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THE GREAT NORTHERN EMPIRE BUILDER Part 3: 1951-the Mid-Century

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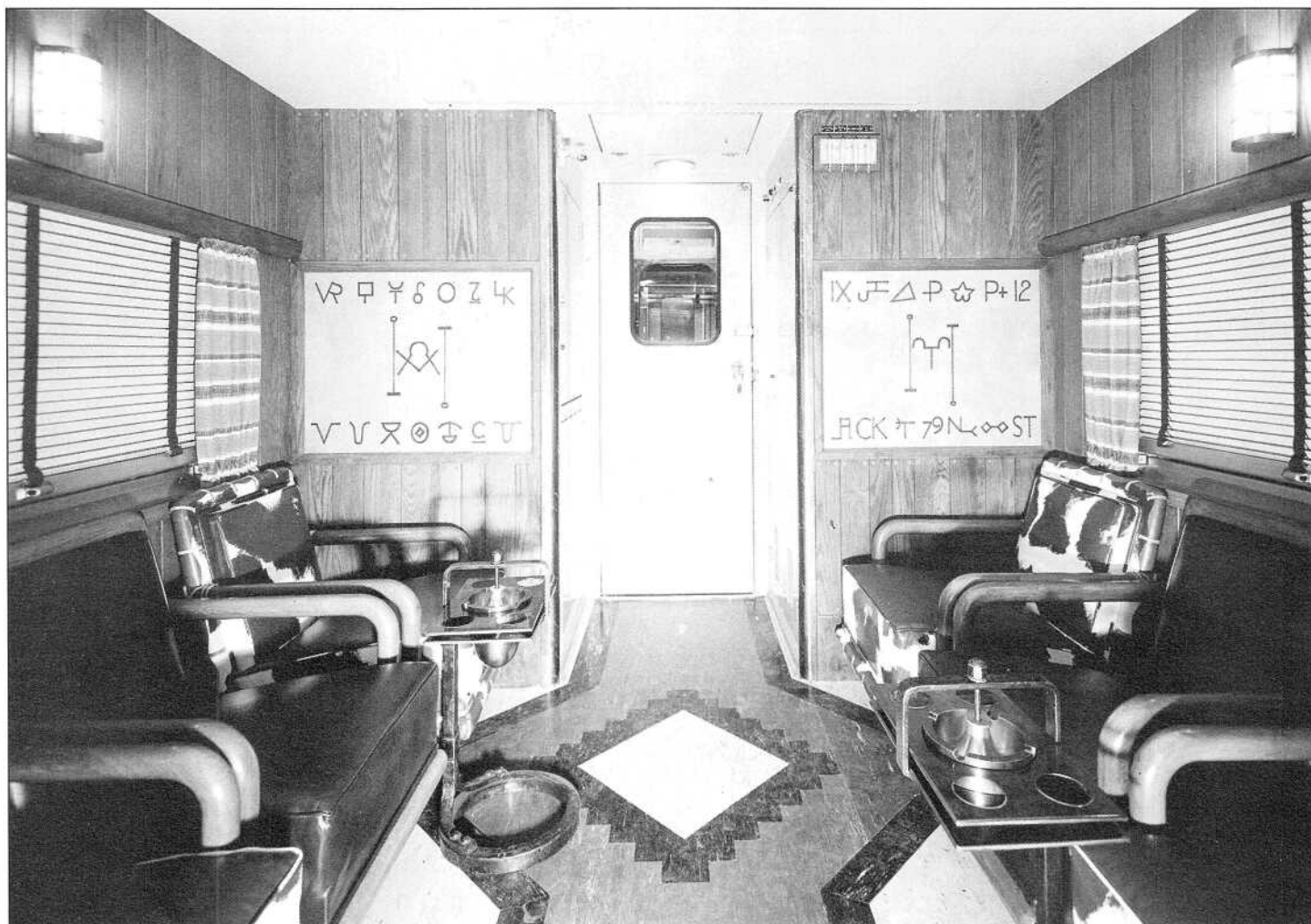


The route of the Great Northern Empire Builder through eight states is highly scenic and diversified. Here the 1951 Mid-Century consist is shown coursing through the mountains and the pines of the Montana Rockies near Blacktail. The fifteen car train will be headed by diesels except for the electrified zone in the Cascades between Wenatchee and Skykomish.

Rather than ordering additional sleeping cars to meet the increasing demand by First Class passengers for space on the *Empire Builder*, as the passenger traffic industry had expected the Great Northern to do, its official announcement in 1949 stunned the industry. The Great Northern decided to order five all-new fifteen-car consists, including protection cars in all categories, to be delivered in 1951, thereby completely re-equipping the *Empire Builder*. The Great Northern announced at the same time that the *Oriental Limited*, trains 3 and 4, would become a newly-named second transcontinental streamliner. The magnitude of the surprise the Great Northern's announcement generated centered on the fact that the consists of the post war *Empire Builder* were only four years old when replaced in 1951.

All of the new cars were received and assigned to the five consists on June 3, 1951, and this all-new *Empire Builder* introduced the Northwest traveler to the G Bar N Ranch Lounge Car, to the roomette, to an increase in sleeping car accommodations, and to an increase to two through Chicago-Portland sleeping cars. By splitting the total car order between American Car and Foundry and Pullman-Standard, the builders were able to meet Great Northern's expectations that the new *Empire Builder* be officially placed in service on June 3, 1951. Soon after, this 1951 edition became known as the Mid-Century *Empire Builder*.

The most unusual car assigned to the 1951 *Empire Builder* was the novel and creative G Bar N Ranch Lounge Car, which was eventually referred to as the Ranch Car. It contained



Probably the most innovative car of the new consist was the coffee shop-lounge car known as "The Ranch", which sought to invoke the atmosphere and nostalgia of the old west. Large painted murals on the walls and Great Northern's own registered ranch cattle brand on the bulkhead, together with pinto leather furniture, helped to create an ambience unlike any other railroad car.

fourteen counter seats in the coffee shop area, twelve dining area table seats, and eighteen lounge area seats. Its decor incorporated a design which created the realistic atmosphere of a Montana ranch lodge. The Ranch Car reflected the Western Frontier's climate for the passengers with its replicas of a variety of registered ranch cattle brands, its pinto-leather upholstered furnishings, and a series of murals depicting a cattle drive with its ranch chuck wagon setting up camp. The Great Northern even went so far as to register the car's own brand G Bar N with the State of Montana.

Within a very short time the Ranch Car became, for passengers, the most popular car of all of the cars assigned to the Mid-Century *Empire Builder*. The Great Northern took advantage of this initial enthusiasm by featuring the Ranch Car in all nation-wide advertising, and published a booklet explaining all of the brands and other ranch life memorabilia featured on its walls and in the murals. Even though copies of this booklet were distributed widely well into the early 1960's, to have a copy in one's Great Northern collection now is to have possession of a valuable collector's item. GNRHS Reference Sheet No. 133, dated June 1988, gives a very detailed descriptions of the various brands.

In addition to the Ranch Car, the 1951 *Empire Builder* featured the following locomotives and cars, all in beautiful Empire Builder colors, in each of its fifteen car consists. Since this *Empire Builder* continued its all-reserved status, the line numbers are also included in this roster of assigned cars.

