



### STREAMLINED EMPIRE BUILDER MODEL

That railroading on a miniature scale is a fast growing and popular hobby among teen-agers as well as adults is evidenced by the ever increasing number of model "railroaders" in the country.

A tribute to the skill of members of the Twin City Model Railway Club is the accurately detailed model of Great Northern Railway's streamlined Empire Builder appearing in the railway's diorama at the Chicago Railroad Fair.

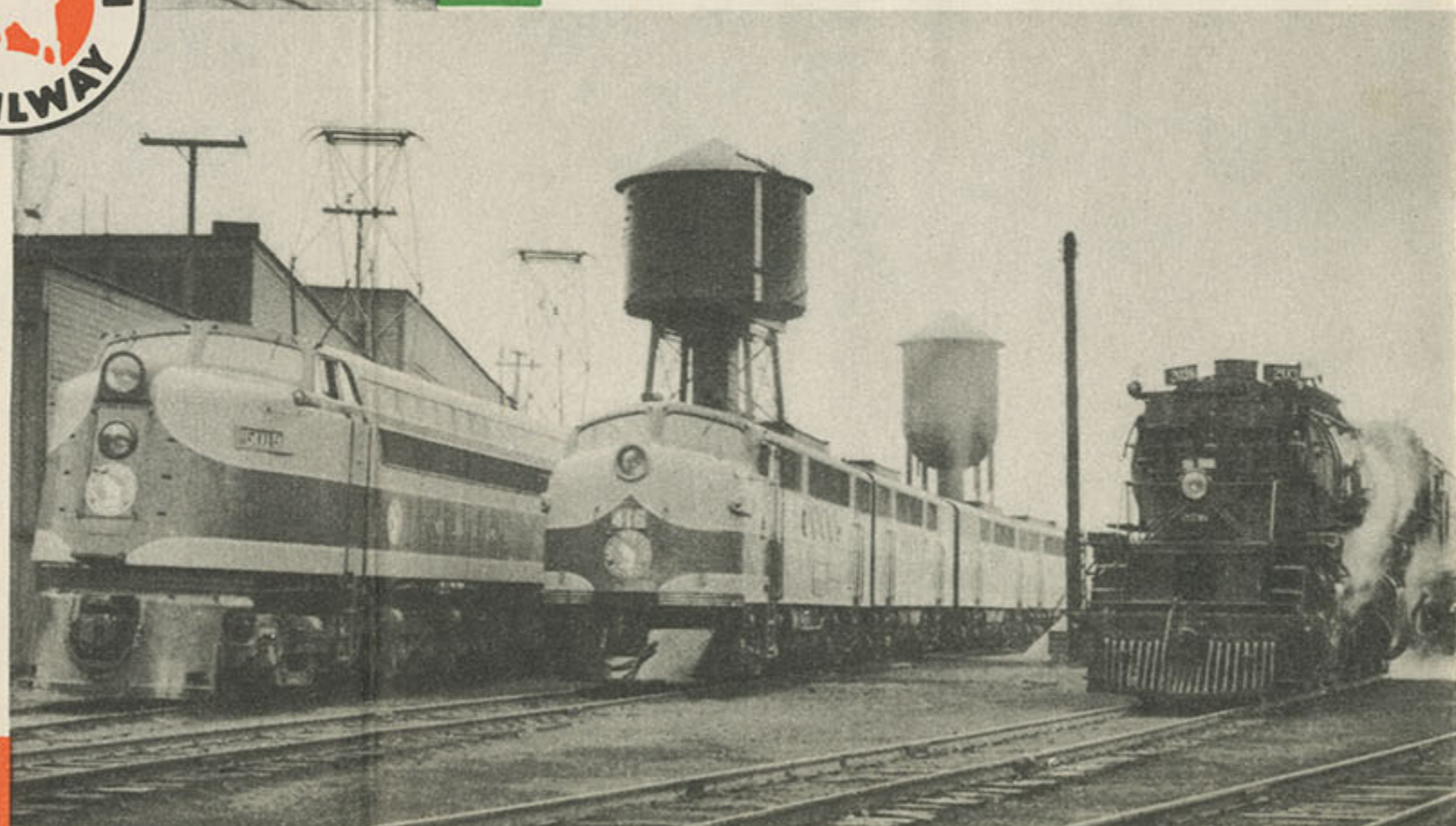
The model train, built to one-quarter inch scale, is approximately 25 feet in length. It consists of two diesel units, each 18 inches long, and twelve cars—a combination mail-baggage car, four coaches, coffee shop car, dining car, four sleeping cars and a lounge-observation car—each 21 inches long. The model train is set approximately 3 1/2 inches above the rail and 2 3/4 inches above the tracks.

