

Now we'd like to tell you about another side of the Empire Builder—its great convenience. There is connecting service on the West Coast to Vancouver, Tacoma, Portland, San Francisco/Oakland, Los Angeles and San Diego. From Chicago, connections are available to Detroit, St. Louis and New Orleans and to New York, Philadelphia, Baltimore, Washington, Pittsburgh and other major eastern cities.

To sum up, the Empire Builder is a delightful way to travel across the great American Northland and view it close up, the way it should be seen. But it's not the only way—Amtrak has another splendid scenic route from Seattle to Chicago. It's our North Coast Hiawatha, which has a different schedule and route than the Empire Builder. For instance, leaving Seattle, the North Coast Hiawatha follows a more southerly route and stops in Butte, Livingston—gateway to Yellowstone Park—and Billings. The schedule and route of the North Coast Hiawatha may also suit your future travel plans. See your travel agent or Amtrak ticket agent for details. Reservations? Information? Both are easy to get. Amtrak has a nationwide intercity reservations network—just call one of these numbers for reservations or information.

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...please remember all 800-numbers (in some areas 1-800) are toll-free, long-distance numbers. Consult the local telephone directory for the proper way to place toll-free calls.

British Columbia, Can.	(604) 682-5552
Idaho	800-421-8320
Illinois (except Chicago)	800-972-9147
Chicago	(312) 786-1333
Minnesota	800-621-0317
Montana	800-421-8320
North Dakota	800-421-8320
Washington	800-421-8320
Wisconsin	800-621-0353

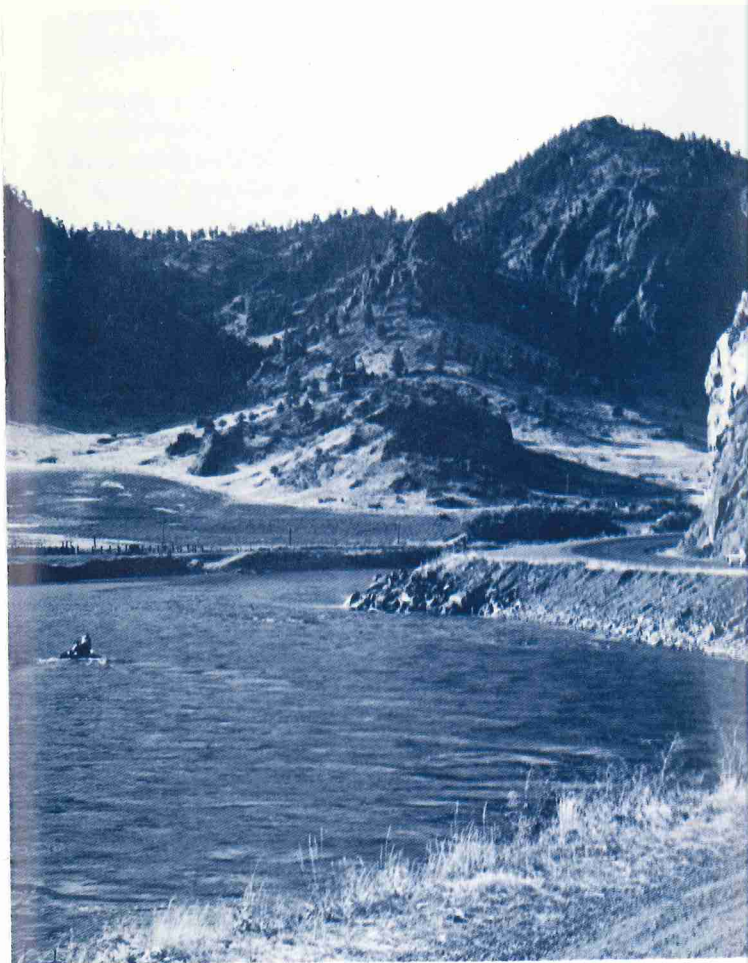
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Thank you for taking this trip on Amtrak's Empire Builder. We hope you found it interesting and informative, and that you will be traveling Amtrak soon again. It's always nice to have you with us.

Welcome aboard Amtrak's

EMPIRE BUILDER

You are about to explore
the scenic splendor
of America's great Northwest.



