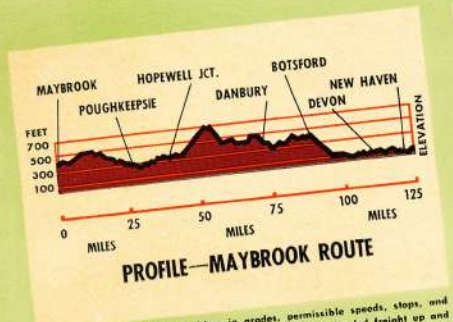


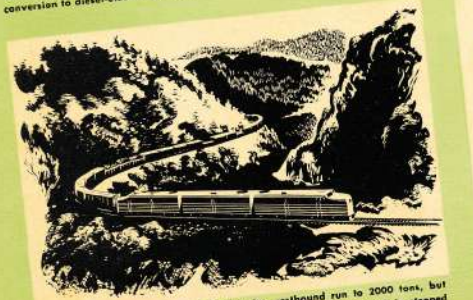
PROFILE—MAYBROOK ROUTE

The Maybrook Route is a problem in grades, permissible speeds, stops, and mileage. A fleet of heavy Santa Fe type steamers once hauled freight up and down these grades. Fifteen three-unit Alco-G.E. diesel-electrics now handle the same traffic.

From his comfortable seat, the engineer has at his fingertips the instant control of modern motive power that is flexible over a wide range of operating speeds. With this new three-unit, 4500-hp Alco-G.E. locomotive, he helps the New Haven sell more ton miles at lower cost.

A steam pusher was required up the 1.2 per-cent grade at Hopewell. This pusher service and attendant expensive maintenance facilities are eliminated with the conversion to diesel-electric operation.

Further savings result from the extensive use of dynamic braking—virtually eliminating the frequent use of air brakes with attendant possibility of equipment failures and rough handling. Thus, in several years, these



Steamers used to limit the westbound run to 2000 tons, but with the new Alco-G.E. "1500s," westbound load is stepped up by 1200 tons. This higher tonnage can be translated into longer, and fewer, trains.

will pay for themselves on the New Haven's Maybrook Route through savings alone.

Alco GE

Built TO INCREASE YOUR RAILROAD'S EARNING POWER

Built to Increase New Haven's Earning Power

. . . MORE THAN A MILLION A YEAR!

Third largest diesel road places forty-five Alco-G.E. "1500s" in operation on Maybrook Division

The New York, New Haven, and Hartford Railroad has replaced all road motive power on its Maybrook Route with forty-five Alco-G.E. 1500-hp freight diesel-electrics. Several pairs of 4000-hp diesel-electrics have been released to other parts of the system. The heavy Santa Fe type steam locomotives have been set aside or used elsewhere. All steam facilities at Hopewell for pusher service up the 10-mile, 1.2 per cent grade are eliminated; pushers out of Maybrook Yard are also eliminated. Yet the eastbound tonnage rating of 4000 tons has been retained. Moreover, westbound tonnage rating has been increased by 1200 tons.

Not included in the estimated savings are other intangible advantages. With the stop for pusher service at Hopewell eliminated, and various speed limits increased by simple track changes, schedules can be reduced, yearly gross ton miles increased. Because westbound tonnage can be increased, fewer trains will be required. Running times are improved and car failures reduced through the use of dynamic braking on descending grades.

Thus, "Railroadin' on the Maybrook" becomes an economic venture—another illustration of the new Alco-G.E. diesel-electrics earning their own way. In freight service, it's the "1500," all weight on two two-axle trucks, and geared to deliver safely the most revenue tons in the least time. In passenger service, it's the "2000" and its smooth-riding three-axle trucks, a *single* 2000-hp engine per unit, and gearing for schedule-shrinking speeds up to 117 miles per hour. And for "combined operations," the versatile "1500" road switcher can handle almost any freight and passenger assignment in addition to all types of switching.

Alco-G.E. also builds a complete line of switching diesel-electrics. For further information, call in your nearest Alco or G-E representative.