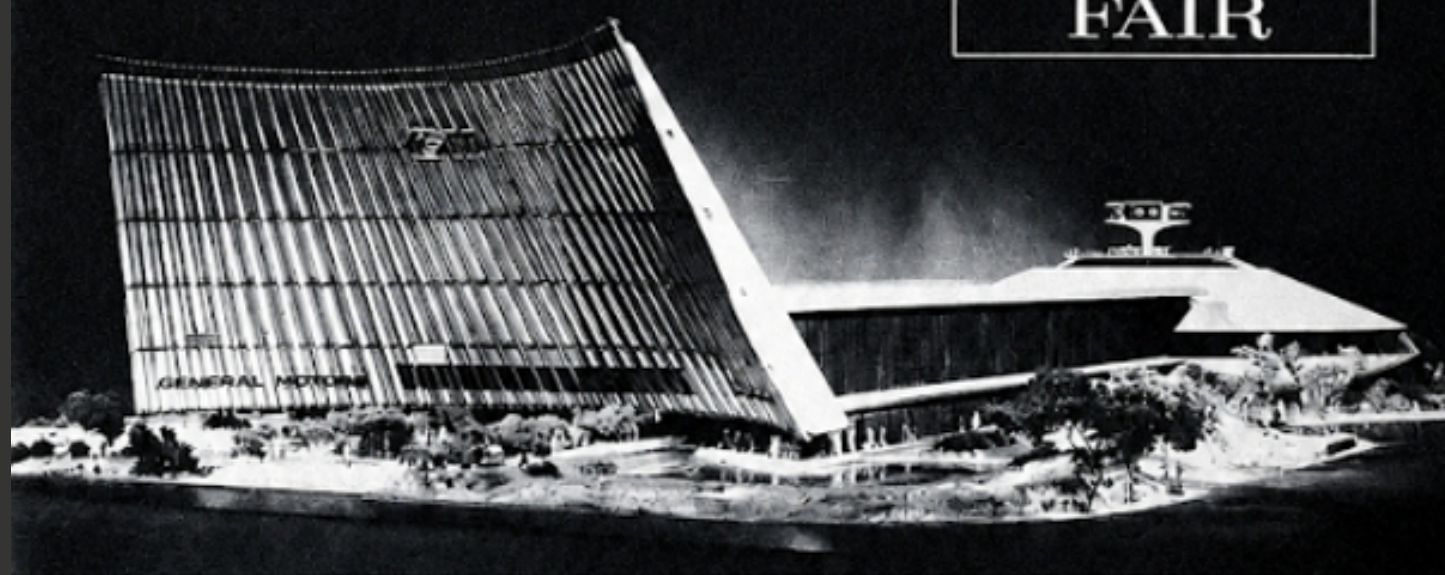


WORLD'S FAIR



Exterior of the pavilion that will house the spectacular G.M. Futurama ride.

Will this be the No. 1 show?

The General Motors Futurama ride was the most popular attraction of the 1939 Fair. This time G.M. is presenting another Futurama which promises an even more spectacular look at things to come. Here is what you will see.

THE unending night of deepest space broods everywhere, gives way for a moment as a multi-colored map of the earth appears, then darkness covers all again.

The darkness eases and the craggy surface of the moon appears close at hand illumined by a spectral half-light. Traveling three abreast in contoured lounge chairs, you watch manned lunar crawlers make their tortuous way over the pitted floor of a canyon or up the side of a crater. Vehicles, unlike anything seen on earth, transport men and equipment on their explor-

atory travels. Nearby, a control station watches over a cluster of spaceships poised for launching.

Now the moon disappears and utter darkness returns. Suddenly a space station, surrounded by small rocket vehicles hovering to land, orbits silently past. The station serves as a way stop between the moon and the planet earth which has appeared suspended at a great distance.

The earth, its Southern Hemisphere in view, draws closer, then disappears in the myriad hues of an aurora. Through the aurora an



L The craggy surface of the moon will be traversed by a weird variety of manned lunar vehicles, unlike anything ever seen on the face of the earth.

