

G-18

General Motors 1100/1000-hp, 4-motor, 4-axle diesel-electric general-purpose locomotive for overseas service.



G-18

1100/1000-hp, 4-motor, 4-axle diesel-electric general-purpose locomotive for overseas service.

The G-18 locomotive from General Motors offers 1100 gross horsepower, with 1000 horsepower for traction. The horsepower is delivered from the proven General Motors 8-cylinder 645 diesel engine, which has evolved from the famed GM567 diesel.

The generator and traction motors of the G-18 locomotive are carefully matched to the 8-645 engine for maximum performance with GM's typically low maintenance.

The G-18 is suited for universal passenger, freight, transfer and switching in medium or heavy-duty service.

General Specifications

Engine—GM 8-cylinder 645 diesel 2 cycle blower scavenged.

Traction horsepower—1000-hp continuous input to the main generator for propulsion.

Gross horsepower—1100-hp continuous engine output (International Railway Union—U.I.C. rating). Includes power for propulsion and auxiliaries.

Gauge—designed for all gauges from 3 ft. (0.914 m.) to 5 ft. 6 in. (1.676 m.).

Wheel arrangement—B-B (AAR designation); 0440 (common designation).

Nominal locomotive weight—with lightweight underframe and bogies, fully loaded, no modifications, 60,873 kg. (134,200 lbs.). With standard-gauge bogies, fully loaded, no modifications, 65,228 kg. (143,800 lbs.).

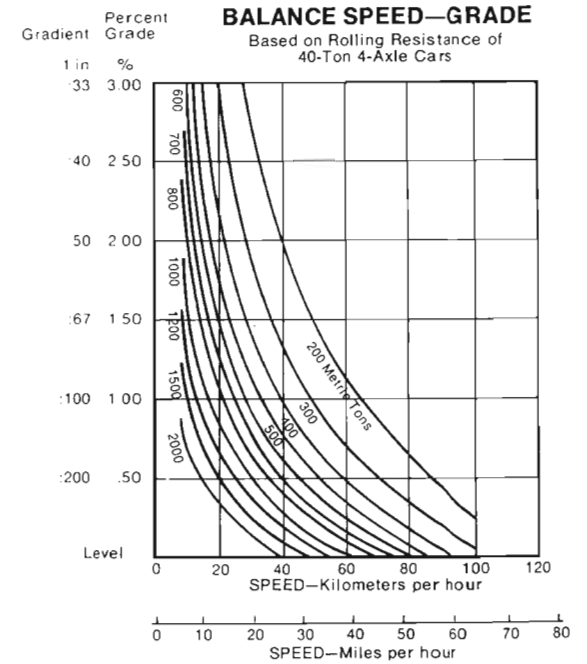
Fuel capacity—1893 ltr. (500 U.S. gal.).

Sand capacity—0.255 cu. m. (9 cu. ft.).

