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THE GREAT NORTHERN EMPIRE BUILDER Part 1: 1929-1947

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The Empire Builder rumbles over that magnificent structure, the Stone Arch Bridge, as it arrives in Minneapolis behind the famous "Marathon", on its way west to the Pacific shores. What a contrast to today, for the vegetation is gone, the bridge carries no railroad tracks and, indeed, the bridge itself is beginning to crumble and decay. The lengthy consist seems to infer that business was brisk!

Foreword Note: The numbers shown in the brackets within the text are keyed to a list of photographs which appears at the end of the text of this Reference Sheet. This key relates to additional information and photographs which appear in the book The Great Northern Railway: A Pictorial Study, by Charles and Dorothy Wood.

With the completion of the second Cascade Tunnel, the Chumstick relocation, and the electrified district between Wenatchee and Skykomish, Ralph Budd, President of the Great Northern Railway, and the Board of Directors were anxious to take advantage of the new main line through the Cascades and the national publicity that these three massive projects had generated. On June 11, 1929, after its overnight trip from Chicago, a new train, "The Empire Builder", was christened in St. Paul, and departed St. Paul Union Depot on its inaugural trip west at 8:30 am., Central Time. [1] That evening, the first eastbound Empire Builder departed from Tacoma Union Station and Seattle King Street Station, after similar inaugural ceremonies had been conducted in both cities.

Budd chose Empire Builder as the name for this 1929 edition

of the GN's premier passenger train to honor the Great Northern's dynamic founder, and Budd's mentor, James J. Hill, the "Empire Builder". The Empire Builder was assigned train numbers No. 1 and No. 2, replacing the Oriental Limited which became trains Nos. 3 and 4. The Empire Builder's all-new schedules called for runs of sixty-three hours westbound and sixty-one hours, fifteen minutes eastbound between Chicago and Seattle; additional time was provided for the runs between Seattle and Tacoma. As shown in its inaugural timetable, the Empire Builder operated via the St. Cloud line and the New Rockford cutoff, while the Oriental Limited continued to operate with its assigned 1924 consists via the Willmar line and Grand Forks. This routing strategy between St. Paul and Minot shortened the Empire Builder's transcontinental runs by seventy-two miles.

The Empire Builder's consists included the newest roller-bearing passenger cars available from the Pullman Company. Each consist was assigned a Railway Post Office (RPO)-baggage car, a dormitory-coach-smoking lounge car, two refurbished Barney and Smith coaches [2], three tourist sixteen section sleeping cars, the



The original coaches for the Empire Builder were built by Barney and Smith in 1914, and were rebuilt for 1929 Empire Builder use by the Great Northern company shops. Traffic seems sparse, and the luggage and fashions is very much in keeping with the somewhat drab interior of the coach. Absence of headrests must have been a little on the uncomfortable side for any extensive length of travel.

Photo courtesy Burlington Northern Archives

dining car [3], three first class sleeping cars, and the highlight of the consist, the buffet-lounge-solarium-observation car. These lounge-observation cars were, at eighty-nine feet, the longest built, and the Great Northern was so proud of them that they were named in the "Founders' series" for the builders of the Great Northern and its predecessor companies, including the "James J. Hill". Each of these elegant cars included a sun room, which was enclosed at the rear of the car replacing the traditional open platform, men and women's shower baths, a soda fountain in the buffet (prohibition was still the law of the land), and barber and valet facilities. A radio was located in the main lounge area, and during the day wire-service news bulletins and stock market reports were provided. Great Northern hospitality was expressed with the continued tradition of "Afternoon Tea" served in the lounge area daily.

Each dining car provided for thirty-six guests at each setting, and they were named for the states through which the Empire Builder traveled. These cars included facilities whereby the crews were able to continue the Great Northern's excellent reputation for meal service. The dining car steward and crew also prepared the service for "afternoon tea" in the lounge-observation car.

The three assigned tourist sleeping cars had the following runs: Chicago to Seattle/Tacoma, Chicago-Portland, and Spokane-Seattle/Tacoma. Their sixteen lowers and uppers were almost the equal of the first class accommodations, but at an economy price.

There were three first class sleeping cars assigned as follows: the Chicago-Portland eight section, two compartment, one drawing

room car; the Chicago-Seattle/Tacoma eight section, two compartment, one drawing room car [4]; and the Spokane-Seattle/Tacoma twelve section, one drawing room car. These cars provided extra-large dressing room lounges for men and women travelling first class and occupying the lower and upper berths. The two through 8-2-1 sleeping cars included "the Compartment", an innovation in Pullman accommodations. These sleeping cars were in this order in the consist from the lounge-observation forward to the dining car, except that the Spokane-Seattle/Tacoma sleeping car usually took the Chicago-Portland car's place when in the consist.

All of the cars assigned to the six consists had Empire Builder centered on their letterboards, with Great Northern or Pullman in smaller letters at each end of the letterboards. If the car carried an assigned name, it was centered below the windows, and each car's equipment number was shown at each end of the car and below the windows. If the car carried a line number/letter, it was indicated in a lighted panel in the window adjacent to the exterior dutch-door. The major exterior color was Pullman green with gold lettering, and the roof, trucks and undercar equipment were painted black.

Each assigned consist included ten cars between Chicago and Spokane, where the Chicago-Portland cars were transferred to and from SP&S trains No 1 and No 2, and ten cars between Spokane and Seattle/Tacoma with the Spokane to Seattle/Tacoma tourist and first class sleeping cars. Coach passengers on the Empire Builder making connections in Havre or Spokane made "across-



In 1937 reclining and rotating seats made their first appearance on the Empire Builder in the new Luxury Coaches, which then replaced the elderly rebuilt Barney and Smith coaches. There was no doubt that this improved accommodation found great favor with the travelling public. Photo courtesy Burlington Northern Archives.

the-platform" transfers. All Duluth-Superior and Kalispell passengers transferred at Grand Forks westbound and at Minot eastbound, and at Columbia Falls to and from connecting trains.

Until the oil-burning Northerns came in late 1929 and 1930, the very popular Mountain P2s were assigned to the Empire Builder between St. Paul and Wenatchee, and between "Sky" and Seattle/Tacoma, with the two year old Y Class electric motors doing the honors on the electrified district through the second Cascade Tunnel and Stevens Pass. After the Northerns came, most of them were assigned to the passenger locomotive pool, along side the P2s. Railroad publicity photographs of the Empire Builder presented both steam locomotive classes on the headend of this premier train.

Because of the Empire Builder's growing popularity, the Great Northern added a first class fourteen section sleeping car to each consist between Chicago and Seattle/Tacoma for the summer travel season. These sleeping cars, like the 8-2-1s, featured extra-large dressing room/lounges for men and women. This fourteen section sleeping car was placed between the dining car and the Chicago-Seattle/Tacoma 8-2-1 sleeping car in each consist, increasing the total cars assigned to eleven.

With the discontinuance of the "Oriental Limited", effective on March 29, 1931, due to a severe reduction in passenger travel because of the Depression, the Empire Builder was re-routed via the Willmar line in both directions, and via Grand Forks westbound. These new schedules called for a westbound run of fifty-eight hours, forty-five minutes and fifty-six hours, twenty-five minutes eastbound. Over two hours of this speed-up was gained on the Burlington's Chicago-St. Paul runs, as trains No 49 and No 44, with the remainder picked up on the St. Paul/Seattle runs. The eastbound

Empire Builder continued via the Surrey (New Rockford) Cutoff, in order to provide convenient arrival times in Minneapolis and St. Paul.

In order to maintain first class sleeping car service between St. Paul and Helena, which had been assigned to the Oriental Limited prior to its discontinuance, the sleeping car was reassigned to the Empire Builder's consist between St. Paul and Havre in both directions, where it was transferred to and from Havre-Butte connecting trains No.235 and No.236 [5] and [6]. This sleeping car contained twelve sections and one drawing room, and was placed just ahead of the Founders' series buffet-lounge-observation car when in the Empire Builder's consist between St. Paul and Havre. The assigned consist was increased to twelve cars between St. Paul and Havre, and remained eleven cars between Havre and Seattle.

