

12742  
From: Public Relations Dept.  
Great Northern Railway  
St. Paul, Minn.  
--11/3/49--

DT

Complete modernization of Great Northern's passenger services between Chicago and the Pacific Northwest and entire dieselization of the bulk of the railway's territory west and south of Havre, Mont., by the end of 1951, were projected today by F. J. Gavin, president of the company.

Announcement of Great Northern's plans for wider use of diesel locomotives and streamlining of transcontinental trains followed placement by the railway of orders for additional passenger equipment to cost nearly 9 million dollars.

Orders for 66 new passenger cars just have been placed with Pullman-Standard Car Manufacturing Co. and American Car & Foundry Co., both of Chicago. Purchase of this equipment was authorized by the railway's directors several months ago.

American Car & Foundry Co. will build six each of mail-baggage, baggage-dormitory, coffee shop-lounge, and observation-lounge cars, coaches and diners. Pullman-Standard Car Manufacturing Co. will construct 30 sleeping cars, having compartments, bedrooms, roomettes, duplex roomettes and open sections.

"Great Northern now has on order and under construction a total of 111 new passenger cars," reported Mr. Gavin. "This equipment will enable us to have in operation by the end of 1951 two fleets of streamliners between Chicago and the Pacific Northwest. Before that



date the railway will have placed in service three smaller streamliners between St. Paul-Minneapolis and Grand Forks, N. D., and between Seattle and Vancouver, B. C. These cars now are being built.

"The railway's management believes," added Mr. Gavin, "that the extremely satisfying patronage of the present Empire Builder justifies expansion of streamliner service."

When the new Empire Builders go into operation between Chicago and the Pacific Northwest, the present streamlined Empire Builders, which went into service in February, 1947, will be transferred to the run of the Oriental Limited between the same terminals.

Now one of the country's principal users of diesel-electric locomotives, Great Northern has in service 175 of this type. Mr. Gavin said that the railway has on order an additional 87 diesel-electric passenger, freight and switch engines.

"By January 1, 1952 we expect to have 262 diesel-electric locomotives in service throughout the system," said the Great Northern president. "By that date the railway's territory west and south of Havre, Mont., will be completely dieselized, except for the 73-mile electrified segment of the main line through the Cascade mountains in Washington and the Klamath division in Oregon and California."

On Directors Special  
May 16, 1950

Mr. F. J. Gavin:

We have been giving some thought to a new name for the Oriental Limited when present Empire Builder equipment will be switched to Nos. 3 and 4.

Present 3 and 4 have got to be known as a train containing old or conventional equipment and we will spend considerable in advertising and literature, as well as considerable additional time of our men in trying to overcome this feeling of old equipment on 3 and 4. Our passenger men are 100% agreed that we should change the name.

They suggest that we run a contest for a new name for the train among all of the ticket agents in the United States and Canada. This would stir interest of the ticket agents, and at the same time it would get the ticket agents conscious of a new train, which should prove invaluable to us. If you have no objection I would like to get Mr. Holmes started on the contest. We will offer prizes, possibly somewhere in the range of \$500 to \$1,000, and I am sure we would get a good response to the contest.

If we are going to do anything, we are going to have to do it pretty quickly, because some of our advertising we are planning for 1951 - such as the Indian calendar - we would want to show whatever name is adopted on that advertising.

C. E. Finley ✓

SERVICE REQUIRED MARK  
HERE

Form 1153

Printed in U. S. A.

# TELEGRAM

TIME FILED

NIGHT LETTER

DAY LETTER

FAST MESSAGE



Line, May 17th 1950

C. E. Finley-On Line

Letter 16th about Oriental Limited. Am not very strong for changing the name but you may go ahead with the contest as you suggest and we can then decide what is best to do. A-6

F. J. Gavin.



# Enter Great Northern's "NAME THE TRAIN" Contest

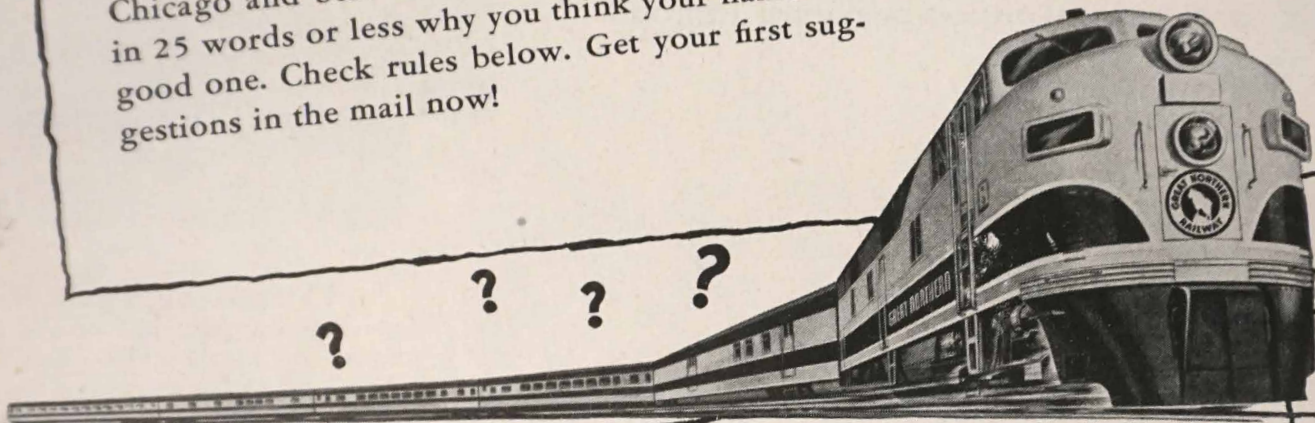
● You could use an extra \$500.00! Who couldn't! Take a tip and enter Great Northern's novel "Name the Train" Contest, limited to people in the railway travel business! Here's a contest designed especially for you. Just submit your name suggestions for a modern, streamlined train Great Northern plans to place in transcontinental service between Chicago and Seattle-Portland in 1951. Then tell in 25 words or less why you think your name is a good one. Check rules below. Get your first suggestions in the mail now!

a contest especially  
for YOU!

**\$500<sup>00</sup>**

**ONLY ONE PRIZE**

Send as many entries as you wish



## RULES OF CONTEST

- 1 Contest open to railway ticket agents, employees of reservation bureaus, ticket sellers in stations and depots, employees of recognized travel and tourist agencies in the United States and Canada. This contest is not open to Great Northern employees.
- 2 To enter contest, simply write down name you suggest for a streamlined, all-modern Great Northern train to be used in transcontinental service (Chicago to Seattle-Portland). Write 25 words or less on why you believe the name is a good one. Enclose your name, company affiliation, title or job description and your address.
- 3 Mail entries to Great Northern Railway, Name the Train Contest, 175 East Fourth Street, St. Paul 1, Minn.
- 4 Contest closes at midnight, November 30, 1950. Entries postmarked prior to that time will be accepted.
- 5 Judges will be: Irving F. Lyons, Pres. National Industrial Traffic League, San Francisco; Frank J. Rehban, Pres. National Assn. Shippers Advisory Boards, Denver; Albert Kalmbach, Publisher, Trains Magazine, Milwaukee;

Henry B. Comstock, Editor, Railroad Magazine, New York City.