The diorama contains 135 feet of double track, which is one-quarter inch "O" gauge, equivalent to about 130 pound steel rail to the yard. Eighteen thousand ties, 3/8 inch wide, 1/8 inch thick and 2 1/2 inches long were used to lay the track. Approximately 75,000 offset head spikes, 3/8 to one inch long, were used for fastening the rail to ties. Track is of aluminum and is laid on Celotex.

The Twin City Model Railway Club operates the Twin City Terminal Railway, a permanent miniature model railway system, located in the Union Station in St. Paul, Minnesota. The club's membership is composed of model railway builders in the St. Paul-Minneapolis area. Four members of the club devoted a total of 900 hours in assembling and building The Empire Builder model train, track, ties, etc.

### MODERN MOTIVE POWER

A trio of Great Northern Railway's giant locomotives—5,000-horsepower single cab electric—5,400-horsepower four-unit diesel electric and 2-8-8-2 oil-burning steam—used in freight and passenger service.

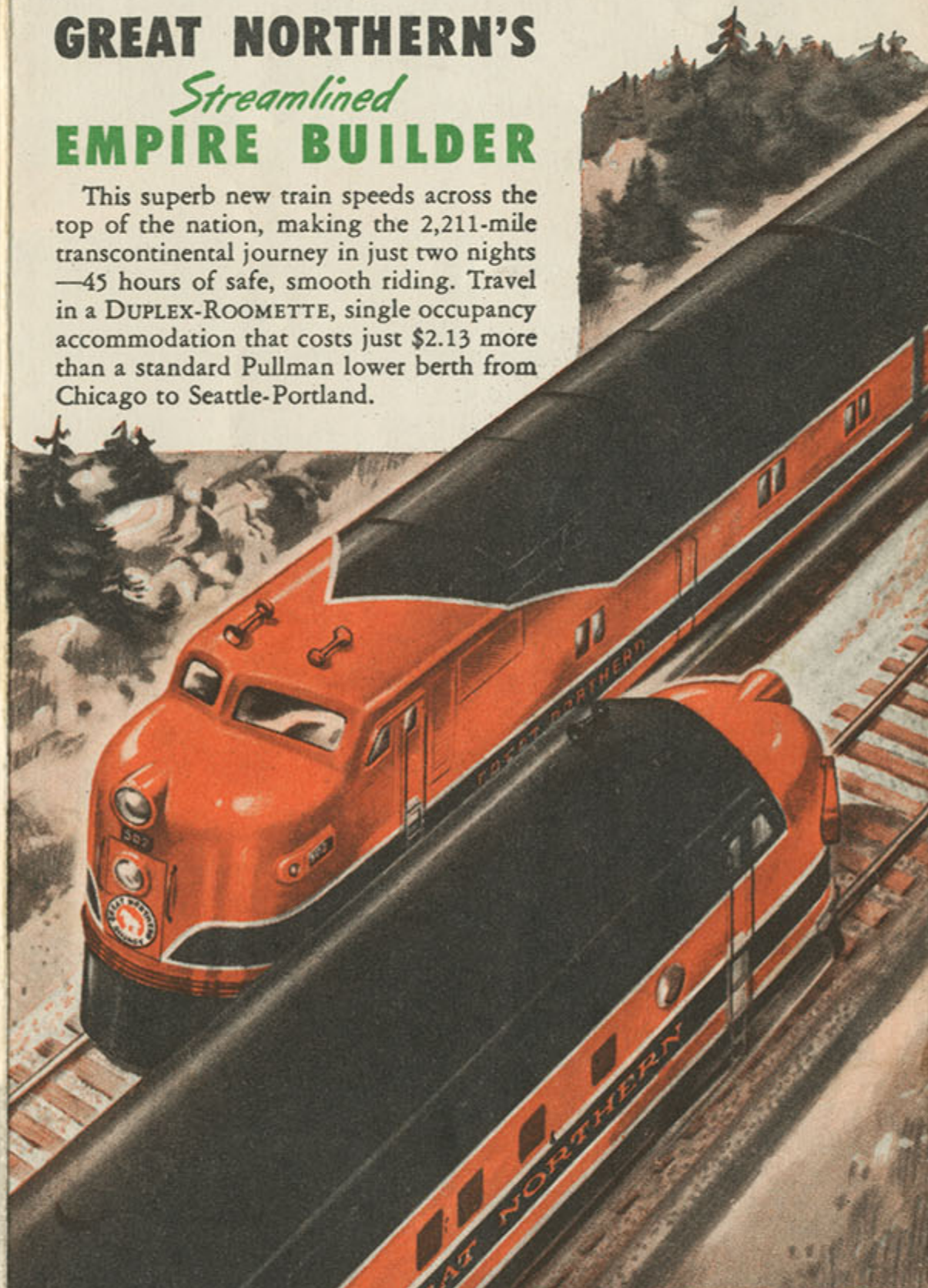


## TWO GREAT TRAINS

### Between Chicago and Seattle-Portland

#### GREAT NORTHERN'S Streamlined EMPIRE BUILDER

This superb new train speeds across the top of the nation, making the 2,211-mile transcontinental journey in just two nights—45 hours of safe, smooth riding. Travel in a DUPLEX-ROOMETTE, single occupancy accommodation that costs just \$2.13 more than a standard Pullman lower berth from Chicago to Seattle-Portland.



