

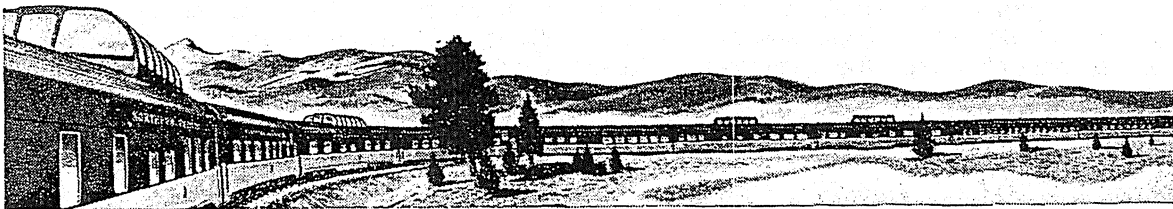
**First of the NORTHERN TRANSCONTINENTALS**

**The YELLOWSTONE PARK LINE**



**Main Street of the Northwest**

**Scenic Route Across America**



**Route of the Vista Dome NORTH COAST LIMITED**

**Stewardess-Nurse Service**

**Exciting Traveller's Rest Buffet-Lounge**

**All-Room Slumbercoaches**

**Vista Dome Coaches and Vista Dome Sleeping Cars**

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**By John Strauss**

# NORTHERN PACIFIC RAILWAY

## STREAMLINED ERA PASSENGER TRAIN SERVICE 1948-1970

Compiled by:  
John F. Strauss, Jr.

### INTRODUCTION

The NP's passenger train service began its deliberate evolution to the Streamlined Era during 1946 with the assignment of new, lightweight buffet-lounge coaches, coaches designed for intermediate travel, and Day-Nite coaches to the transcontinental NORTH COAST LIMITED. Additional lightweight coaches were assigned to such trains as the ALASKAN and to trains #7 and #8 and trains #407 and #408. During the following year the NORTH COAST LIMITED was assigned new lightweight water-baggage cars, RPO-dormitory cars and lunch counter-dining cars. The streamlining of its premier transcontinental passenger train was completed during 1948 with the arrival of lightweight Pullman sleeping cars and sleeping-buffet-lounge-observation cars. Although streamlining had been finally achieved, the NP waited until 1952 to speed up the NORTH COAST LIMITED to two-night runs each way between Chicago and Seattle. Also during this period the NP continued to assign heavyweight Pullman Tourist and First Class sleeping cars to trains #1 and #2 for seasonal traffic to and from Yellowstone National Park.

At the same time that the NORTH COAST LIMITED's speed-up occurred during 1952, the NP inaugurated the MAINSTREETER as its second transcontinental passenger train. It replaced the ALASKAN, which was downgraded to non-named trains #3 and #4. The MAINSTREETER was assigned heavyweight cars that had been previously assigned to the NORTH COAST LIMITED and lightweight coaches from the 1946 acquisition.

During 1950 the NP participated with the SP in the upgrading to lightweight, streamlined status of the through Seattle-Oakland (San Francisco) sleeping cars. These new cars were assigned to trains #407 and #408 between Seattle and Portland.

The second major improvement period for the NORTH COAST LIMITED began in 1954 with the assignment of Vista Dome Coaches and Vista Dome Pullman Sleeping Cars. They were followed by the Lewis & Clark Traveller's Rest cars in 1955, new dining cars in 1958, and Slumbercoaches in 1959.

The MAINSTREETER was also upgraded to streamlined status during this period with new Holiday Lounge-Parlor Cars and lightweight dining cars and Pullman sleeping cars that had been replaced by new cars on the Vista Dome NORTH COAST LIMITED. In addition, the NP continued to upgrade its daytime Seattle-Portland service by assigning new Holiday Lounge-Parlor Cars and lightweight dining cars to trains #407 and #408.

Beginning during 1955, the NP began to replace conventional trains with Rail Diesel Cars. The first one was assigned to trains between Spokane and Lewiston, followed within two years by their assignment to trains between Duluth and Staples and during 1962 to trains between Fargo and Winnipeg via Manitoba Junction.

1962 proved to be "the last hurrah" for the NP's Streamlined Era passenger train service. The major factors that contributed to increased passenger traffic were the Seattle World's Fair and a renewed interest in visits to Yellowstone National Park by passengers traveling to and from the Fair. During the following seven years the NP was faced with mounting pressures from declining passenger traffic, increased competition by the private automobile and the emerging jet airplane, and dramatically increased operating costs. Growing financial losses accumulated with each succeeding year were the result.

During the 1960s the NP continued the gradual termination of its passenger train service. Extensive branch line service, provided primarily by motor cars, was first to disappear. Following in close succession were the discontinuation notices for most of its passenger trains. When it published its last passenger timetables during the Summer of 1969, NP's passenger train service had been reduced to the renowned Vista Dome NORTH COAST LIMITED, the MAINSTREETER, and trains #407 and #408. They were inherited by the BN, which continued to operate them until the coming of Amtrak, 23 years after the Streamlined Era began on the NP.

# PASSENGER CAR ROSTER

## CODE: CAR ABBREVIATIONS

Bag-C-S	Baggage-Coach-Smoker
Bag-57 C-T	Baggage-57 Seats Coach Trailer Car
Bag-Dorm	Baggage-Dormitory Car
Bag-Ex	Baggage-Express Car
Bag-SM-Ex	Baggage-Storage Mail-Express Car
B-L-14 P	Buffet-Lounge-14 Parlor Seats Car: Holiday Lounge
B-L-26 C	Buffet-Lounge-26 Reclining Seats Coach
Cafe-C	Cafe-Coach
Deluxe C	Deluxe Lounge Coach
DC	Dining Car
Dorm	Dormitory Car
Dorm-C	Dormitory-Coach
Dorm-54 C-S	Dormitory-54 Seats Coach-Smoker
D 4-2-4-L	Vista Dome 4 Roomettes-2 Duplex Single Rooms-4 Double Bedrooms Lounge-in-the-Sky Sleeping Car
D 4-4-4	Vista Dome 4 Roomettes-4 Duplex Single Rooms-4 Double Bedrooms Sleeping Car
D 46 C	Vista Dome 46 Reclining Seats with Leg Rests Coach
LC-D	12 Seats Lunch Counter-30 Table Seats Dining Car
P-L-Obs	Parlor-Lounge-Observation Car
RDC	Rail Diesel Car
RPO-Bag-C	Railway Post Office-Baggage-18 Seats Coach
RPO-Bag-Ex	Railway Post Office-Baggage-Express Car
RPO-Dorm	Railway Post Office-Dormitory Car
RPO-Ex	Railway Post Office-Express Car
RPO-SM	Railway Post Office-Storage Mail Car
RSC	Reserved 38 Seats Coach
Rest-Car	Restaurant Car
SM	Storage Mail Car
T-14 Sec	Tourist 14 Sections Sleeping Car
W-Bag	Water-Baggage Car
3-1-L-Obs	3 Compartment-1 Drawing Room-Buffer-Lounge-Observation Car
4-1-L-Obs	4 Double Bedrooms-1 Compartment-Buffer-Lounge-Observation Car
6-6	6 Sections-6 Double Bedrooms Sleeping Car

8-6-3-1	8 Duplex Roomettes-6 Roomettes-3 Double Bedrooms-1 Compartment Sleeping Car
8-6-4	8 Duplex Roomettes-6 Roomettes-4 Double Bedrooms Sleeping Car
10-1-1	10 Sections-1 Compartment-1 Drawing Room Sleeping Car
10-6	10 Roomettes-6 Double Bedrooms Sleeping Car
24-8 SC	Slumbercoach with 24 Single Rooms and 8 Double Rooms
44 C	44 Reclining Seats with Leg Rests Coach
48 C	Day-Nite Coach: 48 Reclining Seats with Leg Rests
56 C	56 Reclining Seats Coach
56 LRC	Day-Nite Coach: 56 Reclining Seats with Leg Rests
59 C-T	59 Seats Coach Trailer Car
64 C	64 Reclining Seats Coach
68 C	68 Seats Coach
70 C	70 Seats Coach
72 C	72 Reclining Seats Coach
80 C	80 Seats Coach
82 C	82 Seats Coach
84 C	84 Seats Coach
86 C	86 Seats Coach
88 C	88 Seats Coach

