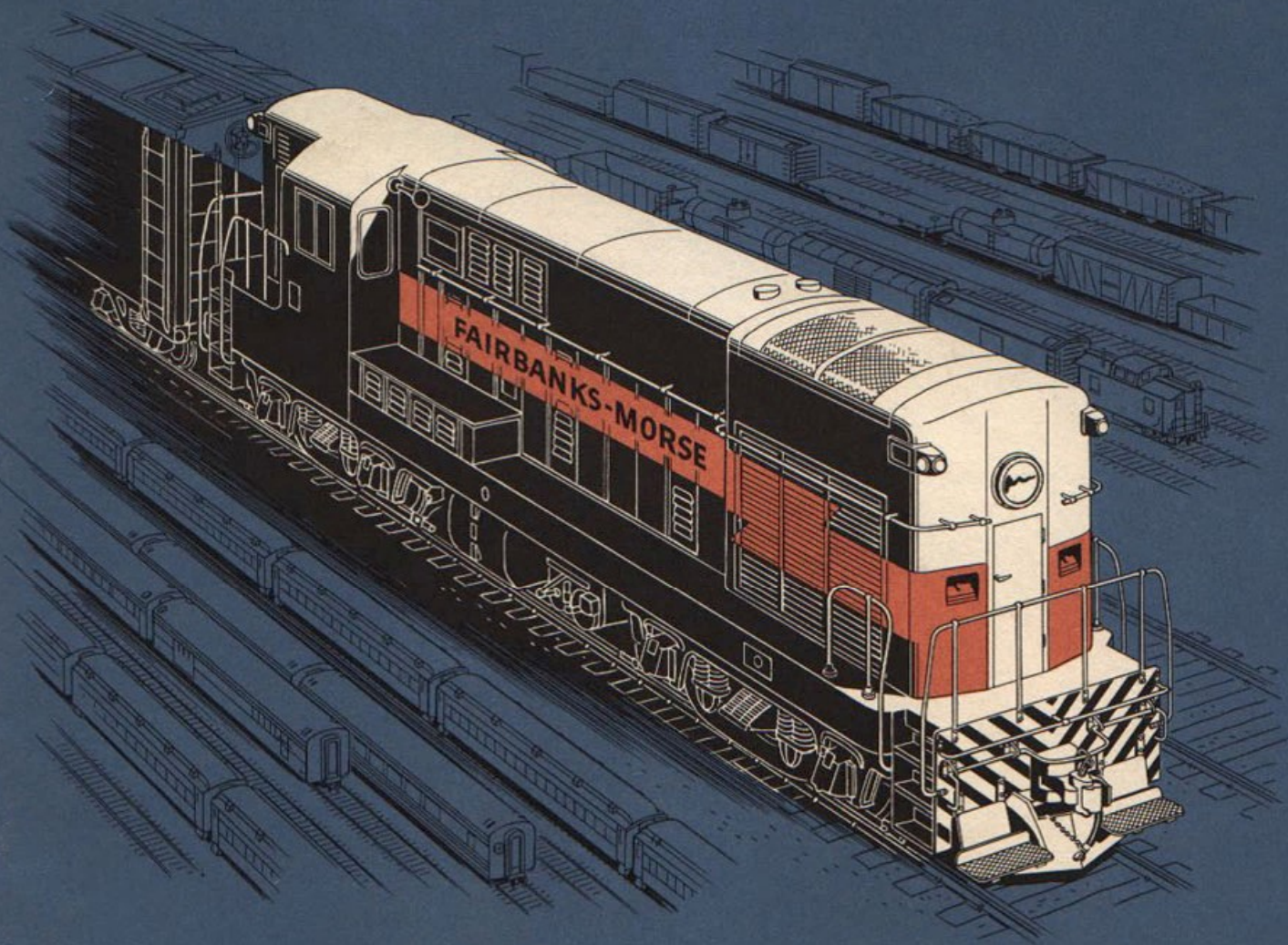
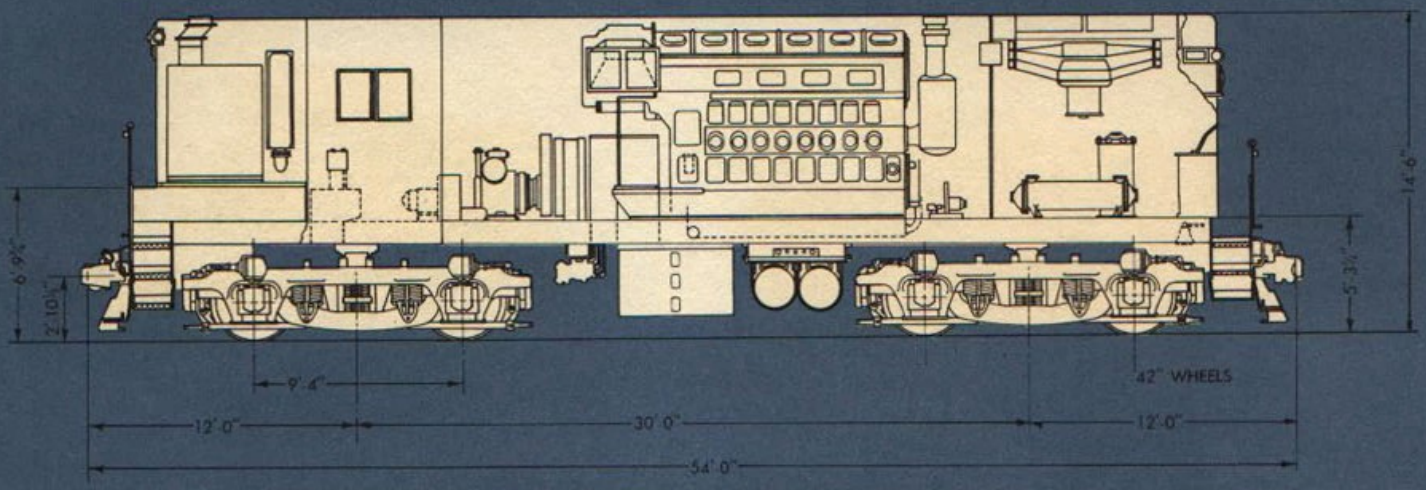
1600 HP

