." The dairy farm, with 300 thoroughbred milch cows, provides the milk and cream supply, which is constantly inspected and tested.



The Artistic Dining Car





Interior of the Dining Car

This season an extensive truck garden is being laid out at Paradise, Montana, to supply vegetable products for the service. Large bakeries in Seattle and St. Paul, operated by the company, furnish all the bread, cake, pies and French pastry served. The butter used is unsalted, and is from Washington creameries. Wrappings of oiled paper protect it from contamination. The bread is also wrapped in tissue until cut for the table. A specialty is made of the Northern Pacific **GREAT BIG BAKED POTATOES**, which are unusually large and are selected because of their size and quality. The drinking water served is from the Pokegama Springs at Detroit, Minnesota. It is filtered and bottled at the springs. Afternoon tea with fruit cake, is served gratuitously upon request, to standard sleeping car patrons on all five transcontinental trains. Haviland chinaware, decorated with a dainty Scotch thistle design, is used on all Northern Pacific dining cars. The silverware is of attractive design, bearing a special monogram.



Our chefs are experts, our waiters carefully picked and trained. A corps of dining car instructors is maintained to insure perfection in service.

New dining cars of special design just from the builders are operated on many of our trains.

The Tourist Service

Northern Pacific tourist sleeping cars have eighteen sections, being the largest tourist cars in use. They are upholstered in leather and each car provides thirty-six double berths—large and ample for the accommodation of two persons. The berths in these cars are actually two inches wider than those in the average standard sleeping cars.

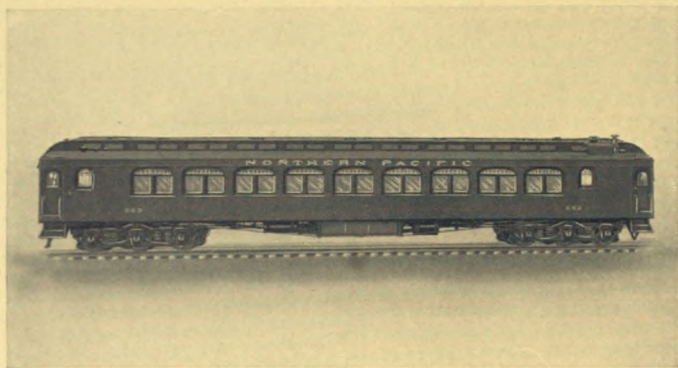
The soft mattresses, downy pillows and fresh linen, nightly, provide fully as restful travel as the standard, first-class sleeping cars.

Roomy lavatories are at each end of the car, with complete toilet facilities. At one end is a range, which



Interior of the Tourist Sleeping Car





The Comfortable Tourist Sleeping Car

the passenger may use to prepare meals, if desired. Pullman conductors and porters man these cars, similarly to the standard sleeping cars.

Northern Pacific tourist cars are all electric lighted, with broad, inclosed vestibules.

Dining car service is afforded by all trains which carry tourist cars.

Through tourist cars are operated via Burlington-Northern Pacific lines between Chicago and Seattle and Chicago and Portland, by way of St. Paul and Minneapolis. West bound the Chicago-Seattle car is handled from St. Paul on train No. 7, and the Chicago-Portland car on train No. 3. East bound, both cars are handled on train No. 4. They are also operated between St. Louis and Seattle, and between Denver and Seattle, via Burlington-Northern Pacific railways, on trains Nos. 41 and 42, in addition to the several lines of such cars running between St. Paul-Minneapolis and Pacific Coast points.

"Over the Scenic Highway in a Tourist Sleeping Car" is the title of a dainty little booklet which answers all questions about our Tourist Car service.

The Coaches and Smoking Cars

In the construction of Northern Pacific passenger-carrying equipment there was the utmost regard for safety. Each car is built with heavy steel platforms and steel channels and braces in the underframe, embodying strength, for safety, and weight, for easy riding.

Roomy and wide windowed, tastefully and pleasingly decorated, the Northern Pacific day coaches operated on its through trains are as comfortable as they can possibly be. They are all electric lighted. There are ample lavatories, and at each end are capacious water coolers, always stocked.

The smoking cars are designed and finished on the same generous scale, in regard to roominess, light and comfort. The seats in the smoking cars are upholstered in leather—clean, cool and sanitary.