<b>EQUIPMENT CAR NUMBERS</b>	<b>TYPE OF CAR</b>	<b>FIRST ASSIGNMENT</b>	<b>NOTES</b>
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Lightweight Cars:

B-30 to B-32 & B-40 to B-42	RDC	Pool	1
200-239 and 250-259	Bag-SM-Ex	Pool	2
304-314	D 4-4-4	Trains #25-#26	3
325-336	24-8 SC	Trains #25-#26 and Trains #1-#2 (M)	4
325	Loch Sloy	331	Loch Long
326	Loch Leven	332	Loch Lochy
327	Loch Lomond	333	Loch Tay
328	Loch Ness	334	Loch Rannoch
329	Loch Tarbert	335	Loch Arkaig
330	Loch Katrine	336	Loch Awe

350-363, 366, and 480-482	8-6-3-1	Trains #1-#2 (NCL)	5
350 Detroit Lakes		359 Valley City	
351 Billings		360 Pasco	
352 Fargo		361 Helena	
353 Walla Walla		362 Jamestown	
354 Missoula		363 Dickinson	
355 Bismarck		366 Portland	
356 Aberdeen		480 Chicago	
357 Brainerd		481 Savanna	
358 Butte		482 Dubuque	
364-365	10-6	Trains #407-#408	6
367-372	8-6-4	Trains #25-#26	6
375-380	D 4-2-4-L	Trains #25-#26	7
390-394, and 483	4-1-L-Obs	Trains #1-#2 (NCL)	8
390 Rainier Club		393 Spokane Club	
391 Arlington Club		394 Montana Club	
392 Tacoma Club		483 Minneapolis Club	
400-411	W-Bag	Trains #1-#2 (NCL) and Trains #1-#2 (M)	9
425-430 (1)	RPO-Dorm	Trains #1-#2 (NCL)	10
430 (2)	RPO-Dorm	Trains #25-#26	10
440-444	Dorm	Trains #1-#2 (M)	11
450-455	LC-D	Trains #1-#2 (NCL)	12
456-457	DC	Trains #407-#408	13
458-463	DC	Trains #25-#26	14
479	RPO-Dorm	Trains #25-#26	10
487-491	B-L-14 P	Trains #1-#2 (M)	15
492-493	B-L-14 P	Trains #407-#408	15
494-499	B-L-26 C	Trains #1-#2 (NCL)	16
500-517	56 C	Pool	17
518-526	56 C	Pool	18
527	72 C	Pool	19
528-532	64 C	Pool	19
549-559	D 46 C	Trains #25-#26	20
578-580	44 C	Pool	21
581-585	48 C	Pool	22

586-596, 598-599, and 300	56 LRC	Trains #1-#2 (NCL)	23
597	56 LRC	Pool	23

Heavyweight Cars:

Most of these heavyweight cars were withdrawn from revenue passenger train service by 1965. They were either reassigned to Maintenance of Way Service or were scrapped. None of these cars appeared in Burlington Northern revenue passenger train service after the merger occurred in March 1970.

79-99	SM	Pool	24
100-101	RPO-SM	Pool	24
189, 190 and 198	RPO-Ex (wood)	Pool	
600-636	86 C/88 C	Pool	25
700-724	10-1-1	Trains #1-#2 (NCL)	26

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<del>700</del>	<del>Chief American Horse</del>	<del>713</del>	<del>Chief Many Horns</del>
701	Chief Arlee	714	Chief Red Cloud
702	Chief Baptista	715	Chief Red Leaf
703	Chief Big Medicine	716	Chief Red Thunder
704	Chief Big White	717	Chief Rocky Bear
705	Chief Black Bear	718	Chief Seattle
706	Chief Black Foot	719	Chief Spotted Tail
707	Chief Chariot	720	Chief Standing Buffalo
708	Chief Gail	721	Chief Sword
709	Chief Good Lance	722	Chief Toholah
710	Chief Kamiakin	723	Chief Victor
711	Chief Little Raven	724	Chief Wolf Robe
712	Chief Little Shell		

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740-743 and CB&Q 669-671	6-6	Trains #1-#2 (NCL)	27
740	Poplar Acres	669	Poplar Branch
741	Poplar Gap	670	Poplar Flat
742	Poplar Glade	671	Poplar Haven
743	Poplar Hollow		

749	3-1-L-Obs	Pool	28
749	Palm Point		

793-799	Dorm-C	Pool	29
968, 984, 994, and 1045	80 C (wood)	Pool	
1100-1104	RPO-Bag-C	Pool	
1164-1179	Dorm-54 C-S	Pool	
1194-1199	Bag-C-S	Pool	30

1200-1205	64 C	Pool	
1206-1218, 1222-1225, 1227, and 1232-1254	70 C/80 C/82 C	Pool	31
1255-1257	68 C	Pool	
1258	80 C	Pool	
1259-1266	Cafe-C	Pool	32
1267-1286	80 C/82 C/84 C	Pool	33
1290-1294	Cafe-C	Pool	32
1298-1299	Rest-Car	Trains #407-#408	34
1300-1303, CB&Q 4600-4601, 1342-1349, 1350-1366, 1368-1369, and 1370-1379	Deluxe C	Pool	35
1380-1381	RSC	Trains #5 and #4	36
1400-1421, 1426-1436, and 1438-1452	RPO-Bag-Ex	Pool	37
1493-1499	Bag-Dorm	Trains #3 and #4	38
1500-1640	Bag-Ex	Pool	37
1650-1655	W-Bag	Trains #3 and #4	39
1663-1665 and 1678-1679	DC	Pool	40
1680-1683	Cafe-C	Pool	32
1690-1698	DC	Trains #1-#2 (NCL)	41
1730-1734	P-L-Obs	Trains #407-#408 and Trains #221-222	42
1810-1846	Express Refrigerator Car	Pool	
1854-1899	Express Box Car	Pool	
3095, 3096, 3121, 3130, 3135, 3136, 3138, and 3140	T-14 Sec	Train #1-#2 (NCL)	43
A-152 & A-153	Bag-57 C-T	Pool	
A-160 to A-162	59 C-T	Pool	
B-3, B-6, B-8 to B-24, and B-26	Motor Car	Pool	44
H-1 to H-5	Heater Car	Pool	45

### ROSTER NOTES

1. Nos. B-30 through B-32 were RDC-2s that had a baggage-express compartment and a coach section for 70 passengers. No. B-30 was acquired in 1955, and it was assigned to trains #311 and 314. Its coach section was reduced to 48 passengers with an increase in the space for the baggage-express compartment. Nos.

B-31 and B-32 were purchased from the WP in 1962, and they were assigned to trains #124/13 and #14/123. Nos. B-40 through B-42 were RDC-3s that had RPO and baggage-express compartments plus a coach section for 40 passengers. Nos. B-40 and B-41 were acquired during 1955 and 1956, and they were assigned to trains #57 and #58 and trains #55 and #56. No. B-42 was purchased from the DM&IR in 1963, and it operated at various times as trains #124/13 and #14/123, trains #55 and #56, and trains #57 and #58. All of the RDCs were placed in storage during 1969.

2. Nos. 200 through 229 were acquired between 1956 and 1958, Nos. 230-239 in 1963, and Nos. 250-259 in 1965.

3. Nos. 304-313 were acquired during 1954 and No. 314 in 1957. Nos. 304 and 305 were owned by the CB&Q, and No. 306 was owned by the SP&S Ry. The dome area had 24 non-reserved lounge seats.

4. Nos. 325-328 were acquired during 1959, and Slumbercoaches owned by the Burlington Route were also assigned to the cycle that was shared with the Vista Dome DENVER ZEPHYR. Nos. 329-336 were purchased from the B&O, MP and NYC Railroads in 1964. Nos. 335 and 336 were sold to the CB&Q in 1965. These 12 Slumbercoaches and the six RDCs displayed Stainless-steel Silver instead of NP Colors, the only new cars to do so on the NP. (Refer to Note 1.)

