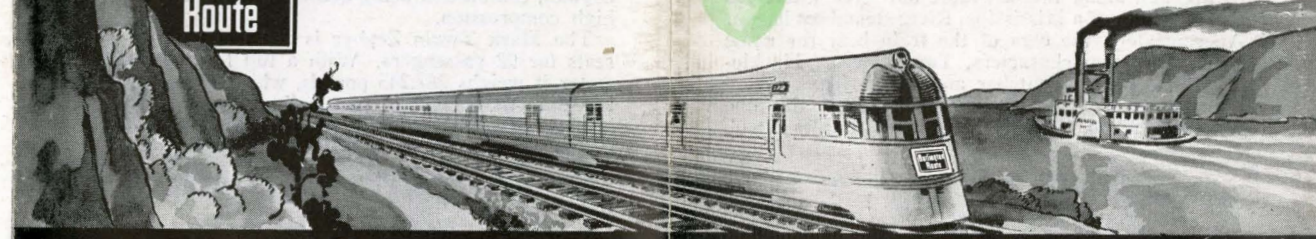


Under the sheltering bluffs; around the big bends . . . the way full of the tradition and the romance of a true American folklore which Mark Twain recorded for all the world to read.

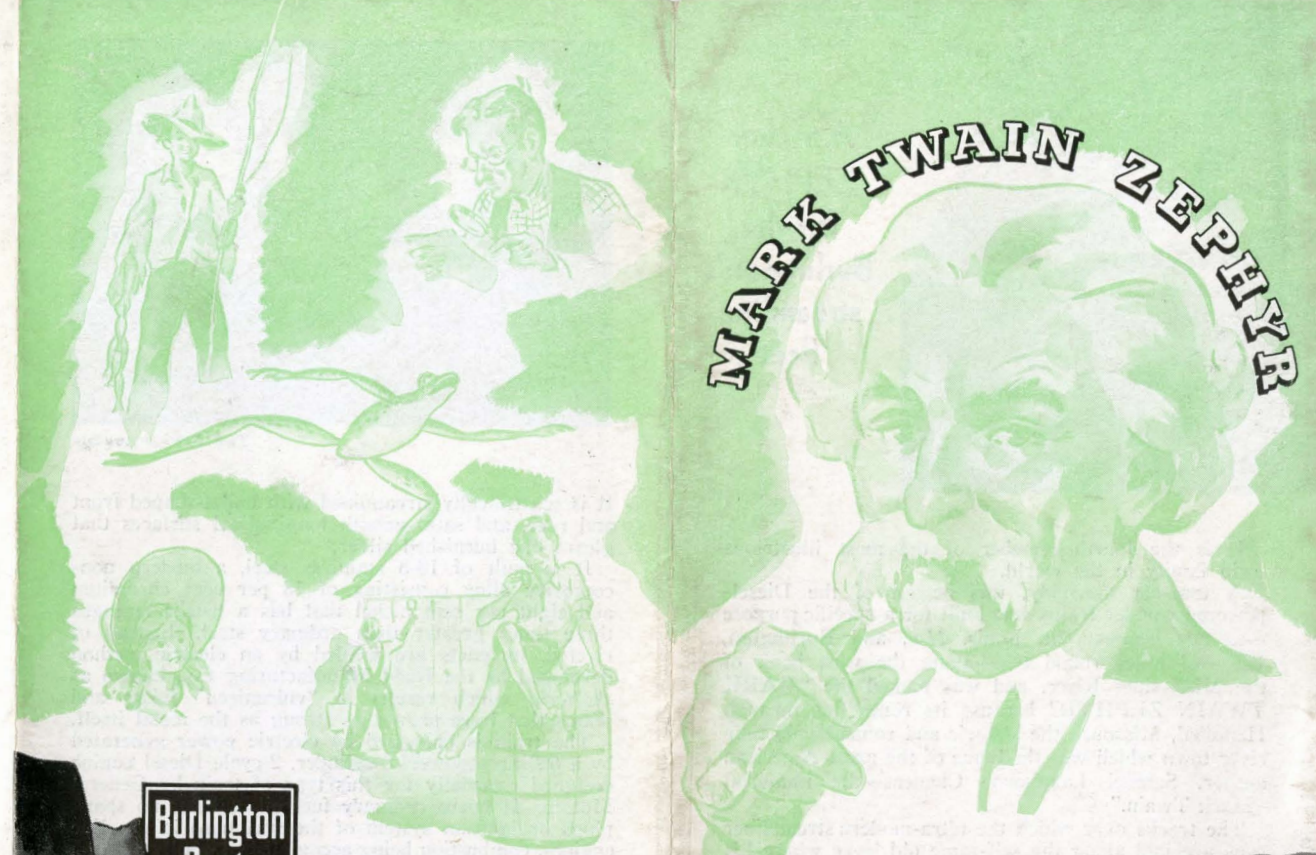
In Hannibal is his boyhood home, and Becky Thatcher's home; the frame building where he learned the printer's craft; the cave where the buried treasure was found, and where Injun Joe died.

