

**EXTRA
CHICAGO
RAILROAD
FAIR
EDITION**

The GREAT NORTHERN NEWS

NOTE: This publication was issued in 1949 for distribution at the Chicago Railroad Fair. Most of the information is basic and still up to date. A minor portion is obsolete due to later developments.

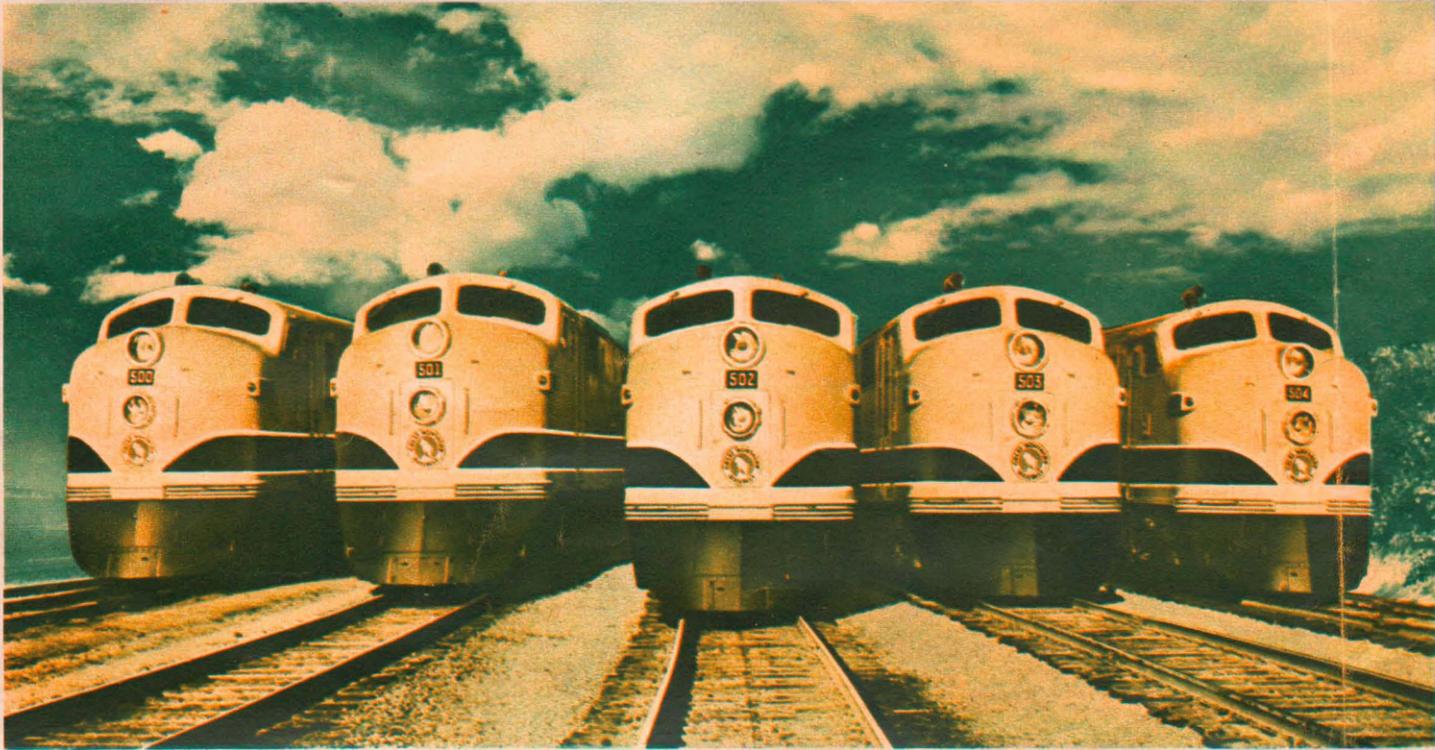
**EXTRA
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Vol. 1. No. 1

GREAT NORTHERN RAILWAY COMPANY

SUMMER, 1949

Great Northern Leads the Travel Parade Between Chicago and Pacific Northwest



Great Northern's Empire Builder fleet of five complete streamlined trains provides daily two-night service in both directions between Chicago and Seattle-Portland via St. Paul, Minneapolis and Spokane. These sleek, colorful trains, drawn by two-unit 4,000-horsepower diesel-electric locomotives, are custom built for comfortable, refreshing travel. The streamlined Empire

Builder offers new style coaches, with famed Sleepy Hollow reclining chairs and individual leg rests, duplex roomettes for single-room privacy, spacious bedrooms for two to four persons, drawing room, cheerful lounges, colorful coffee shop and distinctive dining car with superb food service—a modern train for modern travelers.

Nine Additional Streamliners Due

Across the nation between Chicago and the Pacific Northwest, Great Northern's streamlined Empire Builder and the Oriental Limited are on the move constantly—and winning travelers' plaudits for excellence.

Even as these fleets transport passengers over the comfort-packed and scenic 2,211 miles between Chicago and Seattle-Portland, the railway looks ahead to additional streamliners and another high in outstanding service.

Nine more streamliners—all completely new—will go into operation in 1950 and 1951.

The present diesel-powered Empire Builder fleet of five bright colored orange, green and yellow trains created history in inaugurating 45-hour service between their terminal cities of East and West early in 1947.

Between Chicago and St. Paul the route of the Empire Builder and Oriental Limited is that of Burlington Lines, and between St. Paul and Puget Sound is Great Northern. Both trains are Pullman-serviced.

The nation's first completely new de luxe postwar streamliners having both sleeping cars and coaches scored an instant hit. They have maintained top-flight position in the travel field ever since.

The Empire Builder has a variety of sleeping car accommodations—duplex-roomette, double bedroom, drawing room and open section. Each room has individual temperature control and ice water on tap, among the many features.

Day-night coaches have spacious chaise-lounge reclining seats with individual leg rests, giving reclining comfort whenever desired.

Beauty of the territory through which the train moves is reflected in colors and designs in the interior.

The Empire Builder has a brightly decorated coffee shop in addition to a luxurious dining car. Dinner in the latter is by reservation—arranged by a uniformed passenger representative who assists travelers and announces points of interest and stops over a public address system.

