


# A GREAT NEW DIESEL-ELECTRIC



from







*Built  
TO SELL*

AMERICAN LOCOMOTIVE



# MORE TON-MILES

TO IMPROVE SERVICE  
TO REDUCE OPERATING COST  
TO INCREASE EARNING POWER

To sell railroad service against stiffening competition, the new Alco-G.E. 1500-hp diesel-electric combines brilliant performance with great reliability and exceptionally low operating cost. It makes possible smoother, faster, more frequent service—and at a cost that will turn more of your revenue per ton-mile into net operating profit.

## Horsepower To Spare

From coupler to coupler, the "1500" is packed with the extra performance needed to improve service even under critical operating conditions. Conservatively rated, it has horsepower to spare. The unusually high continuous and short-time tractive effort ratings of its motors permit hauling greater tonnage over a given profile. These characteristics give the locomotive the ability to meet wide ranges in railroad hauling demands, in respect to both tonnage and speed.

## Low Operating and Maintenance Cost

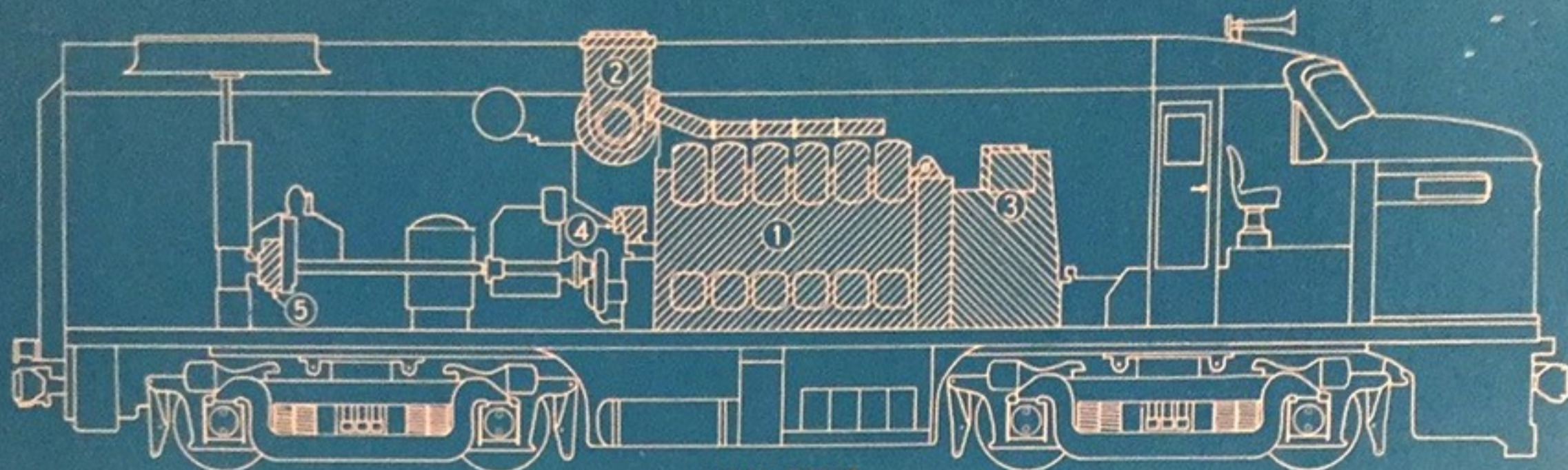
Exceptional economy of operation and high availability are built into this Alco-G.E. locomotive. The use of experience-proved features, in combination with new war-tested developments, results in lower cost of fuel, lubrication, and maintenance. The completely practical design minimizes the time required for routine inspection and servicing and makes possible high day-to-day availability. The sturdy construction is your assurance that this low operating cost and high availability will continue year after year—long after the locomotive has paid for itself.



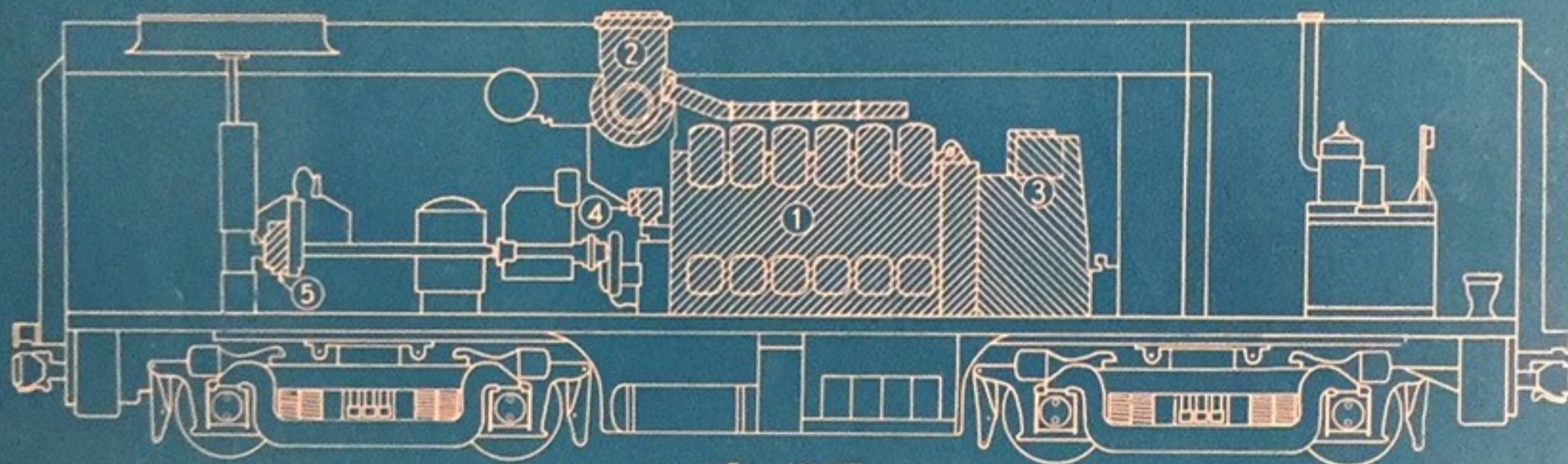
and GENERAL ELECTRIC



# THESE ALCO-G.E. FEATURES INSURE BETTER SERVICE AT LOWER COST



"A" UNIT



"B" UNIT

1. V-TYPE, 12-CYLINDER ALCO DIESEL ENGINE, operating at 1000 rpm, combines extremely light weight with high output and low fuel and lubricating oil consumption.
2. CONSTANT-PRESSURE TURBOSUPERCHARGER was developed by G.E. out of wartime experience gained in design and construction of turbosuperchargers for the Army Air Force. This unit boosts engine horsepower, and holds rated horsepower constant up to at least 8000 feet altitude.
3. ELECTRIC TRANSMISSION permits maximum utilization of the diesel engine at the rails over the full range of locomotive speed.
4. POWER PLANT REGULATING SYSTEM combines the advantages of hydraulic and electric control. It provides superior control of throttle, fuel limit, load control, and engine overspeed. Close regulation of engine speed permits maximum utilization of available engine horsepower for traction regardless of variable auxiliary load, and at the same time provides absolute protection against engine overloading.
5. THERMOSTATIC CONTROL OF ENGINE COOLING SYSTEM automatically insures correct adjustment of radiator fan to maintain temperature of diesel engine within the narrow range so vital to most efficient operation.

*These and many more features will be revealed in the weeks ahead. For complete information get in touch with your Alco or G-E representative.*

Alco



AMERICAN LOCOMOTIVE and GENERAL ELECTRIC