- 6 Decision of judges will be final. If two or more contestants submit the same name, and that name is judged winner, final decision will depend on 25-word statement of reasons. In case of ties, duplicate awards will be made.
- 7 Contest entries become exclusive property of Great Northern. They will not be returned. Great Northern reserves the right to use or not to use the prize-winning name or any contest entries for its transcontinental train or any other train.
- 8 Winner will be notified by mail. Announcement of winner will also be made in this magazine in early 1951.
- 9 Entries will be judged on suitability, availability and quality of reasons for the name-suggestion. Entries not accompanied by a statement of reasons, or not accompanied by name and address, will be disqualified.
- 10 Contestants may submit as many names as they wish. Each entry must be mailed separately and each entry must be accompanied by a statement of reasons.



# GREAT NORTHERN

Route of the Empire Builder





HOWARD H. HAYS  
PRESIDENT



FRED A. NOBLE  
GENERAL MANAGER

President's File 12742

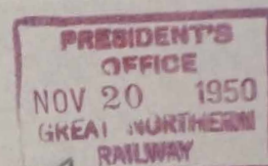
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# GLACIER PARK TRANSPORT COMPANY

GLACIER PARK, MONTANA

November 17th, 1950.

Mr. F. J. Gavin,  
President, Great Northern Railway,  
St. Paul, Minn.



Dear Frank Gavin:

I was telling Mrs. Hays the other night about the new train of the Great Northern which is to go into service early next summer. I told her you were looking for a name for this splendid new train. I send you her suggestion:-

## "THE NORTH STAR"

She feels that this name connotes Great NORTHERN and lends itself to both symbolic and graphic publicity. The North Star has been a dependable guide to travellers throughout the ages.

Sincerely,

*Howard H. Hays*  
Howard H. Hays

*I am planning to arrive in Wash DC on Nov 22nd  
will try to work out a contract with the Govt.*  
H.H.H./jt

*N.Y. to  
have North Star  
again*



copy on file 6456  
T

November 21, 1950

Dear Howard:

Thank you for sending along Mrs. Hays' suggested name for a new train name, and please express to her my appreciation for it.

As was anticipated before the contest, a very large number of "NORTH STAR" entries have been received; but, Great Northern cannot consider it because the New York Central has had a train of that name for several years.

If a new name is selected it is unlikely that it will incorporate the noun "North," because of connotation with "North Coast Limited."

You may be interested to know that the "Name the Train" contest has developed more than 4,000 entries. The contest closes on November 30.

Hope your negotiations with the Department of the Interior this week result in a contract favorable to you.

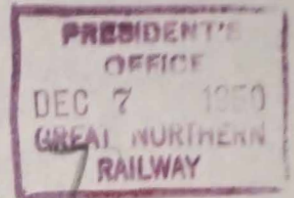
Yours very truly,

(Signed) F. J. Gavin

Z

Mr. Howard H. Hays  
Cosmos Club  
Washington, D. C.

358  
St. Paul, Minnesota, December 7, 1950



✓  
Mr. Gavin  
Mr. Finley  
Mr. Budd  
Mr. Holmes

The "Name the Train" contest, which ended November 30, produced a total of 7,539 inquiries, or about 1,000 more than were expected.

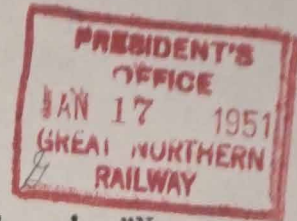
A total of 2,619 entries were submitted by foreign line ticket agents, travel bureaus, reservation clerks, etc., and Great Northern employees sent in 4,920 proposed names.

Winners of the two contests will be selected by judges in early January.

C. W. Moore



St. Paul, Minn., January 16, 1951



Mr. F. J. Gavin:

For your information, judging of Great Northern's "Name the Train" contest was held on January 9th in St. Louis. The judges spent several hours considering entries in the two separate contests, and made these decisions:

The judges were: Mr. Irving F. Lyons, immediate past President, National Industrial Traffic League, and Vice President in charge of traffic, California Packing Corporation; Mr. F. J. Rebhan, immediate past President, National Shippers Advisory Board, and General Traffic Manager, American Crystal Sugar Company; Mr. A. C. Kalmbach, publisher, TRAINS magazine, and Mr. Kenneth Campbell, associate editor, RAILROAD magazine.

In the contest open to railway ticket agents, employees of railway ticket offices, reservation bureaus, etc., the judges selected the name EVERGREEN. In that nine participants in this contest proposed the name EVERGREEN, the winner was to be determined on the basis of the best reason for suggesting the name.

The judges reduced the best reasons for EVERGREEN to two entries, but were unable to reach a unanimous decision on either, so duplicate awards of \$500.00 each will go to Mr. Bert Neill of the Ask Mr. Foster Travel Service in Los Angeles, and Mr. Charles Munro, Southern Pacific ticket agent in Oceano, California.

In the contest for Great Northern employees the award went to Mr. Wallace E. Davis, Station Master in Minneapolis, for the name 8-STATER. One other employee proposed this name, but gave no reason for so doing.

I think you will be interested in reading the reasons for the winning names, which are attached. I would appreciate return of the contest material.

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The possibility of a new name for trains 3 and 4 when the new Empire Builder goes into service was a principal subject of discussion at the Passenger Staff Conference on January 14th and 15th.

Mr. F. J. Gavin:

January 16, 1951

The subject was not on the official docket, but Mr. Holmes advises me that several of our off-line men suggested discussion of a new name for 3 and 4 at Sunday morning's meeting after it was announced that new passenger equipment would be inspected later in the day.

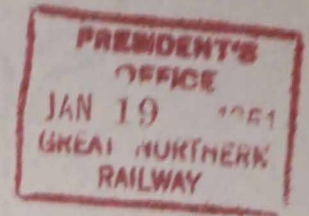
Almost every on- and off-line man at the meeting expressed himself on the subject. Our men feel that while the name ORIENTAL LIMITED is one of the great train names, it now denotes old-fashioned equipment. These men told us that they are having increasing difficulty in selling and promoting the ORIENTAL LIMITED among foreign line ticket agents and similar sources of business because these people know the equipment on present 3 and 4 is not modern, and that this conception will persist even though we might call it the NEW ORIENTAL LIMITED. In other words, our men feel they will be handicapped in selling trains 3 and 4 after they are modernized if the name ORIENTAL LIMITED is continued.

A possible new name for 3 and 4 was given much consideration at Monday's session, and our passenger men voted almost unanimously for EVERGREEN. They regard the name as attractive and complimentary to much of our territory, principally the Pacific Northwest.

Although we are not obligated to use either of the names selected by the judges, I strongly recommend that we name 3 and 4 THE EVERGREEN, effective with beginning of service by the new 1 and 2.

C. E. Finley ✓





St. Paul, Minnesota, January 19, 1951

Mr. Gavin:

Since discussing with you a possible new name for trains 3 and 4 we have reconsidered a large number of the names proposed by contestants. However, we have not been able to settle on a name, which we feel would be agreeable to you.