The Oriental Limited, diesel-powered and utilizing conventional-type equipment on the same transcontinental route as the Empire Builder, likewise offers a variety of attractive accommodations.

When five of the new streamliners are ready, probably in 1951, they will take over the Empire Builder name and schedule. The present Empire Builder fleet and a sixth new train will be transferred to the run of the Oriental Limited.

Three other completely streamliners are expected in 1950. Two will operate between Seattle and Vancouver, B. C., as the Morning Puget Sounder and Afternoon Puget Sounder. The third the Red River Limited, will run between St. Paul and Grand Forks, N. D.

Rocky Mountain Goat Is Great Northern Symbol



The Rocky Mountain goat prominently displayed in the Great Northern trademark has its natural home in Glacier National Park and other rugged areas of the West.

This agile, daring and imperturbable mountaineer is the most distinctively representative animal of the park, which is served only by Great Northern.

The familiar likeness of the goat was incorporated in the trademark in 1914, thus becoming the symbol of Great Northern as well as the park.

Until 1936 the monogram's bearded crag jumper looked straight at you, was angular and languid, as though heading for a siesta in a high mountain hideaway.

The successor, appearing in profile with sharp, simple lines, is perched atop a rocky point—king of all the surrounding majestic beauty.

Park visitors frequently see goats, which are heavy, powerful and have coats of white tinged with pale yellow. Sure-footed, they have a love for high places and seldom venture from the safe refuge of precipitous peaks.

Spectacular Glacier National Park Attractions Beckon Summer Vacationists From Everywhere

Vacationists from everywhere again are heading for Glacier National Park, the spectacular and pleasure-giving summer outdoor land in the Rocky Mountains of Montana.

Hospitable hotels and chalets,

Equipment, Skill Combine for Top Freight Handling

Great Northern is an outstanding railway for freight transportation because it has the equipment and "know how" for every kind and size of shipment.

Its freight train cargoes are as widely varied as production in the big territory these trains serve. And as diverse as production elsewhere in the nation and world, too, for Great Northern moves much that comes from and goes to distant areas.

Freight carried by Great Northern in 1948 was the equivalent of one ton being moved 16,392,435,035 miles. That's a lot of carloads!

There are lots of freight cars too—about 45,000—and in great variety. These are designed to fit their specific transportation jobs.

Powerful diesel-electric and steam locomotives, likewise tailored to their work, move the trains. Electric locomotives do so in electrified territory in Washington state. New cars, new locomotives are being added constantly.

Freight houses and platforms have the most modern facilities. Steadily expanding use of pallets and mechanized equipment is an example of Great Northern's unending progress.

Behind all the equipment is skilled personnel, long experienced in handling freight safely and expeditiously whatever the type, size and destination.

the comfortable red buses and other facilities—began operating June 15 and will continue to do so until season's end September 15.

The park, situated deep in the "Land of Shining Mountains," has nearly one million acres for virtually every vacation activity. An unspoiled wilderness wonderland created by Congress in 1910, its rugged beauty combines with outstanding accommodations for thoroughly-satisfying vacations.

Here the visitor rests in comfortable rooms or cabins, and eats superb food to answer a mountain-air appetite.

Glaciers and towering peaks, seen from hotels and chalets, are reached by hikers or on saddle horse over well-kept trails.

Superb open-top motor coaches tour the highways and also go into Canada's adjacent Waterton Lakes National Park for more breathtaking scenery.

Trout fishing in hundreds of rushing mountain streams and lakes tests—and rewards—the angler.

Lake cruises, from convenient docks, bring close-up views of clear, deep lakes and the mountains and pine-ringed slopes around them.

If you're a "shutter-bug," a picture is waiting at every turn of the camera. Here are Blackfoot Indians in tribal dress, colorful wild flowers, glaciers, a variety of animals, superb rocky peaks, hurrying streams, placid lakes, beautiful mountain meadows and gorgeous sunshine.

And golf needn't be left at home. If greens and fairways are for you, there's sporty play ahead.

All-expense tours, with one day or longer in the park as you choose, are an excellent means of seeing this national park, which is the United States' second largest and the only one on the main route of a railway.

Great Northern serves Glacier National Park, and tours will be

arranged by any Great Northern representative. Its Oriental Limited stops there daily in both directions during the June 15-September 15 season.

Rail Fares Always Less Than Air Fares

Some commercial airline advertising on passenger fares is wholly misleading. Such advertising may confuse travelers and stimulate belief that air travel is economical—which it is not.

Airline advertising of the misleading nature quotes the lowest plane fare, but compares it with the highest railway fare. Comparable fares for comparable accommodations never are presented in misleading airline advertising.

Substantial savings are made by travelers who select railway coach over a plane seat on a one-way basis, particularly for long distance travel; and, round trip rail coach fares are enormously more economical than for similar accommodations by plane. First class, one-way and round trip fares by train, including a bed, also are considerably less than on any airline.

Both train and plane travel have their relative merits, and the public must and will be the judge of which better fits its requirements.

However, the traveler should remember this: *air fares are not now and never have been lower than railway fares.*

IT'S WORTH KEEPING!

In the inside center pages of this publication is a reproduction in color of Great Northern's streamlined Empire Builder along Puget Sound in Washington State suitable for framing. Don't miss it!

A Great Train Trip Across the Top of America



Spacious table arrangements and attentive service enhance the enjoyment of the celebrated cuisine in Empire Builder dining cars.



Empire Builder duplex-roomettes provide single room privacy with all conveniences for personal comfort. Only 10% more than a lower berth.



Roomy Day-Nite Coaches on Great Northern's Empire Builder have adjustable Sleepy Hollow reclining seats with individual leg rests providing chaise-lounge comfort for day and night travel. All seats are reserved.



Snacks, table d'hote meals and refreshments at economical prices are served in the colorful Coffee Shop car on the Empire Builder.



