

ALCO

**ALCO**  
**1065/965 CV**  
**SERIES C-11 (1050/950 HP)**  
**DIESEL-ELECTRIC**  
**LOCOMOTIVE**

GENERAL SPECIFICATION DL-531

**STANDARD EXPORT, ALL PURPOSE LIGHTWEIGHT SIX AXLE DIESEL-ELECTRIC  
LOCOMOTIVE WITH 965 CV NET INPUT TO THE GENERATOR**





# ALCO

## 1065/965 CV

SERIES C-11 (1050/950 HP)

# DIESEL-ELECTRIC LOCOMOTIVE

- A versatile unit for main or branch-line passenger, freight or shunting duty, available in Co-Co or A1A-A1A versions.\*
- For all gauges from 914 mm (36") upwards, built for axle loads from 11,3 metric tons (25,000 lbs.)
- Dynamic brake can be applied.
- Steam generator for train heating can be applied.

\*The A1A-A1A version can be supplied equipped for conversion to Co-Co when desired.

### DL-531 General Characteristics

**Diesel Engine:** ALCO 6-251-B 1065/965 CV (1050/950 HP)

**Wheel Arrangement:** Co-Co; A1A-A1A optional

**Principal Dimensions:**

Height (maximum) — 3658 mm (12'0")

Width (maximum) — 2743 mm (9'0")

Length (over body) — 12802 mm (42'0")

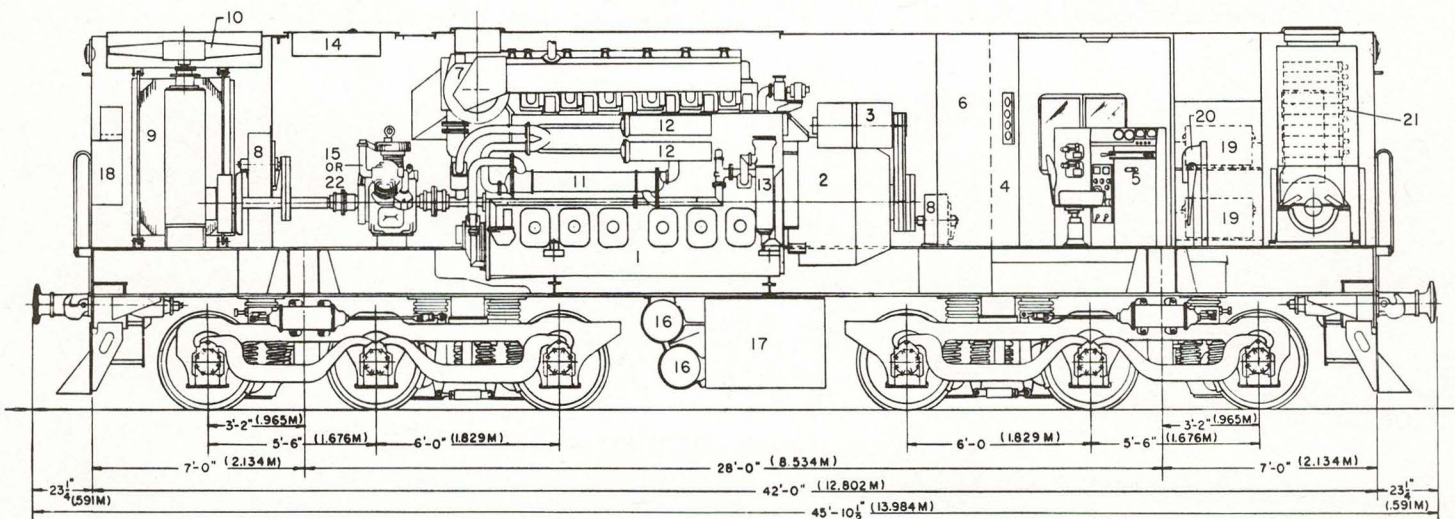
**Basic Locomotive Weight:** 68 040 Kg. (150,000 lbs.)

