

CHAPTER 4

Mark Twain Zephyr on the CB&Q



ST. LOUIS - BURLINGTON, IA
OCTOBER 1935 - MAY 1936

The Mark Twain Zephyr made its first regular roundtrip run between St. Louis and Burlington, Iowa on Monday, October 28, 1935. The new train service was well received by the Burlington's patrons, with passenger traffic increasing remarkably on the line almost immediately.

The Mark Twain Zephyr is scheduled to enter regular daily round trip service Monday, October 28, between St. Louis, Missouri and Burlington, Iowa, along the west bank of the Mississippi. It was named the Mark Twain, because its route lies through Hannibal, Mo., romantic old-time river town which was the home of the great American author of many years. The tracks over which the ultra-modern streamliner will speed run right along the self-same old levee where began his career as pilot of a side-wheeler. Approximately, the cars of the train will bear the names of his best known characters, Tom Sawyer, Huckleberry Finn, Becky Thatcher and Injun Joe

Like the other three Burlington Zephyrs, the new train is self-propelled, built of stainless steel with bullet shaped front and rear, and satin-smooth, unpainted exterior, scientifically streamlined for beauty, speed and fuel-economy.

The new Zephyr, like its predecessors, is capable of a cruising speed approximately 100 miles per hour. It is propelled by electric power generated by a 660 horse power, 8 cylinder, 2-cycle Diesel engine; 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 compress. It is 280 feet long, and has seats for 92 passengers. Its weight is 287,000 pounds, which is considerable less than that of two modern sleeping cars.

The above newspaper article from Blue Springs, Nebraska mentions service on the *Mark Twain Zephyr* starting on October 28, 1935. - *Blue Springs Bee*; *Blue Springs, NE*

					FARES FROM ST. LOUIS				
NORTH Read Down NO. 43	SCHEDULE of the MARK TWAIN ZEPHYR			SOUTH Read Up NO. 44	One Way in Coaches	*One way in Parlor Lounge	Round Trip in Coaches 10-day Limit	*Round Trip Parlor Lounge 10-day Limit	Seat in Parlor Lounge
	Lv.		Ar.						
8:35 AM	Lv.	St. Louis	Ar.	9:25 PM					
f9:08 AM		West Alton		8:47 PM	.42	.62	.76	.85	.50
f9:26 AM		Orchard Farm		f8:29 PM	.68	1.01	1.23	1.35	.50
f9:38 AM		Peruque		f8:17 PM	.87	1.29	1.57	1.75	.50
9:51 AM		Old Monroe		8:06 PM	1.04	1.55	1.88	2.10	.50
9:56 AM		Winfield		7:58 PM	1.13	1.69	2.04	2.30	.50
f10:06 AM		Apex		f7:47 PM	1.29	1.93	2.33	2.60	.50
10:12 AM		Elsberry		7:41 PM	1.37	2.05	2.47	2.75	.50
f10:22 AM		Annada		f7:31 PM	1.52	2.27	2.74	3.05	.50
10:33 AM		Clarksville		7:20 PM	1.69	2.53	3.05	3.40	.50
10:45 AM		Louisiana		7:07 PM	1.89	2.83	3.41	3.80	.50
10:58 AM		Ashburn		6:53 PM	2.09	3.13	3.77	4.20	.50
f11:09 AM		Saverton		f6:42 PM	2.28	3.41	4.11	4.55	.50
11:20 AM	Ar.	Hannibal	Lv.	6:30 PM	2.40	3.60	4.32	4.80	.50
11:30 AM	Lv.	Hannibal	Ar.	6:18 PM	.....	.....	.....	.....	.....
f11:45 AM		Mark		f6:02 PM	2.69	4.02	4.85	5.40	.60
11:55 AM	Ar.	Quincy	Lv.	5:51 PM	2.89	4.33	5.21	5.80	.60
12:01 PM	Lv.	Quincy	Ar.	5:43 PM	.....	.....	.....	.....	.....
12:17 PM		LaGrange		5:27 PM	3.00	4.50	5.40	6.00	.70
12:26 PM		Canton		5:17 PM	3.13	4.69	5.64	6.30	.70
f12:38 PM		Gregory		f5:02 PM	3.34	5.00	6.02	6.70	.80
f12:46 PM		Alexandria		f4:54 PM	3.46	5.18	6.23	6.95	.80
12:57 PM	Ar.	Keokuk	Lv.	4:45 PM	3.57	5.34	6.43	7.15	.80
1:03 PM	Lv.	Keokuk	Ar.	4:36 PM	.....	.....	.....	.....	.....
1:18 PM		Montrose		4:18 PM	3.79	5.68	6.83	7.60	.95
1:36 PM		Ft. Madison		4:00 PM	4.05	6.06	7.29	8.10	.95
2:20 PM	Ar.	Burlington	Lv.	3:30 PM	4.43	6.63	7.98	8.85	.95

* See last column for parlor seat fares.

