

The **EMPIRE BUILDER**

AIR-CONDITIONED
DINING and OBSERVATION CARS

No Pullman Surcharge

The **EMPIRE BUILDER**

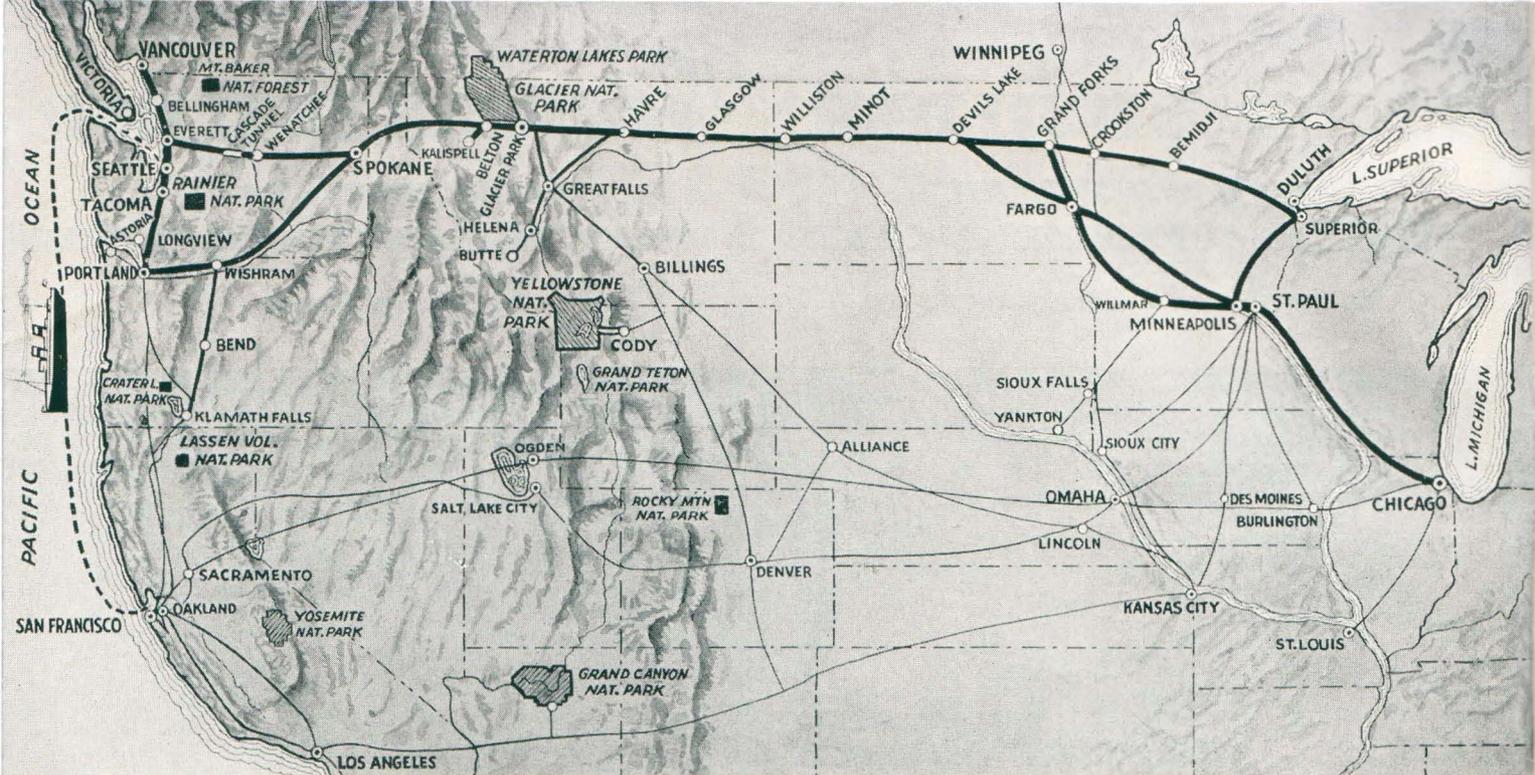
GREAT NORTHERN'S
FINEST TRANSCONTINENTAL TRAIN

No Extra Fare



"All Aboard"