#### DIESEL-POWERED

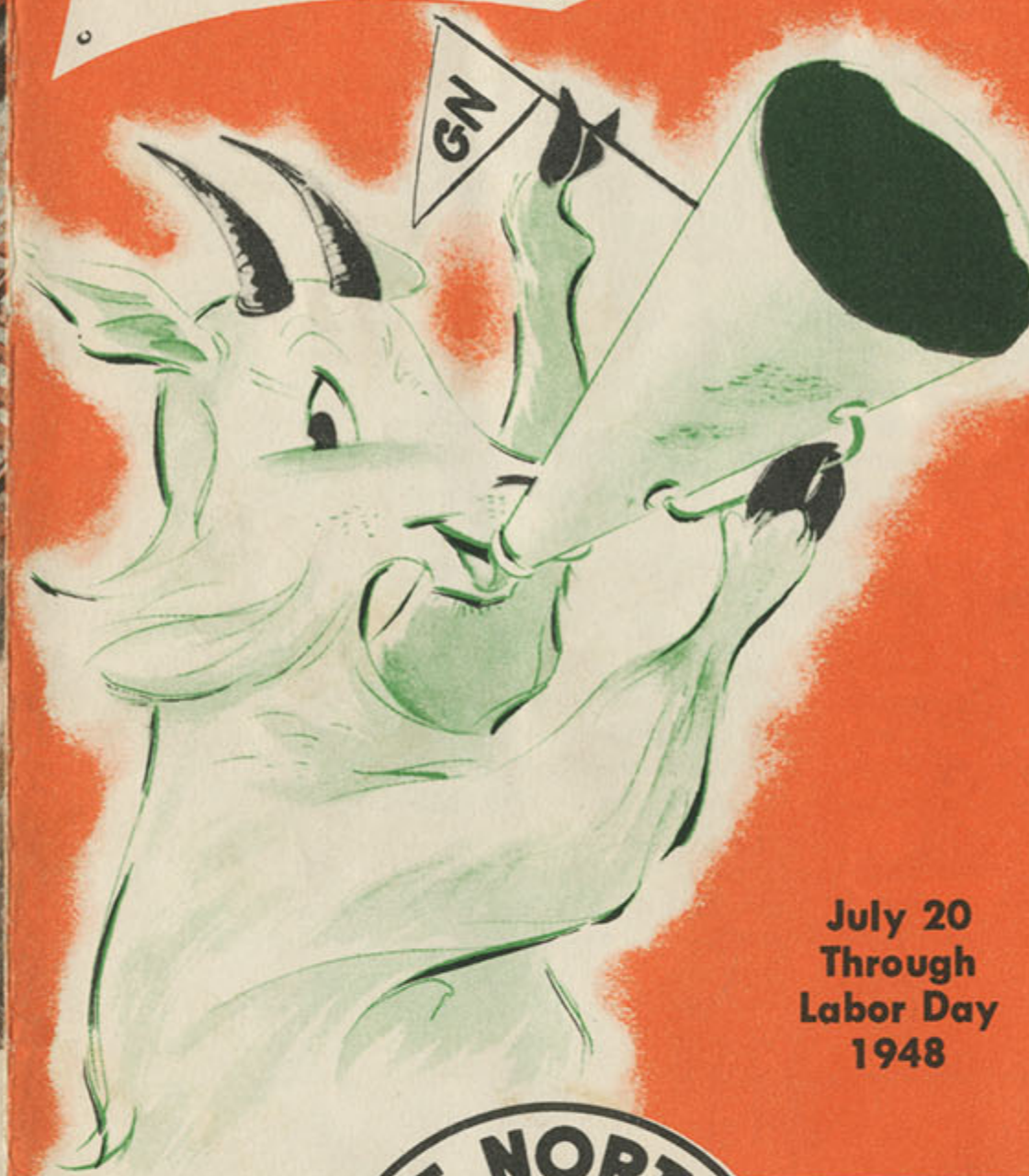
### Oriental Limited

#### GREAT NORTHERN'S VACATION TRAIN

Famous for air-conditioned comfort, the ORIENTAL LIMITED takes you to the glorious scenery of Montana's Glacier National Park and the superbly scenic Pacific Northwest. Stops daily at eastern and western entrances to Glacier Park. Great for riding, great for sleeping, great for meals.

For further information write to V. J. Kenny, P. T. M. St. Paul 1, Minn.

# Chicago Railroad FAIR



July 20  
Through  
Labor Day  
1948



## 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 1857. Some roadbed was built before the enterprise failed.

Formation of the St. Paul & Pacific Railroad followed, and in 1861 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 is on display at the Chicago Railroad Fair. Named for Colonel William Crooks, chief engineer of the St. Paul & Pacific, it still

is the honored No. 1 locomotive in Great Northern's fleet. The locomotive and cars are housed in St. Paul except for an occasional excursion like the one to the 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."

By 1865 Mr. Hill was representing a Mississippi river steamboat line. Soon he was a railway agent and partner in enterprises dealing in commodities and operating a steamboat service on the Red River of the North.

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. The new company, taking over the Manitoba's properties in 1890, operated 3,260 miles of railway by that year's end.



John F. Stevens, distinguished engineer seeking the easiest, lowest-altitude route through the northern Rocky Mountains, found Marias Pass at the headwaters of the Marias river in Montana. Passengers on Great Northern trains today see a bronze statue of him at Summit, Mont., 5,213 feet above sea level and highest point on the railway's transcontinental line.

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.

Mr. Hill built additional lines and more traffic for his trains. The settler tide swelled. He sold land, demonstrated sound farming methods, imported the region's first purebred livestock and encouraged milling and other ventures.

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.

The transcontinental Oriental Limited began operating in 1905 as the finest train of its day. A new Oriental Limited, also the finest then on rails, took over in 1924.



While Washington's Cascade Mountains had been overcome, the steep grades and heavy curvature handicapped the 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 and one of the longest in the world. Relocation and electrification of adjacent line was effected too, for further reduction of mileage, grades, curvature and elevation.

The tunnel required more than three years to build. It was dedicated to the memory of Mr. Hill, who died in 1916, after retiring as president of the railway in 1907 and as board chairman in 1912.

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.