And always close alongside, the great river—the restless, mighty Mississippi . . . the wooded isles and the sand bars and the age-old levees.

As the train rounds a curve Yesterday and Today catch sight of each other. The flying Zephyr's sharp blast in salute to an old-timer is acknowledged by the deep-throated greeting of a Mississippi River side-wheeler.

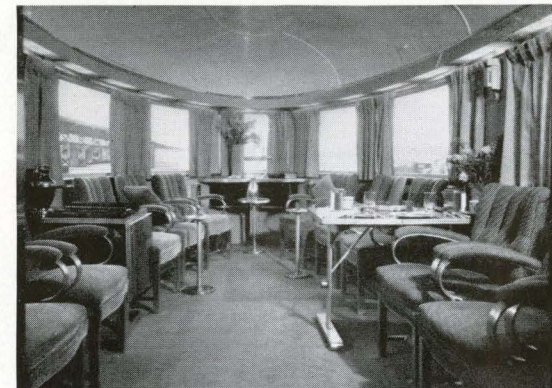


NEW ROMANCE OF THE MISSISSIPPI VALLEY

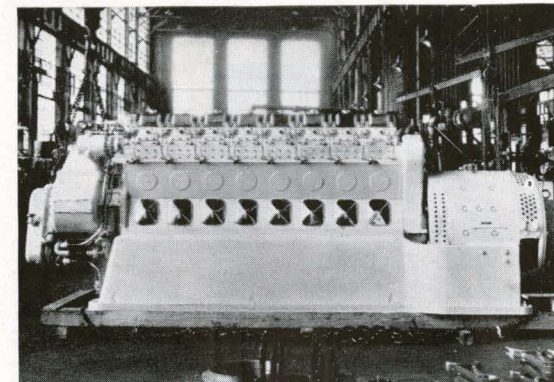




Another
ZEPHYR
for the
Burlington's
streamline
fleet



The Parlor-Lounge



The Power Plant

One of
the Coach
Compartments



It is the fourth member of the most illustrious train family in the world.

A four-car assembly, this newest of the Diesel-powered wonder trains was built for a specific purpose—to run between St. Louis, Mo., and Burlington, Ia.,—442 miles round trip—along the west bank of the Mississippi River, and was named the "MARK TWAIN ZEPHYR" because its route lies through Hannibal, Missouri, the historic and romantic old-time river town which was the home of the great American author, Samuel Langhorne Clemens—the immortal "Mark Twain."

The tracks over which the ultra-modern streamliner runs are laid along the self-same old levee where his career as a pilot of a Mississippi River steamboat began.

Appropriately, the cars of the train bear the name of his best-known characters, Tom Sawyer, Huckleberry Finn, Becky Thatcher and Injun Joe.

Like the three other Burlington Zephyrs, this one is a self-propelled, lightweight train of stainless steel.

It is scientifically streamlined with bullet-shaped front and rear, and satin-smooth longitudinal surfaces that gleam like burnished silver.

It is built of 18-8 stainless steel, a modern non-corrosive alloy consisting of 18 per cent chromium and eight per cent nickel that has a tensile strength three times greater than ordinary steel. Instead of riveted, its parts are welded by an electric method developed by the Budd Manufacturing Co., known as *shotweld* which results in "vulcanized" joints and seams that have proved as strong as the metal itself.

The train is propelled by electric power generated by a 660-horsepower, 8-cylinder, 2-cycle Diesel engine designed especially for this type of train by General Motors. It burns ordinary fuel oil and has no spark plugs or ignition system of the sort used in gasoline engines, combustion being accomplished wholly through high compression.

The Mark Twain Zephyr is 280 feet long and has seats for 92 passengers. With a full load of fuel and water it weighs 287,245 pounds, which is considerably less than the weight of two ordinary coaches.

The train rides on articulated trucks equipped with

roller bearings. The front part of one car and the rear of the preceding one rest upon the same truck and are held together by a sleeve joint which permits it to round the curves efficiently but yet eliminates slack between the cars and really unifies the whole train. There are but five trucks having altogether only 20 wheels as against the 54 wheels of the conventional train consisting of a steam locomotive and three cars which the "Mark Twain" replaces.

Aside from the big Diesel engine, the first car contains a Railway Post Office and space for storage mail. The second car is given over to baggage and express. The forepart of the third car contains kitchen, pantry, service counter, and a dinette comprised of 16 seats grouped in "foursomes" facing tables that can be set up at meal time and removed afterward. 20 additional chairs give this car seats for a total of 36 passengers. The front half of the fourth car has coach seats for 40 passengers, while the rear half is a stunning solarium parlor-lounge with detached chairs for 16 more.

Meals prepared in the kitchen which is fitted with accessories of stainless steel, are served at the "four-

some" tables, or upon trays that can be bracketed to each chair.

The design and interior finish of the passenger compartments are characterized by color harmony without elaborate ornamentation. Pastel tints of blue and green for the side walls, and ceiling finished in ivory form a light and pleasing background for the flash of the stainless steel window frames, sills and trim. Coach seats upholstered in green mohair; window drapes also of green, and carpet in taupe; parlor-lounge chairs upholstered in Fenway blue fabric, window drapes in lemon gold, and platinum grey carpet, make the Mark Twain Zephyr as luxuriously modern as the moment. Reflected lighting from tubular ducts overhead provides scientifically diffused illumination of the proper intensity at eye level.

