

Through Train Service
Between Chicago and North Pacific Coast.

On or about May 23, 1909, the Northern Pacific and Great Northern each put on a pair of trains between Chicago and the coast, using the Burlington road between Chicago and Saint Paul. Northern Pacific at that time thought it unnecessary to put on this service, but Great Northern did think it necessary in order to forestall competition of the Milwaukee road, the Pacific Coast extension of which was nearing completion or had just been completed. However, it was not until May 1911 that the Milwaukee road put on through service to the coast.

The Northern Pacific arranged to run its trains 3 and 4 through to Chicago and was obliged to take second choice of Chicago leaving time, namely, in the morning, the Great Northern Oriental Limited leaving at night.

In the meantime Northern Pacific Passenger Department representatives were stressing the importance of running Northern Pacific trains 1 and 2 -- the North Coast Limited -- through to Chicago, arguing that this additional service was necessary if Northern Pacific was to retain the same percentage of through passenger traffic as then enjoyed. This subject was approached from the standpoint that such additional service would naturally be operated over the Burlington, but upon taking the subject up with the officers of that company they represented that it would seriously tax their facilities to handle this additional train and especially so if the officers of the Great Northern should consider it necessary for that company to put on an additional train.

As an answer to these objections Northern Pacific Passenger Department representatives urged that if the Burlington would not or could not handle the North Coast Limited, arrangements should be made with some other Twin Cities-Chicago line, preferably the Chicago and Northwestern. The proposal was discussed informally with officers of the Northwestern road, who were favorably impressed and, in fact, appeared enthusiastic about it. The Burlington finally decided that it could not

afford to handle another train and that if Northern Pacific felt it was to its interest to have another train to and from Chicago the Burlington would prefer that arrangements be made with the Northwestern road to handle it, and Mr. Darius Miller, then president of the Burlington, so advised Colonel Clough in a letter dated December 2, 1911.

On that same date Mr. Elliott discussed the proposed plan of operating over the Northwestern with Mr. James J. Hill, explaining that Northern Pacific felt it necessary to have a night train out of Chicago if it was to hold its own against the competition of the Milwaukee road. Mr. Elliott explained also that the Northwestern had proposed to treat Northern Pacific fairly on west bound business in competition with the Union Pacific and perhaps make Northern Pacific Northwestern's preferred connection west of Saint Paul and to that extent meet the competition of the Milwaukee road. Mr. Elliott explained that the arrangement would take some business away from the Burlington, but considering the interests as a whole it seemed to him that Northern Pacific had more to gain than to lose, giving as illustrations that on passenger business the Burlington would earn from Chicago to Saint Paul \$8.00 per passenger and Northern Pacific would stand to earn from \$17.85 at Miles City to \$48.90 at Seattle, and on freight business the Burlington would earn from \$30.00 to \$75.00 per car to Saint Paul and the Northern Pacific would earn from \$200.00 to \$450.00 or \$500.00 per car. Mr. Hill did not raise any serious objections to the plan but expressed the view that it might have the effect of making the Burlington feel that Northern Pacific was working with other roads on as friendly or a more friendly basis than with the Burlington, but that the Great Northern could and would raise no objection to it.

Mr. Hughitt and Mr. Gardner, of the Northwestern, in the discussions represented that in addition to doing their western business with Northern Pacific they would try to route their Winnipeg and western Canada business ourway via Saint Paul, as they would prefer that route instead of via Duluth and the Canadian Northern.

The whole proposal was submitted to Northern Pacific Executive Committee on May 16, 1911, at which all members were present, all of whom believed the proposed arrangement would be a desirable one to make. On December 11, 1911, the matter was again laid before the Executive Committee and the President was thereupon authorized to arrange with the Northwestern road to operate

the North Coast Limited to and from Chicago beginning as soon as details could be worked out, leaving Chicago and the Pacific Coast terminals at night on a seventy hour schedule.

This arrangement with the Northwestern continued until the federal control period.

Soon after the termination of federal control, Mr. Woodworth discussed with Mr. A. C. Johnson, Traffic Manager of the Northwestern road, the question of whether or not the Northwestern cared to resume the arrangement under which the North Coast Limited was operated to and from Chicago. Mr. Johnson replied that they wanted it but that it was his understanding no changes would be made in Northwestern's passenger train schedules prior to September 1, 1920. This was construed to mean that the subject had been discussed among Northwestern officers and that they did not, at that time at least, want a through train via Northern Pacific.

Northern Pacific's necessities incident to Milwaukee road competition demanded a through service to and from Chicago, and arrangements were made to operate the North Coast Limited over the Burlington, leaving Chicago and Pacific Coast terminals at night.

Early in May 1920 the schedule was changed to leave Chicago and Pacific Coast terminals in the morning. Trains 3 and 4 were discontinued between Saint Paul and Chicago, but those trains handled a through sleeping car which was switched into and out of Burlington trains at Saint Paul, thus providing a through car service. This is the present arrangement.

A handwritten signature in cursive script, appearing to read "T. A. Johnson", is written in dark ink.

St. Paul, Minnesota,
December 9, 1926.

Northern Pacific Railway Company.

General Passenger Department.

CIRCULAR No. 610, 1911.

ST. PAUL, DECEMBER 14, 1911.

**General, District and Traveling Passenger Agents;
Traveling Immigration Agents;
All Ticket Agents:—**

Commencing with the "North Coast Limited," Train No. 2, leaving Seattle and Tacoma December 14th, and Train No. 1, leaving Chicago December 17th, these trains will operate through to and from Chicago daily, without change, via C. St. P. M. & O. and C. & N.-W. Railways.

