

*The
California
Zephyr*

Built by

THE BUDD COMPANY

CALIFORNIA ZEPHYR

THE BUDD COMPANY

PHILADELPHIA 32 PA

The number and variety of people who write to us asking for more information about the trains we build has always been most gratifying. And for some time we have been searching for an appropriate way to satisfy their interest.

We think we have found it in the story of the California Zephyr. For, while the California Zephyr is an unusually spectacular train, and the service it inaugurates is one of the important events in railroading, it is, we believe, a faithful reflection of The Budd Company and the plant and policies which created it.

A railroad passenger train is a very personal thing. While you are aboard it, it is your home, and it should provide you with the comforts and pleasantries which you associate with home. It should also provide the personal security, safety and privacy of your home. We consider the California Zephyr a good example of the thinking and resources that The Budd Company brings to building a railroad train which meets these requirements.

The Budd Company

The California Zephyrs
Built by
The Budd Company
for the
Burlington
Rio Grande
Western Pacific

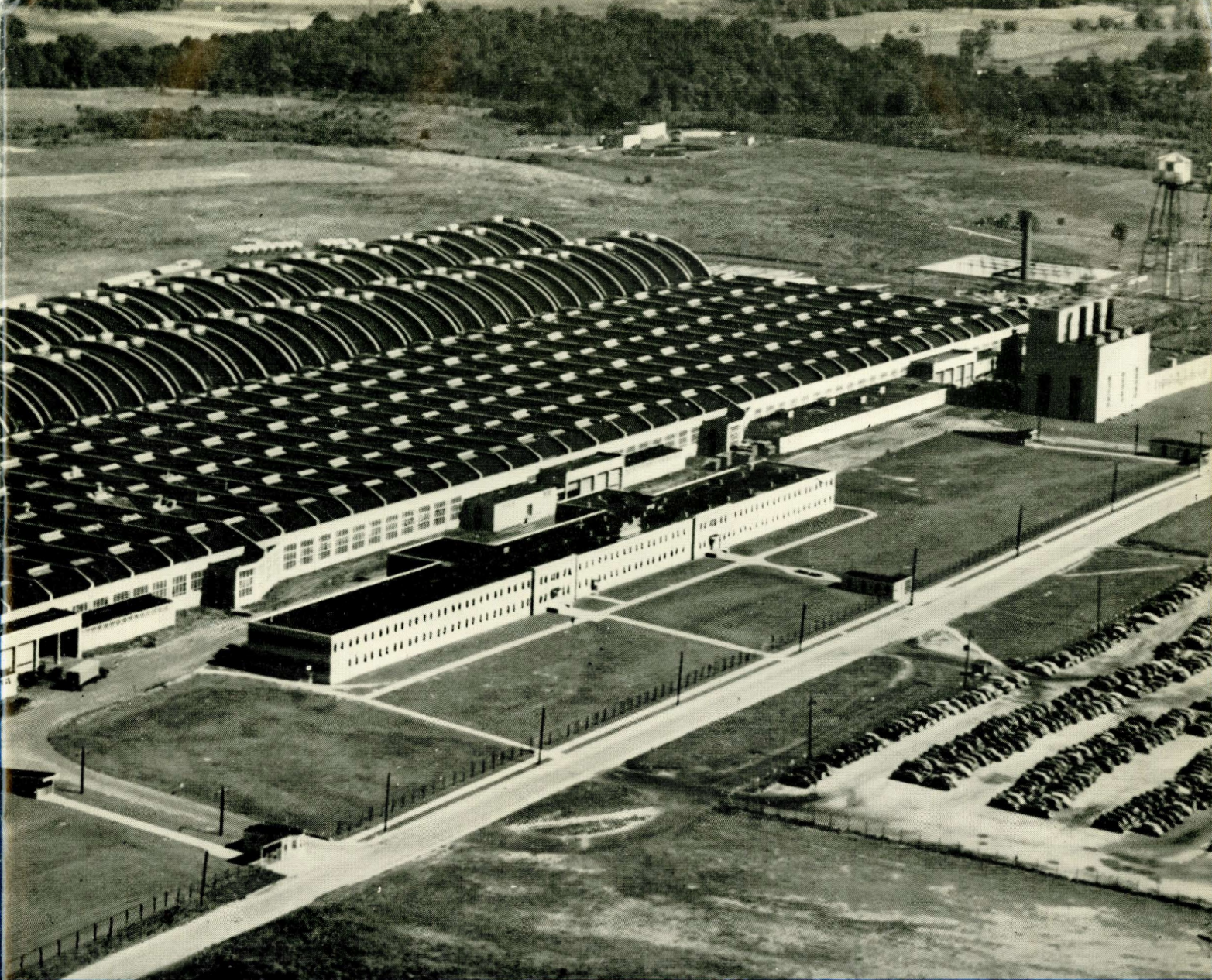
C A L I F O R N I A



