

## GE 25 Ton Diesel Switcher



Specs of the 25-ton are as follows:

Prime Mover - Cummins  
 NT855L3           Horsepower -  
 150 hp  
 Traction Motor - GE 763  
 Main Generator - 1519  
 Air Brakes - SA-Z  
 Length - 12'

In the 1940's and 1950's General Electric built a large number of 25-ton industrial end-cab diesels. A number of these went to the military and even found their way overseas. 10 of them went to England between April and June of 1944 and two of these even were landed on Utah Beach on 10 July of that year. All ten of them were eventually returned to the United States.

The United States Navy made good use of the 25-tonner, using at their various ship-loading docks. It was ideal as it could handle one or two cars easily and could negotiate the sharp curves associated with dock-side railroading.

A common carrier that made good use of the GE 25-tonner was the RFFSA in Brasil. They had several of these for use in their shops areas.

The GE 25-tonner had one electric traction motor driving the rear axle (under the cab). The front axle was then chain-driven from the rear axle. They can easily be distinguished from their larger 35-ton brothers by the low hood, as the hood on the 35-tonner went all the way to the top of the cab.



History of the 3 BR units is as follows:

Bison Rail #	B/N	Built	Former Owners
G&A Grain #1	33829	6/57	Tim-Jan Coal #13
BR #3	28352	2/47	Upjohn Company no #796
BR #7	27811	8/44	Diamond Match U.S.Navy #65-00320

The #1 is on long-term lease to the G&A Grain Company and is painted in their colors. The #3 & #7 are on short-term lease and are part of the fleet Bison Rail has available for lease. If you need a locomotive to move your cars around your complex, contact our motive power division and they will most certainly be able to satisfy your needs.