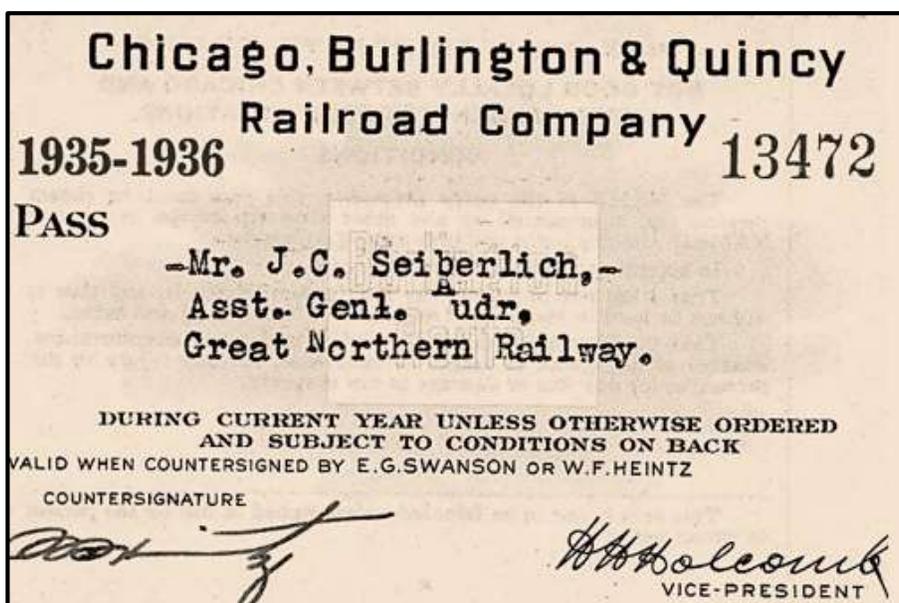
**Above is the original schedule and fares for the *Mark Twain Zephyr*. The "f" indicates a flag stop. If all 76 coach seats and 16 parlor lounge seats were filled end-to-end, the maximum fare that the CB&Q could collect from a one-way trip would be \$442.76. -
Compiled by Dave Lotz**

Things got even better when less than three months after its launch, the Burlington was able to trim 20 minutes from the northbound trip between St. Louis and Burlington. A total of 25 minutes was clipped from the schedule for the southbound journey. In fact, on certain portions of the route, the *Mark Twain Zephyr* now reached regular speeds of up to 90 miles per hour.

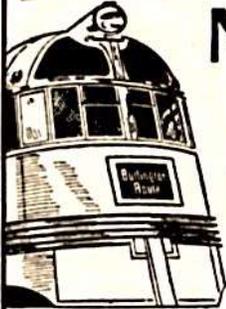
Burlington Clips Running Time of Mark Twain Zephyr

A reduction in the running time of the Burlington railroad's train, the Mark Twain Zephyr, operating between St. Louis and Burlington, Ia., was announced yesterday by A. Cotsworth Jr., passenger traffic manager. Effective today, twenty minutes will be clipped from the schedule on the northbound trip and 25 minutes from the southbound journey. Under the new schedule several new stops will be made and it will be necessary for the train to reach a speed of close to 90 miles an hour.

The January 5, 1936 newspaper article above highlights the faster travel times for the *Mark Twain Zephyr*. - Chicago Tribune Archives



The above is a CB&Q Employee Pass from 1935-1936, the first year that the *Mark Twain Zephyr* operated. - Chicago, Burlington and Quincy Railroad Archives / Greg Vreeland Collection



**NEW...
FASTER
SCHEDULE**
for
the
**MARK TWAIN
ZEPHYR**

Effective Sunday, January 5, the *wonder train* has been speeded up . . . leave St. Louis 25 minutes later than before and reach Burlington only 5 minutes later — its northbound running time thus reduced 20 minutes.

The southbound running time will be quickened 25 minutes

NEW SCHEDULE

NORTH		SOUTH	
Lv. St. Louis . . .	9:00 am	Lv. Burlington . . .	3:40 pm
Ar. Hannibal . . .	11:43 am	Lv. Keokuk	4:41 pm
Ar. Quincy	12:18 pm	Lv. Quincy	5:47 pm
Ar. Keokuk	1:12 pm	Lv. Hannibal	6:25 pm
Ar. Burlington . .	2:25 pm	Ar. St. Louis	9:10 pm

BUILT OF STAINLESS STEEL
STREAMLINED DIESEL-POWERED
AIR-CONDITIONED ARTICULATED TRUCKS

**Burlington
Route**

RESERVATIONS TICKETS

City Ticket Office St. Louis
322 N. Broadway C. B. Ogle, General Agent
Phone Central 6360