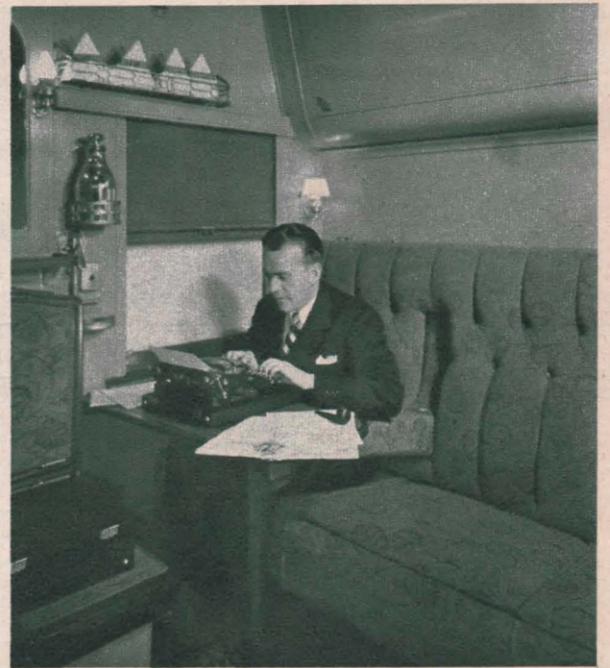
Empire Builder bedrooms afford complete privacy day and night.



Every mile is a restful, pleasant experience in the gay Western atmosphere of the distinctive Empire Builder observation-lounge car.



Coaches on the Oriental Limited have deep-cushioned individual seats with adjustable backs providing restful comfort for day and night travel.

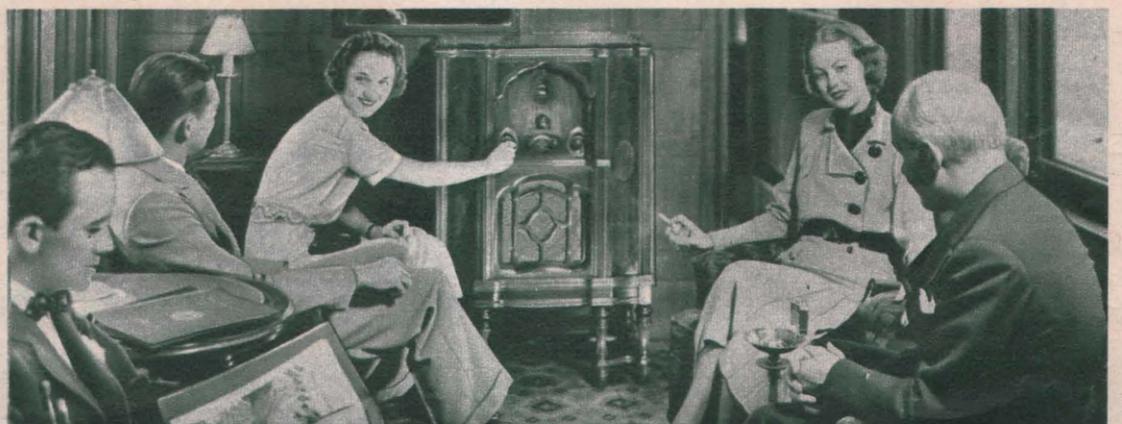


Bedrooms on the Oriental Limited afford private-room accommodations for work or relaxation, with every convenience.

Great Northern's 2 Great Trains STREAMLINED DIESEL-POWERED EMPIRE BUILDER ORIENTAL LIMITED



The variety and excellence of food has given Oriental Limited dining service an enviable reputation. There's a choice of a la carte or club breakfasts, table d'hote or a la carte luncheons and dinners.



The observation-club car on the Oriental Limited is a traveling living-room. Panorama windows and restful chairs

make the changing scenery more thrilling. Refreshments are available from a well-stocked buffet.

More Than A Thousand Vacation Thrills In Montana's Glacier National Park

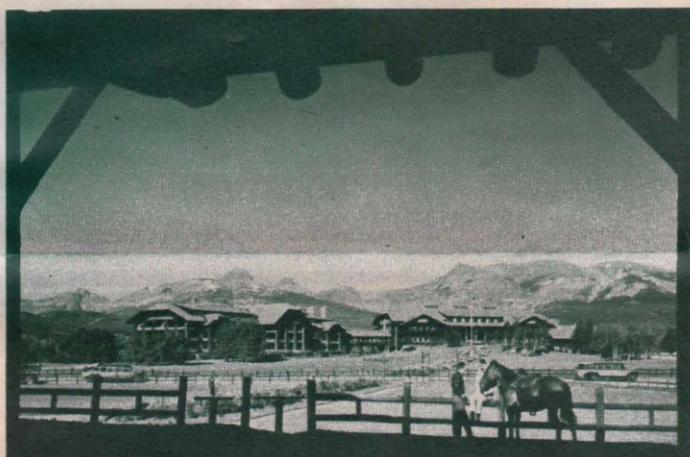


Blackfeet Indians in ornate costumes and elaborate head-dresses greet and entertain visitors in Glacier National Park with traditional dances and ceremonials at pow-wows at Glacier Park Hotel. Typical of this famous tribe is Chief Middle Calf, who ranks high in councils of the Blackfeet.



In the heart of Glacier National Park, in a deep valley on the shore of Swiftcurrent Lake, is Many Glacier

Hotel. Hiking and saddle-horse trails fan out in all directions from this, the largest hotel in the Park.



"Big Trees Lodge," as the Blackfeet Indians call it, is just a few hundred feet from Great Northern's Eastern entrance to Glacier National Park.



Granite Park Chalets, high atop the Continental Divide, overlooking an area of supreme grandeur.



Sperry Chalets, a timberline retreat, where nimble, curious Rocky Mountain goats are almost sure to be seen.



Lake McDonald Hotel is near Great Northern's Western entrance to Glacier National Park.



Two Medicine Lake is ringed by high mountain peaks. Regular launch trips on the lake; fishing is excellent.



Lakes and streams in Glacier National Park are kept well-stocked with fish native to the Rocky Mountain region.



Prince of Wales Hotel in Canada's adjoining Waterton Lakes Park is high above Waterton Lake at the foot of Mt. Crandell. Motor coach routes lead to Canadian Rockies vacationlands.



St. Mary Lake in Glacier National Park is acclaimed one of the most beautiful mountain lakes in the world.