Antarctic vista appears, a wind-swept, ice-studded, snow-covered plain that reaches to a distant ice shelf at the ocean's edge.

Cut into the ice-shelf adjacent to the land mass that forms the Antarctic continent is an all-weather port. The harbor is in the shape of a tube several hundred feet in diameter sunk through the ice shelf into the unfrozen sea and anchored to the land.

The water within is kept from freezing to allow atom-powered submarine trains, sailing beneath the ice shelf, to surface within the harbor to discharge their cargo. During the savage Antarctic winter, when the shelf extends far into the sea, the sub-trains can unload directly onto the land mass and save heavily-laden transporters the necessity of long and sometimes dangerous trips over the shelf.

The area around the port serves as a staging point for supplies coming into Antarctica. Cargo contain-

ers are being unloaded from VTO (verticle take-off) airplanes and loaded onto multi-wheeled, multi-purpose, over-ice haulers.

The transports roll inland over the wind-ravaged plain which lies at the foot of towering mountains whose snow-covered flanks sparkle in the sun. The vehicles head for a weather study base which is under construction. Smaller versions of the over-ice haulers, personnel carriers and other vehicles move busily amid a group of individual modular structures pre-fabricated of plastics and specially insulated to withstand the sub-zero temperatures.

Legs raise the buildings above the surface so that snow, driven by the incessant winds, will not pile against the structure but pass beneath it.

Rockets, used to acquire weather data from the substratosphere, rise alongside their control station. Dotting the surface are unmanned weather units reporting automatically via radio and television.



2 Penguins will still roam the frozen wastes of the Antarctic, but man will live there too. In the background are specially insulated plastic structures.

Through shimmering, ice-reflected shafts of light you are taken beneath the surface. The interior of a room appears and a man is seen scanning a dimensional radar screen. Near him stands an animated map upon which is recorded the temperature, speed-of-flow and salinity of the water that surrounds the continent.

Another man, in visual contact via television with the space station which appeared earlier, is seen. Upon a map of the world, the paths of space, land and sea weather-reporting vehicles are traced in colored lights; other lights mark the locations of stationary weather reporting units.

The room is part of a global network of weather forecasting stations. Here are collected climatic reports from land, sea and air which are fed into computers.