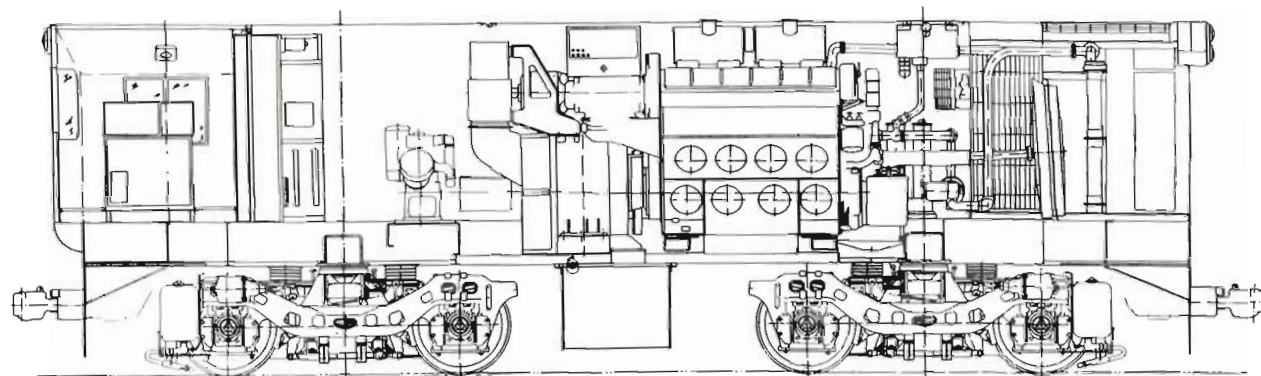
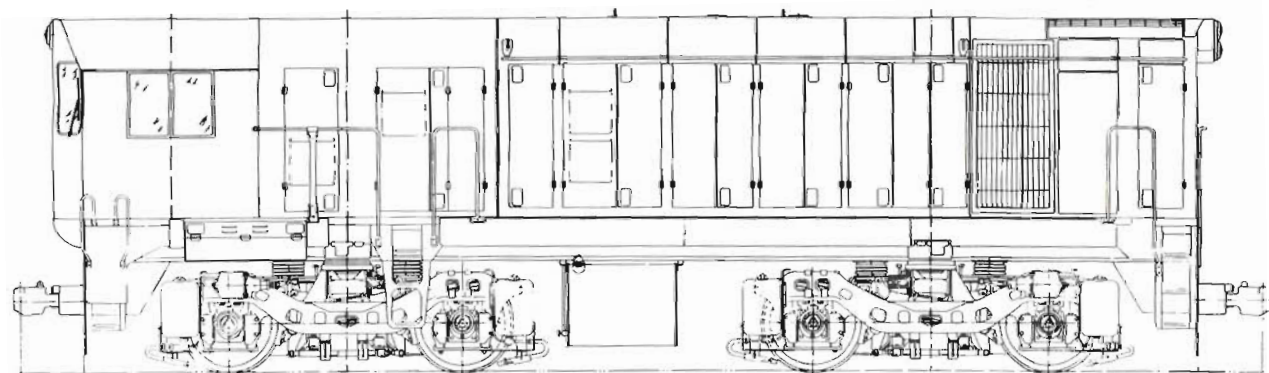
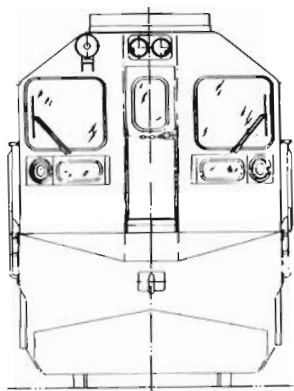
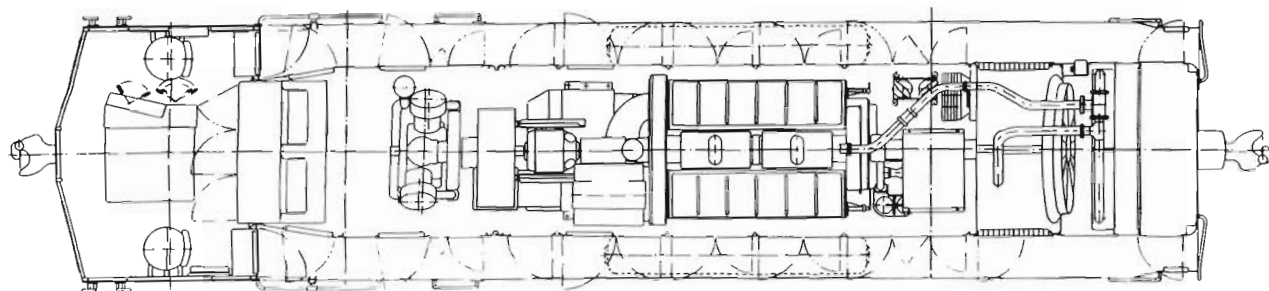
Cooling water capacity—476 ltr. (126 U.S. gal.).

Lubricating oil capacity—492 ltr. (130 U.S. gal.).

Clearances—Truck swing desired for 30° curve of 58.82 m. (193 ft.) radius. Certain options and modifications may have an effect on minimum curve radius and/or overall locomotive clearance.