The first Empire Builder fleet began operating in 1929 after Cascade tunnel completion. Early in 1947 the famous name passed to a five-train galaxy of completely new streamliners operating on a 45-hour schedule between Chicago and Seattle-Portland. At the opening of the Chicago Railroad Fair the Empire Builder was the only completely new, modern transcontinental train operating between Chicago and Pacific Northwest cities over the northern route. When the streamliners went into service the trains formerly bearing the Empire Builder name became known as Oriental Limited.



route of the **STREAMLINED**  
**EMPIRE BUILDER**  
 the **DIESEL POWERED**  
*Oriental Limited*

**A GREAT WAY TO TRAVEL**

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 the tracks of the Burlington Route, first through the rolling farmlands of northern Illinois to Savanna, then up into Wisconsin and thence 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 . . . past Fort Buford, at the junction of the Yellowstone and the Missouri, where Sitting Bull surrendered in 1881 . . . through vast farm and cattle country . . . past the oil and gas fields of Shelby and Cut Bank.

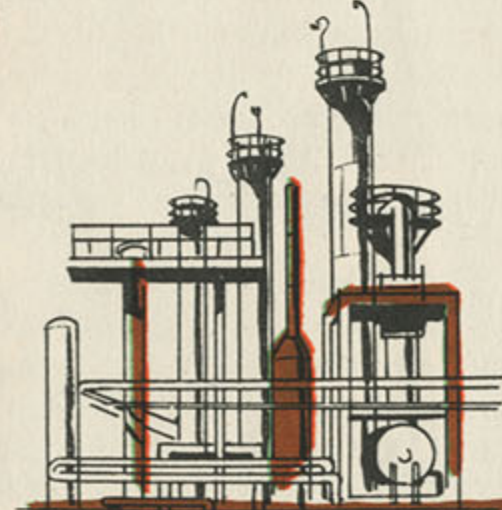
Effortlessly, Empire Builder and Oriental Limited cross the Continental Divide at Marias Pass—5,213 feet above sea level and the lowest rail crossing of the Rockies in this country north of New Mexico.

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, 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, our 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."

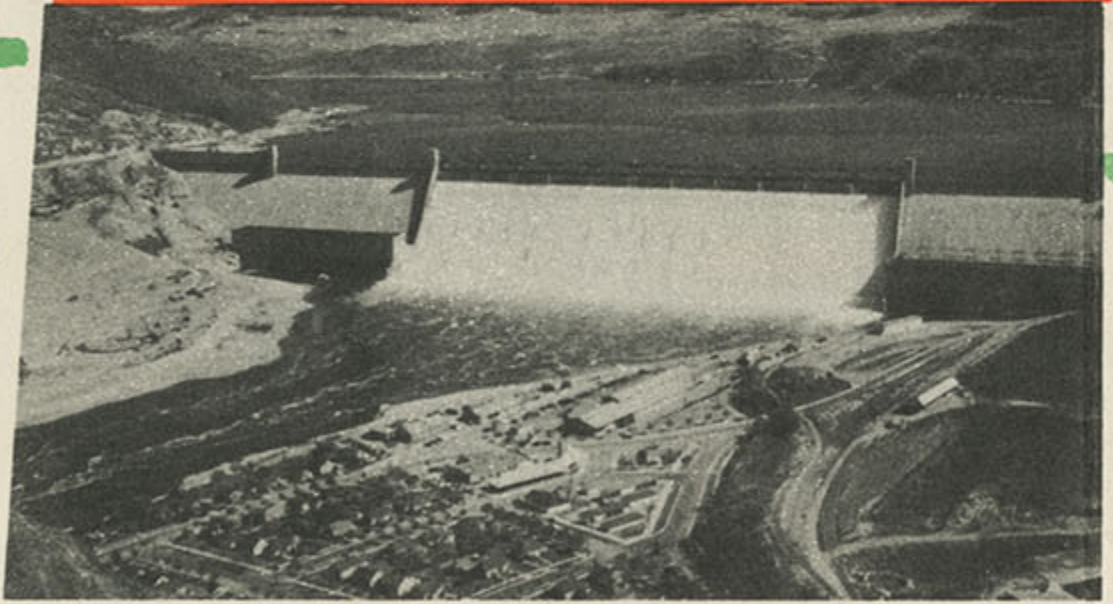
The northern route traverses the Wenatchee apple country, then heads upward into the spectacular Cascade Mountains and eventually through the very backbone of this formidable range via Great Northern's famous 7.79-mile Cascade tunnel.



