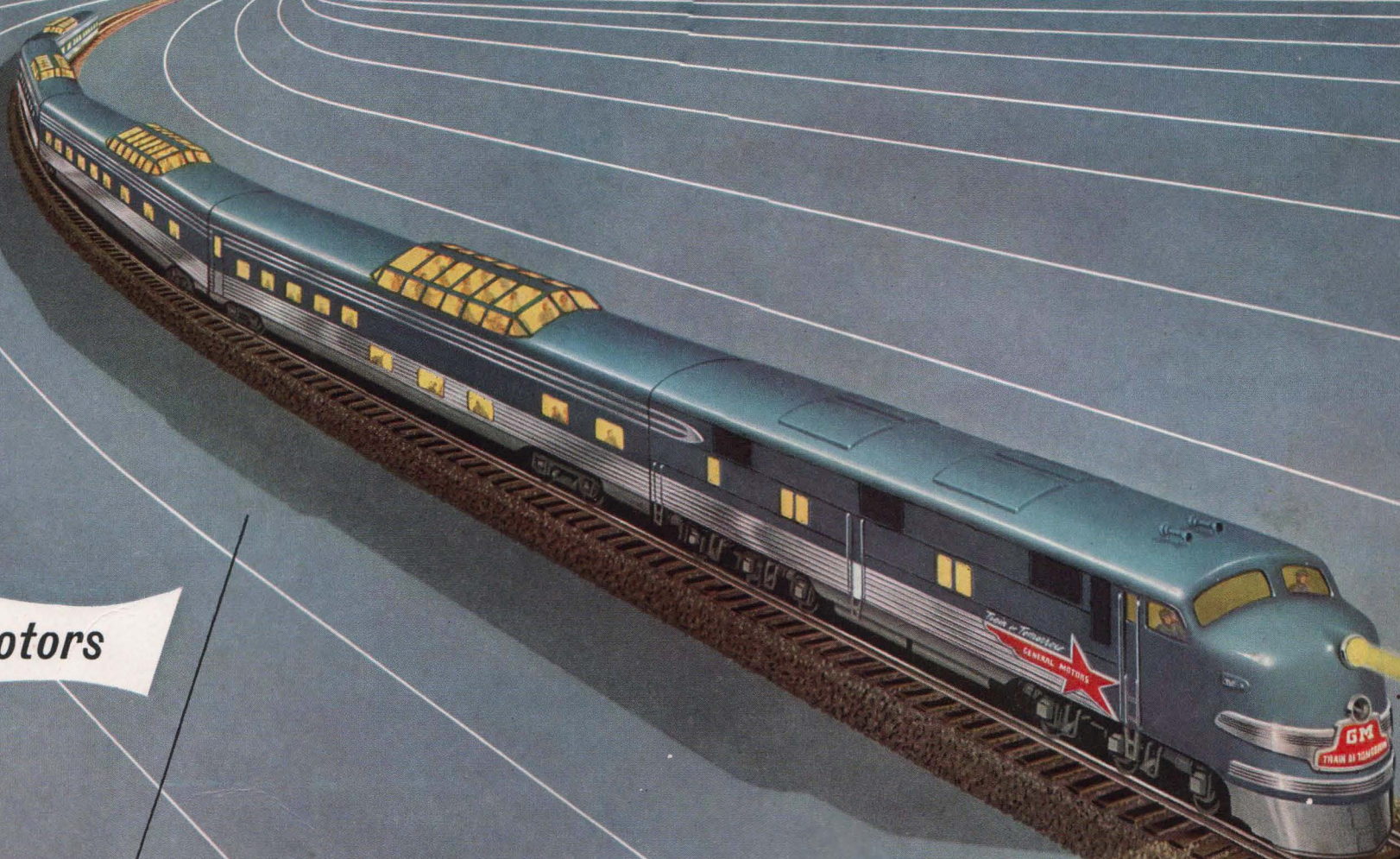


*train  
of tomorrow*

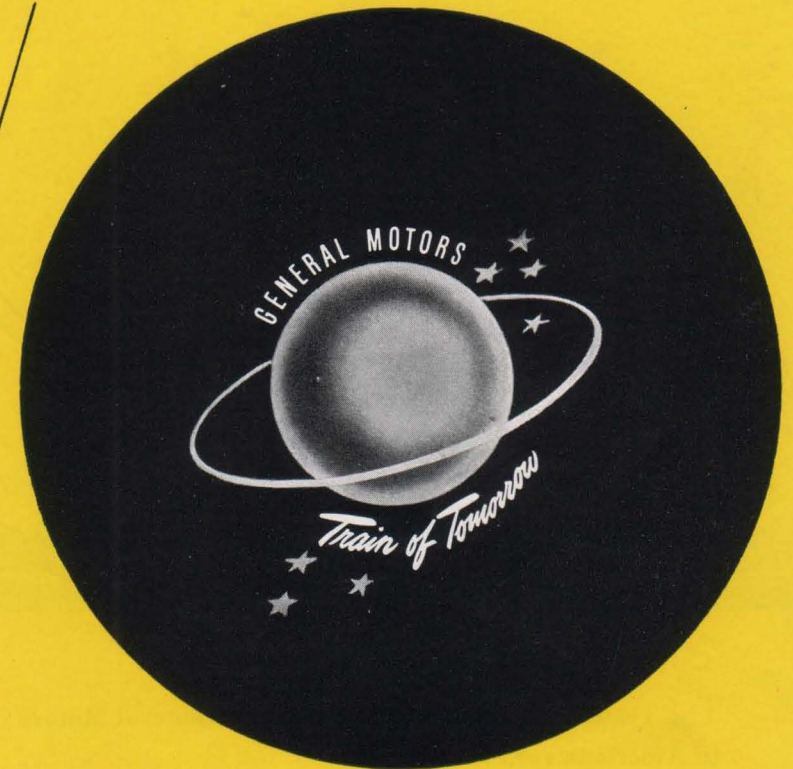
*general motors*





*This book is  
presented to you with the compliments  
of General Motors  
to commemorate the visit  
of the **Train of Tomorrow**  
to your city*

**General Motors**



*why General Motors*

*created the*

**T**he Train of Tomorrow is a salute by General Motors to American railroading.

It is a tribute to the railroads of today which have so mightily served our country through the recent war. It is a toast to the railroads of the future and the promise they bear of new achievements in safety, comfort and luxury hitherto unapproached in the field of transportation.

**C**onceived by General Motors engineers and stylists, this new train, from the powerful Diesel locomotive to its unique and beautiful observation car, is packed throughout with vivid and stimulating ideas for future travel pleasure.

It had its beginning back in the summer of 1944 when a group of General Motors officials, on an inspection trip from Chicago to the Pacific Coast, were riding in the cab of the Diesel locomotive. All were stirred by the magnificent view they had enjoyed from the operating compartment, high up in the nose of the locomotive.

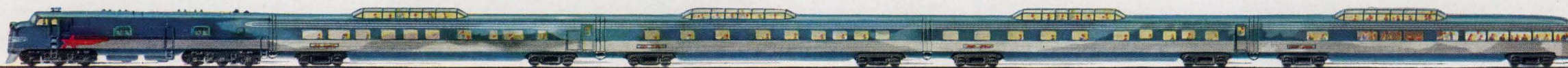
Almost immediately, they began to weigh the possibility of providing the same glorious, unimpeded view for passengers.

**O**f course, General Motors is not in the railroad car building business. Nevertheless, its interest in the improvement of all forms of travel is historic.

For years, as part of their job, engineers of the Electro-Motive Division had been designing the cab structure of General Motors Diesel locomotives. And in the Styling Section, the designers of all the varied General Motors products had accumulated considerable experience in styling all sorts of transportation equipment.

So the Electro-Motive Division and the Styling Section were asked if they could design a railroad car that would give passengers the same lofty, unobstructed view enjoyed by the crew in the cab of a Diesel locomotive. In addition, these designers were asked to put their inventive brains together and devise other innovations that would make railroad travel more attractive to the public.

## *train of tomorrow*



Ideas became sketches, sketches became blueprints, and eventually the blueprints came to life in a realistic model of a four-car train, made of wood, metal and plastic. Each car was twelve feet long. Each featured the now famous Astra Dome. Each included a whole parade of other innovations designed to give the holder of a moderate-priced railroad ticket the same luxury and comfort he'd find in the finest hotel.