Nice to have you with us.

The Empire Builder provides daily train service between Chicago, which was settled in 1779, and Seattle, with its remarkable 20th Century Space Needle. The train is named for James J. Hill, who helped establish the Great Northern Railway, of which this route was once a part. When he was a boy, Hill was blinded in one eye and forced to give up his dream of becoming a doctor. He went to work as a clerk at the age of 14. At 28, he became a railroad agent, starting the career that would print his name forever in the pages of history. Hill's railroad acquisitions opened up more and more of America's Northwest, earning him the nickname, the "Empire Builder."

Along the route of the Empire Builder, you will pass through country vast enough to hold man's largest single structure, Grand Coulee Dam, and through some of the most magnificent natural parkland in the world. The windows in the coaches and Dome Lounge offer eye-level panoramic views that cannot be matched by any other mode of travel, anywhere.

All passengers can use our beautiful Dome coaches and Lounge Car at no extra charge. Meals can be enjoyed in the pleasant atmosphere of our attractive dining car, which features a moderately priced menu and a wide selection of beverages, including cocktails, wines and cordials.

Now let us tell you about the colorful cities, famous landmarks and majestic landscapes on the Empire Builder route.

We'll start with Seattle, but if you're traveling West, just begin at Chicago and read in reverse.



Cover: The fishing is great on the Missouri River in Montana

SEATTLE, WASH. (Population 530,831 — Elevation 13 ft.) is the gateway to Alaska and the nearest American port to the Orient. The city is built on 9 hills, boasts a fresh-water lake, the salt-water Puget Sound, and has mountains on three sides. Seattle was pioneered by five families who named the town for Sealth, an Indian chief who befriended them. Its settlement owed much to the "Mercer Girls," who were recruited as wives for the predominantly male settlement. The Klondike gold rush and two world wars boomed Seattle tremendously. Today it is both a popular vacation area and an important industrial area.

Seattle has much to offer besides scenic beauty: Seattle Center, a 74-acre legacy from the 1962 Century 21 World's Fair, the Seattle Art Museum, the Frye Art Museum, the Henry Art Gallery, the Burke Memorial Museum, the Museum of History and Industry, and the Pacific Science Center. The Seattle Symphony Orchestra is highly regarded as are the Seattle Opera and the Seattle Repertory. The new Seattle-King County Dome Stadium which opened in April, 1976, is adjacent to the Amtrak station.

In August, Seafair is climaxed by hydroplane racing on Lake Washington. Seattle is the home of the University of Washington, Seattle University and Seattle Pacific College.

There are Amtrak connections from here north to Vancouver, and south to Portland, San Francisco, Los Angeles, and San Diego.

EAST AUBURN, WASH. (Pop. 21,817 — El. 80 ft.) is almost equidistant from Seattle and Tacoma in the fertile White River Valley between the Cascades and Puget Sound. This location made it one of the earliest of the important rail centers.



Seattle's lofty Space Needle

In 1887, the town was named in honor of Lieutenant W. A. Slaughter, who was killed near the townsite during the Indian Wars. In later years this name became an embarrassment, particularly since the town's sole hotel was known as the "Slaughter House." In 1893, the name was changed to Auburn from Oliver Goldsmith's opening line in *The Deserted Village*, "Sweet Auburn, loveliest village of the plain..." Amtrak offers westbound connections at East Auburn for Tacoma, Portland, San Francisco, Los Angeles, and San Diego.

After leaving East Auburn, the train begins a long climb up the densely forested west side of the Cascades which affords many fine mountain views. In clear weather, you may even spot a deer or two. At Stampede Tunnel (El. 2,852 ft.) you cross the summit of the Cascades. Later, the train winds along the Yakima River.

ELLENSBURG, WASH. (Pop. 13,568—El. 1,572 ft.), first called "Robber's Roost," is a center for dude ranches and the scene of one of the country's best annual rodeos. Ginkgo Petrified Forest State Park, one of the world's largest parks, contains the only known petrified species of ginkgo, sacred tree of the Orient. Central Washington College is located in Ellensburg. First settled in 1867, Ellensburg is a dairy farming, agricultural, gold mining and coal mining center. Beyond Ellensburg, the train passes through the spectacular, winding Yakima River canyon for many miles.