5. No. 366 was owned by the SP&S Ry and Nos. 480-482 were owned by the CB&Q. When new in 1948, these cars were named in the Cities Series. Their names were dropped when the equipment car numbers were assigned in 1954. Some of these cars were assigned to the MAINSTREETER in 1954 when the Vista Dome Sleeping Cars replaced them on the NORTH COAST LIMITED.

6. Nos. 364 and 365, acquired in 1950, were assigned to through Seattle-Oakland via Portland service and were operated in conjunction with the SP's CASCADE. When this service was terminated in 1966, these two cars saw service on the NORTH COAST LIMITED. Nos. 367 through 372 were acquired during 1954.

7. These cars were rebuilt from Nos. 304, 307, 308, 311, 312, and 314 in 1967. CB&Q No. 380 was renumbered from CB&Q No. 304. The dome area was converted to the Lounge-in-the-Sky for NORTH COAST LIMITED sleeping car passengers, and a buffet replaced two of the duplex single rooms under the dome.

8. No. 483 was owned by the CB&Q. When new in 1948, these cars were named in the Club Series. Their names were dropped when they were refurbished and equipment car numbers were assigned in 1954. These cars were placed in storage when the Vista Dome Lounge-in-the-Sky Pullman Sleeping Cars replaced them in 1967 on the Vista Dome NORTH COAST LIMITED.

9. Nos. 400-411 had water tanks that provided additional boiler water for the steam heating boilers in the F Series road passenger locomotives. Nos. 400-405 were acquired during 1947, and Nos. 406-411 were rebuilt from baggage cars Nos. 208-211, 218, and 222 between 1962 and 1967.

10. Nos. 425 through 430 (1) were acquired during 1947. No. 430 (1) was sold to the CB&Q in 1954 and was renumbered as CB&Q No. 479. No. 430 (2) was purchased from the C&NW in 1962. All of these cars were converted to express-dormitory cars when the mail sorting contracts were terminated during 1967.

11. These cars were remodeled from Nos. 350-352, 359, and 361. They replaced Nos. 1493-1499 on the MAINSTREETER in 1965.

12. No. 455 was owned by the CB&Q. Nos. 450-455, acquired in 1947, were remodeled to 40 table seats dining cars in 1954, and in 1958 they were transferred to the MAINSTREETER. No. 455 was sold to the NP in 1958. Nos. 450-453 and 455 were



remodeled to diner-lounge cars in 1962. Except for Nos. 452 and 455, these cars were again remodeled in 1967 to economy buffet-dining cars, the fourth floor plan for these cars.

13. These two dining cars were acquired in 1953, and No. 456 was remodeled to a diner-lounge car in 1962. Both cars were remodeled to economy buffet-dining cars in 1967.

14. Nos. 458-463 were acquired in 1958, and No. 458 was owned by the CB&Q. During the summer season these cars were operated as 48 table seats dining cars, and they were rearranged to 40 table seats dining cars during the winter seasons.

15. Nos. 487-493 were named the Holiday Lounge Cars. Nos. 492-493 were acquired in 1954, and Nos. 487-491 in 1956.

16. Nos. 494-499 were acquired in 1946, and No. 499 was sold to the CB&Q in 1954. These cars were rebuilt into the Lewis & Clark Traveller's Rest coffee shop-tavern-lounge cars in 1955, and they were assigned to the Vista Dome NORTH COAST LIMITED.

17. Six of these coaches, acquired in 1946, were assigned to the NORTH COAST LIMITED, and the other 12, acquired during 1946 and 1947, were assigned to the Passenger Car Pool.

18. These cars were purchased from the C&NW between 1961 and 1963.

19. These cars were purchased from the M-K-T during 1965.

20. Nos. 550-559 were acquired during 1954, and No. 549 during 1957. Nos. 557 and 558 were owned by the CB&Q and No 559 was owned by the SP&S Ry. The dome area had 24 non-reserved lounge seats.

21. These cars were purchased from the C&NW and UP in 1963.

22. These cars were rebuilt from Nos. 487-491 by 1963.

23. Nos. 586 and 587 were acquired in 1954. Nos. 588-596, 598-599 and 300 were acquired during 1946. Nos. 598 and 599 were owned by the CB&Q. No. 300, owned by the SP&S Ry, was sold to the NP in 1954, and was renumbered to No. 597. These cars were reassigned to the MAINSTREETER and the Passenger Car Pool in 1954 when the Vista Dome Coaches replaced them on the Vista Dome NORTH COAST LIMITED.

24. Nos. 79-101 were rebuilt from heavyweight cars by the shops. Nos. 79-90 were 74-foot cars, Nos. 91-99 were 64-foot cars, and Nos. 100-101 were 82-foot cars with a 60-foot RPO section.

25. Nos. 600-606, 611, 620, and 625-635 had 86 coach seats, and Nos. 607-610, 612-619, 621-624, and 636 had 88 coach seats.

26. Shortly after being purchased from the Pullman Company during 1948 when the lightweight Pullman sleeping cars replaced them on the streamlined NORTH COAST LIMITED, these sleeping cars were assigned to the ALASKAN, MAINSTREETER, trains #3 and #4 (St. Paul-Mandan), trains #11 and #12 (St. Paul-International Falls), trains #65 and #66 (Minneapolis/St. Paul-Duluth), trains #347 and #348 (Pasco-Walla Walla), trains #401 and #402 (Portland-Seattle), and trains #407 and #408 (Connecting California Service with the Southern Pacific) until they were replaced by lightweight sleeping cars. They were also assigned until 1952 for summer season Chicago-Yellowstone Park Service in the streamlined NORTH COAST LIMITED and the ALASKAN.

27. Shortly after being purchased from the Pullman Company during 1948, Poplar Branch, Poplar Flat and Poplar Haven were sold to the Burlington Route. These

sleeping cars were assigned to the ALASKAN, MAINSTREETER, and trains #11 and #12 until they were replaced by lightweight sleeping cars during 1955. These NP and CB&Q cars then served as protection sleeping cars for the MAINSTREETER and for the Burlington Route's DENVER ZEPHYR, AK-SAR-BEN ZEPHYR, and BLACK HAWK.

28. No. 749 served as the protection car for the NORTH COAST LIMITED's lightweight Club Series buffet-lounge-observation cars.

29. These cars were former combination 42 seats coach-Tourist six sections sleeping cars.

30. Nos. 1194-1195 and 1198-1199 had 32 coach seats and Nos. 1196-1197 had 22 coach seats and a galley.

31. No. 1215 had 70 coach seats, Nos. 1206-1213, 1216, 1218, and 1227 had 80 coach seats, and Nos. 1214, 1217, 1222-1225, and 1232-1254 had 82 coach seats.

32. Nos. 1259-1266 and Nos. 1290-1291 had 36 coach seats, Nos. 1292-1294 had 20 coach seats, and Nos. 1680-1683 had 42 seats in their coach sections. These cafe-coaches were rotated among the consists of the ALASKAN, trains #5-#6 (Spokane-Seattle), trains #7-#8 (St. Paul-Fargo), trains #13-#14 (St. Paul-Winnipeg), and trains #123-#124 (Manitoba Junction-Fargo).

33. Nos. 1267-1280 had 82 coach seats, Nos. 1281 and 1282 had 80 coach seats, and Nos. 1283-1286 had 84 coach seats.

34. These cars were assigned to trains #407-#408 as tavern-lounge cars until they were replaced by the Holiday Lounge Cars during 1954.

35. These cars, referred to as Deluxe Lounge Coaches, had different seating floor plans and capacities, and they contained large men and women's lounges. Nos. 1300-1303 and CB&Q 4600-4601 were semi-streamlined, lightweight coaches. They had 40 reclining seats plus a ten-seats men's lounge and six-seats women's lounge. Nos. 1342-1349 had 48 reclining seats plus an eight-seats men's lounge and an eight-seats women's lounge. Nos. 1350-1366 had 36 reclining seats plus a nine-seats men's lounge and a seven-seats women's lounge. Nos. 1368-1369 had 48 reclining seats plus an eight-seats men's lounge and an eight-seats women's lounge. Nos. 1370-1379 had 58 reclining seats plus a ten-seats lounge. All of these coaches were reassigned to the Passenger Car Pool when replaced by the lightweight coaches in the consists of the streamlined NORTH COAST LIMITED in 1946.