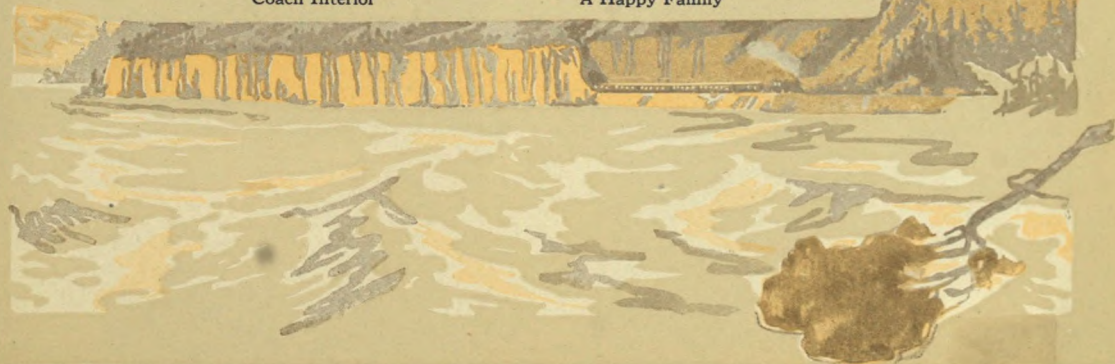
Electric fans, as well as lights, facilitate the ventilation of both day coaches and smoking cars to the utmost. Numerous decklights of generous size also assist in keeping the cars liberally supplied with fresh air.

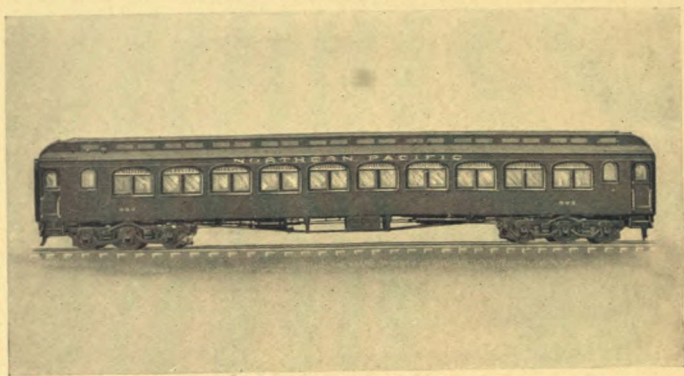


Coach Interior



A Happy Family





The Commodious Coach

Some of the smoking cars are finished in light birch—a most pleasing and novel effect.

Both the day coaches and the smoking cars operated in Northern Pacific through trains are wide vestibuled, making these trains completely wide-vestibuled throughout.


The Locomotives

The immense Northern Pacific locomotives which haul these transcontinental passenger trains weigh, in trim for service, an average of 180 tons. They are equipped with Westinghouse high-speed air brakes. Electric headlights pierce the night and reveal the condition of the track for half a mile ahead.

The Mail Service

As a carrier of the transcontinental mails, the Northern Pacific operates long and commodious postal cars, in which Uncle Sam's agents, the railway mail clerks, are almost constantly engaged in sorting the missives and packages throughout the trip.





These cars form a part of practically all the Northern Pacific fast passenger trains between the many thriving cities of the Northwest which are located on Northern Pacific lines.

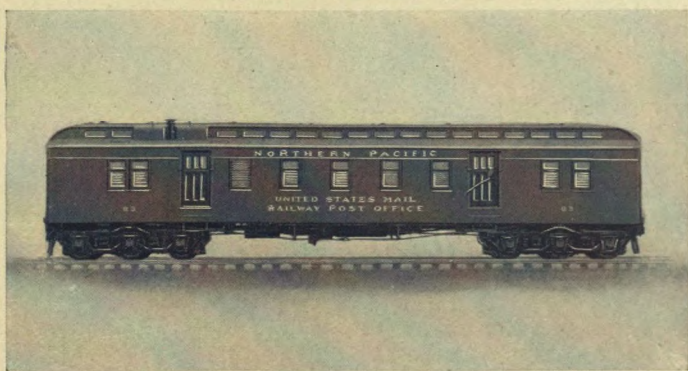
The Express Service

The Northern Express Company operates on the Northern Pacific and affiliated lines, doing a general express and collection business. It is a forwarder of merchandise and valuables to all parts of the world. It issues money orders which are safe, cheap, convenient and payable at all the principal cities in the United States, Canada and Europe.


In the express and baggage car, also, are the men who take charge of the travelers' trunks, checking them in and out from point to point and keeping a careful watch of their movement.