**Axle Load:** 11 340 Kg. (25,000 lbs.)

**Wheel Diameter Basic:** 914 mm (36")

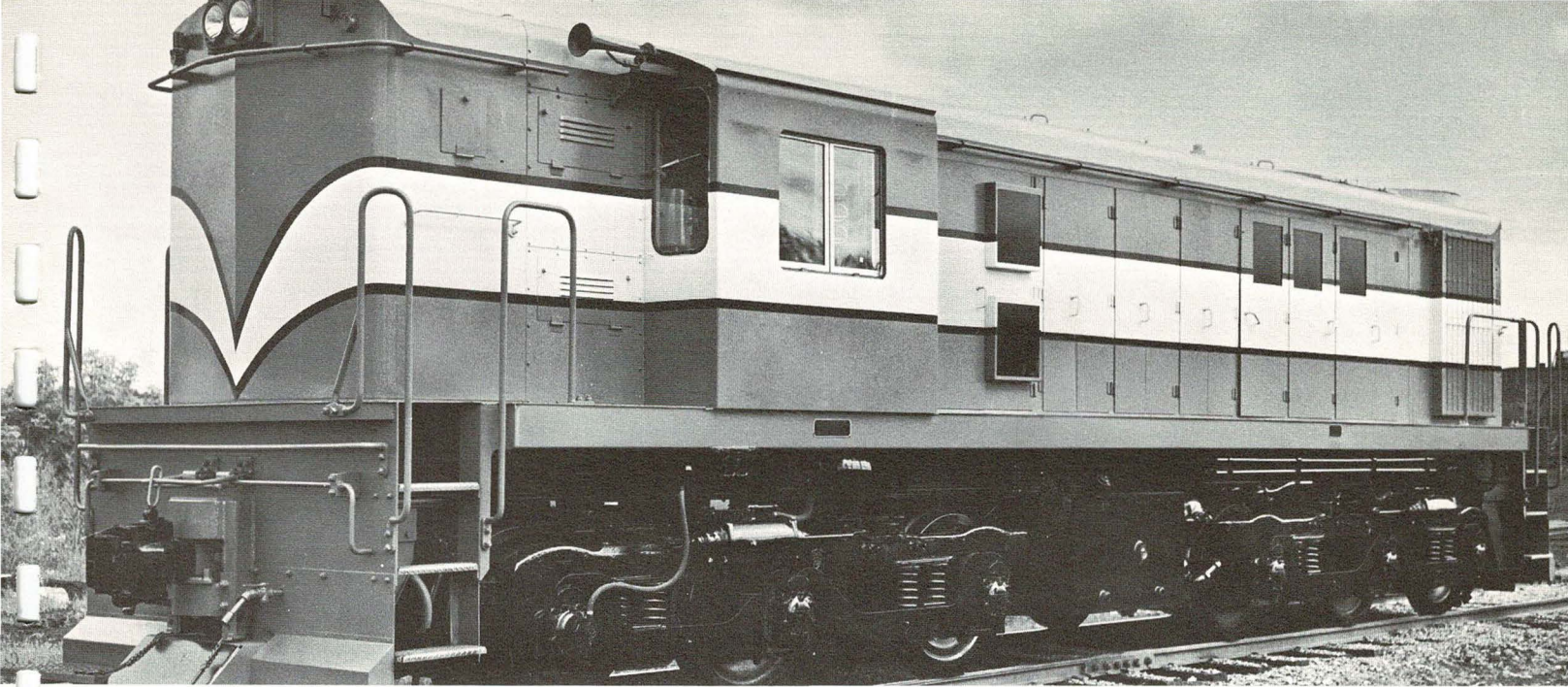
**Fuel Oil Capacity Basic:** 2 270 l. (600 U.S. Gallons); (500 Imp. Gallons)

**Multi-Gauge Traction Motors** from meter gauge upwards; special design for 914 mm (36") gauge



- |                                |                             |                              |                          |
|--------------------------------|-----------------------------|------------------------------|--------------------------|
| 1. Engine                      | 7. Turbosupercharger        | 13. Lubricating Oil Strainer | 18. Sand Box             |
| 2. Main Generator              | 8. Traction Motor Blower    | 14. Engine Water Tank        | 19. Batteries            |
| 3. Exciter-Auxiliary Generator | 9. Radiators                | 15. Air Compressor           | 20. Hand Brake           |
| 4. Gauge Panel                 | 10. Radiator Fan            | 16. Main Air Reservoir       | 21. Dynamic Brake        |
| 5. Control Stand               | 11. Lubricating Oil Cooler  | 17. Fuel Tank                | 22. Compressor-Exhauster |
| 6. Control Compartment         | 12. Lubricating Oil Filters |                              |                          |

