



new diesels02

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Latest Addition To W. M. Railroad's Motive Power

Picture above is the Western Maryland Railroad's newest Electro Motive Diesel, a two-unit, 3000-horsepower, product of General Motors, shown leaving the Hagerstown yards yesterday enroute to Baltimore. The inset shows the locomotive on the company's service track taking on sand to be used to prevent slipping and sliding of wheels in wet weather.

Three Tourists Die In Snow

Other Vacationists Saved After Being Trapped In Wyoming Blizzard.

Yellowstone National Park, Wyo., June 23. (AP)—Lights from a tiny trailer were "something out of heaven" to one of 24 summer vacationists seeking refuge from a howling weekend blizzard which trapped them on a barren mountain pass, killing three persons and injuring at least four others.

And when Bob Helm of Missoula, Mont., member of a volunteer patrol of ex-Army ski troopers, reached the drift-covered trailer, owned by a Dr. Engelberg of Sacramento, Calif., he found 17 persons, nine of them children, huddled around its tiny stove for warmth "exceedingly happy to see him."

Other persons, dug out of trapped cars by the patrol and National Park Service crews operating huge snowplows, were carried to safety on toboggans and then autos after more than 24 harrowing hours.

Search for the stranded tourists was ended late last night when Park Superintendent Edmund Rogers said all persons had been accounted for and all but four autos towed to safety.

The search began early Saturday when word reached park headquarters that a blizzard, accompanied by winds up to 75 miles an hour was piling up 15-foot drifts on two-mile-high Beartooth Pass between the northeast corner of Yellowstone park and Red Lodge, Wyo.

Trial Runs Of Western Maryland's New Diesel Are Highly Successful

Railroad's Newest 3,000-Horsepower Diesel Locomotive Makes Record Haul Of 1,125 Tons In Trial Run On Cumberland Subdivision.

It's here—and the Western Maryland Railroad has it: the last word in Diesel railway locomotives. The streamlined black giant whose unusual horn has been startling Hagerstonians for the past week is the latest model Electro Motive Diesel produced by General Motors.

In its test runs on the Cumberland Subdivision the locomotive has handled successfully a train of 140 loaded coal cars, or a weight of approximately 1125 tons. Several high tonnage trains have also been pulled between Baltimore and Hagerstown, with running time and operation comparable to that of the largest type steam locomotives.

The new Diesel is designed for both passenger and freight service. The shiny yellow-trimmed, black Duco-finished locomotive consists of two "A" units, coupled back to back, capable of developing 3000 horsepower when used together, but also able to be operated independently with horsepower of 1500 each. When coupled, the locomotive may be operated from either end since the two units are exactly alike.

According to S. M. Roth, supervisor of locomotive performance, there are two more 1500 horsepower units, known as "B" units, available from General Motors which may be inserted between the "A" units, increasing the total maximum horsepower of the locomotive to 6000.

The Western Maryland's newest pride and joy is completely modern—each unit being equipped with a 16 cylinder engine, the latest type air brakes, and all the modern protective devices, such as automatic alarms to warn of any mechanical failure or inconsistency. It even has a governor which cuts off the engine when the designer's maximum speed is exceeded. The view from the spacious control cabs comparable in scope to that from the observation car of a modern streamliner. The cab's appointments outdo even the newest automobiles, complete with windshield wipers, defrosters, three-speed dual heaters, and push button controls. One push button at the engineer's side summons the attendant or fireman from any position in the locomotive.

The new locomotive was run to Baltimore yesterday where it will stay for some time, assisting trains in that area, from Port Covington Terminal to Arlington. No more definite information on the future use of the anti-smoke ordinance respecting Diesel is available at present, according to C. J. Wolfe, superintendent of Motive Power on the Western Maryland.

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