Also, instead of the entire consist traveling between Seattle and Tacoma, only the eight section-two compartment-one drawing room sleeping car was transferred to and from the Seattle-Portland Pool Trains No.460 southbound and No.459 northbound. This change, starting in 1931, provided additional time for servicing the consists by the Holgate Avenue coach yard in Seattle. Tacoma coach and tourist passengers made "across-the-platform" transfers to and from No.460 and No.459 at King Street Station.

With the completion in 1931 of the Northern California "Inside Gateway" by the Great Northern and the Western Pacific Railway, via Klamath Falls, Oregon, and Bieber, California, rumors were rampant throughout the railroad industry that the Great Northern was going to extend the Empire Builder to Oakland (San Francisco). Probably due to the severity of the depression, more than any other factor, nothing came of these rumors.



Built in 1929 for the Empire Builder by Pullman, the Tourist Sleeper contained 16 sections, lower and upper, and accommodation was reserved and specially ticketed. Passengers considered that this accommodation was almost as good as First Class. Photo Courtesy Burlington Northern Archives

During 1935 GN President William P. Kenney, who had taken Ralph Budd's place, reluctantly secured board approval for air-conditioning of the Empire Builder's consists. At first, Kenney and others opposed the project, stating that it was an extravagance which could not be afforded during the depression's tight money situation. Eventually he relented, when it was pointed out that, in order to remain competitive with the Union Pacific and the other northern transcontinentals, air-conditioning was mandatory.

In the same 1935 year, the unique first class six section, six double bedroom sleeping cars replaced the fourteen section sleeping cars, one in each consist. This car became very popular with the traveling public, since the innovative bedroom could be arranged en-suite at the drawing room rate. This car was placed in the consist right behind the dining car, and was followed by the Chicago-Seattle/Tacoma 8-2-1 car, the Chicago-Portland 8-2-1 car, the St. Paul-Helena 12-1 car, and the lounge-observation car between Chicago and Havre. Usually, the Spokane-Seattle tourist and first class sleeping cars were placed in each consist immediately ahead of the dining car, and behind the Chicago-Seattle tourist sleeping car when they were in the consist.

In order to improve coach accommodations for Empire Builder passengers in 1937, and to take advantage of the newly-invented reclining and rotating coach seat, the Great Northern purchased two semi-streamlined fifty-eight reclining seat "Luxury Coaches" [7] for each consist, and they replaced the two Barney and Smith coaches. These cars were an immediate hit with the coach passen-

gers, particularly with those traveling overnight and long distances.

The same year (1937), the St. Paul-Helena first class 12-1 sleeping car's run was changed to a St. Paul-Great Falls run. Connecting trains No.235 and No.236 continued to provide daytime coach service between Great Falls and Helena/Butte.

During the 1935-1940 period the Great Northern, along with the Milwaukee Road and the Northern Pacific, was editorially criticized by the northwest media for being overly conservative with regard to the emerging "streamline era". The media projected the Union Pacific's City of Portland as the transcontinental train of the future. They also wondered editorially why the Great Northern and the Northern Pacific were so reluctant, particularly since the Burlington had exceptional success with its highly publicized, overnight Denver Zephyr. However, this editorial criticism soon disappeared with the pressures exerted on the railroad industry as a result of the war effort. It became more important to move people and things, whatever way possible. However, the Great Northern did not overlook or ignore this criticism, as plans were being made to replace the over ten-year old Empire Builder consists.

The St. Paul-Great Falls 12-1 sleeping car's run was again changed in 1940, this time to a Minneapolis-Great Falls run. This was to reduce the total consist between St. Paul and Minneapolis over Westminster Hill, which required helper assistance out of St Paul Union Depot each morning. Also, during the year, the GN assigned an experimental Pullman coach-sleeper between Chicago and Seattle. This car was arranged similarly to the European-styled



This 6 section, 6 double (upper and lower) was built by the Pullman Company in 1935. It was noted for the use of specially chosen, very select, wood, and furnishings were to the highest craft standards. Like all Empire Builder cars, it ran on roller bearings.

Photo Burlington Northern Archives

coach compartment cars. The sofa converted to a lower berth, and the middle and upper berths came down from the wall and ceiling. Five compartments accommodated six coach passengers each, and five compartments accommodated three coach passengers each, for a total of ten compartments and a car capacity of forty-five passengers. Men and women's dressing rooms were located at each end of the car. This car was not very popular with Empire Builder passengers, and by early 1941 these cars found their way into the Pullman Company's troop train sleeping car pool.

The Empire Builder began to operate in at least two sections daily, beginning in 1942, in order to provide for the tremendous increase in World War II passenger traffic. In order to increase first class space, the Founders' series lounge-observation cars were replaced by the ten section-lounge-enclosed observation cars from the Pullman pool. Generally, First No.1 and First No.2 were the sleeping car sections, and Second No.1 and Second No.2 carried the coaches [8]. Additional sections, when operated, were "the Mains" (troop trains) headed west during the early war years, and eastbound upon the close of hostilities in the Far East.

The assigned consists of First No.1 and No.2 were as follows: the crew dormitory car, a dining car, two tourist sixteen section sleeping cars (Chicago-Seattle and Chicago-Portland), the Chicago-Portland first class 8-2-1 sleeping car, a second dining car, four first class sleeping cars assigned as follows: the Chicago-Seattle 6-6 car, two Chicago-Seattle 8-2-1 cars, and the Minneapolis-Great Falls 12-1 car, plus the Chicago-Seattle ten section-lounge-observation car.

Second No.1 and No.2 had the RPO-baggage car, a full baggage car, three coaches, a dining car, and five more coaches. Both sections were usually headed by the Northerns, although the P2s were also assigned. Each section was limited to eleven cars, if possible, but up to fifteen cars were handled at times. Since Glacier Park was closed "for the duration", there were no "extra movement cars" to and from the Park during this period of operation.

The Great Northern and the Burlington, on November 4, 1943, jointly announced their orders for the streamlined Empire Builder, to be placed in service as rapidly as possible. The present consists were getting a workout during the war years and needed replacement. Because of the war, however, delivery was delayed. (The 1947 streamlined Empire Builder will be covered in a future Reference Sheet.)

The Interstate Commerce Commission's Department of Transportation placed a restriction on all sleeping cars in less than 450 mile service, effective on July 15, 1945, in order to free sleeping cars for assignment to the "Mains" troop train movements "for the duration". The Empire Builder lost its Spokane-Seattle first class and tourist sleeping cars under this restriction. In order to compensate somewhat, First No.1's Pullman conductor was instructed to release all of the unreserved sleeping car space that he had to the Spokane ticket offices upon arrival at Troy. The Spokane ticket offices assigned this space to "wait-list" priority passengers going to Seattle and Portland. Similarly, the Portland and Seattle ticket offices sold open sleeping car space to "wait-list" customers



The men's lounge/dressing/wash room was essentially the same in all first class sleepers. There were two main bowls inset in a vanity, plus a corner free standing bowl. The small bowl on the wall in the center was for dental purposes only. The toilet was through the mirrored door. There was a very strict etiquette in the washroom-after using the bowls it was mandatory that the user thoroughly clean the bowl with his hand towel. The brass spittoon was still provided, polished to a high gloss!
Photo from Burlington Northern Archives.



A view in the other direction from the above photo. Was the photographer and his plate camera aware that he would be seen in the mirror! The well dressed travellers certainly were fashionable with their large lapels and knife-edged pants, with cuffs.
Photo from Burlington Northern Archives.

to Spokane. However, the highest priority was given to "long-haul" passengers, so the amount of space available to "wait-list" passengers was minimal. A similar scenario took place eastbound, where the Pullman conductor on First No. 2 upon arrival in Fargo released his open sleeping car space to the Burlington's Twin Cities ticket offices for sale to Chicago, since the Burlington's Black Hawk had lost all of its sleeping cars. Also, the Chicago ticket offices assigned available westbound space to "wait-list" Twin Cities passengers.

The first GN road passenger diesel locomotives, the two-unit E7s with the unique script "Great Northern" on their noses, and wearing a color scheme to be known as "Empire Builder colors", arrived on the property during April and June 1945. They were placed in "shakedown service" immediately, and were assigned to the westbound "Fast Mail" and the eastbound Empire Builder. Five two unit sets were ordered for the new, streamlined edition of the Empire Builder.

