

# FIRST THE "1500"...

# NOW THE **NEW "2000"**

## 8 REASONS WHY THE "2000" CAN INCREASE YOUR EARNING POWER

1. Style—to attract new revenue
2. Speed—to improve schedules
3. Unequaled power per pound of weight
4. Shortest total wheelbase
5. Availability plus
6. Flexibility—to permit maximum utilization
7. Rock-bottom operating cost
8. Minimum maintenance



Alco



AMERICAN LOCOMOTIVE and GENERAL ELECTRIC

# 20 Money-Making Features

You'll Want to Ask Your Alco-or G-E Representative About Them

**1** Single power plant delivers 2000 hp for traction

**2** V-type, 16-cylinder, 4-cycle engine design

**3** Constant-pressure turbo-supercharger

**4** Service-proved traction motors

**5** Specially designed, high-speed generator with amplidyne excitation

**6** Gear-driven auxiliary generators and amplidyne exciter

**7** Electro-hydraulic governing system with precise load control

**8** Compact, modern control devices

**9** "Clean-cut" operator's cab with unequalled visibility—streamlined enclosures, controls located for ease of operation and maintenance

**10** Large-scale instruments, illuminated with ultraviolet "black" light

**11** High-capacity, fully automatic engine cooling system will operate satisfactorily at 110 degrees F, ambient, at 8000 feet altitude

**12** Single radiator fan driven through eddy-current clutch; automatic control, fully modulated speed

**13** 100% filtered air for engine room

**14** Motor-driven radial blowers for traction motors

**15** Compact, high-capacity train heating boiler

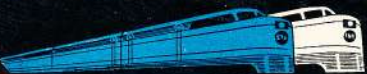
**16** High-capacity air compressor

**17** "Packaged" units of equipment permit quick "change-out", save time

**18** Designed for ready installation of smooth, powerful dynamic braking

**19** All-welded, high-strength steel chassis—completely insulated operator's cab

**20** Smooth riding, sturdy, 3-axle, cast steel trucks—40-in. wheels



*Built* TO INCREASE RAILROAD EARNING POWER

8/25

# 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.



# MORE PASSENGER-MILES

## IN LESS TIME AT LESS COST

This great new 2000-hp Alco G.E. diesel-electric is the answer to your demand for motive power that packs real earning power.

Its flashing speed and clean-cut, streamlined appearance will help you attract new revenue. With the "2000", you can improve service to passengers, and with this great locomotive you can improve the merchandising of this service.

Its low operating cost and high availability will enable you to turn more of your passenger revenue into net operating profit.

### **More Passenger-miles in Less Time, at Less Cost**

The "2000" is the lightest of all comparable rated diesel-electric cab units and one of the shortest—it weighs but 304,500 pounds fully loaded, and measures only 65 feet, 8 inches between couplers. This higher ratio of horsepower to weight and length adds extra payload to your trains. It also permits the highest utilization of the locomotive's availability by accurate "tailoring" of locomotive capacity to load requirements.

### **More Passenger-miles In Less Time, at Less Cost**

With optional gearing to meet your operating requirements, this great streamliner will highball at speeds up to 120 mph, clip running time from schedules. Best of all, the electric drive delivers this speed so smoothly that life of rail, roadbed, and motive-power equipment is prolonged.

### **More Passenger-miles in Less Time, At Less Cost**

Exceptional economy of operation and high availability are built into the "2000". The use of experienced-proved feature in combination with new war-tested developments results in low cost of fuel, lubrication, and maintenance. The "2000" is built to operate 1,000,000 miles before major overhaul. 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 these operating and maintenance economies will continue year after year—long after the locomotive has paid for itself.



**THE NEW ALCO-G.E. "2000"**

*Built* TO INCREASE RAILROAD EARNING POWER



**AMERICAN LOCOMOTIVE**