Continuous Tractive Effort & Maximum Speed 1100/1000-hp Model G18 Locomotive													
		Broad-Gauge Motors				Universal-Gauge Motors				Three Foot Gauge Motors			
Gear Ratio		62:15	61:16	60:17	59:18	63:14	62:15	61:16	60:17	63:14	62:15	61:16	60:17
Cont. T.E.—Kilos		17,600	16,230	15,020	13,960	15,240	14,000	12,910	11,940	9,855	9,050	8,350	7,723
Cont. T.E.—Lbs.		38,800	35,790	33,110	30,770	33,600	30,860	28,460	26,330	21,730	19,950	18,410	17,030
Cont. Speed—KPH		11.9	12.9	14.0	15.0	13.8	15.1	16.3	17.7	22.4	24.3	26.4	28.5
Cont. Speed—MPH		7.4	8.0	8.7	9.3	8.6	9.4	10.1	11.0	13.9	15.1	16.4	17.7
Max. Speed—KPH		105	114	124	134	97	105	114	124	97	105	114	124
Max. Speed—MPH		65	71	77	83	60	65	71	77	60	65	71	77



Major Dimensions

Distance from end sill to centerline of truck—2.743 m. (9 ft.).

Distance between bolster centers—6.096 m. (20 ft.).

Distance over end sills—11.582 m. (38 ft.).

Bogie wheel base—2.438 m. (8 ft.).

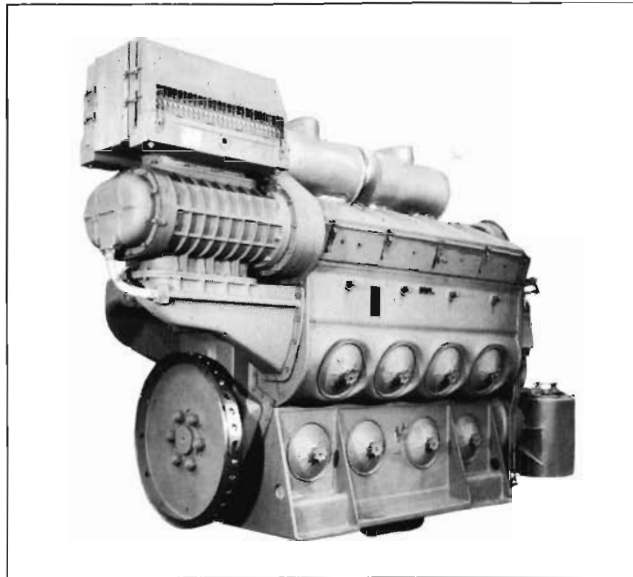
Width over handholds—2.946 m. (9 ft. 8 in.).

Overall height—3.725 m. (12 ft. 2 1/8 in.).

Wheel diameter—1.016 m. (40 in.).

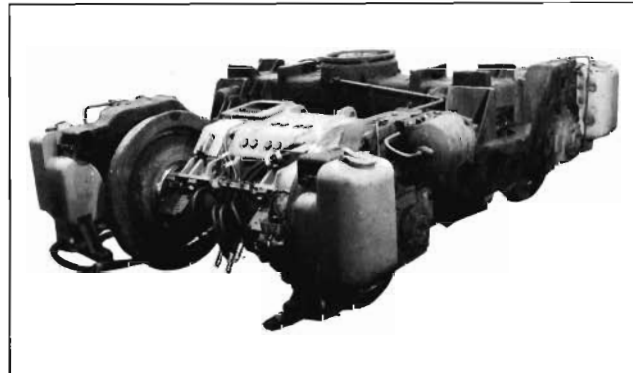
Basic locomotive with typical extras

Engine: General Motors 8-cylinder 645 diesel engine developing 1100 ghp. Bore 230 mm. (9 $\frac{1}{8}$ in.), stroke 254 mm. (10 in.). Unit injection. Roots blower scavenging through cylinder wall intake and multivalve exhaust. Water-cooled cylinder liners and heads, oil-cooled pistons, induction-hardened crankshaft, drop-forged connecting rods, and full-floating piston assembly.



8-cylinder 645 diesel engine.

Major Options: Locomotive available with standard underframe and standard Flexicoil bogies.



Standard Flexicoil bogie.