36. These cars had individual parlor-type revolving seats that were reserved as coach seats for a small charge in addition to a rail ticket. They were assigned to trains #5 and #4 (the ALASKAN) between Spokane and Seattle. Similar connecting service was provided between Pasco and Portland by SP&S trains #5 and #6.

37. These cars were rebuilt from heavyweight passenger cars by the shops.

38. These cars were assigned to the ALASKAN beginning in 1947, and they were reassigned to the MAINSTREETER beginning in 1952. When they were replaced by lightweight dormitory cars Nos. 440-444 during 1965, these cars were rebuilt to baggage-express cars and retained these equipment car numbers.

39. These cars were assigned to the ALASKAN when passenger diesel locomotives were assigned during 1949. They were reassigned to the MAINSTREETER beginning in 1952 until replaced by lightweight water-baggage cars from the Nos. 406-411 Series during 1962.

40. Nos. 1663-1665 and 1678-1679 had 30 table seats.

41. These dining cars with 36 table seats were protection cars beginning in 1947 for the streamlined NORTH COAST LIMITED. They were reassigned to the

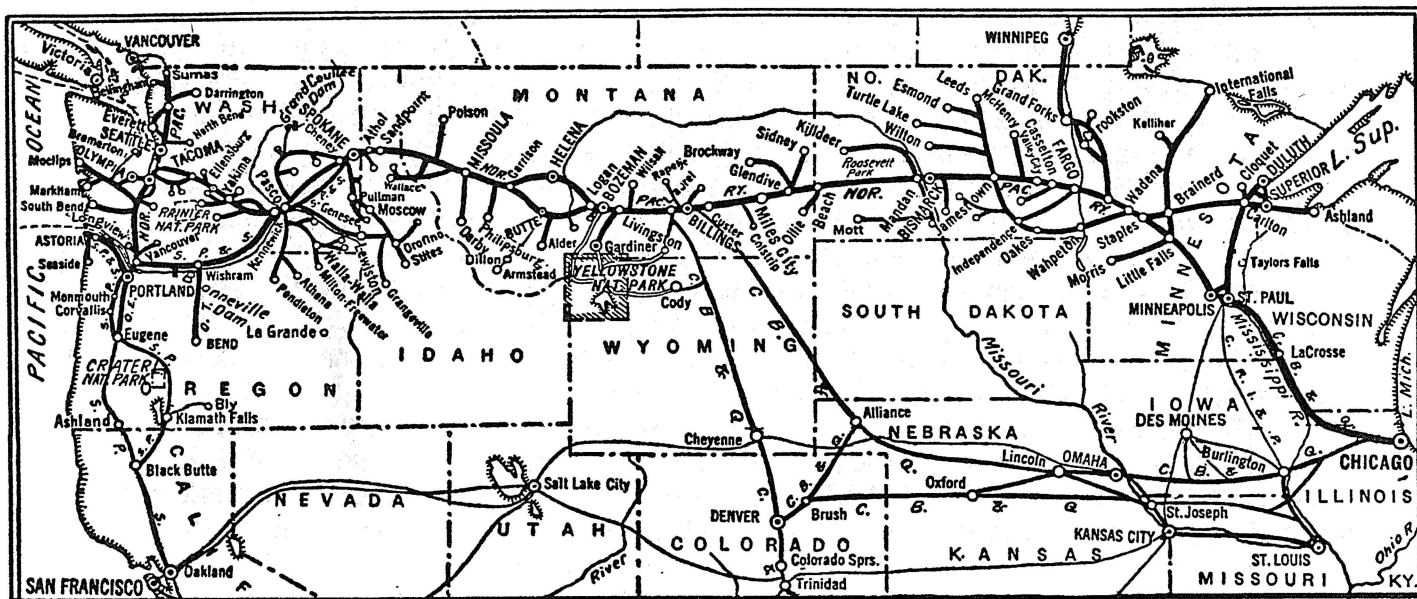
MAINSTREETER and to trains #407-#408 beginning in 1952. Lightweight dining cars Nos. 450-457 replaced them during 1958.

42. No 1732 was rebuilt to a parlor-lounge-coach, and it was assigned to trains #221-#222 for Logan-Helena connecting service with the NORTH COAST LIMITED until trains #221-#222 were replaced by NP Transport Bus Service. Nos. 1730-1731 and 1733-1734 appeared in the consists of trains #407-408 until replaced by the Holiday Lounge Cars in 1954.

43. These Tourist sleeping cars were assigned to the streamlined NORTH COAST LIMITED beginning with the 1948 Summer Season until after the 1952 Summer Season. They were also assigned to the ALASKAN until 1952 and the MAINSTREETER in Chicago-Seattle service.

44. All of the gas-electric motor cars that were in service following World War II were converted to diesel-electric motive power. These *Doodlebugs*, as they were nicknamed, had various floor plans that contained RPO and baggage-express compartments plus a separate, spartan passenger section. Although primarily assigned to branch line service, some were assigned to local main line runs, such as trains #55 and #56 and trains #57 and #58 between Duluth and Staples. When the RDCs began to arrive during 1955 and branch line passenger service continued to be abandoned, only 12 of these unique, noisy motor cars were still in service. No. B-18, which had been modernized, served as protection for the RDCs assigned to Duluth-Staples and Fargo-Winnipeg via Manitoba Junction service. When RDC No. B-42 was acquired during 1963, No. B-18 was retired from service, thus ending NP's *Doodlebug Era*, which had begun during the 1920s.

45. These five heater cars were rebuilt from retired Northern steam engine tenders during 1955 by the locomotive shops.



# ROSTERS: PRINCIPAL PASSENGER TRAINS

## 1948: 19 Trains

1-2	NORTH COAST LIMITED, Chicago-Seattle and Portland
3-4	ALASKAN, St. Paul-Seattle and Portland
5-6	Spokane-Seattle and Portland
7-8	St. Paul-Fargo
11-12	St. Paul-International Falls
13-14	Manitoba Junction-Winnipeg
55-56 and 57-58	Duluth-Staples (Motor Trains)
61-62	Duluth-St. Paul (Except Sunday)
65-66	Duluth-Minneapolis
<del>123-124</del>	<del>Manitoba Junction-Fargo</del>
221-222	Logan-Helena
287-288	Butte-Garrison
311-312 and 313-314	Spokane-Lewiston
347-348	Pasco-Walla Walla
401-402 and 407-408	Portland-Seattle
422/461-464/423	Seattle-Aberdeen and Hoquiam

### Notes

1). The NORTH COAST LIMITED was scheduled as CB&Q trains #51 and #50 between Chicago and St. Paul.

2). Trains #1 and #3 connected with SP&S train #3, trains #2 and #6 connected with SP&S train #4, and trains #5 and #4 connected with SP&S trains #5 and #6 at Pasco.

3). Trains #55 and #56 and trains #57 and #58 connected with trains #1 and #2 and trains #3 and #4 at Staples.

4). Trains #13 and #14's through St. Paul and Fargo cars connected with trains #7 and #8 and trains #123 and #124 at Manitoba Junction.

5). Trains #221 and #222 connected with trains #1 and #2 at Logan.

6). Trains #287 and #288 connected with trains #3 and #4 at Garrison.

7). At Spokane, train #311 connected from train #6 and train #2, train #312 to train #3, train #313 from train #1 and trains #3 and #4, and train #314 to train #1 and train #4.

8). Trains #347 and #348 connected with train #2 and train #3 at Pasco.

9). Trains #401 and #402's through Seattle-Oakland sleeping car was transferred to and from SP trains #19 and #20, the KLAMATH, and trains #407 and #408's four through Seattle-Oakland sleeping cars were transferred to and from SP trains #11 and #12, the CASCADE, at Portland. The operation of trains #401 and #402 was alternated between the NP, GN and UP.

10). Connecting Cody Gateway train service with trains #1 and #2 was provided by CB&Q trains #29 and #30 at Billings during the Yellowstone National Park summer season.

11). Connecting Gardner Gateway train service with trains #1 and #2 was provided by trains #217 and #218 at Livingston during the Yellowstone National Park summer season.