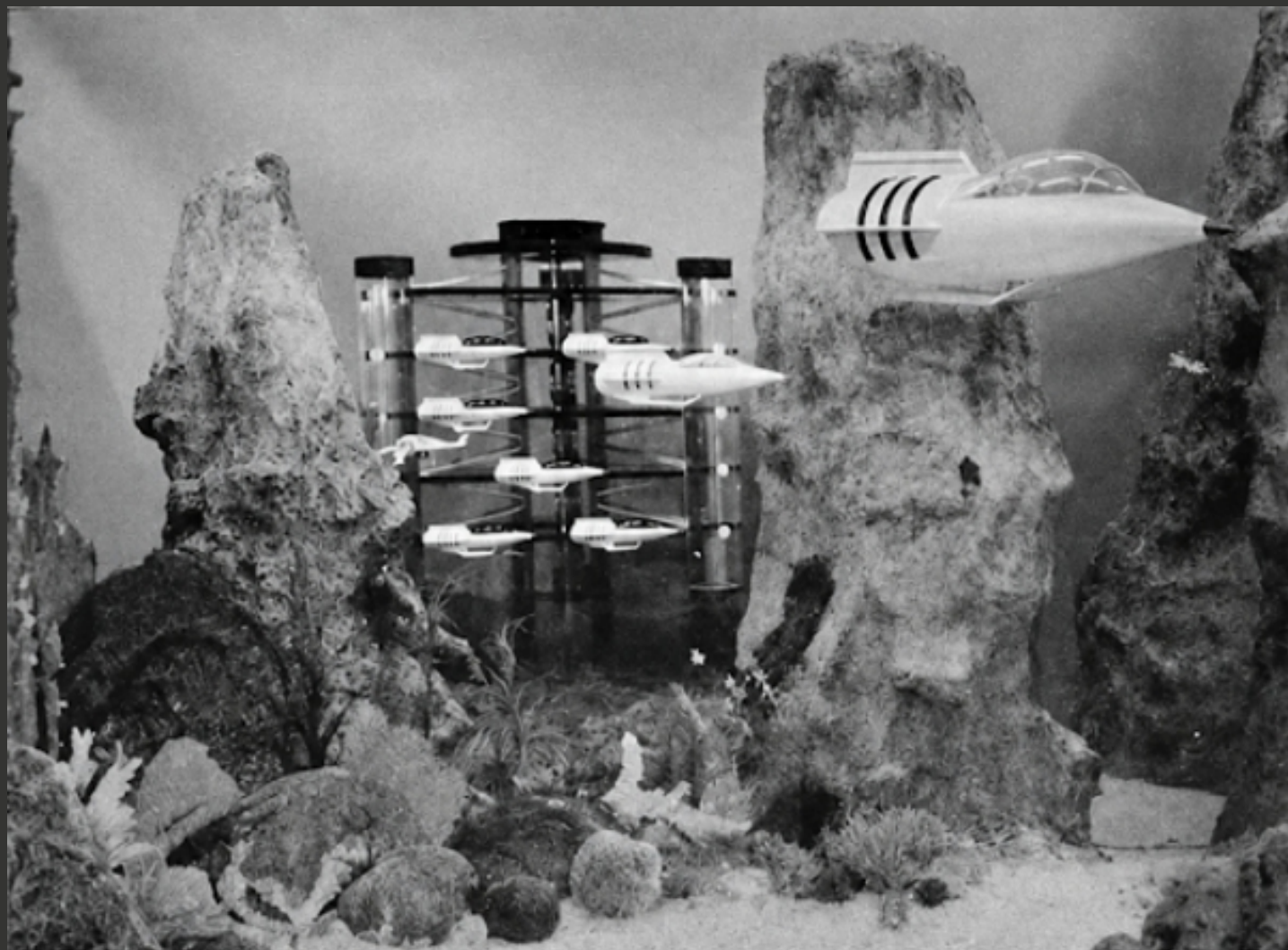
The headquarters is located in the Antarctic because it is here that most of the Southern Hemisphere

weather originates. It in turn affects, to a marked degree, much of the weather of the Northern Hemisphere.

The scene moves into an ice cavern, then—as the light changes from glittering, white-washed blue to rippling, dappled green—down into the sea at the edge of the ice shelf. The sunken wreckage of a three-masted whaling ship comes into view.

An aquacopter, a two-man undersea personnel carrier fitted with claw-handed arms and capable of operating at depths up to 10,000 feet, appears as the occupants inspect an ocean-floor lode of manganese nodules. An atom-powered submarine train passes and heads for the all-weather port on the shore of Antarctica.

An undersea recreational area comes into view. Resort hotels, free-floating or secured to the ocean floor, are at depths from 50 to 200 feet. Through over-sized windows



3 Man's domain will extend to the bottom of the sea which will be used for mining, farming and as a vast recreational area, with underwater hotels.