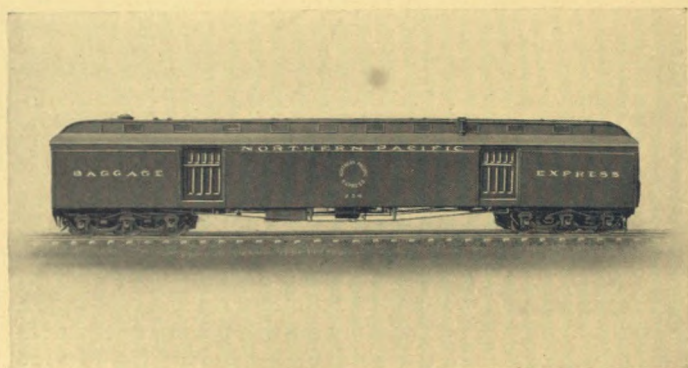
The Freight Service

As a freight carrier the Northern Pacific Railway affords comparatively as excellent service as that



The Postal Car





The Baggage and Express Car

provided by its passenger trains. Three through trans-continental freight trains are operated on a fast schedule daily in each direction between eastern and western terminals in addition to other fast freight trains, serving Northern Pacific territory completely and expeditiously. Through merchandise package cars are run daily from eastern terminals to Fargo, Crookston, Grand Forks, Winnipeg, Bismarck, Miles City, Billings, Butte, Missoula, Wallace, Spokane, Tacoma, Seattle, Portland and other principal points. From Chicago, daily through merchandise cars are run to Fargo, Billings, Butte, Missoula, Spokane, Tacoma, Seattle and Portland. From St. Louis they are run daily to Spokane, Seattle, Tacoma and Portland. Complete refrigerator service is afforded, leaving eastern and western terminals and other important points daily.

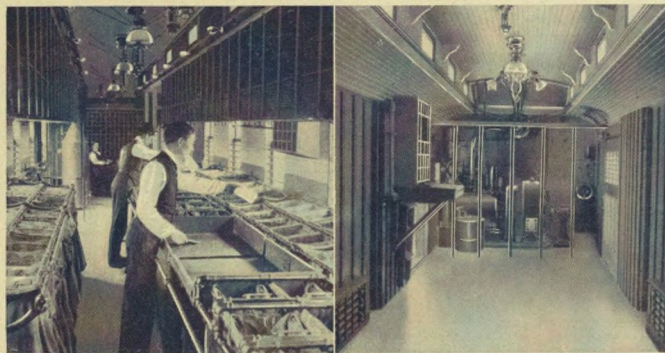
Some Detail—Small, but Important

The electric power required to operate the lights and fans on Northern Pacific overland trains is

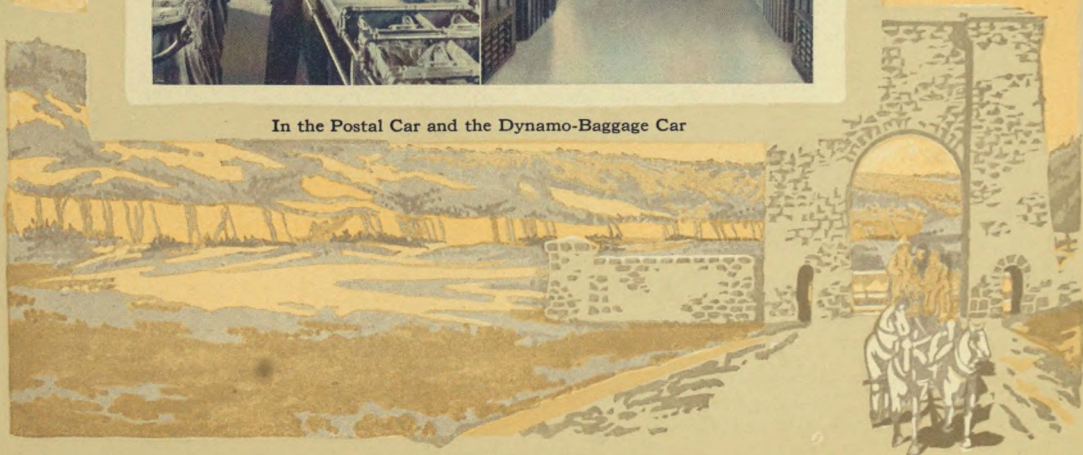
furnished by a dynamo in the baggage car, which is in charge of an expert electrician, who accompanies the train for the entire trip and has general supervision over the electric features of the train, throughout.