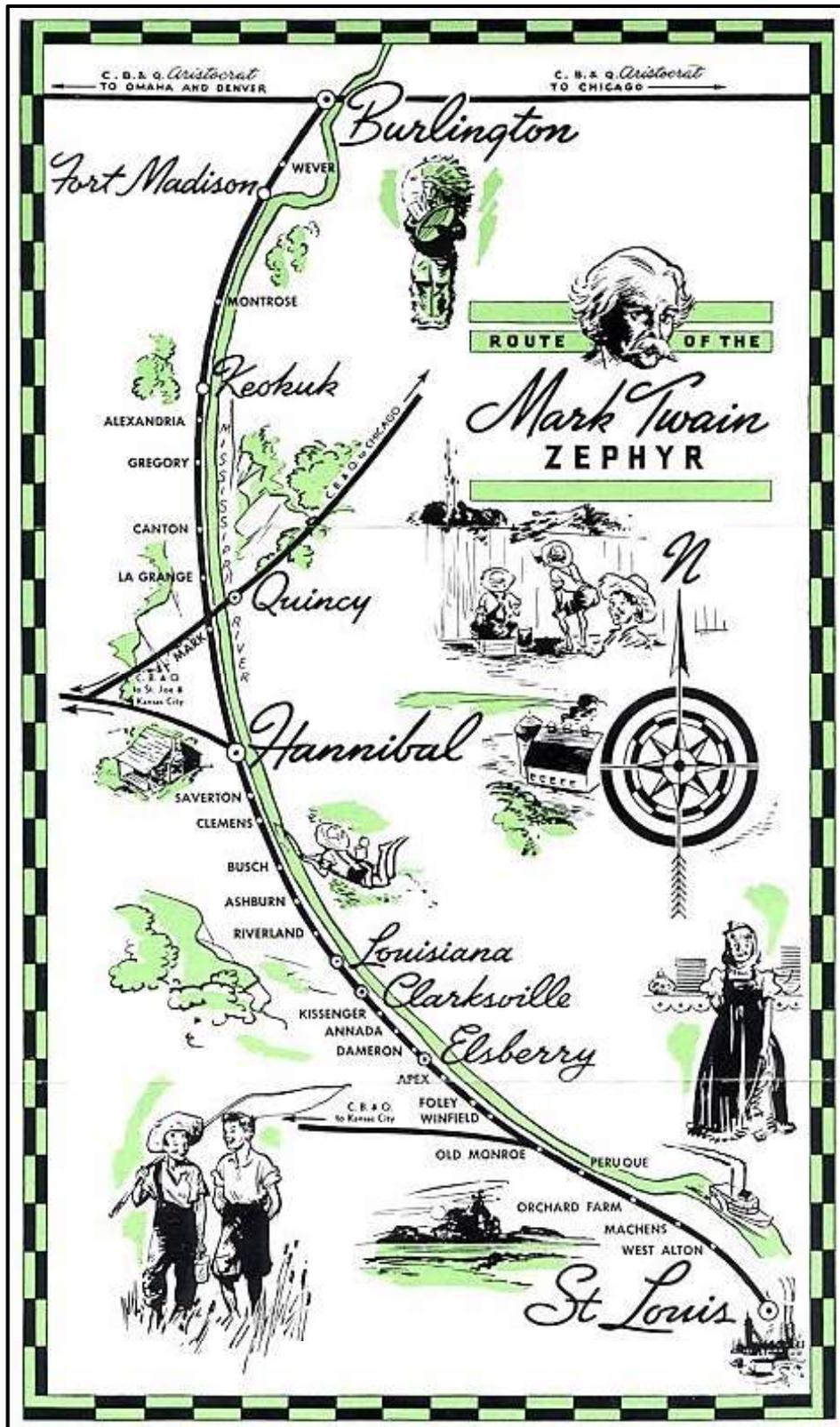
A CB&Q advertisement from December 1935 for the new *Mark Twain Zephyr* schedule starting January 5, 1936. — *Chicago, Burlington and Quincy Railroad Archives*

**Palmyra, Mo.
Dec. 10, 1935**

Dear Santa Claus,
I am looking for you this year. I heard that you were coming, and the new Mark Twain Zephyr this time I will be watching for you would you please bring me a little "zephyr" train to play with? Please bring all of the children a present.

Your friend,
Lloyd Ragar.

Lloyd Ragar of Palmyra, Missouri would like Santa to bring him his own little *Mark Twain Zephyr* for Christmas 1935. — *The Palmyra Spectator Archives; Palmyra, MO*

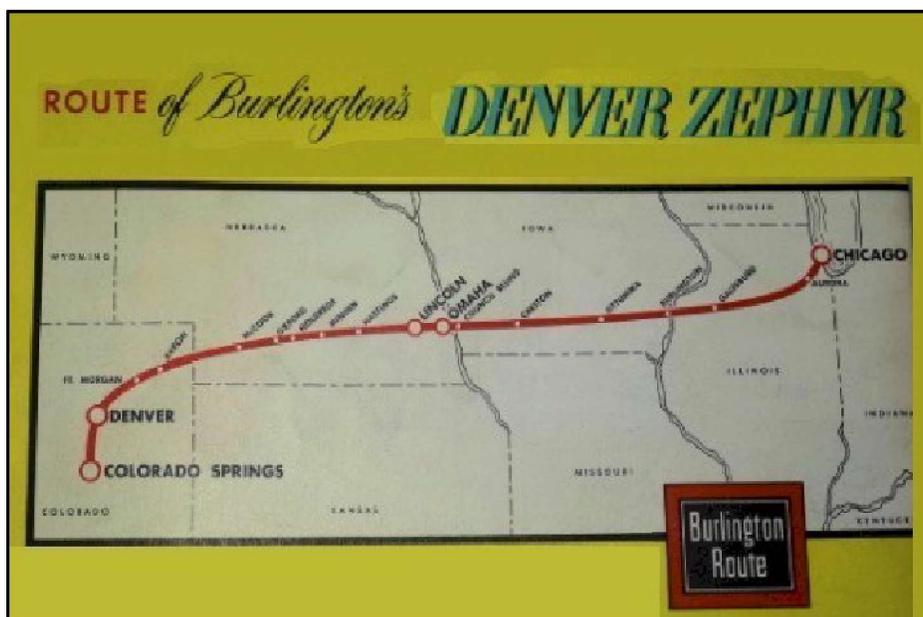


The above image is a popular route map for the *Mark Twain Zephyr*. – Chicago, Burlington and Quincy Railroad Archives / Greg Vreeland Collection

CHICAGO - DENVER, CO
MAY 1936 - NOVEMBER 1936

Less than one year into its service between Burlington, Iowa, and St. Louis, Missouri, the management of the CB&Q had other plans for the train set of the *Mark Twain Zephyr*. The increase in passenger levels on the three *Zephyr* routes made an impression on management (for example, in July and August of 1935, over 5,000 passengers could not be accommodated on the *Zephyrs*). To meet the demand, the Chicago-to-Twin Cities service was doubled, with each train set making two complete roundtrips per day. But even that proved to be insufficient. Then the solution was to increase the size of the trains, but the 600 horsepower Winton engines would not handle the number of cars that was projected to handle the demand.

