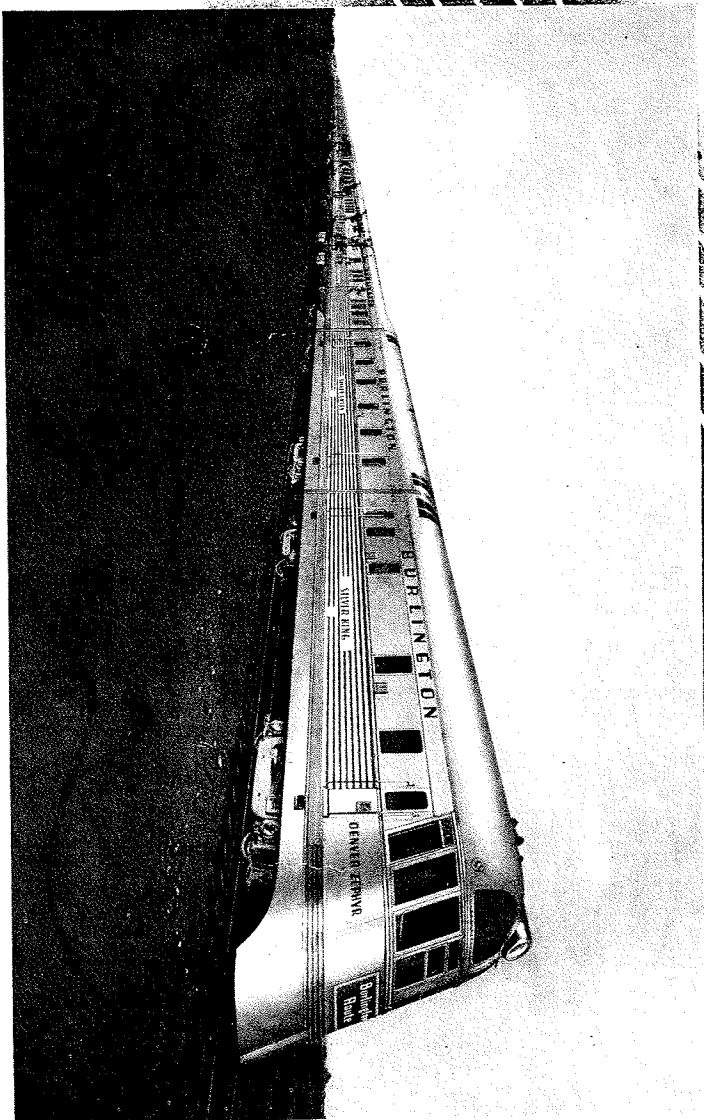


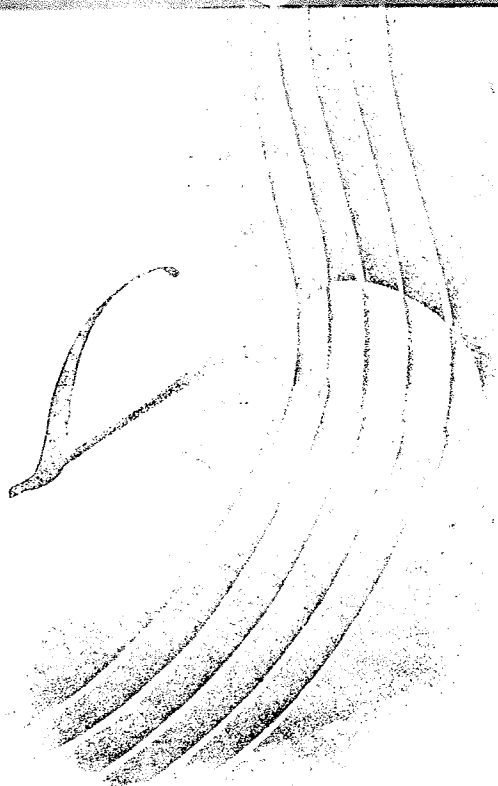
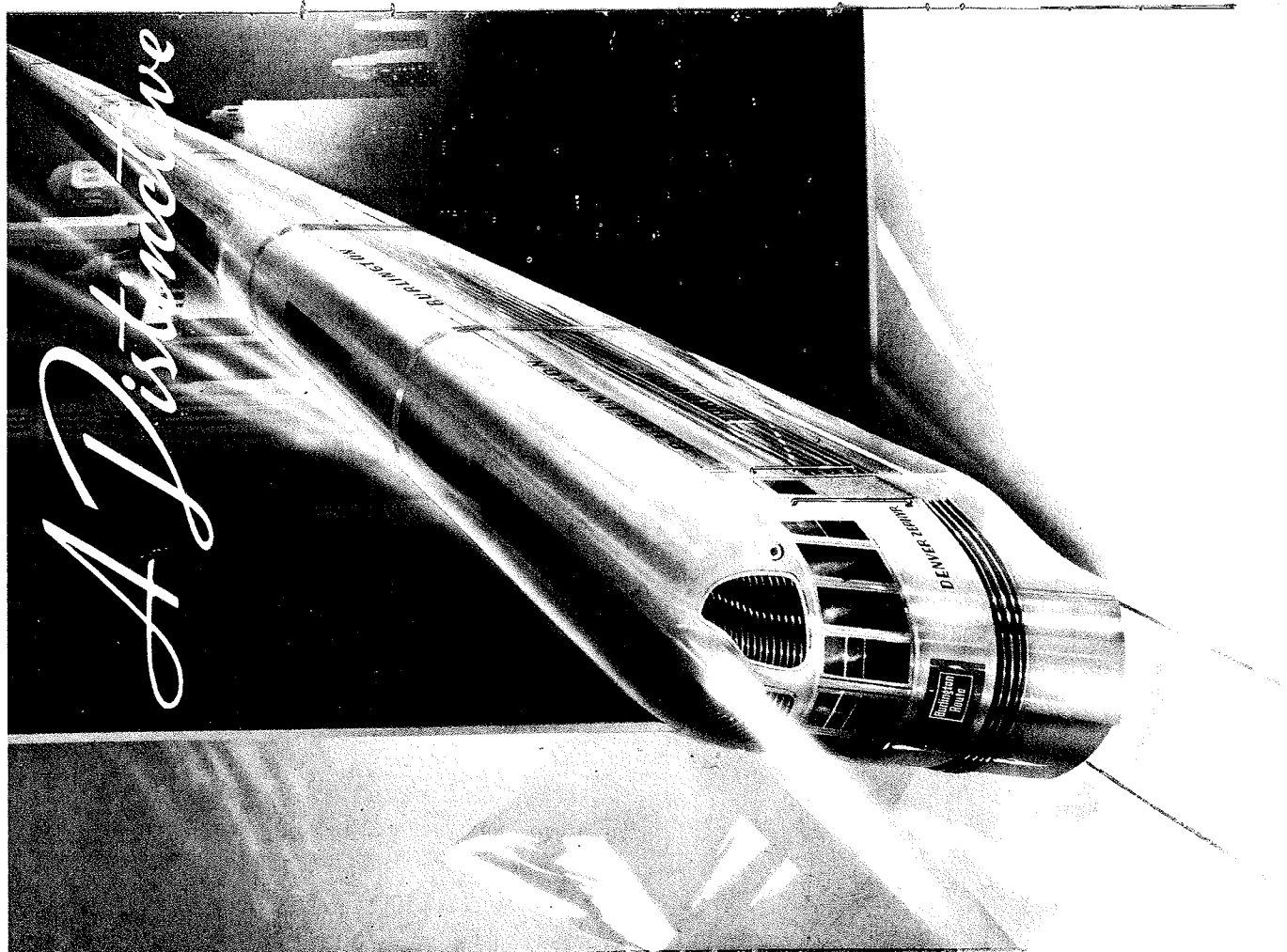
A SYMPHONY IN
STAINLESS STEEL



BURLINGTON'S NEW 12 CAR DENVER Zephyrs

America's Distinctive Trains...

A Distinctive



Note . . . IN MODERN TRAVEL . . .

A new note in the livelier tempo of modern travel, struck when Burlington first introduced the Zephyr-type train, now swells to a triumphant crescendo as Burlington presents The New 12-Car Denver Zephyrs.

The glorious product of 86 years of progressive railroading and more than 1,650,000 miles of successful high speed, Diesel-powered train experience, these unparalleled symphonies in stainless steel are emphatically "America's Distinctive Trains."

Engineering genius, modern craftsmanship and inspired decorative art are harmonized from the streamlined prow of the first mighty power car through sprightly cocktail lounge, perfectly-appointed coaches, colorful dining car and four restful sleeping cars to the gracefully tapered stern of the delightful observation lounge. Design and color motifs were created by Paul Cret, eminent architect, who cooperated with Burlington engineers and the builders on train exteriors and interiors.

Gay, colorful interiors capture the spirit of the trains' flashing speed. Innovations in

passenger comforts are as gratifying as The New Denver Zephyrs' convenient overnight trips of a thousand miles between the Great Lakes and the Rockies. Mechanical improvements consolidate the latest inventions with proved railroad practice.

Space conserving design creates cars wider inside than conventional equipment, an increased dimension apparent in ampler seats and berths, and greater all-around roominess. The stainless steel of which they are built is "by far the strongest and most permanent of all modern alloys."

Complete air-conditioning, double-width windows, and a variety of new mechanical and structural features combine to insure a perfection of travel that ordinary trains do not approach.