FAIRBANKS-MORSE all-purpose diesel locomotive





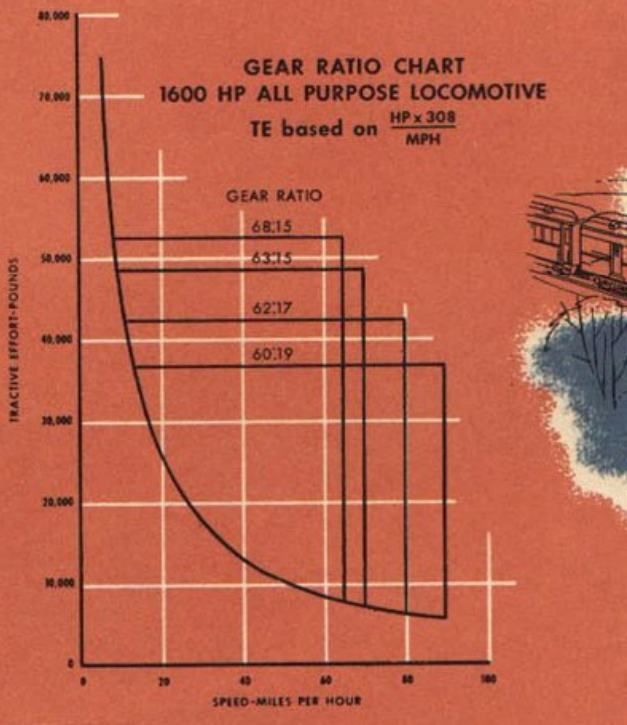
FAIRBANKS-MORSE 1600 HP all-purpose diesel locomotive