Z E P H Y R



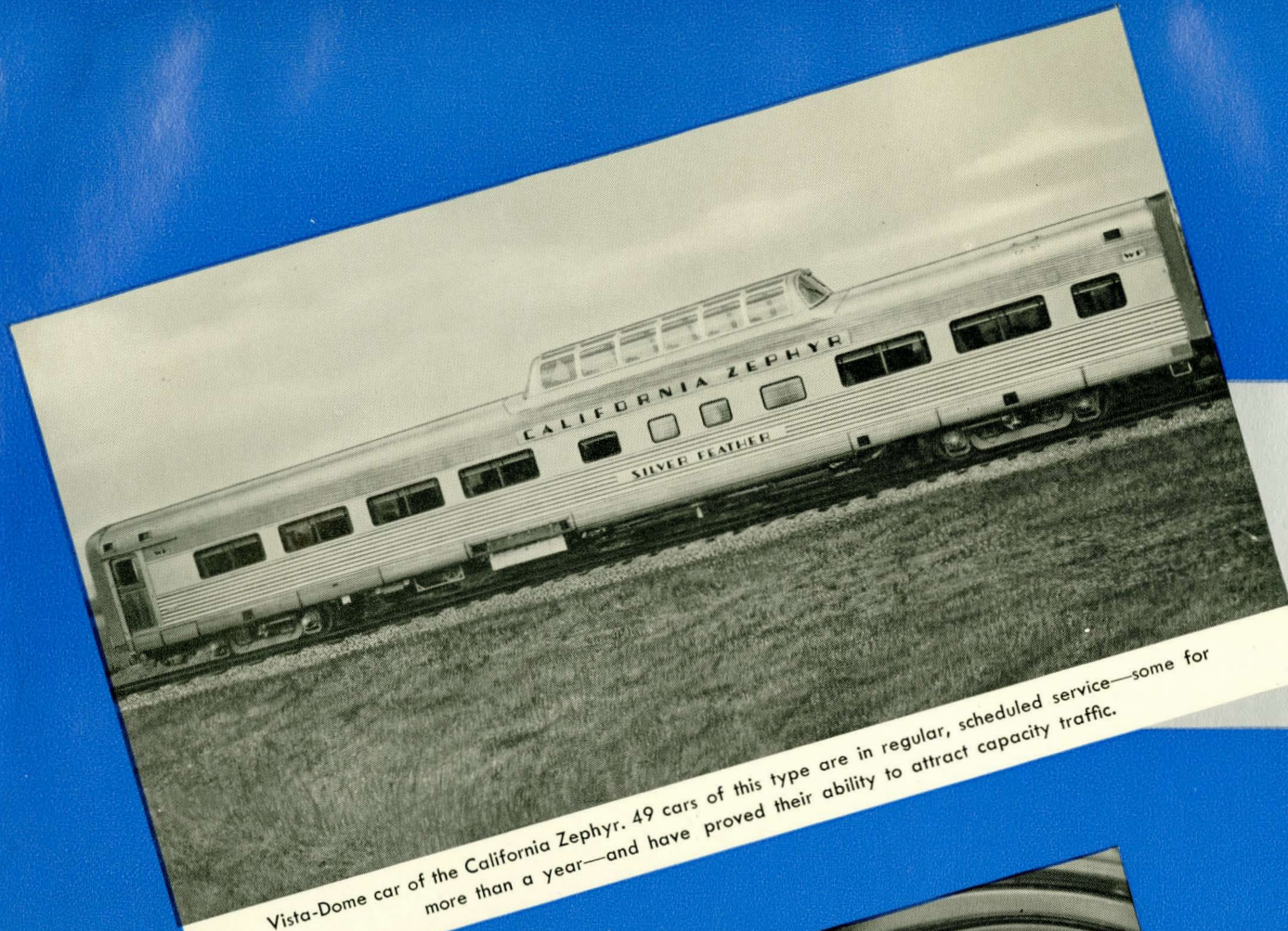
CALIFORNIA



Birthplace of the California Zephyrs

The 67 all-stainless steel cars of the six California Zephyrs were built in this plant—most modern in the world for the construction of railway cars. Approximately one third of the nation's new railway passenger cars (exclusive of railroad production) are being built here.

Z E P H Y R



Vista-Dome car of the California Zephyr. 49 cars of this type are in regular, scheduled service—some for more than a year—and have proved their ability to attract capacity traffic.



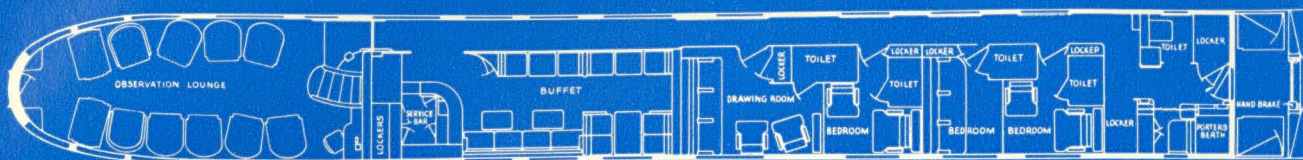
The Dome seats twenty-four passengers and is air-conditioned. First-riders are always amazed at the absence of sway and the quietness of the ride.

Vista-Domes for the California Zephyr's Wonderful Scenery

The route of the California Zephyr traverses some of the most spectacular scenery in the United States. And the trains are scheduled, both westbound and eastbound, to pass through its most magnificent parts in daylight.

The consist of each California Zephyr includes 5 Vista-Dome cars from which passengers may view Gore and Glenwood Canyons, the highest Colorado Rockies, the Sierras and the Feather River Canyon in California.

