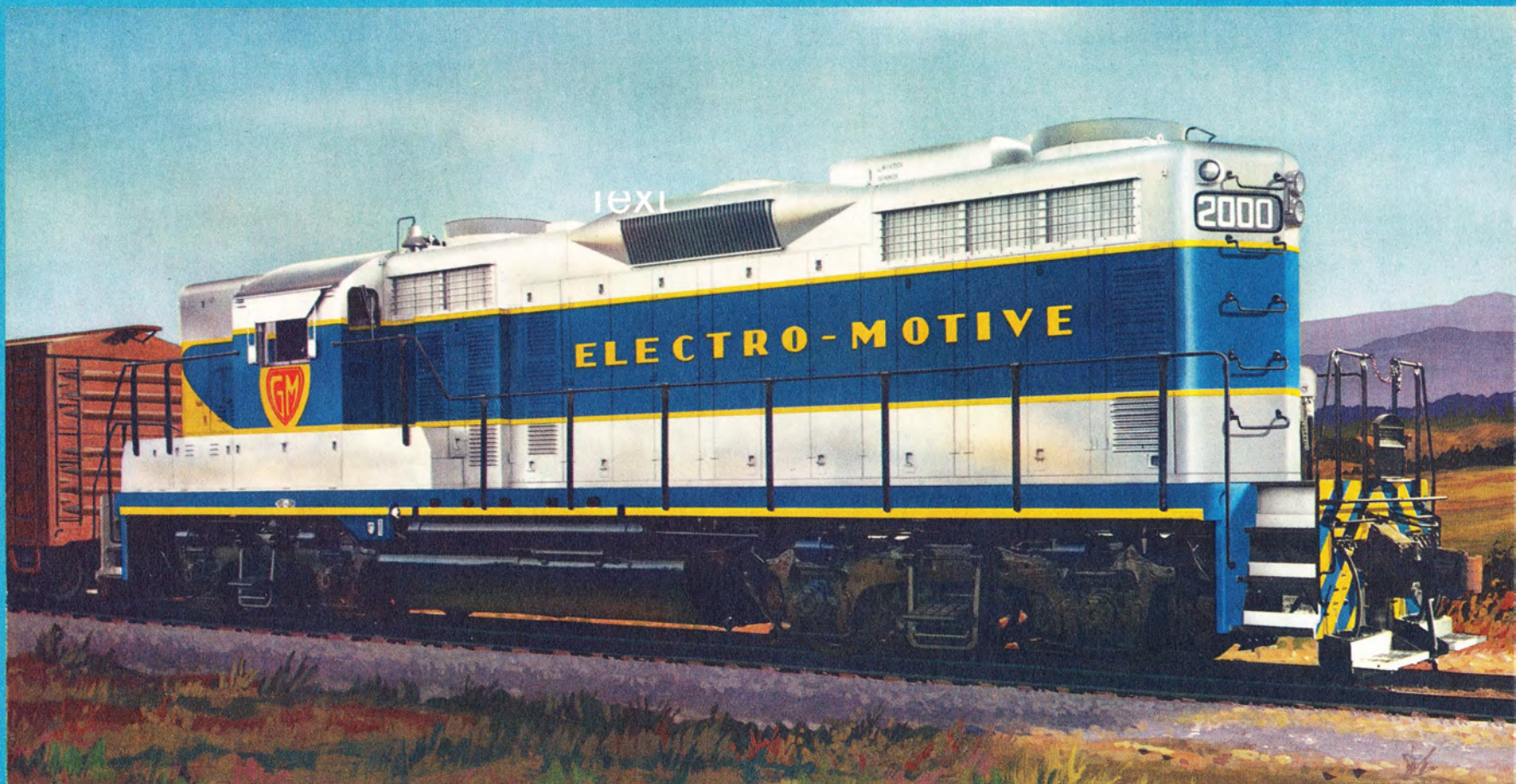


**NOW**

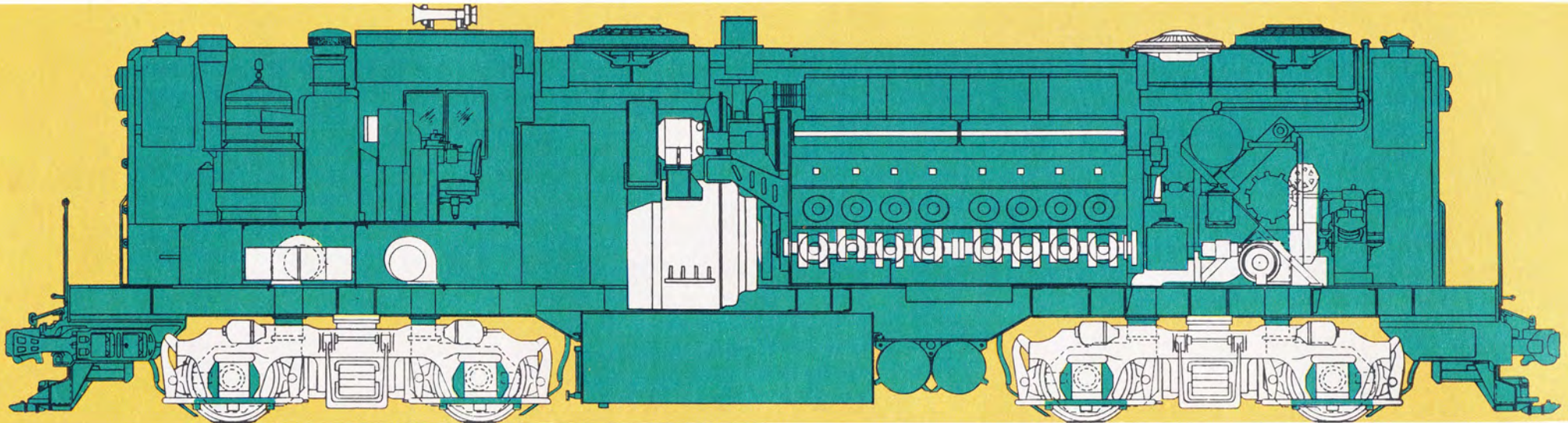
**THE LOCOMOTIVE REPLACEMENT PLAN**



**GP20**

THE \$58,700 EQUITY IN YOUR 1500 HP LOCOMOTIVE  
HELPS PAY FOR THIS 2000 HP REPLACEMENT . . .

## GP20



 NEW

 1500 H.P. PARTS UTILIZED . . .

after they are remanufactured and modernized

**NEW LOCOMOTIVE** *performance · warranty · economy*

# What does a replacement GP20 cost?

New GP20 base price . . .

~~\$187,500~~

We purchase  
your old 1,500 h. p. unit for



\$39,950

The \$187,500 price for a new GP20 is reduced  
by \$18,750 in the replacement GP20



18,750

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\$58,700

When you purchase a replacement GP20

your 1500 h.p. unit is worth . . .