In superseding the spectacular all-coach Zephyrs on a 16-hour schedule between Chicago and Denver, these super-Zephyrs crown an unequaled record in long-distance passenger service with a distinctive new achievement in travel luxury.

Pleasant Relaxation . . .

Fine living and fast travel go hand-in-hand on The New Denver Zephyrs. There is a spaciousness and diversity of accommodations that encourages friendly conversation, discriminate wining, select dining, restful "lazing" and refreshing repose.

The silvery stainless steel of which the trains are built and the silver state of Colorado in which they have their western terminus are reflected in the car names, each of which is prefixed by the word "Silver".

Four cars of each of these completely appointed trains are Pullman sleeping cars. Three, each with its own rich decorative treatment, are 12-section sleeping cars. The fourth is a luxurious all-room car affording distinctive private accommodations.

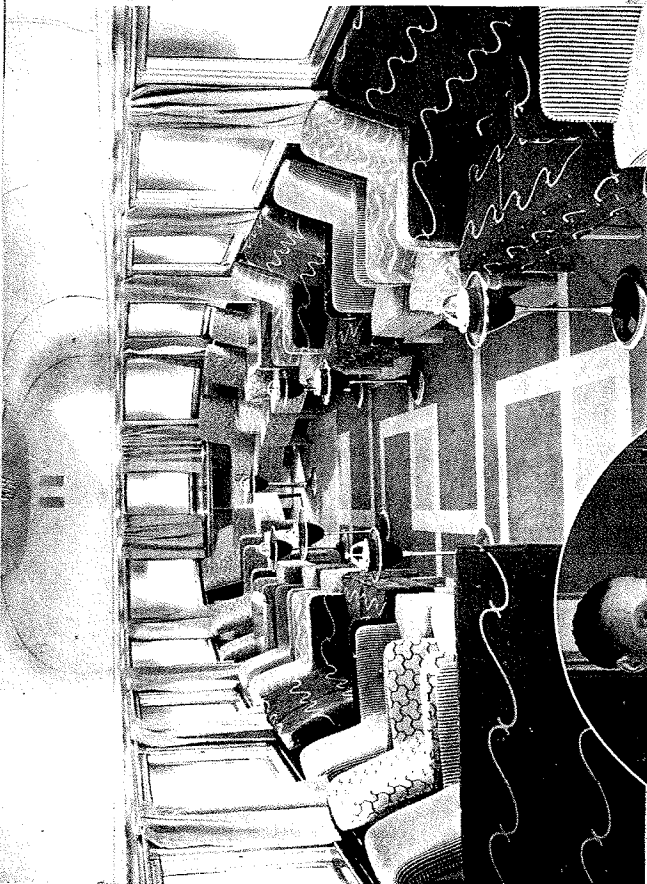
Typical of the striking improvements embodied in these cars are berths 1 1/8 inches wider and 1 1/2 inches longer than conventional; cushion rubber mattresses so soft and resilient they mould to every body position, dim blue "night" lights in lower berths, and individually adjustable air inlets. Each train also offers four sections (eight berths) 6 feet 8 inches long, "tailor-made" for the comfort of exceptionally tall travelers.

"Silver Skates" and "Silver State" are decorated in a warm combination of browns and complementary shades. The carpet is brown; lower and end walls are greenish gray-blue; partition sections are a subdued cream and the upholstery is dark brown with a light brown figure design.

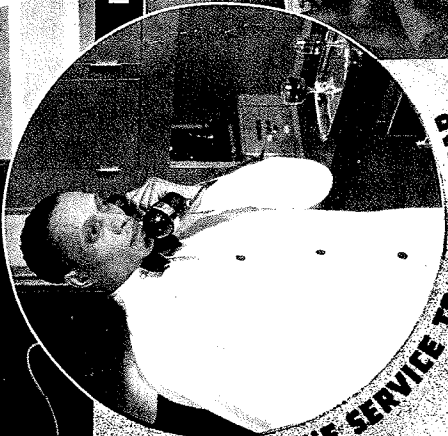


ELECTRIC CLOCKS

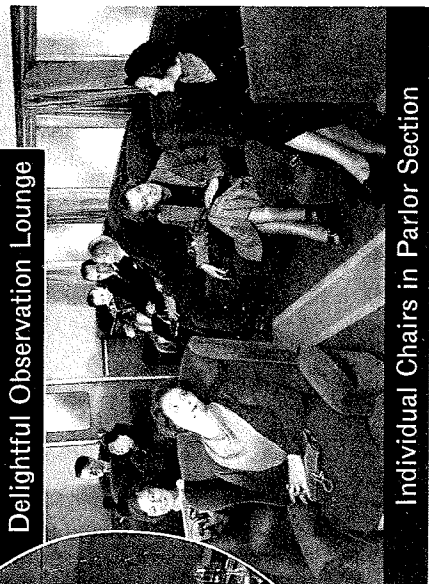
in observation-lounge car and private rooms.



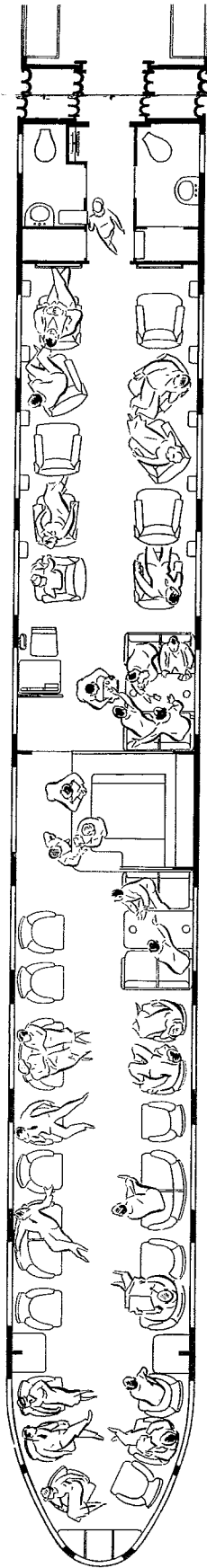
Delightful Observation Lounge



TELEPHONE SERVICE TO DINING CAR



Individual Chairs in Parlor Section



"Silver Streak"

OBSERVATION LOUNGE CAR

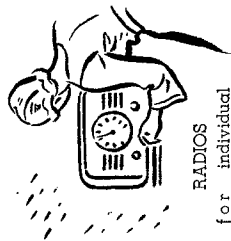
"Silver Flash"

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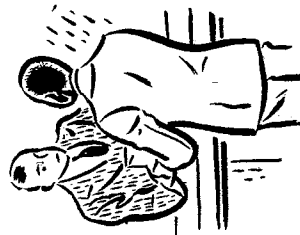
REFRE
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tion ... Refreshing Sleep...

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RADIOS for individual use of room-car passengers.



REFRESHMENTS may be had at fountain

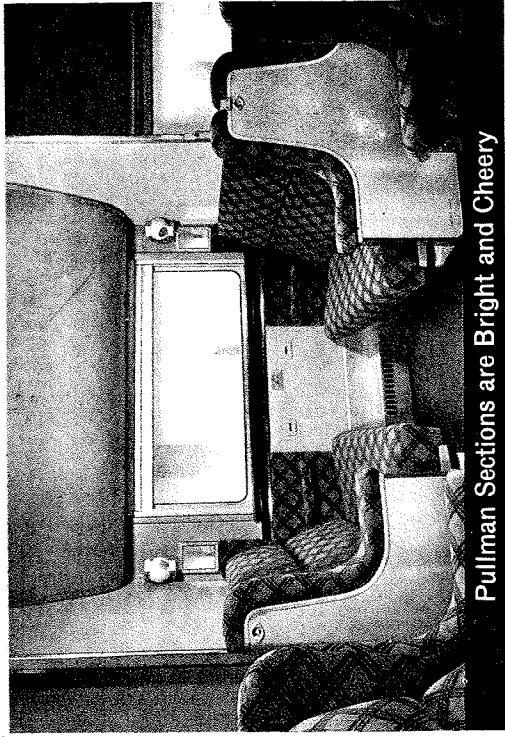
A restful blending of blues and browns distinguish "Silver Screen" and "Silver Tip." The carpet is brown; walls and ends are a soft shade of the same color; partitions and ceiling have a bluish cast; curtains are chocolate colored, and the upholstery is a soft blue with tan stripes.

In "Silver Arrow" and "Silver Tone" the carpet also is brown, but walls and ends are dark green-blue, partitions and ceiling robin's egg blue, curtains chocolate colored, and upholstery is taupe with a dark brown checkered plaid.

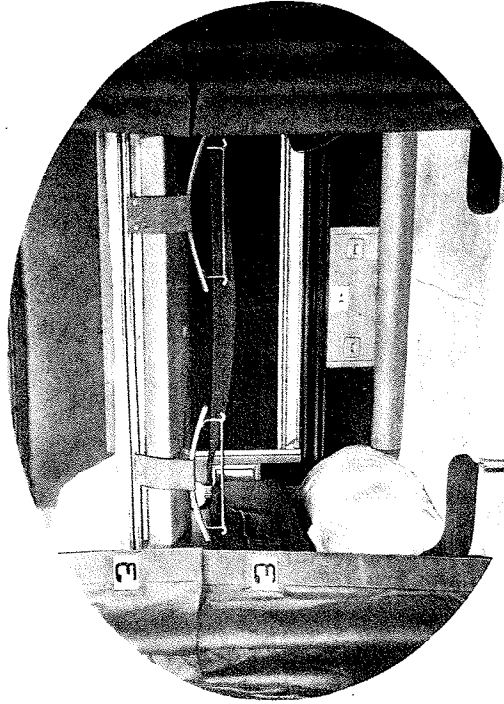
Each room in the all-room car has an individual color harmony of woodwork, upholstery and carpet.

