

TO BREAK THE DAY IN *Luxurious Case*

COCKTAIL LOUNGE

The cocktail lounge seats 34 guests. It is distinguished by its smart, gay coloring, green Venetian blinds and completely modern informality. At one end is a beautiful quarter-circle bar of mahogany trimmed in stainless steel, with a sparkling back bar. Intimate half-

moon sofas and modernistic chairs of tubular chromium steel, all leather covered, provide unique seating arrangements. An artistic metal grill separates the lounge proper from the annex, where aisle seats are hinged for easy access. A radio-phonograph supplies a musical background for this gay rendezvous.

Car Names: *Silver Bar, Silver Lining.*



RADIOS

Radios are available for private use in bedrooms, compartments and drawing rooms.



DINING CAR

Soft color combined with spaciousness make the dining car exquisitely inviting. Forty people can be served at once at the ten tables. Venetian blinds at every window give distinction and complete privacy. The dining car of each train has an entirely different color scheme. Telephone connection with cocktail lounge and observation lounge for table reservations and service.

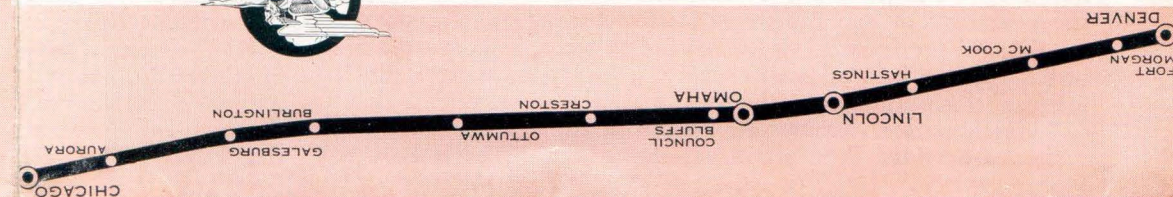
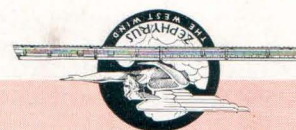
Car Names: *Silver Service, Silver Grill.*



THE NEW 12 CAR Zephyrs

AMERICA'S DISTINCTIVE TRAINS

DAILY SCHEDULE
Westbound—Read down
Eastbound—Read up
8:30 PM Lv. Chicago (CST) Ar. 8:50 AM
6:02 PM Lv. Aurora Ar. 6:38 AM
7:42 PM Lv. Galesburg Ar. 6:38 AM
8:24 PM Lv. Burlington Ar. 5:58 AM
9:32 PM Lv. Ottumwa Ar. 4:45 AM
11:18 PM Lv. Creston Ar. 2:54 AM
1:04 AM Ar. Council Bluffs
1:15 AM Ar. Omaha Ar. 12:59 AM
2:15 AM Ar. Lincoln Ar. 11:58 PM
3:48 AM Ar. Hastings Ar. 10:25 PM
5:38 AM Ar. McCook (CST) Ar. 8:30 PM
8:30 AM Ar. Denver (MT) Ar. 4:00 PM
Ar. Ft. Morgan (MT) Ar. 3:00 PM
Stops to receive revenue passengers from Omaha or beyond.
Stops to discharge revenue passengers from Chicago.
Stops to receive revenue passengers for Chicago.
Stops to discharge revenue passengers from Denver.



The New DENVER ZEPHYRS Overnight between Chicago and Denver

The new Denver Zephyrs will run between Chicago and Denver in just overnight. Like the 3-car Advance Denver Zephyrs which they replace, they will save a full business day in each direction—1,034 miles Westbound in 16 hours, 1,039 miles Eastbound in 15 hours 50 minutes. The famous all-coach Advance Zephyrs go into other service with one of the most amazing on-time records in railroad history.

A. COISWORTH, Jr., Passenger Traffic Manager
547 W. Jackson Blvd., Chicago, Ill.
S. J. OWENS, General Agent, Passenger Dept.
179 W. Jackson St., Chicago, Ill.
F. W. JOHNSON, General Agent, Pass. Dept.
901 Seventeenth St., Denver, Colo.



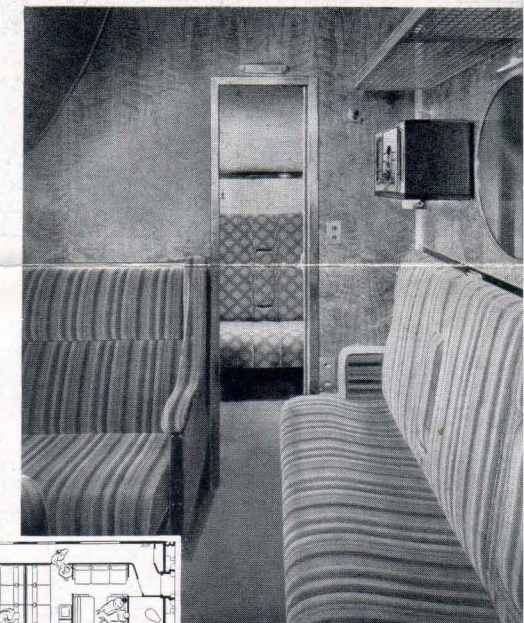
Luxurious
SLEEPING ACCOMMODATIONS
ON THE Zephyrs
BEDROOMS—COMPARTMENTS
DRAWING ROOMS—BERTHS
RECLINING CHAIRS

