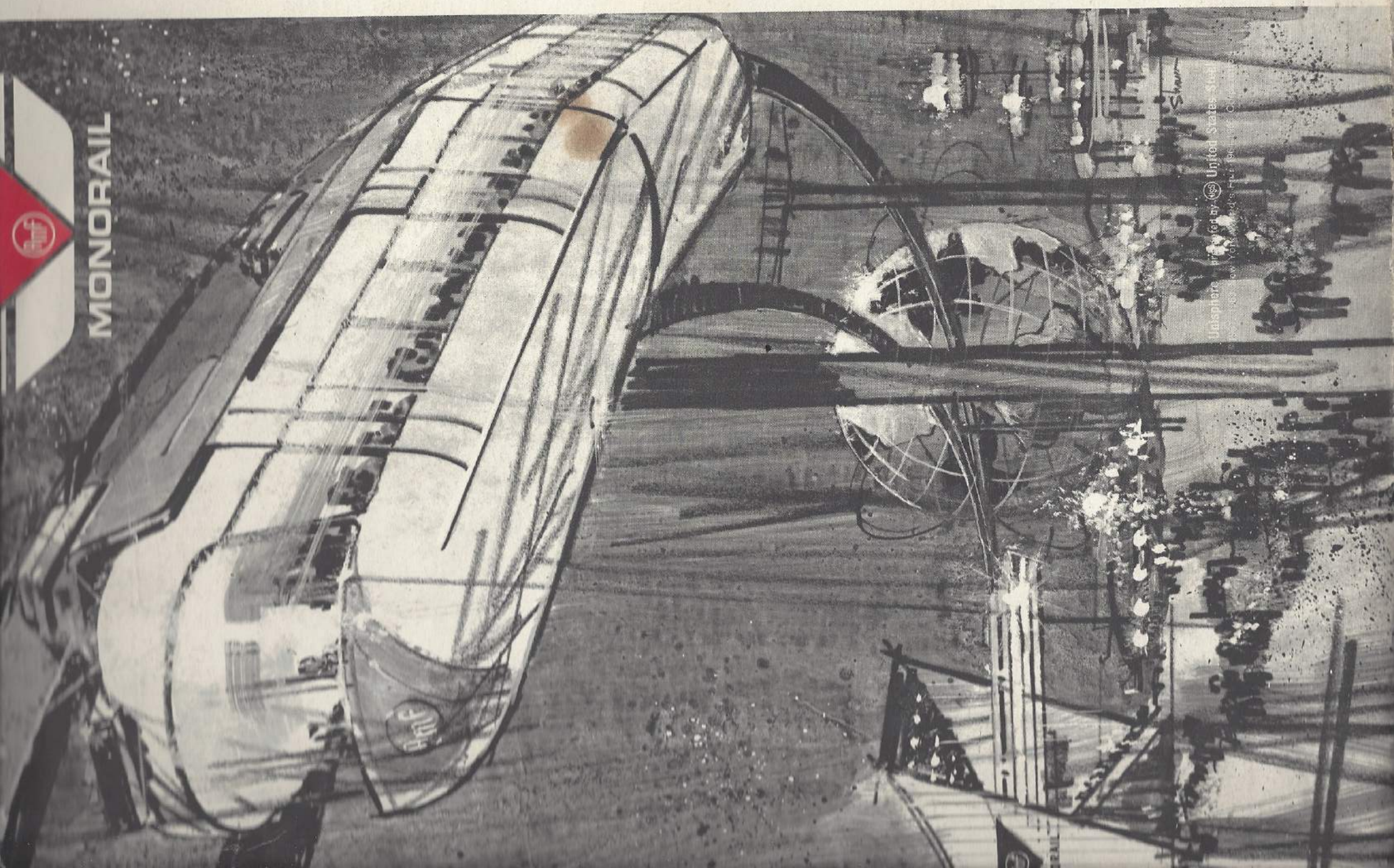
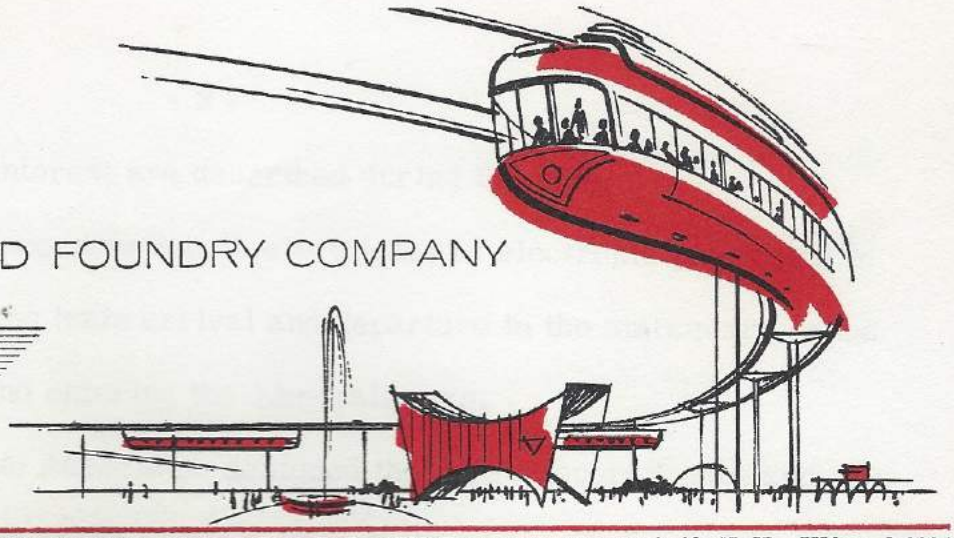
PRESS KIT

AMERICAN MACHINE & FOUNDRY COMPANY



AT THE
NEW YORK
WORLD'S FAIR
1964-1965

AMERICAN MACHINE AND FOUNDRY COMPANY



MONORAIL

BILL DOLL & COMPANY THE NATIONAL PRESS AGENTS Michael Todd B'ldg. 1700 Broadway New York 19, N. Y. JUdson 6-8894

$5,000,000 AMF MONORAIL AT THE N.Y. WORLD'S FAIR: 15,000,000 VISITORS TO TAKE RIDE 40 FEET IN AIR

More than 15,000,000 visitors to the New York World's Fair are expected to soar forty feet above ground to enjoy the panoramic view of the Fair's exciting Lake Amusement Area from a ride on the AMF Monorail constructed at a cost of $5,000,000. Marking the entry of American Machine & Foundry Company into the revolutionary new field of monorail transportation, the Fair's Monorail was designed, developed and built by AMF, and combines the best features of the closed loop and scenic ride systems.

The Monorail at the Fair, operated by AMF, is primarily designed as a truly unique entertainment feature for sight-seers, one that is bound to be a real conversation piece. Millions of riders cannot help but appreciate the tremendous potential of the Monorail in helping to solve the ever-increasing problems in mass transportation here and abroad. Monorail, running above existing traffic, is one of the most practical and economical solutions to this problem.

AMF's Monorail at the Fair has seven two-car trains, each train ninety feet long, operating on two parallel closed 4000-foot loops. Three trains on one loop travel one way and four on the other loop move in the opposite direction. Trains are automatically controlled. The AMF World's Fair Monorail is this country's first air-conditioned monorail installation. Capacity of each train is 80 passengers. Each car

has an attendant and points of interest are described during the ride.

Automatic controls incorporate both electrical and electronic principles in each train. This system governs train arrival and departure in the station and opens doors for passengers leaving and entering the Monorail cars.

Walter Dorwin Teague Associates designed the AMF Monorail cars and coordinated the industrial design of the World's Fair system.

The AMF Monorail station, of contemporary design, is located in the heart of the Fair's bustling Lake Amusement Area, near the Continental Circus and the Florida Pavilion. Primarily of structural steel, sheathed in Fiberglas panels, the station has three 100 foot long platforms. There is a center platform for passengers boarding trains on both tracks, with an outside platform for debarking passengers, making possible the safe and simultaneous loading and unloading of two trains. Escalators take Monorail riders to and from station platforms.

The AMF Monorail circles the entire Lake Amusement Area affording passengers a spectacular view of the Fair, including a bird's -eyeview of the elaborate Texas Pavilion and Music Hall.

Monorails similar to the AMF installation at the Fair have been operated with notable success at Santa's Village in Lake Arrowhead, California, and at the Los Angeles County Fair. Since AMF's recent announcement of its emergence in the monorail transportation field, the company has sparked the municipal interest of Washington, D.C., Kansas City, Chicago, Sacramento, Long Beach, Las Vegas, Palm Springs and many other cities. Atlantic City's Steel Pier and the Palisades (N.J.) Amusement Park are among leading amusement areas in the nation where Monorail is being given consideration.

