

Good morning!
here you
are...



We hope you enjoyed a restful night of sleep after we left Spokane, Washington, crossed through the Panhandle of Idaho, and entered the broad state of Montana.

Assuming it's reasonably early, you are approaching Belton, Montana, western entrance to Glacier National Park. But before charting your route today, let's review your night-time journey. Refer to Map No. 1.

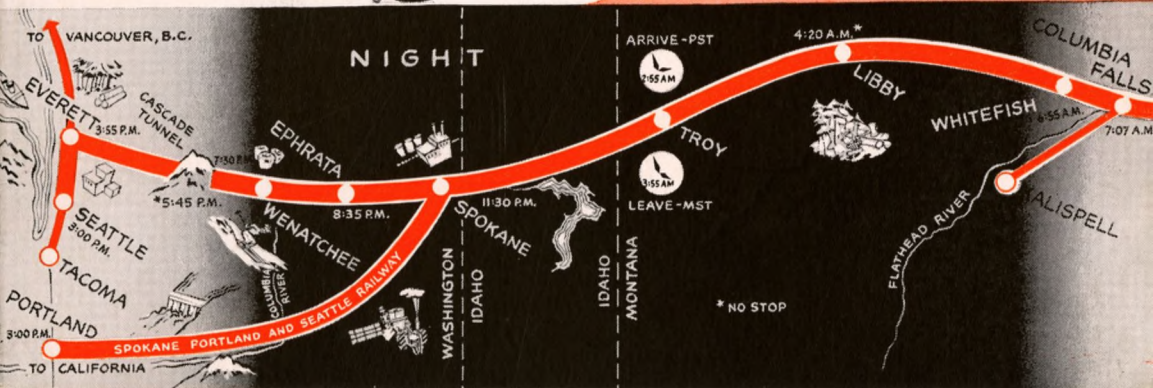
If you started from Seattle, along about dusk last evening, you had passed through the famous Wenatchee Apple country. Here you completed some 73 miles of electrified route through the beautiful Cascade Mountains—a route that took you through the Cascade Tunnel—7.8 miles long, and longest in the Western Hemisphere. If you started from Portland, your route to Spokane was along the broad Columbia River, past the giant Bonneville Dam, then northward through the fertile region of central Washington.

Around midnight you were in Spokane, center of the mighty Inland Empire. Then we crossed Idaho near the Canadian Border. At Troy, Montana, at about 2:55 a. m., we entered the Mountain Time Zone, so if you haven't changed your watch, better set it ahead an hour.

Your early morning journey has been along the sapphire-colored Kootenai River—stopping at Whitefish and Columbia Falls, Montana.

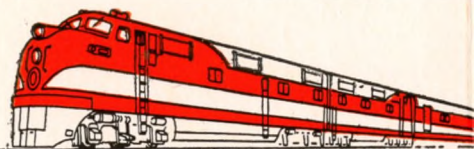
Now, turn to pages 2 and 3 for information on today's trip

MAP No. 1



TODAY'S JOURNEY

(Refer to Map No. 2)



A rare treat is in store during the next several hours. Your route is directly along the southern edge of Glacier National Park—the only national park touched by a transcontinental railway

At Belton, you are within a few miles of Lake MacDonald Hotel, one of four hospitable lodging places in Glacier Park. We make no stop—instead we begin a winding trip parallel with the Theodore Roosevelt Highway and the turbulent Flathead River.

If the day is clear you will be able to see more than 30 of the Park's snow-capped peaks. You can spot these by noting the large signs on the right-of-way

After some time, you will reach the summit of Marias Pass, 5,213 feet—which is the lowest crossing of the Continental Divide by any of the northern transcontinental railways.

Shortly afterwards, you will pass through Glacier Park Station, eastern entrance to the Park—site of the large Glacier Park Hotel.