Glacier National Park is a hikers' paradise with more than 1,000 miles of well-marked trails.



The Empire Builder along Puget Sound

The Streamlined EM

BETWEEN CHICAGO, SEATTLE, PORTLAND VIA



Great Northern Railway Color Photo by Hedrich

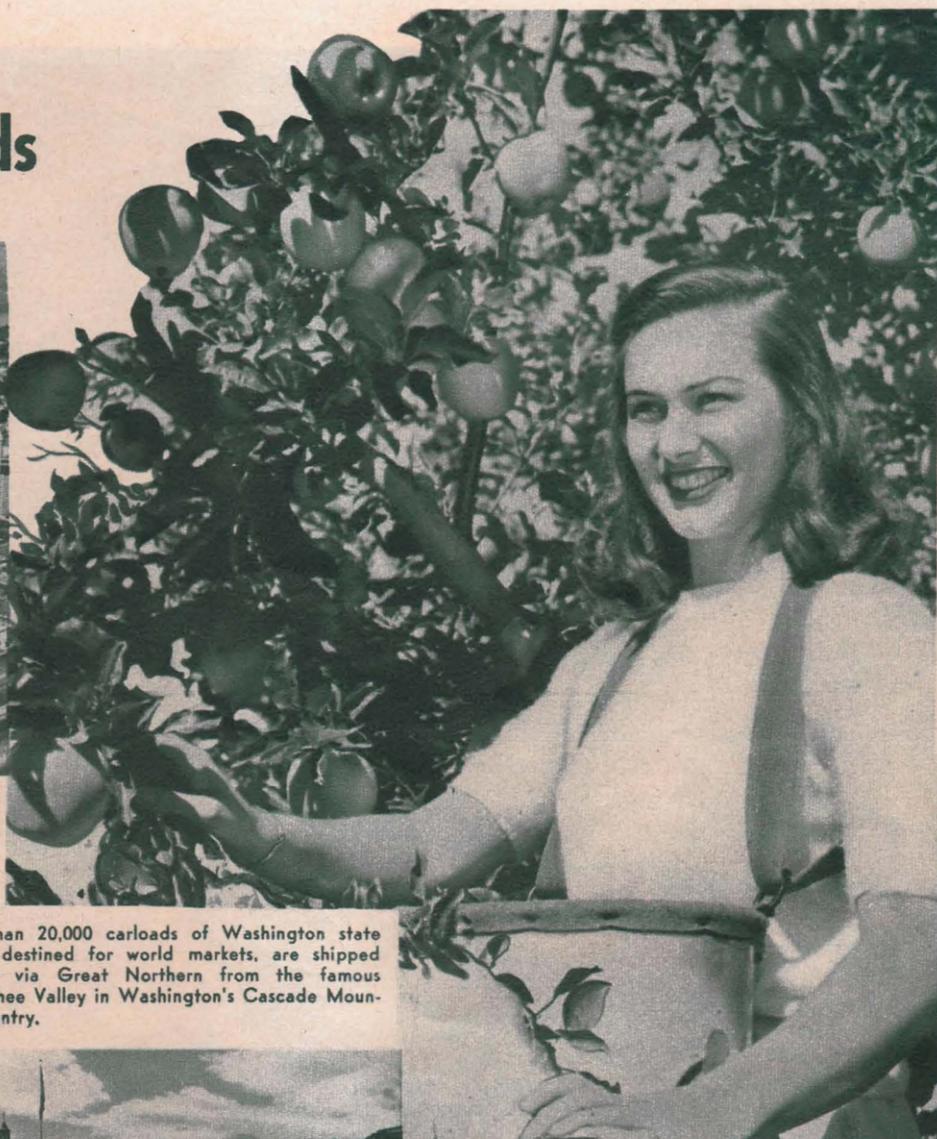
EMPIRE BUILDER

ST. PAUL, MINNEAPOLIS AND SPOKANE E

Great Northern Gateway Cities To Pacific Northwest Playgrounds



Seattle, Washington, is a principal gateway to Alaska and nearest American port to the Orient. The city is surrounded in three directions by mountains of unexcelled beauty.



More than 20,000 carloads of Washington state apples, destined for world markets, are shipped annually via Great Northern from the famous Wenatchee Valley in Washington's Cascade Mountain country.



Famed as the "Rose City," Portland, Oregon, ranks third among Pacific Coast seaports. Timberline Lodge year 'round sports center, is nearby.



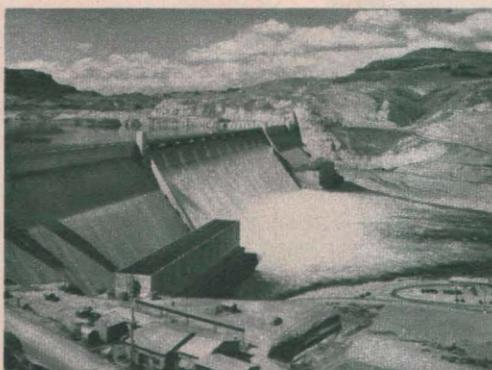
Spokane, Washington, is the center of the great Inland Empire and Eastern gateway to Grand Coulee Dam.



Vancouver, B. C., Canada's gateway to Alaska and the Orient, has one of the finest harbors in the world.



Another seaport of major importance is Tacoma, Washington, "Lumber Capital of America."



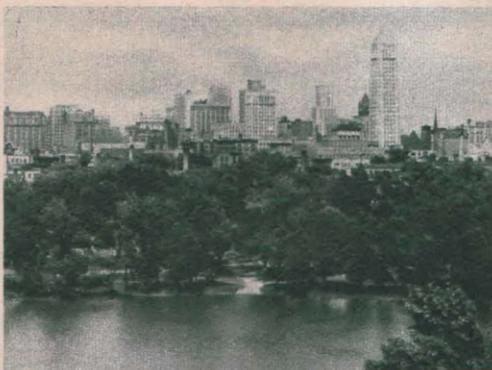
Grand Coulee Dam, largest man-made concrete structure harnesses the Columbia River for power and irrigation. Trips to dam from Spokane and Wenatchee.



Victoria, most western city on the Pacific Coast, is the capital of British Columbia, and a charming bit of old England.



