



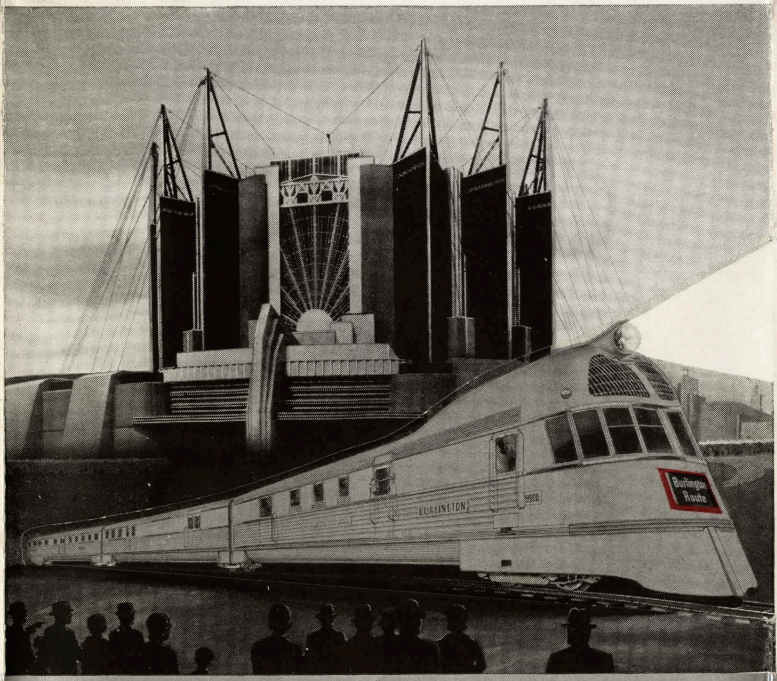
Wings to the Iron Horse

Burlington Pioneers Again In Gleaming Stainless Steel and Presents America's First Diesel Streamline Train

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



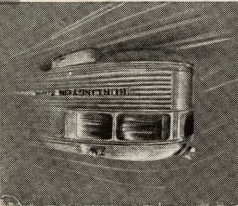
CHICAGO, BURLINGTON & QUINCY RAILROAD

PRESENTED BY



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.

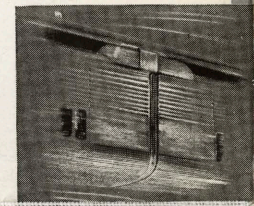
The train weighs approximately 95 tons, or about as much as one Pullman car, and is capable of a speed exceeding 100 miles an hour.



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

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 buffer-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.



Trucks are rubber-cushioned at points of impact. Wheels are solid steel alloy with integral tread, rim-toughened to render long service without regripping 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 buffer-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.

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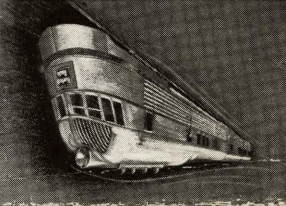
The ZEPHYR has only sixteen wheels altogether (a train having three cars of conventional equipment would have thirty-six) the rear of one car and the front of the succeeding one resting upon the same truck—the heralded articulated method which makes for economy, light weight, smooth riding qualities,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

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.

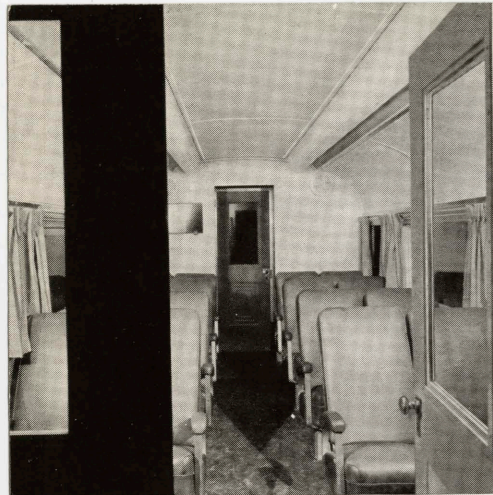
This welding takes advantage of the new Budd "short-weld" process in which each "shot" of electricity is precisely timed, resulting in absolute uniformity in welds which occur as close together as the stitches in a seam; uniting the sections effectually and without break-down of the molecular qualities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

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.

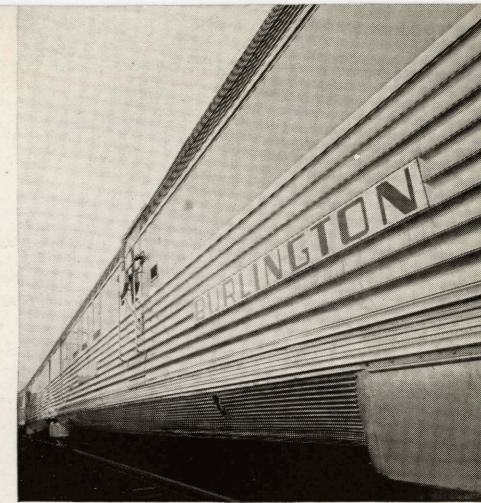
Practically every plate, sheet, strut, beam or other part is secured by means of electric welding rather than rivets.



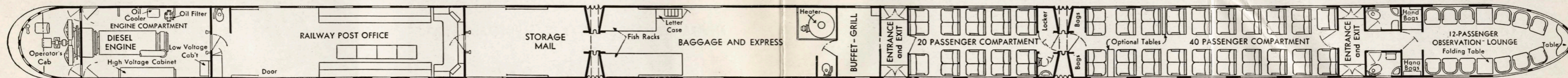
Pat. No. 1,955,117. Ebersold-Oliver, Inc., Chicago



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



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



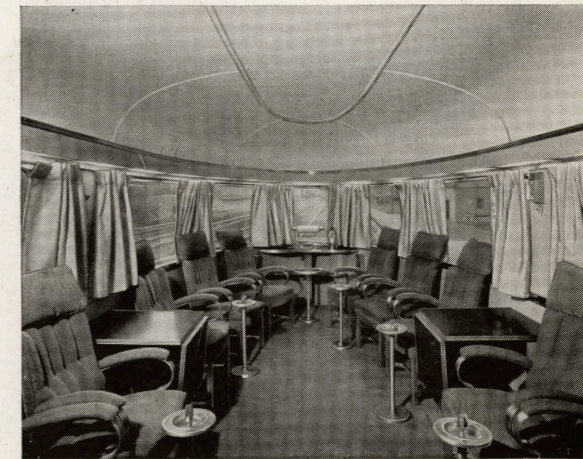
The ingenious electric buffet-grill is a masterpiece in compactness and efficiency.



Adjustable chairs in du-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.