

# Good Morning!

# Here you are...



We hope you enjoyed a restful night as the **EMPIRE BUILDER** crossed the Western half of Washington, and passed through the Northern Panhandle of Idaho. We are now about 150 miles into Montana. At Troy, Montana, at 2:55 AM, we entered the Mountain Time Zone, so set your watch ahead one hour, unless you did so before retiring.

A most interesting part of our trip lies just ahead, but, for a moment, let's review our journey so far. Refer to Map No. 1, below.

If you started from Seattle, you traveled for much of the 33 miles to Everett along the blue Pacific tidewaters of 100-mile long Puget Sound. As we turned Eastward, the long gray hump of the Olympic Range, that shoots out to the sea, receded and the train entered the beautiful Cascades. Snow-capped Mount Rainier rose to the South, rugged Mount Baker to the North. Toward dusk, we passed through Cascade Tunnel, 7.8 miles long, and the world-famous Wenatchee Apple Valley, scented in springtime by millions of fragrant blossoms.

If you started from Portland, the route ran through the Columbia River Valley, past giant Bonneville Dam that stems the flow of that mighty stream, and through fertile farmlands of Central Washington.

Before midnight, the **EMPIRE BUILDER** reached Spokane, then headed Eastward, crossed Idaho near the Canadian Border, followed the churning Kootenai River, reaching Whitefish and Columbia Falls, Montana, near daybreak.

Chart today's daylight trip on pages 2 and 3

MAP No. 1



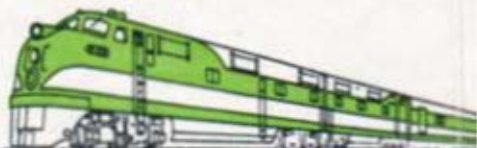
# TODAY'S JOURNEY

(Refer to Map No. 2)

For the next two hours, the **EMPIRE BUILDER** gradually ascends the Montana Rockies culminating at Glacier National Park, and for 60 breath-taking miles the rails trace the Southern boundary of this popular wilderness playground. Glacier National Park is served daily June 15 through September 15 by another Great Northern train. Watch for huge white pointers to the North that identify many of the landmarks of this million-acre mountain wonderland.

As we approach Belton, Western rail entrance, about 7:30 AM, Stanton Mountain, Mount Vaught and Heaven's Peak dominate the rugged panorama. From now on we will see long U-shaped valleys, scooped out by ancient glaciers, pointing like gun sights to the towering mountains that enclose them. Off to the North we see Mount Jackson, Blackfoot Mountain, which shoulders one of the largest glaciers in the Park, Mount Stimson and Mount Saint Nicholas. Beyond, but hidden from view, are the rocky ramparts of hundreds of summits that leap up from forested valleys and cradle scores of clear, trout-filled lakes.

Shortly, our train traverses famed Horse-shoe Curve near Blacktail and a few miles further on, crosses the Continental Divide at Marias Pass, lowest crossing of the Divide



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

by any of the Northern transcontinental rail routes. Although we're 5,215 feet above sea level, the mountains soar upward another two or three thousand feet on either side.

The succession of sawtooth peaks continues until about 9 o'clock when we pass Glacier Park station, Eastern rail entrance. The barren slope of Squaw Mountain rises behind Glacier Park Hotel. A few miles further on, we can look back for a final view of the Park. The highest peaks are Rising Wolf, Sinopah, Curley Bear, Spot, Triple Divide and Flattop, while far to the North is the cathedral-like profile of solitary Chief Mountain.

The remainder of our daylight journey takes us through the Blackfeet Indian Reservation at Browning, over flat lands dotted with grasshopper oil pumps at Cut Bank and Shelby and through mile after mile of wheat land, shimmering gold during the summer months. At dusk we approach the North Dakota border (we leave Williston on Central Standard Time so set your watch ahead one hour) ready for the night-time trip to the Twin Cities of Minneapolis and Saint Paul, Minnesota.



# Glacier National Park

## In the Montana Rockies

### TONIGHT...

During the night, the **EMPIRE BUILDER** will take us smoothly across the broad grain lands of North Dakota, through Fargo and into Minnesota, land of ten thousand lakes. It then threads its way along many tree-trimmed lakes, through rich farmlands, reaching Minneapolis early in the morning. A short ride and we arrive in Saint Paul, capital city of Minnesota and headquarters of the Great Northern Railway. There are still 400 scenic miles ahead before we complete our 2,211-mile journey into Chicago.

Turn to page 4 and  
chart tomorrow's trip



Prince of Wales Hotel, in adjoining Waterton Lakes National Park in Canada.



All hotels and many scenic areas in Glacier-Waterton Lakes National Parks are reached by motor-coach.

### MAP No. 3



## TOMORROW MORNING...

At 6:30 in the morning, we reach Minneapolis, flour mill center, home of the University of Minnesota, and acclaimed for the beautiful lakes within its borders. Across the Mississippi, a half hour distant, we arrive in Saint Paul, one of the major transportation centers of the country. From Saint Paul to Chicago, the EMPIRE BUILDER travels via the Burlington Route.

In contrast to the rugged majesty of the Western mountains, our route follows the East bank of the Mississippi for more than 300 miles, with gentle slopes sweeping back from the river.

MAP No. 4

Our train stops at Winona, LaCrosse and East Dubuque, then heads Eastward, across the Northern strip of Illinois to Chicago, through rolling farm lands and many industrial centers.

Shortly after lunch, the EMPIRE BUILDER enters the suburbs of Chicago, and at 2:00 o'clock ends its journey in the Union Station. Arrival is timed to afford convenient connections with trains for the East and South.

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

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