With this are two lists of proposed names culled from the 7,500 submitted by contestants. From these lists were selected the names which finally were considered by the judges.

You may wish to run over the lists, for it is entirely possible that we have rejected some names which might be attractive to you.

C. W. Moore

cc Mr. Finley

FOREIGN LINE TICKET AGENTS, TRAVEL BUREAUS, ETC.

"A"

The Adventurer

~~Albatross~~

~~All American (3)~~

~~Allegro~~

~~The Amerasian~~

~~The Antelope~~

~~Appollo~~

~~Aquilon~~

~~The Architect~~

~~The Associate~~

The Astorian (4)

~~The Aurora (4)~~

The Aurora Borealis (16)



"B"

~~The Beacon~~

~~Belvedere~~

~~Billy-The-Kid~~

~~Bird of Paradise~~

~~Blue Ribbon (2)~~

Bonaventure

~~The Borderland (2)~~

Borealis (3)

~~The Borderliner (3)~~

~~Bret Harte~~

"C"

~~The Canastota~~

~~The Capricorn (8)~~

~~Capricornean~~

~~Capricornian (2)~~

~~Capricornus~~

~~Captain Gray~~

~~The Caribou (2)~~

Cavalcade

~~The Cavalcade Limited~~

~~The Celestial~~

The Centaur

~~The Centennial~~

The Centurian

~~The Cheetah~~

The Chief Joseph

~~Chinook Limited (2)~~

~~Chinook Wind (2)~~

The Citadel

~~The City of Seattle (18)~~

~~Cook & The North~~

~~The Conestoga~~

~~Connoisseur (2)~~

Conqueror (5)

~~The Constellation~~

~~The Consolidated~~

~~Continental Divide (2)~~

~~Continental Empire~~

~~Corinthian~~

The Coronet

Cosmopolitan (3)

~~The Cosmopolitan Limited~~



"D"

~~The Debutante~~

~~The Don McNeill Special~~

~~Dream Cloud~~

~~Dude Ranch Special~~

4

"E"

~~The Educator~~

The Elite

The Emigrant

~~The Emperor (9)~~

~~Empire Builder II (2)~~

~~The Empire Echo~~

~~The Empire Northerner~~

~~Empire Queen (4)~~

~~The Empire Spanner~~

~~The Empiress (2)~~

~~The Empress (9)~~

The Esquire (2)

~~The Evening Star~~

The Evergreen (9)

~~The Evergreen Empire~~

~~The Evergreen Limited (3)~~

~~Exemplar~~

~~Expeditioner~~

The Explorer (4)



"F"

~~The 54-40~~

The Forester (2)

~~The Forest Ranger (3)~~

~~The Forty Niner~~

~~The 49th Parallel~~

The Frontier

Frontiersman (4)

7

"G"

~~The General MacArthur (12)~~

~~The Glacier (17)~~

~~The Glacierite~~

~~Glacier Limited (7)~~

~~Glacier Park Limited (4)~~

Golden Arrow (4)

~~Golden Capricorn~~

Golden West (3)

~~The Grand Coulee (7)~~

~~The Grandee~~

~~The Granger~~

Great American

~~The Greater American~~

~~The Great Norliner~~

~~The Great Norther (2)~~

~~Great Northerner (21)~~

~~Great Northern Evergreen~~

~~The Great Northern Glacier~~

~~The Great Northern Light (4)~~

~~Great Northern Limited (3)~~

~~Great Northern Star (3)~~

~~The Great Northwest (2)~~

~~Great Northwest Limited~~

~~Great Nor'Wester~~



"H"

The Harvester (4)

The James J. Hill (28)

~~The Jim Hill and Jim Hill (9)~~

~~James J. Hill Express~~

~~The Jimhill Flyer~~

~~The James Hill Limited~~

~~James J. Hill Special (2)~~

~~The Jim Hill Zephyr~~

The Historian

The Holiday

~~The Horace Greeley (2)~~

"I"

~~Imperial Builder~~

~~The Inland Empire (5)~~

~~Inland Empire Limited~~



"J"

~~The John F. Stevens~~

"L"

The Lewis and Clark (19)

~~Lewis and Clark Limited (14)~~

~~Lochinvar~~



"M"

~~The MacArthur (2)~~

~~The Marco Polo~~

Marias Pass

Mid American

~~Mid Century Limited~~

~~Midwesterner~~

~~The Modernaire~~

~~The Monarch (5)~~

~~The Mount Rainier (12)~~

9

"N"

~~New Frontiersman~~

~~The Norlander~~

~~Norlandic~~

~~The Norther~~

~~The Northernnaire (2)~~

~~The Northern Diplomat~~

~~The Northerner (19)~~

~~Northern Knight~~

~~The Northern Light (42)~~

~~Northern Lights (11)~~

~~Northern Lights Limited (3)~~

~~Northern Ranger (2)~~

~~Northern Star (2)~~

~~Northland Nymph~~

~~The Northland Empire~~

~~The Northlander (6)~~

~~The Northonian~~

~~The Northwest~~

~~Northwest Adventurer~~

~~Northwest American~~

~~Norwester (5)~~

~~The Northwesterner (3)~~

~~The Norwesterner (2)~~

~~Northwest Explorer (2)~~

~~Northwest Passage (6)~~



~~Pace Setter~~

~~Pacific Northwest (2)~~

~~Pacific Northwestern~~

The Panorama

~~The Panoramic (4)~~

~~The Panoramic Ltd.~~

The Paragon (3)

~~Paragon Limited~~

The Paramount (3)

~~The Patrician (2)~~

~~The Paul Bunyan (18)~~

~~The Peerless (2)~~

~~Pegasus~~

~~The Pilgrim~~

The Plainsman (7)

~~The Premier (2)~~

The Puget Sounder (6)

17

"R"

~~Rameses~~

~~The Rainier (2)~~

~~The Rainier Limited~~

~~The Ranier~~

~~The Ranierian~~

~~The Rendezvous~~

~~Rudolph The Red Nosed Reindeer~~

7



"S"

~~The Satellite (2)~~

~~The Scenic Limited (3)~~

~~Seenic Northland~~

~~Scenic Transcontinental~~

~~The Schimitar~~

~~The Serviceman~~

~~Shamrock (2)~~

~~Sioux City Sue~~

~~Sir Francis Drake~~

~~The Sovereign Queen~~

~~The Spanner~~

~~The Statespanner~~

~~The Stevens Pass-age~~

~~The Successor~~

14

"S"

The John F. Stevens



"T"

~~Terra cruiser~~

~~Tetonian~~

The Titan

Top O' The Nation (3)

~~Top O' The Nation Ltd.~~

~~The Transcontinental (7)~~

~~Transcontinental Limited (7)~~

7

"V"

The Viewmaster

The Voyageur (2)

✓



"W"

~~The Warrior (2)~~

Western Star (2)

~~The Westliner~~

~~The Western Belle~~

~~Western Wonderland~~

~~Westward Ho! (4)~~

The West Wind (8)

~~The Whippet (3)~~

8

GREAT NORTHERN RAILWAY EMPLOYES

"A"