YAKIMA, WASH. (Pop. 45,588—El. 1,067 ft.), which in Indian means "Black Bear," was named for the Yakima Indian Nation whose reservation lies to the south. The many orchards around Yakima have earned it the nickname, "Fruit Bowl of the Nation." With 300 days of sunshine a year, Yakima is understandably a tourist



Drinks are served in the lounge



haven. The Washington State Open Horse Show, held the last weekend in May, is one of the largest of its kind in the country. Except during winter, old-time trolley cars still operate over 21 miles of track around Yakima on weekends.

PASCO, WASH. (Pop. 13,920—El. 379 ft.), once the code name for the Pacific Steamship Company, is still a rail, highway and waterway crossroads. Just south of Pasco, the Snake and Columbia rivers are joined. These rivers have been dammed to form a series of vast lakes extending from Bonneville Dam, near Portland, Oregon, to Lewiston, Idaho. Much of the electric power for the Pacific Northwest is generated at these dams. The Columbia River, called "Mother of Rivers," is second only to the Mississippi in volume of flow. The 1,038-mile Snake River is the Columbia's largest tributary. Northwest of Pasco are the Hanford works of the U.S. Atomic Energy Commission.

SPOKANE, WASH. (Pop. 170,516—El. 1,922 ft.), from the Indian term meaning "Children of the Sun," began as a saw mill powered by Spokane Falls. Railroading was responsible for much of the city's early growth. Even today, it is one of the largest rail centers west of Omaha. Spokane calls itself the capital of the "Inland Empire," a rich agricultural, lumbering and mining region, largely in Washington and northern Idaho between the Cascade and Rocky Mountains. The many massive dams in the "Inland Empire" generate one-third of the nation's hydroelectric power. The city is encircled by a scenic 128-mile loop drive; its business district is divided from the north side residential area by the Spokane River. The river produces a series of waterfalls of rare beauty. Spokane is the home of Whitworth College and Gonzaga University, and was the site of Expo '74, the 1974 World's Fair.

SANDPOINT, IDAHO (Pop. 4,144—El. 2,092 ft.) The train crosses an arm of Lake Pend Oreille on a trestle

ing peaks, hundreds of lakes, streams, forests, alpine meadows, and 60 living glaciers. While in the Park, the Empire Builder crosses Stevens Pass, lowest crossing of the Continental Divide north of New Mexico. In the summer, the Empire Builder also stops at East Glacier, Montana.

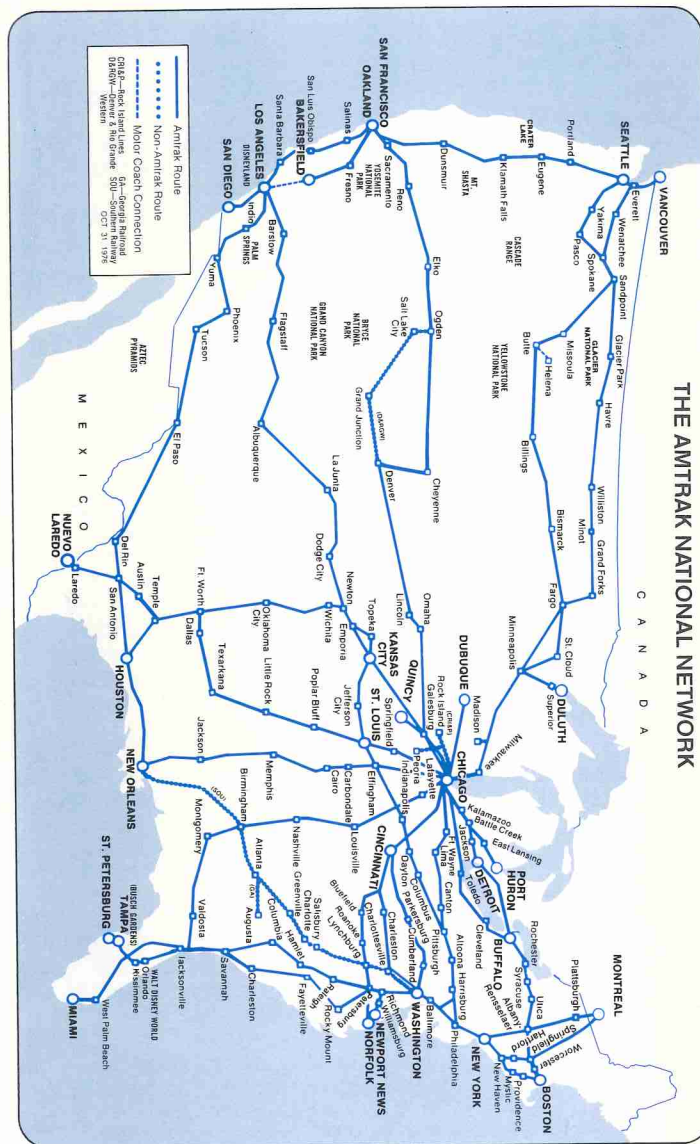
CUT BANK, MONT. (Pop. 4,004—El. 3,751 ft.), often mentioned as reporting the day's coldest temperature in winter, is the center of rich oil and gas fields, sources of natural gas for Helena, Butte, and neighboring cities. The Meriwether Lewis Monument is located nearby. East of Cut Bank, the train starts to cruise across the wide plains.

