

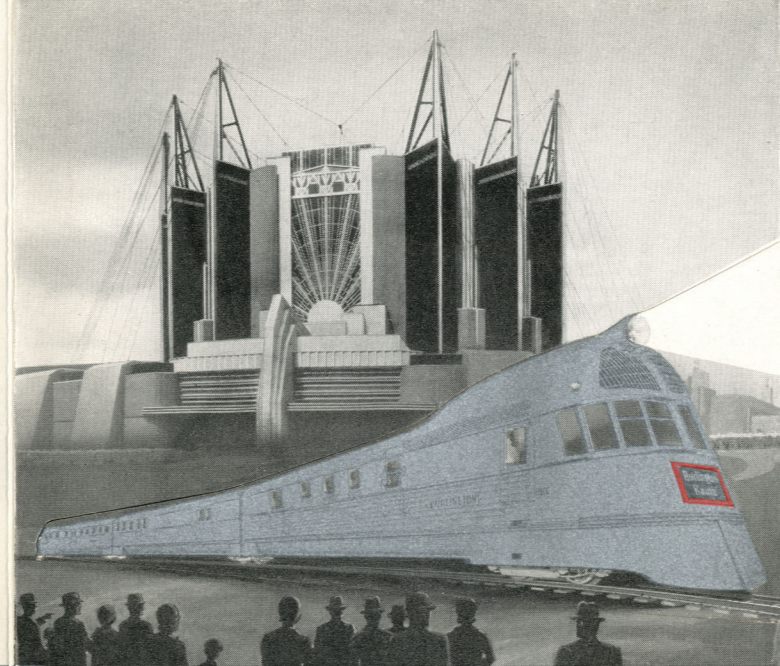
# *Wings to the Iron Horse*



# *The Zephyr*

**BURLINGTON'S STREAMLINE MOTOR TRAIN**

- Built of stainless steel.
- Powered by an eight cylinder two-cycle 660 H.P., oil-burning Diesel engine.
- Rides on articulated trucks.
- Runs on roller bearings.
- Air-conditioned in all passenger compartments.
- Equipped for radio reception.
- Windows of shatter-proof glass.
- Electro-pneumatic brakes.
- It is 197 feet long—Carries 72 passengers.
- After making a coast-to-coast tour, the train will be on exhibition at A Century of Progress Exposition in Chicago.



# *Burlington*



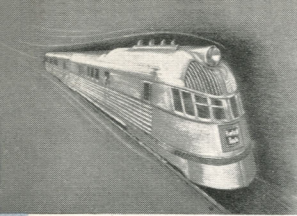
# *Zephyr*

*Burlington Pioneers Again* ➡

*In Gleaming Stainless Steel* ➡

*and Presents America's* ➡

*First Diesel Streamline Train*



The ZEPHYR . . . new revolutionary type of streamline motor train presented by the Chicago, Burlington & Quincy Railroad, is a three-car all-metal assembly, much lighter in weight than the usual type of train. It is novel in

design; unique in the application of automotive principles new to rail travel; and basically different from conventional trains in structural composition.

The ZEPHYR is 197 feet in length; has seats for 72 passengers, and is designed for day-time travel.

Not only as to exterior sheathing and interior finishing, but as to framework as well, it is built of stainless steel—a modern non-corrosive alloy consisting of 18 per cent chromium and 8 per cent nickel, cold-rolled, and characterized by its great ruggedness, ductility, and high tensile strength.

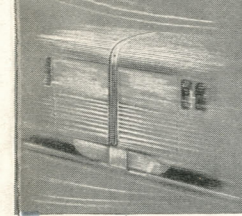
Practically every plate, sheet, strut, beam or other part is secured by means of electric welding rather than rivet-

ing. This welding takes advantage of the new Budd "shot-weld" process in which each "shot" of electricity is precisely timed, resulting in absolute uniformity in welds which occur as close together as the stitches in a seam; unifying the sections effectually and without breakdown of the molecular qualities of the metal.

New sources of power, new methods of transmission were sought.