The Burlington decided to try a *Zephyr* on the Chicago-to-Denver route. Two ten-car train sets were placed on order that would be pulled by two detached shovel nose diesels. Shortly thereafter, two new six-car train sets were ordered for the *Twin Zephyrs*, also with detached power units. So, what does this have to do with the *Mark Twain Zephyr*? To publicize the new *Denver Zephyrs* and to start building a larger passenger base, the Burlington reassigned the *Mark Twain Zephyr* train set (and the #9900 *Pioneer Zephyr*) to be the *Advanced Denver Zephyrs*. One train set would run each direction between Chicago and Denver, Colorado, on a 16-hour schedule daily.



16-Hour Zephyr Service to Denver Begins May 31

Chicago, May 16. — Sixteen hour Zephyr service daily between Chicago and Denver starting May 31 was announced here today by officials of the Burlington Railroad.

This schedule, operating in both directions daily between these two important terminals, clips eleven hours forty-five minutes westbound and nine hours fifteen minutes eastbound from the fastest previous passenger schedules between these points.

Speeding over the shortest line between Chicago and Denver, two Diesel-powered streamliners built of ageless stainless steel—the original "Silver Streak" and the Mark Twain Zephyr will make an overnight run of the 1039 miles daily. While the average running speed between the two terminals will be about 65 miles per hour, stops enroute will call for a cruising speed of 90 miles an hour or better.

compared with the improved record of a year ago. Then too, the inauguration of coach fares in the East effective next month will make fast coach schedules in the Western area doubly attractive for economy travelers from the heavily populated East. No extra fare will be charged on these trains.

"The Colorado mail which the Burlington has carried for so many years will be materially expedited by these sixteen hour schedules.

"These pioneer Zephyrs, which will be known as the 'Advance Denver Zephyrs,' will be succeeded in a few weeks by longer and more commodious Zephyrs, designed expressly for this Colorado main line service, which will include sleeping cars, full sized dining cars, cocktail lounges, and the typical Zephyr observation ends supplying travelers with unobstructed vision of the country enroute."

Many unusual and economy features will be introduced on the Zephyr run to Denver starting May 31. Free pillows and economy meals (35 cent supper and 25 cent breakfast), reserved seats at no extra cost, and the services of a trained hostess are just a few of these attractions.

Daily departures at 5:30 p. m. (Central Standard Time) from Chicago mean arrival in Denver at 8:30 a. m. (Mountain Time) the next morning. Eastbound schedules show daily departures from Denver at 4:00 p. m. (Mountain Time) and Chicago arrival at 9:00 a. m. (Central Standard Time) the next morning.

"Opening of the summer tourist season June 1 with its low travel rates together with a public demand for swifter schedules to the Rocky Mountain region, prompted Burlington officials to place these two 3-car Zephyrs in Denver service for coach passengers now as advance representatives of the 12-car Denver Zephyrs nearing completion," said Albert Cotsworth, jr., Passenger Traffic Manager of the road today.

"The summer fares go into effect the very day after this unique service is installed. Another factor that prompted the Burlington management to make this decision was the rising trend of travel by rail in the West as

This newspaper article from May 16, 1936 announces new 16-hour service between Chicago and Denver using the MTZ train set. — *Chicago Tribune Archives*



The tail end of the "Tom Sawyer" is seen on the CB&Q near some semaphores at Derby, Colorado while in-service as the *Advance Denver Zephyr*. –

Denver Public Library, Western History Department Collection

MARK TWAIN ZEPHYR ON CHICAGO-DENVER RUN

The new Mark Twain Zephyr, inaugurated into the regular service of the C. B. & Q., running from St. Louis and Burlington, and the original Zephyr, the one that visited Palmyra two years ago, running between Kansas City and Omaha, have been temporarily shifted from these runs to the Chicago and Denver run until the two new Zephyr trains, now under construction for the C. B. & Q., are completed. The new trains are expected to be ready for operation some time in August, when the shift will be made back again. Until the new train service is completed, the Mark Twain Zephyr made its last trip between St. Louis and Burlington Sunday.

This newspaper article from June 1936 announces that the *Mark Twain Zephyr* will be moving to Chicago-Denver service. – *The Marion County Standard Archives*



This image was featured on the front cover of menus used aboard the *Mark Twain Zephyr* during the months it operated from Chicago to Denver, Colorado. –
Chicago, Burlington and Quincy Railroad Archives / Greg Vreeland Collection

The following pages feature a look at the interior two pages and the back cover of the menu that would have been used aboard the *Mark Twain Zephyr*, when it was filling in as the *Advance Denver Zephyr* from May 1936 to November 1936.

