



# LOCOMOTIVES

Since 1870, when Northern Pacific broke ground for the construction of its transcontinental line from the Great Lakes to Puget Sound, its roster of motive power includes a great number of classes and types from the fussy, sputtering little woodburning balloon-stacks to present day diesel giants. This folder attempts only to list a few of the better known classes which helped make transportation history in the Northwest. Included are types and classes from the famous Minnetonka, NP's first locomotive, to the modern 4-unit diesel. Northern Pacific, like most Class 1 American railroads, has become completely dieselized in the interests of economy and efficiency, but to steam will ever belong the distinction of conquering the vast reaches of the West, of bringing the Atlantic and Pacific coasts within easy access to each other, of settling and knitting America into one strong, united nation.

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*Additional copies of "Locomotives" may be obtained  
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Pacific Railway, St. Paul 1, Minn.*





## THE MINNETONKA

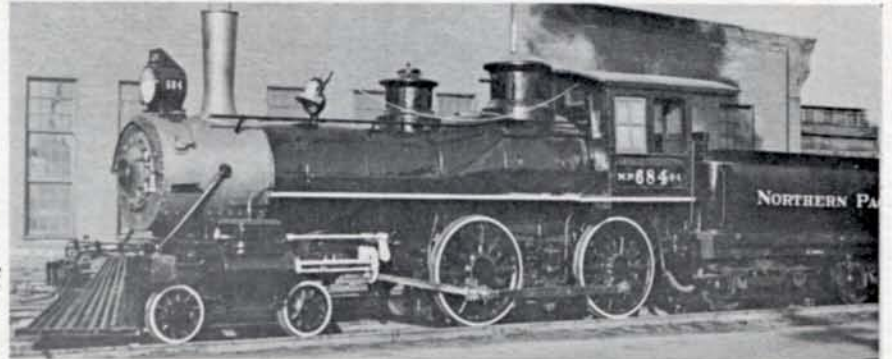
*NP's First Locomotive*

The Minnetonka was built by Smith and Porter of Pittsburgh in 1870, purchased by the NP for \$6,700 and used in construction of the main line in Minnesota during 1870 and 1871. It was then shipped to the west coast for construction work on lines building east. It is 28½ feet long, weighs 18 tons and is still in excellent operating condition, but used only for exhibition.

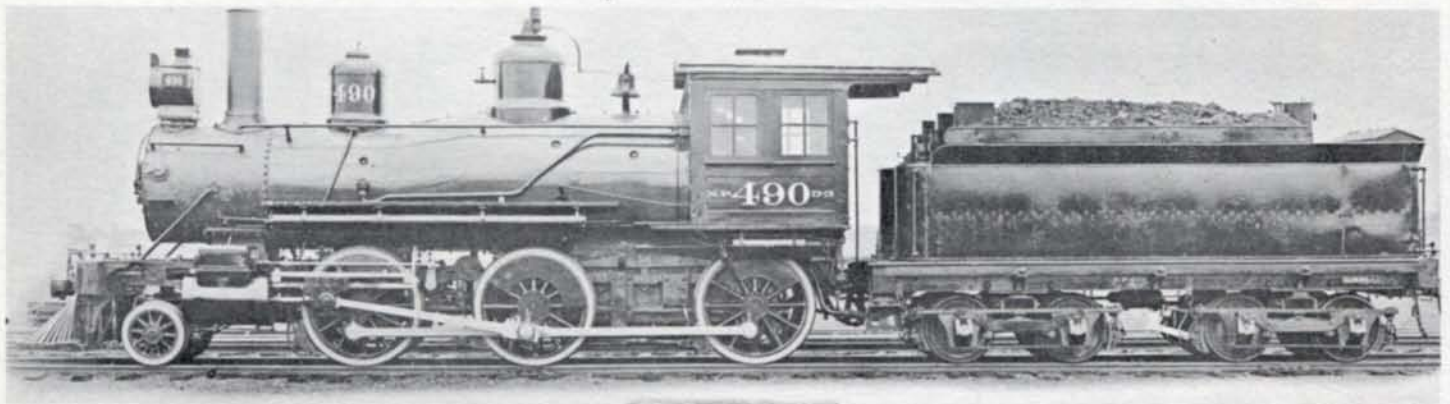
## THE CLASSIC 4-4-0

*American Standard*

Featured in story and song, the 4-4-0 American Standard was probably the most popular and widely used engine ever built. Nearly every railroad in America used some version of this famous locomotive from about 1850 until the early 1900s. Early models were balloon-stacked wood burners and played a dramatic role in the settlement of the west.