12). Connecting Tacoma shuttle train service with trains #1 and #2, trains #3 and #4, and trains #5 and #6 was provided at East Auburn.

## 1952: 18 Trains

1-2	MAINSTREETER, Chicago-Seattle and Portland
3-4	St. Paul-Mandan
5-6	Spokane-Seattle
11-12	St. Paul-International Falls
13-14	Manitoba Junction-Winnipeg
25-26	NORTH COAST LIMITED, Chicago-Seattle and Portland
55-56 and 57-58	Duluth-Staples (Motor Trains)
61-62	Duluth-St. Paul (Except Sunday)
65-66	Duluth-Minneapolis
123-124	Manitoba Junction-Fargo
235-236	Logan-Butte
287-288	Butte-Garrison
311-314	Spokane-Lewiston
347-348	Pasco-Walla Walla
401-402 and 407-408	Portland-Seattle
422/461-464/423	Seattle-Aberdeen and Hoquiam



### Notes

1). Between Chicago and St. Paul the NORTH COAST LIMITED was operated as CB&Q trains #25 and #26, and the MAINSTREETER was combined with the BLACK HAWK, CB&Q trains #47 and #48.

2). Trains #55 and #56 connected with trains #1 and #2, and trains #57 and #58 connected with trains #25 and #26 and trains #3 and #4 at Staples.

3). Trains #13 and #14's through St. Paul and Fargo cars connected with trains #1 and #2 and trains #123 and #124 at Manitoba Junction.

4). Trains #1 and #2 connected with trains #235 and #236 at Logan and with trains #287 and #288 at Garrison.

5). Trains #25 and #26 transferred through Portland cars to and from SP&S trains #1 and #2, trains #1 and #2 connected with SP&S trains #3 and #4, and trains #5 and #6 connected with SP&S trains #5 and #6 at Pasco.

6). Train #311 connected from train #2 and train #314 connected to train #1 and trains #25 and #26 at Spokane.

7). Trains #347 and #348 connected with trains #1 and #2 at Pasco.

8). Trains #401 and #402 connected with SP trains #9 and #10, the SHASTA DAYLIGHT, at Portland. The operation of trains #401 and #402 was alternated between the NP, GN and UP.

9). Trains #407 and #408's four through Seattle-Oakland sleeping cars were transferred to and from SP trains #11 and #12, the CASCADE, at Portland.

10). Connecting service to and from Yellowstone Park Gateways with trains #1 and #2 and trains #25 and #26 at Billings and Livingston, to and from Helena with trains #25 and #26 at Logan and Garrison, and to and from Tacoma with trains #1 and #2, trains #5 and #6, and trains #25 and #26 at East Auburn was provided by NP Transport bus service.

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**You'll Like the *FASTER* Streamlined NORTH COAST LIMITED  
Between Chicago-Twin Cities-Pacific Northwest.**

## 1955: 15 Trains

1-2	MAINSTREETER, Chicago-Seattle and Portland
3-4	St. Paul-Glendive
5-6	Spokane-Seattle
11-12	St. Paul-International Falls
13-14	Manitoba Junction-Winnipeg
25-26	NORTH COAST LIMITED, Chicago-Seattle and Portland
55-56 and 57-58	Duluth-Staples (Motor Train and RDC)
61-62	Duluth-St. Paul (Except Sunday)
65-66	Duluth-Minneapolis
123-124	Manitoba Junction-Fargo
<del>235/287-288/236</del>	<del>Logan-Garrison-via Butte</del>
311-314	Spokane-Lewiston (RDC)
401-402 and 407-408	Portland-Seattle

### Notes

1). Between Chicago and St. Paul the NORTH COAST LIMITED was operated as CB&Q trains #25 and #26, and the MAINSTREETER was combined with the BLACK HAWK and the WESTERN STAR as CB&Q trains #47 and #48.

2). Trains #55 and #56 connected with trains #1 and #2, and trains #57 and #58 connected with trains #25 and #26 and trains #3 and #4 at Staples.

3). Trains #13 and #14's through St. Paul and Fargo cars connected with trains #1 and #2 and trains #123 and #124 at Manitoba Junction.

4). Trains #235/287 and #288/236 connected with trains #1 and #2 at Logan and Garrison.

5). Train #311 connected from train #2 and train #314 connected to train #1 and trains #25 and #26 at Spokane.

6). Trains #1 and #2's through Portland sleeping car passengers transferred to and from SP&S trains #3 and #4's sleeping cars at Spokane, and mail, express and a through St. Paul-Portland coach were transferred to and from SP&S trains #3 and #4 at Pasco.

7). Trains #25 and #26 transferred through Portland cars to and from SP&S trains #1 and #2, and trains #5 and #6 connected with SP&S trains #5 and #6 at Pasco.

8). Trains #401 and #402 connected with SP trains #9 and #10, the SHASTA DAYLIGHT, at Portland. The operation of trains #401 and #402 was alternated between the NP, GN and UP.

9). Train #408's four through Seattle to Oakland sleeping cars were transferred to SP train #11, the CASCADE, at Portland. These sleeping cars returned to Seattle from Oakland via Portland on SP train #12, the CASCADE, and UP train #457.

10). Connecting service to and from Yellowstone Park, Helena, and Tacoma was provided by NP Transport bus service.

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Two Dome Sleepers . . . Two Dome Coaches

*Vista Dome* **NORTH COAST LIMITED**  
**CHICAGO-TWIN CITIES-SEATTLE-PORTLAND**  
Via **BUTTE-SPOKANE-PASCO**

## 1962: 10 Trains

1-2	MAINSTREETER, St. Paul-Seattle and Portland
3-4	St. Paul-Mandan
11-12	Little Falls-International Falls
124/13-14/123	Fargo-Winnipeg (RDC)
25-26	NORTH COAST LIMITED, Chicago-Seattle and Portland
55-56 and 57-58	Duluth-Staples (RDCs)
65-66	Duluth-Minneapolis
311-314	Spokane-Lewiston (RDC)
407-408	Portland-Seattle

### Notes

- 1). Trains #1 and #2 transferred through Chicago-Seattle cars from and to CB&Q trains #47 and #48, the BLACK HAWK, at St. Paul. Through Portland passengers connected with SP&S trains #3 and #4 at Spokane, and mail and express were transferred at Pasco.
- 2). Train #3 was scheduled westbound except Saturday and Sunday, and train #4 was scheduled eastbound except Sunday and Monday.
- 3). Trains #11 and #12 connected with trains #3 and #4 at Little Falls except Sunday westbound and Monday eastbound. Between May and September, trains #11 and #12 were operated daily between St. Paul and International Falls.
- 4). Trains #55 and #56 connected with trains #1 and #2, and trains #57 and #58 connected with trains #25 and #26 and trains #3 and #4 at Staples.
- 5). Trains #124/13 and #14/123 connected with trains #1 and #2 at Manitoba Junction.
- 6). The NORTH COAST LIMITED was operated as CB&Q trains #25 and #26 between Chicago and St. Paul and transferred through Portland cars to and from SP&S trains #1 and #2 at Pasco. During the winter season CB&Q train #26 was combined with CB&Q train #32 from St. Paul to Chicago.
- 7). Train #408's through Seattle to Oakland sleeping cars were transferred to SP train #11, the CASCADE, at Portland. These sleeping cars returned from Oakland to Seattle via Portland on SP train #12, the CASCADE, and UP train #457.

## 1970: 3 Trains

1-2	MAINSTREETER, St. Paul-Seattle
25-26	NORTH COAST LIMITED, Chicago-Seattle and Portland
407-408	Portland-Seattle

### Notes

- 1). Train #1 connected with CB&Q train #51, the BLACK HAWK, at St. Paul and with SP&S train #3 at Spokane. Train #2 no longer connected with SP&S train #4, but connected with CB&Q train #10, the AFTERNOON ZEPHYR, and CB&Q train #52, the BLACK HAWK, at Minneapolis or St. Paul.
- 2). Between Chicago and St. Paul, the NORTH COAST LIMITED was consolidated northbound with the AFTERNOON ZEPHYR and EMPIRE BUILDER and southbound with the MORNING ZEPHYR and EMPIRE BUILDER as CB&Q trains #9/31/25 and #8/32/26.
- 3). Through passengers from the Twin Ports on GN train #19, the GOPHER, connected to train #25 at Minneapolis, and through passengers to the Twin Ports on train #26 connected with GN train #24, the BADGER, at either Minneapolis or St. Paul.
- 4). Trains #25 and #26 transferred through Portland cars to and from SP&S trains #1 and #2 at Pasco.