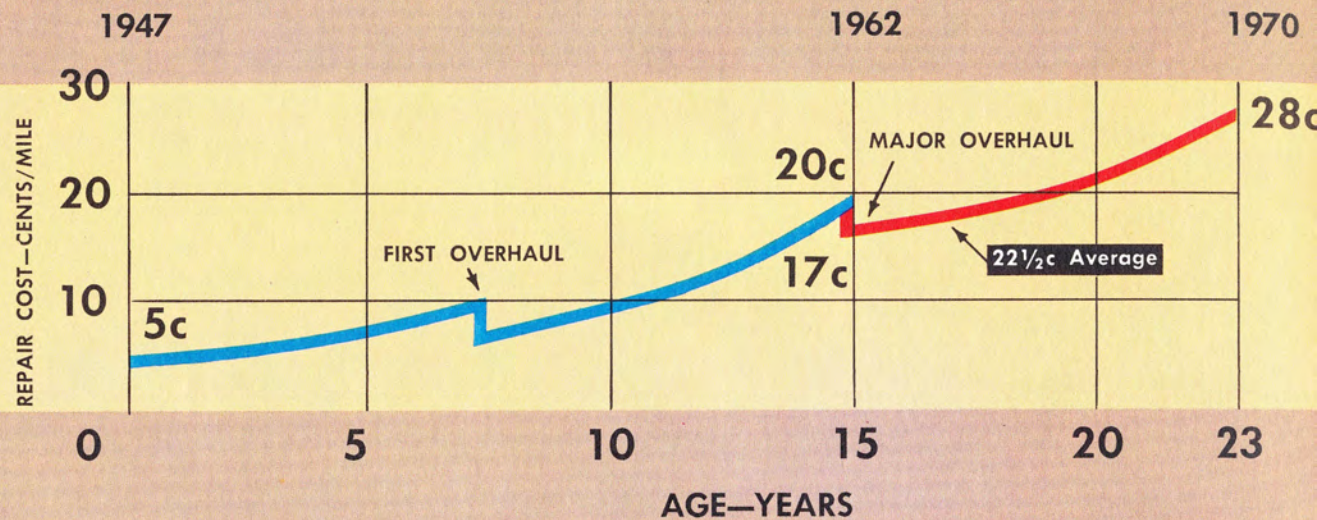
\$58,700

A replacement GP20 costs . . .

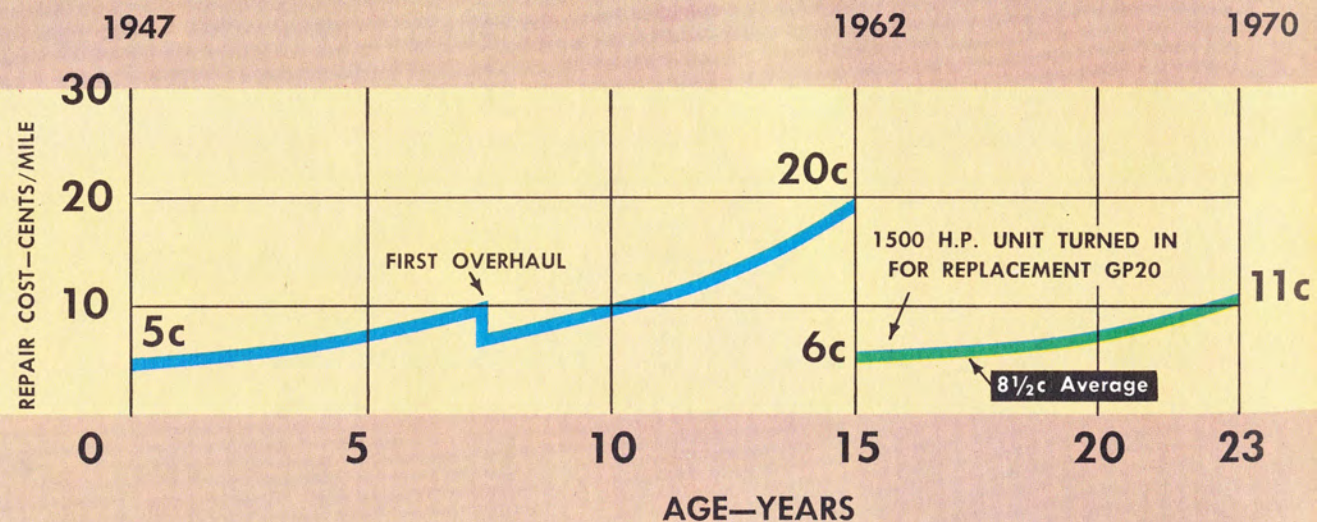
\$128,800

# comparison of repair cost trends

## Continue 1500 HP Unit in service



## Turn in 1500 HP Unit for GP20



The historical trend of national averages for the repair cost per mile of 1500 h.p. units in freight service has increased from 5 cents per mile in 1947 to 14 cents a mile in 1959. When this trend line is projected a repair cost of 20 cents a mile is indicated at the fifteenth year.