	<u>WEST</u>	<u>EAST</u>
Three-unit Passenger Fs and Class W and Y Electric Motors		
Railway Post Office-Baggage Car		
Baggage-Dormitory Car		
60 Seat Shorts Coach	100	200
48 Day-Nite Sleepy Hollow Reclining Seat Coach	101	201
48 Day-Nite Sleepy Hollow Reclining Seat Coach	102	202
48 Day-Nite Sleepy Hollow Reclining Seat Coach		
Chicago-Portland	103	203
The Ranch Car		
Dining Car		
4-7-3-1 Sleeping Car Chicago-Portland	11	21
6-5-2 Sleeping Car Chicago-Portland	12	22
4-7-3-1 Sleeping Car	14	24
4-7-3-1 Sleeping Car	15	25
6-5-2 Sleeping Car	16	26
6-5-2 Sleeping Car	17	27
2-Buffer-Lounge-Observation Car		

Usually the Great Northern assigned three-unit Passenger Fs to its trains 1 and 2, but if needed because of extreme North



A familiar scene of the early west is brought back to life in a large two section mural, one section of which is pictured above. A Montana roundup scene of the late 1890's is brought to life by well-known painter of the old west, Nick Eggenhofer.

Dakota and Montana cold weather conditions, a four-unit set was substituted. This increased train heating capacity, and also provided extra horsepower to buck snowfall off of the tracks with its lead A unit snowplow. As was the case with the 1947 edition, the passenger Fs operated between St. Paul and Wenatchee and between Skykomish and Seattle. Class W or Y electric motors were assigned from the electrified district's pool between Wenatchee and Skykomish, through the Cascade Mountains' Stevens Pass and the 7.79 mile Cascade Tunnel.

The coaches assigned to each consist provided similar foot-rest and Day-Nite Sleepy Hollow leg-rest accommodations as those of the previous 1947 edition. However, all of these cars were new, and they included the improvements American Car and Foundry, which built the sixty-seat shorts coaches, and Pullman-Standard, which constructed the forty-eight seat long-haul coaches, had developed since the 1947 edition. The revenue coach capacity remained the same, 198 passengers. All coach seats on the *Empire Builder* continued to be reserved in advance, and they were individually assigned at the time travel tickets were purchased.

Following the coach cars was the "Ranch Car", already described, and the dining car. Table seats were provided in the main dining room, arranged into four tables for four guests each on one side and four tables for two guests each on the other. At each end of the dining area, separated by beautiful clear etched-glass panels from the main dining room, were four banquettes, one on each side of the car, which accommodated two and four guests each. The four glass panels depicted scenes

of four of the principal industries which, when the dining car's lights were on, displayed three-dimensional depth to each scene depicted by the American Car and Foundry's artist. Like the 1947 *Empire Builder's* dining cars, these cars featured a large portrait of James J. Hill, "the Empire Builder", mounted on the wall which separated the dining area from the pantry-kitchen areas.

The six first class sleeping cars assigned to each consist featured two floor plans. The 4-7-3-1s had four sections, seven duplex-roomettes, three double bedrooms, and one compartment, and these cars were named in the River series. Actually, they had eight duplex-roomettes, but duplex-roomette #1 was assigned to the Pullman porter and was never sold as revenue space. Compartment B-double bedroom C in these 4-7-3-1s provided the option of an en-suite arrangement, and was sold at the drawing room rate to passengers wishing to have this type of accommodation. The three 6-5-2s, named in the Pass series, featured the innovative roomette in their floor plan, which included six roomettes, five double bedrooms, and two compartments. The roomette was designed for one first class passenger, and was somewhat larger in size when compared to a duplex-roomette. Compartment C-double bedroom D and compartment F-double bedroom G had the possibility of en-suite arrangements sold at the drawing room rate in these 6-5-2 sleeping cars.

The sleeping car accommodations capacity was increased quite considerably, compared to the 1947 edition, with the assignment of the six sleeping cars to each consist of the 1951



In the observation-lounge car, sandblasted images of official flowers of states and Canadian provinces served by GN appear in the glass separating the lounge and observation sections. Silhouettes and seals of the states and provinces are on panels between windows.

Empire Builder. Available for revenue sale to first class passengers were twelve lower berths, twelve upper berths, twenty-one duplex-roomettes, eighteen roomettes, twenty-four double bedrooms, and nine compartments. Also, there were nine combinations of a compartment-double bedroom suite available to first class passengers as an accommodation choice. When purchased, the drawing room also required, along with the Pullman accommodation ticket, a minimum of one and one-fourth first class rail tickets. When a passenger desired single occupancy of a double bedroom or a compartment, one full-fare first class rail ticket was required along with the Pullman accommodation ticket.

The last cars in each fifteen-car consist were the very beautiful two roomette-buffet-lounge-observation cars which were named in the Mountain series. The decor in these cars replicated that of a well-appointed hotel lobby lounge. An etched glass wall featuring Western States' official flowers separated the lounge into two wood-paneled areas, each of which accommodated eighteen passengers in a variety of upholstered furniture. The extra high exterior windows encouraged sight-seeing as the *Empire Builder* travelled along the Mississippi River Palisades, through Marias Pass in the Rocky Mountains along Glacier National Park's southern boundary, through the Cascades' Stevens Pass, and along Puget Sound between Everett and Seattle. The two roomettes were not sold as revenue space, but were assigned to the Pullman Conductor and the Traveling Passenger Representative. This car also contained a sleeping room for the car's attendant, who was a Pullman Company employee, and a seat for the train crew's

rear brakeman (flagman). Buffet beverage service was available to first class passengers, along with financial market reports, daily newspapers, and all of the popular national periodicals and journals. There was a radio in the buffet which the car attendant tuned into local stations at appropriate times.

Three cars, one forty-eight seat long-haul coach and two sleeping cars, a 4-7-3-1 and a 6-5-2, were assigned to through Chicago-Portland service connecting to and from the Spokane, Portland, and Seattle Railway's trains 1 and 2 at Spokane. During 1950 the SP&S had received all new equipment for its *Empire Builder*. In addition to the only E7 road passenger diesel locomotive ever to be owned by the SP&S, the new cars included baggage-dormitory No. 75, forty-eight Day-Nite Sleepy Hollow reclining seat with leg-rest coach No. 350, dining-parlor car No. 405, and two six roomette-three double bedroom-buffet-lounge cars. These last two cars were numbered SP&S 600 and SP&S 601, and were named Mount Hood and Mount St. Helens. The E7 and the cars carried EB colors matching the *Empire Builder* consists, with the exception of SP&S Ry. Co. in smaller letters at the ends of their letterboards. By July 1953 dining-parlor car No. 405 had been rebuilt into a full dining car and had been named *Columbia*. From then on, Portland to Spokane first class passengers occupied sleeping car seat space in Line 20, one of the 6-3-buffet-lounge cars.

All of these SP&S cars were assigned between Spokane and Portland, with the 6-3-buffet-lounge cars alternating in the consist in order to allow for 9:30 p.m. occupancy of Line 10, the westbound line number, by boarding overnight Spokane to

Portland first class passengers. With the addition of the through Chicago-Portland cars, SP&S trains 1 and 2 represented a very elegant seven-car *Empire Builder* between Spokane and Portland via the beautiful Columbia River Gorge. When the Northern Pacific speeded up its *North Coast Limited* in late 1952, and transferred through Chicago-Portland cars to and from SP&S trains 1 and 2 at Pasco, the SP&S repainted its own locomotives and cars assigned to Spokane-Portland service in its own corporate colors, then nicknamed trains 1 and 2 the *Streamliner*.

Between Chicago and St. Paul the Burlington Route continued to assign its own E series passenger diesel locomotives, usually in a two-unit combination, to trains 49 and 44, the train numbers given to the *Empire Builder*. The Burlington no longer found it necessary to insert one of its stainless-steel parlor cars daily in order to accommodate its Chicago to Twin Cities first class passengers. With the increase of sleeping car accommodations, the Great Northern assigned a portion of them for Chicago long-haul sale and the remainder for Twin Cities long-haul sale. The Burlington ticket offices in Chicago sold sleeping car seat space using the assigned Twin Cities long-haul accommodations to its Chicago to Twin Cities first class passengers.