# NP PASSENGER TRAIN CONSISTS

## Streamlined NORTH COAST LIMITED, Train #1

Lv. St. Paul Union Depot, 8/14/48, 9:00 AM

6501	F Series Passenger Locomotives
400	Water-Baggage Car
426	Railway Post Office-Dormitory Car
496	Buffet-Lounge-26 Reclining Seats Coach
501	56 Reclining Seats Coach
592	Day-Nite Coach: 56 Reclining Seats
593	Day-Nite Coach: 56 Reclining Seats
<del>Pullman 3069</del>	<del>Tourist 14 Sections Sleeping Car</del>
451	Lunch Counter-Dining Car
Dickinson	8-6-3-1 Pullman Sleeping Car
Billings	8-6-3-1 Pullman Sleeping Car
SP&S-Portland	8-6-3-1 Pullman Sleeping Car
Chief Many Horns	10-1-1 Pullman Sleeping Car
Chief Kamiakin	10-1-1 Pullman Sleeping Car
Lake Geneva	10-2-1 Pullman Sleeping Car
Poplar Haven	6-6 Pullman Sleeping Car
Montana Club	4-1 Pullman Buffet-Lounge-Observation Car

### Notes

- 1). This consist, one of the six assigned to the streamlined NORTH COAST LIMITED, arrived St. Paul Union Depot from Chicago at 8:00 AM as CB&Q train #51.
- 2). The NP's three-unit road passenger diesel locomotive No. 6501, assigned to train #1 leaving St. Paul, included a cab unit and two booster units.
- 3). No. 496, assigned for St. Paul to Seattle service, was added in St. Paul.
- 4). Nos. 593 and SP&S-Portland, assigned for through Chicago to Portland service, were transferred to SP&S train #3 at Pasco.
- 5). Chief Many Horns and Chief Kamiakin, assigned for through Chicago to Gardner (Yellowstone Park) service, were transferred to train #217 at Livingston.
- 6). Lake Geneva, assigned for through Chicago to Cody (Yellowstone Park) service, was transferred to CB&Q train #30 at Billings.
- 7). Poplar Haven was assigned for St. Paul to Billings service, and its passengers were able to remain on this sleeping car in Billings until 7:15 AM. Its Yellowstone Park passengers transferred at Billings to an NP Transport bus for Red Lodge or Silver Gate, both Eastern Entrances to the Park.
- 8). Passengers from Duluth and Superior on train #55 transferred to train #1 at Staples.
- 9). Connecting service to Helena was provided by train #221 at Logan. NP Transport bus service from Helena connected to train #1 at Garrison.
- 10). While train #1 was en route, a Gardner to Seattle 10-1-1 Pullman sleeping car was added at Livingston, a Spokane to Portland Tourist 14 Section sleeping car was added at Spokane and was transferred along with Nos. 593 and SP&S-Portland to SP&S train #3 at Pasco, and a Spokane to Seattle 10-1-1 Pullman sleeping car was also added at Spokane.
- 11). Tacoma passengers transferred to connecting shuttle train service at East Auburn.



## ALASKAN, Train #4

Lv. Fargo, 10/28/48, 11:15 PM

2663	Northern 4-8-4 Steam Engine
REX 1310	Express Refrigerator Car
REX 1225	Express Refrigerator Car
NYC 8055	Baggage-Express Car
CB&Q 1547	Baggage-Express Car
1421	Railway Post Office-Baggage Car
1579	Baggage-Storage Mail-Express Car
1638	Baggage-Storage Mail-Express Car
1502	Baggage-Storage Mail-Express Car
798	Dormitory-Coach
1303	Deluxe Coach
1290	Cafe-Coach
Pullman 4109	Tourist 16 Sections Sleeping Car
Chief Red Thunder	10-1-1 Pullman Sleeping Car
Chief Little Raven	10-1-1 Pullman Sleeping Car
Madison River	Business Car

### Notes

- 1). A Reserved Seat Coach had been assigned to this consist from Seattle to Spokane, and through passengers from Portland had transferred to train #4 from SP&S train #6 at Pasco.
- 2). Pullman 4109, carrying members of a college football team that also occupied some of accommodations in Chief Red Thunder from Bismarck to Minneapolis, was added at Mandan.
- 3). Chief Red Thunder, assigned for Spokane to St. Paul sleeping car service, was added at Spokane.
- 4). Chief Little Raven, assigned for Fargo to St. Paul sleeping car service, was added at Fargo.
- 5). Passengers who were destined for Butte had transferred to train #288 at Garrison.
- 6). An NP Transport bus connection was provided for eastbound passengers from Butte, and it connected with train #4 at Logan.
- 7). Passengers destined for Brainerd, Superior and Duluth transferred to train #58 at Staples.
- 8). Passengers destined for Chicago transferred to CB&Q train #22, the MORNING ZEPHYR, at either Minneapolis or St. Paul the next morning.
- 9). Nos. REX 1310, REX 1225 and NYC 8055 were transferred to CMStP&P train #58 upon arrival the next morning in St. Paul Union Depot.
- 10). No. CB&Q 1547 was transferred to CB&Q train #52 at St. Paul also.



## Train #8

Lv. Manitoba Junction, 11/19/48, 4:10 PM

2671	Northern 4-8-4 Steam Engine
1628	Baggage-Storage Mail-Express
1406	Railway Post Office-Baggage Car
1584	Baggage-Storage Mail-Express
1266	Cafe-Coach
1357	Deluxe Coach
514	56 Reclining Seats Coach

### Notes

1). Trains #7 and #8 were assigned to Note D Service between St. Paul and Fargo in support of the NORTH COAST LIMITED. As stated in the passenger timetable in effect at that time, eastbound Note D Service was defined as "Train No. 2 will stop only to let off revenue passengers from west of Fargo. It also stops to pick up revenue passengers for east of St. Paul." This operating condition applied to station stops that trains #2 and #8 made from Fargo to Minneapolis and St. Paul at Moorhead, Detroit Lakes, Wadena, Staples, Little Falls and St. Cloud. In addition, train #8 stopped at Manitoba Junction, Perham and Elk River, station stops that train #2 did not make.

2). Northern No. 2671 and Nos. 1628 and 514 were assigned for Fargo to St. Paul service.

3). Nos. 1406, 1584, 1266 and 1357, assigned for through Winnipeg to St. Paul service, and No. 1516, a baggage-storage mail-express car assigned for through Winnipeg to Fargo service, arrived on train #14, led by Pacific No. 2251, at 3:47 PM. Train #14 connected with train #8 and train #123 at Manitoba Junction, and the through cars were transferred. Train #8 arrived Manitoba Junction at 3:58 PM and departed for St. Paul at 4:10 PM. Train #123, led by Ten-Wheeler No. 1351 with No. 1516 and Manitoba Junction to Fargo coach No. 624, departed for Fargo at 4:15 PM. Through Fargo passengers made an across-the-platform transfer from train #14 to train #123.

4). Passengers for Brainerd, Superior and Duluth transferred to train #56 at Staples, and through eastbound passengers on train #32 from Brainerd transferred to train #8 at Little Falls.

## Train #11

Ar. International Falls, 6/26/52, 7:45 AM

6601	FP-7 Locomotive
1544	Baggage-Express Car
1568	Baggage-Express Car
1402	Railway Post Office-Baggage Car
1360	Deluxe Coach
Poplar Glade	6-6 Pullman Sleeping Car
Chief Black Foot	10-1-1 Pullman Sleeping Car

### Notes

1). Poplar Glade and Chief Black Foot plus similar sleeping cars were assigned to trains #11 and #12 to accommodate an International Falls paper company's employees. They were also used by vacationers traveling during the summer months to and from the Northern Minnesota Lake Country.

2). Although train #11 was not assigned a food service car, sleeping car passengers could order light breakfast with the train conductor prior to retiring. These orders were wired to the Bemidji station agent, and a local restaurant delivered them upon train #11's arrival.

