



ROLLING LABORATORY consisting of four GE units with Cooper-Bessemer turbosupercharged engines has been operating in freight service on the Erie since 1954. In this

490-ton experimental locomotive General Electric has tested many components incorporated in "universal" locomotives—and experiments continue.

From This "Laboratory" . . .

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A mobile laboratory went into service on the Erie in September 1954. It is a four-unit 6,000-hp diesel-electric locomotive built by General Electric for developmental test purposes. There are two A units—one of 1,200 hp and one of 1,800 hp—and two B units with the same horsepower.

Assigned to regular freight service in the 400-mile territory between Salamanca, N.Y., and Marion, Ohio, this locomotive hauls trains of 5,000 to 7,000 tons at speeds up to 55 mph over a rolling profile with grades up to 1%. In the first 20 months of its operation it accumulated 220,000 miles of service.

Servicing and maintenance are performed by Erie personnel, but the operating agreement with the railroad makes it possible for new developments to be tested under actual service conditions, in a location convenient to the builder's factory and engineering staff.

Out of this experience General Electric has developed components of its new "universal" line of diesel-electric locomotives, primarily intended for the export market. This design is readily adaptable to most of those highly variable limitations under which locomotives must operate overseas, which have militated against wide utilization of "standard" U.S. diesel locomotives abroad.