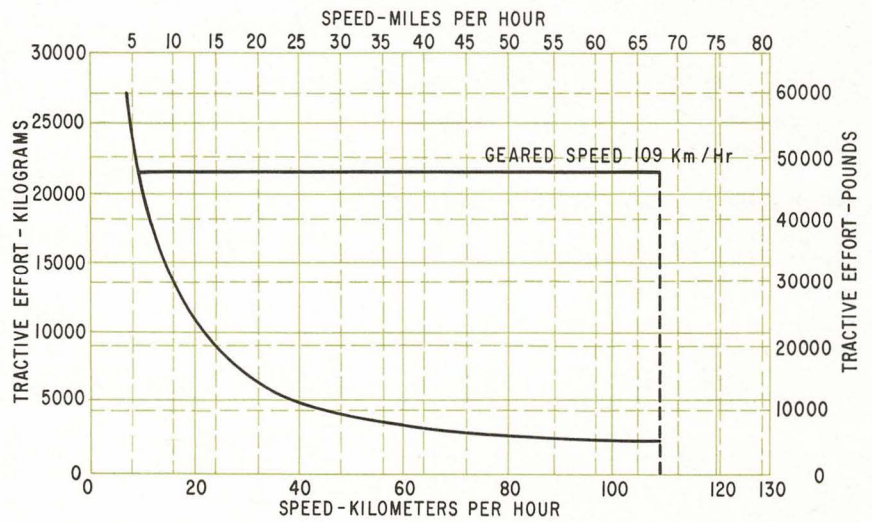




## TRACTIVE EFFORT

GEAR RATIO	TOP GEARED SPEED		MAXIMUM CONTINUOUS TRACTIVE EFFORT			
	Km/h.	MPH	Kg.	Lbs.	Km/h.	MPH
WITH 914mm (36") wheels						
92:19	109	68	21 410	47,200	8,5	5.3
94:17*	96	60	24 490	54,000	7,0	4.3
WITH 1016mm (40") wheels						
94:17*	108	67	22 000	48,500	8,0	5,0

\*For special applications only

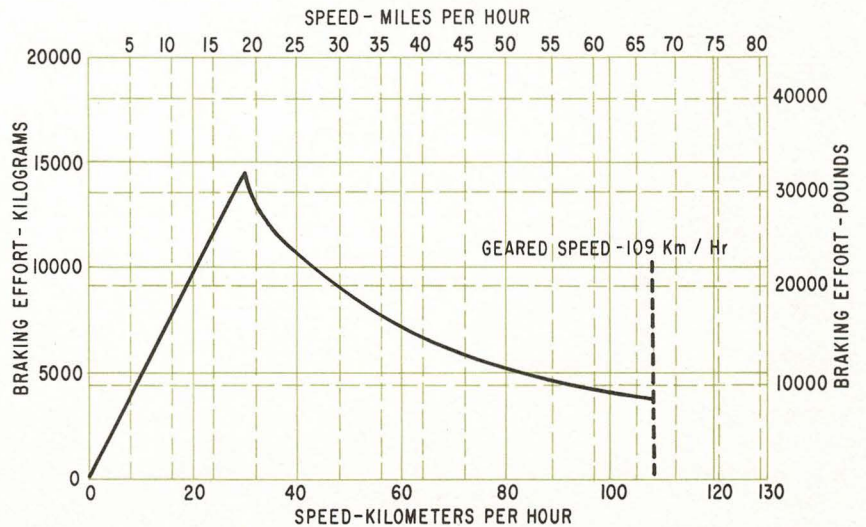


Tractive Effort Characteristics with 914 mm (36") Wheels and Basic 92:19 Gearing.

## BRAKING EFFORT

GEAR RATIO	BRAKE PEAK SPEED		PEAK BRAKING EFFORT	
	Km/h.	MPH	Kg.	Lbs.
WITH 914mm (36") wheels				
92:19	31,0	19	14 515	32,000
94:17*	27,0	17	15 650	34,500
WITH 1016mm (40") wheels				
94:17*	27,0	17	15 650	34,500

