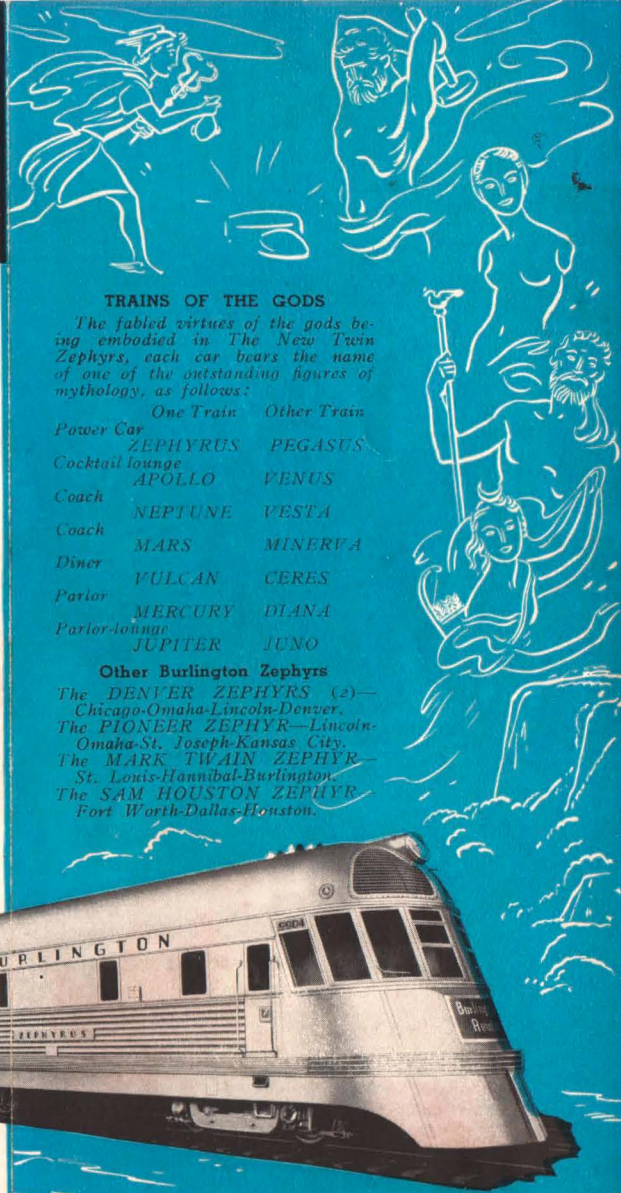


Zephyr FACTS

Length—467 feet 4 inches.
Cars 2¼ inches wider inside than conventional equipment.
Completely streamlined, reducing "wind drag" at 95 miles an hour more than 50%. Steps fold into sides of cars; doors and windows are flush with exteriors.
Insulated to exclude sound, heat and cold.
Steps automatically illuminated when doors opened.
Automatically-controlled braking prevents wheels locking and assures smooth stops under all conditions.
All passenger cars articulated—ends of adjoining cars rest on same truck. Reduces number of wheels and eliminates vestibules. "Tight-lock" coupler controls slack between power car and train.
Arm rests dividing coach seats fold out of way.
Venetian blinds in cocktail lounge and dining cars.
Inter-car telephone system.
"Air curtain" in diner prevents kitchen aromas from entering dining room.
All coach seats are double-reclining, form fitting and cushioned with newly-developed sponge rubber.
Superior strength of stainless steel, fabricated by rivetless "Shotweld" process, makes Zephyrs light and super-safe. Weigh approximately half as much as comparable standard steam train, and can be accelerated faster and stopped quicker.
Electrically-operated by power supplied by two 900-horsepower, V-type, 2-cycle Diesel engines with direct-connected generators.
Reclining parlor chairs.



TRAINS OF THE GODS

The fabled virtues of the gods being embodied in The New Twin Zephyrs, each car bears the name of one of the outstanding figures of mythology, as follows:

	One Train	Other Train
Power Car	ZEPHYRUS	PEGASUS
Cocktail lounge	APOLLO	VENUS
Coach	NEPTUNE	VESTA
Coach	MARS	MINERVA
Diner	VULCAN	CERES
Parlor	MERCURY	DIANA
Parlor-lounge	JUPITER	JUNO

Other Burlington Zephyrs

The DENVER ZEPHYRS (2)—Chicago-Omaha-Lincoln-Denver.
The PIONEER ZEPHYR—Lincoln-Omaha-St. Joseph-Kansas City.
The MARK TWAIN ZEPHYR—St. Louis-Hannibal-Burlington.
The SAM HOUSTON ZEPHYR—Fort Worth-Dallas-Houston.

MINNEAPOLIS
ST. PAUL

Burlington
Route



THE
WATER-LEVEL
ROUTE

SCHEDULE OF THE NEW TWIN ZEPHYRS

(Effective Dec. 18, 1936)

	Morning		Afternoon	
	Zephyr	Zephyr	Zephyr	Zephyr
Northbound			Southbound	
Lv. Chicago	8:00 am	4:00 pm	Lv. Minneapolis	8:00 am
Lv. Savanna	10:09 am	6:09 pm	Lv. St. Paul	8:30 am
Lv. E. Dubuque	10:46 am	6:46 pm	Lv. Miner (Winona)	8:58 am
Ar. Prairie du Chien	11:30 am	7:30 pm	Lv. La Crosse	10:28 am
Ar. La Crosse	12:23 pm	8:23 pm	Ar. Prairie du Chien	11:18 am
Ar. Miner (Winona)	12:53 pm	8:53 pm	Ar. E. Dubuque	12:05 pm
Ar. St. Paul	2:30 pm	10:29 pm	Ar. Savanna	12:41 pm
Ar. Minneapolis	3:00 pm	10:59 pm	Ar. Chicago	3:00 pm

f—flag stop.

