

An aerial photograph of a steam locomotive pulling a train through a rural landscape. The train is moving vertically down the page, leaving a thick, dark trail of smoke that drifts to the right. The landscape is a mix of brown and tan fields, with some utility poles visible. The overall tone is sepia or aged.

wheels

AMERICAN CAR AND FOUNDRY COMPANY

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THE "INTERNATIONALS" Are Launched



Two speedy ACF-built trains inaugurate first post-war streamliner service between the U.S. and Canada.

By A. J. DALRYMPLE

Vancouver (B. C.) Daily Province

AS A NEWS REPORTER, specializing in transportation, I have been privileged to cover a good many important and impressive events in that particular field in the past 30 years, not only across Canada but in the United States as well. Therefore, I had been looking forward with considerably more than a detached interest to the Great Northern Railway's introduction of its two new ACF-built streamliners, the *Internationals*, which went into daily service between Seattle, Washington, and Vancouver, British Columbia, on Sunday, June 18. The fact that these sleek new trains were to become the first modern streamliners to operate into Canada contributed substantially to the stature of the event.

Actually, Great Northern's presentation of the new *Internationals* was twofold, consisting first of a press-test run on June 8, followed immediately by an exhibition tour of the eight cities which the streamliners now serve — Seattle, Everett, Mount Vernon, Bellingham and Blaine on the

Washington side of the International Boundary, and White Rock, New Westminster and Vancouver on the British Columbia side.

The press-test run was an unannounced test run of the new equipment, with representatives of press and radio aboard as observers. Also on hand was a host of Great Northern officials and technicians, watching closely every phase of the performance of the new train on the fast 3-hour-and-55-minute schedule which was being tried out for the first time. The new schedule, which slashed 35 minutes from the previous running time between Seattle and Vancouver, became effective with the inaugural of service by the new *Internationals* on June 18.

The *Vancouver Daily Province*, circulation about 100,000, had three columnists as well as a newspaper feature writer aboard the test train, with the result that the new train won by-line specials in four sections of that one paper. However, the introduction of the *Internationals* was no flash-in-the-pan for Great Northern, for this progressive railway has been selling itself quietly and efficiently

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for years. So when the new ACF trains started westward there was no doubt that they would receive the acclaim they deserved. Details of the press-test run reflected intensive planning and preparation, yet the whole show had an extremely personal, even casual touch from beginning to end.

The same type of showmanship that marked the press-test run also distinguished the exhibition tour, which was run on a tight schedule with prompt arrivals and departures all along the route between Seattle and Vancouver. "Old fashioned" champagne christenings, originally scheduled for inaugural day on June 18, were staged on the mornings of the exhibition days in the two terminal cities. The resulting pictures, prominently played in daily newspapers in Seattle and Vancouver, provided striking last minute publicity for the exhibitions.

The *Internationals* are veritable twins, from their distinguishing exterior colors of bright orange and deep green right down to the smallest detail of their interior decorations. However, they aren't quite identical twins, for their parlor-lounge cars carry individual names, lettered on their shiny exterior sheathing. One is the "Port of Seattle"; the other the "Port of Vancouver"—a salute to the great inland seaports at either end of Great Northern's Coast Line.

In addition to the parlor-lounge, each train consists of a cafe-coach, two full 60-seat coaches and a mail-baggage car. Seating capacity is 180, not counting accommodations for 24

in the café, where regular meal service is offered.

The *Internationals* embody so many striking new features that it is difficult to select just what one likes best about these new trains. Some of the reporters who rode the test train have reflected the feelings of the large majority of those who have since traveled on these amazingly beautiful and comfortable streamliners.

Naomi Lang, describing for the Vancouver Sun the "jubilant atmosphere" aboard the new *International*, tells women readers that they will share her delight with the appointments, "for there is no doubt as to the sex of the 'twins' to which GN gave birth. They're feminine." Pat Prowd, in a long story in the Vancouver Province, noted that the pastel color scheme in the new trains is "as subdued as a mother's lullaby." Taking a more practical tack she observed that "It is now possible to apply your lipstick while traveling 79 miles an hour on board a train and end up getting the lipstick on your lips as it should be instead of decorating your left eyebrow as is usually the case." Summing up her impressions Miss Prowd says, "From portal to portal it obviously pays to go the streamlined way these days. I'm glad the Pacific Northwest was invited to the party."