Dressing rooms are extraordinarily attractive, well appointed and commodious. Each men's dressing room is equipped with four wash basins and dental basin. The women's compartments have three wash basins, dental basin, wide dressing table and mirror, and three chairs. There are 110-volt outlets for passengers' personal electrical appliances. Valet service may be had through the Pullman porter.

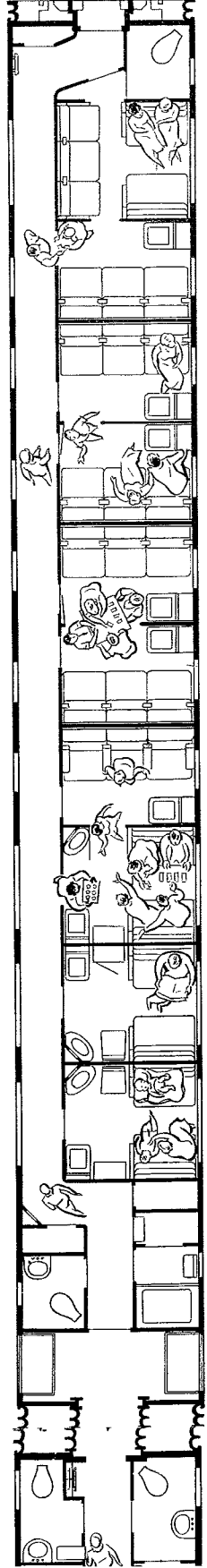
For those desiring or requiring complete privacy, the all-room car affords six of the new bedrooms, three compartments and a drawing room. Various en suite combinations can be arranged for families or friends traveling together. Each room is equipped with private lavatory and wash stand, illuminated electric clock, personal radio, individual temperature control, and out-



Pullman Sections are Bright and Cheery



Berths are Revelations in Comfort



Silver Flash"

"Silver Threads"

ALL-ROOM SLEEPING CAR

"Silver Sides"



The Drawing Room affords both Luxury and Privacy

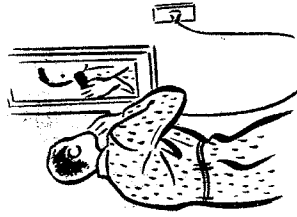


MEAL AND COCKTAIL SERVICE may be had by passengers in their private rooms.

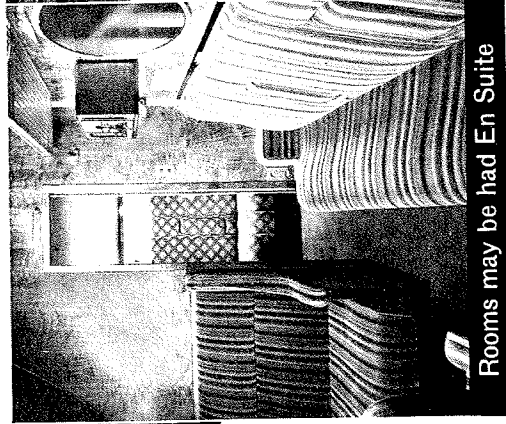
let for personal electrical appliances. Private meal and cocktail service may be had from the dining car or bar.

A delightful observation car at the rear end of each train and immediately following the sleeping cars, furnishes a cordial lounging place for Pullman passengers. Ten roomy, fawn-colored chairs are provided at its forward end for parlor car passengers.

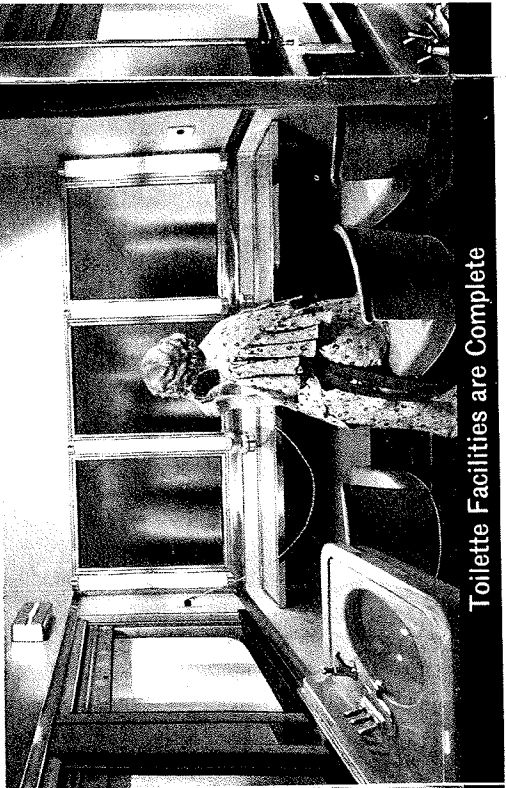
A mahogany-topped refreshment fountain of plate glass and stainless steel is located amidships. Movable easy-chairs of various colors, congenial love seats, two nooks for card playing and a writing desk occupy the rest of the car. The fountain has telephone connec-



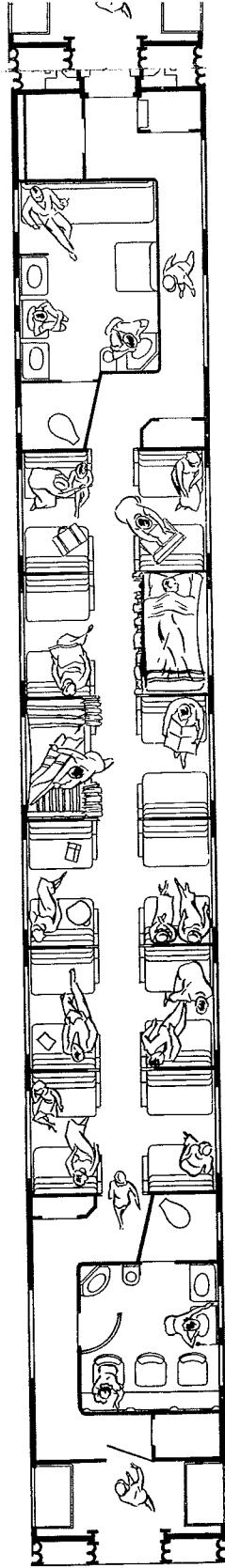
ELECTRICAL OUTLETS for standard toilet appliances.



Rooms may be had En Suite



Toilette Facilities are Complete



12-SECTION SLEEPING CAR

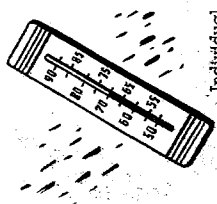
"Silver Arrow"

"Silver Tone"

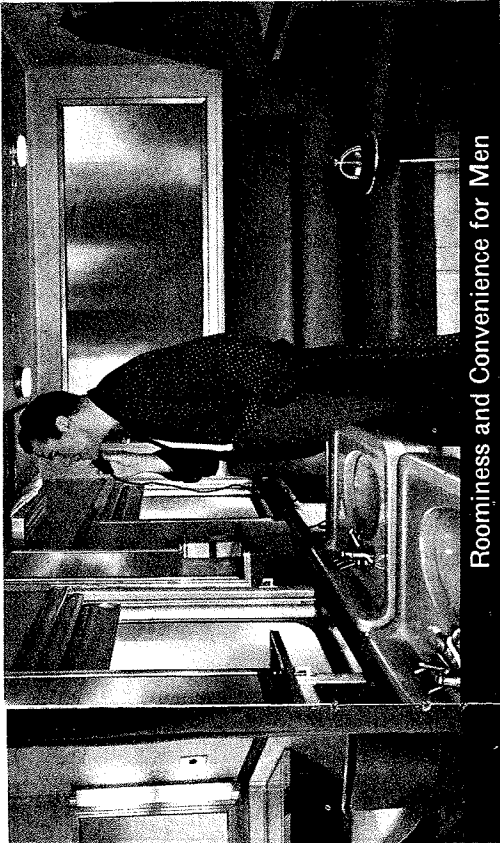
tion with the dining car through which table reservations can be made or light meals ordered.

Reds and browns predominate in carpets, upholstery and walls. Bright, white-striped rose drapes and an oyster white ceiling, in which a tangerine center panel extends toward the rear, radiate cheerfulness and cordiality. Double-width windows extending around both sides and the rear reveal unobstructed panoramas of the fast-flying countryside. For those who wish to read, there are conveniently located tables supplied with current magazines.

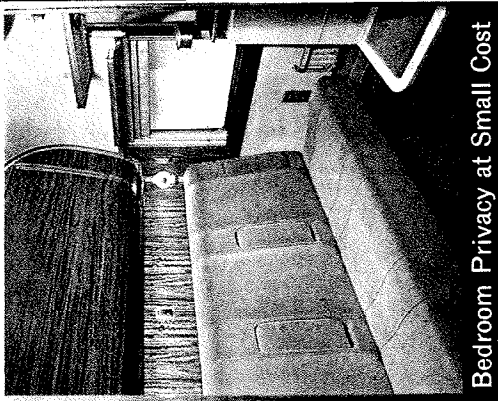
Soft music from a radio-phonograph adds charm to the cozy atmosphere while an electric clock silently marks the swift passage of minutes and miles.



