

ONLY two units of Alco-GE's DL109-model diesels were installed on Santa Fe's roster — a cab and a booster numbered 50 and 50A respectively — but that could have been considered an achievement in view of Atchison's affinity for the steam of rival Baldwin. Styled by Otto Kuhler and rainbow-bright in the system's famous red-and-yellow warbonnet dress, the Alcos looked fine posed for the company photographer on a curve in the Chicago coach yard where they were poised on the point of the extra-fare all-Pullman twice-weekly Chicago-Los Angeles Super Chief. The 50 and 50A soon were relegated to less exacting duties. Alco would not return until a war later.



When ALCO challenged the big E

Kuhler styling couldn't compensate for inline 6's

DAVID P. MORGAN

I GENERAL MOTORS had an exclusive, five-year lead on the design, production, and sale of nonarticulated road passenger diesel-electric locomotives when Alco-GE entered the market in January 1940. The team had small choice but to challenge GM's upstart Electro-Motive Corporation. Completion of Pennsy's electrification in 1938 had terminated that business for General Electric, and the number of American Locomotive customers who were sticking with steam (e.g., New York Central) was dwindling. So Alco-GE took the plunge, countering the competition's famous E series (by then in its production-model E6 evolution) with a locomotive of identical basics: a twin-engined 2000 h.p. streamlined A1A-A1A available in cab and booster-unit models.

Scale: 10

5

0

10

20



SAUCY in red and silver, roaming the Deep South on President Ike Tigrett's beloved Gulf Coast Rebel, riding the rails of the new



CLAD in a strange one-of-a-kind color scheme that would last less than a year, destined to be the only Alcos allowed on mainline



DOUBLING between named limiteds and symbol hotshots, painted in a Pullman-like hunter green with yellow striping, member

30 ft



...est merger in the land . . . those were Gulf, Mobile & Ohio 270-272.



Hiawathas . . . those were Milwaukee Road cabs 14A and 14B.



...of the largest DL109 fleet . . . those were New Haven's Alcos.



TRAINS: A. C. Kalmbach.

Loneliest DL109 of all

ALCO sponsored many of North Western's passenger greets in steam, right up to 400-wheeling Pacifics and streamlined 4-6-4's for the Overland Route. It followed that C&NW would be a natural sales prospect for the DL109 — and C&NW was . . . for a single cab unit, the 5007A. Never duplicated, the loneliest DL109 of all usually worked out of Chicago for Wisconsin and Upper Michigan vacation spots in the company of a trailing EMD E6. In this instance she descends upon the platform at Manitowoc, identified by her needle nose, busy roof line, and ample radiator shutters.



Carl J. Bachmann.

A Rocket for all occasions

MAKING 25 MPH and accelerating, Rock Island DL109 No. 622 departs a sunny Tucumcari, N. Mex., at 10:56 a.m. on April 16, 1941, with the extra-fare, winter-season, all-Pullman Arizona Limited — the banner limited for which, along with Rocket assignments, RI assembled a fleet of four Alco-GE cab units, 621-624. The Rock, an old Alco customer in steam, took delivery on the very first DL109 in January 1940 for Rocket service, then reinforced its roster a year later with units for the Chicago-Tucumcari leg of the seasonal limited to Arizona, a pool operation with Espee.



Kenneth Zurn; collection of Harold A. Edmonson.

The competition was too much

GRAND CROSSING in La Crosse, Wis., in 1945 resounds to the distinctive switchengine beat of the turbocharged inline 6's inside Milwaukee Road DL109 cabs 14A and 14B as the duo leads a Hiawatha. The competitor simply was too much for the Alco-GE's in the Chicago-Twin Cities speed arena of the Milwaukee, for the units were pitted against the best of the best: Alco-built 4-4-2's and 4-6-4's on 84-inch drivers and one of the most celebrated EMD E6 teams, Nos. 15A and 15B. Interestingly, the 14's ultimately received EMD noses but retained their old Alco-GE innards.



Leonard A. McLean.