AMF, well known for its pioneering in the field of automated equipment,

ingenious tools and launching systems for Titan and Atlas missiles, would seem to be the logical company to build monorails anywhere they are needed, and it would appear that they are needed everywhere.

The AMF Monorail Division of the company's Advanced Products Group is under the direction of Stanley E. G. Hillman, AMF Vice President and Group Executive Officer. His staff at Greenwich, Connecticut is headed by Allen W. Stephens, General Manager.

AMF to Market SAFEGE Monorail System

In addition to designing and building the World's Fair monorail system, AMF has also been licensed to market the suspended SAFEGE-Transport high speed monorail system in the United States. SAFEGE-Transport (Societe Anonyme Francaise de Gestion et d'Enterprises) is a consortium of 18 leading French companies, including Renault, Michelin Rubber, prominent French banks, construction companies and metal fabricating firms.

Requiring a minimum of rights-of-way, the AMF/SAFEGE suspended system consists of two tracks or treadways enclosed within a box beam, supported on either or both sides of pylons which can be erected alongside highways or on existing thruway and turnpike divider strips.

The AMF/SAFEGE suspended system operates on the same basic principle proved so successful in the development of this country's present surface railroad network. Each carrier-unit, truck or "bogie" has four pneumatic-tired wheels which travel over fixed parallel tracks or treadways. They are guided in their movement by side guide wheels and travel over their assured right-of-way just as the present-day flanged steel wheel traverses the rail in surface transportation. Both systems utilize the advantages of the guided wheel travelling over an assured right-of-way. However,

the tracks or treadways of the AMF/SAFEGE suspended system are enclosed in a unique box beam assuring safe uninterrupted operation even during the most adverse weather conditions.

Operating overhead, the AMF/SAFEGE suspended transit system is removed from the present potential hazards of upset and collision with any other vehicles.

All-Weather Operation

Lucien F. Chadenson, Chairman and President of SAFEGE-Transport and prominent French construction engineer, first became interested in monorails in 1947. Introduction of traction-enhancing rubber-tired "bogies" by the Paris Metro (subway) stimulated his interest further.

Aware of the effect of weather on traction he developed his box-beam principle, then erected a test track approximately a mile at Chateauneuf-sur-Loire about 90 miles south of Paris where for the past two years a SAFEGE railcar has been operating almost daily at speeds as high as 90 miles per hour.

That the box beam principle keeps the running surface of the track completely dry, thus virtually skidproof and snow and ice free, was dramatically pointed up when daily tests were uninterrupted during one of the country's worst blizzards in the winter of 1961-1962 with all other transport at a standstill.

The "bogie" in its box beam track is totally confined, thus eliminating any possibility for it to jump the track. Further safety is insured by a completely "fail-safe" method for switching.

In addition to its all-weather operation, the main advantages of the SAFEGE over all other known high-speed mass transport monorail systems are:

Route flexibility: It can maintain a full speed of 70 miles per hour around a quarter-mile-long curve. It can also negotiate sharp curves and climb gradients

common to existing highways.

Stability: Suspending the car between the wheels of the traction "bogies" provides self-stabilization, a tremendous advantage on curves where excess sway caused by variations in speed is compensated by gravity.

Worldwide Market for Monorail

While its license with SAFEGE is for the United States, AMF plans to market its variable speed Monorail world-wide and work with the SAFEGE group on high speed Monorails in this country and selected foreign countries.

AMF Chairman, Carter L. Burgess, estimates that the potential market for high speed interurban and city-to-airport monorail systems in the next five to ten years could be as high as $2 billion.

Mr. Burgess also points out that growing interest in monorails as a solution to intracity congestion and a means of getting around increasingly large shopping centers could mean a $500 million market for the variable speed closed-loop monorails here and abroad in the next five years.

"Available ground transport systems and metropolitan highways are already hard pressed," Mr. Burgess emphasizes. "We believe that the problem of transporting an ever-increasing population in this country and abroad can only be solved through new thought and new approaches. Monorail, running above existing traffic, is one of the most practical and economical solutions to this problem."

Monorail Potentials

American Machine & Foundry Company sees a great potential in the monorail system of transportation.

Concentrating its efforts in three areas of monorail application, the company sees future uses in:

-General rapid transit

-congested business districts

-interurban and intra-urban areas

-airports

-city to airports

-large campuses and large military bases

-large shopping centers

-industrial complexes

-amusement centers

One area of AMF operation would be in the high speed, sophisticated type of systems, for city center to airport and interurban use.

A second area of operation would be in variable speed closed loop monorails for intra-airport, and intracity transportation.

Its third area of operation would be in variable speed systems for fairs, scenic rides, industrial "parks" and large military bases.

Mass Transit by Monorail

When skillfully integrated with other forms of mass transportation, suspended monorail mass transit is a solution to the problems of traffic congestion that are so prevalent in many of our great American cities today. It has many advantages over surface mass travel as used today both in interurban and intra-urban situations:

1. Monorail can utilize a "third dimension," i.e., the airspace over congested areas, along super highways and expressways.
2. The high-strength support beams are narrow and do not interfere with motor or pedestrian traffic, nor with general visibility.

3. Since, for the most part, existing arteries can be used, no premium or heavily taxed land need be used for construction, as in the case of railroads.

4. The versatility of the Monorail design is already proved, as it can negotiate turns in short space, especially in downtown traffic where sharp curves preclude establishment of other rail systems.

5. There is a substantial reduction in noise level; in fact, it is almost noiseless.

6. Monorail is faster and more comfortable. It provides air conditioning and little or no vibration.

7. There is a major increase in operating speed for a given distance between stations, thereby resulting economies in the amount of rolling stock required.

8. Exceptional deceleration enables considerable reduction in the length block sections, and, therefore, in shorter minimum intervals between trains. Passenger carrying capacity is thus increased.

9. There are considerable savings in initial construction costs. It has been estimated that a monorail costs $1.5 million per mile; and subways $7.5 million per mile.

10. Monorail can promote a community's economy, for instance, by opening up new avenues to areas for future shopping centers, at the same time reducing highway congestion.

Worldwide Company

Worldwide, AMF is a manufacturer of specialized electro-mechanical automated and electronic machinery and systems for the tobacco, bowling, baking, apparel, oil and gas industries, nuclear research reactors, and related atomic equipment. It designed and built all Titan I and Atlas I underground launching systems It manufactures recreational products for the consumer including AMF-Voit sporting goods; AMF-Roadmaster bicycles; AMF-Junior tricycles, trucks and tractors; AMF-Ben Hogan golf equipment; and AMF-Wen-Mac powered model airplanes, autos, ships and toys. AMF-SASIB, a subsidiary, has long been in the railroad signalling and ticket machine business, AMF-Beaird, another subsidiary, is one of the largest manufacturers of rail tank cars for the petroleum industry. AMF Potter & Brumfield is a leader in the electrical relay industry. The company's extensive factory space with giant machines weighing many tons to delicate precision instruments can convert most any of the basic materials into finished or semifinished products.

With executive offices in the AMF building, 261 Madison Avenue, New York, it has 64 manufacturing facilities and research and development laboratories in the United States, Canada, South America, Europe and Australia, employing more than 16,000 people.

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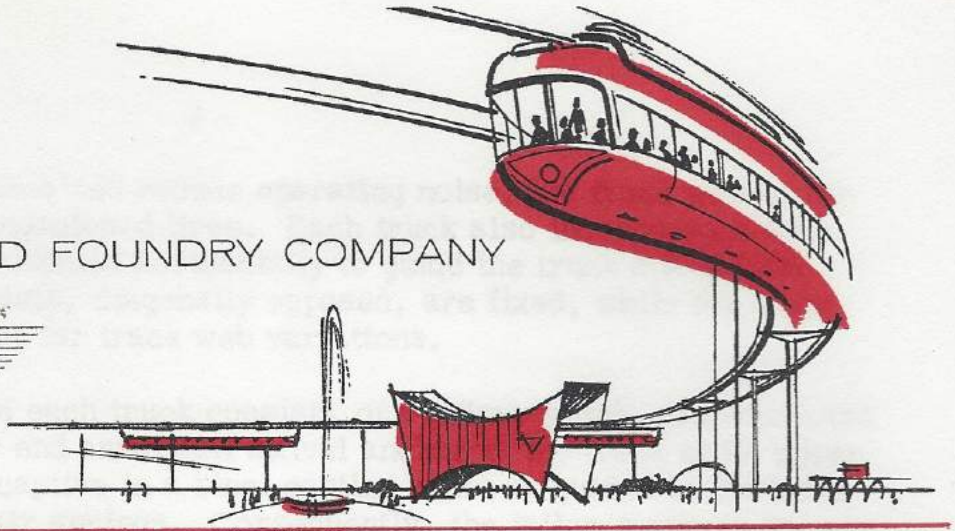

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TECHNICAL DATA

AMF MONORAIL
NEW YORK WORLD'S FAIR

As a precursor to its future rapid transit monorail systems, American Machine & Foundry is operating a scenic Monorail at the New York World's Fair.