During the summer tour season, however, the Burlington added an extra-movement parlor car as needed, especially for tour groups. These tour groups were connecting with the Great Northern's *Winnipeg Limited*, train 7, in St. Paul where the tour groups occupied their extra-movement sleeping cars in train 7's consist. The *Winnipeg Limited* took the tour groups to the Canadian Rockies via Winnipeg, connecting with either the Canadian Pacific for Banff and Lake Louise, or the Canadian National for Jasper and onward, then, to Vancouver, BC.

The 1951 *Empire Builder's* fifteen-car consists were formed from the following assigned cars, including the protection cars:

RPO-Baggage Car	GN 37-42
Baggage-Dormitory Car	GN 1200-1205
60 Seat Shorts Coach	GN 1210-1214
48 Seat Long-Haul Coaches	GN 1215-1225 and GN 1227-1230
The Ranch Car	
GN 1240 Crossley Lake	GN 1243 Iceberg Lake
GN 1241 Running Crane Lake	GN 1244 White Pines Lake
GN 1242 Hidden Lake	GN 1245 Whitefish Lake
Dining Car	
GN 1250 Lake of the Isles	GN 1253 Lake Union
GN 1251 Lake Wenatchee	GN 1254 Lake Minnetonka
GN 1252 Lake Ellen Wilson	GN 1255 Lake of the Woods
4-7-3-1 Sleeping Cars	
GN 1260 Skykomish River	GN 1268 Mouse River
GN 1261 Sun River	GN 1269 Poplar River
GN 1262 Snohomish River	GN 1270 Tobacco River
GN 1263 Milk River	GN 1271 Fraser River
GN 1264 Bad Axe River	GN 1272 Spokane River
GN 1265 Chumstick River	GN 1273 Pend Oreille River
GN 1266 Sheyenne River	GN 1274 BoisDeSioux River
GN 1267 Skagit River	SP&S 702 Snake River
6-5-2 Sleeping Cars	
GN 1370 Rogers Pass	GN 1378 Firebrand Pass
GN 1371 Pitamakin Pass	GN 1379 Big Horn Pass
GN 1372 Akamina Pass	GN 1380 Suiattle Pass
GN 1373 Santiam Pass	GN 1381 Haines Pass

GN 1374 Park Creek Pass	GN 1382 Blewett Pass
GN 1375 Jefferson Pass	GN 1383 Inuya Pass
GN 1376 Hart Pass	GN 1384 Lewis & Clark Pass
GN 1377 State Pass	SP&S 701 Wapinitia Pass

2 Roomette-Buffer-Lounge-Observation Car

GN 1290 Appekunny Mountain
GN 1291 St. Nicholas Mountain
GN 1292 Going-to-the-Sun Mountain
GN 1293 Cathedral Mountain
GN 1294 Trempealeau Mountain
GN 1295 Little Chief Mountain

All of the cars assigned to the 1951 *Empire Builder* were painted in EB colors, with its train name centered on each car's letterboard. Great Northern or SP&S Ry. Co., depending upon which railway owned the car, was displayed in smaller letters at each end of the letterboard. If the car was assigned a name it appeared centered below the car's windows, and each car's equipment car number was displayed at each end of the car below the windows. If a car had a line number, it appeared in a lighted window box adjacent to the car's vestibule dutch-door.

Incidentally, CB&Q in smaller letters did not appear on the *Empire Builder's* assigned cars until 1953, when the Burlington Route purchased one complete consist of the Mid-Century *Empire Builder*. The cars involved in the purchase were RPO-baggage car No. 41, baggage-dormitory car No. 1202, sixty seat "shorts" coach No. 1211, two forty-eight seat coaches Nos. 1219 and 1220, Ranch Car No. 1243, dining car No. 1250, three 4-7-3-1 sleeping cars Nos. 1266, 1269, and 1273, three 6-5-2 sleeping cars Nos. 1371, 1378, and 1382, plus 2-buffer-lounge-observation car No. 1291. The Burlington purchased only two forty-eight seat coaches, and the total acquisition was fourteen cars. This transaction was based upon operational mileage adjustments between the Great Northern, the Burlington, and the Spokane, Portland, and Seattle Railway which were involved in the operation of the Mid-Century *Empire Builder* between Chicago-Seattle and Portland.

Also in September 1953 the Spokane, Portland, and Seattle Railway assigned its forty-eight Day-Nite Sleepy Hollow reclining seat coach No. 350 to the *Empire Builder's* roster as a through Chicago-Portland coach. This car was eventually renumbered to GN 1232 in 1955. The SP&S replaced coach No. 350 in the consist of the *Streamliner*, trains 1 and 2, between Spokane and Portland with a redesigned sixty seat coach from the group numbered SP&S 302-305. Nos. 301-305 were delivered to the SP&S as sixty-four seat coaches along with its 1950 *Empire Builder* cars, and cars from this group were also assigned to SP&S trains 3 and 4 between Spokane and Portland. SP&S 301 in this group was immediately sold to the Great Northern that same year, was remodeled by the company shops to forty-eight seat coach GN 1135, and was assigned to the *Western Star* in June 1951.

In the above roster of the coaches assigned to the 1951 *Empire Builder*, five sixty seat "shorts" coaches and fifteen forty-eight seat long-haul coaches are listed. In order to provide protection cars when needed, sixty seat "shorts" coach No. 1209 and forty-eight seat long-haul coaches Nos. 1226 and 1231, which were built new for the 1951 *Western Star*, also fulfilled the role of protection for the 1951 *Empire Builder* coaches. All of the other categories assigned to the Mid-Century *Empire Builder* had an additional protection car for the five consists of fifteen cars.

In actual practice, all of these cars appeared in the five consists needed to cover westbound Q 49/GN 1's forty-four

and one half-hour and eastbound GN 2/Q 44's forty-five hour schedules, as all of the cars were maintained, serviced, and shopped on a defined and rotating time and mileage schedule. Also, the Ranch Car and the dining car were switched in and out of the eastbound consist in St. Paul for stocking and servicing, as had been done with the 1947 edition since 1949.

Between 1951 and 1955, the Mid-Century *Empire Builder's* westbound schedule was varied between a forty-four and one half-hour schedule and a forty-five hour schedule as the Great Northern experimented with connections to and from the *Empire Builder*. The eastbound schedule of forty-five hours was maintained consistently throughout the period. The 1951 *Empire Builder* also continued the 1947 edition's routing in both directions via the Willmar line, and the Surrey Cutoff via New Rockford. It by-passed Glacier National Park, leaving that service, and Grand Forks, to the new *Western Star*.

The only significant change in the 1951 *Empire Builder's* assigned consist occurred in 1954, when the westbound Spokane to Seattle Glacier series sixteen duplex-roomette-four double bedroom sleeping car, Line 33, was transferred from the *Western Star*, train 3, to train 1. This operational change was made to provide boarding Spokane first class passengers a later departure time from Spokane. Line 33 was available for occupancy at 9:00 p.m. and was switched into train 1 for 11:59 p.m. departure right behind the dining car, where the two through Chicago-Portland sleeping cars had been when train 1

had arrived Spokane. Line 43, the eastbound Seattle to Spokane 16-4 sleeping car, remained in the consist of the *Western Star*, train 4.