Northern Pacific trains are scientifically cleaned and renovated at the end of each run. The sleeping car bedding is aired in the sun. The seats, floor and woodwork are subjected to the vigorous scouring of compressed air, which removes all uncleanness. Carpets are taken up and renovated and the flooring is scrubbed with soap and water. Each car goes out on its run fresh, wholesome to live in and to sleep in and as thoroughly sanitary as care can make it. Periodically all cars are fumigated, also.

All employes of the Northern Pacific who come in contact with the public are schooled in courtesy and propriety of demeanor. The system of "merits" and "demerits" is carefully maintained, and all trainmen are striving to make a record, not alone for efficiency, but for personal conduct.



In the Postal Car and the Dynamo-Baggage Car





Off for the Trip

The Trip

Between St. Paul-Minneapolis and the Coast the Northern Pacific has double tracks or alternate lines for considerable of the distance and each year the work is being extended. In all the mountain sections trains are protected by the block signal system, permitting but one train to occupy a "block" of track at one time. Additional portions of the system are being equipped with safety signal appliances each season as required by the density of traffic.

Much regrading, straightening and renewing of line has been done in the last year or two. New steel bridges have replaced wooden structures and many trestles have been abolished by "fill-ins." The line is well ballasted, insuring safety and smooth riding. With the close of 1910 the greater portion of the main line will be laid with steel rails weighing 90 pounds to the yard.

Leaving Northern Pacific eastern terminals, either St. Paul-Minneapolis or Duluth-Superior, the traveler is carried across the beautiful lake park region of Minnesota; then come the fertile grain-producing valleys



of the Red River of the North and the James River, including the cities of Fargo, Valley City and Jamestown, and the Missouri River Valley at Bismarck and Mandan. Then succeeds the wide, upland plains country, between the Missouri and the Yellowstone Rivers. Now, for more than 340 miles, the picturesque valley of the Yellowstone is followed. Glendive, Terry, Miles City, Forsythe, Billings Livingston, are important towns. Below Glendive is the Government's Lower Yellowstone reclamation project, covering 60,000 acres, and, near Billings, that of the Huntley project, covering 30,000 acres, of very fine land. At Billings there is also a 1,200-ton beet-sugar factory.

At Livingston the side trip to Yellowstone Park, by way of the Gardiner gateway and through the official entrance, is made during the Park season which in 1910 is June 15 to September 15. This is the most wonderful part of the West, and a tour of "Wonderland" should be made en route to or from the Coast.

The mountains are first crossed between Livingston and Bozeman, at the very point where Lewis and Clark crossed in 1806.

Winding down through Rocky Canyon, the Gallatin



Interior of Station at Gardiner, Montana





COPYRIGHT BY KISER FOR N. P. RY.

The Columbia Affords Superb Scenery

Valley is reached. This is a rich, mountain-walled valley, where grains and grasses grow luxuriantly.

Beyond Logan the trains running via Helena, the capital of Montana, follow the canyon of the Missouri River, crossing the main Rockies beyond Helena at the Mullan Pass and Tunnel.

The route via Butte, the great mining city, following the Jefferson River, crosses the mountains at Homestake Pass and Tunnel, and beyond Butte and Anaconda follows the Deer Lodge River and Valley to Garrison, where the Helena and Butte lines again merge into one.

The Hellgate River and Canyon, the latter a wild, rocky, winding gorge, extends from Garrison to Missoula. The ride through this canyon is one of the most interesting to be found among the Rockies, over excellent double-tracked roadbed, smooth and well ballasted.

Beyond Missoula—south of which lies the famous Bitterroot Valley—the south line of the Flathead Reservation is skirted, the road following the Jocko and Flathead Rivers until the Clark Fork of the Columbia River is reached. This is a beautiful stream,

flowing between high, timbered mountains. It expands into Lake Pend d'Oreille, one of the most attractive lakes in the West, the shores of which the train follows for some distance.

Spokane, the metropolis of eastern Washington, on the Spokane River, is a large, very progressive and beautiful city. Northern Pacific Railway lines radiate from it in all directions. Evidences of irrigation are seen on all sides, and there are many interesting lakes and outing spots near the city, prominent among which is lovely Hayden Lake.