SPECIFICATIONS

1600 HP All-Purpose Locomotive
Model H16-44

SUPPLIES	
Fuel oil	900 gals.
Lubricating oil	300 gals.
Engine cooling water	175 gals.
Sand	28 cu. ft.
AIR BRAKES	
Air brake schedule	6-SL
Compressor displacement	260 cfm @ 850 rpm
Main reservoir capacity	60,000 cu. in.
WEIGHTS	
Total fully loaded (without boiler)	246,000 lbs.
On drivers	246,000 lbs.
Per axle	61,500 lbs.
PERFORMANCE	
Starting tractive effort at 30% adhesion	73,800 lbs.
Gear ratio*	68:15
Maximum speed	65 mph
Maximum continuous tractive effort	52,500 lbs.
Speed at maximum continuous tractive effort	9.2 mph
Minimum radius of curvature, locomotive alone	150' (39°)
Minimum radius of curvature, locomotive coupled to AAR 40'6" freight car	250' (23°)

*Optional gear ratios available



SOUTHERN—LOCAL FREIGHT

SANTA FE—HEAVY FREIGHT

Illustrated here are a few of the widely diversified applications of the Fairbanks-Morse All-Purpose locomotive. Whether pulling the 5:15 out of the shadow of the skyscrapers or rolling freight across the floor of the Mojave Desert, the proven versatility and excellent performance records of these models establish them as preferred additions to any motive power roster.

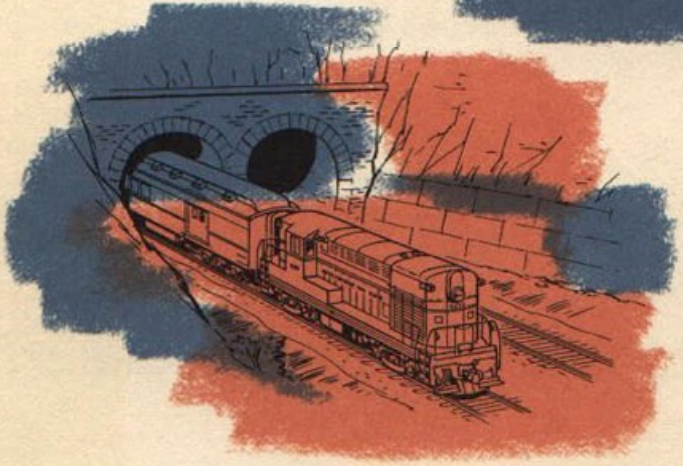
Powered by a single 1600 horsepower, 8 cylinder Fairbanks-Morse opposed piston diesel engine, this locomotive has been proven to be the outstanding model of its type. To supplement the well-known all around usefulness of this type of locomotive, the following features have been incorporated into the All-Purpose design:

- High capacity electric transmission for the top tonnage ratings in its class.
- 42 inch wheels for long wheel life and low rail stresses.
- Equalized trucks for steady traction in hard pulls, and smooth riding.
- Can be equipped to operate in multiple combination with any other locomotive in existing motive power pools.
- Steam generator equipment, with 2750 pounds per hour capacity and 1000 gallon feedwater supply available for passenger service.
- Large air compressor capacity, for fast train charging.
- Efficient air compressor moisture condensation control, assuring air for the brake system dry enough to meet the most stringent requirements.
- Can be furnished with extra high fuel capacity of 1640 gallons, to permit an increase in time and distance between refueling stops.
- Can be equipped with optional control station arrangement, or with dual controls for right-hand operation without turning in high traffic density areas.
- Ample space for accessible installations of train control, communication, head end train lighting, and other auxiliary equipment.
- Available in a four motor, six axle model whose low axle loading makes it particularly well suited for use in those operations where light rail, light bridge, or roadbed are restrictive factors.