In fact, all of the women who made

INTERNATIONAL on exhibition run at Seattle on June 11, 1950. Specially constructed ramp makes unloading easy.





Residents of White Rock, Canadian border town, inspected the train on June 13, 1950.

the test run were enthusiastic about the decor of the ACF streamliner . . . the stainless steel etching on the end walls of the coaches, depicting activities, points of interest and industries of the area . . . the edge-lighted frieze panels in the café . . . the sculptures in Oregon myrtlewood in both the café and the parlor-lounge car . . . the rich upholstery and carpeting.

The Great Northern, we hear, is particularly interested in "selling" the fair sex on the *Internationals*, for women shoppers commuting between the Coast Line cities are one of the really substantial reservoirs of business for the new trains.

The male contingent on the test run was also aware of the *International's* luxury, as evinced in Jack Carver's lead in the *Bellingham Herald*: "From the tip of the smooth and impressive Diesel engine to the red Neon nameplate on the tail end of the parlor-lounge car and down to the forest-green dishes in the café, Great Northern Railway's new *In-*

ternational streamliner is one of elegance, comfort and character."

But it was the remarkably smooth performance of the train and its obviously fine workmanship throughout that most intrigued the men. Everyone was immensely impressed with the fact that the new *Internationals* are in countless ways custom-tailored for the Pacific Northwest, that the Great Northern Railway wanted to leave no doubt but that these are *our* streamliners.

Having been a close observer of transportation progress in the Pacific Northwest for a good many years, the factors behind the introduction of the *Internationals* are as interesting as the new trains themselves. Great Northern not only has made a tremendous investment in the future of this rapidly growing region, but obviously is making a bold bid for dominance of the passenger-carrying business between Seattle and Vancouver. This first became evident early in 1950 when Great Northern made travel news with the surprise

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announcement that it would slash coach fares between the two cities by 32 per cent—at a time when rail fares were spiraling upward elsewhere. The wisdom of this far-sighted move has been reflected not only in increased patronage of Coast Line trains but in increased revenue as well. Then came word that with the inaugural of the *Internationals*, departures from the two cities would be stepped up from two to three each way, with each streamliner completing a round trip and a half daily.

We know that considerable study was given to the problem before these drastic steps were made. There was a careful survey of potentially available traffic, of probable operating costs, and the working out of schedules which would obtain the most value for the mileage involved.

The cut in running time all but nullified the speed advantage of air travel because of the long distance between city center and airport at

both Seattle and Vancouver. The reduction in coach fares means that there is now no cheaper way to travel between the communities served by Great Northern's Coast Line (round trip, Seattle-Vancouver: \$5.25!). This of course was primarily a bid for business previously going to the buses, as was the step-up in frequency of schedules. And now the introduction of the new *Internationals* gives the rail traveler an unmatched premium in speedy, safe, luxurious—yet economical transportation.

Many travel experts have speculated that the real future for rail passenger business is in short, fast, moderately-priced hauls with modern streamlined equipment. And in the fiercely competitive Pacific Northwest market, where the railway must vie not only with buses and airplanes but with passenger steamships as well, it seems to us that the new *Internationals* are Great Northern's winning ticket.

Exhibition train made first crossing of International Boundary on June 13, 1950.





The Great Northern's brilliant new **INTERNATIONALS**

First modern streamliners to operate between the U.S. and Canada



As you streak from Seattle across the Canadian border to Vancouver, B.C. on the new "Internationals," watch the breathtaking grandeur of the Great Pacific Northwest through your big scenic window. Inside discover the "International's" unprecedented travel luxury at *low coach fares!* Glorious color harmonics...superb decor...edge-lighted engraved panels...deep individual seats...mirrored walls...indirect lighting...more room to relax... more room to dine... more for your travel dollar than ever before!



And on the new Q.C.F.-built "Red River" between Grand Forks, N.D. and Minneapolis-St. Paul...here is a happy combination of speed, comfort, luxury, all-weather service, and low coach fares that say...Enjoy your trip, for "It's Great to Go Great Northern"! American Car and Foundry Company, New York • Chicago • St. Louis • Cleveland • Philadelphia Washington • Pittsburgh • San Francisco



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