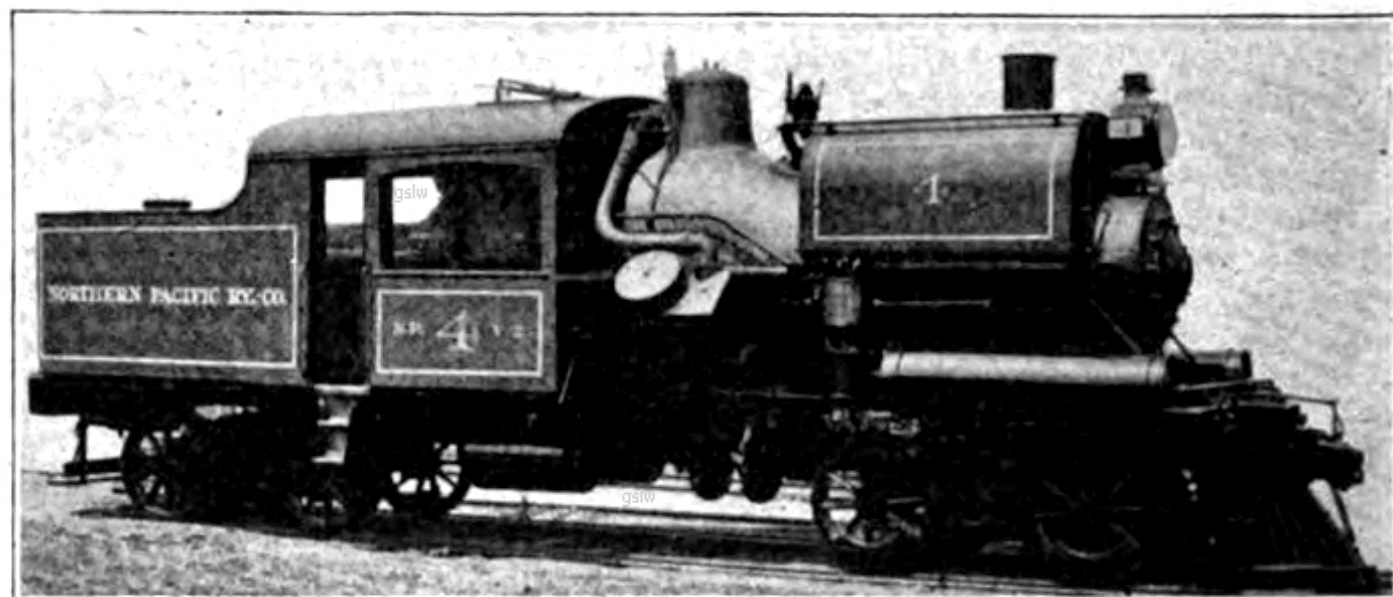


# THE HEISLER GEARED LOCOMOTIVE

**For Hauling Heavy Loads up steep grades  
around sharp curves and uneven track**



## **A FEW OF THE ADVANTAGES THE HEISLER HAS OVER OTHER GEARED LOCOMOTIVES WHICH SHOULD BE TAKEN INTO CONSIDERATION BY PURCHASERS**

The Heisler has one-half the gears of other makes.

No skewed gears or light bevels.

Gears are mounted in cast steel case, and are not exposed to dust and dirt to decrease their efficiency.

Has simple motor engines, doing away with many moving parts and are mounted on the main frame instead of the fire box of the boiler.

Has cylinders and frames cast separate instead of in one piece.

Has single throw crank shaft instead of three throw and built-up crank.

*Geared Steam Locomotive Works*

Has all bearings fitted with removable bronze bushings, and all grease and oil cups are cast solid to parts. No babbed boxes that can't be replaced and loose grease and oil cups to lose off.

Has adjustable forged case hardened links, no cast steel at this point.

Has trucks entirely built from steel, no wood used.

Has removable universal couplings that are all square fitted to shafts, not shrunk or keyed on, and are not cast solid or cast on the gears.

The Heisler is built to drawings, jigs, and templets, and any part can be furnished without returning a portion of the Locomotive, and has many other advantages which are all described in our Heisler Geared Locomotive Catalog which is the only geared locomotive catalog that goes into detailed construction.

Has all axles, shafts, connecting rods, piston rods, etc., made from hammered forged steel, no rolled steel used.

Has telescopic slip reduced to a minimum, doing away with excessive and rapid tire flange wear and destruction to rails.

Has less number of cast iron parts than any other geared locomotive built.

Has center gravity in center of track.

Has motor engines located to transmit power at a point directly below center gravity instead of on one side, outside of rails.

Has front saddle bolster attached to smoke box sheet, instead of to shell of boiler.

Has load on main frame equally distributed instead of one sided.

Has extended wagon top boiler fitted with dome instead of straight shell boiler.

Has more horse power at a less speed with two cylinders, than three cylinders at a higher speed; this results in fuel economy.

## **HEISLER LOCOMOTIVE WORKS, Erie, Pa.**