The system consists of two, parallel, 4000 ft. closed-loop tracks around the perimeter of the Fair's amusement area.

Seven two-car air-conditioned trains, each of 80 passenger capacity, operate on the twin tracks in opposite directions.

Automatic block signal control with an additional back-up system ensures safe separation of the trains on the individual tracks. Each train is equipped with "override" controls which can be operated by an attendant in case of emergency or by maintenance personnel.

The contemporary station incorporates three platforms servicing the two tracks, for smooth passenger flow. The platforms are accessible from ground level by means of escalators.

The primary objective of the present Monorail is the attainment of a safe, smooth, cushioned ride with the cars suspended below the track.

This pendulum suspension isolates track irregularities which tend to cause axial motions since the latter are not transmitted to the car by its pivot supports. Track irregularities which cause vertical motions are attenuated by springing the suspension system.

In order to absorb shock and reduce operating noise, the truck wheels are equipped with solid rubber, cushioned tires. Each truck also incorporates four smaller rubber tire wheels mounted horizontally to guide the truck against the track web. Two of these wheels, diagonally opposed, are fixed, while the other two are spring-loaded to allow for track web variations.

The car suspension of each truck consists of a primary link, pin connected to the car fitting at its lower end and a ball swivel anchor to the truck at its upper end. The ball swivel pin is captive in a steel casting which is guided in the truck frame and supported by four air springs. Consequently, the latter supports the car and passenger load.

In order to react to the longitudinal accelerating and braking forces, the lower end of the suspension link is captive in a rectangular opening, machined in a disc-shaped thrust plate which transmits the thrust to the disc housing on the truck frame without impeding the swinging motion of the link.

This system provides pendular freedom for the car due to wind and centrifugal forces when negotiating curves. In the latter case, the upper ball joint of the suspension link allows the degree of freedom required by the yaw motion between the car and the truck.

In order to limit the car sway to a passenger comfort level, an anti-sway system is provided. This consists of a combination of hydraulic shock absorbers and helical springs with the latter mounted concentrically around the shocks. Internal anchor bushings attached to both ends of the latter permit the springs to operate in tension or compression. During pendular motion of the car, the spring action introduces a righting couple, while the shocks provide damping.

While very conservative factors of safety have been used in the overall design, it was considered imperative to provide an independent emergency means of supporting the cars from the track in case of fatigue failure of any of the car supporting elements.

The safety means selected should not introduce track friction or otherwise impede normal operation of the train. This requirement indicated the following secondary suspension.

Safety shoes are rigidly attached to the truck frame directly above the track surface and at a distance of half an inch from the latter.

Two suspension cables are anchored to each side of the truck frame and matching brackets are attached to the car roof. In normal operation, these cables are slack to allow relative motions between the car and track.

In order to absorb the energy generated by suddenly applied loads at the cables, the latter are anchored to the truck frame through an expendable aluminum honeycomb cartridge designed to crush and absorb the major part of the kinetic energy which would be generated by a falling car.

The first mode of failure considered was the rupture of any component of the suspension system which would result in separation of the car and the truck.

In this event, the cables would pick up the load, transmitting it through the frangible cartridges to the truck frame, wheel axles, wheels and ultimately through the rubber tires to the track beam flange which has been designed for this impact load.

A conservative simplification of the second mode of failure is the assumption of successive rupture of all wheel axles.

In this event the truck frame drops a short distance and the safety shoes contact the track beam flange. The safety cables do not come into play unless any of the suspension components should then rupture in which case the frangible cartridges would absorb energy thereby reducing the impact load on the safety shoes and the track flange.

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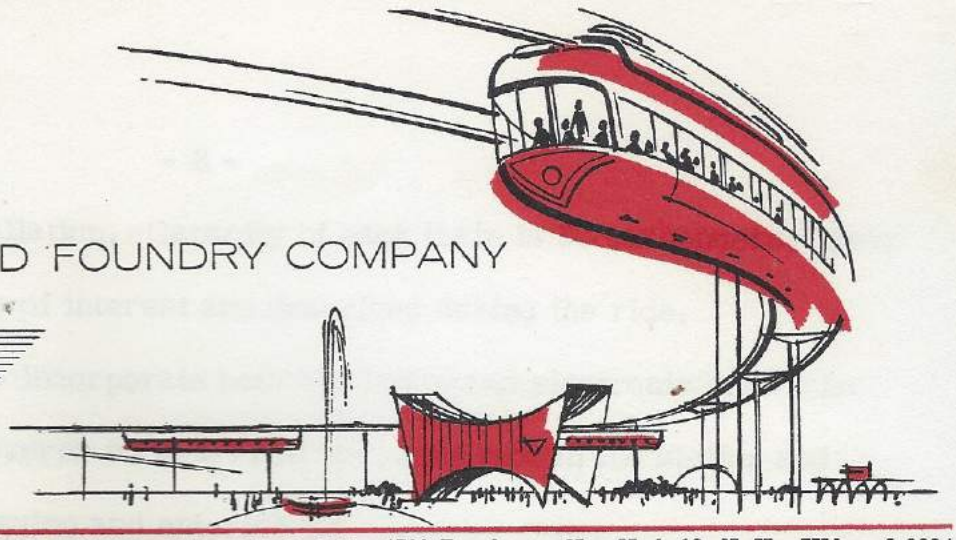

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The Monorail at the Fair was designed, developed and built by AMF. It is a truly new and unique experience for sight-seers, one that is a real conversation piece. Operated by AMF, it is anticipated that millions of riders will appreciate the tremendous potential of the Monorail in helping to solve the ever-increasing problems in mass transportation here and abroad. Monorail, running above existing traffic, is one of the most practical and economical solutions to this problem.

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Utilizing the "third dimension", the airspace over congested areas, along super highways and expressways, the monorail has many other advantages. It is safe, fast and almost noiseless. It provides air-conditioning and little or no vibration. Its high-strength support beams are narrow and do not interfere with motor or pedestrian traffic, nor with general visibility. The running track is covered so there are no hazards from the weather. Finally, the savings in initial construction costs are considerable, since it is estimated that a monorail costs $1.5 million per mile compared to $10 to $12 million a mile for subways.

AT THE
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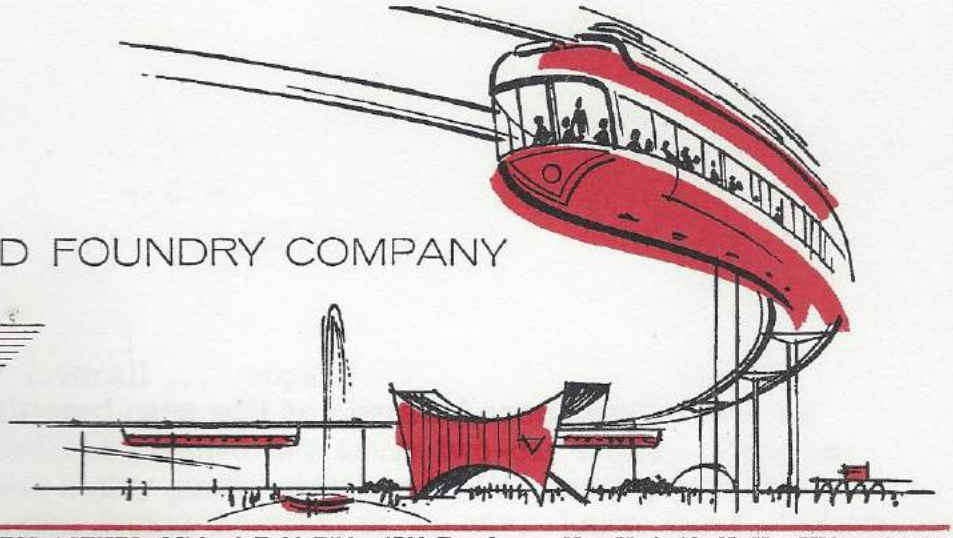
WORLD'S FAIR
1964-1965

AMERICAN MACHINE AND FOUNDRY COMPANY

MONORAIL



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AMF MONORAIL
WORLD'S FAIR CONSTRUCTION
FACT SHEET

A. Foundations - (Station & Track-Supporting Pylons)

1. Pilings -- 48,000 lineal feet (9 miles)
2. Concrete -- 1400 cubic yards
3. Steel Reinforcing Rods -- 85 tons
4. 3-inch Diameter Anchor Bolts -- 448

B. Track

1. Structural Steel -- 2,000 tons
2. High Strength Bolts -- 15,000
3. Weld -- 110,000 lineal feet (21 miles)

C. Station

1. Structural Steel -- 385 tons
2. Concrete Flooring -- 4100 square feet
3. Roofing and Siding -- 25,000 square feet
4. Plastic Paneling -- 11,500 square feet

The station is one hundred sixty-six feet long, fifty-two feet wide and rises to a height of eighty feet at its highest point. Escalators bring passengers to and from the loading platform, over forty feet above the ground. Trains are loaded and unloaded simultaneously.