DINNER A LA CARTE	
Relish »	Pickles, 15 Olives, Ripe California or Queen, 20 Tomato Juice, 20 Crab Meat Cocktail, 40 Colorado Pascal Celery, 25
Soup »	Soup, Cup, 20; Tureen, 30 Consomme or Clam Chowder, 20 Oyster Milk Stew, 45 Oyster Cream Stew, 60
Eggs »	Fried, Scrambled or Boiled, 30 Poached on Toast, 40 Omelet: Cheese, Jelly, Marmalade or Strawberry Preserves, 50 Spanish Omelet, 60; Plain Omelet, 35
Fish & Oysters »	Imported French Sardines, 60 Broiled Jumbo Whitefish, Maitre d'Hotel, 70 Fried Oysters, 60
Entree »	Roast Prime Beef, Au Jus, 90 Fried Milk-Fed Chicken, Half, Family Style, 85 Special Dinner Steak, 90 Broiled Prime Sirloin Steak, 1.25 with Mushroom Sauce, 1.50 Grilled Lamb Chops (1), 40; (2), 80 Vegetable Dinner with Poached Egg, 75 Ham or Bacon and Eggs, 70 Sandwiches: Club, 60; Chicken, 40; Cheese, 25; Ham, 25 Baked Beans with Salt Pork and Brown Bread, 40
Vegetables »	Stewed Tomatoes, 20 Carrots and Peas, 20 Fresh Spinach with Egg, 25 Baked Potato, 25 Potatoes O'Brien, 20
Salad »	Chicken Salad, Mayonnaise, 60 Cold Asparagus, Vinaigrette, 45 Potato Salad, 25 Lettuce-Pear Salad, 40 Sliced Cucumbers, Tomatoes or Head Lettuce, half portion, 25
Dessert »	Baked Apple with Cream, 25 Half Grape Fruit, 25 Honey Dew Melon, 25 Preserved Figs with Cream, 30 Ice Cream with Cookies, 25 Brandy or Sherry Date Sundae, 25 Prune Whip, 25 Pineapple Cup, 25 Pie, 20; with Cheese, 25; a la Mode, 30 Orange Marmalade or Preserved Strawberries, 25 Cheese with Crackers or Ry-Krisp, 20
Beverage »	Coffee, Tea, Cocoa, Chocolate, pot (for one), 20 Instant Postum, 20 Kaffee Hag, 20 Malted Milk, 20; Individual Bottle Milk, 15 Cream, per Glass, 30
Bread »	Bread and Butter, 10 Hot Dinner Rolls, 10 Dry or Buttered Toast, 10 Milk Toast, 30 Cream Toast, 40

It will be a pleasure to serve any dish not listed that you may wish, if it is available.

BURLINGTON SELECT DINNERS



☛ Price Opposite Entree Includes Relish
Soup, Potatoes, Vegetables, Salad, Bread
and Butter, Beverage and Dessert



▶ **Little Ones**

p.... 15
Peas . 15
runes 15
uce.. 15

Crab Meat Cocktail — or — Tomato Juice — or —
Soup — or — Consomme

Colorado Pascal Celery Green and Ripe Olives

Broiled Jumbo Whitefish.....	1.00
Roast Prime Beef, Au Jus.....	1.10
Grilled Lamb Chops.....	1.15
Fried Milk-Fed Chicken, Family Style.....	1.25
Broiled Dinner Steak.....	1.40

Fresh Spinach — or — Creamed Carrots and Peas
— or — Stewed Tomatoes

Baked Potato — or — Potatoes O'Brien

Head Lettuce — or — Lettuce-Pear Salad

Baked Apple with Cream
Half Grape Fruit — Honey Dew Melon
Ice Cream with Assorted Cookies — or —
Brandy or Sherry Date Sundae
Pie — or — Pineapple Cup — or — Prune Whip
Cheese with Crackers or Ry-Krisp

Coffee, Tea, Cocoa, Bottle Milk
Bread and Butter — or — Hot Dinner Rolls

Steward in Charge of this Car is _____

E. G. LEE, Supt. Dining Cars, Chicago

A. COTSWORTH, Jr., Passenger Traffic Manager, Chicago

"America's Distinctive Trains"

Two new 12-car Denver Zephyrs soon will flash into Chicago-Denver service... the Burlington's latest dramatic step in creating and developing a new conception of high-speed travel luxury, comfort and safety.

All of the time-tested principles which made the first four Burlington Zephyrs so outstanding have been adapted to these splendid new trains. Like their illustrious namesakes, they are built of stainless steel and powered by mighty Diesel engines developing a total of 3,000 horse power. Completely air conditioned, with extra-wide windows of double safety glass, hermetically sealed.

They follow, too, the now-familiar Zephyr traditions of streamline perfection, effortless high speed, and exceptional riding qualities — achieved by the use of roller bearings, precision-ground wheels, hydraulic shock absorbers and improved air brakes. Some cars are articulated and others are joined by special tight-lock couplers, to control or eliminate slack.

Unlike the smaller Zephyrs, the new Denver Zephyrs will consist of ten cars, all of wider-than-standard width. Accommodations are splendidly complete, including full-length Pullman-operated sleeping cars with bedrooms, compartments, drawing rooms and standard sections... exquisite full-length dining car... sprightly cocktail lounge... and a magnificent full-length observation-lounge car. The commodious chair cars, fully carpeted, will set a new "high" in luxurious coach travel.