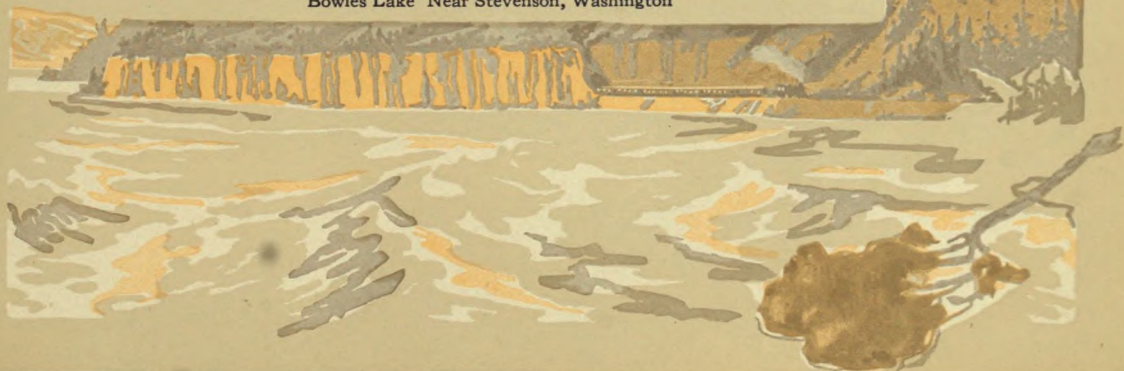
From Spokane the new Spokane, Portland & Seattle Railway, an affiliated line of the Northern Pacific, down to Pasco, and thence along the north bank of the Columbia River, affords a direct and most picturesque route to Portland. The through sleeping cars operated by the Northern Pacific between the East and Portland run over this line.

Beyond Spokane lies a grain region of great productivity, and after crossing the Columbia River, from Pasco to Kennewick, the Northern Pacific traverses the noted Yakima and Kittitas Valleys. Here, again,



COPYRIGHT BY KISER FOR N. P. RY.

Bowles Lake Near Stevenson, Washington





Vast Irrigated Fields are to be Seen

are to be seen vast irrigated fields and orchards, and in the upper valley the government has another reclamation scheme, the Tieton, under development. Kennewick, Prosser, Mabton, Toppenish, North Yakima and Ellensburg are important points in the valleys.

Crossing the Cascade Range, deep gulches, heavy timber and two beautiful mountain streams, the Yakima and the Green Rivers, form a picture never to be forgotten.

The Puget Sound country is a paradise for tourists. The energetic and growing cities of Seattle and Tacoma are very attractive to Eastern people. These cities are within a short distance of each other and are connected by frequent Northern Pacific trains, also by boats and trolley cars. Everett, Olympia, Bremerton, the site of the Puget Sound Navy Yard, Port Townsend, Bellingham, Port Angeles and Vancouver and Victoria, B. C., are other Sound cities full of interest to travelers, and easily accessible by Northern Pacific trains or by steamers. Mount Rainier and Mount Baker are visible from nearly all of the Sound country. Many outing and camping spots are reached from these cities on the Sound,

among them Lakes Crescent, Cushman and Kachess, Alki Point, Paradise Park, Green River Hot Springs and Steilacoom. The seacoast resorts at Grays Harbor, Willapa Harbor points and Moclips, where the beaches and surf are delightful, are connected with Tacoma and Seattle by convenient train service.

The route from the Sound cities to Portland is through a characteristic Northwest Coast country. The Cowlitz and Columbia rivers are important scenic features.

The trains cross the Columbia and Willamette rivers, between Vancouver, Wash., and Portland, on large double-tracked steel bridges, among the largest in the world. Portland, on the Willamette River, is a beautiful city, full of enterprise, and is rapidly growing. It commands a view of five snow white mountains, the most conspicuous being Mount Hood and Mount St. Helens.

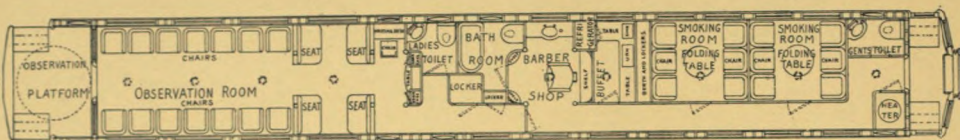
The trip to Astoria and the sea coast at South and North beaches, by the Astoria & Columbia River Railroad, is one of variety and interest, and the ocean as thus seen from near the mouth of the Columbia is the equal of any ocean view to be found in the United States.