The New Twin Zephyrs are the seventh and eighth members of the Burlington's fleet of streamlined, Diesel-powered Zephyrs that have traveled 1,750,000 miles, and hold records for a top speed of 122 miles an hour and for covering 1017 miles non-stop in 12 hours 12 minutes (83.3 miles an hour).

THE NEW
TWIN Zephyrs

CHICAGO-ST. PAUL-MINNEAPOLIS



The parlor cars represent the utmost that art and science have been able to lavish upon travel comfort.



The sparkling beauty of the dining car is fitting atmosphere for the delicious meals served there.

THE NEW TWIN *Zephyrs*

"America's Distinctive Trains"

Responding to a popular acclaim that overwhelmed the passenger capacity of its previous, smaller Zephyrs, the Burlington now introduces a brilliant, new achievement in luxurious transportation—new, larger Twin Zephyrs for service between Chicago and St. Paul-Minneapolis.

More than twice as long and three times as powerful as the spectacular three-car Zephyrs which they supersede, these great new trains consolidate the smooth fleetness for which the Zephyrs are famous with broad new concepts of spaciousness, comfort and elegance.

Each of the New Twin Zephyrs is composed of an 1800-horsepower Diesel-electric power car; a smartly-styled cocktail lounge; two luxurious, fully-carpeted coaches accommodating 120 passengers; a beautiful, full-length diner; and two richly-appointed parlor cars, one providing a spacious private drawing room and the other a delightful observation-lounge.

The colorful interior of each car is an individual creation by Paul Cret, eminent architect who collaborated with Burlington engineers and the builders in the styling of the entire train. Seats are designed for comfort and beauty, lighting is ample and diffused, and ventilation is tempered and draftless.

Built of glistening stainless steel, "by far the strongest and most permanent of all modern

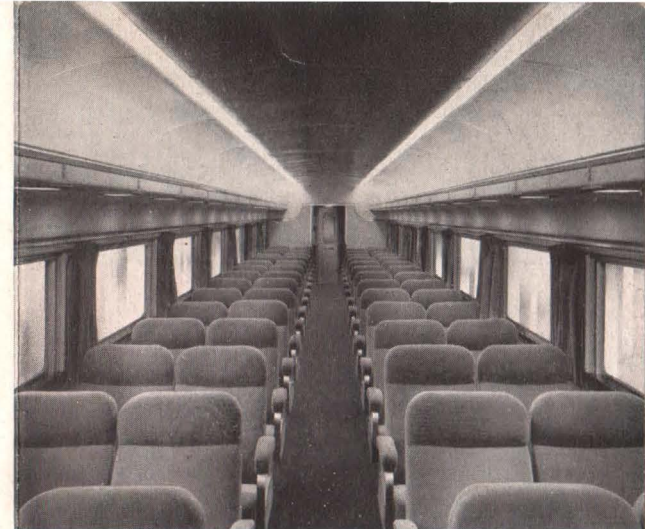
alloys," and scientifically streamlined from stem to stern. The New Twin Zephyrs travel 882 miles daily in rendering twice-a-day service between Chicago and the Twin Cities. Scheduled to average 66.3 miles an hour, they frequently cruise at 80 to 90 and sometimes exceed 100 miles an hour.

Articulation and "tight-lock" coupling, which result in the whole train starting and stopping as a unit, plus roller bearings, electro-pneumatic brakes, low center of gravity and a perfect road-bed, are reflected in the superb riding comfort.

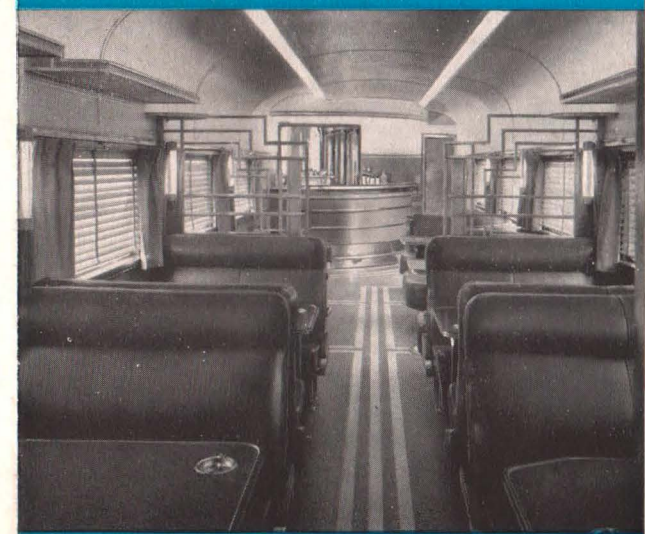
Each train carries coach and parlor car porters and a hostess, and has radio-phonograph outlets at several convenient locations. The Twin Zephyrs' route lies for 300 miles along the scenic upper Mississippi River, whose beautiful and ever-changing panoramas are viewed through double-width windows of fog and frost-proof safety glass.

The New Twin Zephyrs are not excess fare trains, but both coach and parlor car seats are reserved and individually assigned in advance by number.

In inaugurating The New Twin Zephyrs, the Burlington contributes to modern travel a glorious product of its 86 years of progressive rail-roading and 1,750,000 miles of high-speed, Diesel-power train experience.



Coaches are richly upholstered and colorfully decorated. There are compartments for bags and wraps.



A modernistic quarter-circle bar, scattered tables and built-in nooks feature the smart cocktail lounge.