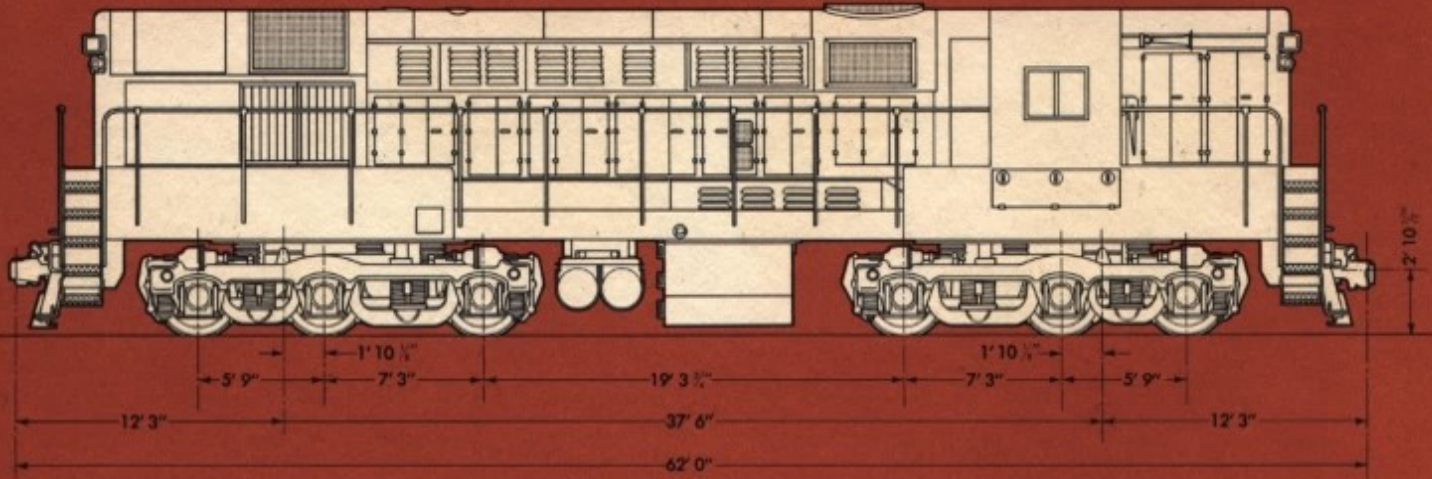


**FAIRBANKS-MORSE**  
**general service**  
**locomotive**

**1600 HP**







# FAIRBANKS-MORSE 1600 HP

## general service locomotive

### SPECIFICATIONS

#### 1600 HP All-Purpose Locomotive Model H16-66

##### SUPPLIES

Fuel oil . . . . .	1200 gals.
Lubricating oil . . . . .	315 gals.
Engine cooling water . . . . .	210 gals.
Sand . . . . .	48 cu. ft.
Boiler Feed Water (Opt.) . . . . .	2400 gals.

##### AIR BRAKES

Air brake schedule . . . . .	6-5L
Compressor displacement . . . . .	260 cfm @ 850 rpm
Main reservoir capacity . . . . .	60,000 cu. in.

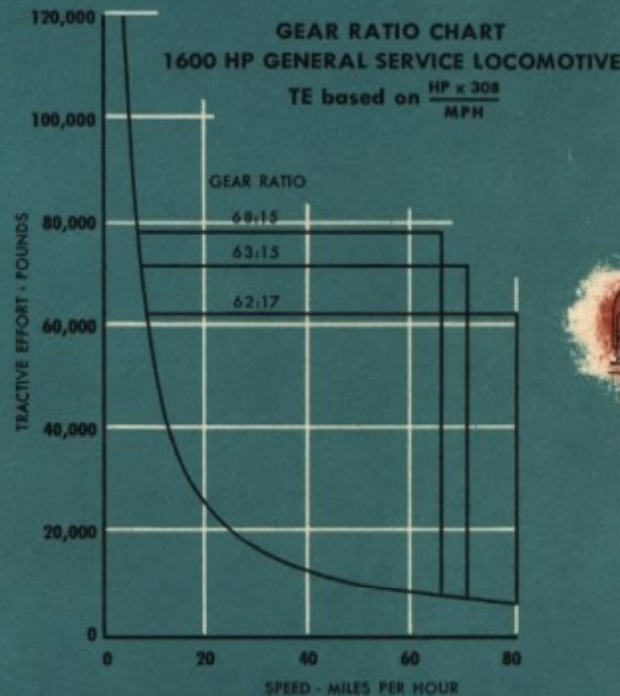
##### WEIGHTS

Total fully loaded . . . . .	330,000 lbs.
On drivers . . . . .	330,000 lbs.
Per axle . . . . .	55,000 lbs.

##### PERFORMANCE

Starting tractive effort at 30% adhesion . . . . .	99,000 lbs.
Gear ratio* . . . . .	68:15
Maximum speed . . . . .	65 mph
Maximum continuous tractive effort . . . . .	78,750 lbs.
Speed at maximum continuous tractive effort . . . . .	6 mph
Minimum radius of curvature, locomotive alone . . . . .	212' (27°)
Minimum radius of curvature, locomotive coupled to AAR 40'6" freight car . . . . .	260' (22°)

\*Optional gear ratios available







**HELPER**



**HUMPING**



**MINE DRAG**

The Fairbanks-Morse General Service Locomotive is the best buy in the 1600 horsepower, six motor class—the top motive power unit for any 1600 horsepower requirement.

