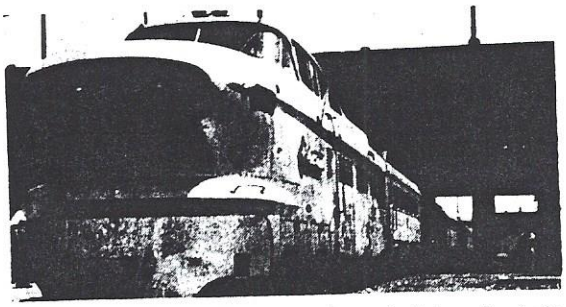
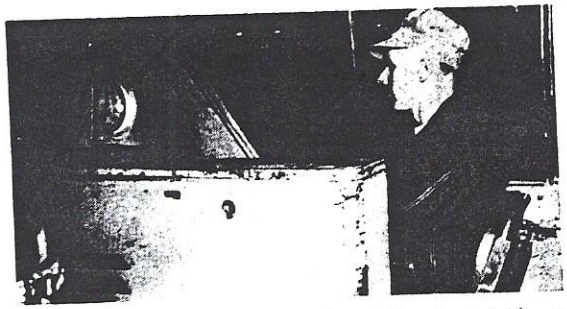
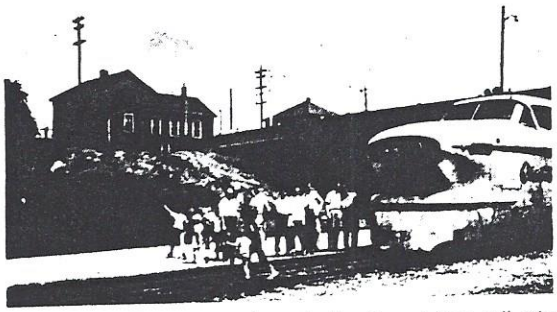


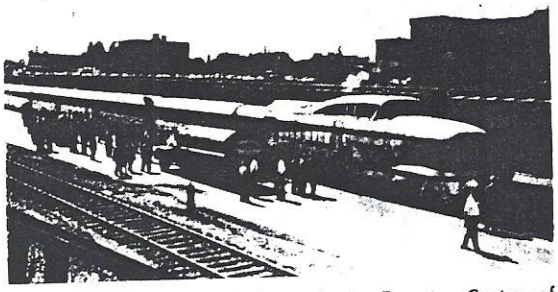
Built for experimental purposes, General Motors Aerotrain was recently loaned to CNR. Here the lightweight train pulls into CNR's Hamilton, Ontario station.



Paint in the cab of the Aerotrain locomotive shows evidence of the extensive testing the train has been through. Curved windshield gives engineer wide range of vision.



Steam locomotive passing through Hamilton station still stirs up considerable excitement among children. Loaded Aerotrain weighs about half as much as conventional passenger train.

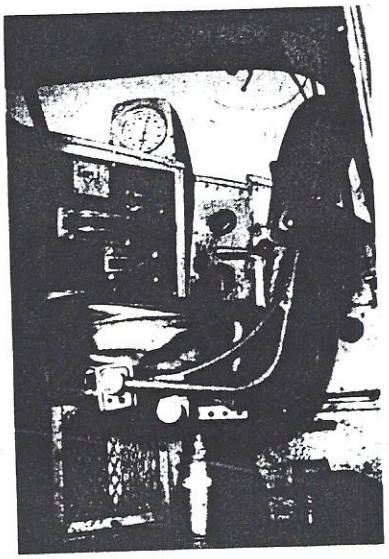


A crowd gathers around the train in Toronto. Centre of gravity of the coaches is just 45 inches above the track compared with 55 inches for standard railway coaches.

CNR tests lightweight experimental train

GM's Aerotrain rides at high speed on air-lift suspension

Overhead hatch prevents passengers from bumping their heads. Coaches are forty passenger GMC motor coach bodies widened 18 inches, mounted on four wheel underframes, with air-lift suspension.



Instrument and control panel of the locomotive are shown here. View is taken toward the front of the train with the seat turned sideways for a clearer view of controls.

Engine compartment has ample working space. Motive power is supplied by 1200 h.p. diesel. The locomotive pulls ten coaches. The train was designed only for coach service, has top speed of 102 m.p.h.