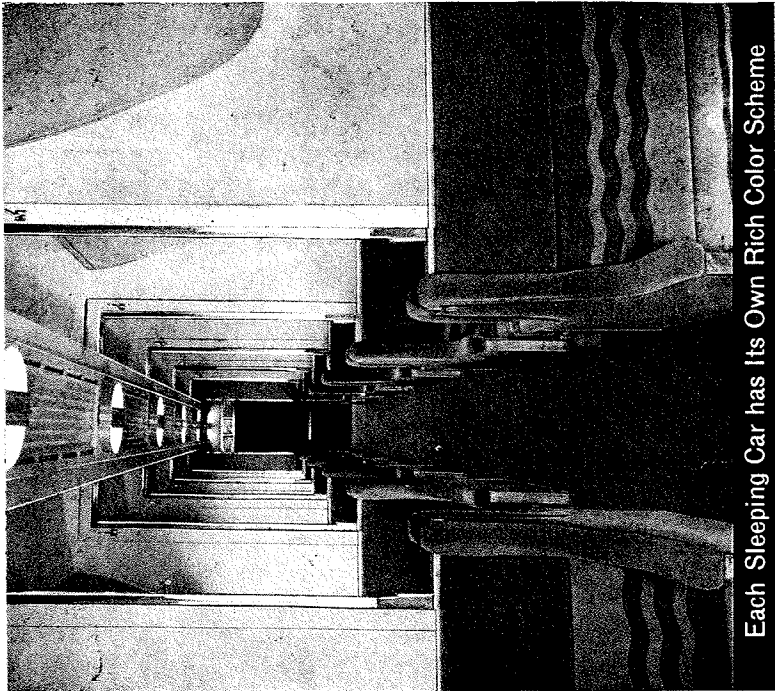
Individual Temperature Control in Rooms



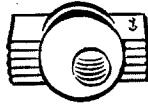
Roominess and Convenience for Men



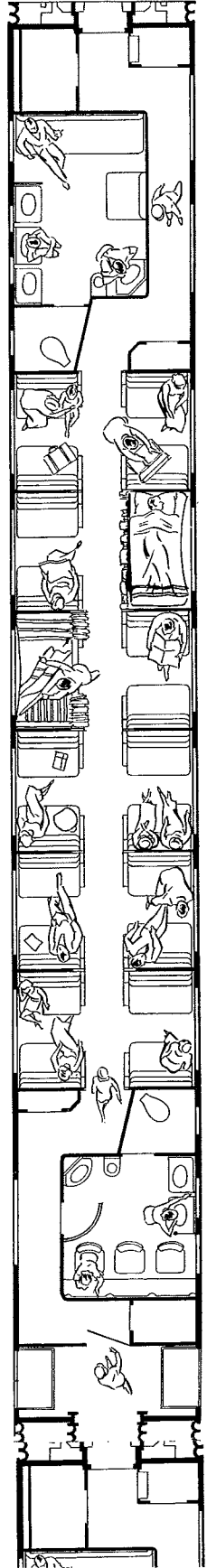
Bedroom Privacy at Small Cost



Each Sleeping Car has Its Own Rich Color Scheme



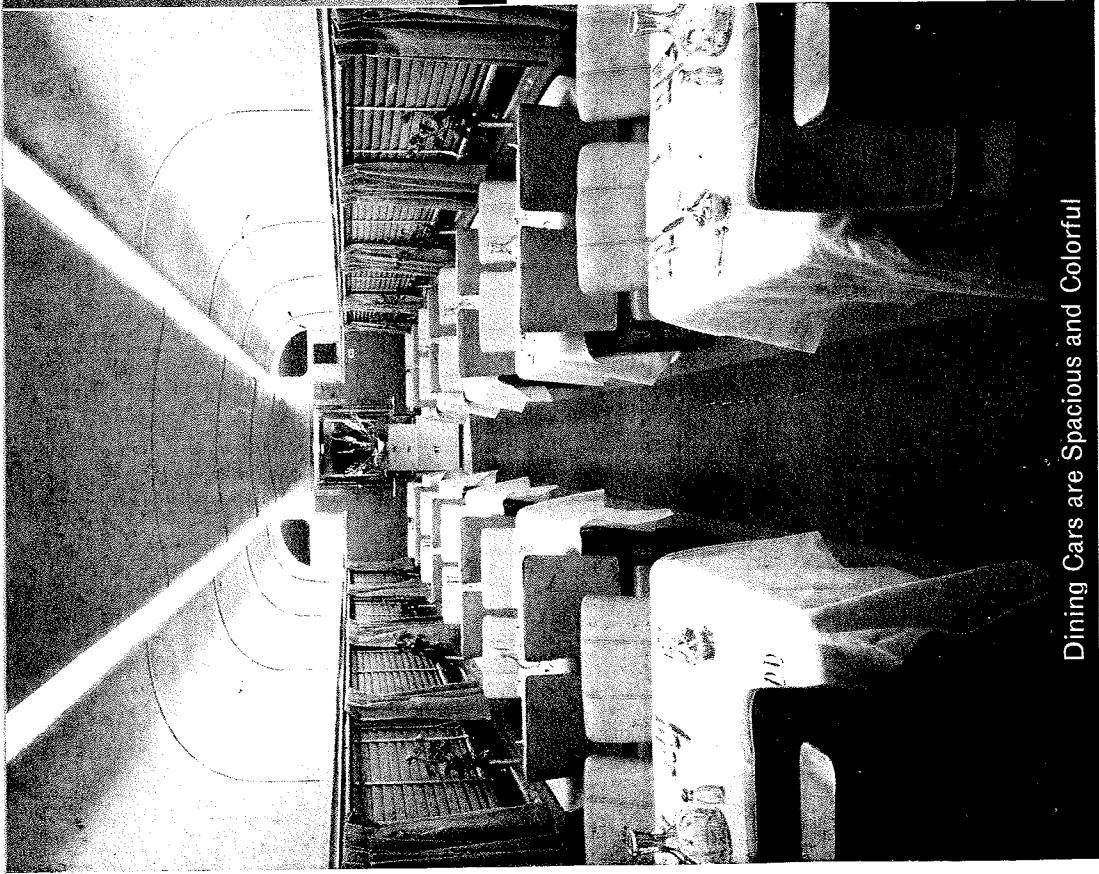
"NIGHT LIGHT" produces subdued "night-time" illumination



"Silver Tip"

12-SECTION SLEEPING CAR

"Silver Screen"



Dining Cars are Spacious and Colorful



Table reservations—by Phone

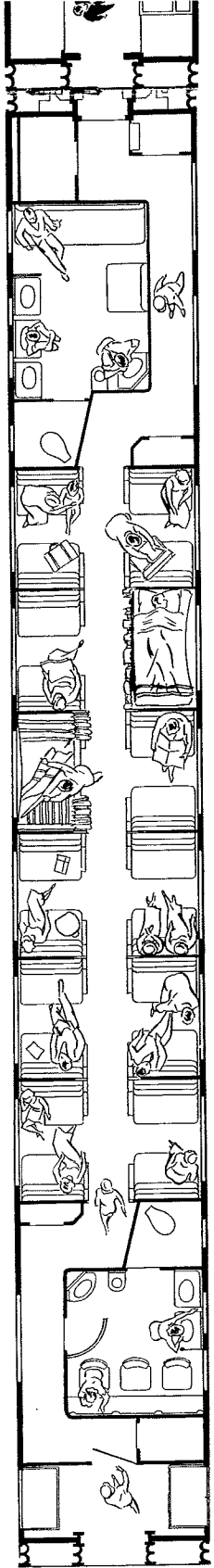


Cuisine and Surroundings Tempt Appetites

Mealtimes ON THE Zephyrs ARE FESTIVE OCCASIONS

In pace with the Zephyrs' fleetness and beauty is the savory cuisine aboard. Alluring surroundings, attentive service and skilled cookery combine to arouse and delight keen appetites.

Modern trends find full expression in the 40-place dining car. Gleaming silverware, sparkling crystal, snow-white linens and wide windows accentuate the gaiety of color.