Chicago, Eastern terminus of Great Northern's Empire Builder and Oriental Limited, is the center of the nation's rail transportation network. America's second largest city, it is the mecca for merchandise buyers and host to ever-increasing numbers of recreation and pleasure seekers.



Minneapolis is the home of the University of Minnesota and a great flour milling and jobbing center.



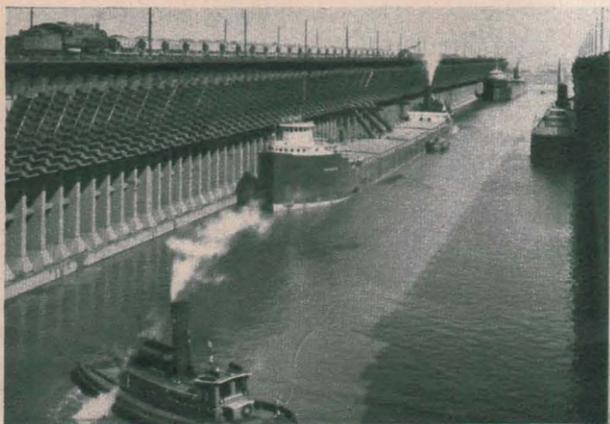
Minnesota's capital city of Saint Paul is situated on "Seven Hills" sloping back from the Mississippi River.



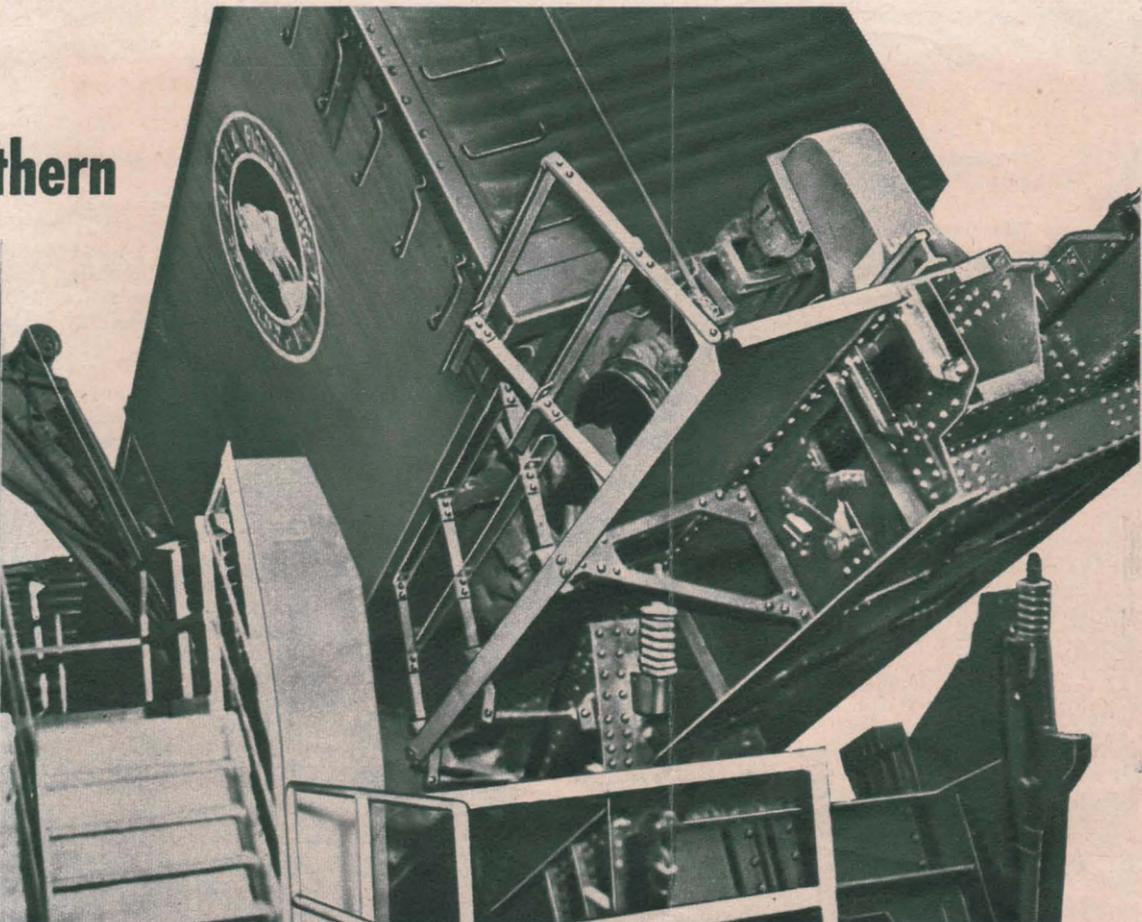
Great Northern's streamlined Empire Builder and Oriental Limited skirt the scenic Mississippi River for

300 miles over the tracks of the Burlington Route between Chicago and St. Paul-Minneapolis.

Freight Goes Great When It Goes Great Northern



Iron ore in vast tonnage is handled by Great Northern to and at its Superior, Wis., docks—largest and most modern in the world. There are four of these docks.

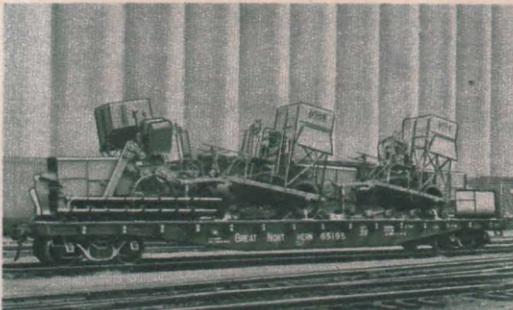


Cars filled with grain from heavily-producing areas along the railway are tilted like toys and unloaded in three minutes

by an electrically-controlled mechanical car dumper in a terminal elevator on Lake Superior.