Great Northern connecting bus service replaced the "*Baby Streamliner*", trains 237 and 238, between Havre and Great Falls in 1952. Also with the inauguration of the 1951 *Empire Builder* the Great Northern instituted connecting bus service between Whitefish and Kalispell to and from the *Empire Builder* at Whitefish.

When the Northern Pacific speeded up its *North Coast Limited* on November 16, 1952, it announced that it was ordering dome coaches and dome sleeping cars to be delivered in 1954 for inclusion in the consist of the *North Coast Limited*. The Milwaukee Road had also announced that it was planning to place full-length dome lounge cars in the consists of the *Olympian Hiawatha* by late 1953 or early 1954. Following close behind, the Union Pacific announced that its *City of Portland* was to receive a dome coach, a dome diner, and a dome lounge car early in 1955. Once again, the *Empire Builder's* number one position in the competitive race for the Northwest traveler was threatened, and the Great Northern planners were under pressure to counter their competitors' plans to "dome" their premier streamliners. This they accomplished in 1955. The Incomparable Great Dome *Empire Builder* will be covered in a further Reference Sheet.



Elegance personified! Who wouldn't feel "king or queen for a day" while travelling in style in the *Empire Builder's* tail car. The high windows give a panoramic view of the countryside by day and the lights by night, not forgetting the weaving, mesmeric beam from the oscillating safety light which comes on when train speed drops, for whatever reason, below normal.

The introduction of the new streamliner created the opportunity for another advertising "blitz" by the GN Public Relations Department, and no pains were spared to make the most of the opportunity. Competition was fierce among the railroads, particularly as the airplane and highway system was making considerable inroads into the passenger market.

The press releases produced were very descriptive of the amenities of the new train, and were accompanied by a profuse number of photographs. The following text of these press releases is reproduced by courtesy of the Burlington Northern Archives. Photographs, unless otherwise captioned, are all from the Burlington Northern Archives or GNRHS files..

Adding lustre to the Great Northern Railway's tradition of leadership in transportation will be the inaugural on June 3, 1951 of its thrilling new MID-CENTURY EMPIRE BUILDER.

The fleet of five identical streamliners will make Great Northern's twice-daily passenger service between Chicago and Seattle-Portland unsurpassed in the nation.

Sharing christening honors with the newest EMPIRE BUILDER on June 3 will be its companion train, the WESTERN STAR, a name being added to Great Northern's constellation of streamliners. De luxe equipment of the present EMPIRE BUILDER, which entered service just four years ago, will make up the WESTERN STAR—with one completely new train being added to bring the fleet to a total of six streamliners.

SCHEDULE: The EMPIRE BUILDER will operate on the same fast but comfortable 45-hour schedule introduced by Great Northern in 1947 when this fleet was first streamlined and 13½ hours were clipped from previous schedules between Chicago and Seattle-Portland. Burlington Lines is the route between Chicago and St. Paul, and Great Northern between St. Paul and Seattle. Portland is reached from Spokane over the Spokane, Portland & Seattle Railway.

EQUIPMENT: Each of the five new EMPIRE BUILDERS has 15 lightweight, streamlined cars, with coach and sleeping car accommodations for 335 passengers.

Each train includes a mail-baggage car, a baggage dormitory car (the dormitory section being for crew members), one 60-seat coach, three 48-seat coaches; a coffee shop-lounge "The Ranch", a diner, six sleeping cars and an observation-lounge car. Locomotive power is a three-unit 4,500 hp. diesel electric.

Builders of the EMPIRE BUILDER fleet were the master craftsmen of the Pullman-Standard Car Manufacturing Company (sleepers, 48-seat coaches and mail-baggage cars) and the American Car and Foundry Company (coffee shop-lounge cars, diners, observation lounges, 60 seat coaches and baggage-dormitory cars). The locomotives were built by the Electro-Motive Division of General Motors Corporation.

The individual products of more than a hundred other manufacturers, and the talents and skills of literally thousands of artists and artisans, were combined in the production of these magnificent trains.

DECOR: In their distinctive color and decorative treatment the new EMPIRE BUILDERS give delightful expression to the vast and diverse Northwest Empire which Great Northern has served and helped develop for more than 60 years.

Inspiration for the decor of the trains came from the striking color and beauty of this superbly scenic territory, from its traditions, resources and enterprise. Elaborate planning and research are reflected even in minor details, as will be noted in the descriptions of the individual cars.

SPECIAL FEATURES: Offering the latest in travel comfort and convenience, the newest EMPIRE BUILDER is the worthy bearer of a name which, throughout America, has become synonymous with excellence in transportation

1. Sleeping car accommodations are of unprecedented variety and include lower and upper berths, duplex roomettes, roomettes, bedrooms, compartments and drawing rooms.

2. Bedrooms and compartments have closed-off space housing private toilet facilities. Bedrooms have aisle-side wardrobes for clothes.

3. "Feather Touch" vestibule doors on the cars are electro-pneumatically operated and easily opened.

4. All rooms in the sleeping cars, including duplex roomettes, have ice water on tap, in addition to the usual hot and cold water, and electric razor outlets.

5. Remarkably spacious seats in the three day-nite coaches have adjustable reclining backs and leg rests—all designed especially for pleasant distance travel.

6. Each of the day-nite coaches has two ladies' rooms rather than the usual one, each complete with all rest room facilities and providing privacy in dressing quarters.

7. Window glass is double-paned, heat-resistant and fog proof for full visibility under all weather conditions, reducing glare and radiant heat from the sun and insulating against outside temperatures both hot and cold.

8. Radiant panel heating at the windows eliminates cold drafts which might occur during extremely cold weather. This is in addition to the usual type of thermostatically-controlled pipe radiation at floor level.

9. A loud speaker system serves all except the sleeping cars and dining car, for public announcements and radio programs. Selection of entertainment has been increased by installation of equipment for reproduction of wire-recorded music.

10. Auxiliary diesel-driven electric generators for lighting and air conditioning, operating independently of train motion, are on alternate cars.

11. A uniformed passenger representative is a member of each EMPIRE BUILDER crew. In addition to giving personal assistance to travelers, the passenger representative announces important train information and calls attention to points of scenic and historic interest over the public address system. He also operates the dinner-by-reservation plan through which passengers may dine at the hour of their choice without standing in line for the evening meal.

12. Many of the outstanding innovations are visual, being embodied in the distinctive decorative treatment of such cars as the observation-lounge, the diner and the spicily western coffee shop, "The Ranch", all described in succeeding pages.

THE EMPIRE BUILDER NAME

EMPIRE BUILDER is the most honored among Great Northern's distinctive train names, one of the world's best known.

It pays tribute to the memory and achievements of James J. Hill, who founded Great Northern and was the railway's guiding genius for many years.

Due to his role in helping transform the vast, fertile Northwest country into a rich productive empire, Mr. Hill became known the world over as "The Empire Builder". His renown continues to live.

The EMPIRE BUILDER name was first given to Great Northern's premier passenger train in 1929. This fleet, which firmly established the EMPIRE BUILDER as one of America's great trains, was completely replaced in 1947 with the modern, streamlined equipment of a new EMPIRE BUILDER.

Inaugural in 1951 of the newest EMPIRE BUILDER thus marks the third occasion on which the railway has perpetuated the memory of its founder in this fashion. The five trains of the fleet move constantly eastward and westward through the large territory to which he devoted his life and energies.

"THE RANCH"--COFFEE SHOP-LOUNGE CAR

Destined to become one of the most talked-about railway cars in America is "The Ranch"--sensational new coffee shop-lounge unit of the train.

"The Ranch" is a railway car in exterior resemblance only. Within has been created the authentic appearance and all of the homey, zestful flavor of a rustic western ranch house.