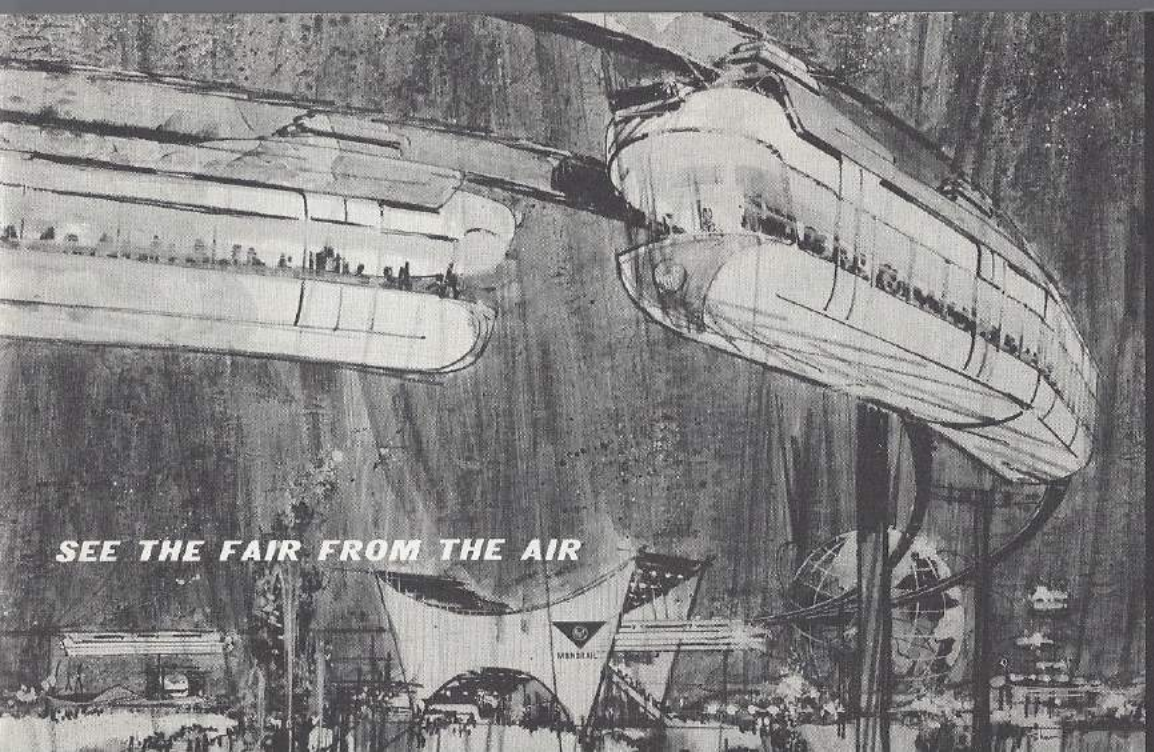
D. Cars

Width .....8'3"
Height.....9'6"
Length.....45' (overall ... coupled)

Fourteen red and white air-conditioned cars will be operated continuously over the highly automated system. They will be coupled into seven two-car trains. Each car has a capacity of forty passengers; eighty passengers per train. Seating is on a center-aisle plan with all passengers facing the sides of the car. Large fixed windows afford unobstructed views in every direction and are especially formulated to permit color photography from within the car without affecting the color balance of any photo.

E. Miscellaneous

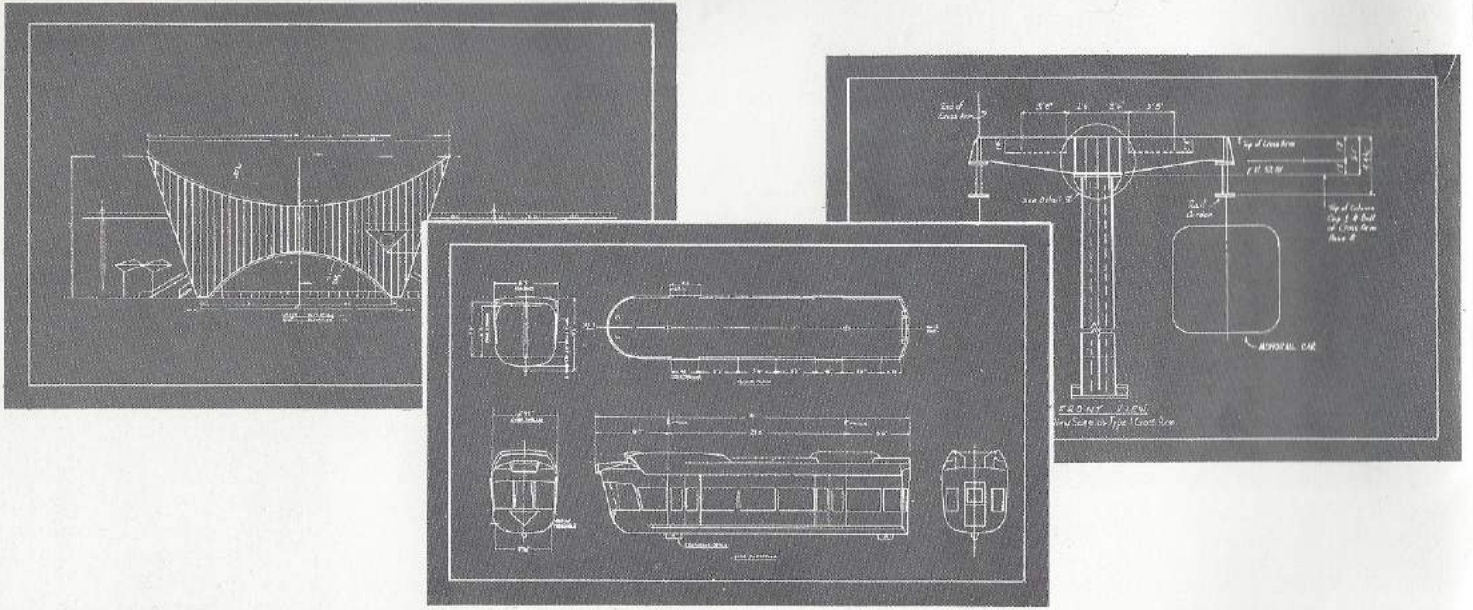
1. Paint -- 1200 gallons
2. Power Railing -- 48,000 lineal feet (9 miles)
3. Electric Wire -- 350,000 lineal feet (66 miles)
4. 1-1/2 inch Diameter Power Cable -- 1800 lineal feet
5. Power Consumption during Operation -- 750 KW



AMF

MONORAIL

TOMORROW'S
TRANSPORTATION...
TODAY


MEMORIAL CAR
FRONT VIEW

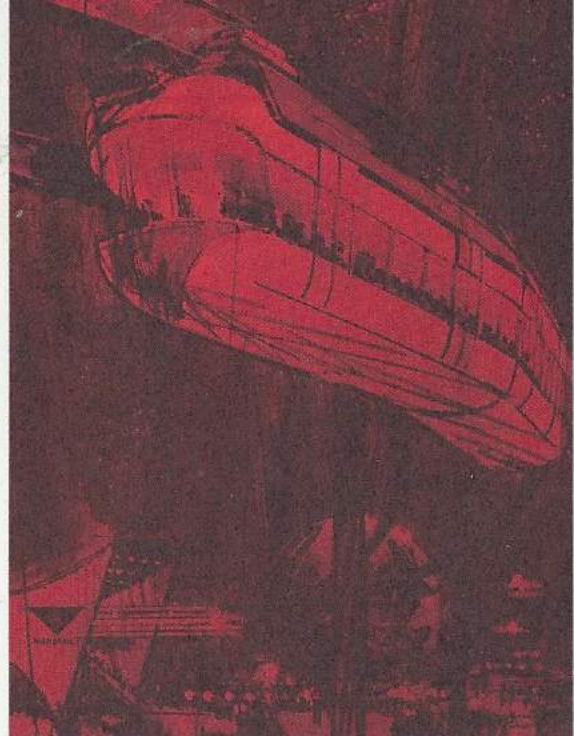
A BLUE PRINT FOR PROGRESS

From drawing board to fully automated operation in 342 days — that's the story of the AMF Monorail as it circles the lake amusement area at the New York World's Fair 1964-1965.