"Silver State"

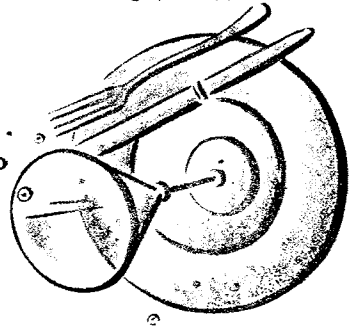
12-SECTION SLEEPING CAR

"Silver Skates"

"Silver"



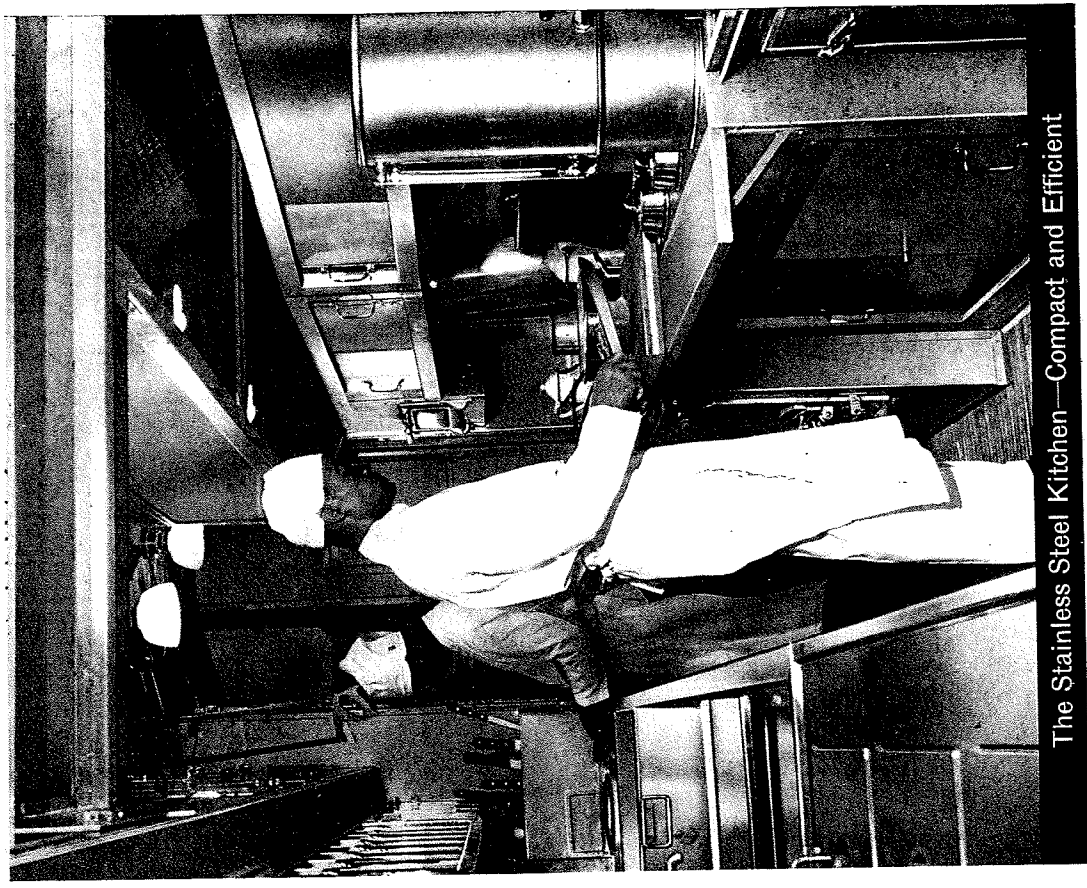
Although identical in dimensions and appointments, the interior decoration of the dining cars on the two trains is strikingly different. In "Silver Grill" carpets of henna rust and peach, walls of light chocolate and a ceiling of pale gray-green blend with chairs upholstered in maroon leather, drapes of bright rose, Venetian blinds in terra cotta, and an ebony birch buffet with peach-tinted mirror. In "Silver Service" blue is the predominating shade. Carpets are silver gray and taupe, walls are gray-blue, ceiling delft blue. Chairs are upholstered in cream leather, drapes are pearl gray, the Venetian blinds are silver, and the buffet mirror is tinted a delicate blue.



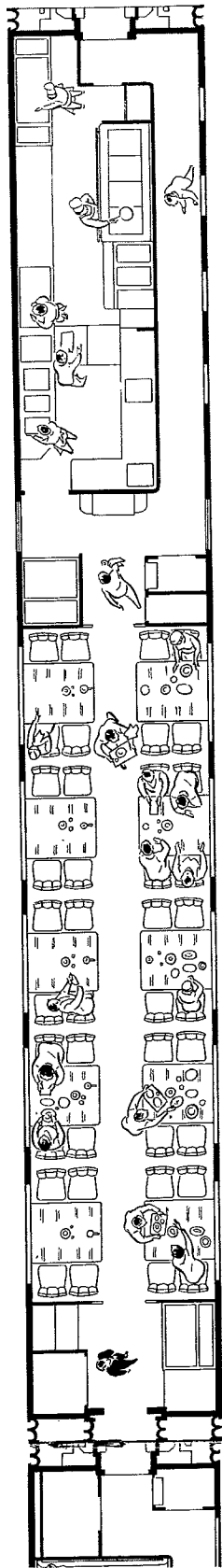
An "air curtain" at the entrance to the chef's pantry, keeps kitchen aromas from the dining room. Special air-conditioning makes the passenger corridor adjoining the kitchen immune to the range's heat.

Telephone service connecting the dining car with the observation car and the cocktail lounge makes it possible for passengers to reserve seats before proceeding to the diner.

The kitchens are marvels of compact efficiency—immaculate in stainless steel. Batteries of electric refrigerators are amply stocked with the freshest fruits and vegetables, choicest meats and poultry, and the finest dairy products. From these scientific culinary workshops emerge the piping hot or crispy cold courses that make Burlington's economy table d'hôte meals the delight of travelers. From the same kitchens come the satisfying 25-cent breakfasts and 35-cent dinners which coach passengers may have served at their seats.



The Stainless Steel Kitchen—Compact and Efficient



"Silver Grill"

DINING CAR

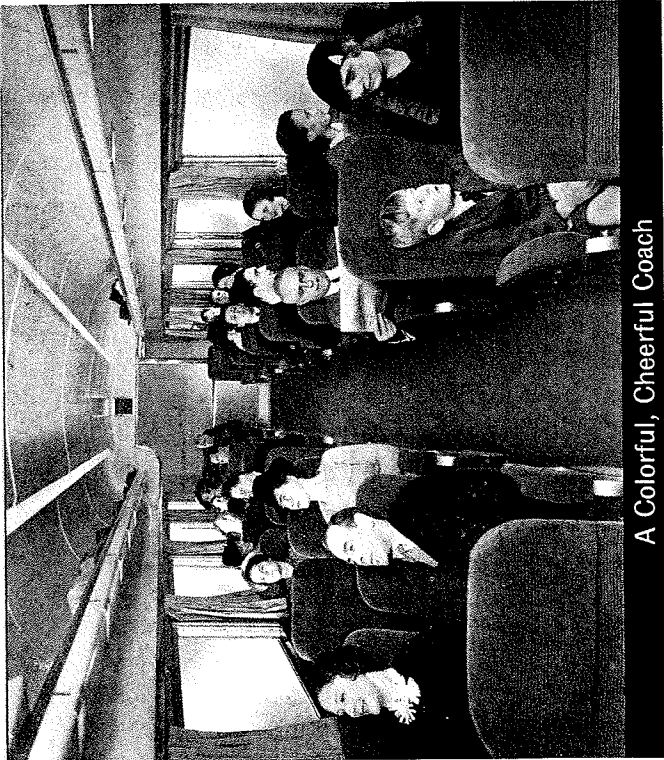
"Silver Service"

NEW STANDARDS OF ... *Elegance and Comfort*

Just as Zephyr trains have set a new pace in travel speed, so The New Denver Zephyrs establish precedents in train styling, comfort and convenience.

These are outstandingly apparent in the two beautiful coaches of each train—coaches with floors richly and fully carpeted, scientific lighting and harmonious coloring, ample and perfectly appointed dressing rooms.

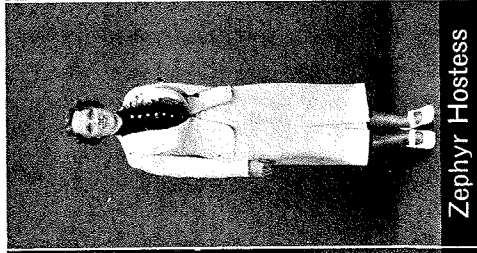
The forward car, in which green and complementary shades are blended to delightful effect, seats sixty-four passengers in chairs that are adjustable to three semi-reclining positions and can be turned to face the broad windows. Each chair has an individual ash tray.



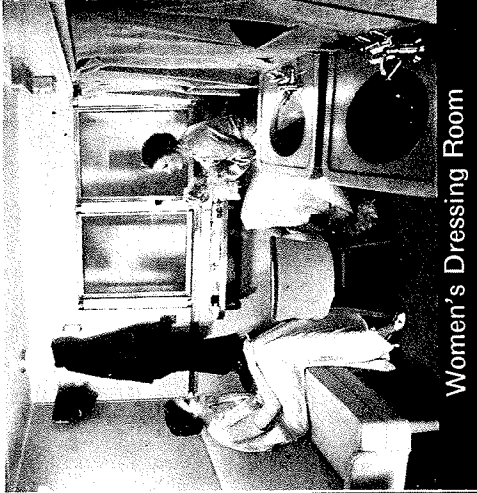
A Colorful, Cheerful Coach



Comfort and Safety



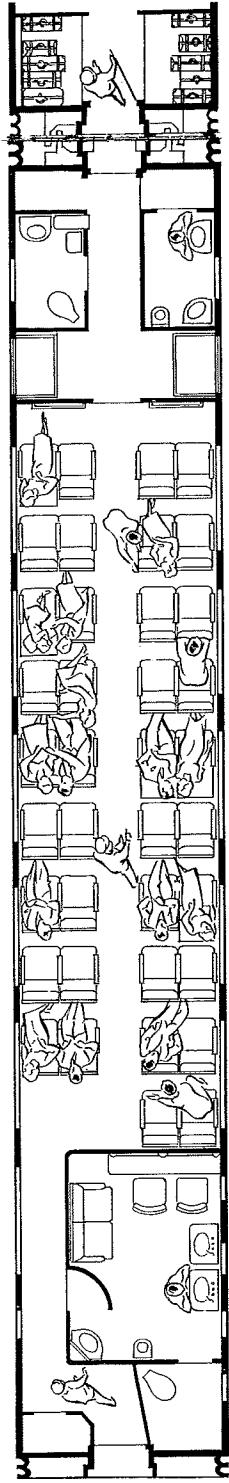
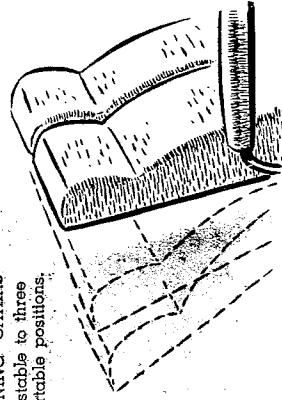
Zephyr Hostess



Women's Dressing Room

RECLINING CHAIRS

Adjustable to three comfortable positions.