EVERY TYPE OF *Sleeping accommodation* FOR THE MOST EXACTING TRAVELERS

ALL-ROOM CAR

Sleeping accommodations on the new Denver Zephyrs—now available for the first time on any Burlington Zephyr train—are unusually complete and luxurious. Especially distinctive is the all-room car, where six bedrooms, three compartments and a drawing room are available. These are so designed that five spacious two-room combinations can be obtained at a moment's notice, by means of sliding partitions. Each room is individually decorated and is equipped with private toilet facilities, illuminated electric clock, individual temperature control, and outlet for personal electrical appliances. Radios are available for private use in this car, obtained from the porter without charge. Meal and cocktail service can also be provided, right in your own room.

Car Names: *Silver Threads, Silver Sides.*



Each of these Denver Zephyrs carries four Pullmans—an all-room car and three 12-section sleepers . . . all available at the prevailing low first-class rail and Pullman fares. The new Denver Zephyrs are not extra fare trains.

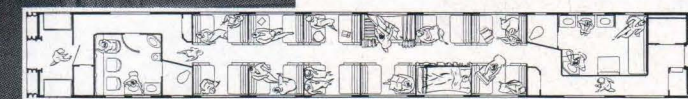


ELECTRIC OUTLETS
Delightfully new are the 110 volt A.C. outlets for your personal electrical appliances in rooms and sleeping car dressing rooms.

12-SECTION CARS

In each of the three 12-section sleeping cars the walls, ceilings and upholstery have been designed with individual color schemes. Berths are wider and longer than conventional (four sections 6 feet 8 inches long, for tall travelers), with wonderfully comfortable mattresses. Lower berths have blue night lights and air conditioning outlets . . . the latter in upper berths also. Spacious dressing rooms and outlets for standard electrical appliances.

Car Names: *Silver State, Silver Tip, Silver Tone; Silver Skates, Silver Screen, Silver Arrow.*





TRAIN TELEPHONE

Dining car reservations may be made by phone from either the observation-parlor car or cocktail lounge.



OBSERVATION LOUNGE CAR

Without question, the observation-lounge is one of the most elegant cars in the entire train . . . a masterpiece of the decorator's art. The forward half is devoted to parlor car passengers, with ten fawn-colored easy chairs in a setting of restful shades of brown and cream, and brilliant rose drapes, white striped. "Amidships" stands a clever refreshment bar where light menus are served and dining car reservations can be made by telephone.

Glass partitions divide the car in two sections without impairing the unbroken view through the entire length of the car. To the rear is a lovely solarium lounge with bright-colored easy chairs and love seats encircling the graceful rounded end. Writing desk and card tables are located in the parlor car section, and an electric clock and radio-phonograph reception add to the club-like atmosphere. This car accommodates 41 people.

Car Names: *Silver Streak, Silver Flash.*



"ZEPHYRETTE"

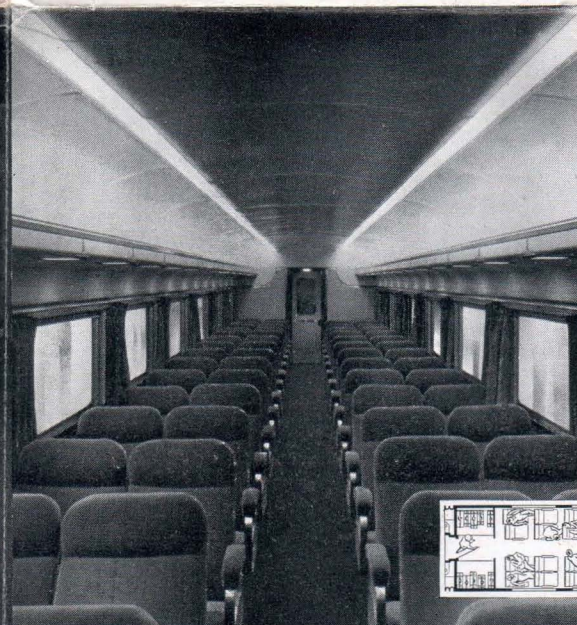
A trained hostess is in constant attendance on each of the new Denver Zephyrs . . . anxious to help make your journey pleasant.



CHAIR CAR

The second coach accommodates 38 passengers in deep-cushioned reclining seats. Mahogany-toned carpets cover the floor. Of particular importance is the ladies' dressing room, tastefully decorated and roomy. In color scheme, the walls are rust, ceilings flesh-colored, drapes golden tan and seats upholstered in henna. Lighting is of the indirect diffused type, unusually restful to the eyes.