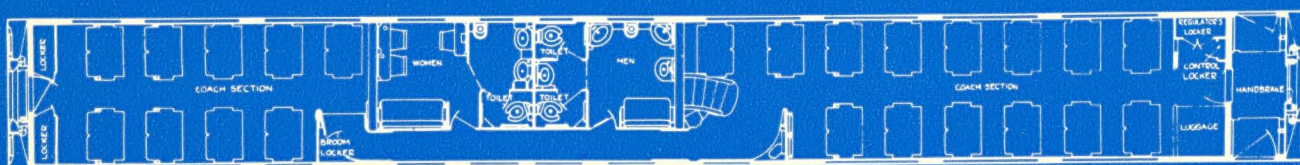
C A L I F O R N I A Z E P H Y R



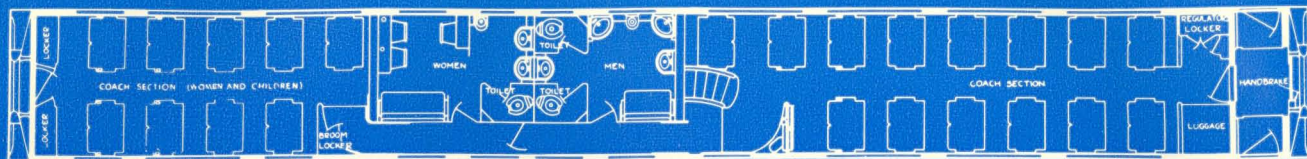
Dome-observation-buffet-bedroom car accommodates 56 passengers. In addition to a large, luxurious drawing room there are three double-bedrooms.

The Versatile Vista-Dome Car

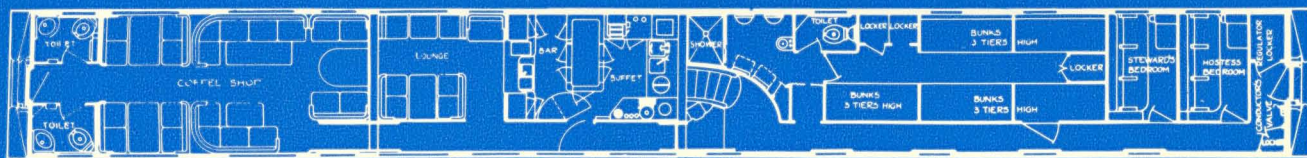
Of the five Vista-Dome cars in each California Zephyr, no two are alike. The available space is capable of wide variation to meet the many different requirements of these blue ribbon trains.



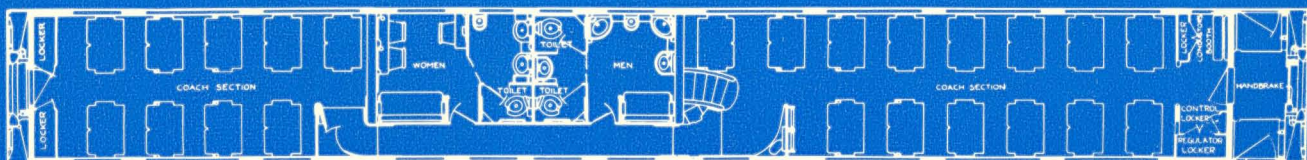
This Vista-Dome car seats twenty-four passengers in the dome and forty-six in the lower, main compartments. Spacious men's and women's lounges are located under the dome.



In this Vista-Dome car the forward "downstairs" section is separated from the rest of the car by a door and is reserved for women and children.



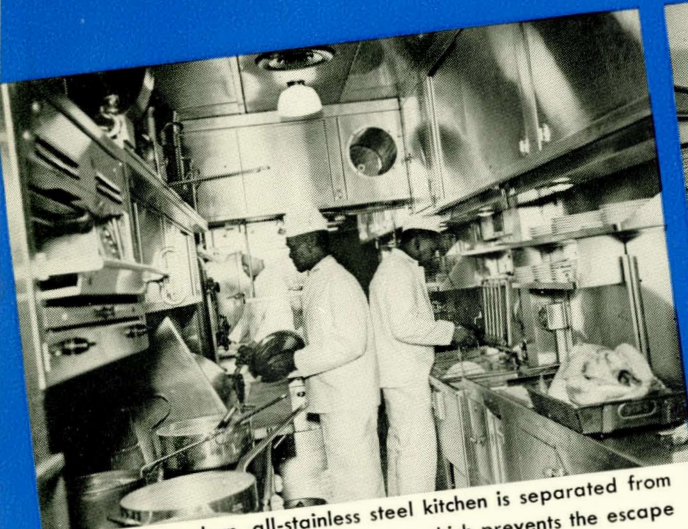
This Vista-Dome car contains a dormitory section for the crew with 15 berths and ample storage space. There are also rooms for the steward and the hostess.



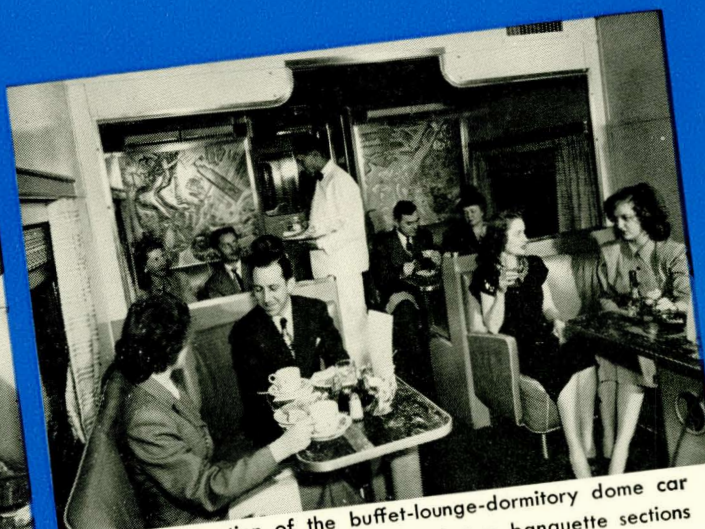
This Vista-Dome car provides "office space" for the conductor. All the dome coaches are equipped with seats having leg rests attached to the passenger's own chair which cushion the entire leg.



Interior of the California Zephyr diner in which forty-eight may be served simultaneously.



This ultra-modern, all-stainless steel kitchen is separated from the dining section by an air curtain which prevents the escape of cooking odors.