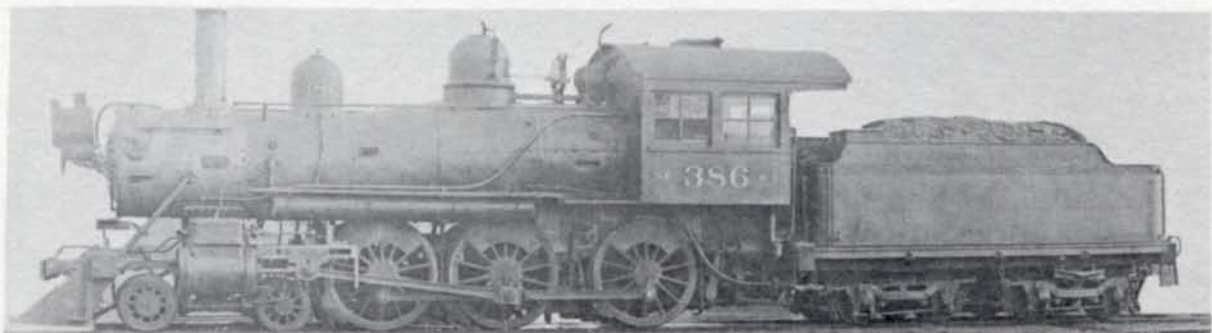
Pictured above in No. 684, purchased by NP in September 1883, the month and year that marked completion of NP's main line. It was sold in 1928, re-purchased in 1951 and restored to its original classic lines. Now in perfect operating condition, it is used only for exhibition purposes - the last of NP's American Standards



## ROAD FREIGHT ENGINE

CLASS D-3 2-6-0

The Mogul, running mate to the American Standard, this locomotive, built by Baldwin in 1889, was used extensively by NP for road freight service. It was 45½ feet long and weighed 52 tons.



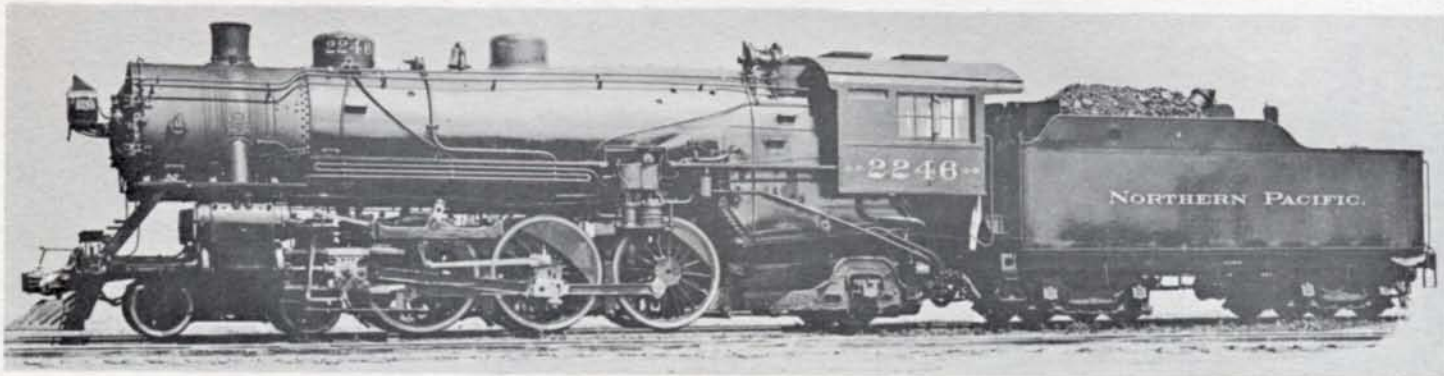
## PASSENGER ENGINE

CLASS E-5 4-6-0  
(Ten-Wheeler)

The last word in speedy rail transportation at the turn of the century. This locomotive, and others of its class, powered the first North Coast Limited when it was inaugurated in April 1900. Built by American, it boasted drivers 67 inches high.