Car Names: *Silver Plume, Silver Lake.*



A TRAVEL TRIUMPH OF . . .

Comfort Convenience Beauty

Introducing a brilliant new achievement in high-speed travel luxury—the Burlington's new 12-car Denver Zephyrs . . . "America's Distinctive Trains." These fifth and sixth members of the famous Zephyr fleet were built especially for overnight service between Chicago and Denver.

All of the time and service-tested principles which have proved so successful on the first four Burlington Zephyrs have been carried on in these great trains. In addition, mechanical ingenuity, master craftsmanship and the best of the decorative arts have been drawn upon to create newer, finer concepts of passenger comfort, convenience and safety.

All twelve cars are built of stainless steel, "by far the strongest and most permanent of all modern alloys" . . . streamlined in satin-smooth surfaces that gleam like burnished silver . . . and powered by mighty Diesel engines developed especially for these trains. In fabricating the stainless steel, "shot welding" has been employed instead of riveting, making each car a homogeneous tube of indestructible, non-corrosive steel, with joints and seams as strong as the metal.

The overall length of each train is 883 feet 9 inches. In the first two cars are located the main power units, the third car being devoted to auxiliary generating equipment and the handling of railway mail. A unique cocktail lounge occupies the rear half of the fourth car, with baggage and express facilities in the forward end. Behind this car, in consecutive order, are two commodious coaches, a lovely full-length dining car, three 12-section sleepers, an all-room car, and the full-length parlor observation lounge at the extreme end.

Cars are wider than standard, the added breadth being

reflected in wider seats and berths and general spaciousness. Velvety riding qualities have been achieved by the use of roller bearings, precision-round wheels, hydraulic shock absorbers, and tight-lock couplers combined with articulated trucks to control or eliminate slack between cars.

Their ability to start smoothly and accelerate very quickly is characteristic of all Zephyr trains. Since their center of gravity is unusually low, they literally hug the rails and are able to run at sustained high speeds in perfect safety. A wonderful system of improved special air brakes makes it possible to decelerate and stop rapidly, without sway or jerk.

The new Zephyrs' complete air-conditioning embodies the latest improvements in scientific air cooling. Filtered air is constantly being supplied under thermostatic control to all cars. Perfect functioning of the system is aided by hermetically sealed windows of safety glass with special treatment between double panes to preclude frost and condensation, and to afford insulation against heat, cold and sound. All windows are unusually wide, some fully 5½ feet across.

Like the "Sterling" on finest silver, these splendid trains of stainless steel bear definite hallmarks of quality and dependability, not only in their design, interior treatment and appointments but also in the distinctive names of the cars themselves. Every car name begins with the word "Silver," partly because of their gleaming exteriors but chiefly in honor of Colorado, the Silver State. These great new Zephyrs, named after Denver, their Western terminus, will continue the high-speed overnight service first established by Burlington Zephyrs between the Great Lakes and the Rockies.



A MODEL KITCHEN

The stainless steel kitchen has something entirely new . . . an "air-curtain" which, with special air-conditioning in the corridor adjoining the kitchen, prevents all cooking aromas from entering the dining room.

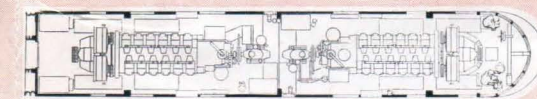
MOTIVE POWER

The new Denver Zephyrs are propelled by electric power generated by V-type 2-cycle oil-burning Diesel engines, built into the first two cars of the train and developing a total of 3,000 horsepower. Two 900-horsepower units are located in the first power car, and one 1200-horsepower unit in the second. Each of these units may be operated independently, and any two are sufficient to maintain the Zephyr's high-speed schedules.

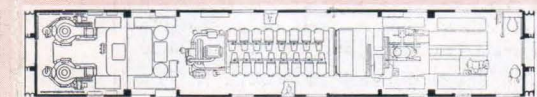
Car Names: *Silver King, Silver Queen; Silver Knight, Silver Princess.*

In the third car is an auxiliary Diesel-electric plant which operates the air-conditioning and lighting systems. Because this plant is independent of the traction power generators, lights burn with equal brilliance at all times and the air-conditioning can be maintained at a constant peak.

Car Names: *Silver Herald, Silver Courier.*



1st Power Car



2nd Power Car



3rd Car—Auxiliary Generators and Railway Post Office.

CHAIR CAR

Coaches on the new Zephyrs accommodate 102 passengers. Both cars are splendidly complete as to comforts and conveniences . . . fully carpeted (welcome innovation!), form-fitting seats of porous rubber with plenty of room between, meals at economy prices served at your seat, luggage compartments for surplus baggage, and free pillows. A trained hostess is in attendance, as well as a coach porter. All seats numbered, individually assigned.

The forward coach is especially long and spacious, with seats for 64 . . . all seats being of the rotating and reclining type, with ash trays on the back of each for those who smoke.

Car Names: *Silver Spruce, Silver City.*