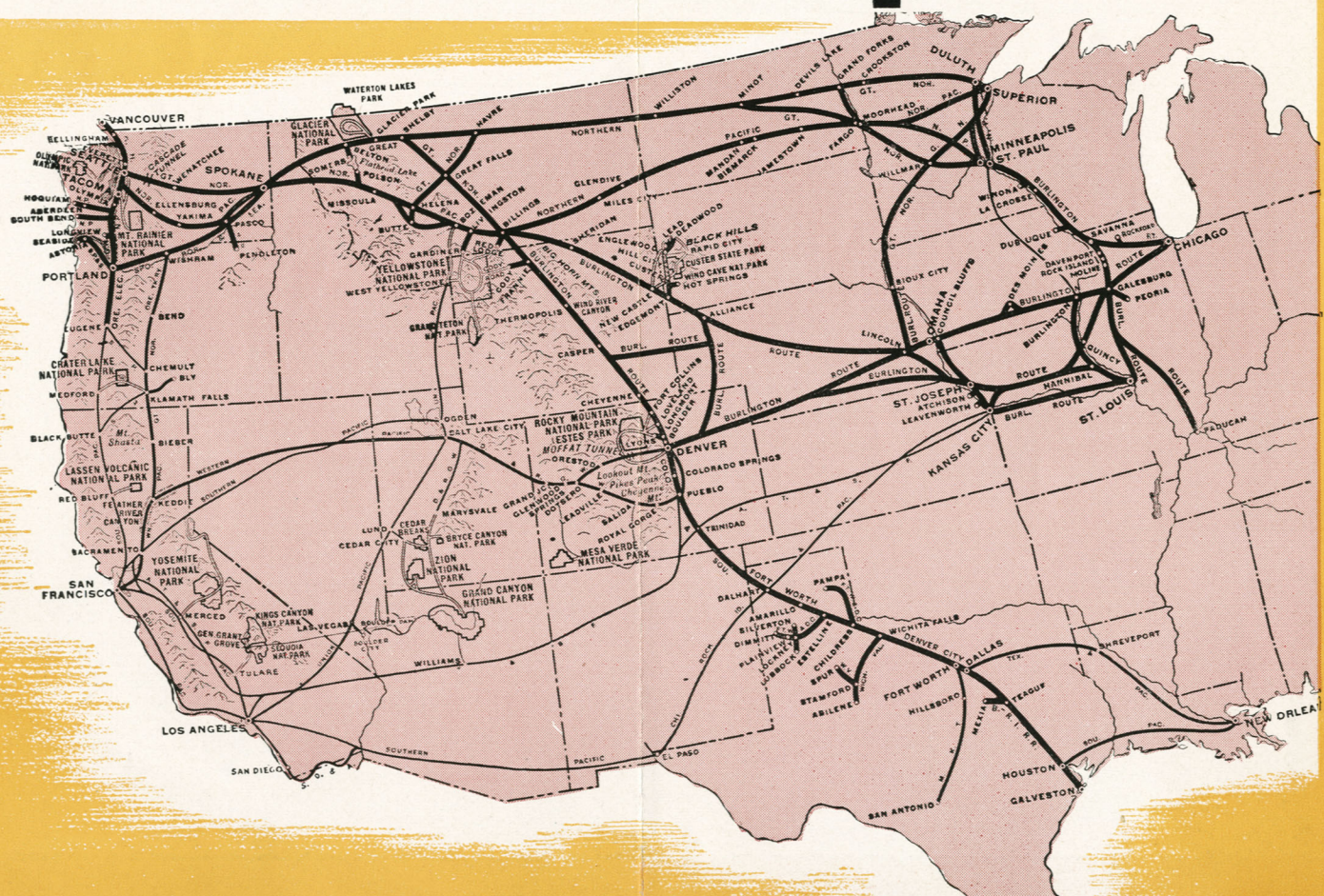


BURLINGTON The National Park Line

If you would like a summer vacation that is different—one that offers adventure, thrills, contrasts, and scenic magnificence—visit Our Own West. Here may be found the greatest array of vacationlands . . . Colorado, with its Rocky Mountain-Estes and Mesa Verde National Parks . . . Yellowstone Park . . . Glacier Park . . . Black Hills of South Dakota . . . Dude Ranches . . . California . . . the Pacific Northwest.