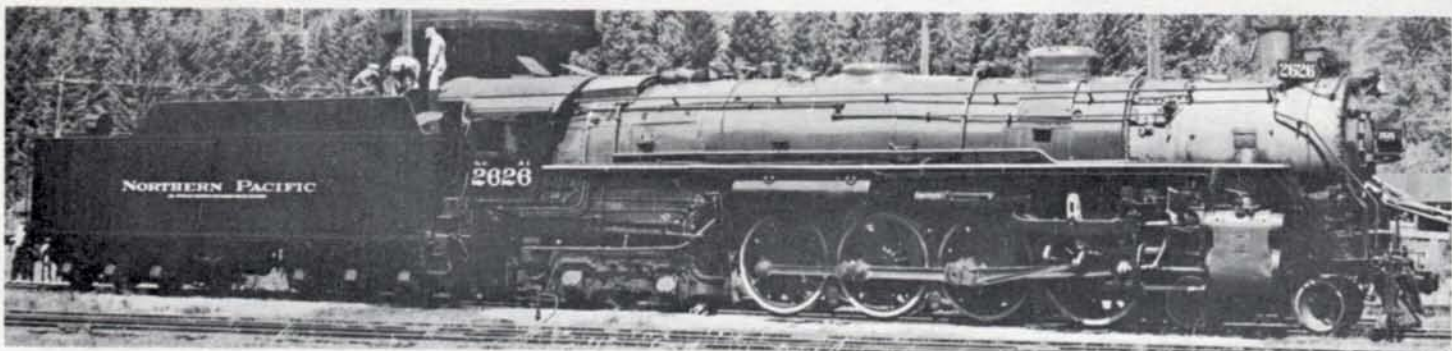


**PASSENGER ENGINE CLASS Q-6 4-6-2 (Pacific)**



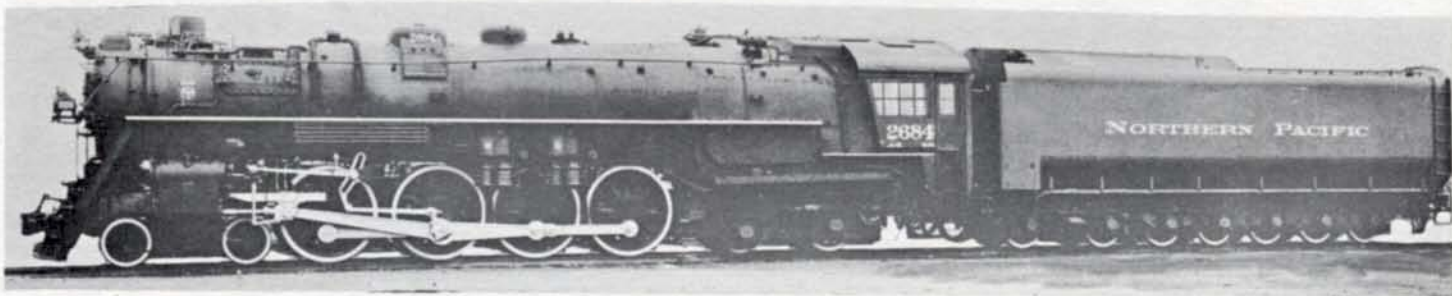
The Q series was a popular locomotive for fast passenger service. It powered the North Coast Limited and other important trains for many years. The Q-6 shown here, was built by American in 1923. It had 73-inch drivers, was 84 feet long and had total weight of 260 tons.

**DUAL - PURPOSE ENGINE CLASS A-1 4-8-4 (Northern)**



Built by Timken in 1930 as an experimental locomotive and first in the world to be equipped with roller-bearings, this famous engine was tried out by 15 Class 1 American railroads. It was purchased in 1933 by NP, the only one of its class. It was used in main line passenger and fast freight service. Length 102 feet, height 16 feet 4 inches, weight 350 tons fully loaded.

**DUAL - PURPOSE ENGINE CLASS A-5 4-8-4 (Northern)**



Regarded by many as the most beautiful locomotive on any railroad, this was the last of the so-called "Northerns". The A-5, built by Baldwin in 1943, was 112 feet 10 inches long, 16 feet 4 1/4 inches high and weighed 476 tons. It was used in main line passenger and fast freight service.

**3-UNIT PASSENGER DIESEL F-9**

Now in use on the North Coast Limited and other main line passenger trains, this locomotive is 151 feet 4 inches long, 15 feet high and weighs 375 tons. Each unit generates 1750 H.P. or a total of 5,250 H.P. It may be operated from a cab on either end.