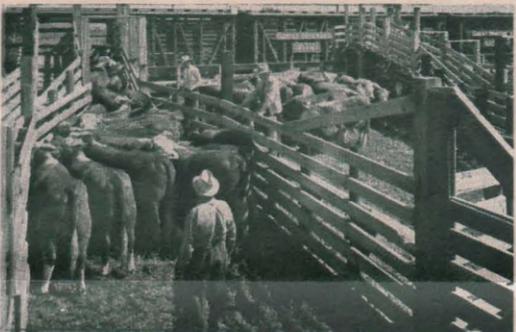
Great Northern's West is the site of a mighty industry manufacturing lumber and other wood products. This carload rises high at a mill in Washington state.



These agricultural implements are en route from factory to field. Farm and other machinery of all types is transported extensively by Great Northern.



Use of pallets and mechanized handling equipment expedites freight movement on Great Northern. This shipment is going from car to station and delivery to buyer.



After "home on the range" comes "home on Great Northern" for market-bound livestock. These beef cattle are being loaded in Montana.



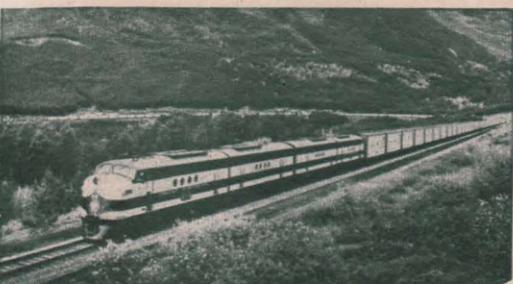
Solid trains of apple-laden refrigerator cars frequently move from Wenatchee, Wash., to Eastern markets.



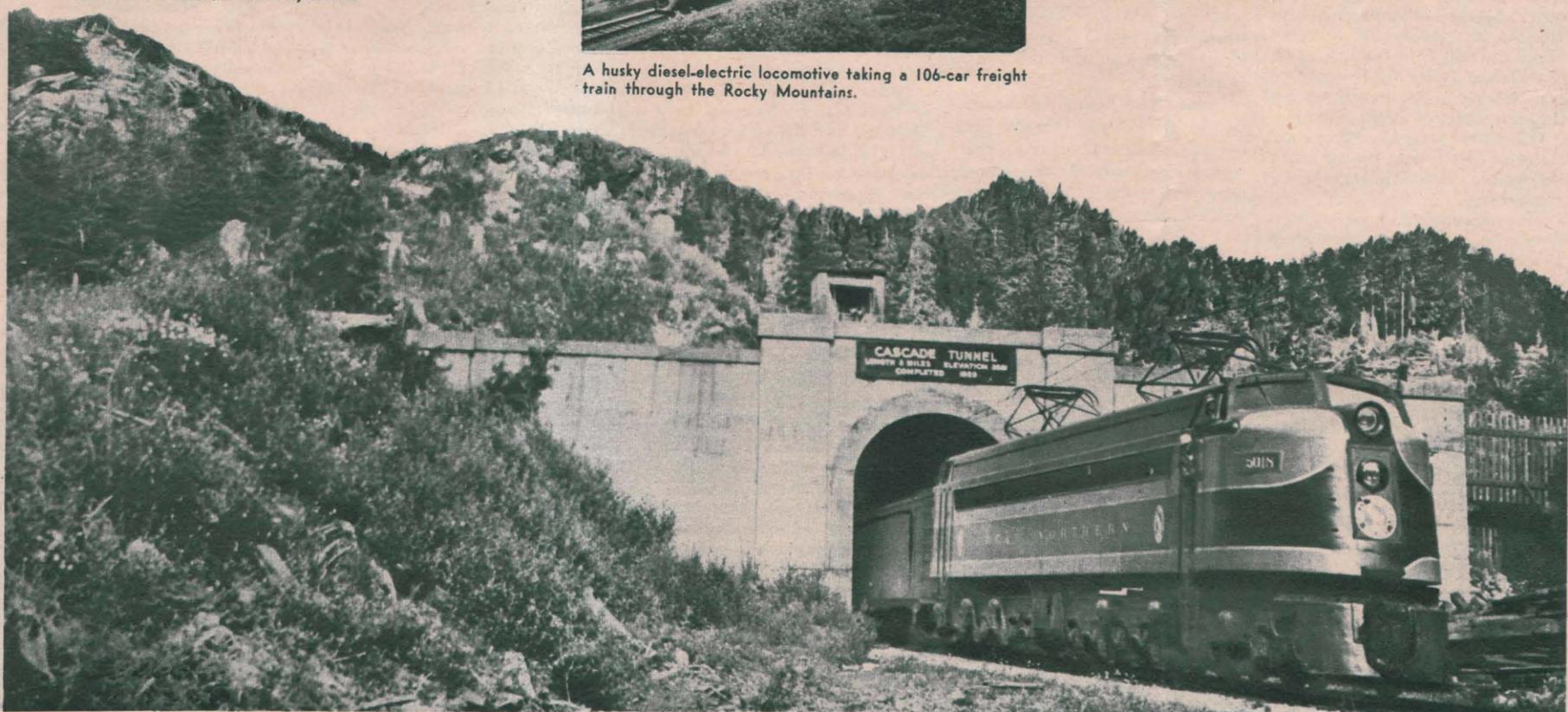
Refrigerator cars are iced frequently to maintain freshness of fruits, vegetables and other perishables they carry. These cars literally are big refrigerators on wheels for movement in railway trains.



Large or small shipments are no trick for Great Northern. This big creosoting cylinder, 136 feet long, occupied three flatcars on its transcontinental journey.



A husky diesel-electric locomotive taking a 106-car freight train through the Rocky Mountains.



A freight train, bound for the Puget Sound country, emerging from the western portal of Great Northern's 7.79-mile Cascade Tunnel in the Cascade Mountains of Washington. This tunnel, longest in the Western Hemisphere, was completed in 1929 after more than three years of construction.

The locomotive is an electric developing 5,000 horsepower at the rail. Great Northern's fleet of electric motive power includes two of these giants, which are 101 feet long. They are the largest single-cab all-electric locomotives in the world.

A Short Story of the Great Northern Railway

Roots of the Great Northern Railway extend deeply — to the beginning of railroading in the Northwest.

The territorial government of Minnesota chartered the first predecessor line in 1856. Some road-bed was built before the enterprise failed.