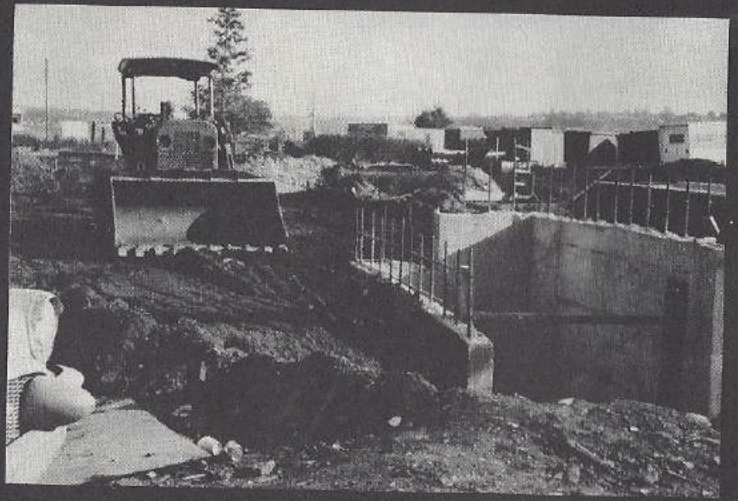
A design and engineering team managed by American Machine & Foundry Company, and supported by Sverdrup and Parcel, Architects and Engineers of St. Louis, Missouri, Walter Dorwin Teague Associates, Industrial Designers of New York, and the St. Louis Car Company of St. Louis, Missouri began work on design of the AMF Monorail system on 15 May 1963. Working concurrently, this group expedited design and engineering on cars, bogies, station superstructure and track so that fabrication and construction could begin in early August 1963.

The AMF passenger station of contemporary design, with an inverted arch roof, is the outstanding landmark of the amusement area. It is 166 feet long, 52 feet wide, and rises to a height of 80 feet at either end. High speed escalators will expedite movement of passengers to and from the 40 foot high platform area.

A forerunner in a family of Monorail systems for the mass transportation field, the AMF Monorail will afford its passengers a ride as smooth and quiet as a silent rush of air. Seven two-car trains, three on one loop going clockwise and four on the other moving counter-clockwise, will operate continuously over the 4,000 foot closed loop track suspended 40 feet in the air. With a peak capacity of 4,800 per hour, it is estimated that 15 million passengers will ride these seven air conditioned trains, embodying AMF designed fail-safe devices, during the two seasons of the Fair. Although rapid transit monorails will normally operate at high speeds, the World's Fair system has been held to a moderate rate of speed to give riders a panoramic view of the spectacular World's Fair scene and a good vantage point for photography.



APRIL 1, 1963

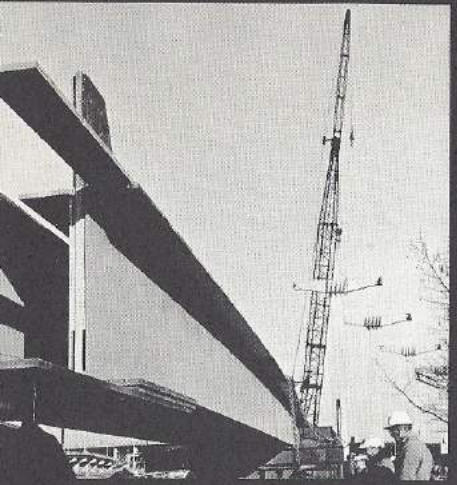


JULY 16, 1963

DECEMBER 2, 1963

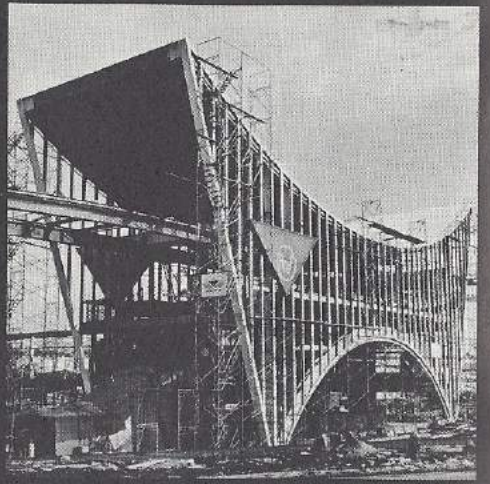
JANUARY 3, 1964

Early in April 1963, the vacant Lake Amusement Area in Flushing Meadow Park, last occupied during the 1939-1940 World's Fair, was surveyed for location of the AMF Monorail around its perimeter. Ground was broken shortly thereafter, and by mid-July, construction work was well under way. 48,000 lineal feet of pilings and 1,400 cubic yards of concrete were required for column footings and station foundation. The first 50 foot column was lifted into place on December 2, 1963. The last of 68 columns was bolted into position on January 3, 1964. William L. Crow Construction Company of New York was general contractor for the project. Prefabricated steel was furnished by Harris Structural Steel Company.