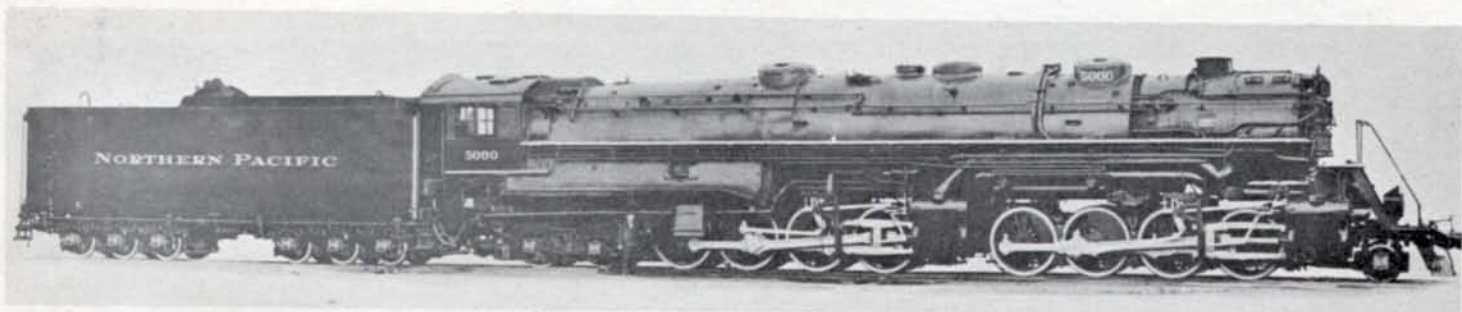


**FREIGHT ENGINE CLASS W-3 2-8-2 (Mikado)**



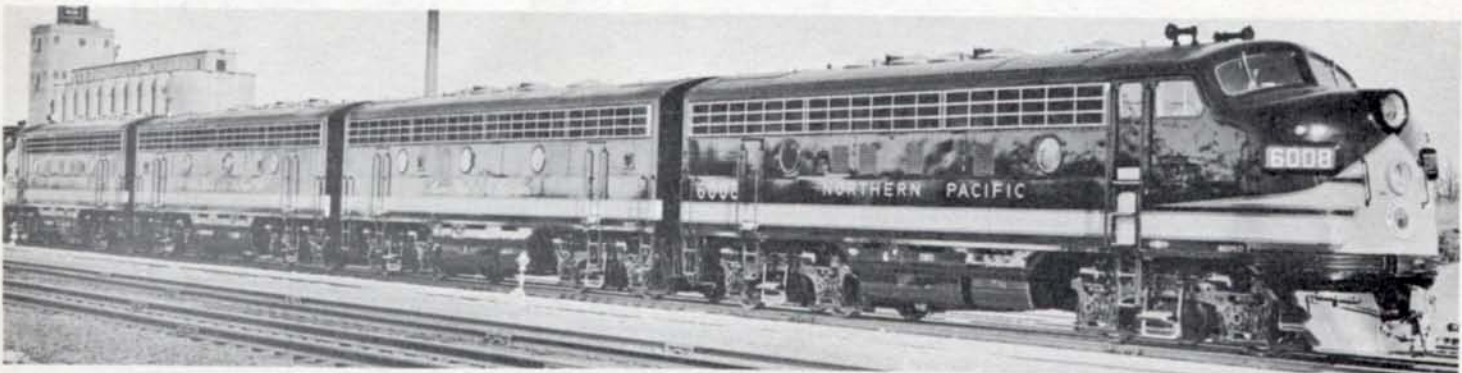
The W class or Mikado, was used for many years for main and branch line freight service prior to dieselization. The W-3 was built by American in 1920. It was 83 feet long, 15½ feet high and weighed 171 tons full loaded.

**FREIGHT ENGINE CLASS Z-5 2-8-8-4 (Yellowstone)**



Built in 1928 by American and known for years as the "World's Largest Steam Locomotive", this engine was used for heavy, main line freight service through NP's mountain divisions. It was 125 feet long, 16 feet 4 inches high and weighed 559 tons.

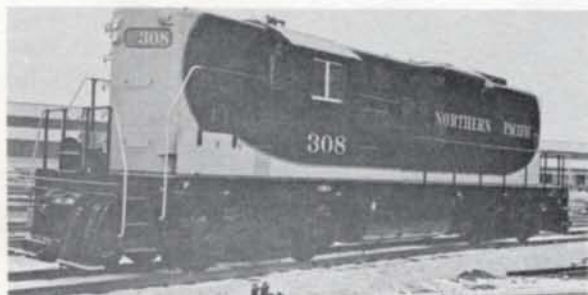
**4-UNIT FREIGHT DIESEL F-7**



This locomotive has now replaced steam power for all main line heavy freight service. It generates a total of 6,000 H.P. from its 4 units, is 201 feet 4 inches long, 15 feet high and weighs 490 tons. It has 32 driving wheels. Later models generate 7,000 H.P.

**DIESEL ROAD-SWITCHER GP-9**

**RAIL-DIESEL CAR**



A very versatile locomotive, used for yard and terminal switching as well as for main and branch line freight and passenger service. It generates 1750 H.P., is 56 feet 2 inches long, 15 feet high and weighs 123 tons. It is often used in multiples as auxiliary power for heavy freight trains.



This is a modern, self-propelled car having air-conditioned accommodations for 48 passengers and compartments for mail, baggage and express. Built by Budd in 1955, three such units are now in branch line passenger service. Overall length is 85 feet; height 14½ feet.