On March 15, 1946, the ICC removed the "war effort" 450 mile minimum limitation on sleeping car operation, and the Spokane-Seattle tourist and first class sleeping cars were restored to the consists of the Empire Builder.

As was forecast during 1943, these consists of the Empire Builder were replaced by the new, streamlined consists on February 23, 1947. The replaced consists then became the Oriental Limited, Great Northern's second and still elegant transcontinental train [9]. With this change the Oriental Limited, after a sixteen year rest, operated via Grand Forks in both directions, and provided service to and from Glacier Park in season until 1951, when the Western Star came upon the scene. A typical 1948 summer season Oriental Limited consist was as follows: a three-unit F3-5 ABA diesel locomotive geared for passenger service, a fish transport car, an express refrigerator car, an RPO-baggage car, two storage mail (baggage) cars, the crew dormitory car, three "Luxury" reclining seat coaches, a Chicago-Seattle tourist sleeping car, and two dining cars. Then followed seven first class sleeping cars as follows: the Chicago-Seattle 8-2-1 car, the Chicago-Seattle 6-6 car, a Chicago-Glacier Park 12-1 car, a Chicago-Glacier Park six compartment, three drawing room car, the Chicago-Portland 8-2-1 car, the St. Paul-Great Falls 12-1 car, and the Spokane-Seattle 10-2-1 car, plus the still opulent Founders' series buffet-lounge-enclosed solarium-observation car, which had come back "out-on-the-road" after almost five years in storage. This lengthy consist reflected the dramatic growth in post-World War II vacation travel. With the new and more powerful diesel locomotives, length of consist was no longer a concern, and passenger train helper districts became obsolete.

Following the Oriental Limited's withdrawal from transcontinental service in 1951, many of the cars in these consists were refurbished by the company shops for assignment to the "Badger", "Cascadian", "Gopher", and "Winnipeg Limited" trains, or they were sent back to the Pullman sleeping car pool, or were scrapped.

What was it like to travel "the Builder" during 1940? Let's take a ride and find out.

A 1940 Empire Builder Trip

We arrive Chicago Union Station shortly after 9:00 pm. in our Parmalee Limousine and a Red Cap meets us. After he has checked our tickets, he takes our luggage, and directs us to the check-in area. We soon locate the Empire Builder table among the many set up for the trains which will depart CUS tonight. Our Q train conductor and Pullman conductor take our tickets and confirm that we have Bedroom Suite AB in Car B-1, the popular six section, six double bedroom sleeping car in "the Builder's" consist. They wish us a pleasant trip and direct us to Gate 20, where we see the Empire Builder train board illustrating our 11:15 pm departure time, the major communities we will pass through on our westbound trek to Seattle, and the line numbers of the reserved cars in our train. The courteous gateman checks us quickly and guides us into the train

shed with "You'll find your car three cars beyond the observation, sir." We emerge into the hustle and bustle of the covered train shed as several trains get ready for their night departures, walk past the observation with its dual drumheads with the Empire Builder name and the Great Northern "Rocky" herald, and we note the car's name is "James J. Hill". We soon approach our car with its name "General E. S. Godfrey" also in shining gold lettering on its side. "George" (weren't all Pullman porters identified by that moniker?) meets us at the stepbox in front of the exterior Dutch-door and steps. "Yes, sir, please watch your step". After we give him our space. Mr. George Jones escorts us into the car and, as we proceed, we see the familiar Pullman signs have been posted on the walls: "QUIET is requested for the benefit of those who have retired", and "Dining Car in Opposite Direction". When we reach our suite we notice that our Red Cap has already stowed our luggage, and our suite has been "made down". Mr. Jones invites us to the lounge-observation car, "The third car back, sir".

As we walk through the cars we are aware of the calm and quiet, in contrast to the noisy atmosphere in CUS. Soft music is playing, provided by a local Chicago radio station, as we enter the lounge area of the observation. Mr. Jackson, the attendant, is busy serving other passengers who have already boarded. We notice that the rear chairs in the solarium sun room are not occupied and, since we want to observe the Q's Aurora triple-track speedway, we head for them. Shortly, Mr. Jackson greets us. "Do you care for anything from the buffet?" Since prohibition is but a memory, we order "night-caps" which are prepared in the buffet, converted from the original soda fountain facility.

Promptly at 11:15 pm we are moving out of CUS and have an intriguing night view of the lighted Chicago "Loop" and its skyscrapers. As the "Builder" rapidly accelerates, we enjoy the sights of the big city and its suburbs, which surround the Q's right-of-way, with its array of colored signal lights, commuter station platforms, and trains headed into CUS. It's nearing midnight as we approach Aurora. Time for bed.

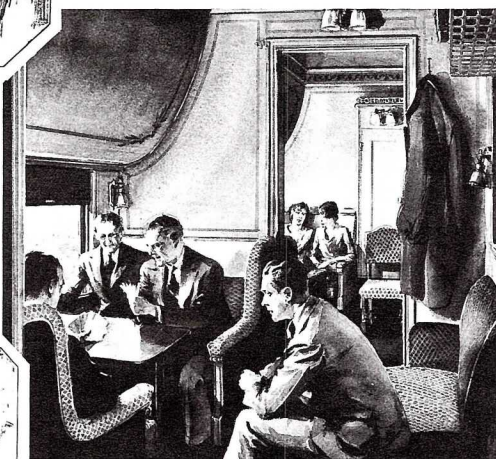
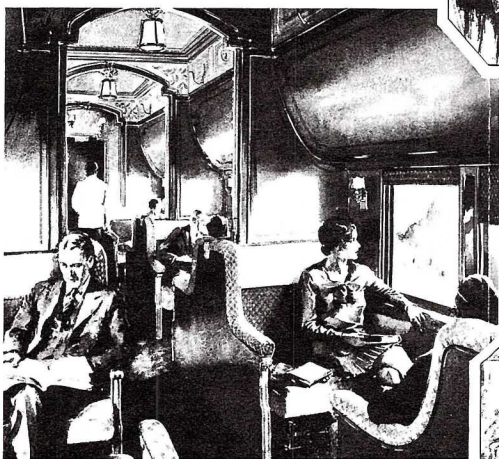
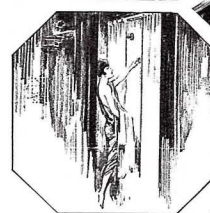
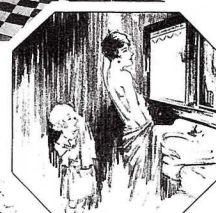
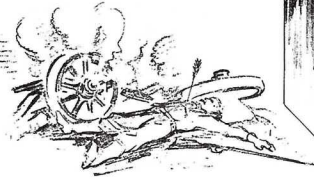
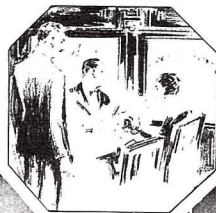
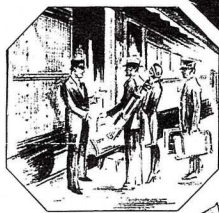
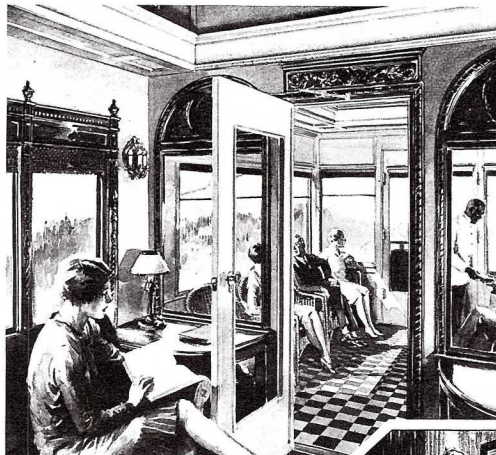
Since we want "to stretch" in St. Paul Union Depot, we breakfast in the dining car along "the Father of Waters" between Diamond Bluff and Hastings. We have missed most of "Where Nature Smiles for 300 Miles" along the Mississippi River, but we do get a chance to view its Northern Palisades with our breakfast of Wenatchee apple juice, GN. wheat cakes, bacon, and coffee.

