



TURBOTRAIN™ Intermediate Car Interior

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FOR FURTHER INFORMATION

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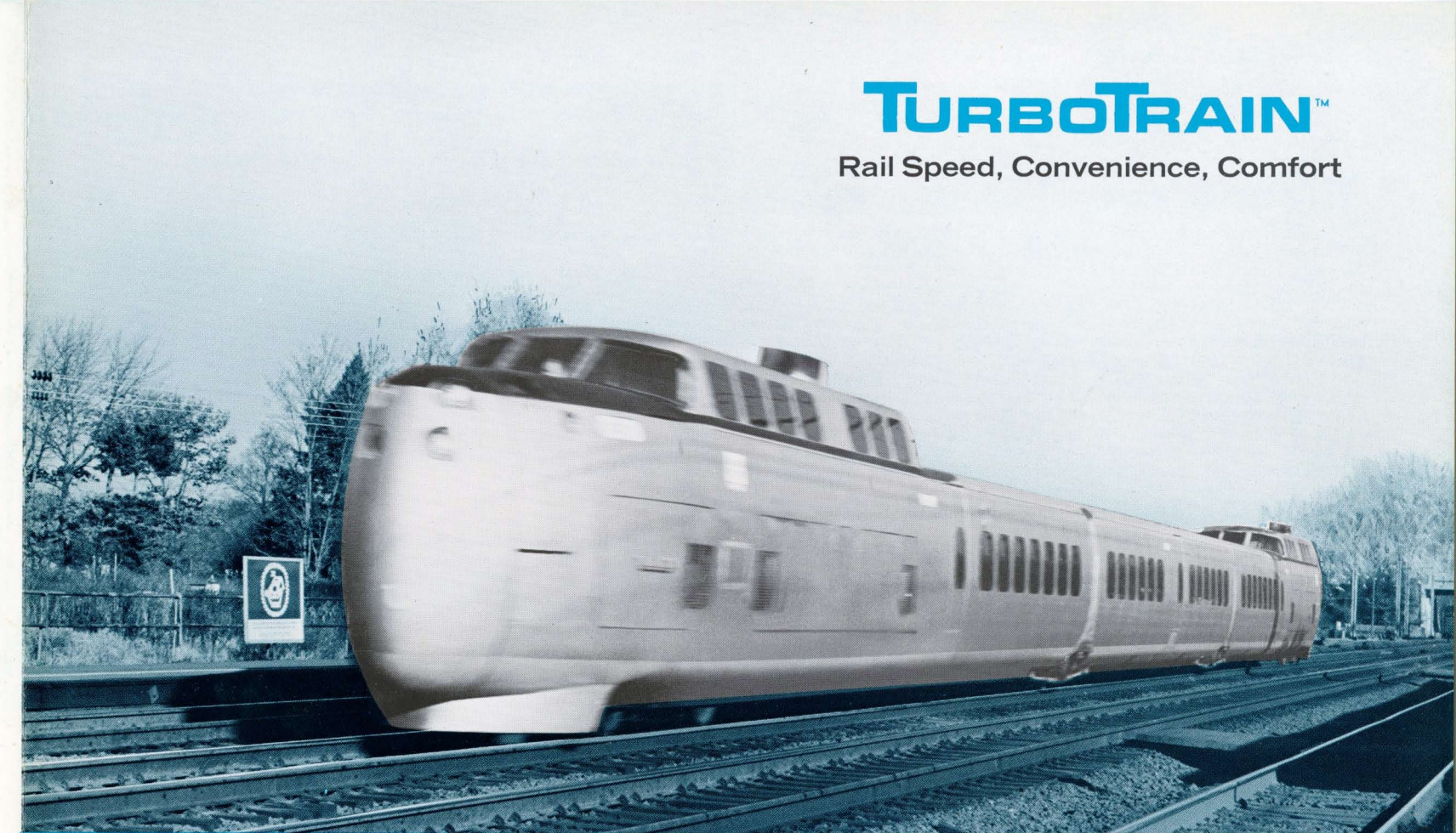
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Sikorsky Aircraft DIVISION OF UNITED AIRCRAFT CORPORATION



TURBOTRAIN™

Rail Speed, Convenience, Comfort



Sikorsky Aircraft DIVISION OF UNITED AIRCRAFT CORPORATION



TurboTrain in 170 mile-per-hour test

TURBOTRAIN™ A New Approach To Rail Travel

A sleek, new lightweight passenger train, the TurboTrain, enters service in 1968 in the United States and Canada. The TurboTrain is lighter, faster, quieter, smoother and more reliable than conventional trains — and cheaper to run. The TurboTrain, conceived on aero-

TURBOTRAIN™ Advanced Technology

The TurboTrain, built in lengths ranging from 3 to 9 cars per train, has a streamlined, airplane-like exterior designed to minimize drag, with a skin of smooth, heavy-gauge aluminum. A domed, passenger-carrying power car is at each end, one pulling and the other pushing one or more passenger coaches in between. The trains, being double-ended, need no switching or turn-arounds, permitting a higher rate of equipment utilization.