# Vista Dome NORTH COAST LIMITED, Train #26

Lv. Pasco, 12/21/54, 7:50 PM

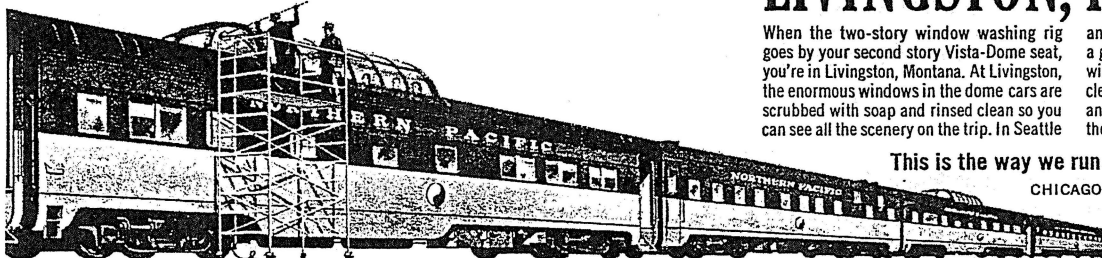
6506 A-B-C	F Series Passenger Locomotives
405	Water-Baggage Car
CB&Q 479	Railway Post Office-Dormitory Car
CB&Q 499	Buffet-Lounge-26 Reclining Seats Coach
556	Vista Dome Coach: 46 Reclining Seats
589	Day-Nite Coach: 56 Reclining Seats
SP&S 559	Vista Dome Coach: 46 Reclining Seats
454	Dining Car
371	8-6-4 Pullman Sleeping Car
CB&Q 305	Vista Dome 4-4-4 Pullman Sleeping Car
360	8-6-3-1 Pullman Sleeping Car
SP&S 306	Vista Dome 4-4-4 Pullman Sleeping Car
393	4-1 Pullman Buffet-Lounge-Observation Car

## Notes

- 1). Tacoma passengers had been transported to East Auburn by NP Transport shuttle bus.
- 2). Nos. SP&S 559, 360 and SP&S 306, assigned for through Portland to Chicago service, were transferred from SP&S train #2 prior to departure from Pasco.
- 3). Passengers to and from Helena used NP Transport bus service that connected at Garrison and Logan the next day.
- 4). Through Brainerd, Superior and Duluth passengers transferred to train #58 at Staples early in the morning on December 23rd.
- 5). Upon arrival in St. Paul on December 23rd, this consist was transferred to the Burlington Route. It completed its eastbound transcontinental run from St. Paul to Chicago as CB&Q train #26.
- 6). Nos. CB&Q 499 and 454, which completed their St. Paul-Chicago-Seattle-St. Paul round trip cycles upon arrival in St. Paul Union Depot, were replaced by Nos. 495 and CB&Q 455 prior to CB&Q train #26's departure for Chicago.
- 7). Since No. 393 was operated by the Pullman Company and was cleaned, stocked and serviced in the Burlington Route's Chicago 14th Street Coach Yard, it was replaced by No. CB&Q 483 prior to CB&Q train 25's westbound departure on December 24th from Chicago Union Station.

THIS IS THE WAY TO RUN A RAILROAD . . .

## "LIVINGSTON, I PRESUME"



When the two-story window washing rig goes by your second story Vista-Dome seat, you're in Livingston, Montana. At Livingston, the enormous windows in the dome cars are scrubbed with soap and rinsed clean so you can see all the scenery on the trip. In Seattle

and Chicago, the entire train goes through a giant car-washer to keep the exterior and windows shining bright, and special crews clean the train interior. Clean trains are another example of NP thoughtfulness on the Vista-Dome North Coast Limited.

This is the way we run NORTHERN PACIFIC RAILWAY

CHICAGO • TWIN CITIES • SPOKANE • TACOMA  
PORTLAND • SEATTLE

## Train #408

Lv. Seattle's King Street Station, 5/27/56, 12:30 PM

6700 A-B-C	F Series Passenger Locomotives
208	Baggage-Storage Mail-Express Car
515	56 Reclining Seats Coach
509	56 Reclining Seats Coach
511	56 Reclining Seats Coach
594	Day-Nite Coach: 56 Reclining Seats
590	Day-Nite Coach: 56 Reclining Seats
493	Holiday Lounge-Parlor Car
457	Dining Car
SP 9120	4 Double Bedrooms-4 Compartments-2 Drawing Rooms Pullman Sleeping Car
SP 9034	10 Roomettes-6 Double Bedrooms Pullman Sleeping Car
NP 365	10 Roomettes-6 Double Bedrooms Pullman Sleeping Car
SP 9053	22 Roomettes Pullman Sleeping Car

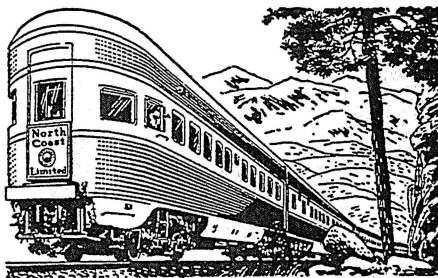
### Notes

1). Through passengers transferred from the INTERNATIONAL, GN train #358, to train #408 during the 20-minute layover in Seattle's King Street Station.

2). Through Oregon and California coach passengers were assigned seats in Nos. 594 and 590. They transferred to coaches assigned to the CASCADE, SP train #11, during the 15-minute layover in Portland Union Station.

3). Nos. SP 9120, SP 9034, NP 365 and SP 9053, assigned for through Seattle to Oakland service, were transferred to the CASCADE at Portland Union Station.

**GO** - *The Scenic Route*  
**TO CALIFORNIA**



On your next California trip, plan to go or return via the colorful Pacific Northwest. Enjoy the beauty of the vigorous Puget Sound cities and more than a thousand miles of mountain grandeur through the Cascades and Northern Rockies . . . Round trip fares from most eastern cities permit travel in one direction via the Pacific Northwest at no additional rail fare.

# MAINSTREETER, Train #1

Lv. St. Paul Union Depot, 9/30/56, 8:40 AM

6508C, 6505B and

6502C

F Series Passenger Locomotives

1619

Baggage-Storage Mail-Express Car

209

Baggage-Storage Mail-Express Car

1451

Railway Post Office-Baggage Car

1445

Railway Post Office-Baggage Car

1509

Baggage-Storage Mail-Express Car

1494

Baggage-Dormitory Car

513

56 Reclining Seats Coach

504

56 Reclining Seats Coach

CB&Q 599

Day-Nite Coach: 56 Reclining Seats

596

Day-Nite Coach: 56 Reclining Seats

489

Holiday Lounge-Parlor Car

1692

Dining Car

CB&Q 481

8-6-3-1 Pullman Sleeping Car

353

8-6-3-1 Pullman Sleeping Car

## Notes

1). Nos. 209, CB&Q 599, and CB&Q 481, assigned for through Chicago to Seattle service, were transferred from CB&Q train #47, the BLACK HAWK, at St. Paul Union Depot.

2). Through Duluth, Superior and Brainerd passengers transferred from train #55 at Staples.

3). Nos. 1445, 1509 and 513, assigned for through St. Paul to Winnipeg service, were transferred to train #13 at Manitoba Junction.

4). Connecting bus service to and from Butte connected with train #1 at Logan and Garrison and to Tacoma at East Auburn.

5). No. 596, assigned for through St. Paul to Portland coach service, plus mail and express were transferred to SP&S train #3 at Pasco. The MAINSTREETER's sleeping car passengers who were destined for Portland were provided complimentary transfer service between stations to SP&S train #3's sleeping cars at Spokane.



ANOTHER  
TRANS-  
CONTINENTAL  
TRAIN...

## *The Mainstreeter*

A new "name" train, The Mainstreeter, begins operation November 16 on approximately the former schedule of the North Coast Limited and runs via Helena, Mont. (See schedule beginning on Page 8.)

