



BEN
DEDER

2000 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

MAINE CENTRAL RAILROAD

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

This Diesel Passenger Locomotive is equipped with two General Motors 12 cylinder, V-type, 2 cycle Diesel engines having a bore of $8\frac{1}{2}$ " , stroke 10" and a unit fuel injection system. These engines, capable of independent operation, are rated at 1000 horsepower each at 800 RPM, providing a total of 2000 horsepower for the locomotive. Each engine is directly coupled to a

DC generator. Current from these generators is fed through control apparatus to four traction motors—two per truck—geared directly to the driving axles. Two six-wheel trucks are used in this locomotive for smoother operation in the upper high speed range, middle wheels being designed to aid in weight distribution only.

SPECIFICATIONS

DIMENSIONS

Overall length over couplers	71'-1 $\frac{1}{4}$ "
Maximum width over grab irons.....	10'-6 $\frac{7}{8}$ "
Width over body posts.....	9'-10"
Height over all, above rail.....	14'-10"
Wheel diameter.....	36"
Rigid wheel base of trucks.....	14'-1"
Roller bearing journals.....	6 $\frac{1}{2}$ " x 12"
Distance between bolster centers.....	43'-0"
Truck swing designed for 21° curve or 274-foot radius	

BASE WEIGHTS (approximate)

Total weight, fully loaded.....	315,000 lbs.
Weight on drivers, fully loaded.....	212,310 lbs.

TRACTIVE EFFORT

(calculated from base weight)

Maximum tractive effort at rim of driving wheels at 25% adhesion.....	53,077 lbs.
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SUPPLIES

Fuel oil.....	1200 gals.
Sand.....	.16 cu. ft.
Lubricating oil.....	280 gals.
Engine cooling water.....	300 gals.
Boiler water.....	1200 gals.