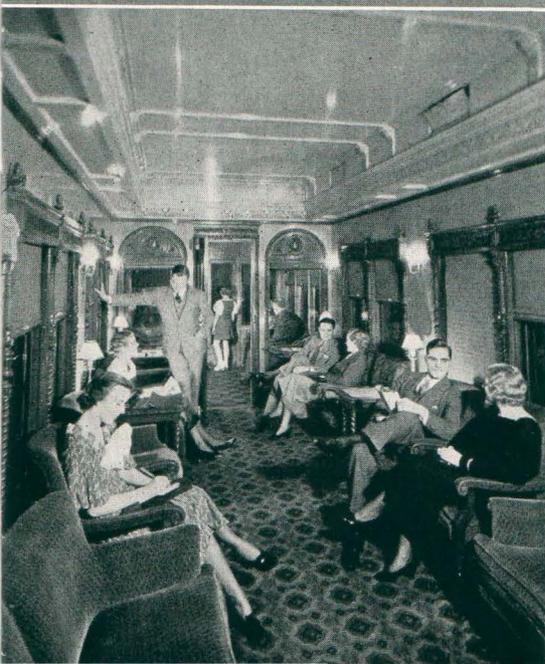


*A fine
transcontinental
train
serving
the
Empire of the
Great Northwest*

*The Empire Builder follows the low altitude route by the
shortest distance between Chicago and Puget Sound*

● You will notice from the map above that after leaving the Twin Cities the Great Northern goes due west in almost a straight line. Even though it crosses the Great Divide and the Cascades, in all that distance there are only four miles with an elevation of more than 4,800 feet.

*We tarry
in the pleasant
observation
lounge before
retiring*



*Looking toward the
sun room where we'll
spend lazy, restful
hours tomorrow*

A Brief Introduction **to the Empire Builder**

AIR CONDITIONING of the observation car and the dining car is the newest feature of this great train. Regardless of the weather outside, you eat your meals or watch the passing landscape in an ideal temperature, breathing pure air, odorless, and with the most healthful degree of moisture.

A Century of Progress in transportation is epitomized in the Great Northern's transcontinental train, "Empire Builder," so named in honor of the late James J. Hill. Doubtless trains of the future will be still further improved—but today, this train which connects Chicago and the Pacific Coast, is generally recognized as the nearest approach to a modern hotel traveling on wheels.

As you speed westward from Chicago and the Twin Cities (or eastward from Portland, Tacoma, Seattle and Spokane), this luxurious train creates a holiday mood for you. You may read, play cards, rest, listen to the radio, visit, or watch the stay-at-home world glide by your window. You may do as you please, and the Empire Builder caters to each whim or fancy.

Beautiful surroundings, interesting fellow passengers, an obliging train personnel, excellent (and inexpensive) meals, all contribute to your enjoyment. And you will probably spend many comfortable hours in the observation car, which is the living room; and the sunroom, which is the sun parlor.

The sun parlor opens directly into a richly furnished observation lounge where the charm of the Empire Builder is expressed in the simplicity and directness of its architecture and color treatments. Warm tan is the predominant color tone of the walls, with window frames and panels of carved walnut and decorations and lighting fixtures of old gold. In this setting, the rich bright colors in the upholstered chairs, settees and couches—with small console and end tables—and parchment-shaded reading lamps, give an inviting and homelike atmosphere to the most distinctive room in the train.

At the forward end of the room, a well equipped writing desk reminds you of neglected correspondence. Here, also, is the library well stocked with current magazines, and travel books descriptive of the country along the Empire Builder route.