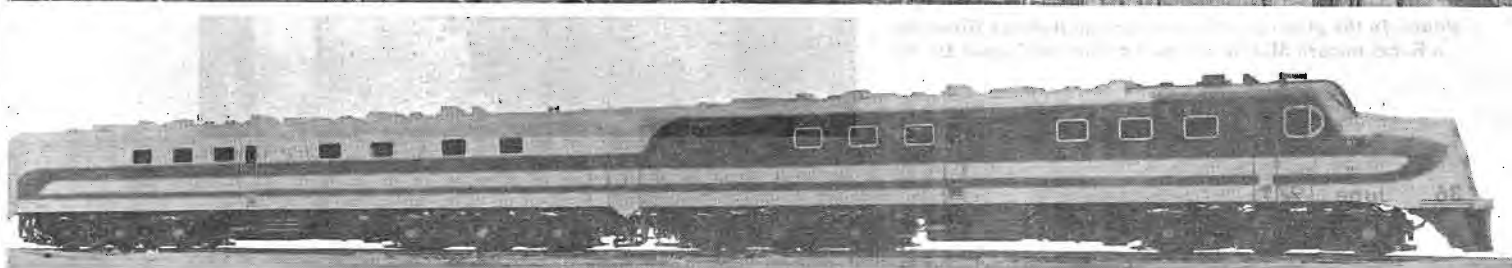
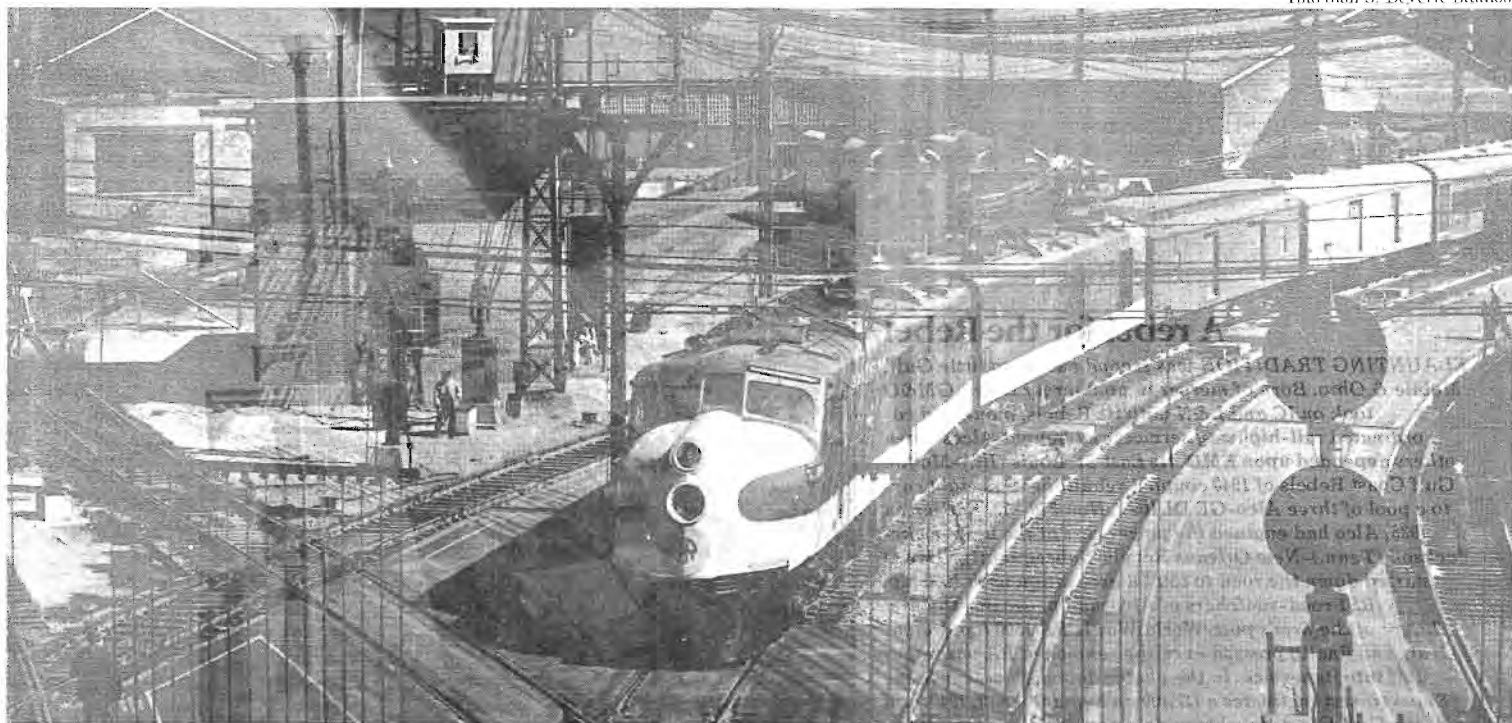
NH: Not fustest but with the mostest