Stand before gigantic snow-clad peaks, motor through canyons ablaze with myriad colors, ride and roam twisting trails, fish the brawling mountain streams, train your camera on scores of scenic masterpieces, view thundering waterfalls, steaming geysers and pools, explore mysterious cliff-dwellings. All this and more is yours in these glorious vacationlands.

Set forth on the royal road to romance aboard The Burlington. Air-conditioned trains, completely modern in comforts and accommodations, add hours of restful pleasure to your vacation trip as you relax in your deep-cushioned reclining coach seat . . . laze in a splendid observation car . . . enjoy the Burlington's famed dining car meals . . . sleep soundly in your Pullman berth.



One of the outstanding events of 1949 is the Chicago Railroad Fair, held June 25

through October 2, along the shore of Lake Michigan on a part of the former site of Chicago's Century of Progress Exposition.

One hundred and one years ago the first railroad train departed from Chicago, and the Fair fittingly marks the progress that has taken place in the intervening years.



The central feature is a dramatic pageant, presented four times daily on a 450-ft. outdoor stage, illustrating the part played by the railroads in the history and development of our country. Participating is a cast of several hundred actors, together with historic and modern railroad trains. Appropriate music, dancing, and

colorful lighting effects play an important part in the stirring presentation. There are spectacular fireworks at night.

Throughout the grounds many interesting, educational, and diversified exhibits portray the customs and attractions of various parts of the country. Of especial interest is the joint Burlington—Great Northern—Northern Pacific exhibit. It features a virtually continuous western rodeo performance, a functioning replica of Old Faithful Geyser, and a log chalet containing dioramas of the scenic beauties of the Colorado Rockies, Yellowstone and Glacier National Parks, the Pacific Northwest and Alaska.

Two early-day narrow-gauge trains provide transportation within the grounds. Old-time railroad equipment and some of the finest and most up-to-date passenger trains are on display for all to see.

VISIT THE CHICAGO RAILROAD FAIR — JUNE 25 THROUGH OCTOBER 2, 1949.

BURLINGTON FREIGHT SERVICE

An extensive improvement program has been under way for several years resulting in greatly improved service to our freight shippers.

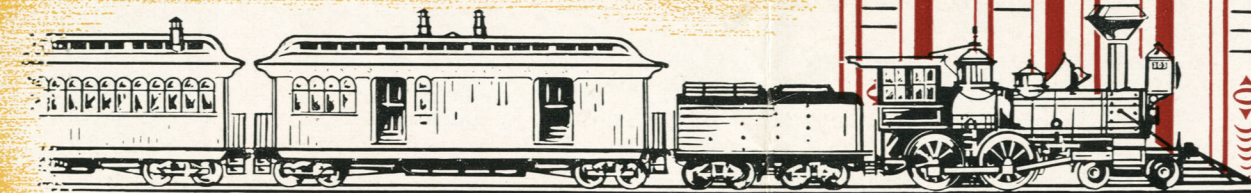
Dieselization has materially increased the efficiency of Burlington's fleet of freight trains. Centralized Traffic Control helps speed shipments on their way. Two-way radio in freight yards and on trains saves many hours each day. Burlington hump yards at strategic locations permit sorting of loaded cars quickly and effectively. Modern shops and experienced person-

nel keep equipment in top condition. Thousands of new freight cars are under construction or have been received and put in service.

It has been possible, as a result of these extensive improvements, to not only handle a greatly increased freight volume but to do so on much faster schedules.

Through its 22 principal gateways and more than 200 interchange points the Burlington serves as an essential link between railroads from the East, West, North and South.