Typically Tudor in design and masculine in every detail, with candelabrum side lights shedding their friendly glow over paneled walls of walnut, the club lounge on the Empire Builder provides the atmosphere of comfort and well-being that is characteristic of a metropolitan club. Here travelers may play cards in sections provided for that purpose, chat, or "listen in" on the latest stock market reports, sport news, or programs of general interest for a radiophograph is part of the thoughtful planning evident everywhere on this train.

In connection with this lounge is a well stocked buffet, where a complete fountain and broiler service may be obtained. Except when passing through those states where it is not permitted, the bar will serve fine liquors and mixed drinks of all description. The attendant in charge will gladly serve you. In adjoining rooms are shower baths for men and for women; also a compact but thoroughly modern barber shop in charge of an efficient white barber.

The sleeping cars on this famous train are long and heavy. Their all-steel construction insures smooth and easy riding and largely eliminates vibration. In the berths, resilient, deep-coiled springs, permanent headboards, new type lights, and individual heat and ventilation control are but a few of the improvements that appeal particularly to the transcontinental traveler.

Drawing rooms and compartments are so arranged that they may be occupied either singly or en suite. The washrooms, all with white porcelain lavatories, are spacious and perfectly appointed; the ladies' rooms having mirrors, revolving boudoir chairs and dressing tables; the men's rooms having soft leather upholstered

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*A mother
tucks her
child in
for the night*



*The Empire Builder
prides itself also on
its excellent tourist
sleepers which offer
most economical travel*

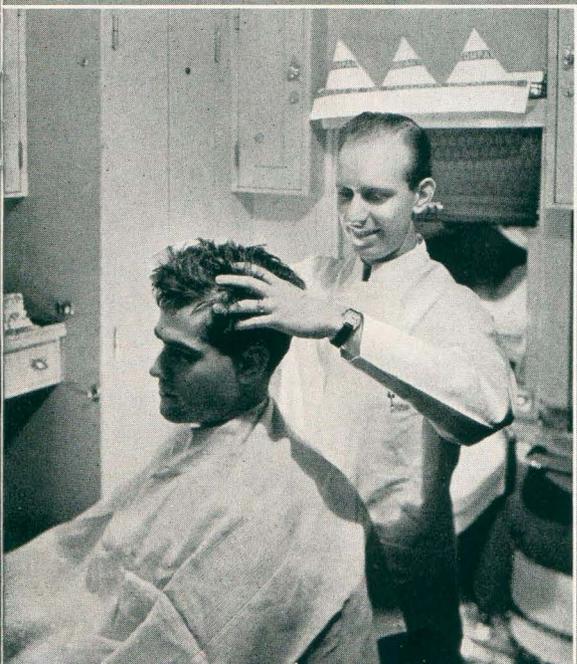


*One of the
women's
rooms on the
Empire Builder*

*A cozy little
dressing room
in the
observation car*



*Men like
plenty of space.
They have it in
these washrooms*



*You can be
barbered and
you can take
a bath on the
Empire Builder*



Breakfast!
with
faultless
service and
hotel cuisine

● From its fine commissary organizations at both eastern and western terminals, Great Northern dining cars are supplied with all food staples. Orchard, farm and truck gardens on the right of way furnish the finest of their products; the Pacific Ocean the best of sea foods; rivers, lakes and streams, trout and salmon deliciously fresh. Nothing but the finest, skillfully cooked and deftly served is ever found on the Empire Builder. Prices are far more reasonable than you would expect.

Luncheon

Luncheon, light or heavy, is available for several hours both before and after noon-tide. There is special service at all hours. Mothers may have prepared special dishes for their children. Wide food assortment meets the requirements of almost any form of diet. The most delicate stomach, the most exacting appetite find what they want in "Empire Builder" cuisine.



The Empire Builder • *A Brief Introduction*

(Continued from page 4)

settees that provide the comfortable privacy men like when they smoke or visit.