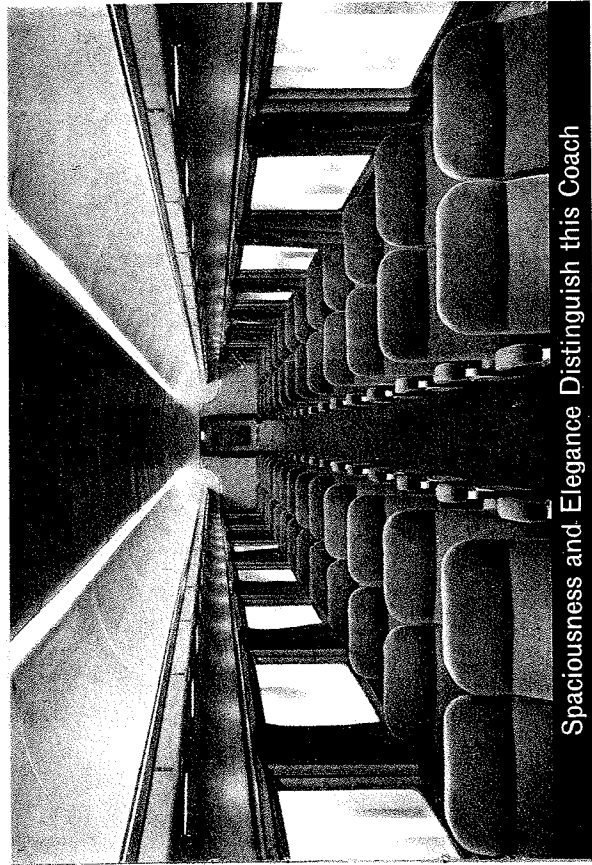


"Silver Plume"

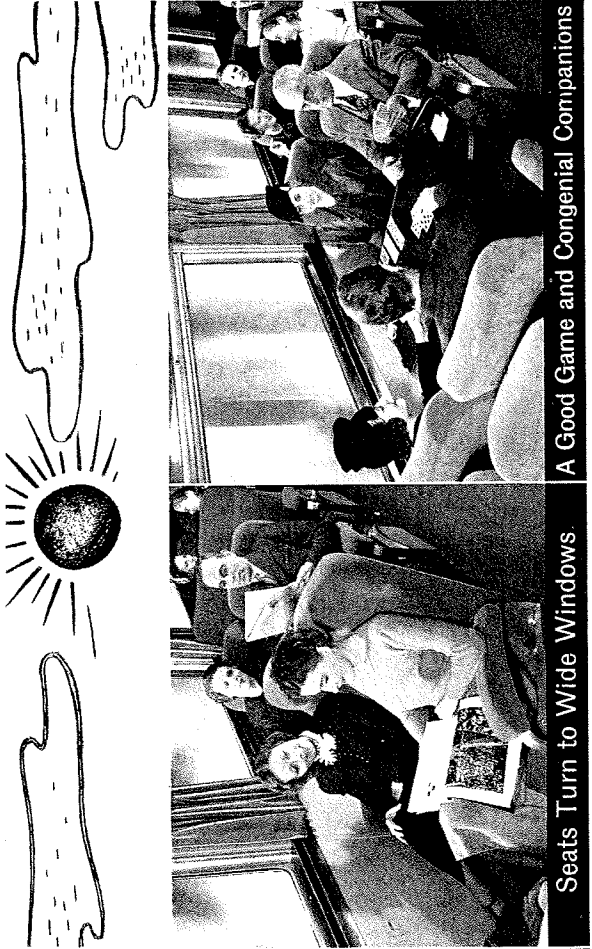
COACH

"Silver Lake"

"Silver"



Spaciousness and Elegance Distinguish this Coach

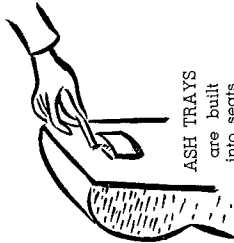


Seats Turn to Wide Windows.

A Good Game and Congenial Companions

The second coach, accommodating thirty-eight, is decorated in soft, warm shades of red and tan. Seats can be tilted to three comfortable angles, and there is a radio-phonograph to add music to the pleasures of traveling. The spacious women's dressing room is bright and dainty with its robin's egg blue wash basins, cream-colored leather chairs and sofa, and vanity table and mirror extending almost the width of the compartment. Two dressing rooms afford ample toilette facilities for men passengers.

Coach chairs are a revelation in comfort. Cushions are constructed of a newly developed resilient, porous rubber; chair arms are generously upholstered, there are soft pillows in immaculate white slips for all-night travelers, and lights are dimmed during sleeping hours. The arm rests dividing seats can be folded out of the way. Luggage

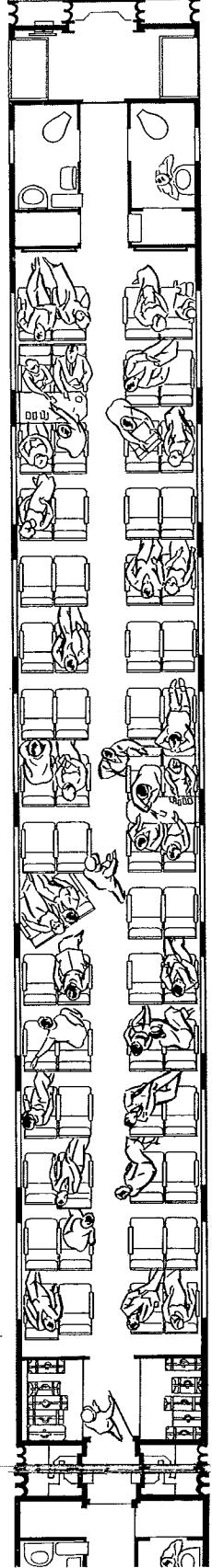


ASH TRAYS are built into seats.

compartments are provided for passengers' heavy baggage, leaving under-seat space and overhead racks for small bags, parcels and wraps.

Porter service in the coaches is continuous, tables can be set up for cards or games, and the train hostess pays particular attention to the comfort and welfare of women and children traveling alone. For those who do not go to the dining car for meals, there are satisfying 35-cent dinners and tasty 25-cent breakfasts brought hot from its marvelous stainless steel kitchen on trays.

Every coach seat on The New Denver Zephyr is designated by number and individually assigned at the time tickets are purchased. There is no extra fare, and lowest-priced coach tickets are honored.



Lake

"Silver Spruce"

COACH

"Silver City"

Cosmopolitan Rendezvous for

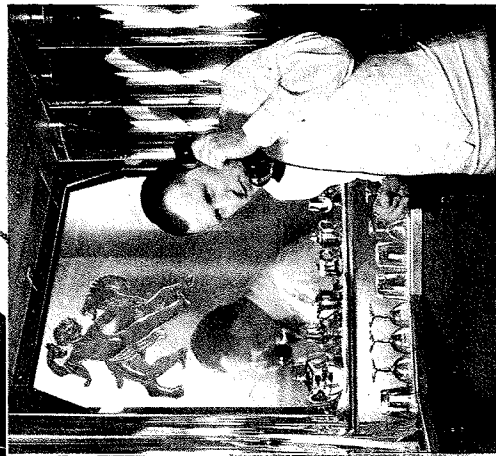
The New Denver Zephyrs, like fine clubs and hotels, are notable for the distinctive diversements they afford. Popular among these is the gay, cosmopolitan cocktail lounge where passengers from all parts of the train gather in smart and convivial surroundings.

A quarter-circle bar, complete with foot and hand rails of stainless steel and a sparkling back bar enclosing a softly illuminated etched glass mirror, occupies the forward end of the lounge. Walls are in mulberry and quartered oak, and green Venetian blinds cover the broad windows. Night illumination comes from a unique arrangement of glass ducts and columns.

Intimate built-in half-moon sofas, modernistic tubular steel chairs upholstered in leather, and an annex divided from the lounge proper by an ornamental aluminum grill give sociable seating arrangements at black top tables for thirty-four guests. The radio-phonograph adds soft music to the genial atmosphere.

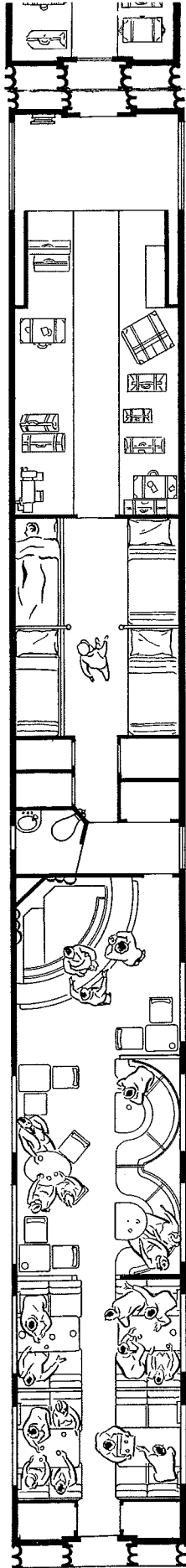
The carefully stocked bar is in charge of a skilled attendant. A telephone at his elbow commands instant sandwich and light lunch service from the dining car and also permits travelers to linger over cocktails until dining car tables are ready for them.

