

Railroads Bank on New Designs To Lure More Paying Passengers

Chicago — (U.P.) — American railroads are banking on radical new train designs — lighter, faster, more comfortable coaches and pullmans — to lift their money-losing passenger services out of the red.

They hope to lure travelers from airlines, bus lines and private cars with innovations in speed and luxury. At the same time, the new trains would carry more passengers at less operating cost and help wipe out the \$700,000,000 a year deficit now plaguing the passenger lines.

In a year or two your train ride may be in a high, double-deck coach with seating area "hubs" and lavatories and

baggage compartments "downstairs."

Or, depending on which railroad you take, it may be in a low-slung car where you step down into the seating area as if entering a sunken living room.

Some in Service

Some of the new trains already are in service. The more revolutionary ones are still in the testing stage and will not board their first paying passengers until 1936 or later.

Chicagoans got a look at one of the most unusual new trains at the recent General Motors Powerama exhibition. It is GM's "aerotrain" which the New York Central plans to put in service

for the first time on its Chicago-Detroit run next spring.

Adaptation of Bus

The cars are an adaptation of a 40-passenger bus GM manufactures for intercity bus routes. The train car is 18 inches wider than the bus, however, providing wider seats and greater aisle space. Ten cars are to be pulled by a specially designed single-unit diesel locomotive.

So light is the aluminum-bodied aerotrain, according to GM, it can haul 400 passengers from Chicago to New York for about \$125 worth of fuel at a top speed of 102 miles per hour.

The lightweight "talgo" train that has been used in Spain for

six years will be introduced to Americans in December as the "jet rocket" on the Chicago-Pennsylvania run of the Rock Island railroad. American Car and Foundry Co. describes it as a modernized, more flexible version of the Spanish "talgo."

Train Will Bend

Each car is made up of three jointed units which allow the train to bend more readily. This, along with a lower center of gravity, reduces sideway and permits greater speed rounding curves. The talgo car weighs only half as much as a standard coach.

Another train of low center of gravity is being built by the

Budd Co. of Philadelphia for the Pennsylvania railroad. Like the talgo, it employs the tubular principle of construction. The heavy center sill running the length of an ordinary car is dispensed with, and the walls, floor and roof provide the firmness for the car.

Seven Coaches

The Budd train, which the Pennsylvania will put into operation early next year, will consist of seven coaches seating 574 passengers, plus a separate car for lighting, heating and air conditioning units. The floor of the train is only 22 inches above the rails, compared with 51 inches on ordinary trains.

Budd also is building a self-propelled coach called the "hot rod" for the New Haven railroad. Each of the six cars in the train is equipped with two 300-horsepower diesel engines.

Portland — (U.P.) — Raymond S. Kimbark, a native of Pendleton, Ore., has been named president of the Coastwise Line.

Italy Seeks Help In Gaining UN Seat

Rome — (U.P.) — Italy, pledging anew its solidarity with the West, today sought the aid of its Western allies in gaining ad-

mission to the United Nations. Foreign Minister Gaetano Martino said his government was counting on its friends to support Italy's bid for a U.N. seat and would consider it an "unfriendly act" if any nation were admitted ahead of Italy.