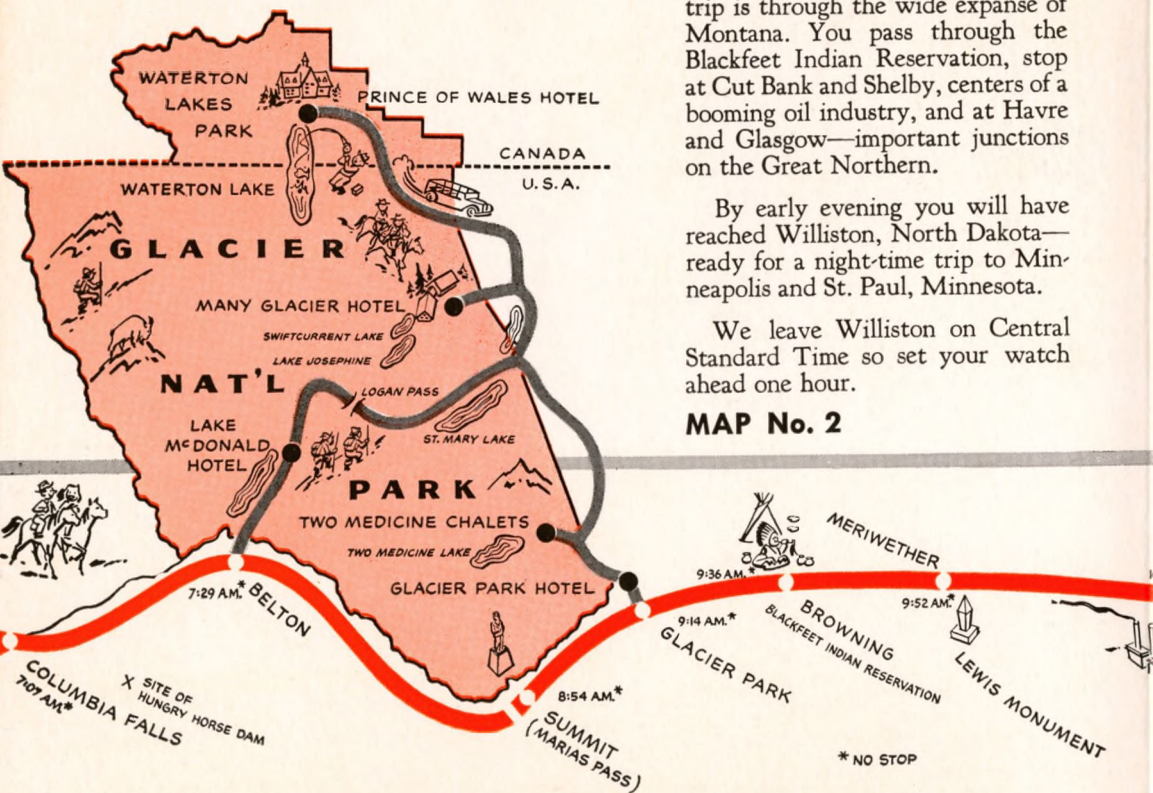
GOING-TO-THE-SUN HIGHWAY: Over the Continental Divide. Snow-capped peaks everywhere.

The remainder of your daylight trip is through the wide expanse of Montana. You pass through the Blackfeet Indian Reservation, stop at Cut Bank and Shelby, centers of a booming oil industry, and at Havre and Glasgow—important junctions on the Great Northern.

By early evening you will have reached Williston, North Dakota—ready for a night-time trip to Minneapolis and St. Paul, Minnesota.

We leave Williston on Central Standard Time so set your watch ahead one hour.

MAP No. 2



Glacier National Park



SWIFTCURRENT LAKE: Site of Many Glacier Hotel, starting point of hiking and pack trips.



PRINCE OF WALES HOTEL: In adjoining Waterton Lakes National Park in Canada.

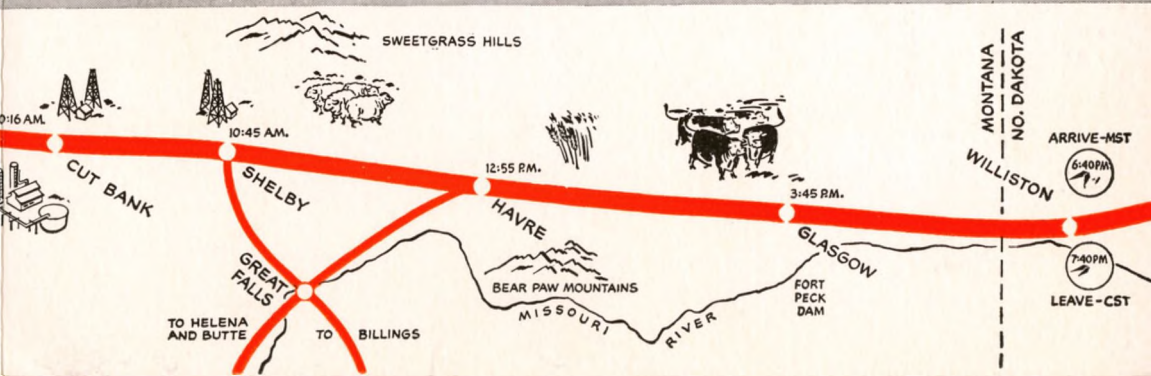
In Montana

TONIGHT . . .

During the night the EMPIRE BUILDER will take you swiftly across the fertile grain lands of North Dakota, through Fargo and into the lake and farmlands of Minnesota. Early in the morning, you will reach Minneapolis—milling, commercial and industrial center, and a few minutes later you will arrive in St. Paul, capital city of Minnesota and home of Great Northern Railway.

Tomorrow morning—see page 4

MAP No. 3



TOMORROW MORNING . . .

Early tomorrow morning you will reach Minneapolis, at about 6:30 Central Standard Time. Minneapolis is a city of about a half-million—milling and commercial center of large proportions. A half hour later you will be in St. Paul, capital city of Minnesota and home of the Great Northern.

From St. Paul to Chicago your route will be over the tracks of the Burlington. It follows the winding Mississippi as far as Savanna, Illinois, and the scenery on both sides of the river is beautiful 12 months a year. The river is navigable as far north as Minneapolis.

Stops are made at Winona, LaCrosse and East Dubuque, and then the Empire Builder enters its final dash across the state of Illinois to the shores of Lake Michigan. In this last lap of your 2,211-mile journey you will see the rich farm lands of northern Illinois, as well as many industrial centers.

Shortly after lunch, the Empire Builder enters the suburbs of Chicago, and at about 2 p. m. you enter the big Union Station of Chicago, one of the busiest terminals in the greatest railway city of the nation.

The Dining Car Steward and Assistant Steward in the Coffee Shop Car will be glad to provide you a copy of booklet "Through Your Car Window" which contains a more complete description of the route of the Empire Builder.

MAP No. 4