Realizing that the enjoyment of a meal is not alone dependent upon choice and well prepared food, every effort has been put forth to create an atmosphere of charm and hospitality in the dining room. Add to an appetizing meal a perfectly appointed table, snow white linen, crystal clear glassware, bright silver, dainty patterned china and the quick, attentive service of waiters under the supervision of a genial steward who acts as your host—and you have a harmonious setting for a perfect meal.

The dining cars on the Empire Builder, Pullman-built, were designed especially for the transcontinental traveler and are vibrationless and air conditioned, features much appreciated by those who dine on fast trains. They are decorated to harmonize with the other cars of the train, are extremely wide and roomy and will seat thirty-six people comfortably at one time.

Kitchen and pantry are spacious and the latest developments in refrigeration and lockers assure fresh, clean food. A glance into these sections reveals a well stocked commissary and immaculate facilities for cooking and serving. There are no cooking odors, no excess heat from the range. Air conditioning takes care of that. There are special dormitory quarters in the forward part of the train for the crew; thus the diner is reserved exclusively for the preparation and serving of meals.

Patrons have their choice of either a la carte or table d'hote meals at reasonable prices, and parents may order special dishes for their children. The menus feature seasonable delicacies: fresh fruits, vegetables and appetizing sea foods from Washington, Oregon, and California; prize-winning Minnesota butter, North Dakota beef, Montana and Idaho potatoes, and other products of the rich agricultural territory served by the Great Northern Railway.

Empire Builder Tourist Sleepers Set New Standards in Travel Comfort at New Low Prices

Those who must travel economically will like Empire Builder tourist sleepers. They have been especially refurbished. Experienced travelers find little if any difference between Great Northern tourist sleepers and standard Pullmans.

Each car has sixteen sections. The berths are full length, full width, and fully equipped with deep mattresses, clean downy blankets, immaculate sheets, and sleepy-head pillows. There is plenty of room in the lowers for two average size persons and this further reduces the rate.

Each tourist sleeper contains modern wash-rooms, and toilet facilities for men and women, and a smoking compartment for men. Courteous Pullman train porters look after the comfort and convenience of passengers. The Empire Builder also carries comfortable coaches.

