



4000 H.P. DIESEL PASSENGER LOCOMOTIVE . . DESIGNED AND BUILT BY ELECTRO-MOTIVE DIVISION . . GENERAL MOTORS . LA GRANGE, ILLINOIS U. S. A

4000 H. P. DIESEL PASSENGER LOCOMOTIVE

Designed and Built For

NEW YORK CENTRAL SYSTEM

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

This Diesel Passenger Locomotive consists of two cab sections arranged for double end control from either cab, each section being equipped with two General Motors, 12-cylinder, V-type, 2-cycle Diesel engines having a bore of $8\frac{1}{2}$ " stroke 10", with unit injection system. These engines, which are capable of independent operation, are rated at 1000 H.P. each at 800 R.P.M. This provides a total of 4000 H.P. for the locomotive. Each engine is direct connected to a D.C.

generator, the current of which is distributed to the traction motors mounted on the trucks which, in turn, are geared to the axles. There are two 6-wheel trucks under each section, with the motors supplying power to the front and rear axles of each truck, with the center axles unpowered. The total of eight traction motors are geared to the axles for a maximum speed of 98 M.P.H.

S P E C I F I C A T I O N S

D I M E N S I O N S

Overall length over couplers.....	142'-2 $\frac{1}{2}$ "
Maximum width over grab irons.....	10'-6 $\frac{7}{8}$ "
Width over body posts.....	9'-10"
Height over all, above rails.....	14'-10"
Wheel diameter.....	36"
Rigid wheel base of trucks.....	14'-1"
Roller bearing journals.....	6 $\frac{1}{2}$ "x12"
Truck swing designed for 21° curve or 274-foot radius	
Distance between truck centers on cab section... ..	43'-0"

S U P P L I E S

Fuel oil.....	2400 gals.
Sand.....	32 cu. ft.
Lubricating oil.....	560 gals.
Engine cooling water.....	600 gals.
Boiler water.....	3200 gals.

W E I G H T S

Total weight fully loaded.....	640,600 lbs.
Weight with one-half of variable supplies....	616,400 lbs.
Maximum tractive effort at rim of driving wheels at 25% adhesion.....	103,860 lbs.

