



4500 H.P. DIESEL PASSENGER LOCOMOTIVE . . DESIGNED AND BUILT BY ELECTRO-MOTIVE DIVISION . . GENERAL MOTORS . . LA GRANGE, ILLINOIS, U. S. A

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Designed and Built for

ST. LOUIS — SAN FRANCISCO RAILWAY

BY ELECTRO-MOTIVE DIVISION • GENERAL MOTORS • LA GRANGE, ILLINOIS

This 4500 horsepower Diesel passenger locomotive consists of two lead units arranged for control from either cab, thus eliminating turn-arounds at terminals. Each unit is capable of independent operation and is equipped with two 12-cylinder, V-type, 2-cycle General Motors Diesel engines with $8\frac{1}{2}$ " bore, 10" stroke

and a unit fuel injection system. Each engine is directly coupled to a DC-AC generator. Alternating current powers auxiliary equipment. Direct current is fed through control apparatus to the eight traction motors—two per truck—geared directly to the driving axles. There are two six-wheel trucks per unit.

SPECIFICATIONS

DIMENSIONS (per unit)

Overall length over couplers, lead unit.....	70'-3"
Maximum width over grab irons.....	10'-8"
Width over body posts.....	9'-10"
Height over all, above rail.....	14'-11"
Wheel diameter.....	36"
Rigid wheel base of trucks.....	14'-1"
Distance between bolster centers.....	43'-0"
Truck swing designed for 21° curve or 274-foot radius.	

BASE WEIGHTS (per unit—approx.)

Total weight, fully loaded.....	316,500 lbs.
Weight on drivers, fully loaded.....	210,750 lbs.
Trucks (2).....	102,900 lbs.

TRACTIVE EFFORT (calculated from base weight)

Maximum tractive effort at rim of driving wheels at 25% adhesion.....	52,687 lbs.
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SUPPLIES (per unit)

Fuel oil.....	1200 gals.
Sand.....	16 cu. ft.
Lubricating oil.....	330 gals.
Engine cooling water.....	400 gals.
Boiler water.....	1950 gals.