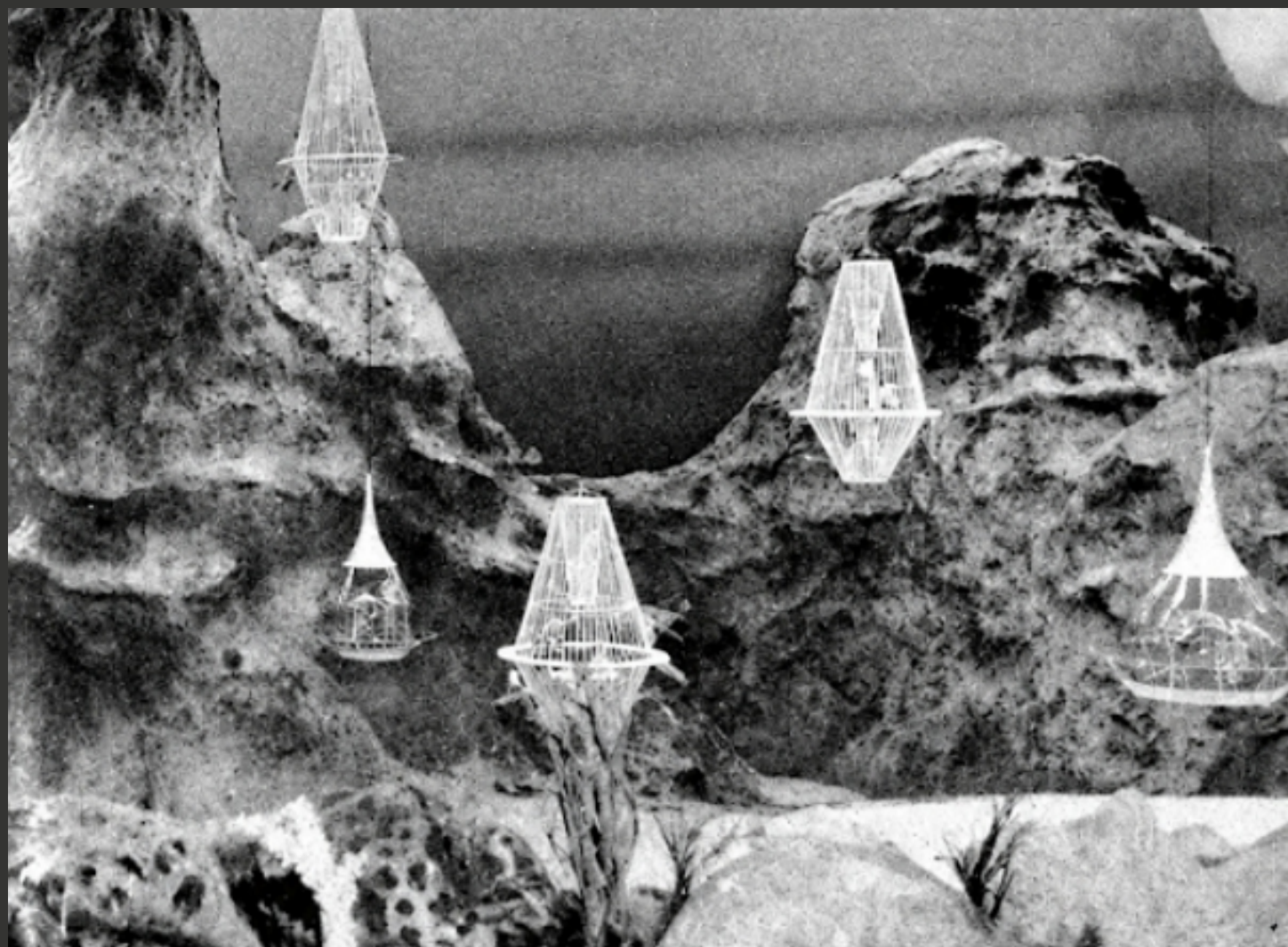
vacationers may be seen dancing, eating dinner. Others are renting underwater camera or fishing equipment before donning breathing-apparatus for an excursion into the surrounding waters.

Small vehicles, similar to the aquacopter and driven by sportsmen, pass through groups of open and closed diving bells used for photography and fishing. A swimmer is towed by an aquascooter past a port at which a number of undersea vehicles are docked. With some three-fourths of the earth's surface covered by water, vehicles of these and other types provide the mobility necessary to harvest the food and tap the natural resources that lie beneath the sea.

The light brightens from the chill, dark green of the ocean depths to the sun-warmed, lighter hues of the shallows. Coral and sand give way to seaweed, grasses and the roots of trees. The verdant, steaming jungle—the "green hell"—emerges. The sounds of birds and animals come through the otherwise impenetrable growth. A stagnant, insect-laden pool holds shreds of rolling mist.