Completely removed, yet readily available to both coaches and sleeping cars, the cocktail lounge offers a rendezvous where jovial friends may converse well



Telephone to Dining Car

SPARKLING COCKTAIL BAR
Cosmopolitan Gathering Place for Passengers on The New Denver Zephyrs.



COCKTAIL LOUNGE CAR

"Silver Lining"

"Silver Bar"

ous for Convivial Travelers ...

into the night without fear of disturbing early-retiring fellow travelers.

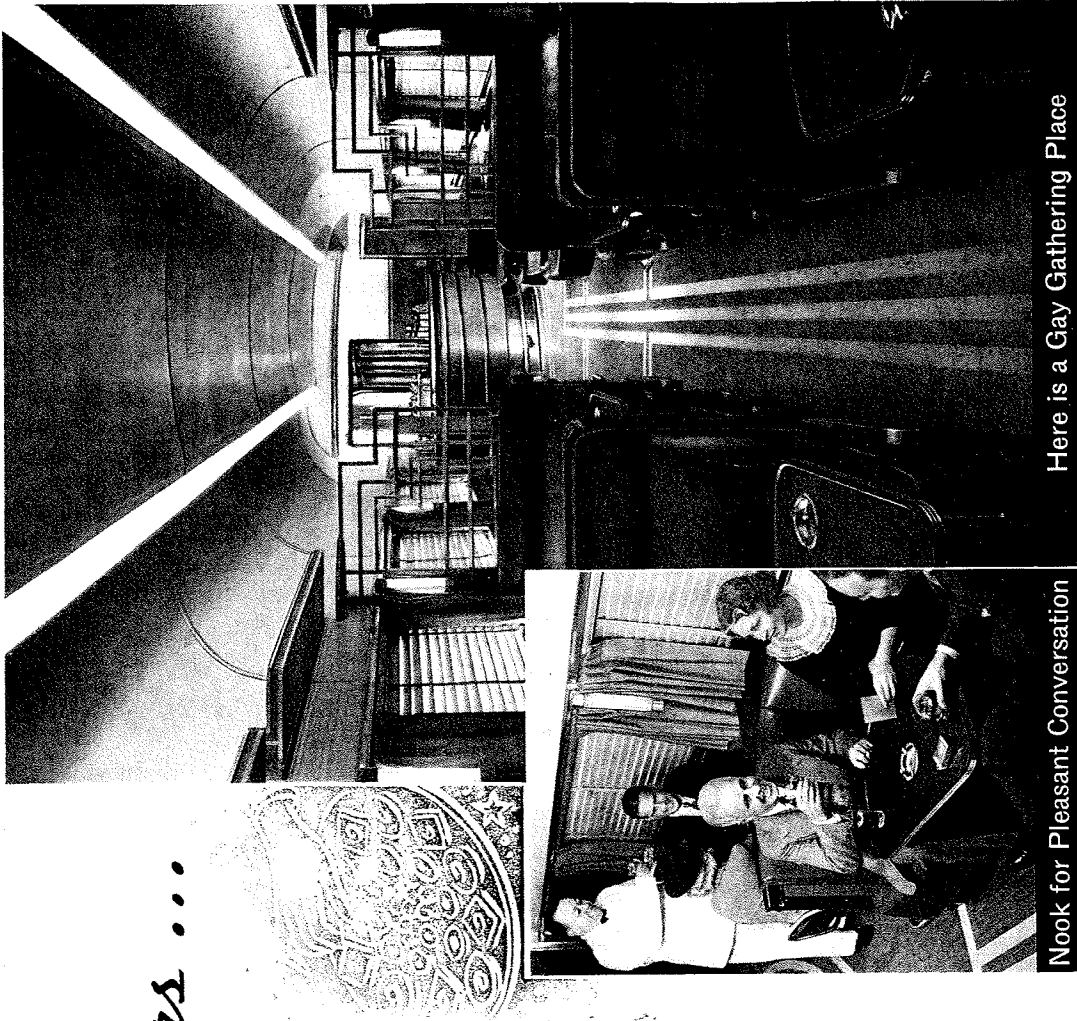
* * *

Diesel-powered generators for the train's air-conditioning and lighting system, the railway post office and compartments for express and baggage occupy the third car and the forward part of the fourth car of each train.

The lighting and air-conditioning systems are entirely independent of the train's tractive power, hence both operate uniformly regardless of whether the train is standing, starting or traveling at full speed.

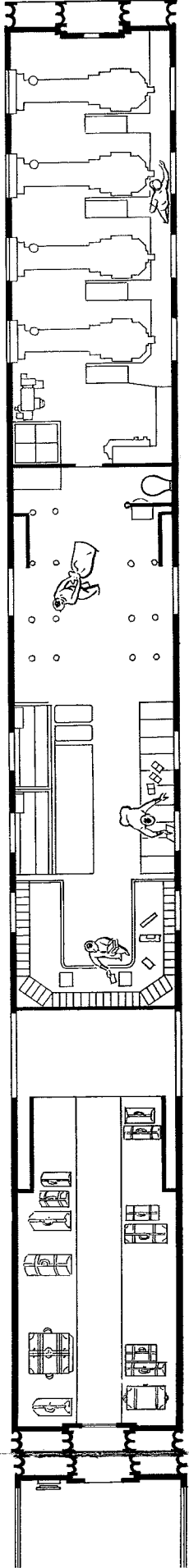
Double-strength arm type mail catchers and extra-strong mail pouches make it possible for the speeding Zephyrs to pick up and discharge mail at non-stop stations, thereby giving scores of communities super-speed mail service. Letters mailed in Chicago in late afternoon, for example, now reach points as far west as Denver in time for next morning delivery—at regular postage rates.

The forward half of the fourth car also contains berths, lockers, wash room and shower bath for the dining car crew. Rested and refreshed employees give smiling and efficient service.



Nook for Pleasant Conversation

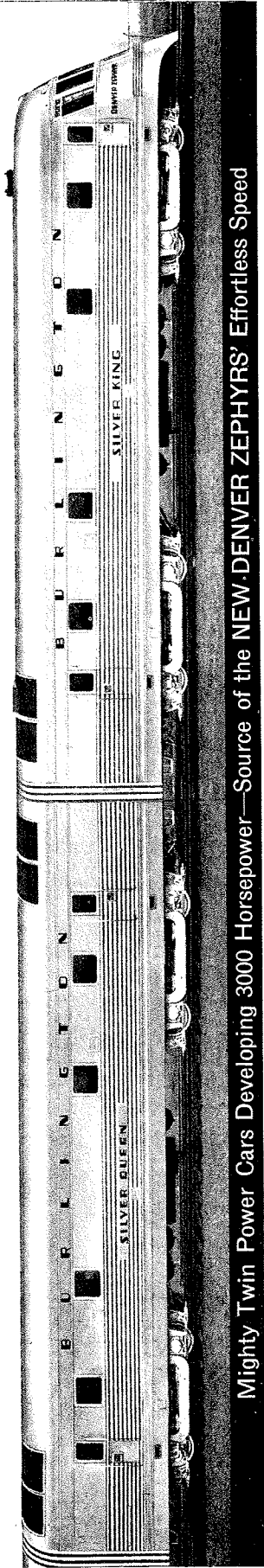
Here is a Gay Gathering Place



"Silver Herald"

RAILWAY POST OFFICE CAR

"Silver Courier"



Mighty Twin Power Cars Developing 3000 Horsepower—Source of the NEW DENVER ZEPHYRS' Effortless Speed

"FR

The New chapter in the v



RUGGED POWER *Velvet Speed . . .*

Effortless speed across vast distances is the product of the mighty twin power cars that draw The New Denver Zephyrs. Mile after mile they cruise at 80 to 90 miles an hour with reserve power instantly available to accelerate to well over 100.

Housed in the two lead cars of each train are Diesel engines and direct-connected generators which furnish the electricity for the motors that propel the train—a 3000-horsepower Diesel electric plant.

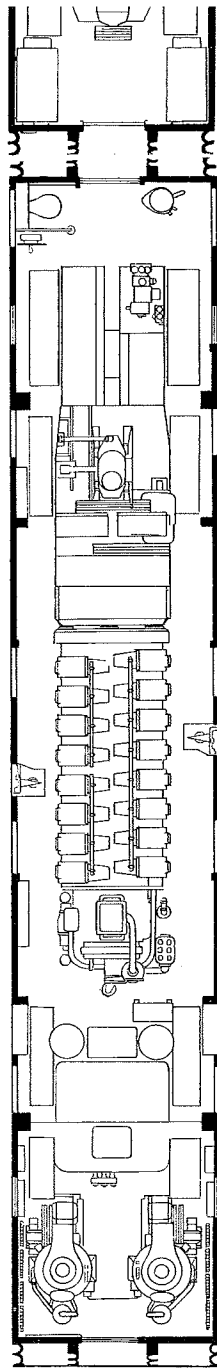
In the first power car, in addition to the wide-windowed engineer's cab, are two V-type, 900-horsepower, 2-cycle Diesel engines, and generators. The second car contains a single 1200-horsepower unit of the same type. Each of the three power plants can be operated independently of the others, and

any one unit can be shut down for maintenance or repair without interrupting the operation of the train.