The buffet section of the buffet-lounge-dormitory dome car accommodates nineteen persons, with two banquette sections and three large coffee tables.



The buffet section of the dome-observation-bedroom-buffet car is located under the dome and accommodates twelve passengers with banquettes and cocktail tables.



The service bar of the dome-observation-bedroom-buffet car. It is located just forward of the stairway to the dome, has a rounded front and is backed by mirrored cabinets.

Choice of a Snack or a feast

Dining facilities on the California Zephyrs meet every requirement of appetite or pocketbook—and good taste extends beyond the excellent food to the beautiful surroundings in which it is served.

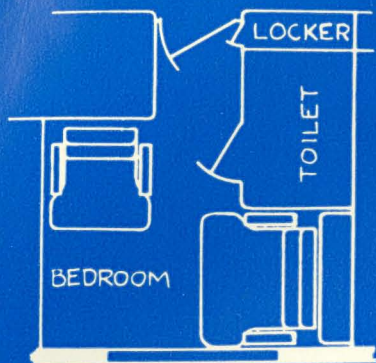
The diner accommodates 48 with an attractive seating arrangement which gives the effect of intimacy and informality.

In addition to the diner there are two cars with buffets, one accommodating twelve, the other nineteen. No small boy with that sudden and *irrepressible urge* need ever go hungry or thirsty on the California Zephyr.

C A L I F O R N I A Z E P H Y R

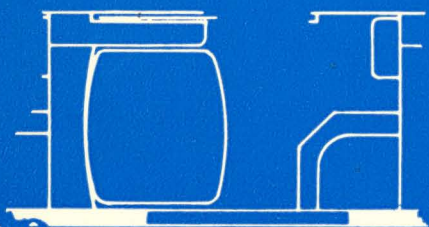


ZEPHYR



There are two types of Budd-designed double-bedrooms, one with berths lengthwise of the car, the other, crosswise. Each is distinguished by many welcome improve-

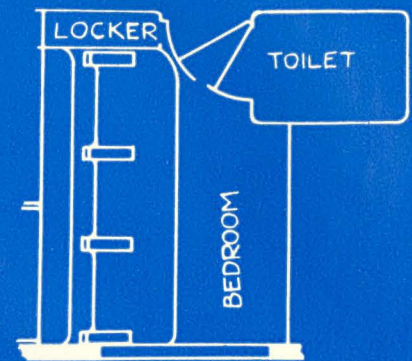
ROOMETTE



The roomette has a large, sofa-type seat wide enough for two persons and adjustable to three positions. The top of the toilet forms a third seat. In addition to a large, perfectly lighted mirror for shaving or make-up, there is a full length mirror in the face of the sliding entrance door.

A particularly welcome feature of Budd roomette design is the ability of the passenger to raise or lower the bed while inside the room with the door closed. As in all Budd room cars, the beds are one to three inches longer than standard.

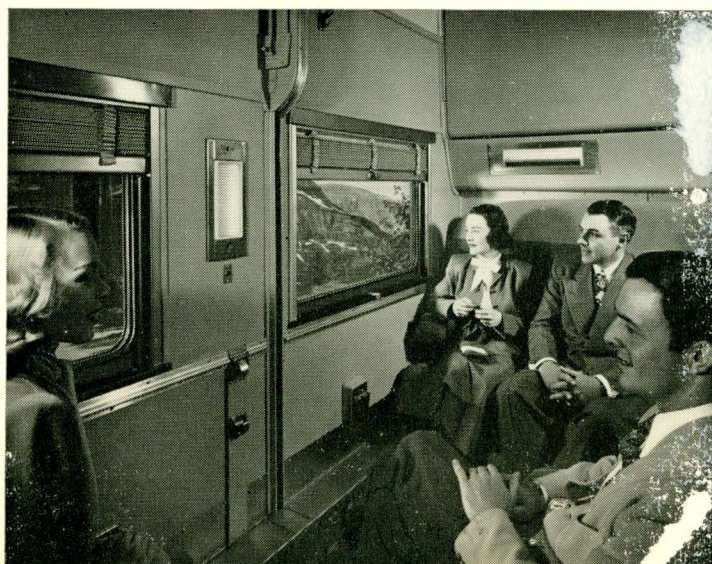
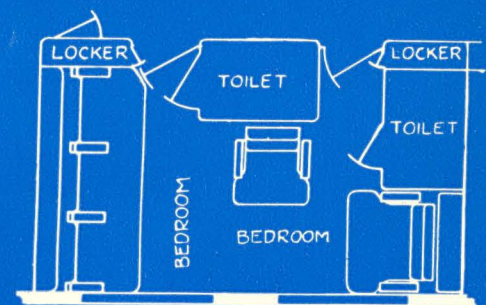




ments in double-bedroom design. Most obvious are the fully enclosed toilet facilities, full-width panorama window, and enclosed, lighted clothing wardrobe.