~~Adventurer~~ and The Adventurer (9)

~~All-America~~

~~All American~~ and The All American (4)

~~All American Limited~~

~~The Anne Dunbar~~

The Argosy

~~Aristocrat~~ and The Aristocrat (7)

~~Aurora~~ and The Aurora (1 1/4)

Aurora Borealis (12)

~~The Bachelor~~



"B"

~~The Beacon~~

The Blackfeet

~~The Border Liner (3)~~

~~The Budd~~

~~Buddliner~~

"C"

~~The Caribou (2)~~

~~The Centaur and Centaur (3)~~

~~The Centennial (2)~~

~~The Charles Russell~~

~~Charles Russell Limited~~

~~Chief Joseph and The Chief Joseph (7)~~

~~Chief Joseph Liner~~

~~Chief Kootenai~~

~~Chief Many Glaciers~~

~~Chieftain and The Chieftan (8)~~

~~The Cimarron~~

~~Colonizer~~

~~The Conestoga (2)~~

~~Cosmopolitan (4)~~

~~The Co-Star~~

"D"

~~The Debutante~~



"E"

The Eightstater (2)

Elite

~~Emperor and The Emperor (11)~~

~~Empire Northern~~

~~The Empire Queen (2)~~

~~Empress and The Empress (13)~~

~~Etel DeNor~~

~~Evening Star~~

The Evergreen and Evergreen (12)

~~Evergreen Empire (2)~~

~~Evergreen Empire Chiefs~~

~~The Evergreen Empire Limited (2)~~

~~The Evergreen Limited and Evergreen Limited (13)~~

~~The Exemplar~~

The Explorer (7)

"F"

The Forester

The Frontier

~~The Frontierian~~

~~Frontier Limited~~

~~Frontiersman and The Frontier~~man (9)

"F"

The Forester

The Frontier

~~The Frontierian~~

~~Frontier Limited~~

~~Frontiersman and The Frontier~~man (9)



"G"

<del>Gavin</del>	Glacial Rocket
<del>Gavineer (2)</del>	Glacier Belle
<del>Gavin Hill</del>	Glacier Cascadian
<del>Gavin's Miracle</del>	Glacier Chief (5)
<del>Gavin Special (2)</del>	Glacier Coast
<del>The Garden Wall</del>	Glacier Coast
<del>Glacerite</del>	Glacier Comet
<del>Glacian</del>	Glacier Daylight (2)
<del>The Glacier and Glacier (5) 28</del>	Glacier Deluxe
<del>Glacier Limited and The Glacier Limited (5) 14</del>	Glacier Eagle
<del>The Glacier Park (2)</del>	Glacier Empress
<del>The Glacier Park Limited (9)</del>	Glacier Flyer (4)
<del>Glacier Ranger</del>	The Glacier Glider (3)
<del>The Glacier Transcontinental</del>	Glacier Goat (3)
<del>Going-to-the-Sun</del>	Glacier Goat Ltd.
<del>Grand Coulee Chief</del>	The Glacieride
<del>Grand Coulee Limited</del>	The Glacier Jet
<del>The Grand Coulee</del>	Glacier King
<del>Granger and The Granger (2)</del>	Glacierland (2)
<del>Great America</del>	Glacier Meteor
<del>Great American (4)</del>	Glacier Mountaineer Limited
	The Glacier National (4)
	Glacier Park Chief
	Glacier Park Goat
	The Glacier Park Rocket
	Glacier Queen (2)
	The Glacier Rocket (2)
	Glacier Skyline
	Glacier State Limited
	The Glacier Sunshine
	Glacier Trail (2)
	Glacier View
	The Glacier Wonderland Special
	Glacier Zephyr (2)

~~Great Continental Limited~~

~~The Great Northernnaire and Great Northernnaire (3)~~

~~The Great Northerner and Great Northerner (11)~~

~~The Great Northwest~~

~~The Greater Northwest~~

~~The Great Northwest Limited (3)~~

~~The Great Ranger~~

"H"

The Harvester (4)

~~Harvester Special~~



- (1) Submitted by: Roy Boozer, Conductor, 4330 - 30th W., Seattle, Washington.

THE HARVESTER and HARVESTER

~~(1)~~ Reason: The train goes through a harvest from Seattle to Chicago. Can be seen from any window.

- (2) Also submitted by: Harold O. Torgeson, Billing and Revising Clerk, 3216 So. Proctor, Tacoma 3, Washington.

Reason: Because the very existence of this train is a result of the great part the Great Northern plays in moving the harvested grain crops to market.

- (3) Also submitted by: James K. Callan, Switchman, 1508 W. Dravus, Seattle, Washington.

Reason: It's fitting for a train traveling through territory where abundant and continuous harvesting contributes so much to the nation.

- (4) Also submitted by: Fred J. Meissner, Agent, P.O.Bx. 366, Barnesville, Minnesota.

Reason: Harvesting is main occupation along the route and reaps a harvest of service, beauty and luxury.

-----

~~James J. Hill Royal~~

~~Royal Hill~~

~~Hill's Rio Grande~~

~~James Hill Special (3)~~

~~Jim Hill Special (70)~~

~~Hill's Special~~

~~The James J. Streamliner (2)~~

~~Jim Hill Streamliner~~

~~J. J. Hill's Streamliner~~

~~Hill Streamliner~~

~~Spirit of Jim Hill (2)~~

~~The Spirit of James Hill (2)~~

~~The James J. Hill-Topper~~

~~The James J. Transcontinental Limited~~

~~Jim Hill The Great~~

~~James Hill The Titan~~

"I"

~~Imperial and The Imperial~~ (7)

~~Imperial Northerner~~

~~The Indian~~ (5)

~~The Inland Empire~~ (4)

~~Inland Empress~~



"J"

The John F. Stevens (5)

Joseph Stevens

"K"

The Kootenai and Kootenai (3)

Kootnai Chief

The Kootenai Comet

Kootenai River

The Kootenai Rocket

"L"

The Lewis and Clark and Lewis and Clark <sup>26</sup>(28)

~~Lewis and Clark Limited (2)~~

~~Lewis and Clark Scout~~

~~Lewis and Clark Special~~

~~The Luxuraire~~



"M"

~~The Marias (2)~~

~~The Marias Limited (2)~~

The Marias Pass and Marias Pass (1) (4)

~~Marias Pass Limited (2)~~

~~The Marmot~~

~~The Mascot~~

Metropolis

~~The Mid Century and MidCentury (5)~~

~~Mid-Century Coastliner~~

~~Mid-Century Flyer~~

~~Mid-Century Limited and The Mid-Century Limited (7)~~

~~The Mid-Century Streamliner~~

~~The Mid-Century Triumph~~

~~Mid-Continent Empire~~

~~The Mid-Continent Streamliner~~

~~The Mid-Continental (3)~~

The Moccasin (3)