Route of the **Empire Builder**

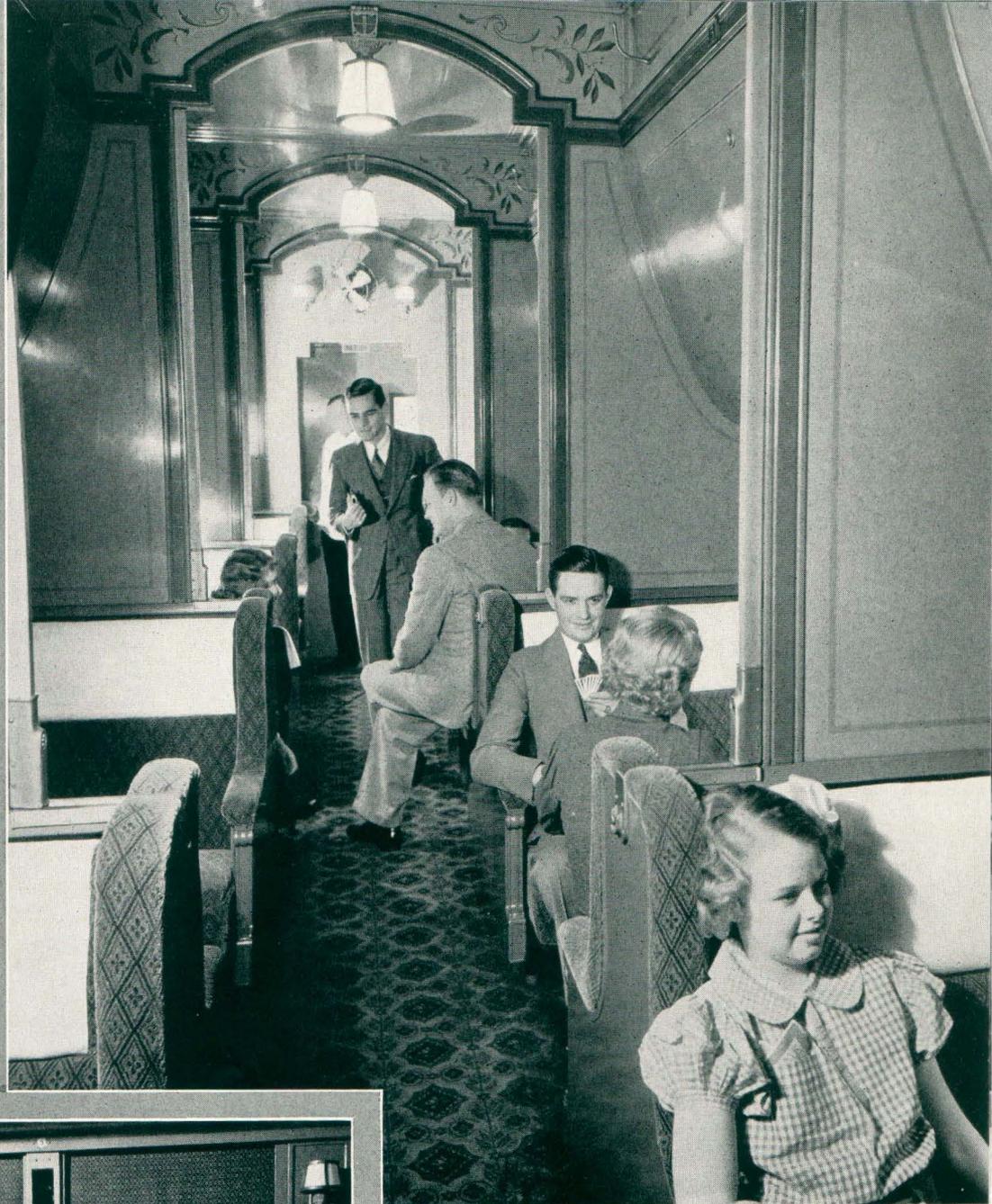
Even if the Empire Builder were an ordinary train—which it is not—the traveler would be thrilled by the route it follows.

Westbound, from Chicago, this extraordinary train glides quietly across northern Illinois while you sleep, and along the Wisconsin shore of the Mississippi River to an early morning arrival in those twin strongholds of the old Northwest—St. Paul and Minneapolis.

Then westward, almost as the crow flies, it swings across Minnesota, "Land of Ten Thousand Lakes," and pauses briefly at Fargo, North Dakota. Here one sees that historic waterway, the Red River of the North, on which James J. Hill, the pioneer "Empire Builder" transported men and merchandise in his youth and dreamed of a railroad to bring these rich prairie lands into a close bond with the cities of the east.

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**Empire
Builder**
*Sleeping Cars
are beautifully
furnished and
decorated*



*This gentleman relaxes
with the aid of
a leg rest*



*An
Afternoon
of
Contract*

*Drawing-Room Compartment
en suite . . . luxurious
indeed, and there's no
surcharge on the
Empire Builder*



*Buffet lounge
in the
observation
car*



● Here is the place to enjoy a game of cards, that between-meal snack alone or with your friends or family. There is always an attendant to see that your every wish is gratified. Soda fountain and bar are in charge of a skillful mixer. It would be difficult to name a beverage which cannot be obtained at its best in this excellently equipped feature of the Empire Builder.