Formation of the St. Paul & Pacific Railroad followed, and in 1862 rails were placed over the ten miles separating St. Paul and the village of St. Anthony, which later became Minneapolis.

A diminutive wood-burning locomotive, first in the Northwest, was built in New Jersey and brought up the Mississippi river by steamer from a Wisconsin rail head connecting with the East. So were cars, and on July 2, 1862, a two-car passenger train well laden with notables of the region ushered in regular service over the pioneer line.

The 51-ton locomotive was the William Crooks, which with replicas of the two early cars appears in the "Wheels a-Rolling" pageant at the Chicago Railroad Fair.

As the St. Paul & Pacific expanded slowly a young man—James J. Hill by name—arrived in St. Paul in 1856, en route West. He aspired to be a sea captain in Oriental commerce, but needed a job for the

winter. He found one in St. Paul as shipping clerk for a river steamboat firm.

Thus began the transportation career of "Jim" Hill, founder and guiding genius of Great Northern who gained wide renown as "The Empire Builder."

With three associates Mr. Hill acquired the St. Paul & Pacific in 1878. Reorganization as the St. Paul, Minneapolis & Manitoba Railway followed in a year.

The Manitoba, expanding northward and westward through sparsely-settled country, reached Devils Lake, N. D., by 1885. Colonization was fostered, for Mr. Hill knew the railway could not prosper unless its territory developed. Rails reached Montana in 1887 to connect with other lines to the Pacific.

The name change to Great Northern Railway Company came in 1889, concurrent with plans to overcome the Rocky Mountain barrier and build through to the Pacific.

Crews working from east and west met near Scenic, Washington, early in 1893. Here the final spike was driven to complete the Pacific coast extension. By midsummer Seattle and the East were linked by regular service.

Mileage exceeded 5,000 by 1901. In the same

year, Great Northern and the Northern Pacific Railway jointly acquired control of the Chicago, Burlington and Quincy Railroad, to provide an outlet to and from Chicago. Four years later the Great Northern and Northern Pacific jointly created the Spokane, Portland and Seattle Railway.

While Washington's Cascade Mountains had been overcome, the steep grades and heavy curvature handicapped flow of commerce. The easy crossing now in use was completed in 1929 through construction of the electrified 7.79-mile Cascade tunnel, longest in the Western Hemisphere.

The tunnel required more than three years to build. It was dedicated to the memory of Mr. Hill, who died in 1916.

Great Northern is known as "The Route of The Empire Builder." The basis is dual, for it pays tribute to the memory and achievements of Mr. Hill and distinguishes The Empire Builder, the system's premier passenger train.

Great Northern today is a system 8,336 miles in length, with trains operating in Wisconsin, Minnesota, North Dakota, Montana, South Dakota, Iowa, Idaho, Washington, Oregon and California and the Canadian provinces of Manitoba and British Columbia.

Great Northern's Two Great Trains Follow Historical Trails Through Land of Scenic Thrills

Great Northern Railway's transcontinental "Route of the Empire Builder" extends westward from Chicago 2,211 miles to the inland seaports of the Pacific Northwest.

Gleaming steel rails across the top of the nation span a rich and colorful empire of eight western and mid-western states. They follow the banks of America's greatest river, cross two major mountain ranges, skirt the border of America's second largest national park and pass through the longest tunnel in the Western Hemisphere.

Providing swift and luxurious service over this far-flung rail route are Great Northern's two famous fleets of passenger trains — the streamlined Empire Builder and the Oriental Limited—with departures westbound daily from Chicago, St. Paul-Minneapolis, and eastbound from Seattle-Portland. Between Chicago and the Twin Cities the Empire Builder and Oriental Limited travel over tracks of the Burlington route, for 300 miles along the majestic Mississippi to Minnesota's capital city of St. Paul.

Leaving the flour milling city of Minneapolis, Great Northern's route weaves through the rich farm and dairyland of lake-studded western Minnesota, then strikes out across the broad, fertile wheatlands and undulating prairies of North Dakota.

Soon begins the long, easy climb up the backbone of the Rockies . . . across another state border into Montana . . . through vast farm and cattle country . . . past the oil and gas fields of Shelby and Cut Bank.

Effortlessly, Empire Builder and Oriental Limited cross the Continental Divide at Marias Pass — 5,213 feet above sea level and the lowest rail crossing of the Rockies in this country north of New Mexico.

In full view now are the soaring peaks of Glacier National Park in Montana and for 60 breath-taking miles the rails parallel the southern boundary of this popular wilderness playground.

Down the west slope of the Rockies steel rails follow a route used from time immemorial by Indians journeying to the Columbia River, past the fertile Flathead Valley rimmed with bold mountain ranges, then along the banks of the Kootenai and across to the waters of the Clark Fork, in the rugged northern Panhandle of Idaho.

In Spokane, hub of eastern Washington's Inland Empire, the two trains become four. For here both Empire Builder and Oriental Limited

are divided, with one part of each train proceeding straight west to Seattle and the other part moving south and west over the Spokane, Portland and Seattle Railway along the Columbia River to Portland, Oregon's "City of Roses."

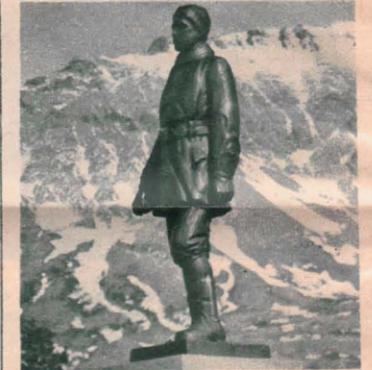
The northern route traverses the Wenatchee apple country, then into the spectacular Cascade Mountains and eventually through the very backbone of this formidable range via Great Northern's famous 7.79-mile Cascade tunnel.

GN Trains Serve Vast Territory

Spreading through and beyond the Twin Cities area of St. Paul and Minneapolis, like spokes from a giant hub, are many Great Northern lines extending toward half the compass points.