~~The Moccasin Trail Ltd.~~

~~The Modernair~~

~~Monarch and The Monarch (15)~~

~~Mount Rainier Limited~~

~~Mount Ranier~~

~~Multnomah~~

~~The James J. (4)~~

~~The James J. Hill (54)~~

~~The James Hill (4)~~

~~The James Jerome Hill~~

~~Jim Hill (30)~~

~~The J. J. Hill (5)~~

~~The Hill~~

~~Jim Hill's Arrow~~

~~The Hill Builder~~

~~Jim Hill's Chieftain~~

~~Hill's Comet~~

~~Jim Hill Commander~~

~~Jim Hill Contender~~

~~H. Hill DeLux~~

~~Hill's Dream~~

~~J. Hill Dream Liner~~

~~Jim Hill Express (2)~~

~~The Jim Hill Empire~~

~~Jim Hill Empire Builder~~

~~The Jim Hill Empire Trail~~

~~Hill Flyer~~

~~The Jim Hill Flier~~

~~The Jim Hill Flyer~~

~~James J. Flyer~~

~~Jim's Gem~~

~~The Great James Hill~~

~~HillGrat Flyer~~

~~Gentleman Jim~~

~~Hillian~~

~~The James J. Hilliner~~

~~Hilliner~~

~~Jim Hill Jet~~

~~Hill's King~~

~~J. Hill Limited~~

~~The J. J. Hill Ltd.~~

~~James Hill Limited (2)~~

~~Jim Hill Limited (2)~~

~~Jim Hill Liner~~

~~J. J. Hill Northern~~

~~Jim Hill's Paradise~~

~~James J. Hill Pioneer~~

~~The Portrait of James J. Hill~~

~~Hill's Rainbow~~

~~Jim Hill Rocket~~

"N"

~~Nation Topper (2)~~

~~The New Frontier~~

~~New Oriental~~

~~New Oriental Limited (2)~~

~~Norlander (3)~~

~~North Border Limited~~

~~North Continental Limited~~

~~Northernair and The Northernair (12)~~

~~Northern Border~~

~~Northern Light 74~~

~~Northerneer~~

~~The Northerner and Northerner (18)~~

~~The Northerner~~

~~The Northernor~~

~~The Northlander (3)~~

~~Northland Limited~~

~~Northwester and The Northwester (2)~~

~~Northwesterner (2)~~

~~Northwest Evergreen~~

~~Northwest Frontiersman~~

~~The Northwest Plainsman~~

~~Northwest Passage and The Northwest Passage (9)~~



"p"

~~The Pacific Northwester~~

~~Pacific Northwest Limited~~

~~Pacific Wonderland Limited~~

~~The Panoramic and Panoramic (11)~~

~~The Panorama and Panorama (11)~~ (9)

~~The Paragon (4)~~

~~The Paramount (3)~~

~~Patrician (2)~~

~~Peerless~~

~~The Peerless Limited~~

~~The Plainsman (26)~~ (24)

~~The Polaris and Polaris (6)~~

~~Polaris Continental~~

~~Polaris Limited Progressive~~

"R"

The Rainier and Rainier (4)

~~Rainier Limited~~

~~Rancher and The Rancher~~ (2)

The Ranger and Ranger (7)

"S"

~~Scenic Continental~~

~~Scenic Limited (10)~~

~~Scenic Transcontinental (2)~~

~~The Shining Mountain~~

~~The Shining Mountains~~

~~The Shining Mountain Limited~~

~~Silver Glacier~~

~~Spanner (2)~~

~~Stephen's Pass Limited~~

~~Steven's Pass Limited~~

*John F. Thayer*



"T"

The Talisman

~~The Tommy Dixon~~

The Top Of The Nation (2) ~~6~~

Top O' The Nation (5) ~~14~~

~~Touristocrat~~

~~Transcontinental (4) ~~8~~~~

~~Transcontinental Limited (3) ~~7~~~~

~~Transnational~~

~~Trans-Northern~~

~~Travois~~

7  
St. Paul, Minn., Jan. 19th 1951

Mr. C. E. Finley:

Your letter January 16th about changing the name of the Oriental Limited.

As you know, I am "agin it" but do not want to stand in the way of the Passenger Department who, after all, will have to sell the service to the public. You may go ahead and change the name to EVERGREEN effective with the beginning of service with streamlined equipment on trains 3 and 4. Do not think we should advertise the equipment on trains 3 and 4 as new equipment but rather as modern streamlined equipment.

F. J. Gavin  
G  
L

Cy Mr. J. M. Budd  
Mr. C. W. Moore.



St. Paul, Minnesota, January 22, 1951

PRESIDENT'S  
OFFICE  
JAN 22 1951  
GREAT NORTHERN  
RAILWAY  
7

Mr. Gavin:

After Saturday's conversation with you and Mr. Finley about the proposed new name for trains 3 and 4 I went back to the contest records and other source material toward development of your ideas on the words "West" and "Western."

Several combinations of both words, including WEST WIND and WESTERN STAR, were considered by the judges, who apparently did not sense the desirability of a name which immediately would be associated with the West.

The more I consider WESTERN STAR, which is not in use by any railway, the stronger is my conviction that it deserves serious consideration.

WESTERN STAR is a combination of adjective and noun. WESTERN implies that the train runs through Western country--a point of important emphasis, particularly in the East; STAR connotes unusual quality, which trains 3 and 4 certainly will be. Too, this name would be most appropriate for a train serving Glacier Park.

Both WEST WIND and WESTERN STAR were among the final ten names considered by the judges. WEST WIND finally was rejected by the judges on the theory that the name would be descriptive of a train which ran only from the West. The judges had no specific reason for rejecting WESTERN STAR; but, it occurs to me that this name is appropriate for a train operated both westbound and eastbound: a top train running into and out of the West.

WESTERN STAR was suggested by seven contestants--five Great Northern employees and two foreign line ticket agents. Should this name be selected Great Northern would have a moral obligation to the seven contestants, but I am of the opinion that this could be discharged without great additional expense.

Great Northern is not obligated, under rules of the contest, to use either of the names selected by the judges. We shall make the awards provided by the contest rules; but, should WESTERN STAR or any other name submitted be used by the railway, I would recommend that we pay the contestant or contestants who suggested it not more than \$100 as a good public relations gesture.



Mr. Gavin #2

January 22, 1951

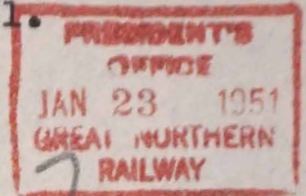
This or any other name would not, of course, receive top billing in our advertising over the EMPIRE BUILDER, which is to receive the heaviest promotion of the two transcontinental trains.

C. W. Moore ✓

cc Mr. Finley  
Mr. Budd

*[Handwritten signature]*

Saint Paul, Minnesota  
January 23rd, 1951.



Mr. F. J. Gavin:  
Mr. C. E. Finley:  
Mr. C. W. Moore:

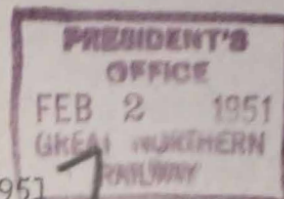
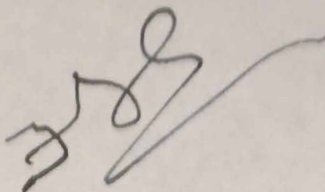
Correspondence about changing name of the Oriental Limited. Mr. Gavin's letter of January 19th to Mr. Finley indicates the name will be changed with the beginning of service with streamlined equipment on Nos. 3 and 4.