Route of the Empire Builder

(Continued from page 10)

From Fargo across North Dakota and Montana to Glacier Park, The Empire Builder gives the traveler a glimpse of that picturesque "out west" which Theodore Roosevelt loved—and which the Indian tribes and buffalo herds stubbornly relinquished not so long ago. All this time your Empire Builder has been climbing—but so gradually, so imperceptibly—that you are amazed to find yourself at Glacier Park station, at the very threshold of Glacier National Park and the Rocky Mountains. Here the Rockies were pushed up from the bottom of an ancient ocean eons ago, and they tower overhead, a massive barrier.

Glacier Park is where you take the famous Logan Pass Detour, a twenty-four hour trip compassing some of the grandest mountain scenery on the western continent. The trip is by automobile on the Going-to-the-Sun Highway. You reach Going-to-the-Sun Chalets for a night of rest, continuing the auto trip next morning and catching the Empire Builder again westbound from Belton. (Eastbound passengers start the Logan Pass Detour at Belton, resuming the train journey at Glacier Park Station.) The Logan Pass Detour and other trips in this great National playground may be taken during the Park Season—June 15th to September 15th.

The Empire Builder makes its way through this rugged disarray of nature—following the southern boundary of Glacier National Park for sixty breath-taking miles and the tumbling middle fork of the Flathead River from its source to Columbia Falls. The Continental Divide is crossed through Marias Pass.

This is the lowest of all transcontinental passes in the Northwest United States. Lewis and Clark heard of it but could not find it.

Other explorers and engineers sought it for decades. It was finally discovered by John F. Stevens, then a young engineer sent out by Mr. Hill. Thus it was promptly utilized by the original "Empire Builder" for the Great Northern. A monument to Mr. Stevens is visible from the right of way at Summit, Montana.

After Marias Pass, your train speeds through the picturesque Flathead Valley and over a low watershed to the Canyon of the Kootenai. All this the Empire Builder passes in daylight—in both directions—so that you scarcely know which way to look as the exciting scenes change with each fleeting mile.

Next comes Lake Pend Oreille. Then Spokane and the beautiful valley of the Inland Empire—then the cliff-lined Columbia River, and the fertile Wenatchee apple orchard country.

Electrified from Wenatchee, your Empire Builder traverses the Cascades by easy grades and an eight-mile tunnel. This is the longest railway tunnel in America. It is lined with concrete, electric lighted, and air conditioned throughout. Then comes Skykomish, and soon the tranquil charm of Puget Sound—where the rugged Olympic Mountains and the snowcapped Cascades stand guard over Seattle and Tacoma, the western termini of the Great Northern. Here ships leave for Alaska, the Orient, the South Seas, the Panama Canal. Here the Great Northern Coast Line runs north to Vancouver, B. C.

Or if your destination be Portland ("City of Roses") or California, you swing south and again westward from Spokane and follow the Columbia River for two hundred miles, pass "The Dalles" and "The Bridge of the Gods," which alone are worth the journey.

It has been a fascinating trip—this travelogue aboard the Empire Builder. You have been as comfortable as in a luxurious hotel. You have been surrounded by courteous attendants, interesting fellow passengers. You have enjoyed a sense of refinement and well-being. You may not have realized what made this journey so pleasant. May we tell you a few of the Great Northern secrets?

Super-powerful locomotives that maintain a smooth, uniform speed, up grade or down grade. They start and stop without jerking or "grabbing"—Oil burning or electric power for 1,600 clean cinderless miles through the finest mountain scenery—Mammoth steel rails laid in rock ballast—Gradual curves, and an absence of sharp turns—Easy grades—Steel and concrete bridges—Concrete tunnels—Automatic block signals all the way—We say it modestly—and we believe you will agree—the Route of the Empire Builder is worthy of this splendid train!

*A
favorite
radio program*

*Good
reception*

*Good
fellowship*



● Buffet and observation car is the lobby of this hotel on wheels. Here new friends are made. Here is a gathering of congenial spirits. Here the latest news of the world and the finest programs come over the radio. During the daylight hours, a glance out the window surely affords a scene of sparkling beauty, for Empire Builder schedules have been arranged so that the most interesting portions of the trip are covered at a time when they can be seen.

