

presenting the
AC Transit
experimental

Freeway train

A NEW
CONCEPT
IN METRO
MOBILITY





AC Transit takes particular pleasure in presenting the experimental FREEWAY TRAIN — the first articulated bus of its kind in the nation to be tested in public transit.

Seating 77 passengers, the FREEWAY TRAIN is able to carry more passengers on a single trip, making better use of crowded freeway space while reducing costs of operation.

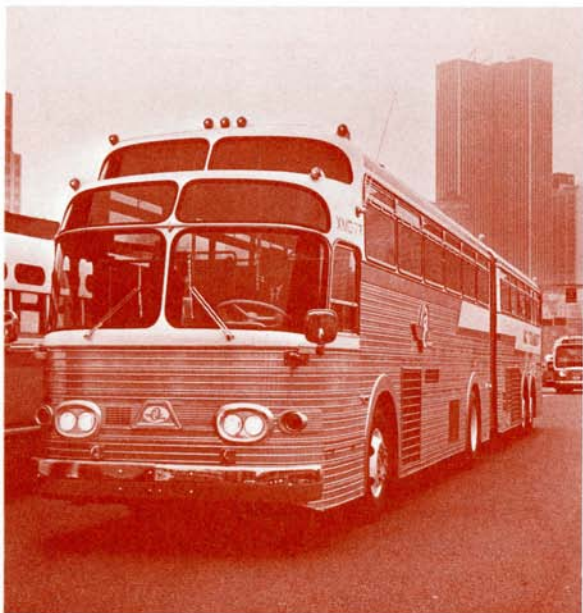
The articulated duo-bus is 60 feet long. It swivels in the middle — the rear axle steering with the front axle — permitting short turns and efficient maneuverability.

Features include an observation lounge fitted with tables for card playing or for work-while-traveling. The double bus is carpeted for a quieter ride. It has padded bucket seats, large picture windows for high-level viewing. Subdued music is provided by a high fidelity tape system.

The "bus that bends in the middle" was built in 1958 in Germany and originally was used in the United States for long-distance intercity travel. It was purchased by AC Transit in October, 1965, and was completely refurbished before it went into service on March 14, 1966. Since that time, the golden-colored FREEWAY TRAIN has chalked up an impressive record of hundreds of thousands of miles of successful and practical service. Maintenance and operating costs compare favorably with regular system equipment.

The FREEWAY TRAIN'S potential as a prototype for future development is promising. It represents a deliberate effort to depart from long prevailing standards of the transportation industry, and to improve operating efficiency and provide a greater level of comfort and service comparable to the private passenger automobile.





AC TRANSIT EXPERIMENTAL Freeway train DATA

Length 59 ft., 10 in.
Width 8 ft.
Height 10 ft., 10 in.
Weight 35,720 lbs.
Capacity 77 seats

Engine Cummins
Turbo-charged Diesel
6 cylinder, 262 hp.
Transmission Allison
Torqmatic,
Series HT 70



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