We should receive all new equipment by April 30th, 1951, except replacement car for the 1169 which was wrecked at Saint Paul. There will be some rehabilitation work on the sleepers and the observation cars, which should be completed by June 1st. The replacement car for the 1169 should be ready by about that time also, permitting us to completely equip Nos. 3 and 4 with streamlined equipment by that date.

We should have more definite dates within the next ten days or two weeks and further advice will be given at that time.

J M Budd *[Handwritten signature]*





St. Paul, Minn., February 1, 1951

Mr. F. J. Gavin:

In line with our conversation this morning about a new name for trains 3 and 4 after the new Empire Builder goes into service, I discussed the name THE EIGHT STATER with Mr. Moore, and later with Mr. Budd.

We are agreed that THE EIGHT STATER is an attractive name for trains 3 and 4, and will proceed on that understanding.

C. E. Finley ✓

cc: Mr. J. M. Budd  
Mr. C. W. Moore



T

February 6, 1951

Dear Mr. Munro:

The judges of Great Northern's "Name the Train" contest have selected your entry, "THE EVERGREEN," as the winning name in the competition among thousands of the railway's friends in the travel industry.

It is a distinct pleasure to congratulate you, and a privilege to present with this Great Northern's check for \$500.00, the award for the winning entry. In that Mr. Bert Neill of the Ask Mr. Foster Travel Service in Los Angeles submitted the same name, and, in the opinion of the judges, gave an equally good reason, a duplicate award has been given him.

Was interested to learn that you once worked for Great Northern as a telegrapher on the Butte Division, and that the award money will enable you to make the first payment on your own home in California.

Yours very truly,

(Signed) F. J. Gavin

Mr. Charles H. Munro  
Ticket Agent  
Southern Pacific Company  
Oceano, California

T

February 6, 1951

Dear Mr. Davis,

The judges of Great Northern's "Name the Train" contest have selected your entry, "THE EIGHT STATER," as the winning name in the competition among the railway's employees.

It is a distinct pleasure to congratulate you, and a privilege to present with this Great Northern's check for \$500.00, the award for the winning entry.

Your entry, "THE EIGHT STATER," is a good, descriptive name for a train, but, as yet, no decision has been made as to whether it will be used by the company.

Yours very truly,

(Signed) F. J. Gavin



Mr. Wallace E. Davis  
4703 North 6th Street  
Minneapolis 12, Minnesota



13742  
7  
2

GREAT NORTHERN RAILWAY COMPANY

PASSENGER STATION

MINNEAPOLIS 1, MINN.

February 10, 1951

Mr. Frank J. Gavin, President  
Great Northern Railway  
St. Paul 1, Minnesota

Dear Mr. Gavin:

I wrote Mr. Charles Moore some time ago thanking him and his staff for making my good fortune possible in the recent "Name The Train" Contest, little dreaming when my check was mailed me it would be accompanied by a personal letter of congratulations from you.

Believe me, Mr. Gavin, this gesture on your part means more to me than I can ever begin to express, and you may be sure that your letter will become one of my prized possessions!

If ever my name "THE EIGHT STATER" is used on a Great Northern train, it goes without saying that I will be the proudest employee in your organization!

Thanking you again, and hoping sometime to meet you personally, I remain,

Respectfully yours,

*Wallace E. Davis*

Wallace E. Davis





Three Budd Company RDC-1's destined for the Commonwealth Railways of Australia, the first to be delivered to a foreign road, were loaded at Philadelphia January 22. The first four of 12 ordered by the Consolidated Railroads of Cuba also have been shipped. Meanwhile, the Chicago & North Western's three RDC's were temporarily out of service with snow-caused engine troubles.

on the morning of January 10, 150 military recruits and about 30 other passengers were aboard. As the small hotel dining room at Lindale can hold only about 90 at a time, it was necessary to have two sittings for breakfast. In order to speed things up, Conductor R. F. Bradfield and Porter Jimmie Brown shucked off their coats and rolled up their sleeves and washed and wiped the dishes. The entire group was fed in 55 minutes. President D. V. Fraser of the Katy happened to be a passenger that morning, and he lauded Bradfield and Brown highly for their actions "over and beyond the call of duty." . . . The Interstate Commerce Commission has indicated that it will seek control over such firms as the Equitable Life Assurance Society and other insurance companies which have been leasing new equipment to the railroads under a no-down-payment, rent-your-cars-and-locomotives-as-you-use-them plan. The Federal agency said that the leasing plan "presented questions as to its merits."

### Three winners in GN name-the-train contest

Three men won first awards in Great Northern's "name the train" contests. Two tied for the \$500 prize in a contest among railway ticket agents, employees of reservation bureaus, ticket sellers in stations and depots, and employees of travel and tourist agencies in the United States and Canada. The third won his \$500 prize in a similar contest conducted among Great Northern employees.

The two winners in the first contest (both of whom were paid the \$500) were Charles H. Munro, Oceano, Calif., and Bert Neill, Los Angeles. They both submitted the name *The Evergreen*. The

other contest was won by Wallace E. Davis of Minneapolis, who entered the name *The Eight Stater*.

Great Northern has not announced which name will be used for the new transcontinental train for which the contests were conducted. Under the rules, it does not have to use either.

### Finish new ore pier

Baltimore & Ohio's new ore pier at Baltimore is scheduled for completion in April. Foreign ore shipments will begin using the 5-million-dollar structure soon afterward. It is the first pier of its kind on the Eastern Seaboard, and was begun in 1950 to handle the flow of imported iron ores which will soon supplement the nation's dwindling internal ore supply. The pier will receive ore shipments from Liberia, on the west coast of Africa, as well as from newly discovered deposits in Venezuela, South America.

### San Juan discontinued

Denver & Rio Grande Western's *San Juan* made its last complete run between Alamosa and Durango, Colo., on January 31. On February 1, an abbreviated train ran on the *San Juan's* schedule between Chama and Dulce, N. Mex. (part of the Alamosa-Durango line where it dips into New Mexico), to satisfy the New Mexico Corporate Commission until the *San Juan* can legally be discontinued in New Mexico.

The *San Juan* was the only daily narrow-gauge passenger train in the United States. (The East Broad Top, in Pennsylvania, still runs passenger trains six days a week, but not on Sundays.) Its discontinuance was permitted only after a long battle before the Colorado Public Utilities Commission. Freight service continues over the line.

"The threat to close down the Alamosa-to-Durango line of the Denver & Rio Grande Western Railroad is getting serious. The only public body still standing in the way of abandonment is the New Mexico public utilities commission, and we doubt if it can do anything effective to keep service going.

"The people of southwestern Colorado have fought a good fight. They have told their story. They have testified regarding the need of their area for railroad service. They have depicted what the effect of a shutdown would be on their agriculture, their mining and their tourist business.

"But the red-ink figures on the ledgers of the railroad are unmistakable. Of course, no one wants to see the last regular narrow-gauge passenger line in the country go into extinction, but profit and loss statements outweigh sentiment in this materialistic world.