SHELBY, MONT. (Pop. 3,111—El. 3,286 ft.) is right in the heart of Montana's oil-rich area with immense oil fields to the north, south and west. On July 4, 1923, the World's Championship Fight between Jack Dempsey and Tommy Gibbons was held here.

(continued on other side)



The grandeur of Glacier National Park



HAVRE, MONT. (Pop. 10,558—El. 2,491 ft.), home of Northern Montana University, is a typical Western town and distribution point for wheat, cattle and sheep. An impressive Great Northern steam locomotive is on display at the station.

Just east of Havre, the route of our train parallels the Milk River, named by Meriwether Lewis in 1805 for the glacial cloudiness of its waters. From its source in the Lewis Range, Rocky Mountains, the Milk River flows 625 miles to the Missouri River.

MALTA, MONT. (Pop. 2,195—El. 2,250 ft.) was once the center of a great cattle empire. Charles Russell, famed western artist, painted many of his pictures in and near this town. Northeast of Malta is a hot springs recreation center.

The Bowden National Wildlife Refuge is on the north side of the train and, in season, Canadian geese can be seen.

GLASGOW, MONT. (Pop. 4,700—El. 2,095 ft.) is located on the Milk River in the center of a large farming area. Much of the city's growth is due to its proximity to the Milk River Irrigation Project and Fort Peck Dam. Fort Peck Game Refuge covers the surrounding area.

The Glasgow region is one of the richest known deposits of cretaceous-age fossils. The Fort Peck Museum delineates the geology, paleontology and history of this area. Nearly 300 species of dinosaur bones and other fossils are on display.

From Glasgow to Williston our route parallels the Missouri River. The wide Missouri, with its source at the confluence of the Jefferson, Madison and Gallatin Rivers in western Montana, carves its way through seven large states on its way to the Mississippi River near St. Louis. The Missouri drains a basin of 529,350 square miles on its 2,714 mile journey.

WOLF POINT, MONT. (Pop. 3,095—El. 2,000 ft.) borders Fort Peck Indian Reservation where Chief Sitting Bull lived. Its Wild Horse Stampede, held the second week in July, is one of the nation's best and oldest rodeos.

WILLISTON, N.D. (Pop. 11,280—El. 1,860 ft.) is an oil town and market center for grain. Near Old Fort Buford, where Chief Sitting Bull surrendered, is the Old Fort Union, once the most important fur trading post in the West.

Set your watch one hour ahead at Williston for the time change between Central and Mountain Zones. (Going west, one hour back.)

On the way to **MINOT, N.D.** (Pop. 32,290—El. 1,590 ft.), your train crosses the Gassman Coulee on a huge steel trestle. Minot, in the Souris River Valley, was named for Henry D. Minot, pioneer railroad man. Agriculture and livestock are the main source of revenue.