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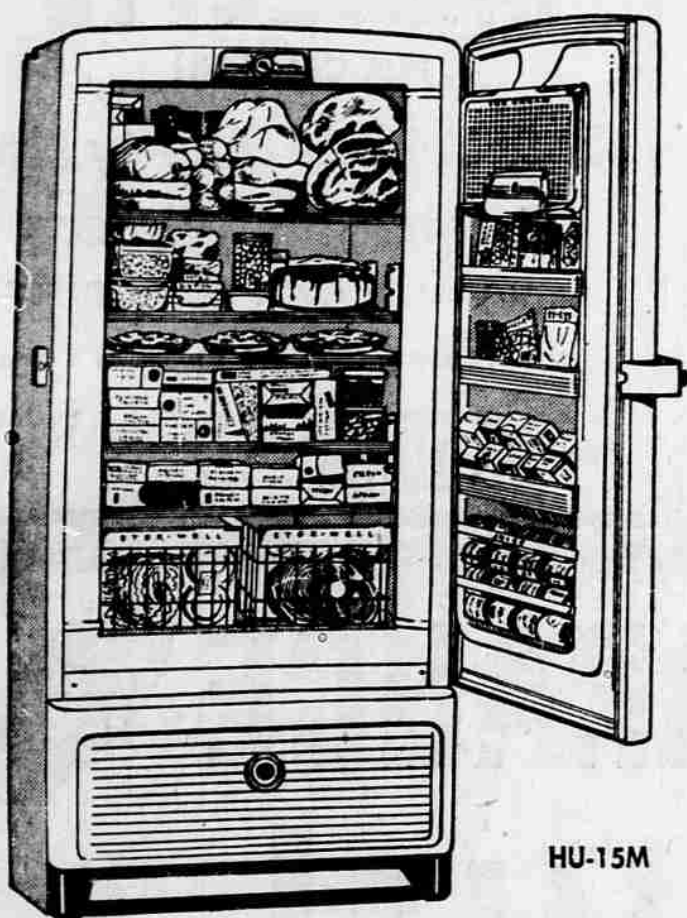
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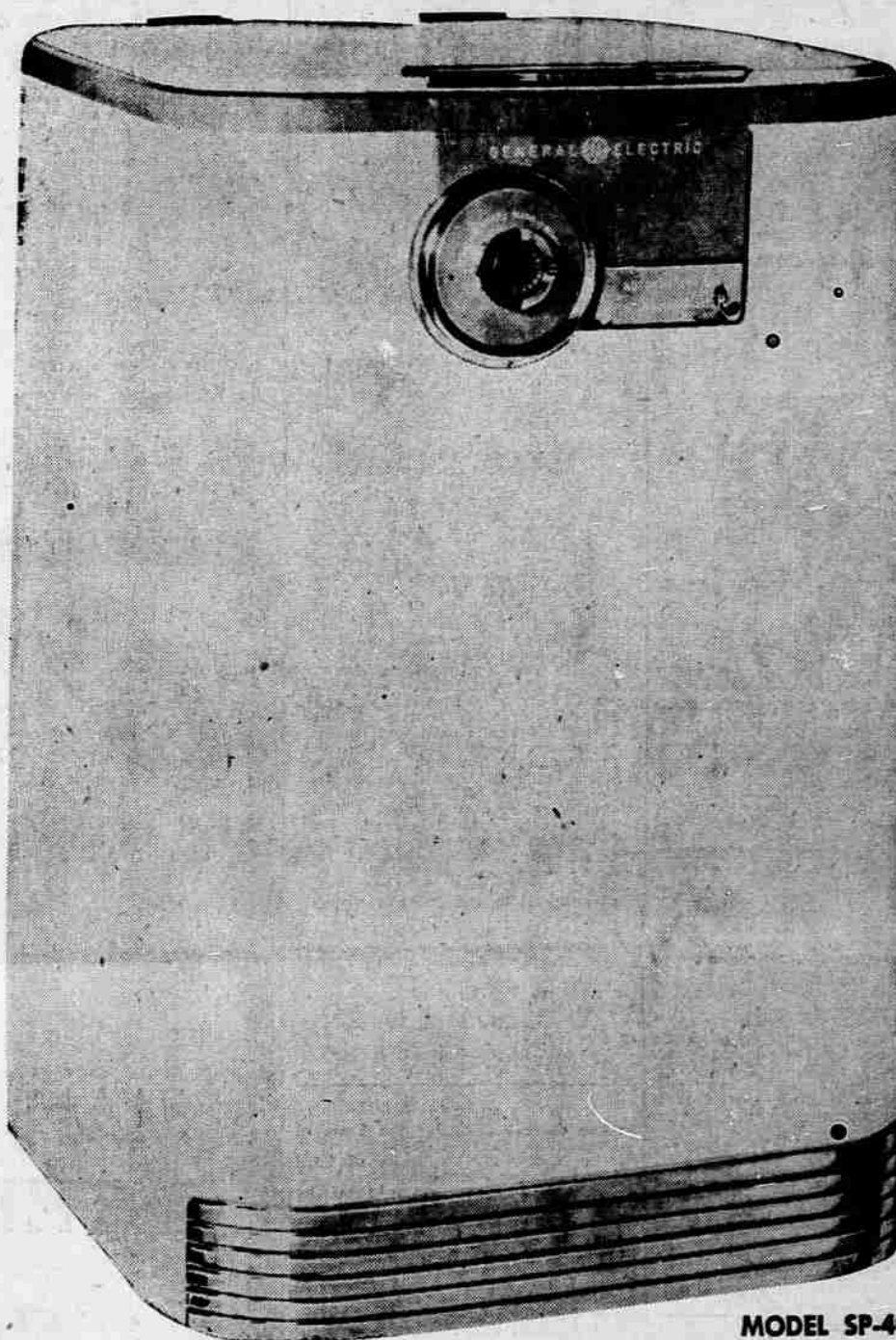
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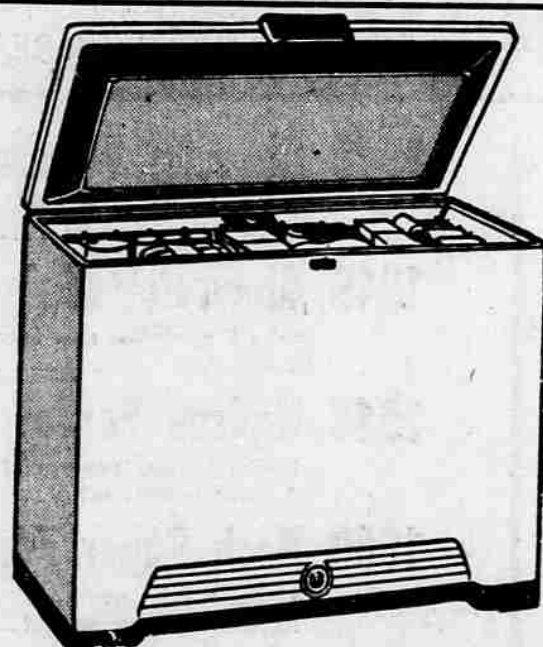
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