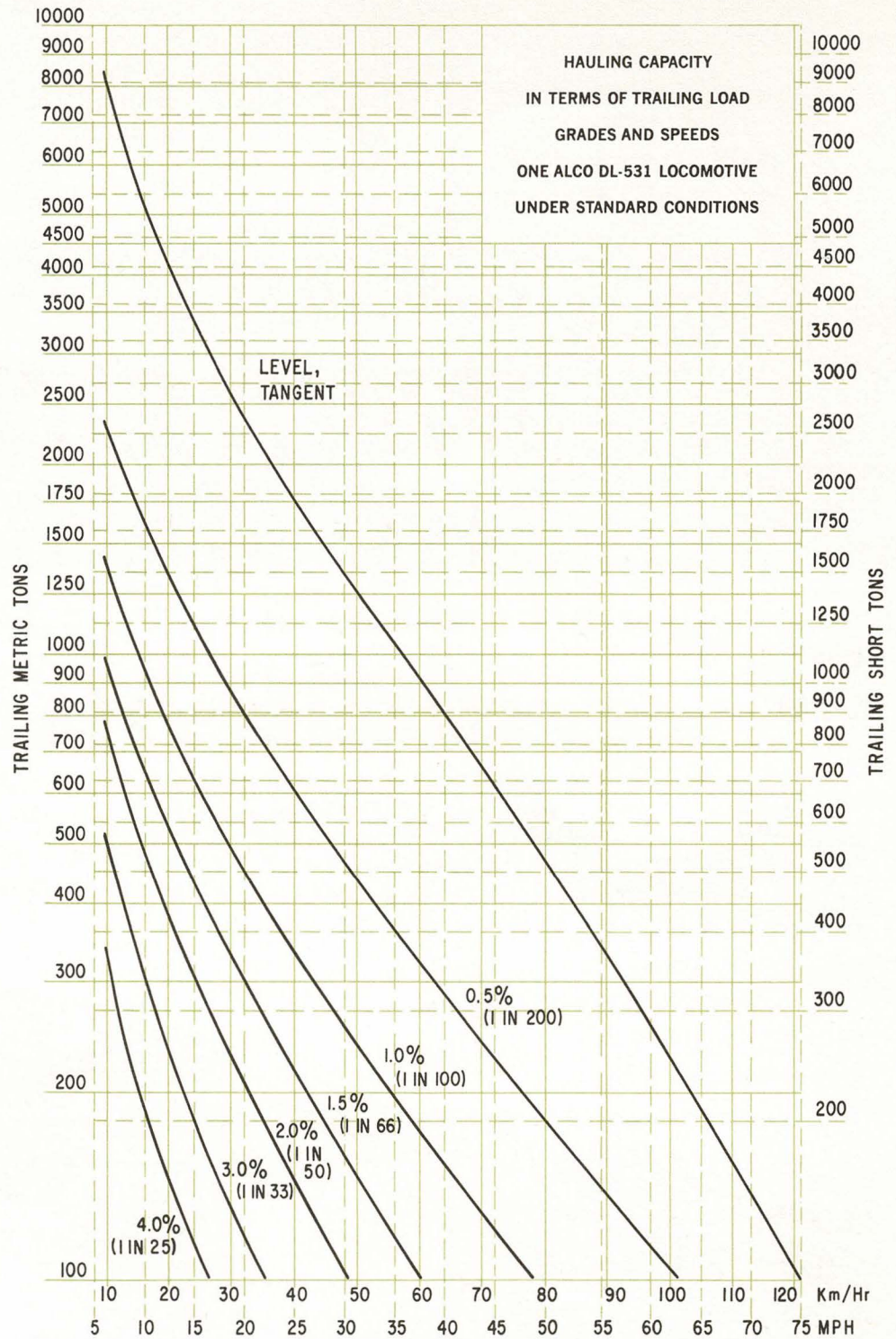
\*For special applications only



Braking Effort Characteristics with 914 mm (36") Wheels and Basic 92:19 Gearing.



# TONNAGE RATING



**NOTE:**

The hauling capacity shown here is for 4 axle 35 metric ton freight wagons, in good condition, and has been calculated by Davis' formula, for standard conditions: Sea level, 736 mm. Hg. (29"), 16°C. intake temperature (60°F) and fuel of 10 850\* Cal/Kg. (19,500 BTU/lb.\*) meeting ASTM 2-D specification.

\*Higher calorific value

## FOREIGN ASSOCIATES AND LICENSEES

- Australia:** A. E. Goodwin, Ltd., Sydney N. S. W., Australia
- Canada:** Montreal Locomotive Works, Montreal, Quebec
- England:** A. E. I. (Associated Electrical Industries), Manchester, England
- France:** Forges et Chantiers de la Mediterranée, Paris, France
- India:** Diesel Locomotive Works, Varanasi, U.P., India
- Spain:** Cia. Euskalduna, Madrid, Spain



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