Traveling east, our route crosses the Souris River which periodically floods the town of Minot. The Souris rises in southeastern Saskatchewan and flows for 435 miles southeast into North Dakota, past Minot and then north into Manitoba to join the Assiniboine River.

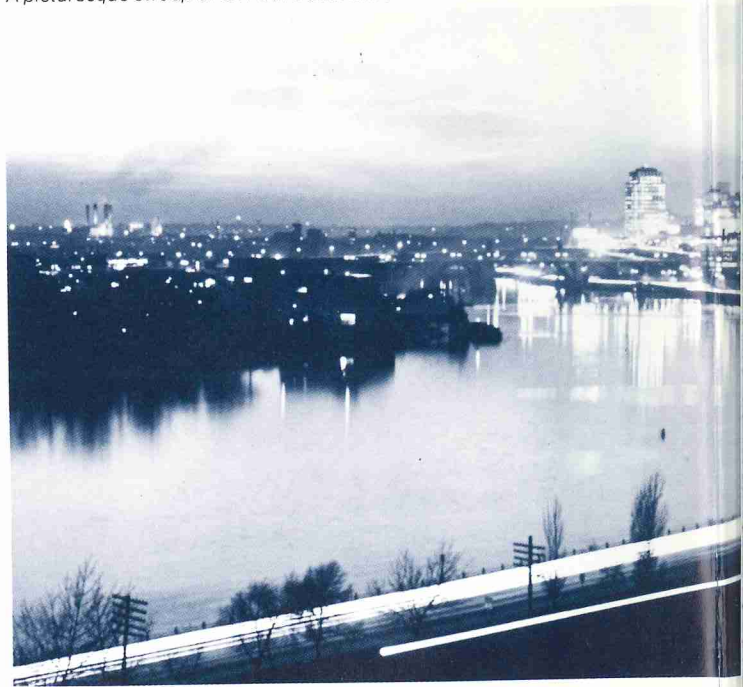
The opening of the Federal Land Office in 1883 sparked the growth of **DEVILS LAKE, N.D.** (Pop. 7,078—El. 1,465 ft.). One year later, the town was virtually destroyed by fire. Today, Devils Lake claims the best goose and duck hunting in the North. The city is located on the former shore of Devils Lake, a remnant of glacial sea that was once the second largest salt-water lake in the country.

GRAND FORKS, N.D. (Pop. 39,008—El. 838 ft.) stands at the point where the Red River of the North and Red Lake River form a fork. It is the home of the University of North Dakota and Wesley College. At Grand Forks, the train heads due south to Fargo.

FARGO, N.D. (Pop. 53,365—El. 905 ft.), largest city in North Dakota, was named for William G. Fargo of the Wells-Fargo Express Company. The town lies in the famed Red River Valley where waters dammed by the continental glacier to the north stood 200 feet deep more than 10,000 years ago. Fargo is an important livestock center and distribution point serving one-half million people.

The Red River of the North is crossed just west of Breckenridge. Its source is the confluence of the Bois de Sioux and Otter Tail Rivers and its outlet is Lake Win-

A picturesque sweep of St. Paul's shoreline



nipeg in Canada. Although the river is actually 545 miles long, it meanders so that its mouth is only 270 miles from its source, measured directly.

BRECKENRIDGE, MINN. (Pop. 4,200—El. 964 ft.) was named for John C. Breckenridge, Vice-President under James Buchanan. The town was nearly depopulated during the Civil War when all but three of its adult males enlisted in the Union Army and the three who remained were killed by Indians. Breckenridge is a leading marketing center for products from the fertile Red River Valley to the north, and the stop for Wahpeton, North Dakota.

MORRIS, MINN. (Pop. 5,366—El. 1,138 ft.) was founded as an Indian mission school. Today it is a shopping and marketing center. Morris is a hunter's mecca, famous for wild fowl, especially pheasants.

Once an important link in the westward march of James J. Hill, the "empire builder" and principal of the Great Northern Railway, **WILLMAR, MINN.** (Pop. 12,869—El. 1,131 ft.), settled in 1869, is still a busy rail center.