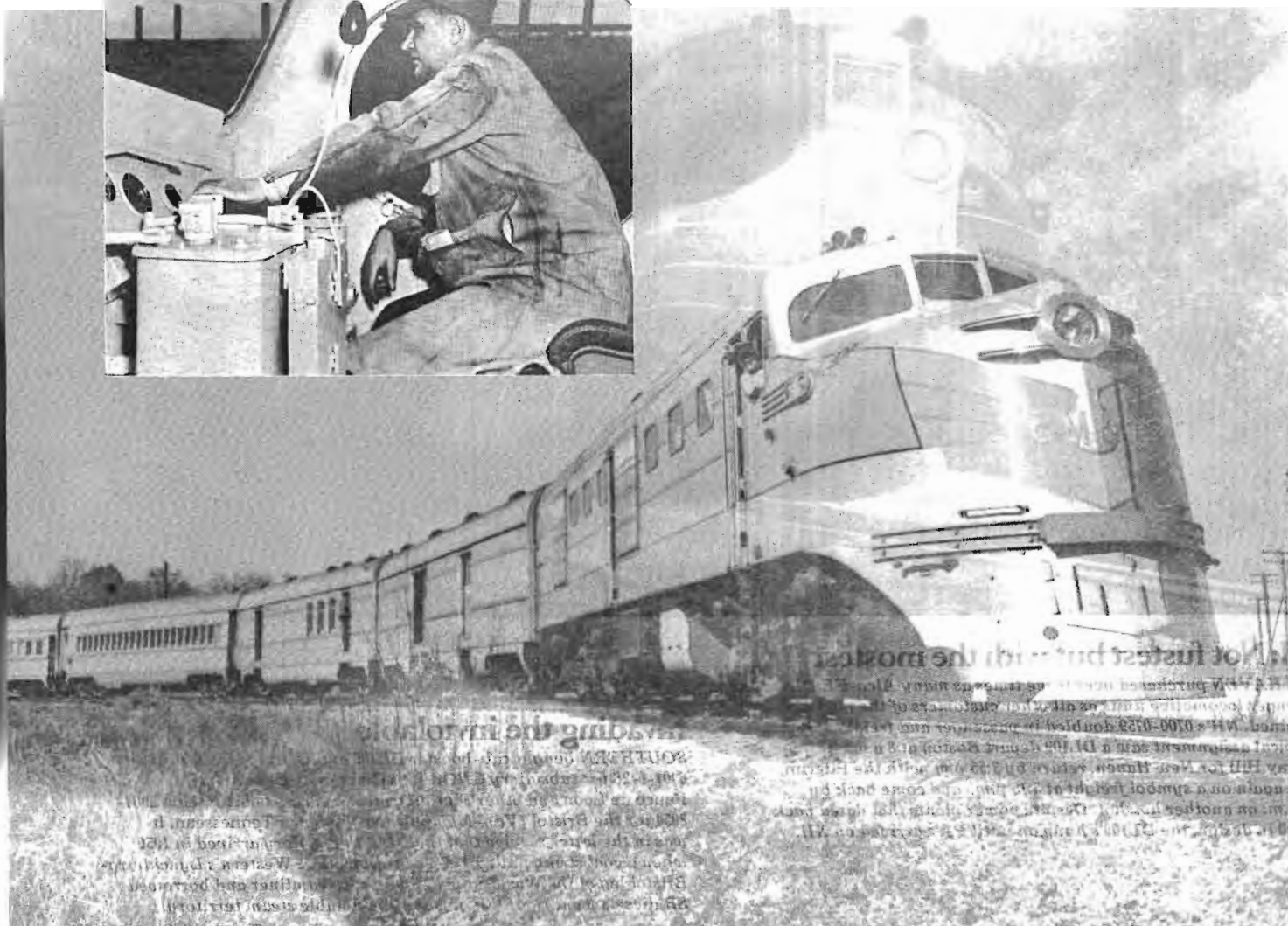
NEW HAVEN purchased over three times as many Alco-GE DL-series passenger locomotive units as all other customers of the model combined. NH's 0700-0759 doubled in passenger and freight service. A typical assignment saw a DL109 depart Boston at 8 a.m. with the Murray Hill for New Haven, return by 3:55 p.m. with the Pilgrim, leave again on a symbol freight at 5:15 p.m., and come back by 3:50 a.m. on another hotshot. Despite power plants that dated back to 1930 in design, the DL109's hung on until PA's arrived on NH.

Invading the inviolable

SOUTHERN bought cab-booster DL109 and DL110 pairs 6400-6425 and 6401-6426 for subsidiary CNO&TP's Cincinnati-Chattanooga legs of the Ponce de Leon and other Florida trains; and cab-booster team 2904-2954 for the Bristol (Va.)-Memphis leg of its own Tennessean. It was in the latter service that the DL's day of glory arrived in 1950 when a coal strike pulled 4-8-4's off Norfolk & Western's Lynchburg-Bristol leg of the Washington-Memphis streamliner and borrowed SR diesels went right into formerly inviolable steam territory.

Thurman S. Deverle Studios.





A rebel for the Rebel

FLAUNTING TRADITION was second nature to little Gulf, Mobile & Ohio. Born of merger in nonmerger times, GM&O took on IC and L&N with its Rebels, pioneered coordinated rail-highway service, and bought Alcos when others depended upon EMD. Its East St. Louis (Ill.)-Mobile Gulf Coast Rebels of 1940 coupled rebuilt heavyweight cars to a pool of three Alco-GE DL109's, Nos. 270-272. Earlier, in 1935, Alco had engined the power cars of the vest-pocket Jackson (Tenn.)-New Orleans Rebels. Subsequently GM&O started down the road to total dieselization with 1000 h.p.

RS1 road-switchers of Alco stamp, became the first buyer of the firm's post-World War II FA 1500 h.p. freight cab, and finally pressed even the renowned PA passenger unit into its service. In the photos above, Engineer Steve Engel (insert) activates a DL109 on September 19, 1940, and the Gulf Coast Rebel rounds a curve in classic publicity stance. In the photo at right, prewar and postwar Alcos lead a Rebel toward Mobile's domed station on August 15, 1957.

J. P. Lamb Jr.