Many passenger trains are required to serve Great Northern's vast and diversified region. "The Gopher" and "The Badger" provide daily afternoon and morning service between the Twin Cities, Superior, Wis., and Duluth, Minn. "The Dakotan" operates daily between the Twin Cities, Fargo, Grand Forks and Minot, N. D., with daily except Sunday service between Minot and Williston. "The Winnipeg Limited" serves travelers between the Twin Cities and Winnipeg, Canada. "The Alexandrian" operates daily between the Twin Cities and Fargo via St. Cloud. "The Red River Limited" provides daily service between the Twin Cities and Grand Forks. Daily except Sunday train service is provided between Duluth, Superior, Crookston and Grand Forks.

In Montana, Great Northern's Empire Builder makes connections at Havre with daily trains to and from Great Falls. The Oriental Limited also makes connections at Havre with daily trains to and from Great Falls, Helena and Butte, and at Shelby with daily trains to Great Falls and Billings.

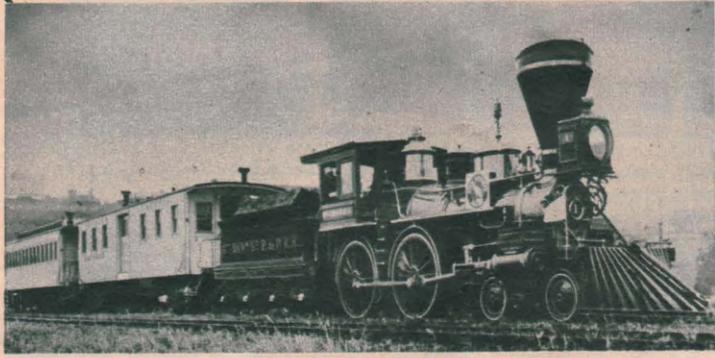


John F. Stevens, distinguished engineer, on a wintry day in 1889 located elusive Marias Pass in Montana. This gave Great Northern its direct low-altitude route across the Rockies. The statue in Marias Pass near Summit, Montana, is seen from trains on the railway's transcontinental line.

Daily except Sunday service is available between Havre and Williston.

Farther west, "The Cascadian" provides daily service between Seattle and Spokane, in addition to the Empire Builder and Oriental Limited. "The Puget Sounders" operate daily morning and afternoon between Seattle and Vancouver, B. C. Four daily trains provide service between Seattle, Tacoma and Portland.

Passenger train service is also provided from the Twin Cities West to Huron and Aberdeen, S. D. Southwest to Yankton, S. D., and Sioux City, Iowa. Between these services, like a network, are many Great Northern connecting lines.



The William Crooks, the Northwest's first locomotive, began operating in 1862. It appears in the Chicago Railroad Fair pageant.

Industry Expands Rapidly Along GN

The assets-rich and highly-productive region served by Great Northern is developing industrially at a rapid rate—and many opportunities still are at hand.

The impressive volume and variety of new industries in recent years is proof of what is going on.

During 1947 a total of 380 new industries were established on Great Northern property, while others located on privately-owned sites along the railway's tracks.

In 1948 the number of new industries that located on Great Northern property rose to 430. Many more began operating on private tracts reached by the rails.

Here is an empire of great industrial diversification and tremendous resources.

Lines extending from Duluth-Superior and St. Paul-Minneapolis to Puget Sound on the Pacific Coast course through the grain, potato and sugar beet country of Minnesota, North Dakota, Montana and eastern Washington.

They do transport duty for the grain and cattle districts of Montana and other states; oil, copper, other mineral and lumbering industries in a considerable territory; apple and soft fruit districts of the Wenatchee Valley in Washington; pea-growing areas; lumbering and fishing centers of Puget Sound.

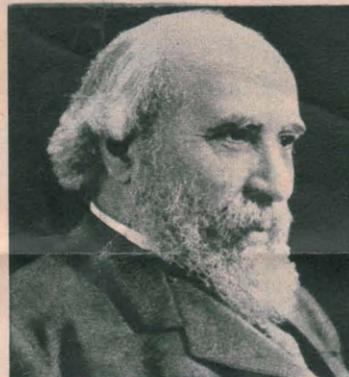
Other lines serve the Mesabi iron range of Minnesota, the agricultural regions of South Dakota and other states.

Manufacturing and processing is diverse and extensive throughout Great Northern's region.

Some of the important and representative new industries that located along the railway in 1948 are a sugar refinery near Moorhead, Minn., in the Red River Valley; a pole treating plant at Libby, Mont.; a pig iron plant at Rock Island, Wash., and a barley elevator at Stronghold, Calif.

Development of the Columbia Basin project in Central Washington is proceeding rapidly. The same is true of the big Hungry Horse dam project in Montana, and of other irrigation and power enterprises.

Great Northern's Industrial Department is active in furthering industrial development of the region the railway serves. So is the railway's Department of Agricultural and Mineral Development. Both welcome inquiries concerning opportunities and resources in the territory.



James J. Hill, founder of Great Northern, gained world-wide fame as "The Empire Builder."

California Via Pacific Northwest

Travel to or from California via Great Northern and the Pacific Northwest offers a double exposure to scenic wonders. You see Montana's Glacier National Park and the Rocky Mountains, interesting Pacific Northwest cities. Then, at the end of your California trip, you may return via another route.

The round trip rail fare is no more to or from San Francisco when travel in one direction is via Great Northern and the Pacific Northwest.

Great Northern's streamlined Empire Builder and Oriental Limited make daily connections in Portland, Oregon, with Southern Pacific trains to and from California.

GREAT NORTHERN INVITES YOU TO REQUEST SPECIFIC TRAVEL INFORMATION

If you reside in Chicago or suburbs please use this coupon.

A. A. Hughes, General Agent,
Great Northern Railway,
142 South Clark Street,
Chicago 3, Illinois.

Please provide information concerning

a trip to _____

Name _____

Address _____

City _____ Zone No. _____ State _____

Juvenile _____ Adult _____
(Please check one) CRF

If you reside outside the city of Chicago please use this coupon.

P. G. Holmes, Passenger Traffic Manager,
Great Northern Railway,
175 East 4th Street,
St. Paul 1, Minnesota.

Please provide information concerning

a trip to _____

Name _____

Address _____

City _____ Zone No. _____ State _____

Juvenile _____ Adult _____
(Please check one) CRF