Electro-Motive Division

La Grange, Illinois 60525 USA

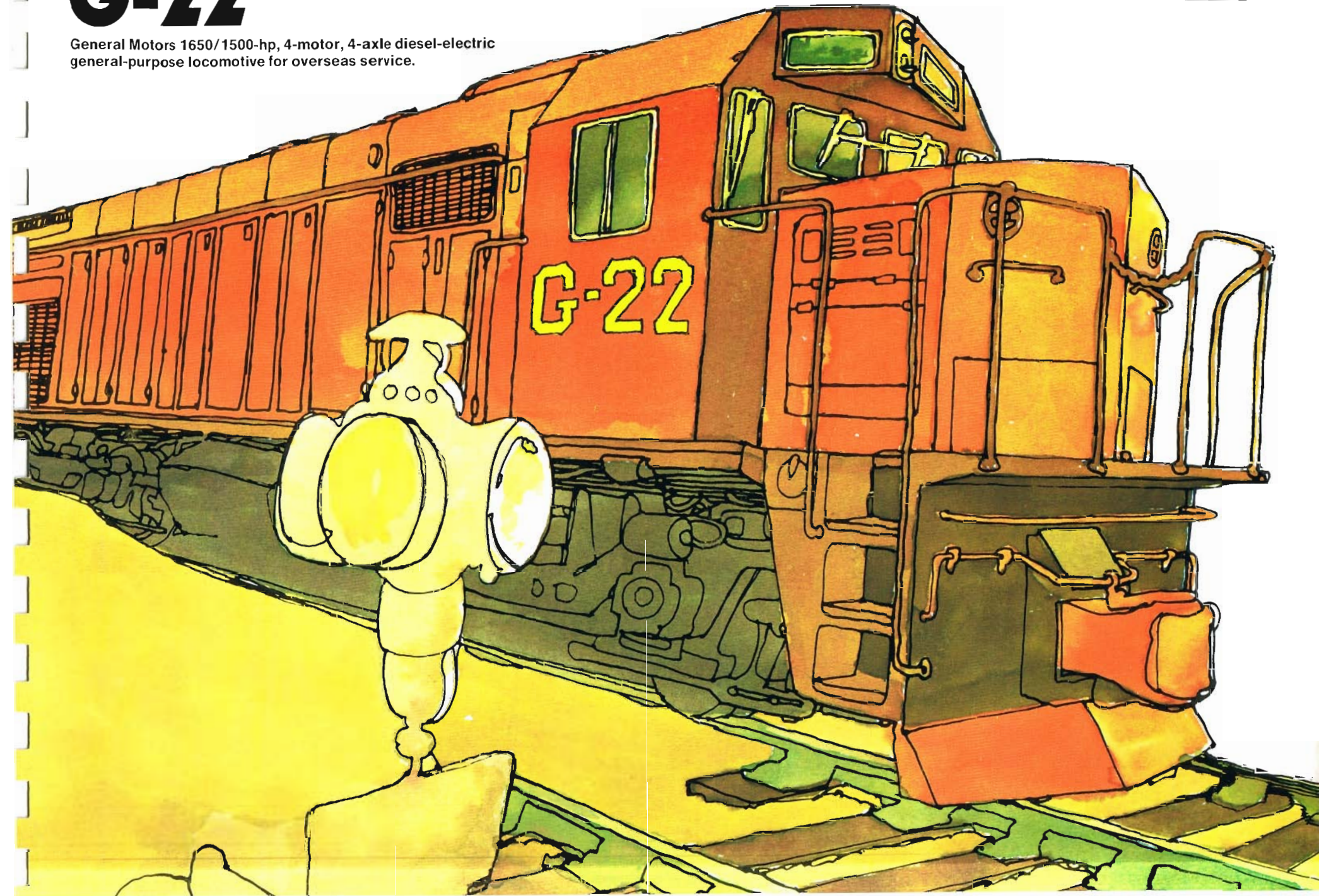
TELEX: 0728304

CABLE: ELMO DIV

G-22

General Motors 1650/1500-hp, 4-motor, 4-axle diesel-electric general-purpose locomotive for overseas service.

GM



G-22

1650/1500-hp, 4-motor, 4-axle diesel-electric general purpose locomotive for overseas service.

The G-22 locomotive offers 1650 gross horsepower, from the proven General Motors 645 diesel engine.

The generator and traction motors of the G-22 locomotive are carefully matched to the 645 engine for maximum performance with GM's typically low maintenance.

The G-22 is suited for universal passenger, freight, transfer and switching service.