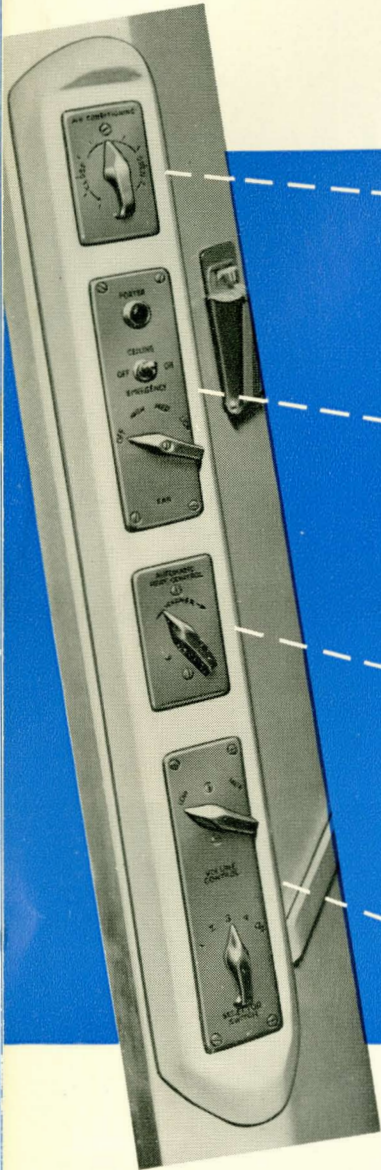
The Master Drawing Room is formed by folding back the partition between two double-bedrooms, providing a spacious apartment. By day it comfortably accommodates seven people on its big sofa and its overstuffed lounge chairs.

At night the flexibility of the Master Drawing Room is especially apparent. Children can be put to bed early in one room while parents stay up to read or play cards in the other, while the communicating door permits ready access between them. Same goes for the early-to-beds and the night owls in a business group.



California Zephyr

Special emphasis has been placed on the design and location of all controls for lights, heating, air-conditioning and radio. All are mounted on a single panel easily reached from a sitting position, or from the berth by night.



1. Air conditioning control.

2. Push button for Porter service.

3. Switch for ceiling light.

4. Four-position fan switch.

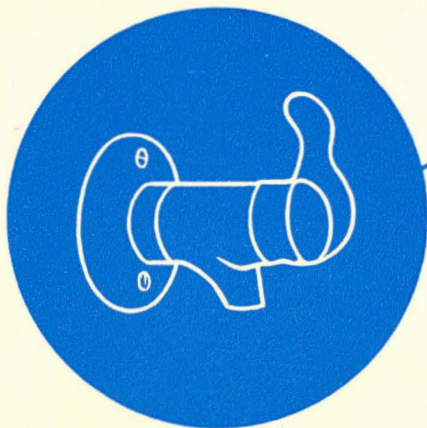
5. Potentiometer for heat control.

6. Volume control for radio.

7. Selector switch for radio and Public Address system.

The lighting system insures perfect general illumination at all times, with reading and wall lights, and fluorescent ceiling and mirror lights.

Heating and air-conditioning are especially designed for the extremes of climate the California Zephyrs encounter. Heating is automatic, with manual control when desired. The air-conditioning unit is located in the ceiling in a multi-vent panel with many closely spaced, small holes for even air distribution. A three speed fan is also available.



All rooms in the California Zephyr have running ice water.



Bedroom Detail

Sanitation and convenience have been primary considerations in the design and installation of the toilet and wash basin. Easy-to-keep-clean is evident in curved sections, smooth surfaces. And the toilet emerges or retracts at the simple touch of a push-button.





The Car that has Everything

DOMES . . . OBSERVATION . . . BUFFET . . . BEDROOM

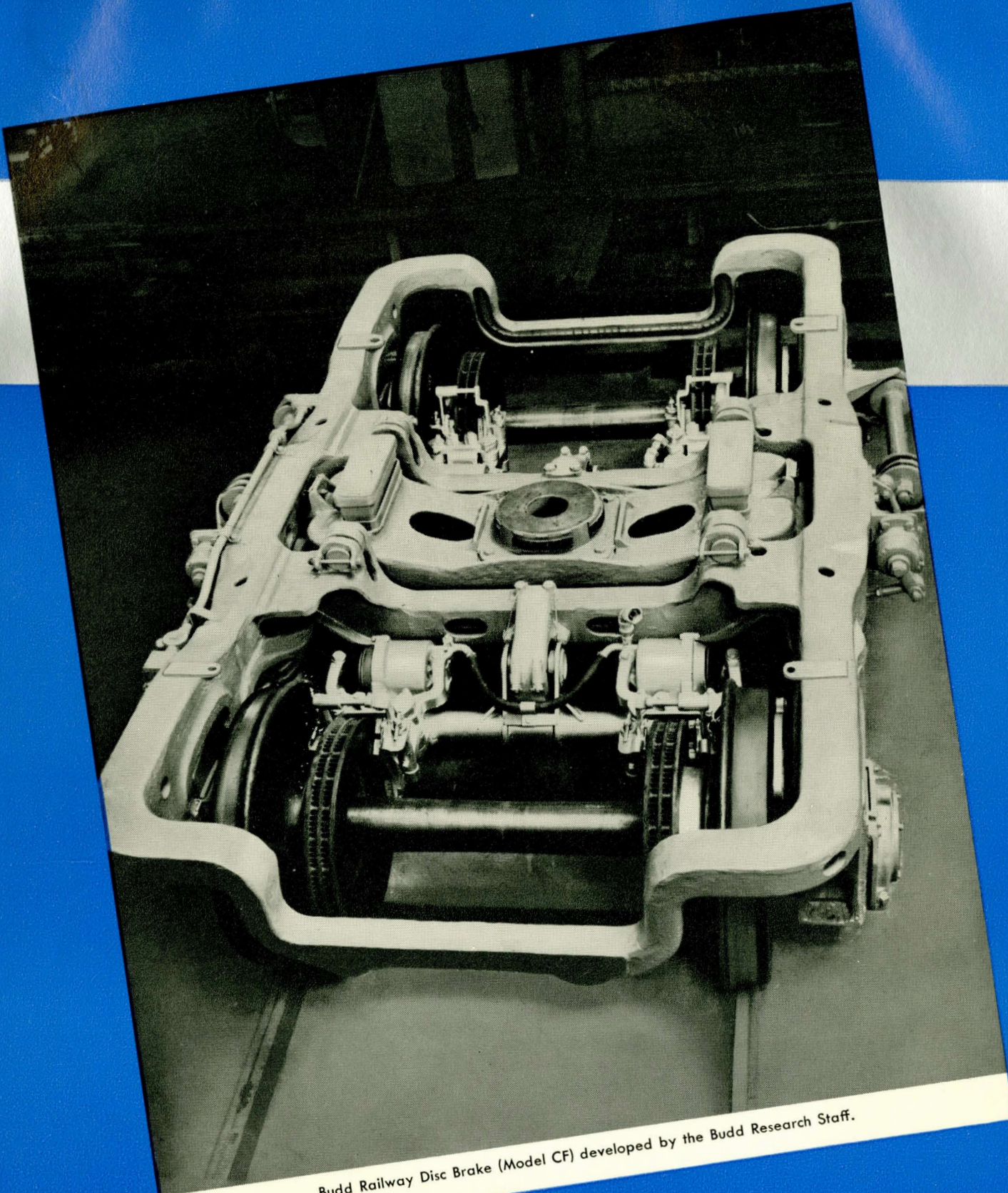
The California Zephyr's observation car provides an amazing combination of facilities.