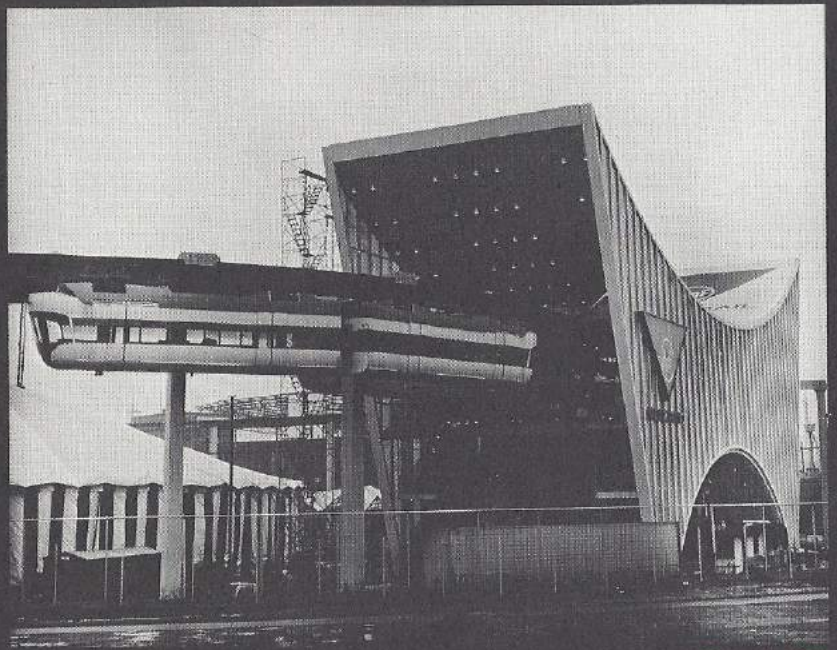


DECEMBER 3, 1963

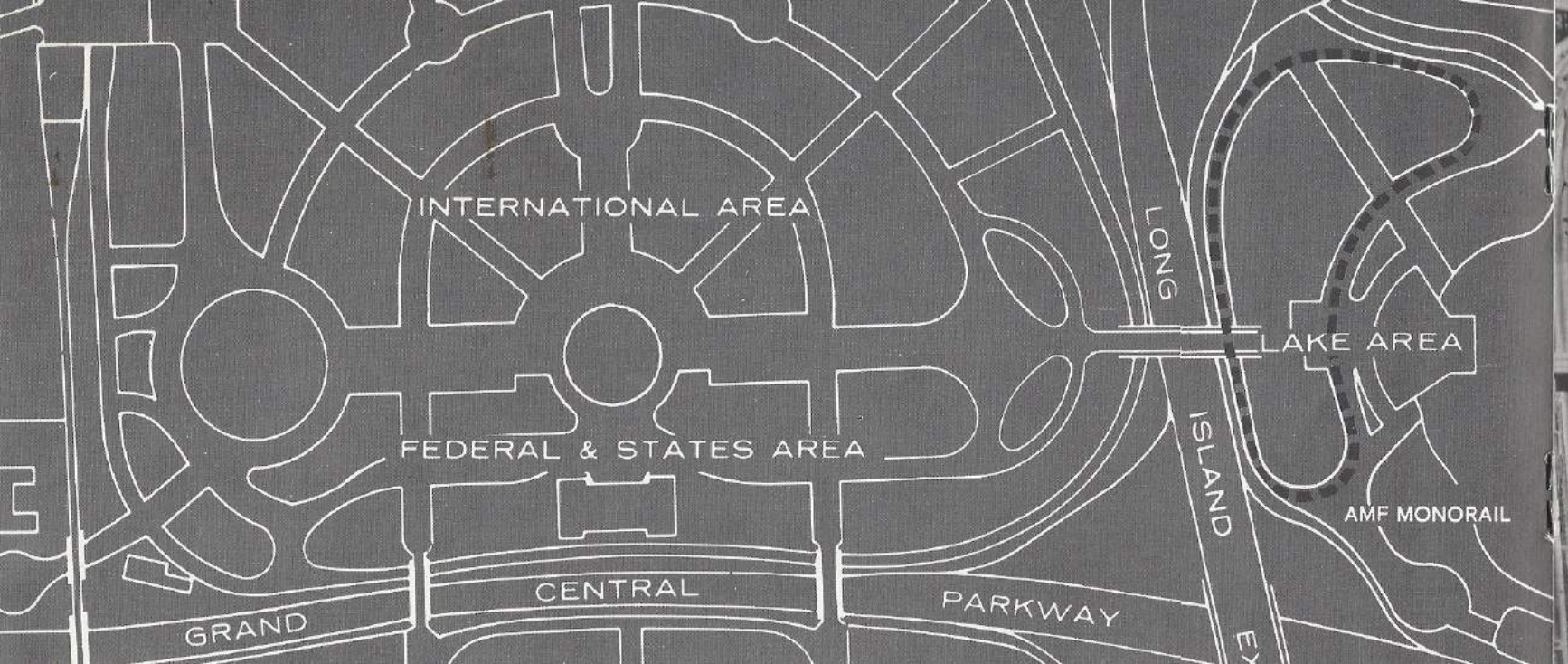
JANUARY 27, 1964



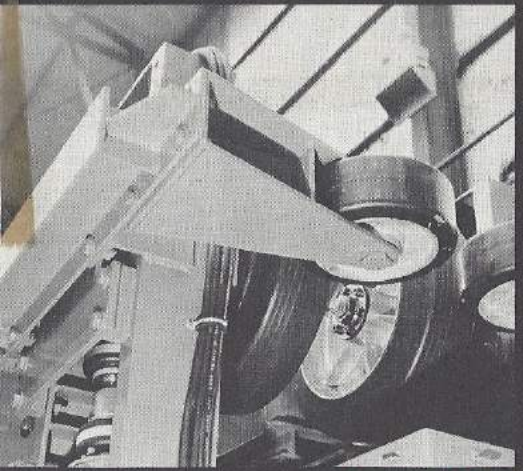
FEBRUARY 3, 1964



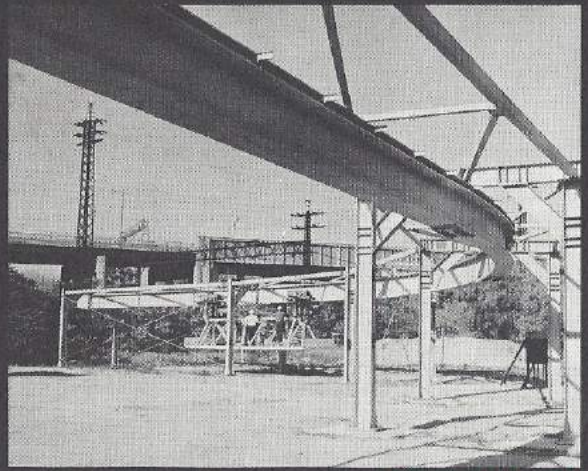
On December 3, 1963, the first 50 foot section of prefabricated, double webbed I-Beam was readied for elevation into its pre-determined position in the track. On January 27, 1964 the last section of the 4,000 foot track was hoisted into place to close the loop. The passenger station had begun to take shape in December, 1963 and in February, 1964 was already the most outstanding structure visible from the adjacent intersection of Long Island Expressway and Grand Central Parkway. By early April, 1964 the station was in final stages of completion and available as the platform for checkout of the automatic block signal control system.


INTERNATIONAL AREA
LONG
LAKE AREA
FEDERAL & STATES AREA
ISLAND
AMF MONORAIL
CENTRAL
PARKWAY
GRAND

The AMF Monorail, encircling the Lake Amusement Area, lies to the east of the Long Island Expressway, between the Grand Central Parkway and the Van Wyck Expressway, across from the main exhibit area of the Fair. Parking lots can be reached directly from these three thoroughfares. The Meadow Lake Bridge connecting the amusement area and the exhibit area can be seen on the left. The aerial photograph shows the completed track and the partially finished passenger station as they appeared on February 15, 1964. The Texas Pavilion is the square building inside the outer loop of the Monorail track at the upper right. The circular structure just behind the station is the Continental Circus. The Hawaiian exhibit, the Amphitheatre and the Florida building can be seen outside the Monorail track from top to bottom on the right.



OCTOBER 18, 1963



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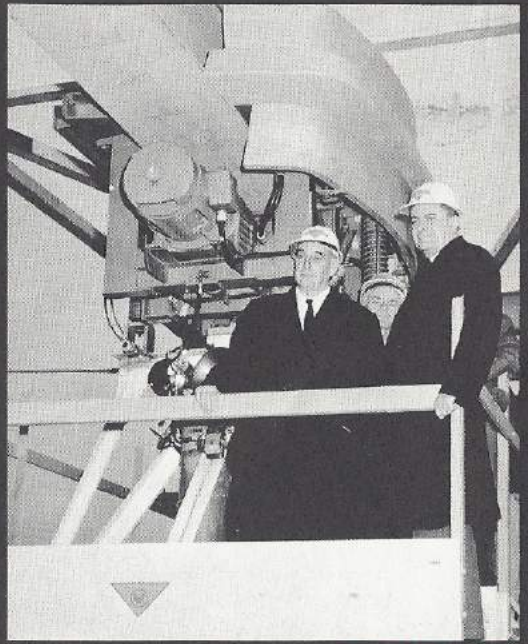
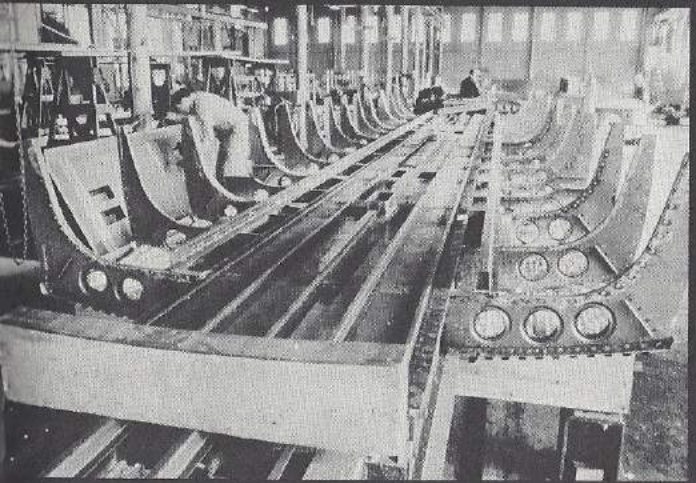