**I**n the spring of 1945, the model was shown to more than 350 top railroad executives who added many useful ideas and suggestions. One suggestion offered by many was that General Motors build and try out an actual train embodying all these improvements, thereby fur-

nishing a true test of their practicability and public acceptance.

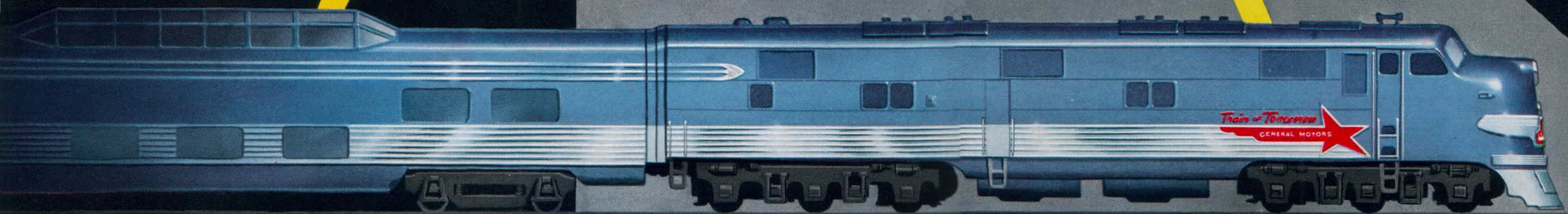
Railroads from coast to coast were canvassed on this; the response was enthusiastic. So, late in the summer of 1945, General Motors contracted with the Pullman-Standard Manufacturing Company for the construction of the Train of Tomorrow.

What you see today is the fulfillment of this vision of many men and many organizations. As you turn these pages you'll learn of such revolutionary innovations as the Astra Dome, the spacious, restful sleeping accommodations, and countless other new features.

**W**hy does General Motors, which does not manufacture railroad cars, create this Train of Tomorrow?

Because Electro-Motive, Frigidaire, Hyatt Bearings, Delco Products and Detroit Diesel Engine Divisions of General Motors provide the railroads with such important products as Diesel locomotives, Diesel-Generator sets, anti-friction journal bearings, refrigerating and air conditioning equipment.

Because all through our history we have been interested in the improvement of all forms of travel, and creating this train has given us still another opportunity to fulfill our aim of "*MORE AND BETTER THINGS FOR MORE PEOPLE.*"



*better trains follow better locomotives*

How General Motors Diesel Power inspired *the Train of Tomorrow*

Such locomotives as this make possible such dramatic advances as the Train of Tomorrow. From the beginning of the Diesel streamline era in 1934, the quiet, high-speed, dependable efficiency of GM Diesel locomotives has inspired a glittering succession of luxury trains—culminating in the blue and silver beauty you will read about here.

The Electro-Motive Division of General Motors builds these mighty locomotives. In their thirteen years of service they have brought many important benefits to the traveling public.

Scientifically designed for greater speed and safety, they have more than lived up to both specifications. GM Diesel-powered trains now maintain some of the fastest railroad schedules in the world, while their safety record is second to none.

Winter weather, great hazard of schedules, doesn't faze Diesels. Unaffected by extreme cold, unhampered by snow and ice, they're on time almost all the time.

Passengers enjoy the comforts of jolt-free starting and stopping, of reduced sidesway, and of cleaner, pleasanter surroundings—with no smoke or steam to begrime windows, seats and clothing.

And not least important, Diesel power has helped bring luxurious accommodations within the reach of all passengers. It wasn't just chance that the advent of the first Diesel locomotive coincided with the introduction of the low-cost streamline coach train. Widespread adoption of these smooth-pulling giants will further the feasibility of popular streamliners for fast, comfortable rail travel.

But best proof of the advantages and economies of GM Diesel locomotives is the plain fact that today, more than 150 big-name trains are operating behind their modern motive power.