Sleeping accommodations include three double bedrooms and one of the most luxurious drawing rooms you ever saw.

Back of them, in the lowered section under the dome, is a beautiful buffet where twelve passengers may be served. And the rear end of the car is the lounge and observation section.

"Upstairs" is the dome, seating twenty-four passengers, air conditioned and almost unbelievably quiet, from which to enjoy to the fullest the magnificent scenery which the California Zephyr's route traverses.

CALIFORNIA ZEPHYR



Budd Railway Disc Brake (Model CF) developed by the Budd Research Staff.

Budd Disc Brakes (MODEL CF) *For The California Zephyr*

On a run requiring many brake applications, the smooth, almost imperceptible action of Budd disc brakes adds immeasurably to passenger comfort. But there are more practical reasons for their installation in the California Zephyr.

First is their stopping ability. They can stop a car weighing 160,000 pounds, equipped with four-wheel trucks, from 100 miles an hour in 2500 feet. That means they can turn a possible emergency into a mere incident.

They don't overheat on long grades, and, since they never come in contact with the wheels, they eliminate heat checking.

Average brake-shoe life is 100,000 miles, an important consideration from the standpoint of maintenance.

Add to these advantages a weight saving of about a thousand pounds per car, and it is apparent why Budd Disc brakes (Model CF) were specified for the California Zephyrs.

C A L I F O R N I A Z E P H Y R

How We Know Budd Cars are the Strongest, Safest Cars Built

Because Budd design differs so basically from conventional railway car design—a difference made possible by the use of stainless steel as a structural material—testing facilities have been created to prove the design's superiority.

For capacity and completeness, Budd testing facilities have no equal in the world. They can place an entire railway car under compression up to two million pounds, or determine the shear strength of a single weld.

The correctness of strength calculations can be proved physically for any component of the car, such as roof sections, center sills, collision posts.

These facilities enable Budd to build for maximum strength with minimum weight.

CALIFORNIA

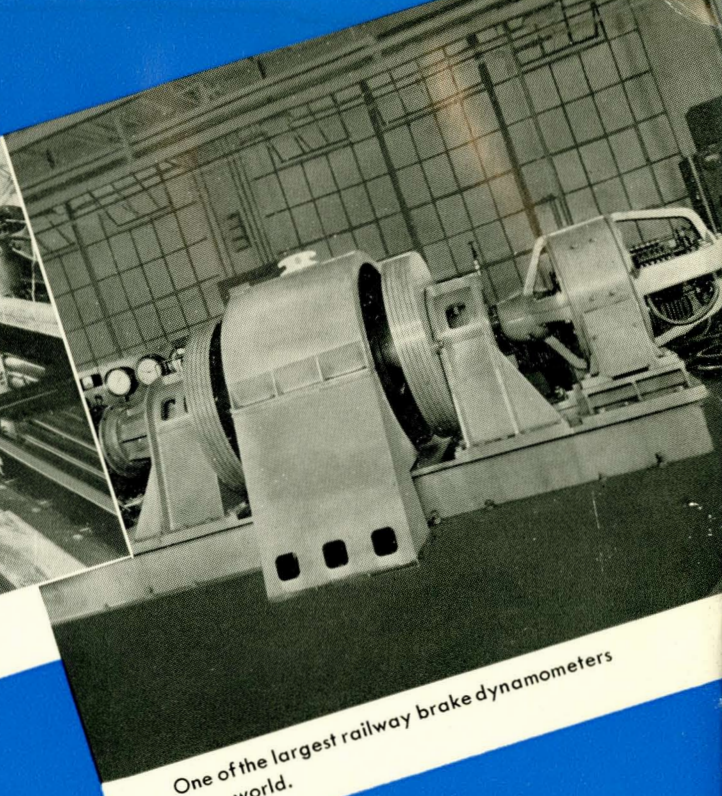


Budd Railway Car Testing Machine, capable of exerting end pressures up to 2,000,000 pounds.

Z E P H Y R



Test equipment installed in interior of car. 480 strain readings can be recorded simultaneously.



One of the largest railway brake dynamometers in the world.