Color has been masterfully applied in designing and decorating the interiors, simplicity and modern smartness being combined with delightful results. There are an amazing number of conveniences and thoughtful extra-comforts.

These new 12-car Denver Zephyrs will flash between Denver and Chicago in just overnight — saving, like the smaller Advance Denver Zephyrs they replace, a full business day in each direction. The famous 3-car Advance Zephyrs will go into other service with an amazing on-time record behind them, established while running as the first high-speed overnight trains between the Great Lakes and the Rockies.

The Mark Twain Zephyr operated Chicago to Denver while the new Denver Zephyrs were being built. —

Chicago, Burlington and Quincy Raiald Archives / Greg Vreeland Collection



The *Mark Twain Zephyr* train set is seen above, as the *Advance Denver Zephyr*, in June 1936. You may notice that the "Becky Thatcher" baggage car was removed to make the *Mark Twain Zephyr* just three cars, matching the *Pioneer Zephyr* which would have been operating in the opposite direction on the route each day. –

Denver Public Library, Western History Department Collection



The *Mark Twain Zephyr* train set, as seen at the Denver Union Station, in Summer 1936. - Denver Public Library, Western History Department Collection



Let's have a COLORADO VACATION

● Away from the enervating heat of the cities to the tonic coolness of the high country. Swap humdrum for carefree adventure; the same old scenes for glorious sight-seeing in the far-flung Rocky Mountains.

Here for all are recreation, vacation happiness, a new lease on life. Here you ride, hike, fish, swim, motor, play golf . . . your favorite outdoor pursuit in glorified form.

All Costs Are Down

Round trip vacation fares from Chattanooga will be so low that a wonderful vacation in the Rockies is within the reach of all. The Burlington Railroad now offers special excursion tickets for coach or chair car travel as low as \$27.50 round trip from Chicago each Saturday and Sunday, from July 11 to August 9, with 16-day return limit. Meals for as little as 90c per day served to coach, chair car and tourist car passengers.

Personally conducted seven-day coach tours as low as \$51.50 round trip from Chicago to Colorado.

The West's Great Trains

Go BURLINGTON to Colorado. On the famed ARISTOCRAT or the OVERLAND EXPRESS—both air-conditioned trains with matched Pullmans, observation-lounge car, dining car, coaches and luxurious reclining chair car (seats free).

ADVANCE DENVER ZEPHYRS	STREAMLINED . . .
	DIESEL-POWERED . . .
	BUILT OF STAINLESS STEEL . . .

The Burlington ZEPHYRS inaugurated the first 16-hour service between Chicago and Denver on May 31.

1039 MILES OVERNIGHT

Advance Zephyr No. 1	NO EXTRA FARE	Advance Zephyr No. 10
DAILY—WESTBOUND		DAILY—EASTBOUND
Lv. Chicago 5:30 pm. (C.T.)		Lv. Denver 4:00 pm (M.T.)
Ar. Denver 8:30 am (M.T.)		Ar. Chicago 9:00 am (C.T.)

For the present, coach accommodations only . . . all seats subject to advance reservation. Free pillows to all. Economy meals (35¢ supper and 25¢ breakfast). Hostesses. Radio. No extra fare. Tickets at lowest coach fare of less than two cents a mile, will be honored.

Send this Coupon Today

W. T. Vardaman, General Agent, Burlington Route,
Dept. T-3, 516 Hesley Bldg., Atlanta, Ga.

Please send me your free Colorado Vacation Booklets.

Name

Street & Number

City State

Check here if interested in All-Expense Escorted Tour.




An advertisement from June 1936 for the *Advance Denver Zephyrs* –
Chicago, Burlington and Quincy Railroad Archives

Zephyr

SCOREBOARD

Number of days in service	51	
Number of single trips	102	
Miles run to date in the high-speed Denver-Chicago †overnight service	105,723	
Late arrivals in Denver	0	
Late arrivals in Chicago	*1	
BATTING AVERAGE {	ON TIME at Denver	100%
	ON TIME at Chicago	98%