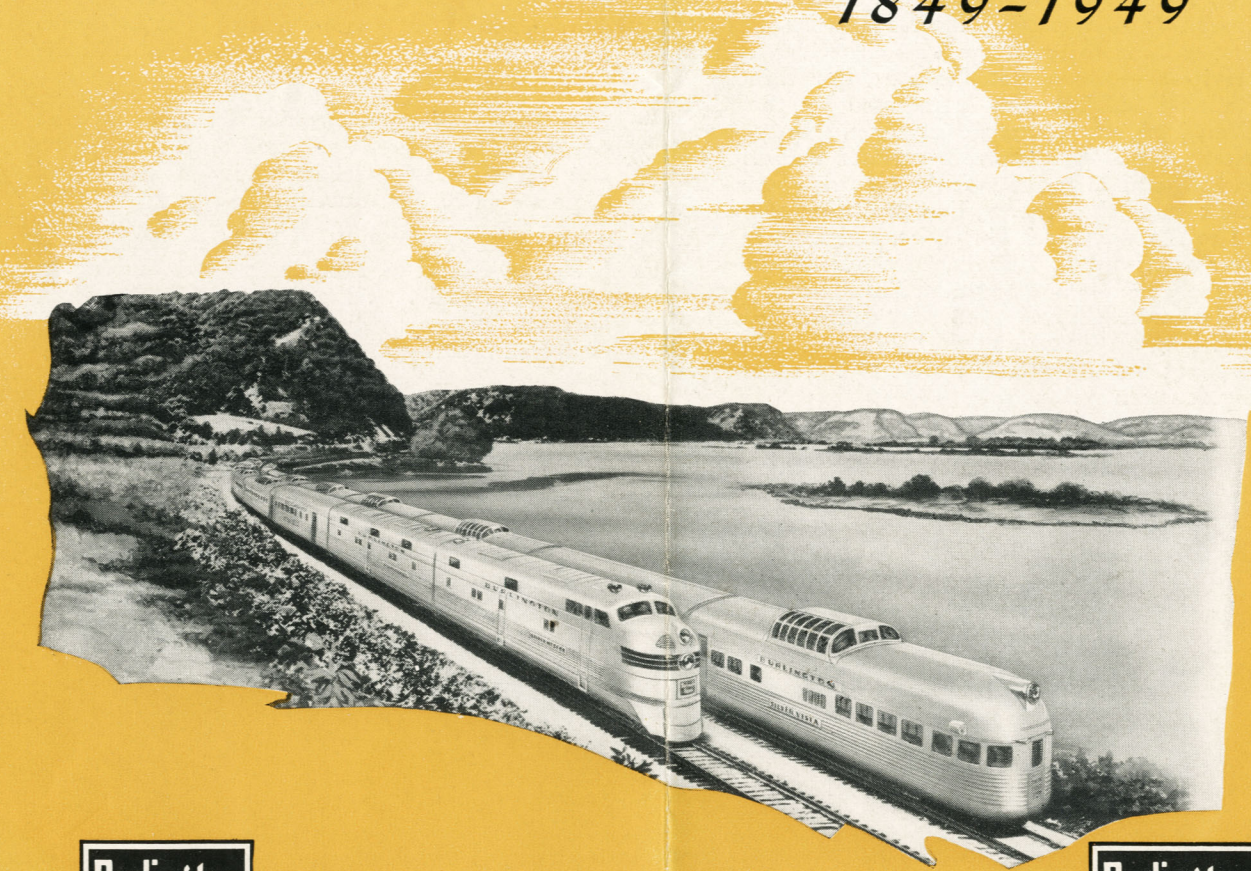
BURLINGTON



1949

Chicago
Railroad Fair

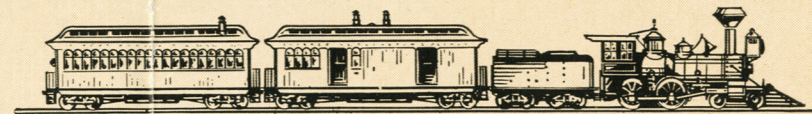
Anniversary
1849-1949



Burlington's

100

th Anniversary 1849-1949



What was destined to become the Burlington Lines was born on February 12, 1849, when the Governor of Illinois signed a charter authorizing a group of Aurora citizens to build the twelve-mile Aurora Branch Railroad to provide them with a rail connection with Chicago.