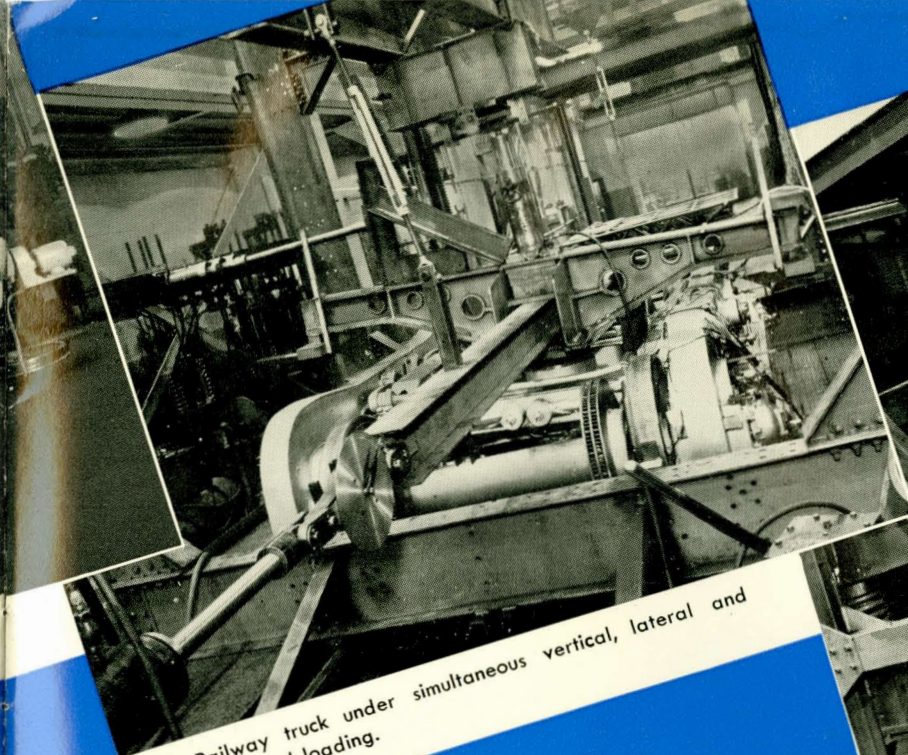
Budd Research Service for the Railroad Industry

The many inventions, innovations and improvements incorporated in the California Zephyrs are products of Budd research and development facilities and personnel.

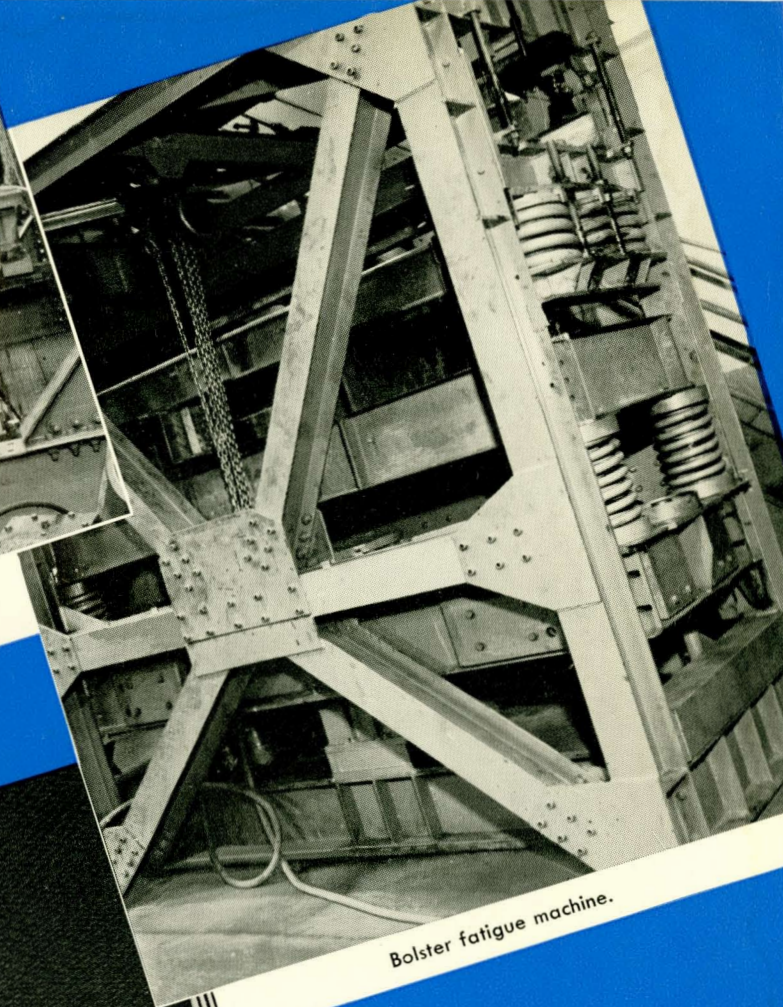
For many years these unique facilities were devoted exclusively to Budd operations. Recently it was decided to make them available to any railroad or industrial organization engaged in the manufacture of railway cars and their equipment.

The object is to contribute on the broadest base to the general improvement of railway passenger equipment to make the railway train, as a vehicle, more attractive to the traveling public and more economical and profitable to operate.

This research and development service, which is carried out on a completely non-profit basis, is described in considerable detail in a 24-page booklet entitled "Budd Railway Research Plan." You may have a copy of this booklet by addressing a request to The Budd Company, Philadelphia 32.



Railway truck under simultaneous vertical, lateral and horizontal loading.