Q train No. 49, our "Builder", backs into SPUD off "the wye" and, as we detrain, we notice that the Q locomotive has "cut-off" and is headed to the Dayton's Bluff roundhouse. Then we catch a grand sight as a GN oil-burning Mountain couples up to the RPO. As we turn away from this exhilarating scene of massive machinery in motion, encompassed in clouds of steam, we notice that the GN St. Paul "switcher" has also coupled up to the observation and impatiently hisses steam. We hustle aboard and are lucky once again to find the rear sun room chairs available.

At 8:50 am., as GN No. 1, the "Builder" [10] begins to move and the GN switcher-helper begins to take up the slack. We see, and hear, the show put on by the helper pushing us up Westminster Hill. It is "off-on-the-fly" near the Como Avenue Shops, and the switchman "highballs" us as the helper fades back. The 'Builder' seems to coast as we pass the State Fair Grounds, Union Yard, and the University of Minnesota campus, duck under the "Dinkytown" (S.E. Minneapolis) bridges, and cross the Stone Arch Bridge [11] into Minneapolis GN Station. Another GN switcher couples up and adds the Great Falls sleeping car just ahead of the observation. "On-the-dot" at 9:25 No. 1 accelerates for a fast ride across western Minnesota, through Willmar and Breckenridge to Fargo for a five minute stop, where we can get some fresh air. This is a good time to catch up on some work and read the morning Twin City paper in our suite, which Mr. Jones has already made-up for us.

At Fargo [12] and [13] we get off to stretch, and upon departure

THE EMPIRE BUILDER



FROM the powerful 1 designed for use in t observation cars, the new fleet of trains, for eight daily schedules. These t of both the Pullman Co, each one 'every possible

Throughout the Empir pastel set off by a simple c by the Oriental Limited fi popular among transcont addition to its inherent be the new sun parlor observa colors, give a rather mode

These new sun parlor c the rear end a sun parlor familiar rear platform. A writing desk, and a select l dressing room and shower, may smoke and play card shower in an adjoining an

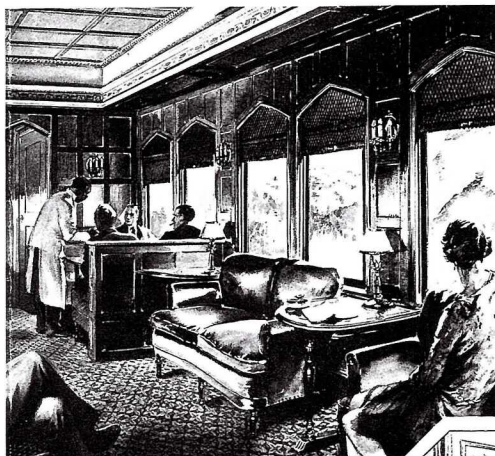
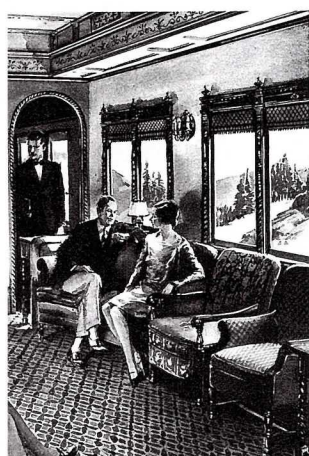
The Pullman sleeping sections. Here are found mattresses, the extra large on long journeys.

In the new dining cars, as the rest of the train, the of hospitality, and a quick, ready to be of service. Me find a delightful assortme



The Great Northern announced the Empire Builder with a very large and lavish brochure, printed in col without the massive, very ornate, bord

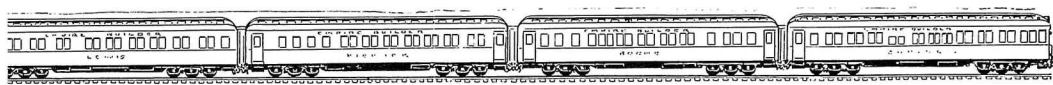
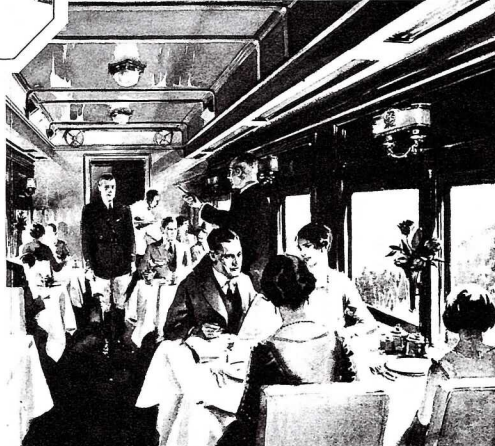
aves A Day



a type locomotives, specially
sky Mountains, to the sun parlor
e Builder is a new train, or rather a
lete units are required to maintain the
re the result of the years of experience
and the Great Northern Railway and in
refinement and convenience is to be found.
er the interior decorations are done in a warm green
nation in old gold, a style that was first introduced
s ago. It is a decorative style that has proven very
travelers, because of its restfulness to the eyes, in
tone. Its adaptability is emphasized particularly in
rs where the chairs and settees, upholstered in brighter
h to the room.
tion cars are the longest of their type in service. At
eight comfortable wicker chairs has supplanted the
; this is the main lounge with settees, chairs, tables,
urrent magazines. Next in order comes the women's
-stocked buffet and grill, a club lounge where patrons
in the forward end, the barber shop with the men's

tain a drawing room, two compartments and eight
ermanent headboards between sections, coil spring
ng rooms and the many other features so necessary

ully decorated in the same warm greens and old gold
n of the Empire Builder will find a perfect expression
ve staff of waiters, captained by experienced stewards,
served either table d'hote or a la carte and guests will
easonable delicacies on the menus.



n expensive coated paper. A portion of this is reproduced here,

THE EMPIRE BUILDER

Westbound—Read Down				Eastbound—Read Up			
		Burlington Route Central Time					
Monday	Daily PM 9 00	Lv Chicago	Ar St. Paul	Tuesday	Daily AM 8 15	Lv Chicago	Ar St. Paul
Tuesday	8 00	Lv Chicago	Ar St. Paul	Wednesday	10 45	Lv Chicago	Ar St. Paul
Wednesday	8 30	Lv Chicago	Ar St. Paul	Thursday	10 30	Lv Chicago	Ar St. Paul
Thursday	9 05	Lv Chicago	Ar St. Paul	Friday	10 00	Lv Chicago	Ar St. Paul
Friday	10 45	Lv Chicago	Ar St. Paul	Saturday	8 15	Lv Chicago	Ar St. Paul
Saturday	2 50	Lv Chicago	Ar St. Paul	Sunday	4 05	Lv Chicago	Ar St. Paul
Sunday	5 30	Lv Chicago	Ar St. Paul	Monday	12 57	Lv Chicago	Ar St. Paul
Monday	8 40	Lv Chicago	Ar St. Paul	Tuesday	10 10	Lv Chicago	Ar St. Paul
Tuesday	11 59	Lv Chicago	Ar St. Paul	Wednesday	6 50	Lv Chicago	Ar St. Paul
Wednesday	11 05	Lv Chicago	Ar St. Paul	Thursday	5 50	Lv Chicago	Ar St. Paul
Thursday	7 00	Lv Chicago	Ar St. Paul	Friday	10 05	Lv Chicago	Ar St. Paul
Friday	12 14	Lv Chicago	Ar St. Paul	Saturday	4 51	Lv Chicago	Ar St. Paul
Saturday	2 09	Lv Chicago	Ar St. Paul	Sunday	2 42	Lv Chicago	Ar St. Paul
Sunday	2 40	Lv Chicago	Ar St. Paul	Monday	2 05	Lv Chicago	Ar St. Paul
Monday	7 10	Lv Chicago	Ar St. Paul	Tuesday	9 33	Lv Chicago	Ar St. Paul
Tuesday	6 13	Lv Chicago	Ar St. Paul	Wednesday	8 40	Lv Chicago	Ar St. Paul
Wednesday	10 45	Lv Chicago	Ar St. Paul	Thursday	4 15	Lv Chicago	Ar St. Paul
Thursday	11 00	Lv Chicago	Ar St. Paul	Friday	5 30	Lv Chicago	Ar St. Paul
Friday	3 45	Lv Chicago	Ar St. Paul	Saturday	11 15	Lv Chicago	Ar St. Paul
Saturday	5 50	Lv Chicago	Ar St. Paul	Sunday	3 05	Lv Chicago	Ar St. Paul
Sunday	8 58	Lv Chicago	Ar St. Paul	Monday	2 02	Lv Chicago	Ar St. Paul
Monday	10 00	Lv Chicago	Ar St. Paul	Tuesday	2 00	Lv Chicago	Ar St. Paul
Tuesday	12 40	Lv Chicago	Ar St. Paul	Wednesday	4 20	Lv Chicago	Ar St. Paul

THE EMPIRE BUILDER

Chicago, St. Paul, Minneapolis, Spokane, Seattle, Tacoma, Portland, British Columbia and California Cities.