By 1850, twelve miles of wooden rails, overlaid with narrow iron strips on the inside edge, were ready for use, and the future Burlington became the second railroad to serve Chicago.

Through construction and acquisition the young railroad reached the Mississippi River at Burlington, Iowa in March 1855. The Hannibal & St. Joseph (now a part of the Burlington) was the first railroad to reach the Missouri River, regular service being inaugurated into St. Joseph in 1859. Railroad building was interrupted by the Civil War, but construction was resumed shortly thereafter, and Burlington rails reached Kansas City in 1869 and Council Bluffs the following year. By the turn of the century, lines had been constructed to Denver, the Twin Cities, and from Lincoln northwestward to Billings, Montana. Acquisition of the Colorado and Southern and the Fort Worth and Denver City in 1908 provided a Burlington link between Texas and the Rockies. Today the Burlington Lines operate almost 11,000 miles serving fourteen states.

The Burlington has always been rich in the pioneering spirit, and has contributed many important innovations in railroading.

In 1862 the first Railway Post Office car for sorting U. S. Mail in transit was operated on the

Hannibal & St. Joseph R. R. That was the fore-runner of the present-day Railway Mail Service.

When the Burlington placed its PIONEER ZEPHYR in service in 1934 a thrilling and vitally important chapter in the progress of railroad transportation was written, because that was America's first diesel-powered streamline train. The success of this venture marked the beginning of the widespread use of diesel power in the transportation of both passengers and freight.

May 26, 1934 the PIONEER ZEPHYR made a non-stop run from Denver to Chicago, 1,017 miles in 13 hours 5 minutes—an average speed of 77.6 miles per hour. It was the first train to California through the famous six-mile Moffat Tunnel in the Colorado Rockies.

In 1945 Burlington introduced the Vista-Dome (described elsewhere in this leaflet) . . . one of the most unique and popular improvements in the field of passenger car construction.

May 8, 1949. A Burlington passenger train was hauled by one of its diesel locomotives burning oil made from coal . . . the first train in American history to run on synthetic fuel. Thus, Burlington pioneered again—this time in the use of synthetic fuel for railroad locomotives.

The Burlington is justly proud of its past progress and achievements. Its growth has been as rapid as the great western empire it helped to build. Ahead is a new horizon . . . a new challenge . . . a new opportunity to serve more people better through the years to come.

BURLINGTON . . . Way of the Zephyrs and the Vista-Domes . . .

On November 11, 1934, the Burlington placed its PIONEER ZEPHYR, the first diesel-powered streamlined train in America, in regular daily service between Lincoln, Omaha, St. Joseph and Kansas City.

It was a radical departure from anything in existence, and the acceptance of this new type of passenger transportation by the traveling public was instantaneous. The combination of diesel power for smooth speed and stainless steel for light weight and durability made possible much faster schedules, and, indeed, opened the way for the high-speed passenger train service enjoyed throughout the country today.

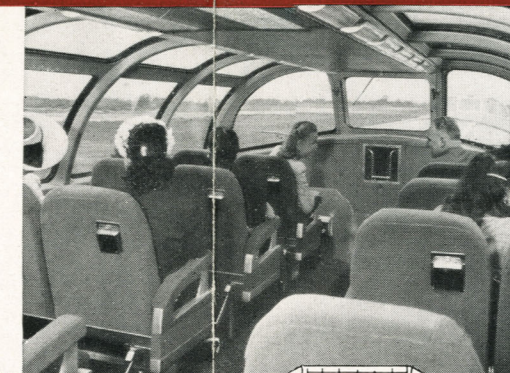
The popularity of this first Zephyr and its splendid record of dependability and on-time performance resulted in the construction and operation of other Burlington Zephyr trains. These offer not only fast service between many important midwestern cities but also passenger equipment of a new and different type, with emphasis upon greater comfort, luxurious appointments, colorful decoration, and modern design.



Burlington chair-coaches are richly upholstered, modernly appointed. The Vista-Dome affords an unobstructed view in all directions.



Light lunches and beverages are served in the buffet-lounge. A short, well-lighted stairway leads to the Vista-Dome.