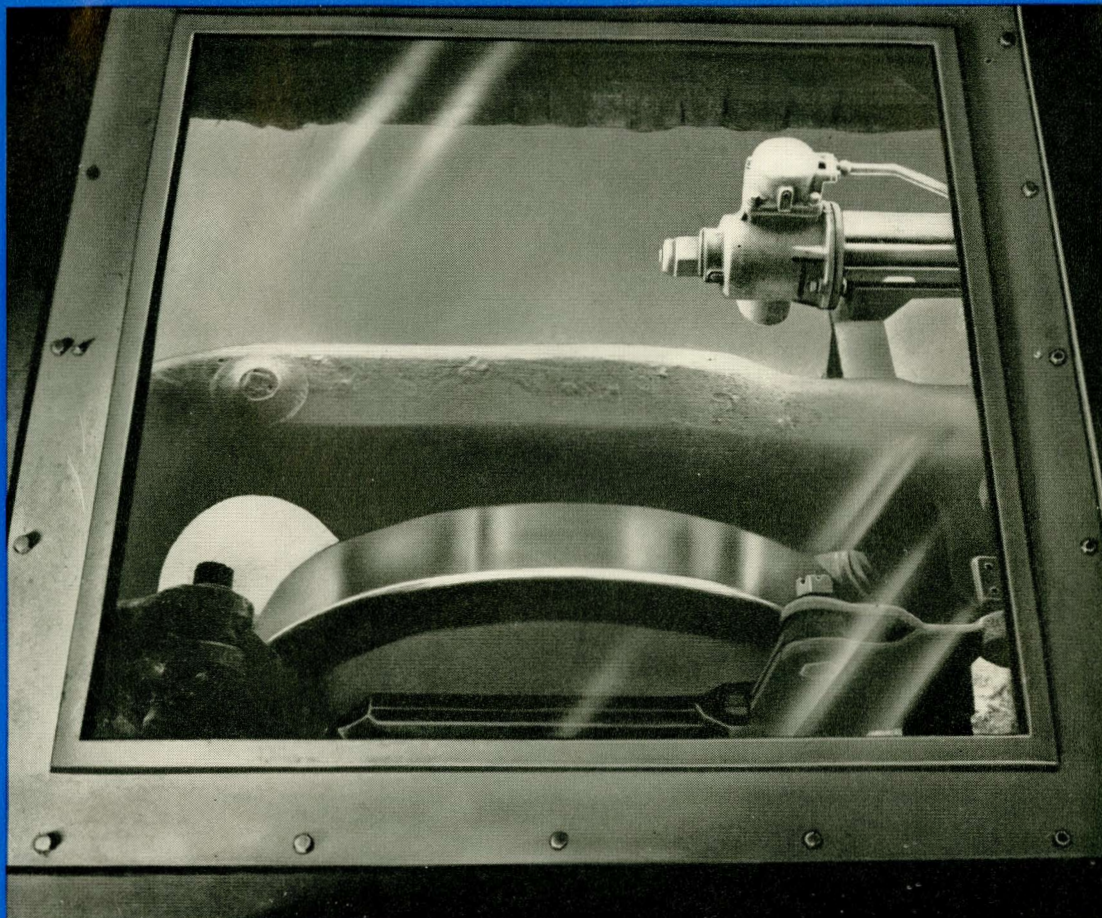
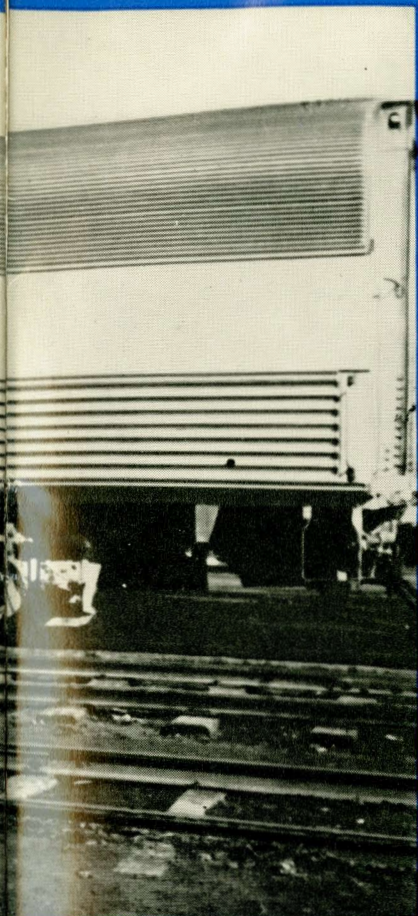


Bolster fatigue machine.

BUDD RAILWAY
RESEARCH PLAN



*Budd Believes in
"Proof of the Pudding"*



Window in floor of Budd Test Car for observing trucks, wheels and brakes.

While many things new go into Budd-built trains there is never anything "untried."

As part of its program of testing and proving, The Budd Company employs a special research car which is a laboratory on wheels. Its purpose is to permit investigation, under actual service conditions, of riding qualities, sound insulation, vibration elimination, and testing trucks, brakes, all types of auxiliary equipment and similar projects.

The car contains an amazing assortment of equipment for measuring acceleration, deceleration, vertical, lateral and longitudinal stresses, truck and brake action, and vibrations of all kinds, and even has windows in the floor to permit observers to watch the action of trucks, wheels and brakes.

Out of this research car have come many of the proven features which make the California Zephyrs outstanding.

The Ever-Growing List of Railroads Which Have Purchased Budd All-Stainless Steel Railway Cars

Atchison, Topeka & Santa Fe
Atlanta & West Point
Atlantic Coast Line
Boston & Maine
Central of Georgia
Chesapeake & Ohio
Chicago, Burlington & Quincy
Chicago, Rock Island & Pacific
Cincinnati, New Orleans & Texas Pacific
Colorado & Southern
Delaware, Lackawanna & Western
Denver & Rio Grande Western
Florida East Coast
Fort Worth & Denver City
International-Great Northern
Louisville & Nashville
Maine Central
Minneapolis & St. Louis
Missouri Pacific
New York Central
Norfolk & Western
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