*the*  
*astra dome*

*One of the many innovations on this train is the Astra Dome—a streamlined, thermopane, glass-enclosed penthouse built into the roof of every car. In it railroad passengers are afforded a sunlit or starlit view in every direction. Eye level is above ordinary car roof height. Laminated glass, the safety of which was proved in the windshields of thousands of bullet-swept warplanes, is used throughout.*

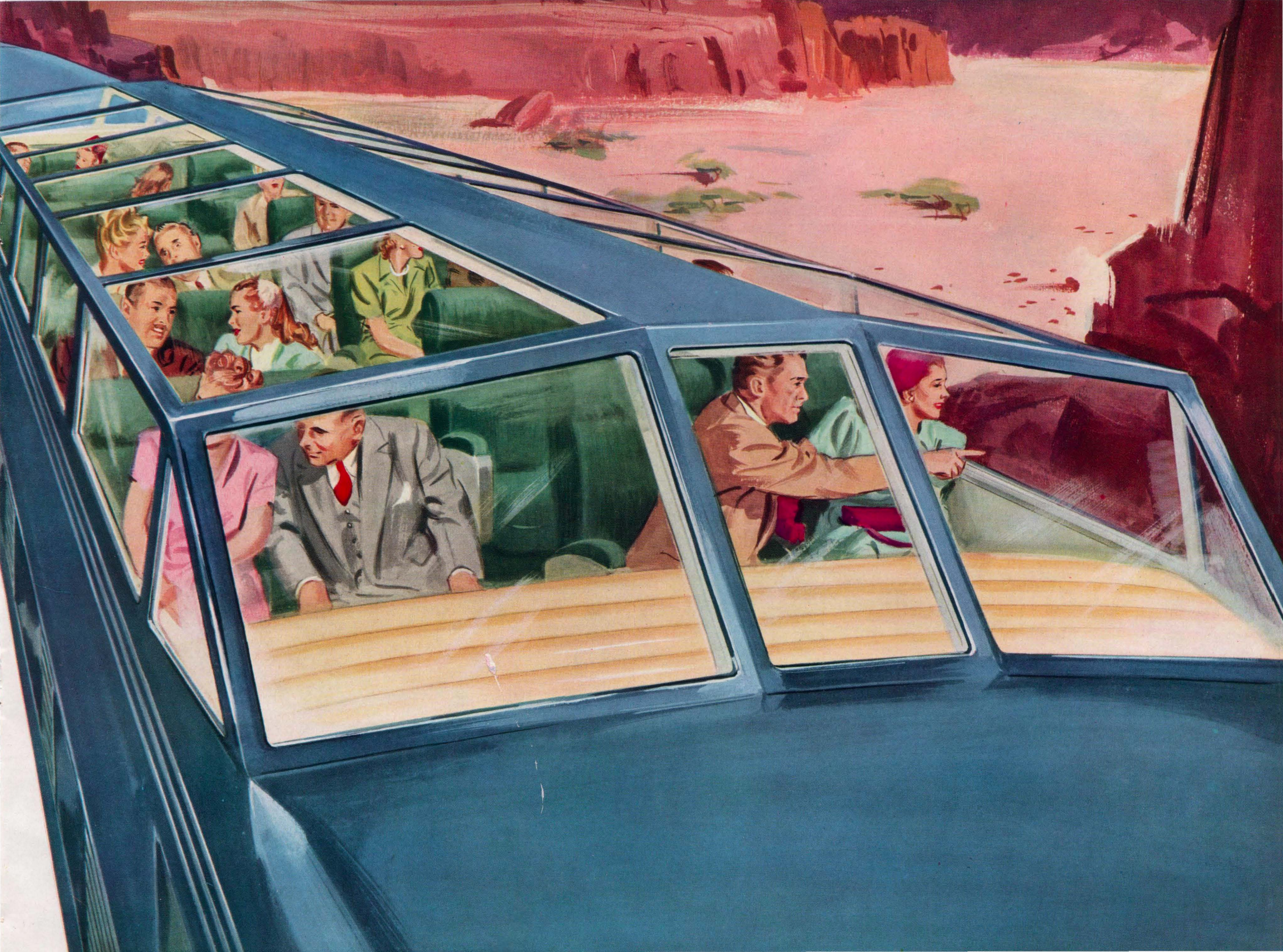


*Sublime view*



*Superb comfort*





# Star Dust chair car

*This ultramodern chair car accommodates*

*72 persons in complete comfort. It is equipped with gloriously*

*restful reclining seats, individually lighted. The three rooms*

*under the Astra Dome are semi-private, ideal for family*

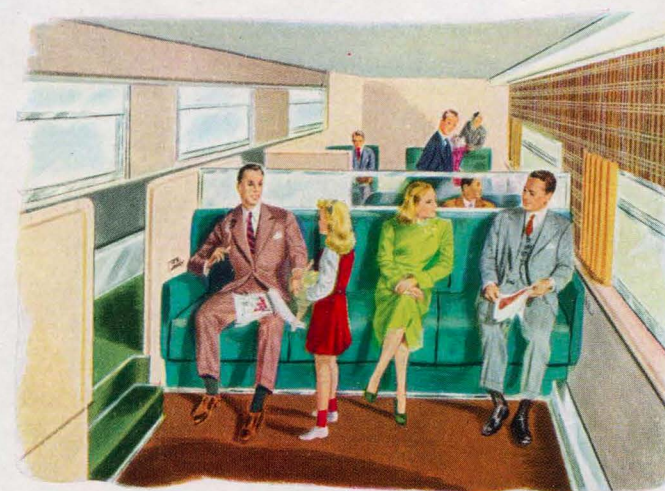
*traveling. Spacious overhead luggage racks, rubber flooring*

*under seats and heavily carpeted aisles complete the picture*

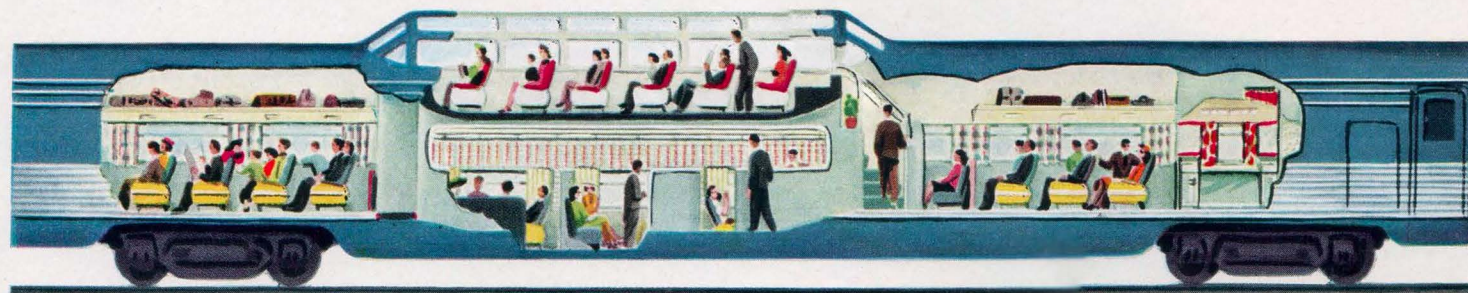
*of travel luxury at moderate cost.*



*Every car is double-decked.*



*Broad, deep-cushioned seats provide comfort and elbow room for three.*





# Sky View dining car

*This car provides table seating for 18  
passengers in the Astra Dome, 24 in the main  
dining room and 10 more in the private dining room on the*

*lower deck. Tables are uniquely arranged to afford more  
“moving around” room for everybody, including waiters. The Astra  
Dome offers all the advantages of roof garden dining—fine food, glamorous  
atmosphere, superb view. Refrigeration for food, air  
conditioning and water cooling are completely electric.*



*View looking toward Astra Dome.*



*Lavish serving space is provided  
in this gracious dining salon.*





Clark Sutter

# *Dream Cloud* *sleeping car*

*The luxurious sleeping car, accommodating*

*20 passengers, includes three compartments underneath*

*the Astra Dome, two drawing rooms at the forward end, and 8 duplex roomettes at the rear. They are furnished with such comforts of home as full-length wardrobes and mirrors.*