West—Read Down				East—Read Up			
Example by days		1 Daily PM	Burlington Route Central Time	2 Daily AM	Example by days		
Monday	10 15	8 35	Lv Chicago.....Ar	8 45	Wednesday		
Tuesday			Ar St. Paul.....Lv	10 55	Thursday		
Great Northern Ry.					Friday		
Tuesday	8 50		Lv St. Paul.....Ar	10 30	Wednesday		
Tuesday	9 25		" Minneapolis.....Lv	10 00	Wednesday		
Tuesday	11 30		" William.....Lv	7 40	Wednesday		
Tuesday	3 20		" Fargo.....Table 1 "	3 55	Wednesday		
33 Daily				36 Daily			
Tuesday	8 15		Lv Duluth.....Lv	7 40	Thursday		
Tuesday	4 45		Ar Grand Forks.....Table 15 "	10 00	Wednesday		
4 Daily							
Tuesday	5 25		Lv Grand Forks.....Ar	8 15	Wednesday		
Tuesday	7 50		Lv Devils Lake.....Lv	5 35	Wednesday		
Tuesday	10 45		Ar Minot.....Lv	1 30	Wednesday		
15 New Rockford..Table 2 Ar				12 48	Wednesday		
10 50				10 10	Wednesday		
Tuesday	1 50		Lv Minot.....Ar	7 20	Wednesday		
Wednesday	1 55		Ar Williston.....Lv	7 15	Wednesday		
Wednesday	7 50		Ar Williston.....Ar				
Wednesday	10 35		" Mountain Time	11 30	Tuesday		
Wednesday	x 12 40		Ar Havre.....Lv	8 45	Tuesday		
Wednesday	x 12 40		" Shelby.....Lv	6 53	Tuesday		
Wednesday	x 3 00		" Glacier Park.....Lv	4 45	Tuesday		
Wednesday	6 45		" Helena.....Ar	4 15	Tuesday		
Wednesday			" Columbia Falls.....Lv	12 30	Tuesday		
Wednesday	5 50		Ar Troy.....Lv				
Wednesday	9 30		" Pacific Time	11 25	Tuesday		
			Lv Troy.....Ar	7 45	Tuesday		
			Ar Spokane..Tables 1 to 6 Lv				
Spokane, Portland & Seattle Ry.							
Wednesday	9 45		Lv Spokane.....Ar	7 00	Tuesday		
Thursday	7 35		Ar Portland.....Table 78 Lv	9 30	Monday		
Great Northern Ry.							
Wednesday	10 00		Lv Spokane.....Ar	7 30	Tuesday		
Thursday	2 15		Ar Wenatchee.....Lv	2 35	Tuesday		
Thursday	8 50		" Everett.....Lv	10 32	Monday		
Thursday	9 32		" Seattle.....Ar	9 30	Monday		
Friday	9 12		Ar Tacoma.....Tables 5-6 Lv	8 10	Monday		
Trains connecting with The Empire Builder							
Mountain Time				236 Daily			
Wednesday	8 05		Lv Havre.....Ar	10 55	Tuesday		
Wednesday	11 45		Ar Great Falls.....Lv	7 10	Tuesday		
Wednesday	2 50		Lv Hecla.....Ar	3 55	Tuesday		
Wednesday	5 55		Ar Butte.....Table 56 Lv	1 00	Tuesday		
245 Daily				248 Daily			
Wednesday	3 01		Lv Columbia Falls.....Ar	4 10	Tuesday		
Wednesday	3 29		Ar Kalispell.....Table 66 Lv	3 40	Tuesday		
360 Daily				355 Daily			
Thursday	8 05		" Pacific Time	9 45	Monday		
Thursday	9 15		Lv Seattle.....Ar	7 35	Monday		
Thursday	11 35		Lv Everett.....Ar	5 30	Monday		
Thursday	2 00		Ar Bellevue.....Table 90 Lv	4 30	Monday		
Thursday	1 30		Ar Vancouver.....Table 90 Lv				
			Via Steamer from Seattle				
			Ar Victoria.....Lv				
5-7-5 Daily				6 Daily			
Thursday	8 15		Lv Portland.....Ar	7 35	Monday		
Friday	9 40		Ar Oakland Pier.....Lv	8 55	Sunday		
Friday	10 10		Ar San Francisco.....Ar	8 20	Sunday		
Friday	10 25		Ar Los Angeles.....Table 92 Lv	7 50	Sunday		

xTrains 1 and 2 stop at Glacier Park and Belton June 15 to Sept. 15 only.

1929 (top) and 1935 timetables

"First Call"

for BREAKFAST... LUNCHEON... DINNER

Note the moderate prices for these complete meals: Club Breakfasts—seasonable fruits included, 50 to 90 cents—"Plate Service Luncheon," 50 and 75 cents—or the Salad Bowl, only 25 cents—"Plate Service Dinner," 50 and 75 cents—or the Table D'Hôte Dinner, one dollar and twenty-five cents. Or you may be served in your seat in Tourist Car or Coach, Coffee, 5 cents a cup—sandwiches or pie, ten cents each.

GREAT NORTHERN MEALS ARE GOOD MEALS and LOW PRICED!

BREAKFAST

Club Breakfasts from .50 to .90, also A La Carte Service.

Sample of No. 2

50c

TWO EGGS TO ORDER WITH FOUR STRIPS OF BACON
MUFFINS, TOAST OR GRIDDLE CAKES
COFFEE, TEA, COCOA OR MILK

SPECIAL PLATE LUNCHEON AND DINNER

50c

ROAST, ENTREE OR FISH INCLUDING POTATOES
AND ONE GREEN VEGETABLE SERVED
ON A LARGE PLATE, FAMILY STYLE.
BREAD AND BUTTER
COFFEE, TEA OR MILK

CHEF'S SPECIAL PLATE LUNCHEON AND DINNER 75c

CONSOMME OR THICK SOUP
CHEF'S SUGGESTION OF MEAT
(FISH IF DESIRED)

POTATOES AND ONE GREEN VEGETABLE SERVED
ON LARGE PLATE, FAMILY STYLE.
BREAD AND BUTTER
ICE CREAM AND CAKE OR PIE
COFFEE, TEA OR MILK

TABLE D'HÔTE DINNER \$1.25

HEARTS OF CELERY	BURR GHERKINS
SEAFOOD COCKTAIL	
CONSOMME-PEARL ONION	CHICKEN OKRA-CREOLE
SALMON STEAK	SIRLOIN DINNER STEAK
MOUSSELINE SAUCE	G. N. SAUCE
ROAST YOUNG LAMB—MINT JELLY	
SPRING CHICKEN SAUTÉ—VIENNOISE	
BAKED SWEET POTATO	HOT TEA BISCUITS
FRESH GREEN VEGETABLE	
PINEAPPLE AND ENDIVE SALAD—FRENCH DRESSING	
OLD ENGLISH, ROQUEFORT OR LIEDERKRANZ CHEESE	
TOASTED CRACKERS OR RY-KRISP	
ICE CREAM	BAKED WENATCHEE APPLE
HOMEMADE CAKE	WITH CREAM
TEA	COFFEE MILK

FOR THE LITTLE FOLKS

May we suggest Sieved Fresh Seasonable
Vegetables cooked to order—
Prune Juice, Tomato Juice, Orange Juice
each fifteen cents



Tempting food in the diner— and look at those prices! This dining car menu was shown in the Empire Builder Timetable.