The train is air-conditioned by a special system that supplies filtered air under thermostatic control. Wardrobes and compartments for hand baggage supplement luggage racks overhead and under the seats. Passenger compartments are equipped with radio.

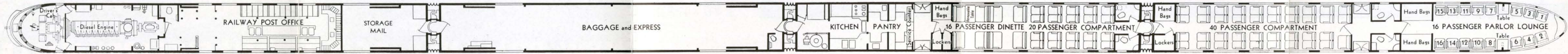
The MARK TWAIN ZEPHYR is not an excess fare train. Tickets at the lowest coach fares are honored in the 76 coach seats, while passengers riding in the parlor-lounge should hold transportation good for Pullman or parlor car travel.

NORTH		Miles	SCHEDULE of the MARK TWAIN ZEPHYR		SOUTH		FARES FROM ST. LOUIS					
Read Down	No. 43				Read Up	No. 44	One Way in Coach	*One Way in Parlor-Lounge	*Round Trip in Coach	*Round Trip Parlor-Lounge	10-day Limit	Seat in Lounge
AM			Lv.	St. Louis	Ar.	PM						
9 00	0					9 10						
9 04	2			Washington Ave.		9 59						
	15			Spanish Lake			\$ 30	\$ 45	\$ 54	\$ 60		
	18			Ft. Bellefontaine			37	55	67	75	50	
	20			West Alton		8 33	42	62	76	85	50	
9 29	27			Machens			55	81	99	110	50	
	34			Orchard Farm			58	1 01	1 23	1 35	50	
	43			Peruque			87	1 29	1 57	1 75	50	
10 07	52			Old Monroe		7 57	1 04	1 55	1 88	2 10	50	
10 13	56			Winfield		7 50	1 13	1 69	2 04	2 30	50	
	60			Poley			1 20	1 79	2 16	2 40	50	
	62			Oasis			1 25	1 87	2 25	2 50	50	
	64			Apex			1 29	1 93	2 33	3 00	50	
10 31	68			Elaberry		7 34	1 37	2 05	2 47	3 75	50	
	72			Dameron			1 45	2 16	2 61	3 90		
	75			Annada			1 52	2 27	2 74	4 05	50	
	79			Kissenger			1 59	2 37	2 87	4 20	50	
10 53	84			Clarksville		7 14	1 59	2 53	3 05	4 40	50	
11 06	94			Louisiana		7 03	1 59	2 53	3 41	5 10	50	
	102			Riverland			2 05	3 06	3 69	5 10	50	
	104			Ashburn		6 49	2 09	3 13	3 77	5 10	50	
	107			Busch			2 15	3 21	3 87	5 10	50	
	111			Clemens			2 22	3 32	4 00	5 10	50	
	113			Saverton			2 28	3 41	4 11	5 10	50	
11 43	120		Ar.	Hannibal	Lv.	6 25	2 40	3 60	4 32	5 10	50	
11 53	130		Lv.	Mark	Ar.	6 15						
12 18	140		Ar.	Quincy, Ill.	Lv.	5 47	2 68	4 02	4 85	5 40	60	
12 24	140		Lv.	LaGrange	Ar.	5 37	2 89	4 33	5 21	5 80	60	
12 38	150			Canton		5 20	3 00	4 50	5 40	6 00	70	
12 46	156			Gregory		5 12	3 13	4 69	5 64	6 30	70	
	167			Alexandria, Mo.			3 34	5 00	6 02	6 70	80	
	173		Ar.	Keokuk, Ia.	Lv.	4 49	3 46	5 18	6 23	6 95	80	
1 12	178		Lv.	Montrose	Ar.	4 41	3 57	5 34	6 43	7 15	80	
1 18	178			Ft. Madison		4 35						
1 32	189			Wever			3 73	5 68	6 83	7 55	85	
1 47	202			Burlington	Lv.	4 06	4 05	6 06	7 29	8 10	95	
	210						4 20	6 37	7 56	8 40	95	
2 25	221		Ar.		Lv.	3 40	4 43	6 63	7 98	8 85	95	

* See last column for parlor seat fares. f—Flag stop. n—Stops to leave revenue passengers.

Especial attention is invited to the fact that the MARK TWAIN ZEPHYR makes excellent connections at Burlington with the ARISTOCRAT for and from Omaha, Lincoln, Denver and California as well as for and from Chicago.

Westbound Read Down	THE ARISTOCRAT		Eastbound Read Up
10:30 AM	Lv.	Chicago	Ar.
3:00 PM	Ar.	Burlington	Lv.
3:04 PM	Lv.	Burlington	Ar.
11:00 PM	Ar.	Omaha	Lv.
12:55 AM	Ar.	Lincoln	Lv.
1:15 PM	Ar.	Denver	Lv.



Floor Plan of the Mark Twain Zephyr