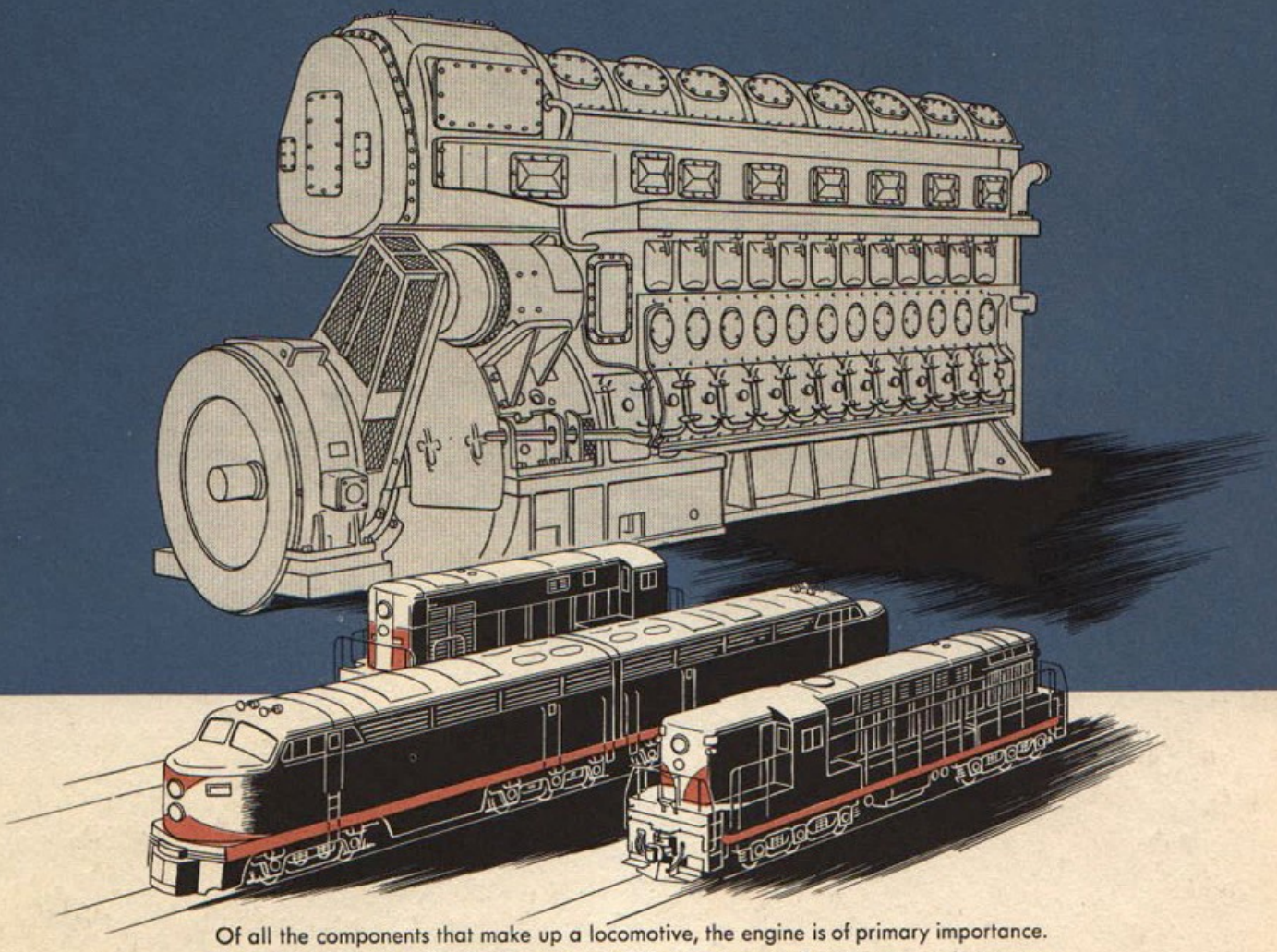
JERSEY CENTRAL—SUBURBAN

MKT—PASSENGER

B & O—BALTIMORE TUNNEL



Opposed-piston horsepower



Of all the components that make up a locomotive, the engine is of primary importance. Through its degree of fuel economy, reliability, and ease of maintenance, it governs the success of the entire locomotive. Five million Opposed-Piston Horsepower in service featuring 2 cycle design, simple construction, rugged dependability, low cost operation, and 40% fewer moving parts have established an impressive performance record for this efficient prime mover.

No other engine is so right for railroad service

FAIRBANKS-MORSE

a name worth remembering when you want the best

DIESEL LOCOMOTIVES AND ENGINES • RAIL CARS • ELECTRICAL MACHINERY
PUMPS • SCALES • WATER SERVICE EQUIPMENT • HAMMER MILLS • MAGNETOS

Publication ALB 100.22

Printed in U.S.A. 35305