No Great Northern passenger was allowed to get off the train without first being "whisk broomed" by the attendant. Shoes, of course, had already been shined overnight. Photo courtesy Burlington Northern Archives.

head back to the observation for 'afternoon tea', served with snacks, as we race along the Red River of the North to Grand Forks. Shortly after Grand Forks, we head up to the dining car for dinner. Mr. McCausland, our steward, recommends the double-rib lamb chops with mint jelly, which we enjoy as night falls across the undulating North Dakota prairie. By the time we have stopped at Devils Lake we are back in the lounge-observation enjoying an after-dinner libation. Our Mountain P2 is hurrying us onward to Minot, and it's time for bed. A little reading in our comfortable Pullman beds before the rhythmic "clickity-clack" puts us to sleep. Through the night No.1 hustles along, with its whistle echoing in the crisp night air through western North Dakota and eastern Montana, Stanley, Williston [14], Poplar, Wolf Point, Glasgow, Malta, and Chinook.

Before breakfast we take a walk in Havre during the ten-minute stop, and drop our letters in the eastbound mail box. Mr. Krause, our Pullman conductor, takes our wires to our home office into the Havre operator in the station. The Builder loses its Great Falls sleeping car here, and it is put on connecting train No.235 by the Havre switcher. Upon departure we head for the dining car to have breakfast as the Northern, put on in Havre, speeds the "Builder" across "the High Line" [15] to Shelby [16] and Cut Bank. Since we want to be in the observation for Glacier Park, we spend the morning in our suite catching up on things. We also check with Mr. Jackson for a time to shower and get a shave. He sets us up for

10:00 am., and freshens and presses our clothes. Mr. Jones had shined our shoes overnight, so we look quite presentable now.

Near noon, as the Builder stops at Browning, we see the towering Rockies rising up on the western horizon, and it is time to head back to the observation for the amazing sights of Glacier Park. There is no better way to enjoy the startling sights of Glacier Park mountain and canyon than from the Builder's observation car with a refreshment or afternoon tea in hand. Spotted Robe [17], Two Medicine Bridge, Glacier Park Station and Lodge [18], Rising Wolf [19] & [20], the summit of Marias Pass [21] & [22] with the Triple Divide Range provide a huge background. Then comes Blacktail with its horseshoe curve, and Singleshot to Nimrod with its many snowsheds which hurl snow slides down into the valley below. Nimrod's bridge, crossing the Middle Fork of the Flathead River, and "the gauntlet" track [23] with "Rocky's" salt lick on the opposite bank. Followed by Walton and its new helper district hotel [24], Pinnacle [25] and snow-capped Mt. St. Nicholas, Red Eagle alongside the Middle Fork of the Flathead [26] & [27], West Glacier (Belton), and on to Columbia Falls and Whitefish. Mr. Krause and Mr. Williams, the train conductor who came aboard at Havre, have provided a running commentary, pointing out the sights. They were hoping to show us some elk, deer, or a moose, but no such luck.

During breakfast, Mr. McCausland told us that tonight's dinner highlight will be Rocky Mountain Trout. Sure enough, passing



The 36 seat diner, with fine linen and tableware, matched with first class food and service. To complete the atmosphere, GN provided daily fresh flowers in wall vases shipped, usually by the Fast Mail, from GN greenhouses at Monroe, Washington. The dining car provided tables for four on one side of the aisle, two on the other. These cars were named after States of the Union. Photo from Burlington Northern Archives.

through Stryker, the agent-operator hands up to the chef packed-in-ice trout, and before we have made stops at Libby and Troy along the Kootenai River [28] we have had our fresh trout dinner. Creature comfort at its best!

Since we want to view the action later on this evening in Spokane, where the Builder will transfer its through Portland cars to the SP&S and pick up its Spokane-Seattle cars, we go back to our suite and relax. Mr. Jones offers to get us an after-dinner cordial from the observation's buffet. We take him up on that idea [29] & [30].

Leaving Spokane, after viewing the complex switching moves, we head for our suite, as it is midnight our time (Central Time), knowing that we will sleep through Wenatchee, the Cascade Tunnel, and the electrified district to "Sky". But we want to be up early tomorrow for our arrival in the Pacific Northwest.

As we breakfast leaving Everett [31], the morning on Puget Sound is gorgeous. The Olympics across the Sound are bathed in the rising sunlight. What better way is there to enjoy a morning breakfast ride than through Mukilteo, Edmonds, Richmond Beach, the Ballard Locks, and Interbay along GN's Puget Sound Seawall? [32] It's time to get our things together as the Builder skirts Elliott Bay's northern shoreline and heads into the Downtown Tunnel away from Alaskan Way. Within minutes No.1 is in King Street Station, and our "Builder" fantasy trip comes to an end, as Mr. Jones whisk-brooms us down and assists us from our car. Even though we have been imagining this journey, we know that there was no more civilized way to travel in 1940 than via the "Builder" between Chicago and Seattle. As our Red Cap escorts us through King Street Station to the cab stand, we hesitate before joining in the world of reality.

LIST OF PHOTOGRAPHS referenced to The Great Northern Railway: A Pictorial Study by Charles and Dorothy Wood

- [1] pp.324-325:Inaugural departure from St. Paul
- [2] p.329:Barney and Smith coach No. 955
- [3] p.328:Dining car "Wisconsin" and interior of "Indiana"
- [4] p.334:Interior view of sleeping car (thesections area)
- [5] p.339:No.236 ar Havre with the Great Falls sleeping car. Note: This photo is incorrectly identified as No.235. The engineer and head brakeman are " cutting-off" the big Pacific, and it will head to the Havre roundhouse. The Pullman porter awaits No.2's arrival.
- [6] p.412:No.235 south of Havre
- [7] p.334:"Luxury" reclining seat coach No.938
- [8] pp 290-291:First No.1 at Fargo
- [9] pp.354-355:Oriental Limited No.4 at Minot
- [10] pp.336-337:Lv. St. Paul with No. 2515
- [11] p.326:No.1 on Stone Arch Bridge, Minneapolis
- [12] p.454:No.31 at Fargo with No. 2509.Note: the infor-mation is incorrect. No.1 is headed for Grand Forks, and the distance is 52 miles further than via the Surrey Cutoff.
- [13] p.336:No.1 lv. Fargo with No. 2581
- [14] p.335:No.2 at Williston with No. 2581
- [15] pp.340-341:No.1 west of Havre with No. 2588
- [16] p.338:No.1 at Shelby with No. 2588 and station
- [17] p. 342 :No.1 approaching Glacier Park at Spotted Robe
- [18] pp.111,108&100:No.1 at Glacier Park Station & Lodge
- [19] pp. 112-113: Profile of No.1 near Rising Wolf
- [20] p.112 :No.1 at Rising Wolf
- [21] pp.72-73:No.1 approaching the Summit: Marias Pass
- [22] p.89:Summit Station and Triple Divide Range

- [23] p.110:No.1 on "the Gauntlet" above the Middle Fork of the Flathead River
- [24] p. 106:Walton (Essex) Station and the Izaak Walton Hotel
- [25] p.113:No.1 near Pinnacle
- [26] p.114:No.1 along the Middle Fork of the Flathead River
- [27] p.115:No.1 along the Middle Fork of the Flathead River
- [28] p.345:No.2 along the Kootenai River near Libby
- [29] p.343:No.2 in Idaho with No. 2518
- [30] p.342:No.2 at Hillyard (Spokane) with No.2510
- [31] p.327:No.1 at Everett (westbound inaugural trip)
- [32] p.344:No.1 with "extra movement cars" along the Puget Sound Seawall

Enjoy Your Morning Shower

on either of these two fine
fast trains to Chicago



The NEW
**EMPIRE
BUILDER**
6:00 P. M.

Separate shower baths for men and women, ladies' maid-manicure, and barber-valet—luxurious features of both the EMPIRE BUILDER and the ORIENTAL LIMITED—provide a completeness of refined travel service that distinguishes the Great Northern Railway.