"Therefore we fear that unless a new approach is taken in saving the Durango narrow-gauge, with its picturesque snow plows, its fancy brass-fitted Pullmans [the *Post* meant "parlor car"] and its mighty little engines, the end is in sight.

"The last of the narrow-gauge passenger lines should be preserved, not only to serve the transportation needs of the rich San Juan region, but also for the enjoyment, wonderment and entertainment of future generations.

"Our only suggestion is that since the D&RGW wants to get rid of the unprofitable line and since the southwestern part of the state wants to keep it, the railroad might well consider giving the road—rails, right of way, rolling stock, everything—to counties through which it runs to operate as need may dictate.

"Under county auspices, with a little Hollywood-type advertising, the Alamosa-to-Durango branch could become the most famous miniature railroad in the world. No amusement park midget could compare with it. The scenery through which the line makes its way is as fine as any in the world.

"It is understandable that a railroad company like the D&RGW, which operates some profitable lines, does not feel justified in jeopardizing those earnings by trying to promote an unprofitable line into a paying venture. From the railroad's standpoint it is nothing but good business to seek to drop the unprofitable line.

"County operation of the Alamosa-to-Durango route would make it possible for the operators to concentrate on the one job at hand—to make the route profitable. There would be no question of protecting profits from other operations.

"We don't know how the D&RGW or the counties would feel about our proposal. The D&RGW probably could not recover much junk value from the line and, therefore, would not sustain any great loss if it gave it away.

"The counties, of course, would pre-



20/79 p  
Saint Paul, Minnesota  
February 8th, 1951.

Personal

8

Mr. F. J. Gavin:

The preliminary designs for tail signs for "The Eight Stater" have arrived, and in going over them I have had some serious misgivings about the name that has been chosen.

It is true that I agreed to go along with the name when it was discussed last week but in doing so frankly I couldn't be wholeheartedly in favor of it. Mr. Moore's suggestions of "The Western Star" and "The West Wind" appealed to me much more than "The Eight Stater". Even "The Evergreen" seems to be a better name.

We are going to have a fine train on Nos. 3 & 4 and we have a lot at stake in trying to sell the train to the public. It seems extremely important to have as good a name to exploit as possible. For that reason I would like very much to have the matter reconsidered if possible. We are on very short time but if the final decision is made by February 15th I believe that we can meet our schedules on getting the tail signs made up and meeting the requirements for advanced publicity, etc.

The names that were suggested in the contests were, of course, limited to those not already in use. A great many of the names which might be desirable from our standpoint are already in use. Tying a western name on to the train is information to those people in the East and is flattering to those people in the West, and I certainly agree it is desirable to add the western flavor if possible.

"The Western Star" appeals strongly to me and also "The West Wind". I feel that either of these would be preferable to "The Evergreen" or "The Eight Stater".

J M Budd



1

GREAT NORTHERN RAILWAY COMPANY

12742  
7  
2

PASSENGER STATION

MINNEAPOLIS 1, MINN.

February 10, 1951

Mr. Frank J. Gavin, President  
Great Northern Railway  
St. Paul 1, Minnesota

Dear Mr. Gavin:

I wrote Mr. Charles Moore some time ago thanking him and his staff for making my good fortune possible in the recent "Name The Train" Contest, little dreaming when my check was mailed me it would be accompanied by a personal letter of congratulations from you.

Believe me, Mr. Gavin, this gesture on your part means more to me than I can ever begin to express, and you may be sure that your letter will become one of my prized possessions!

If ever my name "THE EIGHT STATER" is used on a Great Northern train, it goes without saying that I will be the proudest employee in your organization!

Thanking you again, and hoping sometime to meet you personally, I remain,

Respectfully yours,

*Wallace E. Davis*

Wallace E. Davis



T

At Houston, Texas, Feb. 11th 1951

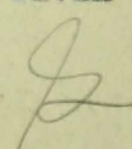
Mr. J. M. Budd:

Your letter February 8th about the new name of trains 3 and 4.

Personally, I have never been in favor of changing the name of the Oriental Limited and still think if we just called it "The Oriental" it would be satisfactory. However, Mr. Finley and Mr. Moore think the name should be changed and I am agreeable to "West Wind" or whatever name is decided upon by the Traffic and Operating Departments.

F. J. Gavin

Cy Mr. C. E. Finley



FOUNDED 1888

President's file 12742

# Ask Mr. Foster Travel Service, Inc.

GENERAL OFFICES

30 Rockefeller Plaza, New York

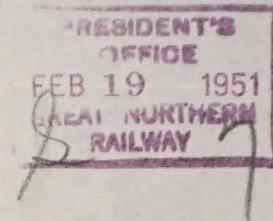
CABLE ADDRESS: ASKFOSTER



TELEPHONE CIRCLE 7-2738

630 GENERAL PETROLEUM BUILDING  
LOS ANGELES 14, CALIFORNIA

February 15, 1951



Mr. F. J. Gavin, President  
Great Northern Railway Co.  
St. Paul 1, Minnesota

Dear Mr. Gavin:

Thank you for your very kind letter of February 6, enclosing the Great Northern Railway Company's check for \$500, prize money for "Name the Train" contest.

It is a wonderful thrill to be one of the winners of your contest.

Sincerely & cordially,

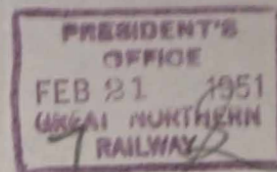
ASK MR. FOSTER TRAVEL SERVICE, INC.

Bert Neill  
Regional Supervisor

BN:HW



PO BOX 104,  
OCEANO, CALIF  
FEB 16, 1951



MR. F. J. GAVIN, PRES.,  
G. N. RY., ST PAUL, MINN.

DEAR MR GAVIN -

WISH TO EXPRESS MY APPRECIATION FOR  
YOUR LETTER FEB 6TH ENCLOSING THE AWARD CHECK FOR  
MY ENTRY IN THE NAME THE TRAIN CONTEST.

IT IS GOOD TO KNOW THAT SOMEONE ELSE  
ALSO BENEFITTED, AND AM SURE IF THE PUBLICITY PROGRAM  
INITIATED BY THE CONTEST IS FOLLOWED THROUGH AND THE  
NEW TRAIN IS ACTUALLY NAMED ACCORDINGLY, THE G. N.  
WILL FIND THE INVESTMENT A PAYING ONE. AS A VERY  
STRONG RAILROAD FAN I HAVE FELT THAT MOST ROADS NEVER  
TAKE ADVANTAGE OF THEIR REAL PUBLICITY POSSIBILITIES  
IN EXPLOITING THEMSELVES IN THE PUBLIC MIND.

IN YOUR LETTER YOU MENTION THAT I WAS  
A TELEGRAPHER ON THE BUTTE DIVISION. TO KEEP THE RECORD  
STRAIGHT, MIGHT I CORRECT THIS STATEMENT TO READ THAT  
MY FATHER WAS THE ONE, BEFORE I WAS OLD ENOUGH TO WORK  
FOR A RAILROAD.