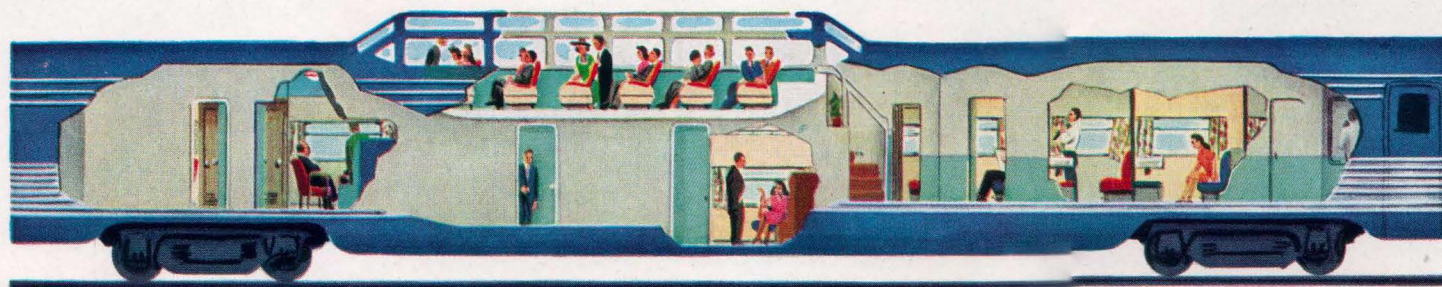
*Matchless daytime comfort is provided, too, by full size lounges, restful chairs, and the space to enjoy them in privacy.*



*Ladies' lounge, a miracle of convenience and comfort.*



*Stairway affords easy access to Astra Dome.*



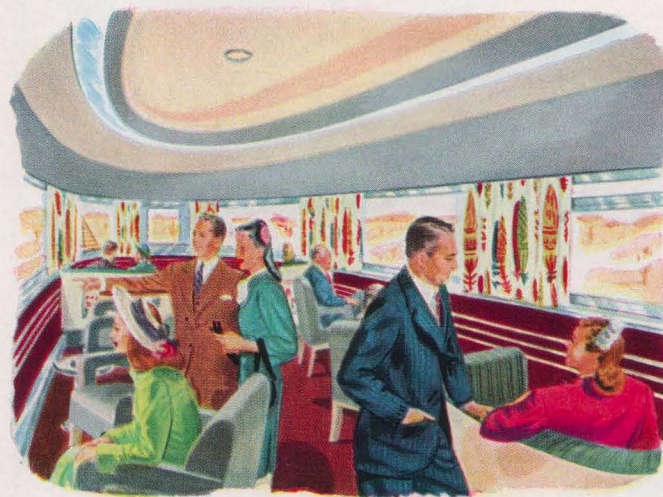


# Moon Glow observation car

*A car for your leisure hours en route.*

*Nothing has been overlooked that might contribute toward your enjoyment of the trip. The observation compartment in the rear affords a magnificent view of the swiftly changing landscape, through wide picture windows. There are two cocktail lounges, furnished much like their counterparts in the smart supper clubs and hotels.*

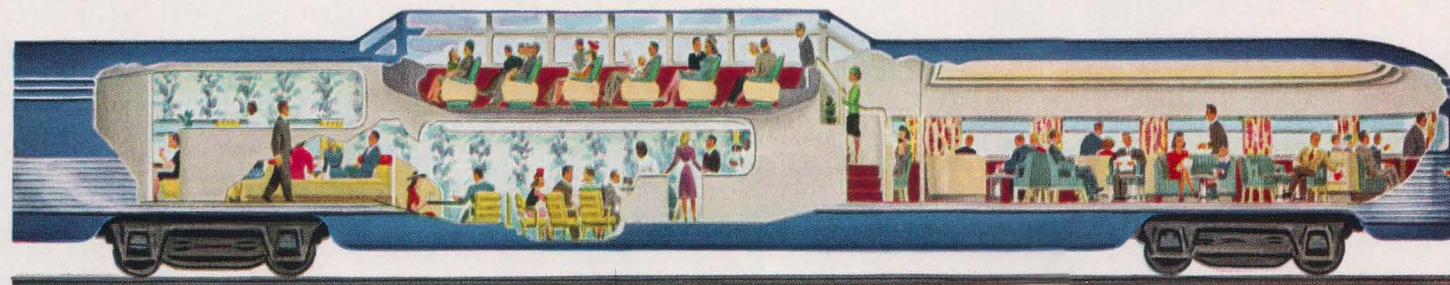
*A writing desk occupies a semi-private nook; telephone service is available to your home or business.*