The lounge section of this car has individual chairs for 18 persons. In the coffee shop section are a lunch counter seating 14 and tables accommodating an additional 12.

The latchstring to "The Ranch" is out for coffee and snack service through the day and regular meal service during dining hours. Beverages are also available, subject to regulations of the state through which the train is travelling.

Operation of the coffee shop-lounge is completely independent of the diner. Both are full cars with separate kitchens and are staffed with their own stewards and crews.

DECOR: Travellers on the EMPIRE BUILDER will be fascinated by the variety of craftsmanship and creative artistry

in "The Ranch." The spirit and color of the Old West is reflected even in the smallest decorative details.

Walls of the car finished in tongue-and-grooved oak boards, sand-blasted and stained gray to heighten the rustic effect of having been weathered a great length of time.

Partitions between the coffee shop, dining and lounge sections and the low ceiling section of the lounge at the car end are of vertical and horizontal cedar logs simulating a corral gate or fence. The logs are peeled, polished and stained a dark red of the same color as cedar heartwood.

On the top cross-member of the two full-height partitions at the coffee shop entrance and at the low ceiling section of the lounge are silhouetted signs of hand-forged Swedish iron. These signs symbolize the car name--which in cattlemen's parlance would donate a ranch called "G bar N". Incidentally, Great Northern has registered the G bar N brand.

Fluorescent lighting is all indirect. To avoid conflict with the rustic effect of the decoration, light fixtures are concealed in oak beams, supported by short oak studs fastened to exposed "roof rafters" and cross-beams from the outside walls.

In the low ceiling section of the lounge, light is provided by two incandescent half lanterns utilizing the Indian symbol of friendship, two crossed arrows, in the metal frame and finished like forged, half-polished iron.

Central decorative piece in "The Ranch" is a 16-foot mural,



The gleaming stainless steel kitchen of the ranch or coffee shop lounge provides 'traveler's fare' from within its space conserving-design. The 'ranch' kitchen is separate from the main dining car kitchen, and has its own steward and staff. Keeping up with the varied food requirements of hungry customers is no mean feat, with kitchen staff working in crowded, often lurching, confines.

on the back bar above the lunch counter. Produced by Nick Eggenhofer, well-known painter of the Old West, the mural depicts a Montana roundup scene of the late eighties. It is broken at one point by the coffee urn, fashioned in the shape of a chuck wagon coffee pot complete with spout and handle.

Panels between windows in the dining section are covered in russet leather. To give the panels an interesting textural quality special effort was made to obtain hides with many natural flaws including scars and wrinkles.

On each of six of these panels is an embossed spot decoration with a western theme. Drawings for the designs were made by Nick Eggenhofer and depict a bucking horse, a shepherd

with his dog and wagon, the head of a shepherd dog, a ewe and its lamb, a decorated western saddle and lariat and a pair of spurs and looped lariat.

To further enhance the cattle country theme of the car, famous old Montana brands have been used profusely as a design motif. These brands are incorporated in the back bar mural and also can be seen on the window panels in the coffee shop section and on the russet leather panels on the bulkheads at the locker end of the lounge section.

Brands used in the window panel decorations are of Swedish iron, hand-forged by Lothar A. Freund. Fastened to the vertical posts on either side of the coffee shop partition are two

crossed branding irons, hand-forged by this same craftsman.

All metal parts in "The Ranch" with the exception of the window sash and the back bar equipment are of forged monel metal, which looks like forged iron. This includes heater pipe guards, collars at the bases of the cedar posts, window guards and tables. Ash stands, also executed by Lothar Freund, are of hand-forged Swedish iron, copper and bronze.

To introduce relief to the ranch house and cattle theme, a small amount of Indian motif is utilized. Floor pattern, in mahogany, black and white rubber, is a Blackfeet Indian design. Lounge section drapes, with stripes of brown, green and beige, are reminiscent of Indian design, as are coffee shop and passageway curtains in red, brown and beige stripes.

Furniture is oak, finished in the same weathered gray as the side walls. Half of the lounge chairs, and dining chairs, banquette seats and coffee shop stools, are upholstered in "Pinto" leather, simulating the configuration of a pinto horse. Remaining lounge chairs are in dark red leather.

Dining table tops are of oak planking stained gray. The lunch counter is of rift sawn oak realwood Formica, with the counter nosing and step angles of forged monel metal.

The ceiling, instead of curving at the sides as in most cars, is shaped like a ranch house roof and painted bright yellow to give a warm, cheerful effect to light reflecting from it.



Enjoying a meal in western surroundings of the ranch car. Pinto leather, livestock brands, branding irons, paneled sides and wood beams, and the large two section mural, tell of the ranch country along the train's route.

DINING CAR

Providing a striking and tasteful note of contrast to the decor of the coffee shop-lounge is the quiet dignity of the dining car, immediately adjacent to "The Ranch".

Together, the two cars offer varied dining accommodations for 62 persons, with the diner seating 36. There are 24 at tables for four and 12 at tables for two.

Famously-good Great Northern food is prepared in a gleaming stainless steel kitchen, incorporating such features as a propane gas range and broiler, deep freeze unit for serving out-of-season foods, automatic dish washer, automatic gas toaster and electric garbage disposal unit.

DECOR: Color scheme of the diner is almost entirely in soft pastels, with the drapery pattern carrying the one dramatic note in the design.

The ceiling of the car is painted a pale green. Frieze panels and pier panels between windows are a light beige, the wainscot a silver gray.

Bulk heads at ends of the dining section are quilted leather panels in tannish tone matching side wall color.

Rich carpeting in the diner is green, reflected in a much lighter value on the ceiling. Completing the split complementary scheme, chairs are upholstered in rose super needle-point.

Buffets designed especially for these cars are covered in American Elm Truwood Micarta, the first instance in which American Elm has been molded in a high pressure laminate.

Full width of panels between windows is covered by bright patterned drapes in grayed blue, chartreuse, off-white and dark rust, in gay contrast to the rather quiet interior design.

A distinctive decorative note in the diner gives artistic representation to four of the principal industries in Great Northern territory. At both ends of the dining room are dropped ceiling sections partially set off from the rest of the car by two wing panels of half-inch carved safety glass.

Theme of the designs, which were sandblasted into the glass, are wheat farming, apple raising, iron mining and lumbering. The four panels run from window sill height to ceiling.



In the dining car, end tables are separated from the others by carved glass partitions which reflect the chief industries and resources of the railway's territory. Meals of traditional Great Northern Railway excellence increase the pleasure of travelling on the Great Northern's premier train.

OBSERVATION-LOUNGE

Ten states and two Canadian provinces served by the Great Northern Railway are intimately linked in the exquisite color and decorative treatment of the observation-lounge.

Deep-cushioned settees and lounge chairs in this luxurious car provide seating for 24 persons, with table accommodations for an additional 12.

Soft drinks and spirituous liquors are available, subject to regulations applicable to the state through which the train is running at the time.

COLOR SCHEME: The mountains and evergreen forests of the Pacific Northwest inspired the color scheme in the observation-lounge. It is based on shades and tints of purple, turquoise and yellow with natural gray.

Upholstery is in needlepoint plush in mauve, woodtone and turquoise. Deep carpeting in rose beige covers the floor.

Card tables for two triangular settees and a corner settee are covered with American Elm Truwood Micarta, a laminate. Magazine racks are of American Elm with bases covered in Sandalwood Kalistron, a durable synthetic simulating leather.

Wainscoting through the observation-lounge section is covered in Red Birch Realwood Formica. This wood was molded in a high pressure laminate especially for these cars and marks the first time that red birch has been used this way.