AGAIN MANY THANKS FOR THIS VERY VALUABLE  
AND WORTHWHILE GIFT. NEEDLESS TO SAY G. N. WILL CON-  
TINUE TO BE MY FAVORITE NORTHWEST RAILROAD AND MY APP-  
RECIATION WILL BE SHOWN, WHENEVER POSSIBLE, IN MY FREIGHT  
AND PASSENGER ROUTINGS AFTER LEAVING OUR LINES.

SINCERELY,

A handwritten signature in green ink, appearing to read "Charles Munro", written over a horizontal line.

CHARLES MUNRO



AKS

FEB 21 1951	
RECEIVED	1951
FEB 21 1951	

St. Paul, Minn., February 21, 1951

Mr. G. A. Moore:

Referring to Mr. Budd's letter of February 11th regarding name for Trains Nos. 3 and 4:

I have talked to Mr. Budd and we are agreeable on "Western Star".

C. E. Finley ✓

cc: Mr. F. J. Gavin  
Mr. J. H. Budd  
Mr. P. G. Holmes

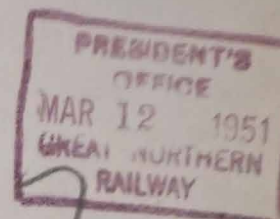
President's File

12742

For release MARCH 14, 1951  
or thereafter

From: Public Relations Dept.  
Great Northern Railway  
St. Paul, Minn.

FOR YOUR INFORMATION  
Charles W. Moore



A new passenger train name--Western Star--will go into American railway records about June 1, when Great Northern Railway begins service of a second transcontinental streamliner between Chicago and Seattle-Portland.

Great Northern announced today that Western Star has been selected as the name of the companion train of an entirely new Empire Builder, now nearing completion. Equipment of the present Empire Builder, in addition to a number of new cars, will make up the Western Star.

Introduction of Western Star will bring retirement of a long-famous Great Northern train name, Oriental Limited. The railway first used the name, Oriental Limited, for a transcontinental train in 1905. The name was discontinued in 1931, but was revived in 1947 for the companion train of the present Empire Builder.

#



12747  
T  
March 2, 1951

Dear Mr. Brown,

Judges of Great Northern's "Name the Train" contest, in which you were a participant, recently announced their selection of suggested names for a streamlined train from among the thousands of entries submitted.

In the contest open to railway ticket agents and others who are not Great Northern employees, the judges decided that EVERGREEN was the winning name; and, in the contest among only Great Northern employees, the judges selected the name EIGHT-STATER.

Subsequently, in accordance with rules of the contest, Great Northern has made awards to the contestants who, in the opinion of the judges, submitted the best names.

However, under rules of the contest, "Great Northern reserved the right to use or not to use the prize-winning name, or any contest entries for its transcontinental train, or any other train."

It is the opinion of the railway's management that WESTERN STAR, which was submitted by you and five other contestants, and had been proposed prior to the time the contest was announced, is a most desirable train name. WESTERN STAR will be the name of the new EMPIRE BUILDER companion train, effective June 1.

Great Northern feels that, although WESTERN STAR was not selected by the judges, you and the other contestants who suggested this name deserve special consideration and recognition.



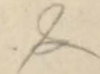
Mr. Herbert Lynn Brown #2

March 2, 1931

It therefore has been decided to make special awards of \$100.00 each to the six contestants who submitted the name WESTERN STAR. It is pleasing to me to send you with this letter Great Northern's check in the amount of \$100.00, and to thank you for your participation in the "Name the Train" contest.

Most cordially,

(SIGNED) F. J. GAVIN



Mr. Herbert Lynn Brown,  
Ticket Clerk,  
Atlantic Coast Line Railroad,  
Tarboro, North Carolina.





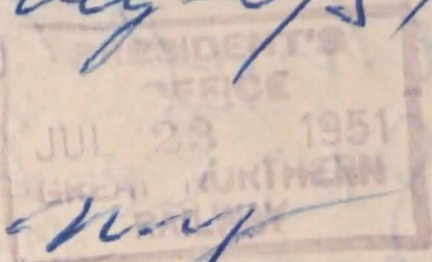
ENROUTE ON THE

**Western Star** ★



July 20/51

Dear "G N"



Please accept my  
congratulations on  
changing the name from  
Oriental Limited. A  
name I have long known  
& honored but since the  
meaning of ~~sense~~, only  
Democrats, have "given"  
the Orient, which we  
never owned, to "Joe",  
as to keep "Joe" when "Joe"



2  
wants us, there was  
only one "American"  
thing to do, which was to  
give "Joe" what "Joe"  
wants.

Star was the inevitable  
answer. There are millions  
of billions of trillions  
of stars, so, for any  
reasonable (not that  
reasonable has any bit  
to do with it) after  
Harry has given several  
billions of trillions of stars



2 away - we can still  
be - The Western Star -  
I should have said - a  
Western Star.

Congratulations YN - ~~to~~  
you took the only inevitable.

Did you ever see Jim  
Hill? I saw him once,  
on the (then) wooden  
platform, at Harris.

Naturally, being  
brainless, Harry for  
President in '52

Harry  
Box 50  
Crystal Lake, Ill.



12742  
T  
July 23rd 1951

Dear Mr. Tripp:

Thank you for your letter of July 20th written on the Western Star with reference to the change in train names.

We went into the change in names with some misgivings and are glad to hear that you feel as you do. Thanks again for writing.

Yours very truly,

(Signed) John M. Budd

Mr. H. M. Tripp,  
Box 85,  
Crystal Lake, Illinois.



7/31 ✓  
7  
July 17th 1951

Dear Mr. Waddicor:

It was very nice of you to write on July 12th about the "Name the Train" contest.

You are correct that the name chosen was "The Western Star". Naming a train is not an easy task and the name was chosen after very careful consideration. Many other fine names were submitted in the contest and we only regret that all of them could not be used. We will talk over your suggestion about the Larkspur and perhaps we will find a place for it. I personally feel that any train deserving of a name should be a nice train. Unfortunately the local trains do not have as good equipment on them as we would like them to have.

Under separate cover I am sending you a set of stirrers which you will probably find useful for lemonade. These are being used on the Ranch car of our new Empire Builder equipment.

Hope you have an opportunity to come out this way some time and see the railroad which you admire so much.

With very warm regards, I am

Yours sincerely,

(Signed) J. M. BUDD

Mr. John Waddicor,  
202 Jefferson Avenue,  
Endicott, New York.

Cy Mr. C. W. Moore:

To note. Please send the young man a set of the Ranch car stirrers.

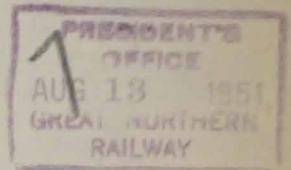
J. M. Budd

President's File 12742

202 Jefferson Avenue,  
Endicott, New York  
August 8, 1951

Great Northern Ry.,  
St. Paul 1, Minn.  
Mr. Budd, President

B



Dear Mr. Budd:

Thank you for taking time to write back to me  
and for the lemonade stirrer which we find very useful.  
I am a steam fan and hope you are not going all  
out for diesels.

sincerely

John Waddico, Jr.