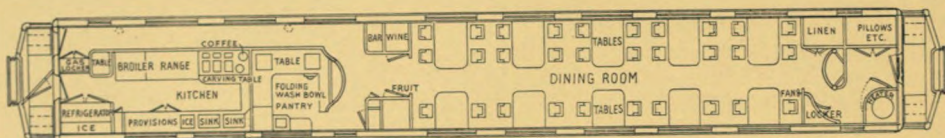
COPYRIGHT BY KISER FOR N. P. RY

Double-tracked Willamette River Bridge, Portland

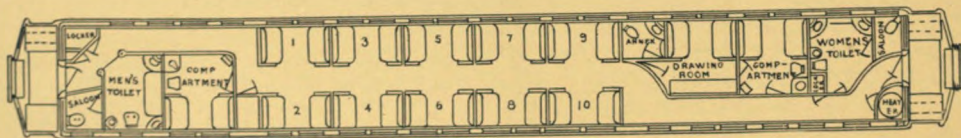
Diagrams of Cars



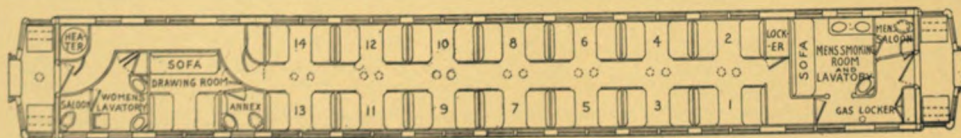
OBSERVATION-LIBRARY CAR



DINING CAR

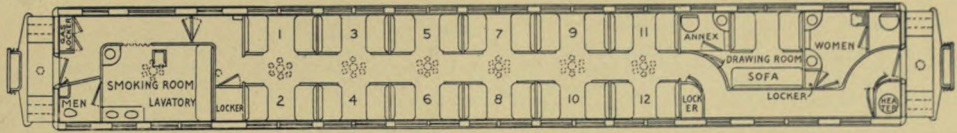


TEN-SECTION, DRAWING-ROOM, TWO-COMPARTMENT SLEEPING CAR

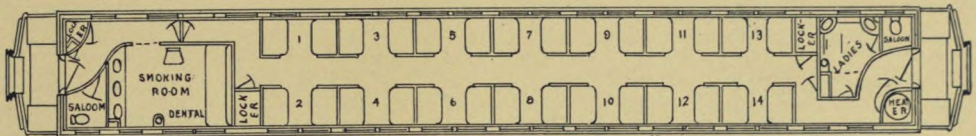


FOURTEEN-SECTION DRAWING-ROOM SLEEPING CAR

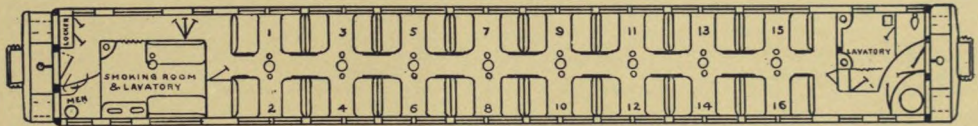
Diagrams of Cars



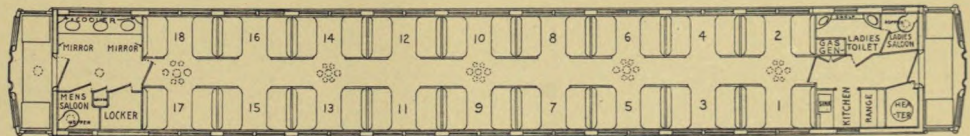
TWELVE-SECTION DRAWING-ROOM SLEEPING CAR



OPEN FOURTEEN-SECTION STANDARD SLEEPING CAR



OPEN SIXTEEN-SECTION STANDARD SLEEPING CAR

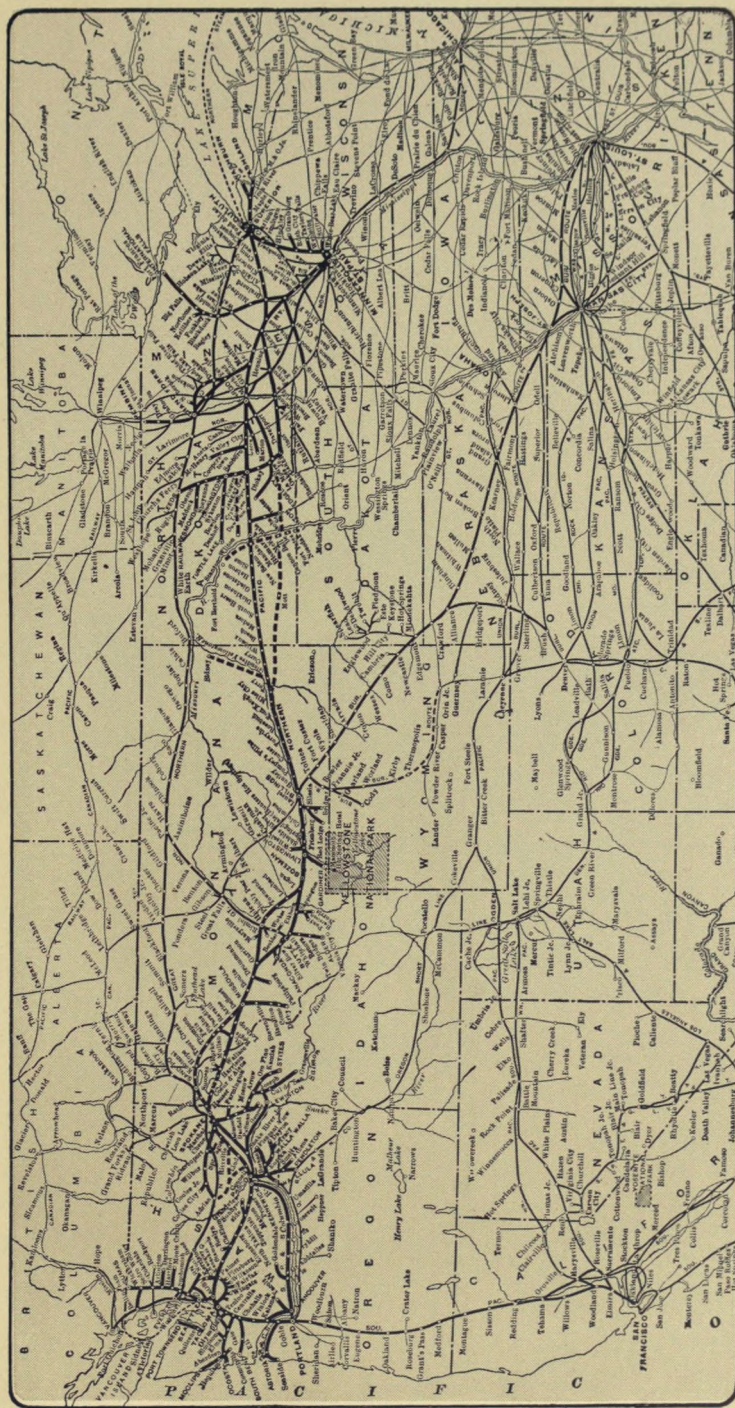


EIGHTEEN-SECTION TOURIST SLEEPING CAR

Representatives Passenger, Immigration and Freight Departments

ABERDEEN and HOQUIAM, Wash.	M. H. Williams	General Agent
ATLANTA, Ga.	M. J. Costello	Trav. Pass. Agent
BELLINGHAM, Wash.	A. N. Bussing	City Frt. and Pass. Agent
BILLINGS, Mont.	J. E. Spurling	General Agent
BOSTON, Mass.	Geo. F. Knight	Trav. Frt. Agent
BUFFALO, N. Y.	C. E. Foster	Dist. Pass. Agent
BUTTE, Mont.	F. W. Clemson	New England Frt. Agent
CHICAGO	Wm. G. Mason	Dist. Pass. Agent
J. L. Daugherty	M. O. Barnard	Gen. Agt. Frt. Dept.
Geo. T. Foyes	W. H. Merriman	Div. Frt. and Pass. Agent
W. L. Wampler	C. A. Matthews	Gen. Agt. Pass. Dept.
W. T. Kraft	J. C. Thompson	Dist. Pass. Agent
H. F. Adams	C. B. Sexton	Gen. Agt. Frt. Dept.
W. H. Millard	J. C. Herman	Contracting Frt. Agent
CINCINNATI, Ohio	J. C. McCutchen	Contracting Frt. Agent