*Never before such observation in an observation car.*



*The gaily decorated cocktail lounge — for relaxation and refreshment en route.*







# *Behind the scenes* in the train of tomorrow

**Frigidaire, Detroit Diesel Engine, Delco Products and Hyatt Divisions provide Comfort, Safety and Convenience**

■ Hidden below the floor, above the ceiling, behind panels and partitions are various items of equipment which passengers seldom see, but which add immeasurably to the pleasure of their journey. Air conditioning, refrigeration and electrical equipment which are so important a part of passenger service have been developed through the cooperation of Frigidaire, Detroit Diesel Engine and Delco Products Divisions.

Each car has its own electrical power plant, driven by a GM Diesel engine, little brother of the powerful units in the locomotive. The engine turns a special Delco dual-generator, one component of which furnishes 115 volt alternating current for car lighting, the other supplying 220 volt current for air conditioning and refrigeration. This unique unit and its

control system provide a dependable source of power whether the car is standing or traveling at full speed, and offer many outstanding advantages of efficiency, simplicity and ease of maintenance as compared with the axle-driven generator now in general use on railway cars.

Clean, fresh air, properly cooled or heated, is constantly circulated to all parts of each car, assuring maximum comfort for passengers on both the upper and lower levels, regardless of the weather outside. The Frigidaire air conditioning equipment is spe-

cially designed and built for railway car service, being extremely compact, ruggedly built and easily accessible for maintenance.

Fifteen different Frigidaire refrigerating units, in the dining car and other locations throughout the train, assure protection of appetizing food and beverages as well as cooling drinking water. Each fixture operates automatically to maintain the temperature required for its particular purpose, ranging from 50° F. for drinking water to 0° F. for frozen foods.

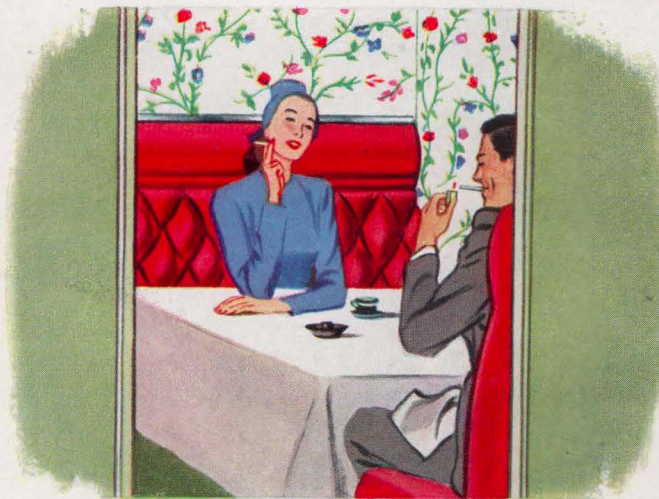
Frigidaire Division, pioneer and recognized leader in the field of refrigeration and railway car air conditioning, has been assigned final responsibility for the application of all this equipment.

## **HYATT ROLLER BEARING JOURNAL BOXES CONTRIBUTE NEW STANDARDS OF PASSENGER COMFORT TO THE**

*...train of tomorrow*

**N**ew type Hyatt Roller Bearing Journal Boxes applied to the trucks of the locomotive and cars make an outstanding contribution to a smoother and more comfortable ride in the Train of Tomorrow.

The Train of Tomorrow will be the first train to have the new design of journal boxes developed by the Hyatt Bearings Division in which lateral axle movement is controlled and cushioned by a special synthetic rubber member. This synthetic rubber cushion



is interposed between the axle thrust block which intermittently contacts the end of the axle and the outside cover of the journal box. The result is smoother starting, reduced sidesway - hence better riding.