The first of a heralded new type of two-cycle, oil-burning Diesel engine, developed especially for the ZEPHYR by the Winton division of General Motors, furnishes its motive power. Without spark plugs or ignition system of the sort used in gas engines, combustion is accomplished wholly through compression.

The ZEPHYR has only sixteen wheels altogether (a train having three cars of conventional equipment would have thirty-six) the rear of one car and the front of the succeeding one resting upon the same truck—the heralded articulated method which makes for economy, light weight, smooth riding qualities, less noise; and



eliminates "slack" between the cars. Trucks are rubber-cushioned at points of impact. Wheels are solid steel alloy with integral tread, rim-toughened to render long service without regrinding or replacement.

The first unit is occupied by the engine room and a large compartment for the handling of U. S. Mail. The second unit provides space for baggage and express, an ingenious buffet-grill and smoking compartment. The front half of the third unit is devoted to reclining chairs, while the rear part is an extraordinary little lounge room which conforms to the bullet-shaped end of the train.

A real solarium with wide, curved glass windows all around to afford a 180-degree field of vision; equipped with detached easy chairs, it offers luxurious accommodations equal to the highest class of parlor car service.

Meals from the buffet-grill are served upon tables set up for the occasion at your chair.

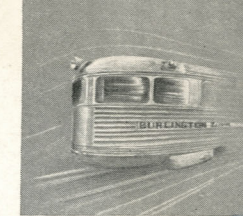
The train weighs approximately 95 tons, or about as much as one Pullman car, and is capable of a speed exceeding 100 miles an hour.

Trim as a sail-boat; speed king of the rails—the ZEPHYR strikes the most advanced note in up-to-date transport methods, and writes a colorful, interesting and significant chapter into American railroad history.

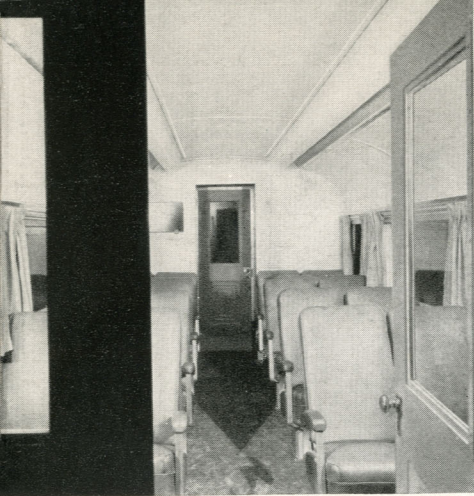
The ZEPHYR was built at the Philadelphia works of the Edw. G. Budd Mfg. Co.

Mr. Paul Cret of Philadelphia was consulting architect for the builders in charge of the interior decorative treatment.

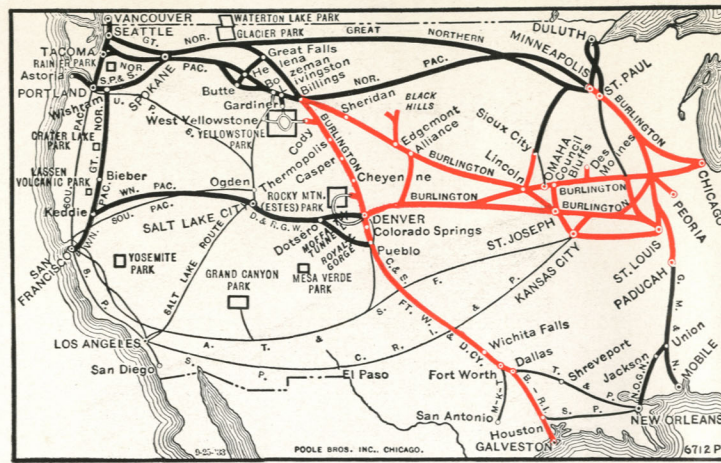
The Chicago builders, Holabird & Root, were consulting architects for the Burlington in the train's styling.