In addition to these facilities, which help you to be cool, comfortable and well-groomed on your summer transcontinental trip, you travel a clean, cinderless route, with more than 1200 miles behind super-electric and oil-burning locomotives, through scenery of unusual beauty and grandeur—past Glacier National Park for 60 miles.

These two fine, fast trains offer every latest travel innovation. Beautiful dining cars, through to Chicago, provide meals that are famed the nation over. And, always, courteous, thoughtful service.

Low Round Trip Summer Fares East now in effect

For full information and reservations call on or write
T. J. MOORE, City Pass'g'r and Tkt. Agt. J. W. YOUNG, Gen. Agt., Pass'g'r Dept.
1400 Fourth Ave. at Union St. Telephone SEneca 0400

The LUXURIOUS
**ORIENTAL
LIMITED**
9:30 P. M.

THE CLEAN, CINDERLESS, LUXURIOUS, SCENIC ROUTE EAST

It might be difficult to conceive that being able to take a morning shower on the train would be of vast sales appeal, and certainly it could not rival the comfort, or unlimited quantities of water, available at home. Yet the advertising for both the Empire Builder and the Oriental Limited seems to suggest that these, then modern, "amenities", of showers, barbershop, and ladies maid and manicure service would help attract passengers.

Radio Entertainment as you travel



on The NEW
**EMPIRE
BUILDER**

When evening comes, and you have enjoyed a day of scenic grandeur along the Great Northern Way, the diversion of radio magic awaits you in one of the luxurious lounges of the EMPIRE BUILDER, new companion train to the ORIENTAL LIMITED. You are at once in touch with all America—its music, entertainment, news—and many delightful social hours follow.

The EMPIRE BUILDER'S radio-phonograph is another one of the many refinements that make Great Northern service appreciated by discriminating travelers.

Low Round Trip Summer Fares East are now in effect, and good on the new EMPIRE BUILDER.

Leaves Seattle daily
6:00 P.M. for Chicago
via Glacier National Park
and Twin Cities

For full details apply to

CLEAN, CINDERLESS, LUXURIOUS, SCENIC ROUTE EAST

A blizzard of advertising at the time of the inauguration of the Empire Builder was surely a bonanza for the advertising industry. In these days when radio is taken for granted, it should be remembered that radio was then very much in its infancy, and very crude. To be able to listen to radio while travelling on a train was probably as intriguing as phoning home today from a high flying Boeing jet.

Now
In Service!



the **NEW EMPIRE
BUILDER**



GREAT NORTHERN'S REGAL NEW TRAIN

61 $\frac{1}{4}$
hours
Seattle
to
Chicago

A Dependable Railway



The New Electrified Cascade Tunnel Route

A brand new "Aristocrat of the rails." The EMPIRE BUILDER—highest achievement in travel luxury — utmost in comfort — exceptional in beauty — extra fast, extra fine but *no extra fare* — now makes its daily flight from Seattle to Chicago in only 61 $\frac{1}{4}$ hours.

The new "Empire Builder" has the *longest, most skillfully appointed sun parlor observation car ever built* — with club lounge, barber shop, men's shower bath, ladies' dressing room and adjoining shower bath, maid, buffet with complete soda fountain and grill, as well as other thoughtful service features.

All berths in the new sleeping cars are fitted with new-type coil spring mattresses to assure restful sleep and that cheery, "top-o'-the morning" feeling. And awaiting you in the dining car are menus that show a genius for surprise, and service spiced with a smile.

More than 1200 miles of clean, cinderless travel behind super-power electric and oil-burning locomotives, over heavy steel rails and a roadbed noted for smoothness.

The new "Empire Builder" traverses the scenic Northwest trails blazed by Lewis and Clark, and later followed by James J. Hill in building the Great Northern Railway. You enjoy a thrilling ride through the new 8-mile, all-electrified Cascade Tunnel, greatest in America. You skirt the Rocky Mountain grandeur of Glacier National Park for sixty miles, both ways by daylight, and view Nature's endless panorama from unusually high and wide observation windows.

Low Summer Excursion Fares East are good on the new "Empire Builder."

The Empire Builder Leaves Seattle Daily 6:00 p. m. for Chicago, via Minneapolis and St. Paul, arriving Chicago 9:15 A. M., and making connections with all fast trains East and South, saving a business day.

Its companion train, the "*ORIENTAL LIMITED*," leaves Seattle daily 9:30 P. M. for Minneapolis, St. Paul and Chicago, arriving Chicago in the evening.

Arrange now for reservations. Call, write or telephone

T. J. MOORE, City Passenger and Ticket Agent J. W. YOUNG, General Agent, Passenger Dept.
1400 Fourth Ave. at Union St. - Telephone SEneca 0400

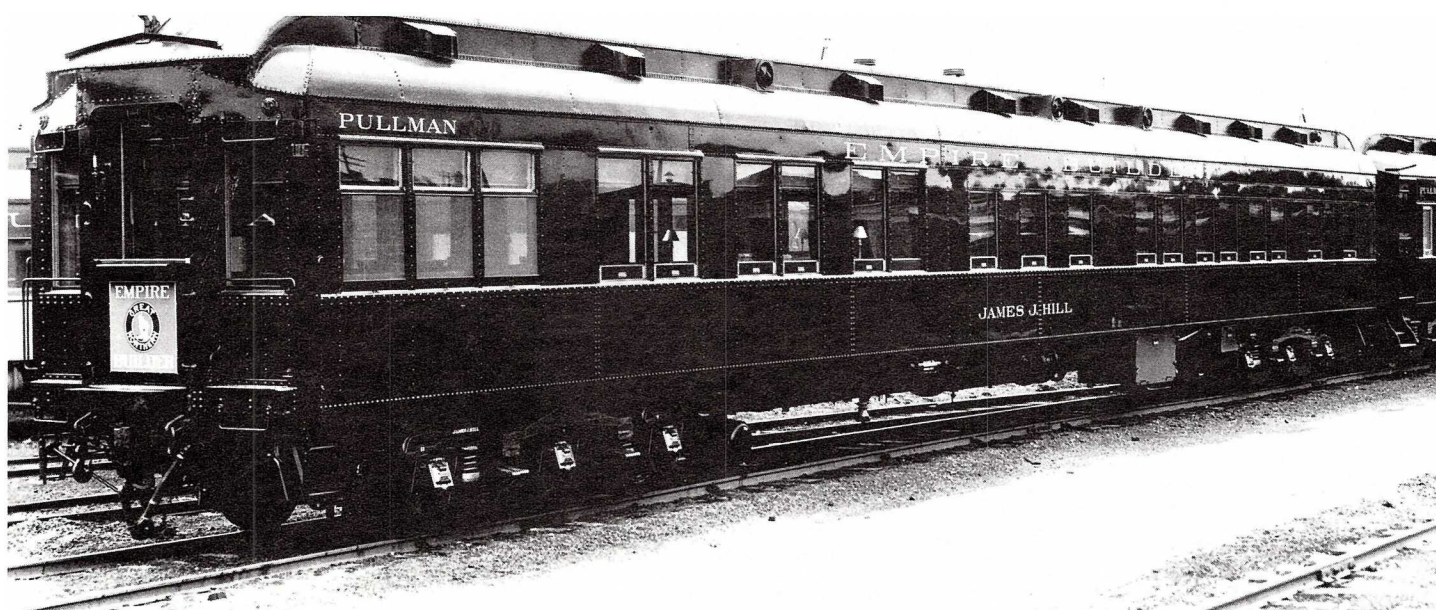
tune in on "Empire Builder" Programs Every Monday, 6:30 to 7 P. M.

Saves a Business Day

Touting the luxury of travel from Chicago to Seattle "at no extra fare", the Great Northern even spoke of the daily "flight" between the cities in 61 hours and 15 minutes. The terms 'Regal', 'Aristocrat of the Rails', leaves no doubt that the GN was promoting a vision of superb travel very much beyond what the normal traveller would expect.



The Observation Car was the last word in comfort and opulence on the 'Empire Builder'. The main lounge is shown in the photograph of the car "George F. Baker", with the Solarium (Sun Room) visible through the door. This car contained the barber shop, and carried a male attendant, and a maid/hairdresser for the ladies. The solarium featured specially designed wicker-type furniture.