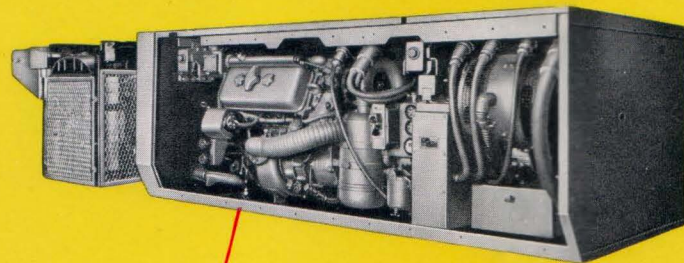
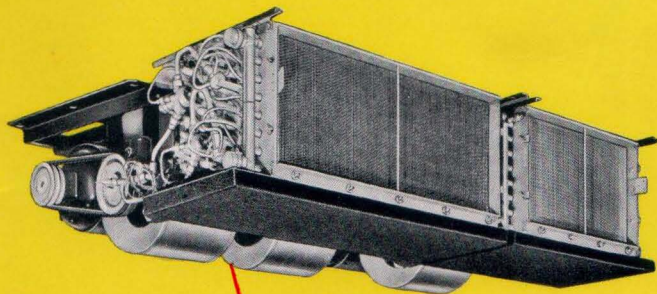
While new for passenger trains, journal boxes of

three stars  
this design have been used with signal success for hundreds of thousands of miles under General Motors Diesel Locomotives. They are a further development of the Hyatt Roller Bearing Journal Boxes in common use under the finest passenger equipment of today, some of which are in their third million miles. It is this record of long life, dependability and economical operation which has made Hyatt a leading manufacturer of journal boxes for Diesel locomotives and passenger cars.

The use of the advanced type Hyatt Roller Bearing Journal Boxes throughout the Train of Tomorrow is in keeping with General Motors purpose in presenting new standards of railroad performance and passenger comfort.

### Air Conditioning Unit

Frigidaire Air Conditioning Unit, located above ceiling of each car, circulates clean air, properly cooled and dehumidified, or heated as required, to all parts of the cars.



### Electrical Power Package

Compact, Diesel-powered Generating Unit, especially developed by General Motors for this application, is mounted under each car and furnishes ample electric current for all general purposes. The Dining Car is equipped with an additional Diesel generator unit for refrigeration and electric cooking.

### Special Dining Car Refrigerators

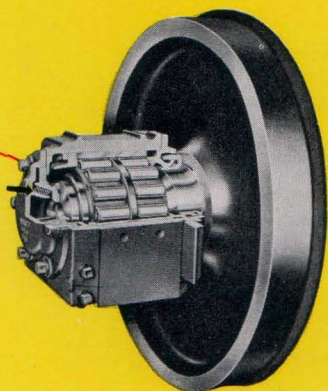
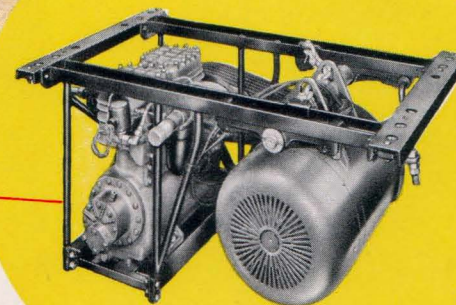
The kitchen of the Dining Car contains specially-built Frigidaire-equipped refrigerators for the storage of fresh and frozen foods, ice-making and beverage cooling. Fast service in the Astra Dome dining compartment is assured with another special Frigidaire-equipped refrigerator.

### Electrically Cooled Drinking Water and Beverages

Refreshing drinking water, cooled by Frigidaire, is on tap in the Chair Car (illustrated) and in each passenger compartment of the Sleeping Car. Tempting beverages are dispensed from a Frigidaire-equipped bar in the Observation Car.

### Compressor and Condenser for Air Conditioning Unit

Heat removed from the air by the air conditioning units is disposed of by the advanced-type Frigidaire Compressor and Condenser Units mounted under each car.



### Hyatt Roller Bearing Journal Box

Cutaway view showing the new type Hyatt Roller Bearing Journal Box installed throughout the Train of Tomorrow. It contributes to new standards of safety and riding comfort. The small arrow indicates the special synthetic rubber member which controls and cushions lateral axle movement.