A "crack" sounds above the jungle noise. A towering hardwood is lowered to the ground in the arms of a tree cutter that uses a laser beam as a saw blade.

In the wake of the cutter comes a road-building vehicle as high as a five-story building and as long as three football fields. The head end



of the road-builder partially levels the ground cleared by the cutter, the following section sets double rows of steel pilings. A third section casts rectangular slabs composed of cement, plastics and other materials. The slabs are placed end-to-end atop the pilings and secured. Thus, as the vehicle moves forward, a divided, multi-laned highway is laid in its path. Also visible are mobile homes designed for the tropical climate.

The completed highway is seen carrying cars and trucks through the jungle to a community which functions as a transportation center for products gleaned from jungle clearings—lumber, chemicals, farm crops and other commodities. An elevated pavement installed to meet man's needs has replaced the me-

andering river as the highway of the jungle.

Beyond the jungle community the view climbs to a plateau, then scales sheer rock rises until a mountain, pierced by a tunnel carrying the highway up from the lowlands, is seen. On the leeward side of the mountain, as the prevailing winds blow, a vast, arid land appears. The expanse is broken, however, by a patchwork of colors formed by corn, wheat, soybeans, potatoes and other crops. They thrive in the mineral-rich desert soil of this farm through the grace of water raised from subterranean rivers or desalted sea water piped over the mountains.

The farmer employs highly sophisticated techniques and equipment which he controls from an elevated "farm house" at the edge

Climax of the Futurama will be a view of the city of the future at night—"the mark of man on God's landscape."

of the fields. Here fertilizers are mixed with the life-giving water whose flow to the fields is automatically regulated by moisture-sensing devices planted midst the crops.

The land rises beyond the farm and a suburban living area appears in the distance. The highway emerges from a mountain tunnel, bridges a gorge and disappears into a tunnel that pierces the neighboring bluff. Projecting from the bluff is a home. Circular in shape, it is built on four levels.

The highway reappears beyond the home and becomes a multi-laned landway as it nears a major metropolis. Some of its lanes, part of an intercontinental express high-

way, speed cars and trucks around all cities. Other lanes carry city-bound vehicles. Still other lanes are reserved for trucks headed for a highly-specialized freight center which serves an industrial complex that adjoins the city.

In the background is a bargeway which carries water-borne freight to the center. Rising in the midst of the industrial area, the center is marked by special containers for the storage of liquids, bulk commodities and other materials.

As the landway nears the city, wheeled bus-trains speed along on specifically-designated lanes. At non-peak commuter hours, these lanes are used as express freeways. Additional lanes are color-

4 Living space will be carved out of the "green hell" of the jungle.



5 The farm of the future will not look like anything we now know.



coded according to their destination; traffic on other lanes is electronically routed, guided, speed-controlled and braked by control stations located on the perimeter of the city.

The landway leads into an inner-city living area which is marked by high-rise apartment buildings with interior parking accommodations and modernistic, row-type houses constructed at varying levels. Shops and service centers situated on the lowest levels and strategically-located parks and recreation plazas make the living area a self-contained unit whose functional beauty is in sharp contrast with most residential areas existing today.

The landway leads into the city proper whose most dominant structure is the transportation center. It is located above the landway and utilizes—as do many of the structures in the living area—air rights which remain unused over most ma-

ior urban traffic arteries of today.

The transportation center serves as a terminus for commuter bus trains, individual passenger vehicles and VTO airplanes. The center provides automatic, high-speed automobile parking for downtown visitors and for travelers bound out of the city by VTO link to airline terminals located on the periphery of the city. Moving sidewalks serve the transportation centers and adjacent buildings.

The transportation center, and other similar installations located about the city, are linked to the landway control system which directs motorists to parking areas.

Past the city—the product of today's most advanced thinking—the land rises and darkness returns. Suddenly, far below, appear the city's lights—the brilliance that brightens a great modern metropolis at night, "the mark of man on God's landscape."

6

In tomorrow's city, many buildings will rise atop urban traffic arteries. All traffic will be controlled from a main transportation center.

