



LOW-LEVEL motor train permits high-visibility canopy cab for single-man operation. Rotating beacon atop cab increases grade crossing protection. Motive power is integral with train and thus boosts power-to-weight ratio.

LOUNGE AREAS at each end of the motor train as well as adjacent to dining section seat as many as same space would with standard seats. Lounges can be used for passenger overflow, otherwise add to appeal of train.

CENTER, ground-level, -type doors of motor train are segregated from passenger compartments by bulkheads and are insulated acoustically and thermally. Such design eliminates vestibule clutter of regular cars.

WASHROOMS in motor train are patterned on the individual dressing room found in larger aircraft. Rooms offer total privacy, have all the niceties. As in planes, these rooms do not differentiate between men and women.

TWIN dining zones are based upon concept of serving frozen foods heated by high-frequency electrical energy — thus providing low-cost hot meals with a minimum of space and labor. Tables could be used for bar service too.

INTERIOR of motor train is based upon 40-inch structural module — which adapts itself to a number of designs without the penalty of custom building. In such a layout, each seat, on 40-inch center, has its own 34-inch window.

AIR SUSPENSION with single-axle, articulated design equalizes axle loadings throughout train and reduces weight of running gear to a minimum. This bi-directional system keeps wheels tangent to rail, banks train with curve.

POWER-COACH unit of motor train could be easily adapted for baggage or Railway Post Office use. A sleeper version is feasible since a roomette large enough for two adapts to space of two basic 40-inch structural modules.

PAIR of 300 h.p. diesels mounted behind cab drives each axle of power truck through torque converters. Package power plants in nose operate lighting, cooling and heating, which leaves 1200 horsepower for traction only.

NOSE encloses standard coupler so that motor train can couple with RDC's or be pulled by standard locomotive. Clamshell-type doors permit motor trains to M.U. nose to nose; aisle between engines allows passage under cab.