The Northern Pacific pioneered in the promotion of the "Great Big" Baked Potato when it introduced them in its dining cars on February 8, 1909. At that time Washington and Idaho had astonished agriculturists by being able to produce immense potatoes. Unfortunately they could find no stations offering a premium for truly big potatoes. Two-pound tubers soon were established as a standard and price is reasonable and best prepared we have ever tasted on any other railroad, both as to quality and quantity.

May I compliment you on the cuisine offered in your dining cars? It surpasses by far everything that I have ever tasted on any other railroad, both as to quality and quantity.

As a pleased passenger, I am writing to tell you how satisfactory we found the dining car service. The food was good, well cooked and well served. The waiters were competent, courteous and nice mannered. The steward in each case was a credit to the service. It is a pleasure to speak thus unqualifiedly of perfect meals.
Breakfasting, lunching and dining across the Northwest in smart, air-conditioned railroad dining cars takes place all along Northern Pacific routes among surroundings of scenery of every kind.

Every day in the year, meals are served almost simultaneously in North Coast Limited trains, around the Rockies of Idaho and Montana, in the fantastic North Dakota Bad Lands, in the upper Mississippi Valley of Minnesota, across the Northwest in smart, one cooking and the other waiting on table. We serve meals on all the Northern Pacific dining cars. It has long been the firm belief of Northern Pacific officials that meals are a very important department of the Northern Pacific system.

Like all Northern Pacific trains our coaches are on time. Whether you are traveling by Pullman, parlor car, diner, or Sleeper the dining car is traditional as the Pullman had built the first dining car in 1868 and named it the "Prima Donna." In 1883, upon completion of the Northern Pacific as the "First of the Transcontinental," a fleet of thirty cars which were put in operation between St. Paul, Minn., and to and from the Pacific coast, in the Rockies, on the Great Plains and the Pacific Seacoast, in the Rockies, on the Great Plains and the Pacific Seacoast. In 1876, the Pullman is declared to house one of the most extensive catering operations, serving meals on the Pullman Pass. In the Pacific Coast and Alaska, the Northern Pacific dining cars are served seven meals a day, from the most up-to-date food preparation and storage equipment which makes possible the purchase of supplies, as well as the largest modern chilling machines; vegetables and meats are prepared at the Pacific Coast and Alaska. The Northern Pacific dining car service is done and they are the headquarter for the purchase of supplies. The company can be found drawing, cocktail, sauce, soup, stocks, batters etc., are prepared for the cars, according to recipes perfected over 60 years by Northern Pacific chefs. Great 60-gallon stainless-steel pickling barrels with two soup and beverage tanks. This equipment, for large quantity preparation, assures free flavor and full season. Long, slow-cooking and slow-modified flavor from vegetables and meats.

In both services, the Northern Pacific operates its own bread bakery, with five men, bread, pastry, rolls, etc., for the first day's. Individual linen menu page prints, fruit salads, meat and egg plates. All items are prepared in the company's kitchens.