The upper ceiling deck is painted light armor gray. The

lower deck, with indirect fluorescent trough lights around its perimeter, is in cream, as are the frieze panels.

DECORATIONS: Silhouettes and seals of 10 states and two Canadian provinces served by Great Northern provide striking decorative spots for the panels between windows in the observation-lounge.

The state and provincial silhouettes are in blue-green and the seals are in full colors of each authentic state or provincial seal. The decorations are partially silk screed printed and partially hand painted on Gold Kalistron covering the panels.

States and provinces represented are Illinois, Minnesota, Wisconsin, North and South Dakota, Montana, Idaho, Washington, Oregon, California, Manitoba and British Columbia.

The gold pier panels are flanked by drapes in a solid blue-green with a gold thread.

Partially separating the lounge and observation sections is a full height partition of half-inch safety glass, artistically "carved" with the sandblasted images of the official flowers of the same states and provinces.

Mounted on the Gold Kalistron which covers the bulkhead at the forward end of the car is a decorative map of the Great Northern system. Especially designed for the railway, the map was first silk screen printed and then molded in plastic, in shades of brown, light and dark blue-green and beige, with red orange for the route of the railway.



The observation end of the observation-lounge car gives its passengers a panoramic view of the passing countryside and mountains, as they relax with a good book, or with drinks served by an attentive steward. The high windows of the observation car give a distinctive look.

DAY-NITE COACHES

Chaise-lounge sleeping comfort, undreamed of in coach travel a decade ago, will delight overnight coach passengers.

Embodying day-nite features--which provide budget-minded travelers with many of the comforts and conveniences of first-class travel--are three 48-seat coaches in each train.

Seats have a degree of recline which permits a comfortable sleeping position. Contributing is an upholstered leg rest pulling out from the seat ahead.

Scientifically-designed foam rubber seats are generously spaced to give the passenger opportunity to stretch out, with the leg support taking the pressure off the back of the knee to assure complete resting comfort. Each seat has an individual light and ash tray.

Big, double-paned picture windows give every passenger an unrestricted view of scenic attractions along the route.

Toilet and lavatory facilities for women have been doubled, with two complete, identical lounges at the end of each day-nite coach and privacy afforded in two dressing rooms. A spacious lounge for men is at the other end of the car.

COLOR SCHEMES: A different and pleasing color combination was developed for each of the three day-nite coaches. One has light coral ceilings and light gray walls with the lower portion below the windows in gray-blue. Seats are tastefully upholstered in a durable blue fabric and the floor covering is of blue marbelle rubber with inlays of blue and gray in the aisle.

Another car has gray ceilings, green walls and beige coral below the windows, with roseberry colored seats. Floor covering is cream marbelle rubber with white and burgundy inlays.

The third car has ceilings of light green, walls of dark green

and gray-green below the windows. Seats also are green and floor covering is a beige marbelle rubber with white and burgundy inlays.

DECORATIONS: Exquisite oil painting reproductions of eight outstanding vacation attractions in Great Northern territory furnish the decorative highlight of the day-nite coaches.

The paintings, mounted on both ends of each car are based on original color photography of Waterton Lake in Canada's Waterton Lakes National Park; Two Medicine Lake in Glacier National Park; Columbia River Gorge in Washington and Oregon; Mount Shuksan and Heather Meadows in Washington's Mount Baker National Forest; Lion's Gate Bridge and Stanley Park in Vancouver, BC; Bay Bridge and Skyline, San Francisco; Lake Washington in Seattle; and Mount Hood in Oregon's Mount Hood National Forest.

60-SEAT COACHES

For short distance travel between intermediate points there is one 60-seat coach in each of the five EMPIRE BUILDERS. These coaches have most of the features of the day-nite coaches. Seats are equipped with foot rests.

COLOR SCHEME: Color combinations were designed to harmonize with those in the day-nite coaches. Walls and seats are a soft green and the ceiling is cream. As a complementary note, window drapes have dark rust, tan and beige horizontal stripes.

DECORATIONS: Mounted on the four end bulkheads are striking stainless steel etchings reproduced from pen and ink drawings of Great Northern trains and motive power--steam, electric and diesel-electric.



Short or intermediate distance passengers travel in the 60-seat coach at the front of the train. Seats all have reclining backs and individual foot rests.



Longer distance coach passengers travel with more space in the 48-seat Day-Nite coaches. Chaise lounge seats are equipped with combination adjustable leg and foot rests.

SLEEPING CARS

Great Northern's desire to cater to the widest possible range of individual tastes and preferences in sleeping accommodations is notably reflected in the design of these cars. Sleeping car passengers have a choice of lower or upper berths, duplex roomettes, roomettes, bedrooms, compartments or drawing rooms (double bedroom-compartment en-suite).

Incorporated in the six beautiful sleeping cars on each streamliner are the latest developments in engineering in behalf of convenience and comfort without parallel.

Each bedroom and compartment has a closed-off annex housing private toilet facilities. Single-occupancy duplex-roomettes and roomettes have enclosed facilities within the room.

Bedrooms have aisle-side wardrobes for clothes, and all accommodations have generous luggage space.

In every room there is ice water on tap, in addition to the usual hot and cold water, and electric razor outlets.

Each passenger can "make" his own temperature, for all

rooms are individually heated and cooled through conveniently-located thermostatic controls. There are switches for overhead, mirror, reading and night lights, and fan, and a button for calling the porter.

Operation of the sleeping cars has been assigned to The Pullman Company, whose thoroughly trained conductors and porters serve in these cars.

DECOR: A wide variety of restful but eye-appealing color combinations is used from car to car and from accommodation to accommodation.

Rich carpeting throughout the cars is in gray, green and rust, with fabrics of these same colors used in varying combinations in seat, lounge and chair upholstery.

Ceilings in all cars are in ivory cream, and the car walls are in light green, medium blue, medium apricot, light gray and medium tan.

Soft, easy-on-the eyes fluorescent lighting helps to heighten the effectiveness of these various color schemes.

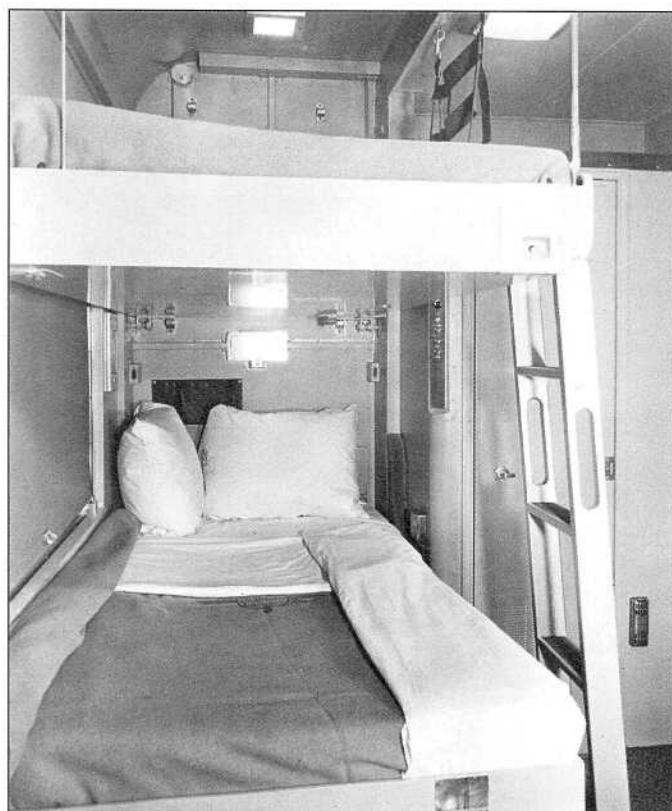


left above: Double bedroom of the Empire Builder is commodious for two, and even more so for one passenger. There are wardrobes at aisle side, and toilet and lavatory facilities. The room's heat, ventilation and lights are controlled by the passenger through convenient switches.