Powered by a single 1600 horsepower, 8 cylinder Fairbanks-Morse opposed piston diesel engine, the six motor General Service is equipped with a rugged electrical transmission that is fully protected against over-heating by its built-in capacity.

To equip this unit for the heaviest freight services, 3000 horsepower dynamic brakes are available—nearly twice the horsepower of the engine.

Train heating facilities available on the General Service include up to 4500 lb/hr steam generator capacity and 2400 gallons of feedwater—twice the train heating capacity of any other locomotive in its class!

The weight range of this model, depending upon modifications, is from 298,000 lbs for light rail and branch line operations, to 375,000 lbs for high tonnage ratings. All weight is on drivers, and the combination of high capacity electrical equipment, high weight on drivers, and six traction motors assures unsurpassed ability for its size in starting and moving heavy trains.

The unusually generous supply capacities permit operation with increased time and distance between stops—and for operations where extra high fuel capacity is needed, the General Service can be equipped with a fuel tank capacity of 3600 gallons.

Featured in the General Service design is the Fairbanks-Morse "Tri-Mount" locomotive truck. This truck—the only six-wheel, three motor truck offering full accessibility to all working components—incorporates the finest known truck features with maximum accessibility, a minimum of moving parts, and three-way ride control. Other bonus features of the basic General Service Locomotive include:

- Roller bearings
- Rubber draft gear
- Speed recorder
- A-C motor driven fans and blowers
- Automatic transition control
- Optional gearing up to 80 mph
- Clasp brakes



**BRANCH-LINE**

**LOCAL FREIGHT**

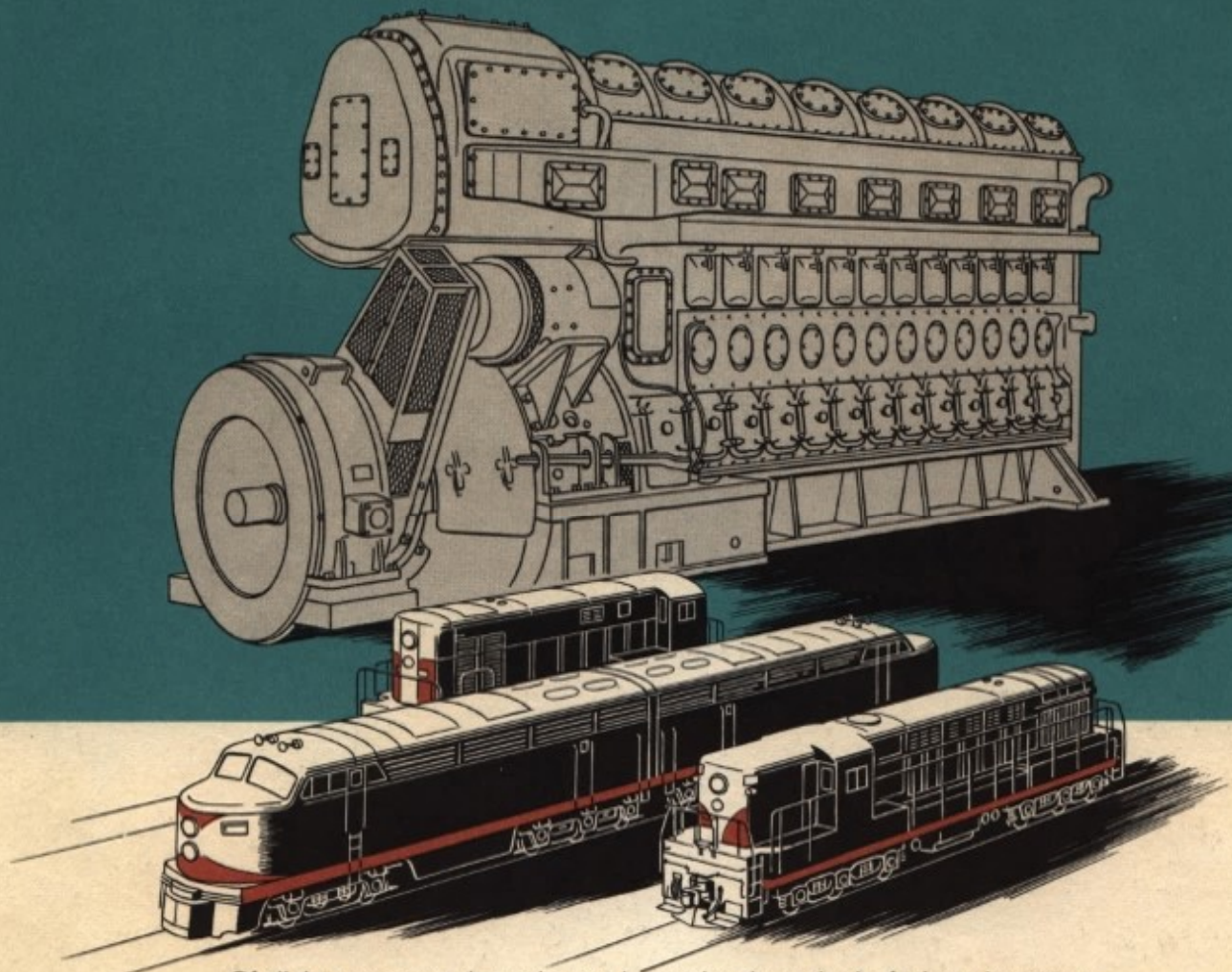


**LOCAL PASSENGER**





# 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**