Commencing with the "North Coast Limited," Train No. 2, leaving Seattle and Tacoma December 17th, and Train No. 1, leaving Chicago December 17th, St. Paul December 18th, **one coach and one tourist sleeping car** will be added to the consist of these trains, and will operate between Chicago, Seattle and Tacoma daily without change. The standard sleeping car now operated between St. Paul and Portland will run through to and from Chicago.

There will be no change in the schedule of these trains on the Northern Pacific.

Between Chicago and St. Paul these trains will be operated over the new line of the Chicago & North Western Railway through Milwaukee (not via Madison), Racine, Kenosha and Waukegan.

Train No. 2 will leave St. Paul via the C. St. P. M. & O. Ry. at 8:30 A. M., arrive Milwaukee **about** 7:00 P. M., and arrive at the North Western Ry. terminal, at Madison and Canal Streets, Chicago, at 9:00 P. M. Train No. 1 will depart from same terminal at 10:00 P. M., leave Milwaukee **about** midnight, and arrive at St. Paul at 10:30 A. M.

The Consist of the trains will be as follows:

- 1 Northern Pacific postal car.
- 1 Northern Pacific baggage and express car.
- 1 Northern Pacific partitioned coach, between Chicago and Seattle.
- 1 Northern Pacific tourist sleeping car, between Chicago and Seattle.
- 1 Northern Pacific dining car between Seattle and St. Paul, and one C. & N.-W. dining car between St. Paul and Chicago.
- 1 Northern Pacific 14-section drawing room standard sleeping car between Chicago and Seattle.
- 1 Northern Pacific 10-section, two compartment, one drawing room sleeping car between Chicago and Seattle.
- 1 Northern Pacific 10-section, two compartment, one drawing room sleeping car between Chicago and Portland (via S. P. & S. between Pasco and Portland).
- 1 Northern Pacific observation-library car between Chicago and Tacoma.

Train No. 1 will handle passengers as follows:

FROM	Standard and Tourist Sleeping Car Passengers		Coach Passengers	
	TO		TO	
Points east of St. Paul.	Fargo, Jamestown, Bismarek, Mandan, Dickinson, Glendive, Terry, Miles City, Forsyth, Billings, Livingston, Bozeman, Logan, Helena, Whitehall, Butte,	Durant (for Ana- conda), Deer Lodge, Garrison, Missoula, Sand Point, Spokane, Lind, Pasco, North Yakima, Ellensburg, Cle Elum, Portland, Tacoma, Seattle.	Terry, Miles City, Forsyth, Billings, Livingston, Bozeman, Logan, Lombard, Helena, Whitehall, Butte, Durant (for Ana- conda), Deer Lodge, Garrison, Missoula,	Sand Point, Spokane, Lind, Pasco, North Yakima, Ellensburg, Cle Elum, Portland, Tacoma, Seattle.

FROM	Standard and Tourist Sleeping Car Passengers		Coach Passengers	
	TO		TO	
St. Paul, Minneapolis, Duluth and Superior.....	Terry, Miles City, Forsyth, Billings, Livingston, Bozeman, Logan, Whitehall, Butte, Durant (for Anaconda), Deer Lodge,	Garrison, Missoula, Sand Point, Spokane, Lind, Pasco, North Yakima, Ellensburg, Cle Elum, Tacoma, Seattle, Portland.	Terry, Miles City, Butte, Durant, Deer Lodge, Missoula, Spokane, Lind,	Pasco, North Yakima, Ellensburg, Cle Elum, Seattle, Tacoma, Portland.
Fargo.....	Butte, Missoula, Spokane, Pasco, North Yakima,	Ellensburg, Portland, Tacoma, Seattle.	No coach passengers will be handled from Fargo.	
Glendive, Terry, Miles City, Forsyth, Billings, Livingston, Bozeman, Butte, Deer Lodge and Durant.....	Spokane, Pasco, North Yakima, Ellensburg,	Portland, Seattle, Tacoma.	No coach passengers will be handled from Glendive, Terry, Miles City, Forsyth, Billings, Livingston, Bozeman, Butte, Deer Lodge or Durant.	
Missoula.....	Spokane, Portland,	Tacoma, Seattle.	No coach passengers will be handled from Missoula.	
Spokane.....	Portland, Tacoma,	Seattle.	No coach passengers will be handled from Spokane.	

Train No. 2 will handle passengers as follows:

FROM	Standard and Tourist Sleeping Car Passengers		Coach Passengers	
	TO		TO	
Pacific Coast Terminals.....	Spokane, Missoula, Deer Lodge, Durant, Butte, Bozeman, Billings, Forsyth,	Miles City, Terry, Fargo, Minneapolis, St. Paul, Duluth, Superior.	Minneapolis, St. Paul,	Duluth, Superior.
Cle Elum, Lind and Garrison.....	Points on the C. & N.-W. reached by this train.		Minneapolis, St. Paul,	Duluth, Superior.
Ellensburg and North Yakima.....	Deer Lodge, Durant, Forsyth, Miles City, Terry,	Fargo, Minneapolis, St. Paul, Duluth, Superior.	Minneapolis, St. Paul,	Duluth, Superior.
Pasco and Spokane.....	Deer Lodge, Durant, Butte, Bozeman, Livingston, Billings, Forsyth,	Miles City, Terry, Fargo, Minneapolis, St. Paul, Duluth, Superior.	Minneapolis, St. Paul,	Duluth, Superior.