Latest style chair-coaches . . . designed for comfort and convenience.



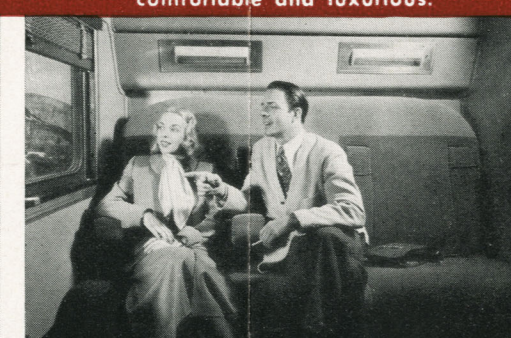
Dining is a pleasure in such delightful surroundings.



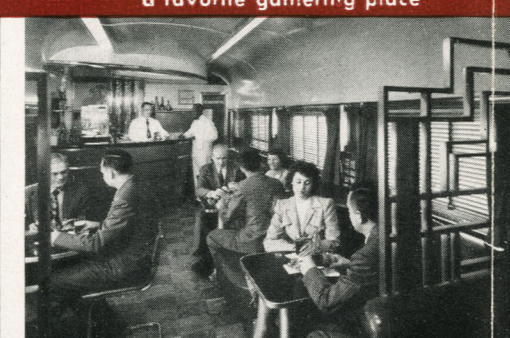
Popular among passengers is the spacious observation-lounge car.



Sleeping cars offer a variety of overnight accommodations.



Private rooms are spacious, comfortable and luxurious.



The Zephyr club-lounge is a favorite gathering place.

THE ZEPHYR FLEET

- Denver Zephyr Chicago, Omaha, Lincoln, Denver
- Twin Zephyrs Chicago, St. Paul, Minneapolis (Twice daily)
- California Zephyr Chicago, Denver, Salt Lake City, San Francisco
- Nebraska Zephyr Chicago, Omaha, Lincoln
- Silver Streak Zephyr Kansas City, Omaha, Lincoln
- Mark Twain Zephyr St. Louis and Burlington, Iowa
- Zephyr Rocket St. Louis, St. Paul, Minneapolis
- Texas Zephyr Dallas, Ft. Worth, Denver
- Sam Houston Zephyr Houston, Dallas, Ft. Worth

OTHER FINE TRAINS

- Ak-Sar-Ben Chicago, Omaha, Lincoln
- American Royal Chicago, Kansas City, St. Joseph
- Black Hawk Chicago, St. Paul, Minneapolis
- Empire Builder Chicago, Twin Cities, Pacific Northwest
- North Coast Limited Chicago, Twin Cities, Yellowstone, Pacific Northwest
- Oriental Limited Chicago, Twin Cities, Glacier, Pacific Northwest

The Vista-Dome

Another "first" in railroad passenger progress was the Vista-Dome, introduced by Burlington in 1945, from designs developed by General Motors.

A spacious dome, providing 24 deep-cushioned seats, enclosed in non-glare, heat-resisting safety glass, was built by the Burlington into the roof of a stainless steel coach. Here passengers, with head and shoulders well above the roof line, have an unobstructed view in all directions. The dome is reached by a short stairway from the main floor. Delightful air-conditioning and freedom from noise add to the pleasure of riding in the Vista-Dome, and passengers have the feeling of riding through the countryside in a penthouse on wheels.

Here again enthusiastic public approval resulted in construction for the Burlington of a

fleet of Vista-Dome cars. The Twin Zephyrs, placed in service in December, 1947, between Chicago, St. Paul, and Minneapolis, each have coaches and a parlor-observation car equipped with the popular Vista-Domes. These trains also have club-lounge and dining cars.

The California Zephyr, placed in service between Chicago, Denver, Salt Lake City and San Francisco March 20, 1949, carries three coaches, a buffet-lounge car, and a lounge-observation car, all equipped with Vista-Domes. It also has sleeping cars and a dining car. Operated by the Burlington, Rio Grande, and Western Pacific, the California Zephyr travels the most scenic route across America, passing through the majestic Colorado Rockies and the spectacular Feather River Canyon by daylight.