Each overhaul, even though it is a major expense, brings the repair cost down as shown on the chart. The overhaul expense is included in the trend line, with the cost being spread over the years before the next overhaul.

After the second overhaul, costs should drop to 17 cents per mile. Projected repair costs following the historical curve would then rise to 28 cents a mile after 8 more years, for an average repair cost of 22½ cents a mile.

Under the Locomotive Replacement Plan the second overhaul would be eliminated. Instead the 1500 h.p. units would be turned in for Replacement GP20 units.

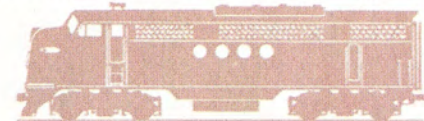
The GP20 repair cost trend has been projected and follows the historical national average very closely. Beginning at 6 cents the first year it is expected to rise to 11 cents per mile at 8 years for an average of 8½ cents per mile for repair costs.

An important saving in repair costs can be made by turning in the 1500 h.p. unit for a Replacement GP20.

keep your  
motive power  
fleet  
perpetually  
young

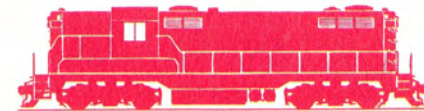


1500 HP UNIT continued in service



in **1970** 23 years old,  
ready for its third and most  
expensive overhaul.

.....  
1500 HP UNIT turned in for a GP20



in **1970** 8 years old—  
ready for its first overhaul.

# The economic advantages of dieselization **ALL OVER AGAIN**

**UP to 21% RETURN ON INVESTMENT**

- 60% reduction in scheduled maintenance
- 7½% improvement in specific fuel consumption
- 33⅓% increase in locomotive horsepower to meet faster schedules and growth
- Important repair cost savings
- Avoid the next expensive major overhaul

**RETIREMENT OF COSTLY OLDER POWER . . .**

**while still recovering the greatest possible dollar value from the old unit**

# THE REPLACEMENT GP20

Costs 31% less than a new GP20 when you use  
the \$58,700 value in your 1500 HP locomotive

NOW PAYS FOR ITSELF IN LESS THAN 5 YEARS THRU:

~~Pays for itself in 5-7 years thru:~~

Repair cost savings

Fuel savings

Elimination of the 1500 h.p. unit's next overhaul

Greater capacity for:

locomotive consist reduction

train consolidation

Incorporates the latest maintenance reducing features

# Reduced maintenance locomotive features in the Replacement GP20

- New electro-magnetic control equipment
- New, improved D47 traction motor
- Roller switch type controller
- Narrow window motor support bearing, axle cap, and lubricator assembly
- Improved main generator insulation and grease-sealed armature bearing
- New constant pressure brushholder assembly for auxiliary generator, alternator, and load regulator
- New gear case and seal assembly
- 26L air brake equipment
- Water-cooled air compressor
- Automatic reservoir drain valve
- New air compressor coupling
- Needle valve injector
- Panel type oil bath engine air filter
- Seven element lube oil filter
- New fuel filtering system
- New piston and ring combination
- New cylinder liner pilot and seal assembly
- New piston pin, carrier, and bearing assembly
- New camshaft profile
- New lube oil cooler baffle
- New coil spring design accessory drive gear
- Flexible couplings eliminating rubber hose connections
- 48-inch engine cooling fans replacing 36-inch fans



## ELECTRO-MOTIVE DIVISION GENERAL MOTORS

LAGRANGE, ILLINOIS • HOME OF THE DIESEL LOCOMOTIVE

In Canada: General Motors Diesel Limited, London, Ontario