



Each car of the Aerotrain can be equipped with an airplane-type stainless steel galley for the preparation and serving of light meals and refreshments.

The new experimental Aerotrain, with its time-proved GM Diesel power, and revolutionary principles of economical lightweight construction, is another contribution by General Motors to the progress of railroading. It will put new scheduled speed, a new concept of "air ride" comfort and striking economies behind the railroads' bid for travel business.



**ELECTRO-MOTIVE DIVISION**  
**GENERAL MOTORS**

La Grange, Illinois  
Home of the Diesel Locomotive



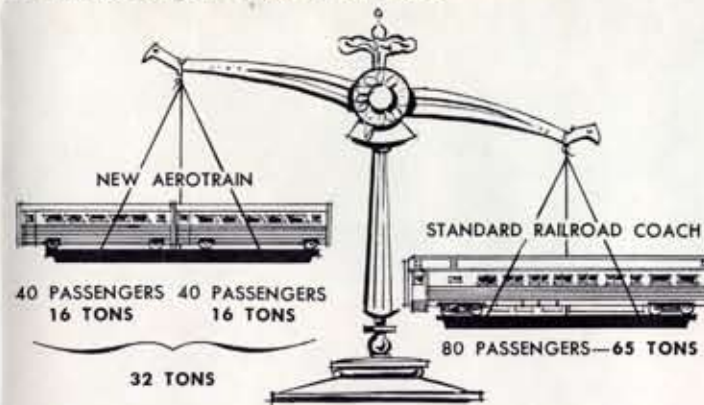
# A new concept

in Passenger Train Travel

The new lightweight Aerotrain, developed by Electro-Motive Division of General Motors, points the way to hitherto unequalled standards of speed, comfort, and economy in train travel.

This 10-coach experimental train incorporates a new concept in integrated design of Diesel motive power and cars, with Air Suspension springing, to give passengers a smoother ride at sustained speeds of 100 miles an hour.

It is General Motors' answer to the railroads' need for passenger-hauling equipment that will reduce capital investment and cost less to operate and maintain.

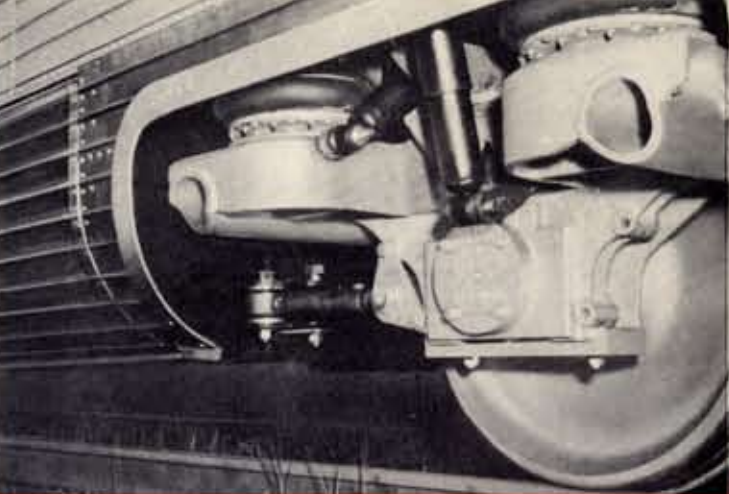


The Aerotrain is designed to carry more live weight—less dead weight. Two of the 40-passenger cars weigh approximately 32 tons as compared with 65 tons for the conventional 80-passenger coach.



**Aerotrain**—Center of gravity is 10 inches lower than in present standard railroad coaches — yet passengers ride no lower than in conventional trains and considerably higher than in other projected lightweight trains to provide a more enjoyable view of the scenery.

Here comes *Tomorrow*\*



**You actually ride on air**—Novel suspension system of General Motors' new Aerotrain makes use of compressed air in rubber bellows rather than conventional steel springing. Air suspension stabilizes and cushions the ride, whether the car has only a few passengers or is fully loaded, and makes a major contribution to weight reduction.

**In the new Aerotrain** baggage compartments for bulky items are conveniently located for loading from station platforms.



# Comfort

—with Economy

The air-conditioned cars of the General Motors Aerotrain are an adaptation of the present body of the GMC 40-passenger intercity-type highway coach.

Thus, this new railroad coach design offers the economy of components already in mass production and proved in wide use.

The car bodies far exceed ICC and AAR minimum requirements for safety. They can be built at such low cost that they can be replaced new, when overhaul is required. Railroads now spend large sums for repairing and refurbishing present-day cars, which need rehabilitation approximately every seven years.

The undercarriage, with its unique arrangement of a single axle at each end, is designed to meet all railroad operating requirements and is made with unusual stamina to last for years with relatively little attention.



**Each car of the Aerotrain** can carry 40 passengers in double reclining seats, each with its own reading light. The GMC coach body has been widened 18 inches to give more comfortable seating space and a wider aisle. Each car is equipped with a lavatory and pantry space for serving light meals.



**Quiet, level ride**—The new concept of riding comfort includes self-compensation around curves giving a ride in which the axle and car floor are parallel and eliminating metal-to-metal contacts.