J. C. Eaton	Alfred Schofield	Contracting Frt. Agent
DES MOINES, Iowa	J. J. Gartner	Trav. Pass. Agent
DETROIT, Mich.	A. H. Caffee	Gen. Agt. Frt. Dept.
DULUTH, Minn.	E. D. Rockwell	Dist. Pass. Agent
John E. Caine	W. H. Whitaker	Dist. Pass. Agent
EVERETT, Wash.	Geo. Barnes	Gen. Agt. Frt. Dept.
HELENA, Mont.	J. I. Thomas	General Agent
INDIANAPOLIS, Ind.	J. T. McKenney	City Pass. Agent
JAMESTOWN, N. D.	C. O. Martin	General Agent
KANSAS CITY, Mo.	E. S. Richards	General Agent
LEWISTON, Idaho	C. W. Merrilies	Trav. Frt. and Pass. Agent
LOS ANGELES, Cal.	W. E. Smith	Dist. Pass. Agent
MILWAUKEE, Wis.	J. L. Burnham	Trav. Frt. Agent
MILES CITY, Mont.	H. B. Bryning	Trav. Immigration Agent
MINNEAPOLIS, Minn.	W. J. Jordan	General Agent
MONTREAL, Que.	Geo. W. McCaskey	General Agent
NEW YORK CITY	M. E. Harlan	Dist. Pass. Agent
PHILADELPHIA, Pa.	C. T. Noonan	Gen. Agt. Frt. Dept.
John S. Donal	W. F. Comerford	Solic. Frt. Agent
PITTSBURG, Pa.	J. G. Sanders	Trav. Frt. Agent
W. W. Scully	G. F. McNeill	City Pass. Agent
PORTLAND, Ore.	J. C. Simonton	Gen. Agt. Frt. Dept.
PT. TOWNSEND, Wash.	G. W. Hardisty	Dist. Pass. and Frt. Agent
PRINCE RUPERT, B. C.	W. F. Mershon	Gen. Agt. Pass. Dept.
SAN FRANCISCO, Cal.	C. F. Seeger	Gen. Agt. Frt. Dept.
SEATTLE, Wash.	P. W. Pummill	Dist. Pass. Agent
C. M. Covell	B. M. Decker	Trav. Frt. Agent
SPOKANE, Wash.	C. E. Brison	Dist. Pass. Agent
Lee M. Conry	B. A. Hamilton	Trav. Frt. Agent
ST. LOUIS, Mo.	A. D. Charlton	Asst. Gen. Pass. Agent
R. K. Cross	F. H. Fogarty	Asst. Gen. Frt. Agent