DECEMBER 5, 1963



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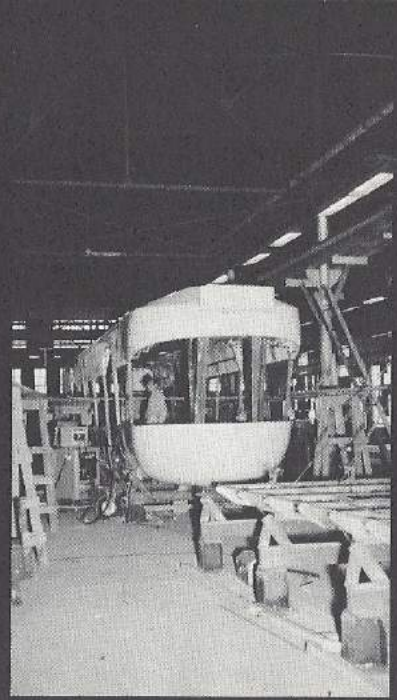
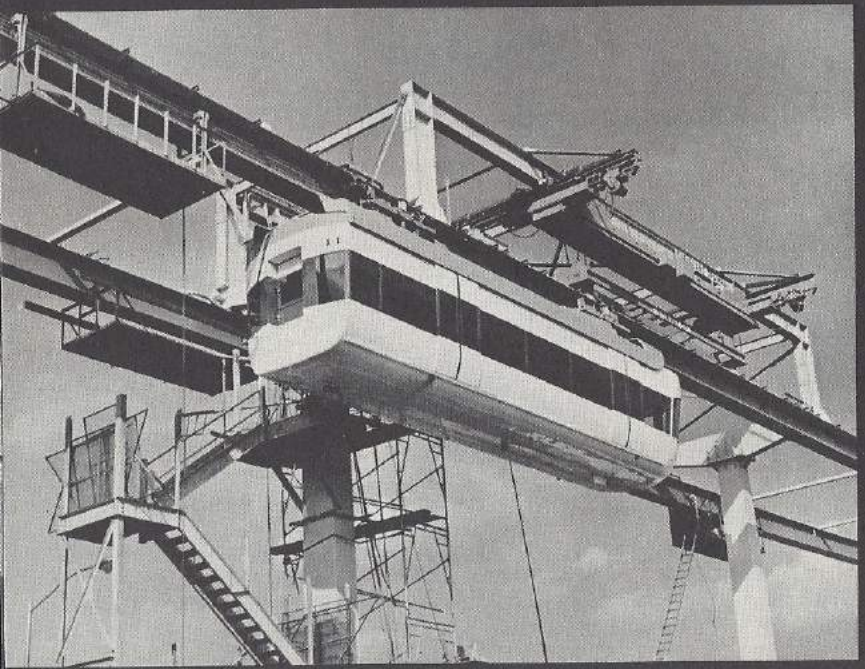
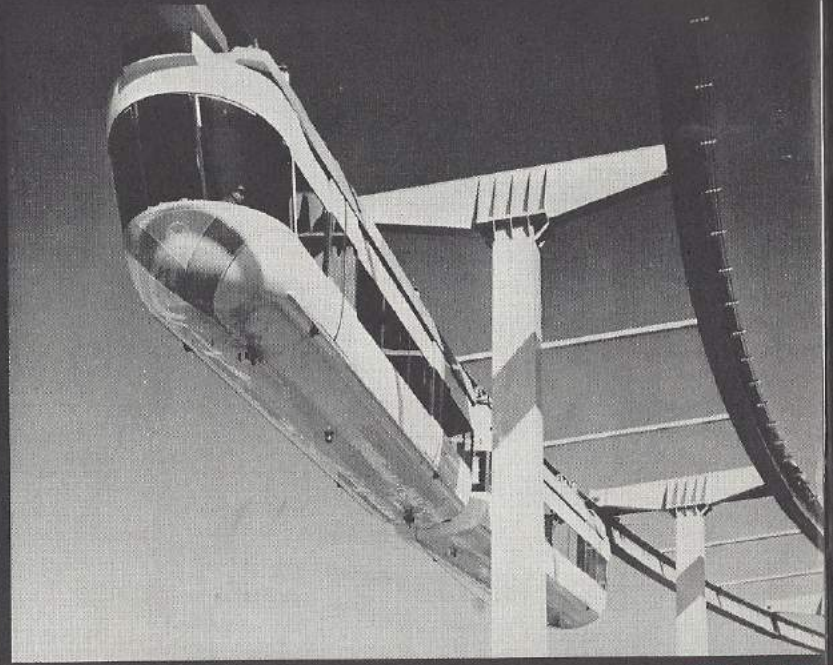


JANUARY 10, 1963

Concurrent with the design and engineering of foundation and superstructure, work was begun in early May, 1963 by AMF's General Engineering Division on design, fabrication and test of the 28 rubber tired "bogies" or trucks, which propel the suspended two-car trains along the track. Static and dynamic tests were conducted in AMF laboratories and on a specially constructed test track where actual load and operating conditions were simulated. Robert Moses, President of the World's Fair Corporation and other Fair officials visited the test track area and rode the test car with Carter Burgess, AMF Chairman, on December 5, 1963.

During the same time period, Walter Dorwin Teague Associates and St. Louis Car Company proceeded with design and fabrication of the 14 cars that make up the seven trains. Fabrication of the first car began on November 6, 1963 and was completed on February 7, 1964.

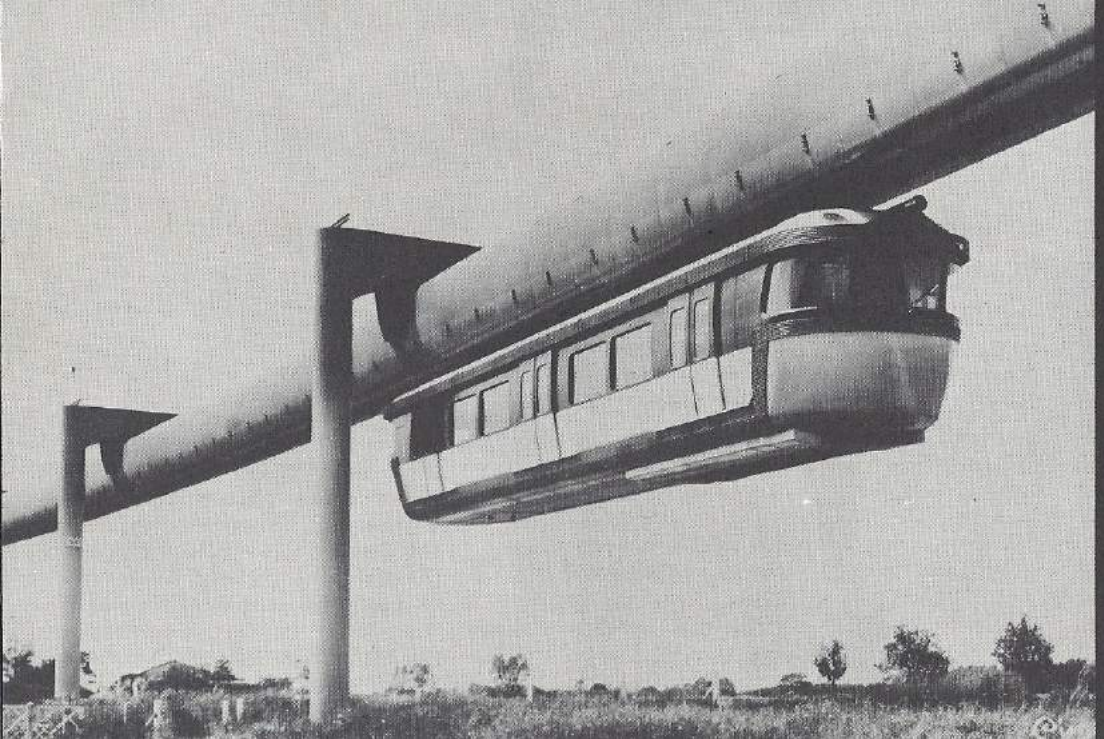




MISS MONORAIL AT HER POST READY FOR SERVICE ON APRIL 22, 1964

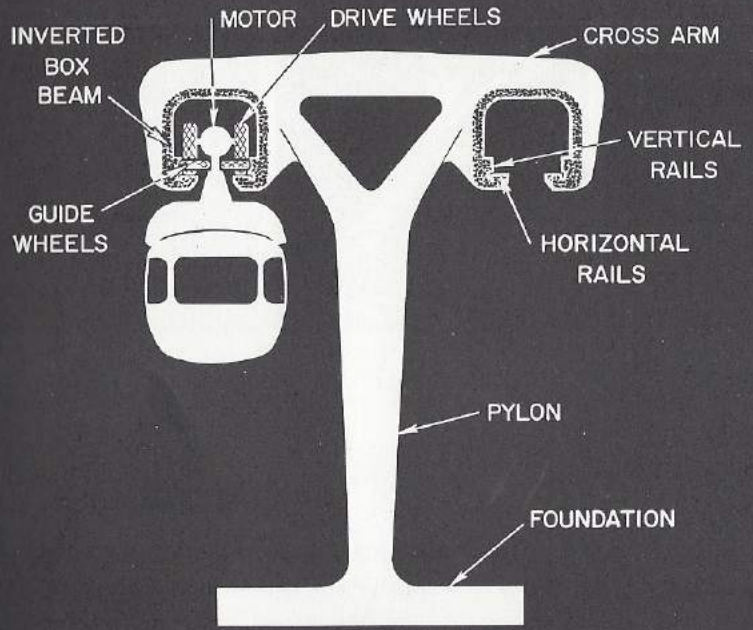
On February 10, 1964 the first car arrived on the site and was elevated to its suspended position on the track. The on-site checkout program began immediately and increased in tempo as additional cars arrived at the rate of two per week. The last two car train was activated on April 3, 1964.

The colorful costume for "Miss Monorail" and other train hostesses was created by fashion designer Anne Fogarty, using the all-new DuPont "Acrobat" Lycra stretch poplin fabric. The distinctive hostess hat, which is patterned after the upswept architectural lines of the Monorail station, was created by Miss Mary of New York. Claire Lang Associates, Fashion Consultants of New York, collaborated on design of the hostess costume and hat. The uniform for male passenger control attendants was designed by Walter Dorwin Teague Associates of New York.