# Vista Dome NORTH COAST LIMITED, Train #25

Lv. Missoula, 12/2/1959, 6:10 PM

6701 A-B-C	F Series Passenger Locomotives
404	Water-Baggage Car
428	Railway Post Office-Dormitory Car
CB&Q 4903-Silver Repose	24-8 Slumbercoach
552	Vista Dome Coach: 46 Reclining Seats
597	Day-Nite Coach: 56 Reclining Seats
CB&Q 558	Vista Dome Coach: 46 Reclining Seats
498	Lewis & Clark Traveler's Rest
461	Dining Car
372	8-6-4 Pullman Sleeping Car
308	Vista Dome 4-4-4 Pullman Sleeping Car
SP&S 366	8-6-3-1 Pullman Sleeping Car
391	4-1 Pullman Buffet-Lounge-Observation Car

## Notes

1) This 12-car consist was one of the five that were assigned to the NORTH COAST LIMITED during the 1959-1960 winter travel season.

2). Upon arrival from Chicago the previous evening, the Burlington Route turned over this consist to the NP prior to departure from St. Paul Union Depot.

3). Connecting service from Duluth and Superior via Brainerd had been provided by train #57 at Staples the previous evening.

4). Connecting NP Transport bus service to and from Helena had been provided at Logan and Garrison.

5). Nos. CB&Q 558 and SP&S 366, assigned for through Chicago to Portland service, were transferred to SP&S train #1 at Pasco the next morning.

6). Connecting NP Transport bus service to Tacoma was provided at East Auburn.

7). No. CB&Q 4903 was one of the Burlington Route's Slumbercoaches that was assigned to the unique cycle maintained with the Burlington Route's Vista Dome DENVER ZEPHYR. In order to protect all five of the Vista Dome NORTH COAST LIMITED's consists as well as the DENVER ZEPHYR's two consists, a novel rotation schedule was set up whereby six Slumbercoaches covered the consist requirements of both passenger trains. One of the Slumbercoaches arriving Chicago Union Station at 9:00 AM on the DENVER ZEPHYR, CB&Q train #10, was quickly serviced and transferred to the westbound NORTH COAST LIMITED, CB&Q/NP train #25, which departed Chicago at 12:10 PM, three hours and ten minutes later. The Slumbercoach that arrived in Chicago Union Station on the eastbound NORTH COAST LIMITED, NP/CB&Q train #26, at 1:45 PM was hastily serviced and transferred to the westbound DENVER ZEPHYR, CB&Q train #1, for its 5:00 PM departure from Chicago Union Station, three hours and 15 minutes later. There was no time to waste by the Burlington Route's Chicago 14th Street Coach Yard as its staff made these two rapid turn-arounds daily. This unique utilization of the Slumbercoaches was recognized by the Passenger Traffic Industry as one of the tightest scheduled in the nation, and it was publicized in Railway Age and other railroad-oriented publications.

8) Since the NP was leasing five of its Vista Dome Pullman Sleeping Cars to Eastern railroads during the 1959-1960 winter season, these cars were no longer assigned to through Chicago-Portland service. They were replaced in the NORTH COAST LIMITED's consists by 8-6-3-1 Pullman sleeping cars.

# Vista Dome NORTH COAST LIMITED, Train #25

Lv. Butte, 7/10/62, 4:25 PM

6502A, 6510B, 6511B

and 6507A

F Series Passenger Locomotives

403

Water-Baggage Car

425

Railway Post Office-Dormitory Car

328-Loch Ness

24-8 Slumbercoach

551

Vista Dome Coach: 46 Reclining Seats

512

56 Reclining Seats Coach

554

Vista Dome Coach: 46 Reclining Seats

589

Day-Nite Coach: 56 Reclining Seats

591

Day-Nite Coach: 56 Reclining Seats

495

Lewis & Clark Traveller's Rest

460

Dining Car

355

8-6-3-1 Pullman Sleeping Car

311

Vista Dome 4-4-4 Pullman Sleeping Car

369

8-6-4 Pullman Sleeping Car

312

Vista Dome 4-4-4 Pullman Sleeping Car

361

8-6-3-1 Pullman Sleeping Car

392

4-1 Pullman Buffet-Lounge-Observation Car

## Notes

1). No. 361, assigned as an extra sleeping car for increased Seattle World's Fair traffic, had been added in St. Paul Union Depot after CB&Q train #25's arrival the previous evening.

2). Through passengers from Duluth and Superior had transferred from train #57 at Staples.

3). A Spokane to Seattle Day-Nite Coach, provided for World's Fair intrastate coach traffic, was added to this consist between Nos. 591 and 495 that night at Spokane.

4). Nos. 554, 589 and 369, assigned for through Chicago to Portland service, were transferred to SP&S train #1 at Pasco early the next morning.

THIS IS THE WAY TO RUN A RAILROAD . . .  
**MOVING MOTEL**

This is a Slumbercoach on the Vista-Dome North Coast Limited. It has private rooms for one or two persons, full facilities, soft beds for restful slumber, day or night. Costs only the low coach fare plus a few dollars for all

this convenience and privacy. Special equipment like the Slumbercoach is NP's answer to building more traffic and earning more revenue. It's another example of progressive railroading by Northern Pacific.



THIS IS THE WAY WE RUN NORTHERN PACIFIC RAILWAY

CHICAGO • TWIN CITIES • SPOKANE • PORTLAND • SEATTLE

# Vista Dome NORTH COAST LIMITED, Train #26

Lv. Billings, 1/29/68, 2:05 PM

6707C, 6704B and 6705C	F Series Passenger Locomotives
402	Water-Baggage Car
429	Express-Dormitory Car
588	Day-Nite Coach: 56 Reclining Seats
494	Lewis & Clark Traveller's Rest
CB&Q 557	Vista Dome Coach: 46 Reclining Seats
555	Vista Dome Coach: 46 Reclining Seats
327-Loch Lomond	24-8 Slumbercoach
462	Dining-Car
379	Vista Dome <i>Lounge-in-the-Sky</i> 4-2-4 Pullman Sleeping Car
368	8-6-4 Pullman Sleeping Car
364	10-6 Pullman Sleeping Car

## Notes

1). No. 429 had been converted for express-dormitory service since RPO mail sorting had been discontinued by the U. S. Post Office Department.

2). Nos. CB&Q 557 and 368, assigned for through Portland to Chicago service, had been transferred from SP&S train #2 at Pasco the previous evening.

3). Passengers who were destined for Superior and Duluth transferred to train #58 at Staples.

4). Nos 402, 429, 588 and 494 were assigned for Seattle to St. Paul service, and they completed their runs in St. Paul Union Depot the next morning. These four cars were cleaned and serviced by the NP's St. Paul Coach Yard, and they were available for assignment to westbound train #25.

5). Nos. CB&Q 557, 555, 327, 379 and 368 were assigned for through Chicago service, and they were transferred in St. Paul Union Depot the next morning to CB&Q train #22/32/26, the consolidated MORNING ZEPHYR-EMPIRE BUILDER-NORTH COAST LIMITED.

6). No. 462, which completed its St. Paul-Chicago-Seattle-St. Paul round trip cycle the next morning, was replaced by No. 459 prior to CB&Q train #22/32/26's departure. No. 462 was cleaned, stocked and serviced by the St. Paul Coach Yard, and it began its next cycle on CB&Q train #22/32/26 January 31st.

7). No. 364, assigned for Billings to St. Paul service, completed its run upon arrival the next morning in St. Paul Union Depot. It was cleaned and serviced by the St. Paul Coach Yard, and it was assigned to westbound train #25 that evening for St. Paul to Billings service.

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## Errata

1. *(From Bill Kuebler, 2023-12-24)* I spotted at least one significant error. The document reports Ten-wheeler no. 1351 on No. 123's train from Manitoba Jct. to Fargo on 11/19/48. Almost certainly an error, as engine 1351 was never assigned to the St. Paul Division; rather, it was assigned to the Pasco and Idaho Divisions for its entire service life. In fact, St. Paul Division enginemen had never heard of "1300s" and didn't believe they existed, according to Ron Nixon, who was working in Minneapolis and St. Paul in the late 1940s and discussed this subject with them. The Class S-4 engines, in particular, didn't work east of Livingston. This is all well documented in the Frey and Schrenk book *Northern Pacific: Engines of Growth* (see chapter on freight Ten-wheelers).