TurboTrain cars are 2½ feet lower than conventional cars. The lower center of gravity, pendulous suspension system, and guided axles enable this new train to round curves, with no change in present road beds, at speeds up to 40 percent greater than possible with conventional trains. As in an airplane, TurboTrain cars bank inwardly

TURBOTRAIN™ Passenger Comfort

TurboTrain interior layout and decor resembles a jet airliner's interior. Carpeting and draperies, soft, indirect lighting and individually controlled reading lights at each seat, fold-down tables, reclining seats with head rests, and carry-on luggage racks at the doors, are a few of the interior appointments contributing to passenger com-

TURBOTRAIN™ Operational, 1968

TurboTrains will be operated between Boston and New York as part of the Northeast Corridor high-speed ground transportation project under contract to the U.S. Department of Transportation. In Canada, Canadian National Railways will operate TurboTrains between Toronto and Montreal.

UNITED STATES — United Aircraft was awarded a contract in January, 1966 by the U.S. Government to build two three-car trains. United will lease the equipment

dynamic principles, and powered by aircraft-type gas turbine engines, was designed by United Aircraft Corporation. It is being developed and marketed by Surface Transportation Systems, Sikorsky Aircraft Division.

around curves under the influence of centrifugal force, as opposed to the outward motion experienced in conventional trains. Passengers remain upright in their seats even when rounding curves at advanced speeds. By means of guidance assemblies, the axles — one between each pair of cars — are steered around curves, reducing flange wear and the tendency to shimmy. The result is a smoother, swifter, more efficient ride around curves, with greater passenger comfort. The capacity of the cars depends on the seating arrangements and furnishings specified by the operating railroad. A typical power dome car, with parlor and coach compartments, has room for about 50 persons. Non-powered coaches seat about the same number.

fort. Airliner-type galleys can be installed for food service. The doors are in the center of the cars, permitting easy passenger ingress and egress. TurboTrain cars will be heated and air-conditioned electrically, with cigarette smoke being removed from the air at each seat area as in modern jetliners.

to the Government for two years. The Boston-New York TurboTrains will be maintained by United Aircraft at facilities in Providence, Rhode Island.

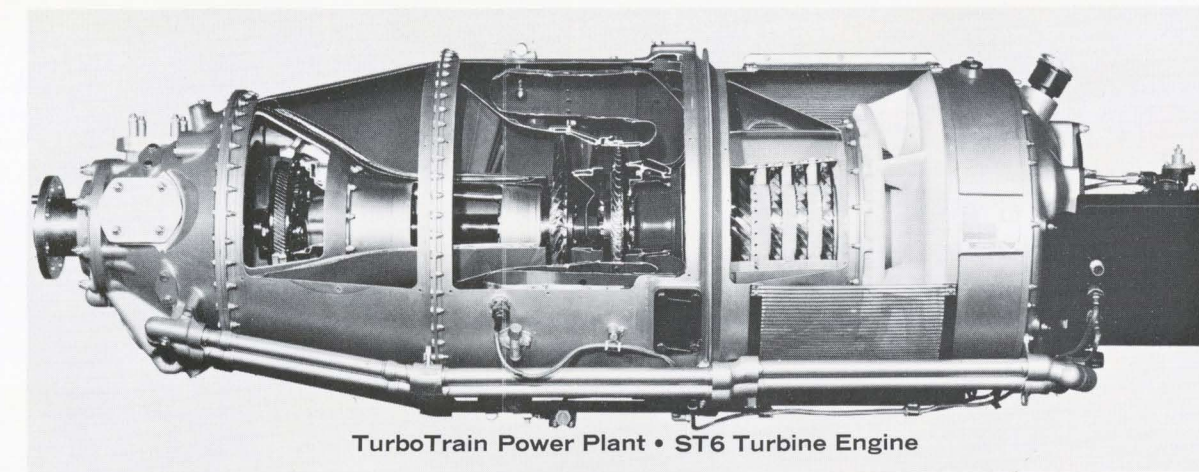
CANADA — Canadian National Railways in May, 1966 ordered five TurboTrains of seven cars each for the Montreal-Toronto service under a lease-maintenance arrangement with United Aircraft. Canadian National trains will be operated in tandem sets of 14 cars with a total capacity of 644 passengers.



Scenic domes with large tinted windows are at each end of train



Aircraft-type fold down tables are featured on TurboTrain



TurboTrain Power Plant • ST6 Turbine Engine

TURBOTRAIN™ Power

The Pratt & Whitney Aircraft ST6 free turbine engines employed as TurboTrain powerplants deliver up to 550 horsepower each, — but weigh only 300 pounds each. The PT6, airborne version of the TurboTrain powerplant, is the power unit in a number of airplanes and helicopters, both civil and military. It is a proven, fully-developed powerplant. Its reliability and high power-to-weight ratio result in lower maintenance requirements and reduced

TURBOTRAIN™ Speed

The TurboTrain can travel at speeds up to 170 mph but initial top speeds in passenger-carrying service this year will be about 120 mph.

Under present schedules, the best rail time offered between Boston and New York is 4 hours and 15 minutes; between New York and Washington, 3 hours and 35 minutes; between Hartford and New York, 2 hours and 20 minutes. United Aircraft's TurboTrain can reduce these times, respectively, to 3 hours, 15 minutes (with four intermediate stops); 2 hours and 36 minutes; 1 hour and 40 minutes. Performances were calculated through de-

tailored studies, made with the help of computers at United Aircraft Research Laboratories, which simulated actual train operations over present trackage, including all curves, crossings, and grades as they now exist on the runs studied. With improvements in railroad signaling, travel times can be reduced still further. The Canadian National Rapido, described as the fastest intercity passenger train in operation in North America, now runs between Montreal and Toronto, a distance of 335 miles, in 4 hours and 59 minutes. TurboTrains will cut this time to less than 4 hours.