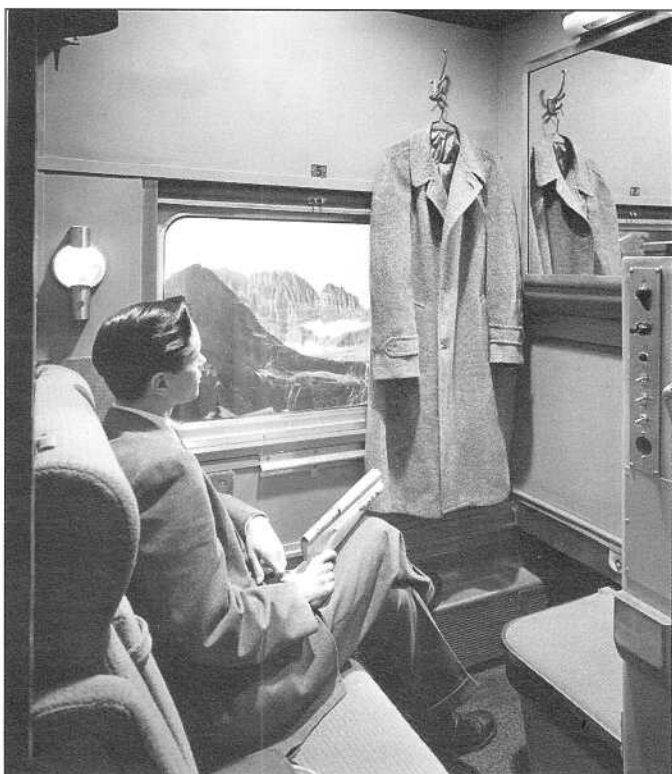
directly above: The double bedroom here is shown made up for a night of good sleeping. Every detail of the space design is the result of careful study to ensure the absolute maximum of comfort convenience and safety for the GN passenger.



left: A roomette, for one occupant, is larger than a duplex roomette. Toilet and lavatory are enclosed. Switches govern ventilation, heat and lighting according to the travel's desires. By night the comfortable bed, and the private door, combine to create a very cozy and individual room.



above: A sleeping compartment, larger than a bedroom, is designed for two passengers. The door leads to toilet and lavatory facilities in the annex. At above right, the compartment is shown with its two single beds made up by the attendant. The upper and lower beds are aligned lengthwise within the car, and the exit door to the aisle of the car is out of view to the right of the picture.



The duplex roomette is a popular accommodation for occupancy by one person. The aisle door can be closed at will for privacy. There is an enclosed toilet and wash basin, and the usual heat, light and ventilation controls are positioned at all times within comfortable reach.



By day, an open section in the sleeping cars has two full seats for its two occupants. At night this space is transformed into a lower and an upper berth. The upper berth is let down from the angle of the upper wall and ceiling by the attendant. Curtains are closed and fastened for privacy.

FOOD AND BEVERAGE SERVICE

The good food tradition that has long added to the pleasure of travel on Great Northern continues to live on the new EMPIRE BUILDER.

Table d'hote meals and a variety of a la carte selections are served in the dining car and in the coffee shop section of "The Ranch"--tastefully prepared in the fully-equipped and glistening stainless steel kitchens of both. Between-meal snacks also are available in the Ranch Car.

Beverage service is provided only in "The Ranch" and in the observation-lounge car at the rear of the train. Dispensing of spirituous liquors is subject, of course, to regulations of the state through which the train is passing.

RADIO AND PUBLIC ADDRESS SYSTEM

Adding to passenger pleasure and convenience on the EMPIRE BUILDER is the latest type of radio installation.

From a master radio set, programs can be channeled to coaches, coffee shop-lounge, diner and observation lounge, where multiple speakers produce a uniform sound level over the car. An auxiliary unit for reproduction of wire-recorded music permits increased selection of entertainment.

This same installation, by the flick of a switch, becomes a public address system for use by the conductor, train passenger representative and dining car steward in broadcasting announcements of interest to passengers.

THE TRAIN'S BRIGHT EXTERIOR COLORING

Great Northern's distinctive color scheme, dominated by alternating bands of olive green and dark orange, fashions the bright exterior dress of the EMPIRE BUILDER.

Narrow stripes of imitation gold separate the broad areas of green and orange, and along the bottom of each car side there is a stripe of silver.

This brilliant color combination assures visibility at great distances and is thus an additional safety factor. The same hues are used on exteriors of all of the railway's diesel-electric locomotives and increasingly on other equipment.

Lettering and numbering on cars is in imitation gold "Scotchlite," a light-reflective material which appears illuminated when automobile or other lights shine upon it at night.

MECHANICAL AND SAFETY FEATURES

Safety and comfort of passengers were of paramount consideration in every phase of design and construction of the new EMPIRE BUILDER, which embodies latest engineering research.

1. Cars are of welded girder type construction, with structural members--underframes, sides, ends and roofs--fabricated of high strength alloy steel throughout. This type of car has been subjected to an 800,000 pound squeeze test by the builders to prove the safety of the design.

2. Cars couplers provide maximum safety and contribute to the riding comfort of passengers by eliminating between-car slack which causes jolts in starting or stopping.

3. Smooth and fast stops are possible thanks to the innovation of graduated electro-pneumatic air braking, in which electric impulses aid the deft hand of the diesel engineer in providing maximum efficient braking at each speed range.

4. Double-pane, shatterproof window glass, both heat and glare resistant, is used to assure insulation against window frosting and steaming and outside noises and dirt. Cars are thoroughly insulated to control temperature and reduce exterior noises.

5. Complete air conditioning adds to passenger comfort in all seasons of the year. The latest electro-mechanical type of air conditioning system with thermostatic control is used.

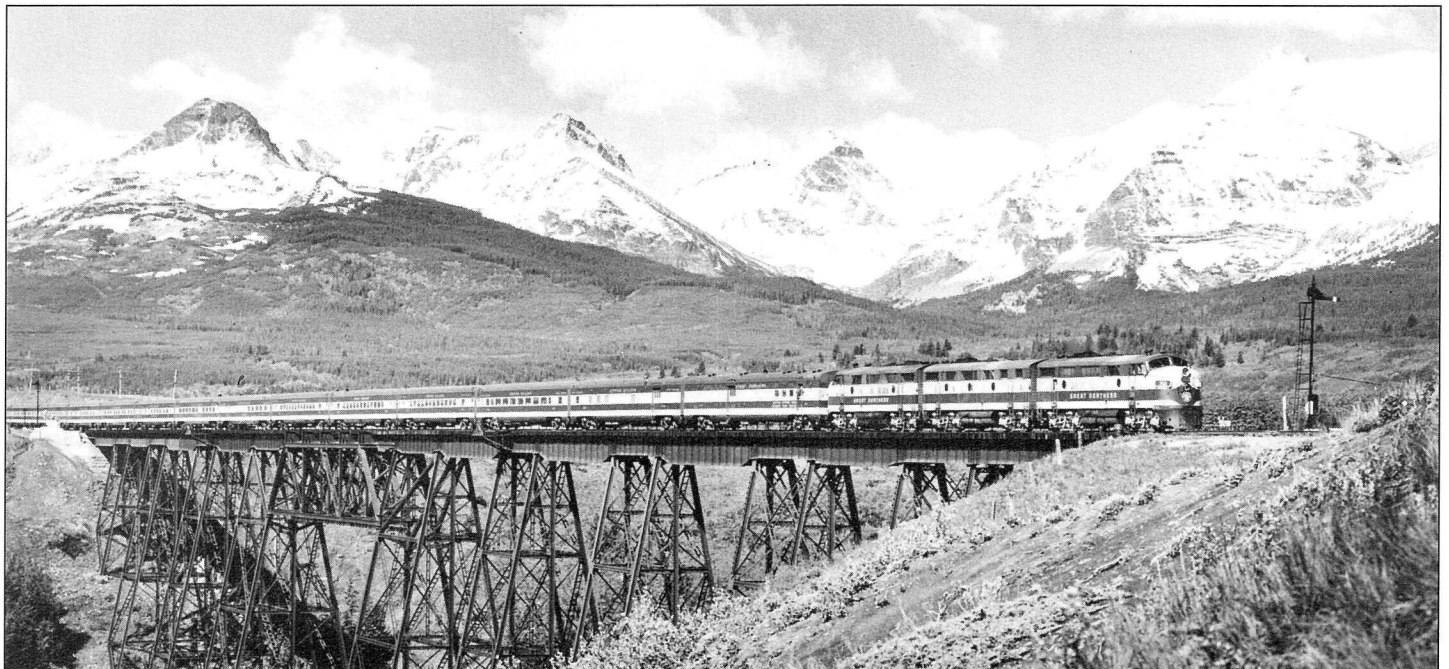
6. Auxiliary diesel-drive electric generators for lighting and air conditioning, operating independently of train motion, are on alternate cars.