PRESENTED BY  
**CHICAGO, BURLINGTON & QUINCY RAILROAD**

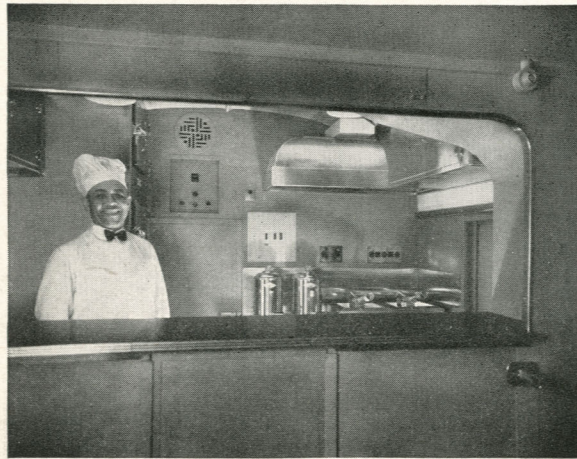
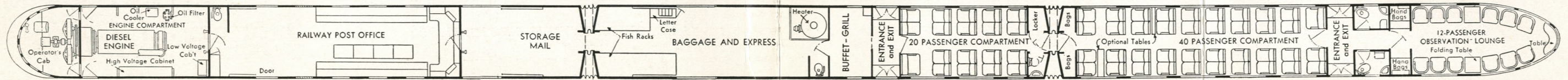


The reclining chairs in the smoking room are done in fine leather in harmony with the soft tans of walls and ceiling.

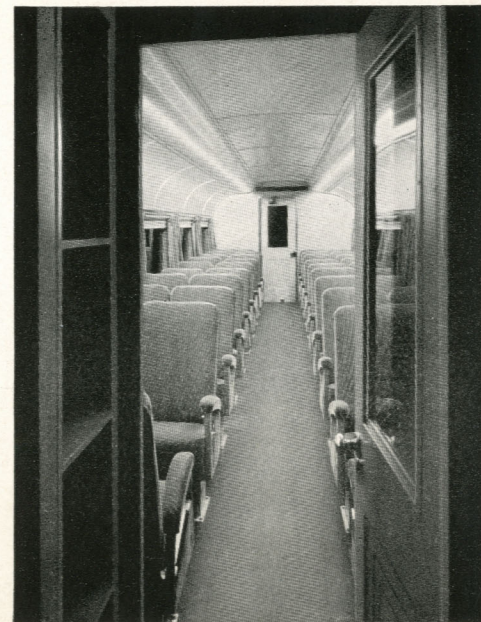


Its fleet of fine modern passenger trains . . . a fast, friendly, reliable freight service . . . and 84 years of successful operation . . . enable the Burlington to provide the highest type of modern railroad service.

The flashing outside surface of the train is unpainted; the inside sills and ornamental moulding likewise remain in their natural bright finish.



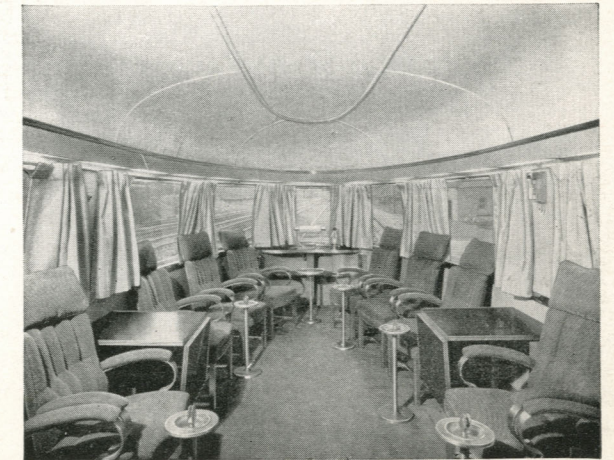
The ingenious electric buffet-grill is a masterpiece in compactness and efficiency.



Adjustable chairs in duo-tone shades of pearl-green, glass curtains to match, a rich rug to soften the foot-fall—the 40-passenger compartment is modern as the moment.



The mountain comes to Mahomet as meals from the grill are served upon tables set up at your chair.



A keen little solarium fitted with detached chairs occupies the glass-enclosed rear of the last car.