At the foot of the western slope is Puget Sound, great inland arm of the Pacific Ocean. Skirting the Sound for 30 miles the rails lead to the fine deep-water port of Seattle, gateway to California, to Alaska and the Orient. This thriving industrial and commercial center is Great Northern's western terminus. From Everett and Seattle, Great Northern's "Puget Sounders" provide daily fast morning and afternoon service to and from Vancouver, British Columbia.



Lake Chelan "The Emerald of the Cascades."



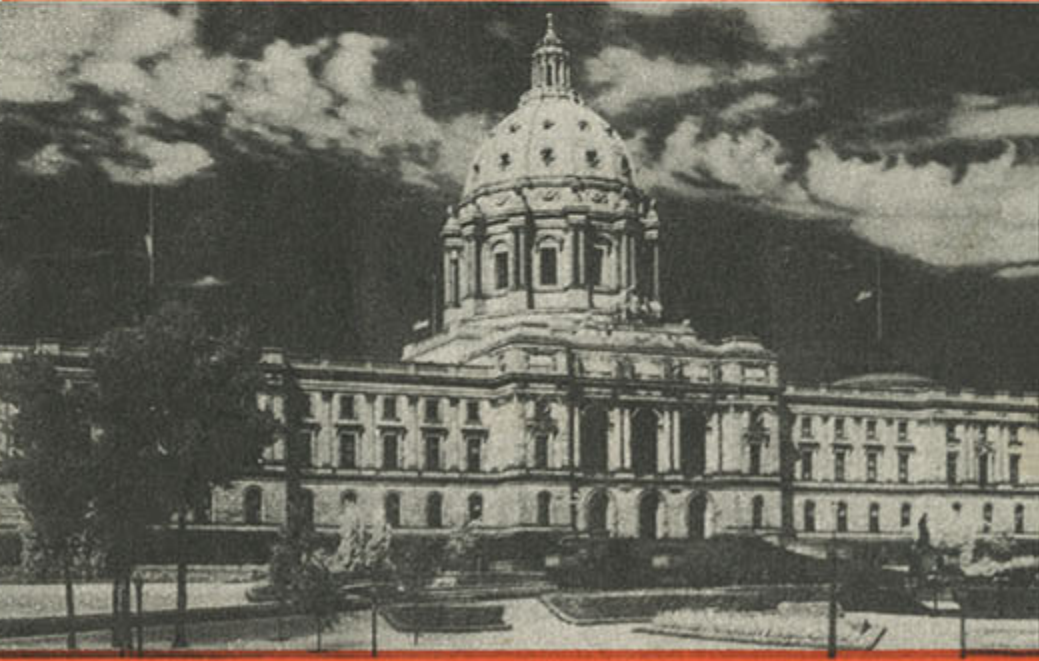
The gigantic Grand Coulee Dam



**GLACIER PARK IS AMERICA'S MOUNTAIN PLAYGROUND**—Contrasts—in color, vegetation, terrain. Nature's mighty upheaval has produced a panorama of rugged mountains, whose peaks are sharply etched against a backdrop of blue skies and fleecy clouds; mountains whose shoulders protectively shelter turquoise blue lakes and mountain meadows filled with alpine flowers. Safe trails and smooth highways wander over the mountain faces and through the passes, inviting visitors by motor coach, boat, on foot or horseback to see the unique wildlife and beauty of nature. Wonderful hostels, superb food, and marvelous scenery make Glacier Park, America's choicest mountain vacation land.



Minneapolis, the city of lakes, enjoys water sports.



Minnesota's Capitol Building overlooks St. Paul.



Between Chicago and the Twin Cities the Empire Builder follows the scenic island studded Mississippi River route for nearly 300 miles. Typical of the scenery are the Palisades near Savanna, Ill.