ST. PAUL, Minn.	W. H. Ormsby	Trav. Frt. Agent
H. E. Still	W. L. Clark	Agent
G. A. Mitchell	J. H. Rogers	Agent
W. E. Alair	T. K. Stateler	Gen. Agt. Pass. Dept.
H. K. Cole	E. H. Forester	Gen. Agt. Frt. Dept.
W. M. Burk	A. Tinling	General Agent
Geo. R. Merritt	J. O. McMullen	City Pass. Agent
SUPERIOR, Wis.	H. N. Kennedy	General Agent
TACOMA, Wash.	W. H. Ude	City Pass. Agent
R. T. Bretz	E. L. Hanke	Trav. Frt. Agent
C. R. Loneragan	D. B. Gardner	Dist. Pass. Agent
VANCOUVER, B. C.	R. J. Tozer	Trav. Frt. Agent
VICTORIA, B. C.	J. C. Poore	Asst. Gen. Pass. Agent
WALLACE, Idaho	L. J. Bricker	Gen. Immigration Agent
WALLA WALLA, Wash.	C. L. Townsend	Dist. Pass. Agent
WINNIPEG, Man.	L. P. Gellerman	Dist. Pass. Agent
J. B. BAIRD, General Freight Agent, St. Paul.	F. A. Hawley	Gen. Agt. Traf. Dept.
A. M. CLELAND, General Passenger Agent, St. Paul.	Jno. Runyon	Trav. Frt. Agent
J. G. WOODWORTH, Traffic Manager, St. Paul	C. P. O'Donnell	City Pass. Agent
J. M. HANNAFORD, Second Vice President, St. Paul	W. H. Mitchell	Agent
	C. B. Foster	City Pass. Agent
	Webb F. Sater	Trav. Pass. Agent
	Henry Blakeley	Gen. West. Frt. Agent
	E. W. Cade	Trav. Frt. Agent
	H. Swinford	General Agent
	C. E. Lang	City Pass. Agent
	E. E. Blackwood	General Agent
	E. A. McKenna	General Agent
	S. B. Calderhead	General Agent
	C. C. Burdick	Trav. Frt. Agent
	W. C. Hartnett	General Agent

"THE SCENIC HIGHWAY THROUGH THE LAND OF FORTUNE"



Over Six Thousand Miles of Road serving the Seven Great States of Wisconsin, Minnesota, North Dakota, Montana, Idaho, Washington and Oregon.