7. Trains are equipped with the latest type of zone control steam heat, thermostatically governed. Radiant pane heating at the windows eliminates possible drafts during extremely cold weather. Floors also are heated and overhead heating is provided to operate in conjunction with the air conditioning system. All rooms in sleeping cars are individually heated and cooled through conveniently located thermostatic controls.

8. New "feather touch" vestibule doors are electro-pneumatically operated and can be opened easily.

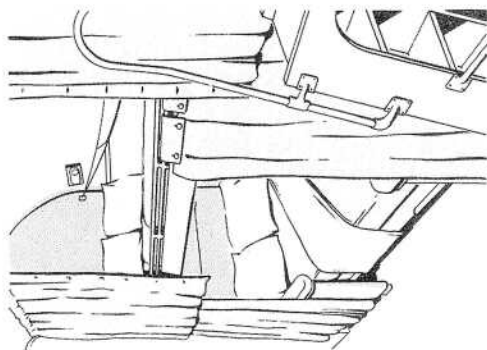
9. As an additional safety feature, the end car is equipped with a powerful oscillating red light, visible at a considerable distance irrespective of weather. This light is automatically goes on below a certain speed. The locomotive has an oscillating light.

10. Car trucks are of the four wheel, cast steel, all coil type with roller bearings and vertical shock absorbers.

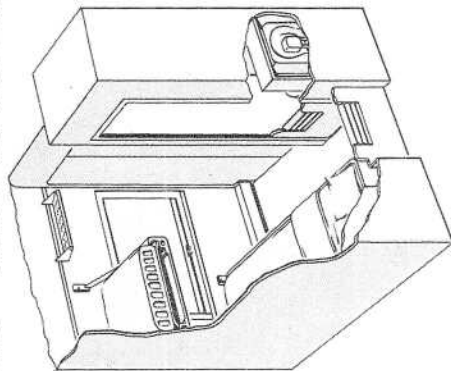


With views like this, is any more reason necessary to persuade travelers to ride the "BUILDER"?

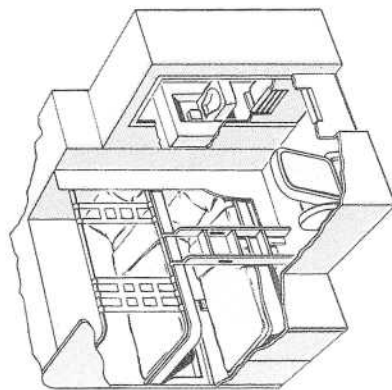
BUILT FOR HOMELIKE SLEEP - RESTFUL... PRIVATE... SECURE



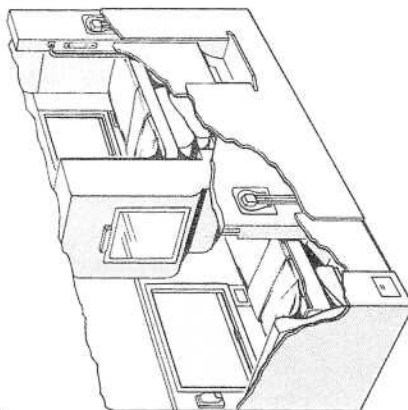
Upper and Lower Berths: Each berth, like the beds in other Pullman rooms, invites sleep with "No Sag" springs and latex foam rubber mattresses. Both upper and lower berths have windows, reading lights, hangers, a shelf for sundries. Zipper curtains enclose section.



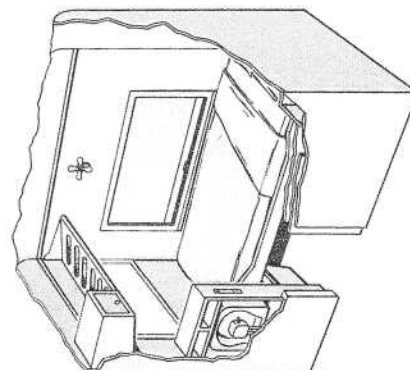
Bedrooms: Porter makes up daytime sofa to form a long, roomy bed. For more than one occupant large upper berth, with safety stairs, is adjusted. Individual reading lights in each space. As in all rooms, set thermostat to temperature you prefer.



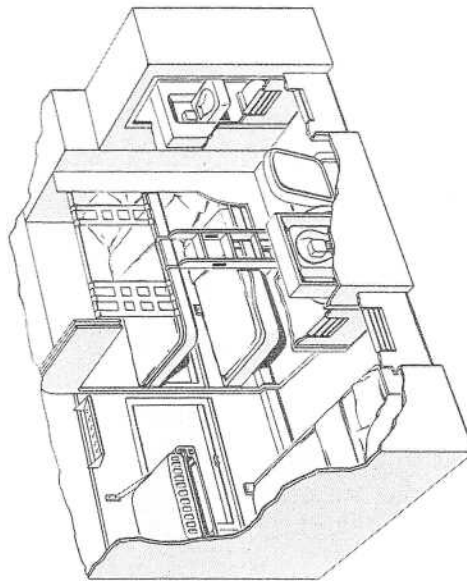
Compartment: Provides full-size lower bed and upper berth. Here, and in other rooms, porter is glad to make up berth at any time if one occupant wishes to nap or retire while other reads or writes. Ample room for separate activities and dressing.



Duplex Roomettes: In aisle-level rooms simply slide bed over the seat. In elevated rooms pull down wall bed. Each bed is pre-made, ready for naps or night use. These and all other rooms described have private washbasin, toilet, and dressing facilities.



Roomettes: Wall handle lowers pre-made bed for sleeping. Upon rising, release safety catch; balanced springs easily tilt bed into wall. When adjusting bed—also in duplex roomettes—close roomette with zipper curtain. For complete privacy, shut and lock sliding door.



Drawing Rooms: Friendly suites by day, separate bedrooms at night, for families traveling together. Porter closes steel sliding wall to form two rooms, each with lower bed and upper berth. Each room contains washstand, toilet, complete dressing facilities.

Passenger information brochure showing cross sections of the various types of sleeping accommodations on the Mid-Century Empire Builder.