Ask the GREAT NORTHERN man

IN forty-six cities in the United States and Canada the Great Northern Railway maintains travel headquarters where any information regarding fares and tours to or stop-overs at any point in the West may be obtained for the asking. Complete details regarding trips south along the Pacific Coast to San Francisco, Los Angeles, and San Diego, may be arranged. There is direct connection with the steamer lines to all major ports of call in Alaska. The western terminal of the Great Northern is a departure point to Hawaii, the Philippines, the Orient, and Panama Canal.

The eastern terminal at Chicago serves as a starting point of any journey to the Atlantic Coast, south into the Mississippi Valley or any destination in the eastern half of the United States.

Bellingham, Wash.—212 Kulshan Bldg., 1324 Cornwall Ave.
Billings, Mont.—311 Electric Bldg.
Boston, Mass.—Shop 3, Little Bldg., 80 Boylston St.
Bremerton, Wash.—228 First Street.
Butte, Mont.—513 Metals Bank Bldg.
Chicago, Ill.—212 So. Clark St.
Cincinnati, O.—608 Traction Bldg.
Cleveland, O.—508 Hippodrome Bldg.
Dallas, Tex.—1004 Southwestern Life Bldg.
Des Moines, Ia.—305 Equitable Bldg.
Detroit, Mich.—Main Floor Lobby, Transportation Bldg.
Duluth, Minn.—424 W. Superior St.
Everett, Wash.—Great Northern Station.
 Fargo, N. D.—702 Black Bldg.
Grand Forks, N. D.—Great Northern Station.
Great Falls, Mont.—802 First National Bank Bldg.
Helena, Mont.—Placer Hotel Bldg.
Kansas City, Mo.—544 Railway Exchange Bldg.
Klamath Falls, Ore.—Great Northern Station.
Los Angeles, Calif.—605 Central Bldg.
Milwaukee, Wis.—502 Majestic Bldg.
Minneapolis, Minn.—640 Marquette Ave.
Minot, N. D.—Great Northern Station.
Nelson, B. C.—321 Baker St.
New York, N. Y.—595-5th Ave. at 48th Street.
Oakland, Calif.—620 Central Bank Bldg.
Omaha, Neb.—1421 First National Bank Bldg.
Philadelphia, Pa.—504 Finance Bldg.
Pittsburgh, Pa.—602 H. W. Oliver Bldg.
Portland, Ore.—201 Morgan Bldg.
Sacramento, Calif.—225 Forum Bldg.
St. Louis, Mo.—520 Boatmen's Bank Bldg.
St. Paul, Minn.—4th & Minnesota Sts.
San Francisco, Calif.—679 Market Street.
Seattle, Wash.—1400-4th Ave.
Sioux City, Ia.—403 Commerce Bldg.
Sioux Falls, S. D.—503 E. 8th Street.
Spokane, Wash.—Davenport Hotel.
Superior, Wis.—Union Station.
Tacoma, Wash.—116 South 9th Street.
Toronto, Ont.—507 Royal Bank Bldg.
Vancouver, B. C.—683 Granville Street.
Vancouver, Wash.—Great Northern Station.
Victoria, B. C.—916 Government Street.
Wenatchee, Wash.—203 Wenatchee Savings & Loan Bank.
Winnipeg, Man.—414 Main Street.

If you are unable or if it is inconvenient to call at a Great Northern office, write to:

C. W. Meldrum
Asst. Gen. Pass. Agent
Seattle, Wash.

A. J. Dickinson
Passenger Traffic Mgr.
St. Paul, Minn.

*"It's going to be
a wonderful trip!"*

You are cordially invited to travel on the Empire Builder. There is no extra charge for this fine train. Pullman and Great Northern railroad fares were never so low. Do not miss this opportunity.