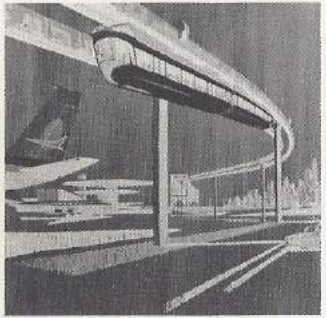
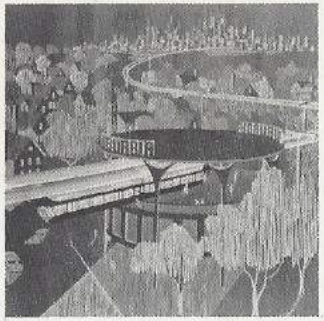


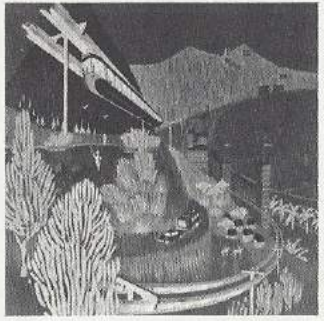
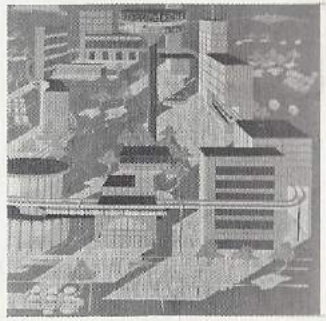
THE SAFEGE MONORAIL

The SAFEGE-Transport high-speed monorail system was developed by Lucien F. Chadenson, world famed bridge builder, Chairman and President of SAFEGE-Transport. It is a high-speed system of advanced design and is operating on a one mile track at Chateauneuf-sur-Loire, 90 miles south of Paris. The car is suspended from rubber-tired power units or bogies, which run on tracks enclosed within a box-beam structure. This exclusive patented feature provides protection against snow and ice, assuring safe and uninterrupted operation of the system in all weather. AMF has acquired a license to market the SAFEGE Monorail system in the United States.



The increasing need for modern, rapid mass transportation is one of the most pressing problems facing the nation today. By 1985, more than half of our expanding population can expect to live in some 40 great urban complexes. The problem of mass transportation which is pressing today, will be acute tomorrow. AMF believes its Monorail systems are the key to solving many of the problems facing traffic-conjested cities in the years ahead. Discussions have been held with a number of cities to show the advantages of high-speed monorails for airport-city center transportation.

AMF envisions a variety of applications for suspended monorails in the future:

- High speed airport-city center transit systems
- Short haul commuter and intra-urban transport systems
- Long haul and inter-urban rapid transit systems
- Intermediate range scenic transit systems for resort areas
- Closed loop automated systems for shopping centers, air terminals, industrial complexes and amusement park scenic rides (similar to the World's Fair system).

AMF MONORAIL

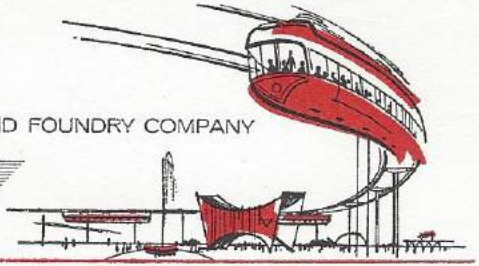
AMERICAN MACHINE & FOUNDRY COMPANY
Fawcett Place, Greenwich, Connecticut


AMF

AT THE
NEW YORK
WORLD'S FAIR
1964-1965

AMERICAN MACHINE AND FOUNDRY COMPANY

MONORAIL



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AMF MONORAIL STATION PROVIDES WORLD'S FAIR LANDMARK

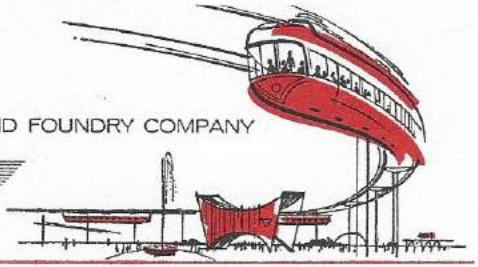
"Meet me at the Monorail" has become the by-word for World's Fair visitors. The imposing AMF Monorail Station, located in the Lake Amusement Area, is a spectacular white plastic and steel structure in a contemporary design. Fair visitors from all over the world will pass through its turnstiles by the millions to enjoy a ride on one of AMF Monorail's seven air-conditioned trains that encircle the Fair's "Fun area."

5/15/64

AT THE
NEW YORK
WORLD'S FAIR
1964-1965

AMERICAN MACHINE AND FOUNDRY COMPANY

MONORAIL



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PEOPLE, PLACES AND - AMF'S MONORAIL AT THE FAIR

People from every corner of the globe are converging on the World's Fair, and when feet become weary, they take to the air, in AMF's Monorail.

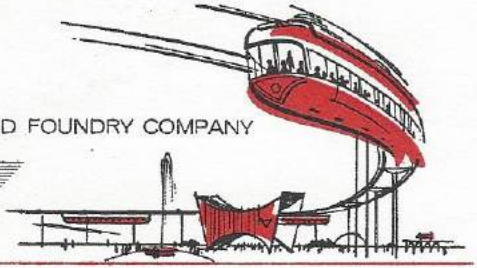
Shown here, one of the seven two-car trains glides silently around the Fair's Amusement Area, forty feet above the ground. Passengers ride in air-conditioned comfort as they enjoy "seeing the Fair from the air" -- on the AMF Monorail.

5/15/64

AT THE
NEW YORK
WORLD'S FAIR
1964-1965

AMERICAN MACHINE AND FOUNDRY COMPANY

MONORAIL



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AMF MONORAIL OFFERS FAIR-GOERS TRANSPORTATION OF TOMORROW

Gliding silently above the crowds at the New York World's Fair, AMF's Monorail carries passengers on a panoramic eight-minute ride around the Lake Amusement Area.

The seven two-car trains ride forty feet in the air on double, closed-loop tracks, affording Fair visitors a chance to "see the Fair from the air" -- in air-conditioned comfort. One of the Fair's most outstanding attractions, the AMF Monorail provides a new experience for young and old - offering a preview of tomorrow's transportation - today!

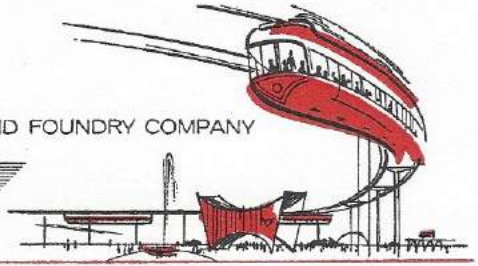
5/15/64


Amf
MONORAIL

AT THE
NEW YORK
WORLD'S FAIR
1964-1965

AMERICAN MACHINE AND FOUNDRY COMPANY

MONORAIL



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AMF MONORAIL'S MAGIC TRIANGLE AT WORLD'S FAIR

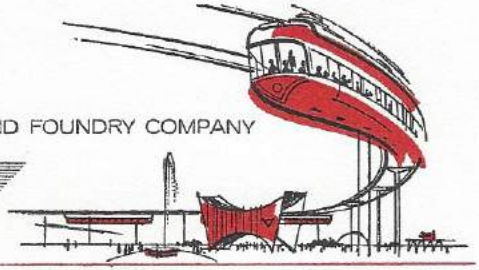
The magic red triangle placed high on AMF's Monorail Station can be seen far and wide by World's Fair visitors. Located in the Amusement Area, AMF's Monorail beckons thousands daily to "see the Fair from the air."

One of the seven two-car trains slips silently out of the Monorail Station carrying eighty passengers in air-conditioned comfort on a spectacular trip 40 feet above the crowds. A "must" for Fair-goers, AMF Monorail provides a preview of tomorrow's transportation - today!

5/15/64

AT THE
NEW YORK
WORLD'S FAIR
1964-1965

AMERICAN MACHINE AND FOUNDRY COMPANY



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COMING AND GOING AT THE FAIR - VIA AMF MONORAIL

One of AMF's two-car Monorail trains arrives at the imposing World's Fair Monorail Station as another silently departs on its spectacular aerial journey. Each of the seven trains carries 80 passengers on a scenic ride forty feet above the Lake Amusement Area in air-conditioned comfort. The exciting AMF Monorail offers Fair visitors a ride on the transportation of tomorrow - today!

5/15/64