†Inaugurated May 31, 1936 by the
Advance DENVER ZEPHYRS

*Delayed 20 minutes nearing
Chicago, July 18

EAST.....15 hr. 50 min. Lv. Denver.....4:00 pm Ar. Chicago.....8:50 am	{ Average speed 65 miles an hour }	WEST.....16 hr. Lv. Chicago.....5:30 pm Ar. Denver.....8:30 am
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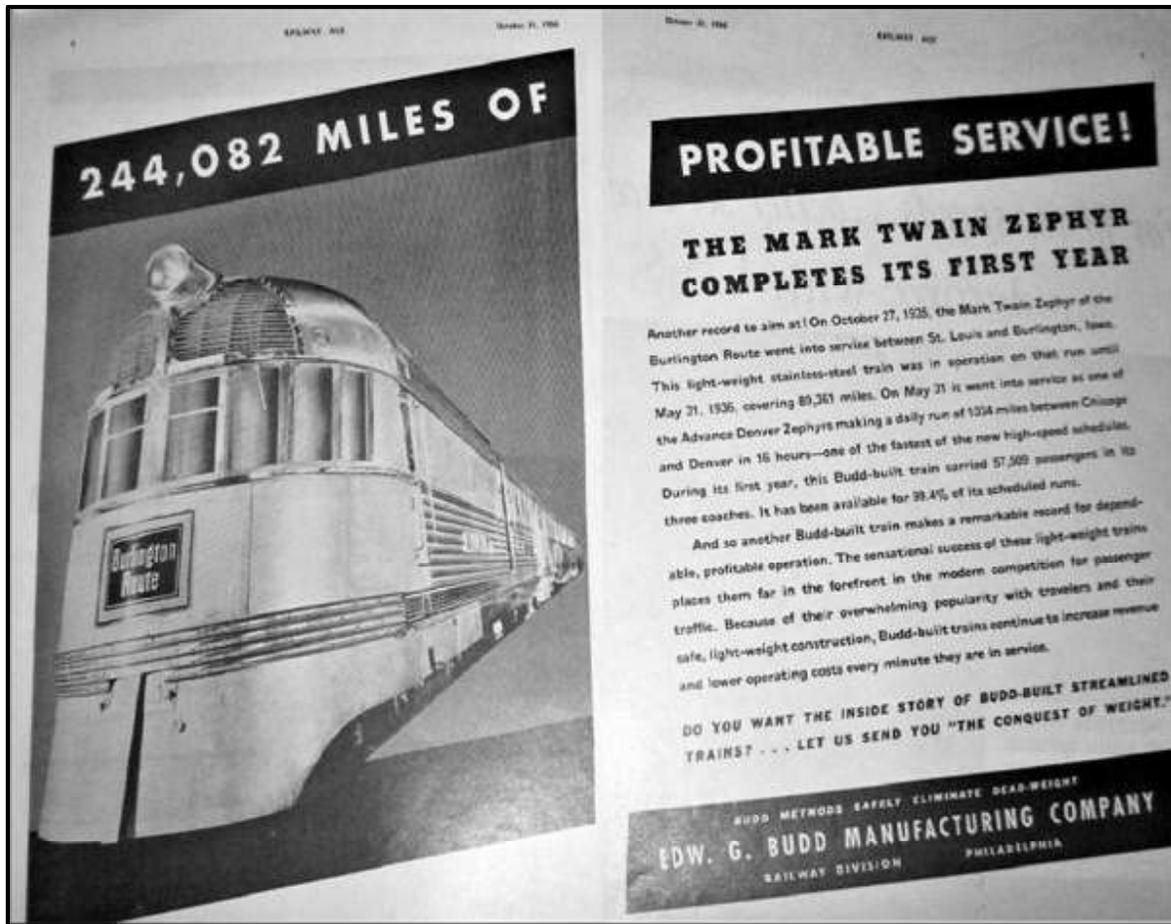
Streamline
Diesel-Powered
Built of Stainless Steel
. . . No extra fare

F. W. JOHNSON, *General Agent*
901 17th St., Denver Phone Keystone 1123



ALL THE WAY

An advertisement for the *Advance Denver Zephyrs* showing on-time performance
- Chicago, Burlington and Quincy Railroad Archives



A Budd Company brochure from October 1936, shown above, celebrates one year of the *Mark Twain Zephyr* train set. – Budd Company Archives

This service, to capitalize on summer business and to protect the U.S. Mail contract, began on May 31, 1936, and operated until the permanent *Denver Zephyr* equipment was placed in service on November 8, 1936. Although there were no sleepers on either train, the timetable provided a 5:30PM Central Time departure from Chicago, with arrival in Denver at 8:30AM Mountain Time the next morning. The train would cover the 1,034 miles at an average speed of 64.63 miles per hour. The eastbound departure from Denver was at 4:00PM Mountain Time, with a 9:00AM Central Time arrival in Chicago.

Business on the *Advanced Denver Zephyrs* was almost at or near 100 percent capacity, with between 70 and 75 percent through traffic between Chicago and Denver. The trains operated consistently on time and attracted not only passengers, but many trackside viewers as well. It is recorded that as many as 200 people per day came to see the *Mark Twain Zephyr* and *Pioneer Zephyr* each day at stations like Galesburg, Illinois, and Burlington, Iowa.

ZEPHYR SERVICE CHICAGO • LINCOLN • DENVER

BEGINS SUNDAY MAY 31st

STREAMLINED
DIESEL POWERED
BUILT OF STAINLESS STEEL

The BURLINGTON ZEPHYRS will inaugurate the first 16-hour service between Chicago and Denver via Lincoln on May 31, 1936, to signalize the opening of the summer vacation season.