Just west of Minneapolis is Lake Minnetonka. A lovely, clear lake, Minnetonka measures ten by two-and-one-half miles and drains into the Mississippi. Here, the train also passes Lake Wayzata.

MINNEAPOLIS, MINN. (Pop. 434,400—El. 818 ft.) is also the station stop for its twin city **ST. PAUL, MINN.** (Pop. 309,828—El. 723 ft.) through which the train will pass. The social, educational, cultural and industrial

activity of the state revolves around the hub of the twin cities. Minneapolis began as a mill town in 1856 and grew into one of the largest grain centers in the world. Its name comes from the Sioux word "minne" for water and the Greek word "polis," meaning city. This lovely "water city" encircles 11 lakes and 152 parks. Its Minnehaha Falls were immortalized as the "laughing waters" of Longfellow's "Hiawatha."

St. Paul is Minnesota's capital and second largest city. The area was first called Pig's Eye in honor of its first resident, Pierre "Pig's Eye" Parrant. In 1841, a Father Gather built a chapel, dedicated it to St. Paul and persuaded the residents to adopt the more dignified name. The state capitol, designed by Cass Gilbert, has the largest unsupported marble dome in the world. The dome can be seen from the right side of the train.

From St. Paul to LaCrosse, Wisconsin, our route crosses and recrosses the Mississippi River, generally paralleling it. For many miles it is close enough to be seen from the train. Much of the river's course is bordered by palisades—lines of bold, primitive cliffs.

WINONA, MINN. (Pop. 26,438—El. 664 ft.) is set on the west bank of the Mississippi River at a point where the river is unusually wide and scenic. For many miles near Winona, the train is no more than a few yards from the river. Home of Winona State College and Wilkie Steamboat Museum.

LA CROSSE, WIS. (Pop. 51,153—El. 653 ft.) is located at the junction of the Black, La Crosse, and Mississippi rivers. A picturesque community, La Crosse preserves many unique local customs and celebrations. The city is a connecting point for the Mayo Clinic in Rochester, Minnesota, 64 miles to the west.

Some 85 miles east of La Crosse, you will pass through the Wisconsin Dells area, a dramatic stretch of the scenic Wisconsin River which is a popular tourist spot. For 15 miles the river has gouged extraordinary shapes in the cliffs that tower above it.

Bus connections are available from **COLUMBUS, WIS.** (Pop. 3,789—El. 850 ft.) to Madison, 25 miles southwest, the state capital and seat of the University of Wisconsin.

MILWAUKEE, WIS. (Pop. 717,372—El. 588 ft.) "Milwaukee" is derived from the Indian word "Millioke," meaning "good lands." The name fits this family-oriented city noted for its parks, parades, picturesque lakefront and progressive school system. Principal industries are auto bodies and parts, machinery, farm implements, meat packing, leather, and, of course, malt liquors.

Milwaukee is located at the confluence of the Milwaukee and Kinnikinnic rivers. It is in the center of Wisconsin's industrial area and is a convenient gateway to hundreds of picturesque lakes noted for fishing and water sports. Three glass domes in the Mitchell Park Horticultural Conservatory duplicate climate and plant life found throughout the world.

GLENVIEW, ILL. (Pop. 24,880—El. 639 ft.) is a growing suburban community conveniently located seventeen miles north of Chicago's Loop.



Chicago's striking skyline



Relaxing coach seating



Comfortable sleeping cars

CHICAGO, ILL. (Pop. 3,115,000—El. 595 ft.) The first Europeans known to have visited the site of Chicago were Joliett and Marquette, in 1673. Jean Baptiste Point du Sable, a black explorer and fur trader, built the first permanent cabin circa 1779. Carl Sandburg called Chicago "Hog Butcher for the World, Tool Maker, Stacker of Wheat, Player with Railroads and the Nation's Freight Handler."

Today, Chicago is a vital, bustling metropolis which offers cultural, social and educational activities and opportunities. An estimated 5.5 million tourists come to Chicago every year. An additional 2.2 million people are attracted annually to over 1,000 conventions, trade shows and expositions in the Convention Capital. At Chicago, Amtrak connections to points south, east and west are available from Union Station.

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