The view of the Pullman Sun Parlor-Observation Car "James J. Hill" shows its massive construction. Indeed, it is the longest passenger car ever built. A detailed interior plan of this type of car is shown on the following page. Burlington Northern Archives Photograph.

The Empire Builder's Sun Parlor-Observation Car

Lounge:

Has
3 large revolving chairs upholstered in blue flowered moquette.
2 Settees upholstered in blue mohair plush with rose background.
4 Section seats upholstered in blue moquette with flower design panel backs.
2 Console tables and one side table of walnut. Each table has table lamp with parchment shade and table cover of moquette.
The lighting fixtures in this room are plaque style 3-light fixtures and there are 8 of these lamps finished in old gold color. The lamps have flame type bulbs.

Observation Lounge:

Has
2 Settees upholstered in green mohair plush.
2 Chairs upholstered in green mohair plush, small pattern.
3 Chairs upholstered in moquette with flowers in various colors on black background.
1 Desk Chair upholstered in red mohair plush.
2 Chairs upholstered in red mohair plush.
1 Combination bookcase and table with cover of green moquette.
1 Writing desk with combination desk lamp and ink stand.

2 Console Tables } Each with table lamp with
2 Corner Tables } parchment shade.
2 End Tables }
Eight 3-light side bracket lamps with flame type bulbs.
All of the lighting fixtures in this room finished in old gold color.

Sun Room:

Has 8 wicker chairs with seat cushions of frizette silk in various color stripes.
Room has four 2-light side bracket fixtures finished in gold color and have parchment shades.

Ladies' Dressing Room with

Bath Adjoining:

Two dressing room chairs and dressing table and mirror with side lights of candelabra type in dressing room.
Chairs are covered with green moquette in flowered design.
Plain green carpet.
Dressing table with mirror with side candelabra lamps in booth.

Buffet:

Fully equipped buffet with complete soda fountain and broiler service.

Barber Shop with Men's Bath Adjoining:

Fully equipped barber shop and bath, also facilities for pressing clothes.

INSIDE FINISH DESIGN

Observation Lounge:

Painted in light tones of tan with window

frames and door frames in hand-carved walnut.

Decoration on ceiling bands and lower deck sills in colors.

Lounge:

Paneled in walnut with light colored ceilings and deck sills decorated in colors.

Observation Sun Room:

In colors of 3 tones.
Barber shop, women's bath, men's bath, finished in light green color.
Buffet finished dull ivory.

FLOOR COVERING

Rubber floor tiling in men's bath, barber shop, buffet, and women's bath, black and white rubber tiles, 3 x 3".

Rubber floor tiling in Observation Sun Room, black and green rubber tiles, 6 x 6".

Carpet in balance of car, green, black, taupe, and blue on rose background.

WINDOW SHADES

Green with diamond designs in old gold in observation lounge end.

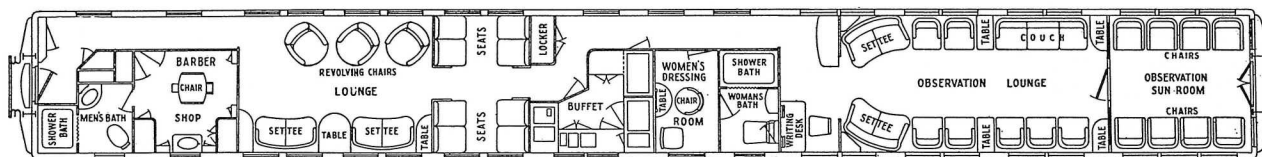
Brown with flower design at lounge end.

FEATURES

Observation Room and Sun Room have high type windows.

Section tables applied for sections in lounge for serving light meals or sodas.

Observation lounge is equipped for telephone service at terminals.



Floor Plan of Sun Parlor-Observation Car

The Empire Builder's New Pullman Cars

Capacity: 8 section, 1 drawing room, 2 compartments.

INTERIOR FINISH

Body finished in 3 tones of warm green, with scroll ornamentation on bunks and transoms in old gold color.

Drawing Room and Compartments:

Finished in 3 tones of warm green in lighter tones, with scroll ornamentation on bunks in old gold color with green festooned leaves, also decoration on lower deck rail in colors.

FLOOR COVERING

Carpet of design in colors of green, taupe, black and blue on rose background in body, drawing room and compartments.

Drawing room annex has floor covering of black and white rubber tiling, 3" squares.

Smoking room, men's saloon, passageways, women's lavatory, and saloon, have rubber tiling, black and green, 3" squares.

SEAT COVERING

Sections in body are covered with mohair plush, green color with rose background, of diamond design.

In drawing rooms and compartments the seat covering is of small pattern green mohair plush with rose background.

Sofa seats and sofa in smoking room are upholstered in top grain leather, brown tone in French pipe design.

LIGHTING FIXTURES

One 4-light chandelier in smoking room and also women's lavatory.

Arch fixtures applied at each arch with calcid glass shades in body of car.

Reading fixtures at each seat, in body and rooms, of bracket type with calcid glass shades.

Bracket lamps placed throughout car to give necessary illumination, also bracket lamps placed at each side of mirrors in compartments, of candelabra type.

All fixtures finished in light statuary bronze.

WINDOW SHADES

Window shades of green color, diamond design in old gold, with harmonizing fringe to match.

FEATURES

Permanent headboards which give more privacy to passengers in daytime.

Shoe boxes in rooms to allow porters to remove shoes for cleaning, without disturbing passengers.

Aisle night lights which light floor of car at night and obviate the necessity of having deck lights lighted.

Washstands and dental lavatories semi-vitreous, similar to those seen in homes.

Reading lamps have glass shades.

Arch fixtures in each arch in body of car made of bronze with calcid glass sides.

Compartments have wardrobes.

Entrance doors to rooms have ventilators in bottom of door.

Separate heat control for rooms.

Cabinets in rooms for toilet articles.

Brass sash having ventilator in bottom rail.

Two clothes hangers in each upper and lower berth except in rooms.

Spring mattresses with interlaced hair pad on top side for upper and lower berths.

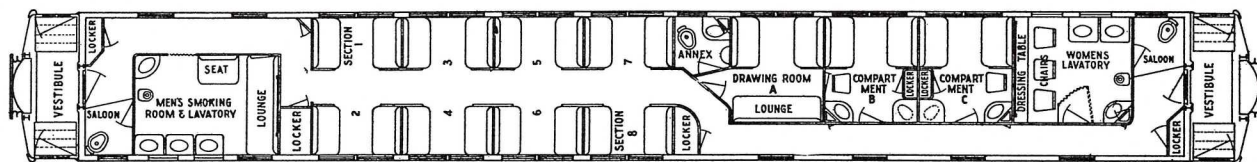
Door knocker on door of rooms.

Smoking room sofa has back with pivoted headrest, the headrest portion to be used as a shelf for toilet articles when passengers are making their toilet in morning.

Three swivel type chairs in women's lavatory at dressing table.

Dixie type drinking cup dispensers in women's lavatory and in passageway at men's end.

Connecting door between drawing room and compartment B so that passengers can have these two rooms en suite.



Floor Plan of New 8 Section, 2 Compartment, 1 Drawing Room Pullman Sleeping Car

The interior plans of the Sun Parlor-Observation Car (top of the page) and the Empire Builder's 8 section, 2 compartments, 1 drawing room Pullman Sleeping Car (lower plan), together with details of the interior fittings, show that every effort was made by the designers to create the last word in long distance travel amenities.



The Empire Builder approaches the end of its long run from Chicago, here shown running along Puget Sound, near Shilshole Bay, fifteen minutes away from journey's end at Seattle. This picture carries the train tail sign on the door, which identifies the date as probably 1929 or 1930. After this date, the train carried dual tail signs under the windows on each side of the door. At the present day, this area is completely built up, with housing occupying the bluffs above the tracks. The passengers in the solarium are wearing hats, a commentary on travelling garb in the 1930's! Photo from Burlington Northern Archives.



Diesel-electric unit No. 500 A-B on the Second #2, the Empire Builder (1929 consist), arriving Minot, North Dakota. The EMD E7 diesels are brand new, and are in "shakedown" service. Note "The Great Northern" in script around the nose of the locomotive. Photo courtesy Burlington Northern Archives, Collection of John F. Strauss, Jr.