1039 MILES OVERNIGHT

Advance Zephyr No. 1

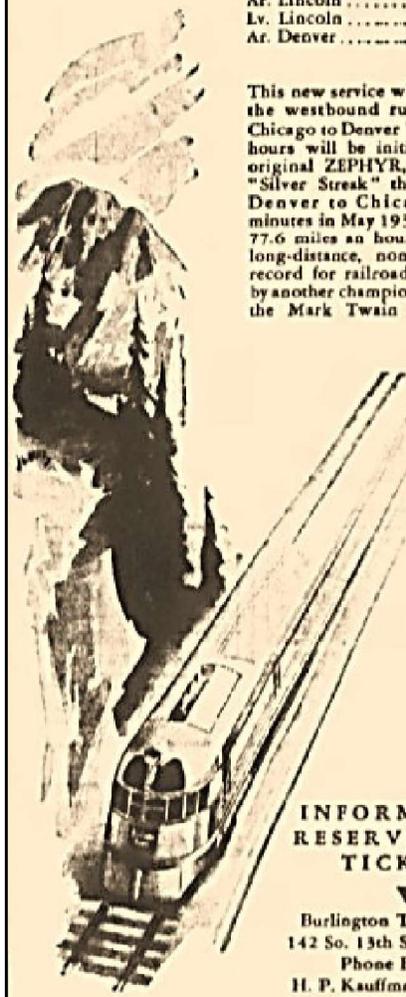
Westbound

Lv. Chicago 5:30 pm
Ar. Lincoln 2:15 am
Lv. Lincoln 2:23 am
Ar. Denver 8:30 am

Advance Zephyr No. 10

Eastbound

Lv. Denver 4:00 pm
Ar. Lincoln 11:48 pm
Lv. Lincoln 11:58 pm
Ar. Chicago 9:00 am



This new service which reduces the westbound running time Chicago to Denver by almost 12 hours will be initiated by the original ZEPHYR, the famous "Silver Streak" that ran from Denver to Chicago in 78 1/2 minutes in May 1934, averaging 77.6 miles an hour to win the long-distance, non-stop world record for railroad trains; and by another champion of the rails, the Mark Twain Zephyr that

holds the high speed record of 122 miles an hour.

At the outset there will be coach accommodations only, with all seats subject to advance reservation. Free Pillows. Economy meals (35¢ supper and 25¢ breakfast). Hostesses. Radio. No extra fare. Tickets at the lowest coach fare of less than 2¢ a mile will be honored. Both trains completely air-conditioned, of course.

People Are Going Places Again

Westward to Denver and the Rocky Mountains. Eastward to the sky-blue lakes, and the woods-and-waters from Michigan to Maine . . . the historic shrines, and the bright lights of the big cities.

Everything is in your favor this year. Round trip fares on a bargain basis. No surcharge to pay. Not even Pullman fare if you dash out to Denver or in to Chicago on one of the Advance Zephyrs that sometimes attain a speed of 90 miles an hour.

Be among the first to ride these Advance Zephyrs—champions of the rail—that continue to make railroad history.

No change in the GREAT STEAM TRAINS

TO CHICAGO	Lv. Lincoln	Ar. Chicago
AK-SAR-BEN	7:00 pm	8:30 am
FAST MAIL	4:55 pm	6:30 am
ARISTOCRAT	5:35 am	7:15 pm
TO DENVER	Lv. Lincoln	Ar. Denver
ARISTOCRAT	1:15 am	1:15 pm
OVERLAND EXPRESS	6:10 pm	7:00 am

INFORMATION
RESERVATIONS
TICKETS

Burlington Travel Bureau
142 So. 13th St. • Lincoln
Phone B-6337
H. P. Kauffman, Gen. Agent



An advertisement for the *Advance Denver Zephyrs* from Summer 1936 –
Chicago, Burlington and Quincy Railroad Archives

Zephyr Service

TO DENVER



A gleam in the night! A silver streak as swift as lightning flashes across the countryside momentarily and is gone!

The Zephyr has passed by on its thrilling flight to Denver . . . more than a thousand miles from the towers of Chicago to Denver and the Rocky Mountains — just overnight.

Its schedule of 16 hours cuts the previous westbound running time by almost 12 hours. It maintains an average speed of 65 miles an hour . . . runs for hundreds of miles at better than 80 . . . sometimes 90.

ADVANCE ZEPHYR No. 1

Westbound

Lv. Chicago..... 5:30 pm
Ar. Omaha..... 1:15 am
Ar. Denver..... 8:30 am

DAILY
NO
EXTRA
FARE

ADVANCE ZEPHYR No. 10

Eastbound

Lv. Denver..... 4:00 pm
Ar. Omaha..... 12:55 am
Ar. Chicago..... 9:00 am

Last Sunday the Burlington Railroad inaugurated the first streamline train service between Chicago and Denver . . . the first 16-hour schedule — utilizing for this purpose its two great champions of the rail—the Mark Twain Zephyr and the Original Zephyr (which ran this course in 13 hours 7 minutes 2 years ago for a world non-stop record).

At the outset there will be coach accommodations only, with all seats subject to advance reservation. Free Pillows, Economy meals (35c supper and 25c breakfast), Hostesses, Radio, No extra fare. Tickets at the lowest coach fare of less than 2c a mile will be honored. Both trains completely air-conditioned, of course.

All Classes of Tickets are Good on the ADVANCE ZEPHYRS

By midsummer these ADVANCE ZEPHYRS will be replaced by wonderful new 12-car, 3000 horse-power DENVER ZEPHYRS designed especially for overnight service between Chicago and Colorado.

Built of stainless steel and Diesel-powered, their wider-than-standard equipment will include full-size commodious sleeping cars, full-length dining car, glass-encased lounging car, a cocktail lounge, and many other remarkable travel innovations.

S. J. OWENS, General Agent
179 West Jackson Blvd., Chicago
Phone Wabash 2345



An advertisement for the *Advance Denver Zephyrs* from Summer 1936 —
Chicago, Burlington and Quincy Railroad Archives

**CHICAGO - TWIN CITIES, MN
NOVEMBER 1936 - DECEMBER 1936**

For a short time (between November 8, 1936, and December 18, 1936), the *Mark Twain Zephyr* provided Chicago-to-Twin Cities service, passing through portions of Northern Illinois, Western Wisconsin, and Eastern Minnesota. The train helped to fill the gap in service on the route before the second set of *Twin Cities Zephyrs* were able to be put into service.