The Diesel engines of The New Denver Zephyrs develop almost five times as much power as their smaller Zephyr predecessors which hold records for traveling 1,015 miles in 785 minutes and for attaining a speed of better than 122 miles per hour.

Embodied in the design and construction of these power cars is Burlington's 1,650,000 miles of experience with Zephyr-type trains, typical of which is the better than 97 per cent on-time performance during the five months of all-coach Zephyr service between Chicago and Denver.

A combination of shape, material, methods of construction and light weight make Zephyr trains super-safe. Their stream-

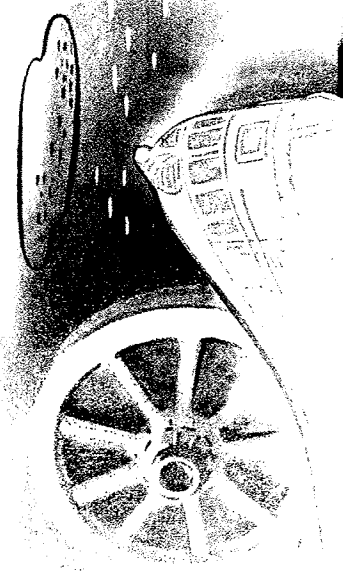


SECOND POWER CAR

"Silver Princess"

"Silver King"

"Silver Queen"

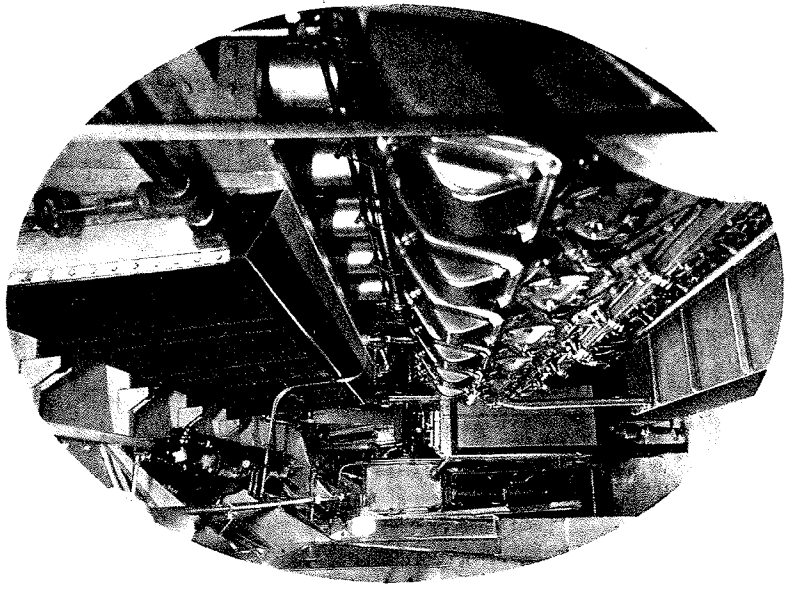


"FROM WAGON WHEEL TO STAINLESS STEEL"

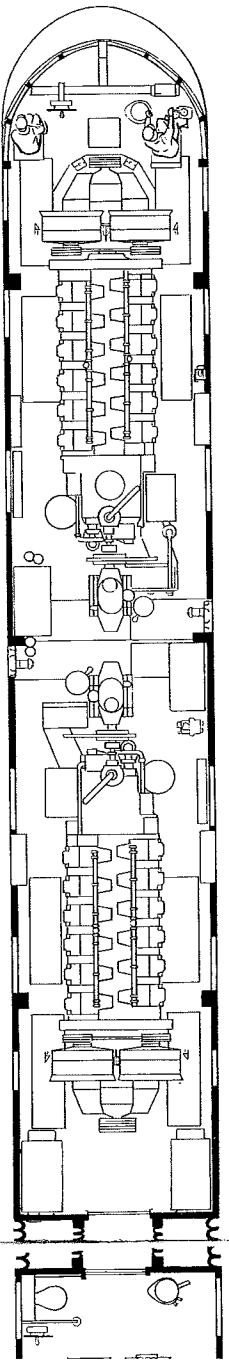
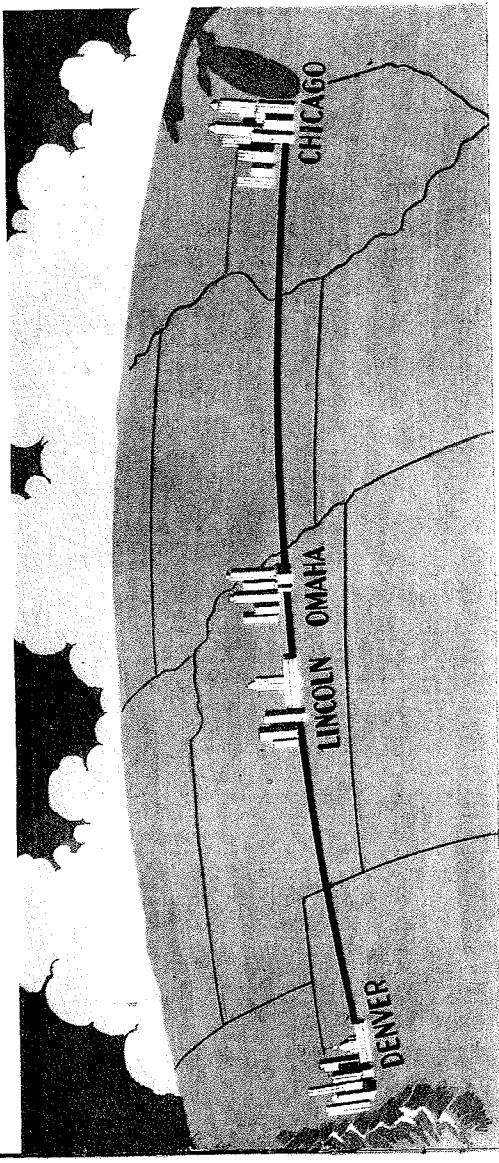
The New Denver Zephyrs are the latest chapter in the drama of transportation in the West.

line contour fends off destructive forces. Non-corrosive stainless steel and the "Shotweld" process insure against rust and rivet-failure. The light weight attained by the great strength and permanence of stainless steel minimizes impact and still further increases the actual factor of safety.

The New Denver Zephyrs weigh approximately one-half as much as comparable standard steam trains; can be accelerated much more rapidly, and can be stopped in considerably less distance.



INTERIOR OF POWER CAR
looking forward into engineer's cab from alongside one Diesel unit.



"Silver King"

FIRST POWER CAR

"Silver Knight"

Distinctive Features . . . Zephyrs

. . . OF THE NEW DENVER



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

First to install 110-volt electrical outlets in dressing rooms and at other convenient locations throughout train for passengers' personal appliances such as electric razors, heating pads, curling irons, etc.

Coach floors fully carpeted.

All cars "sound-insulated" to exclude outside noises.

Roller bearings aid easy starting, permit sustained high speeds. Completely streamlined, reducing "drag" at speed of 95 miles per hour more than 50 per cent. Steps fold into cars; doors and windows are flush with exteriors.

Automatically-controlled braking prevents locking wheels and assures smooth stops under all conditions.

Invisible dry nitrogen between double panes of safety glass prevents fogging or frosting—assures clear windows.

Low center of gravity avoids sideways and gives remarkable riding ease.

Blue "night" lights in lower berths furnish subdued illumination for night-time use.

"Tight-lock" coupling, a new development in joining cars together, and articulation, which places the ends of adjoining cars on the same truck, controls or eliminates slack between cars and makes the whole train start and stop as a single unit.

Eight extra-long berths—6 feet 8 inches—on each train for extra-tall Pullman passengers.

Double-width windows—5 feet wide.

Venetian blinds in cocktail lounge and dining cars.

Arm rests dividing coach seats can be folded out of way.

S. J. OWENS, General Agent, Passenger Dept.
177 W. Jackson St., Chicago, Ill.

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16 hours WESTBOUND		15 hrs. 50 min. EASTBOUND	
Time	Station	Time	Station
5:30 pm	CST Lv.	8:50 am	CST Ar.
6:02 pm	" "	" "	" "
7:42 pm	" "	" "	" "
8:24 pm	" "	6:38 am	Aurora
9:32 pm	" "	" "	Galesburg
11:18 pm	" "	5:58 am	Burlington
1:20 am	" "	4:45 am	Otumwa
2:23 am	" "	2:54 am	Creston
3:49 am	" "	" "	Council Bluffs
4:40 am	MST " "	" "	OMAHA
" "	" "	12:59 am	LINCOLN
" "	" "	" "	Hastings
" "	" "	10:25 pm	McCook
" "	" "	8:30 pm	Fort Morgan
8:30 am	Ar.	" "	DENVER
9:00 am	Ar.	" "	DENVER

Ar.—Stops to receive revenue passengers for Omaha or beyond.
C—Stops to receive revenue passengers from Chicago.
S—Stops to receive revenue passengers for Chicago.
M—Stops to discharge revenue passengers from Denver.

BURLINGTON ALL THE WAY