General Specifications

Engine—GM, 12-cylinder 645 diesel, 2 cycle blower scavenged.

Traction horsepower—1500-hp continuous input to the main generator for propulsion.

Gross horsepower—1650-hp continuous engine output (International Railway Union—U.I.C. rating). Includes power for propulsion and auxiliaries.

Gauge—Designed for all gauges from 1 meter to 5 ft. 6 in. (1.676 m.).

Wheel arrangement—B-B. (AAR designation); 0440 (common designation).

Nominal locomotive weight—With lightweight underframe and bogies, fully loaded, no modifications, 72,045 kg. (158,830 lbs.). With standard-gauge bogies, fully loaded, no modifications, 74,191 kg. (163,550 lbs.).

Fuel capacity—2840 ltr. (750 U.S. gal.).

Sand capacity—.255 cu. m. (9 cu. ft.).

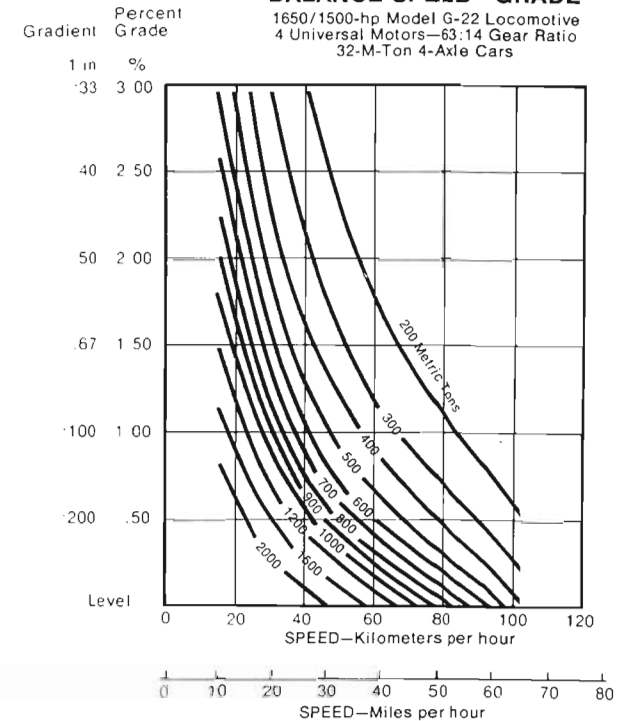
Cooling water capacity—681 ltr. (180 U.S. gal.).

Lubricating oil capacity—625 ltr. (165 U.S. gal.).

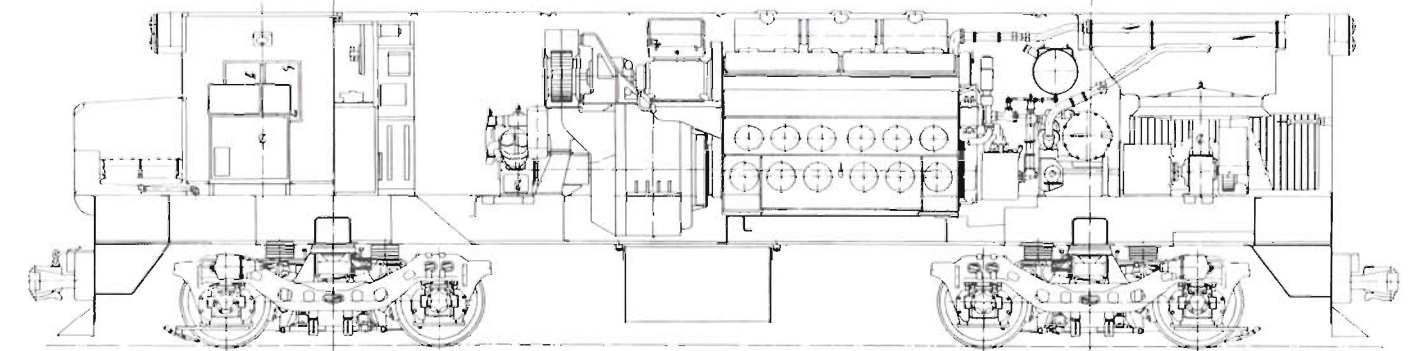
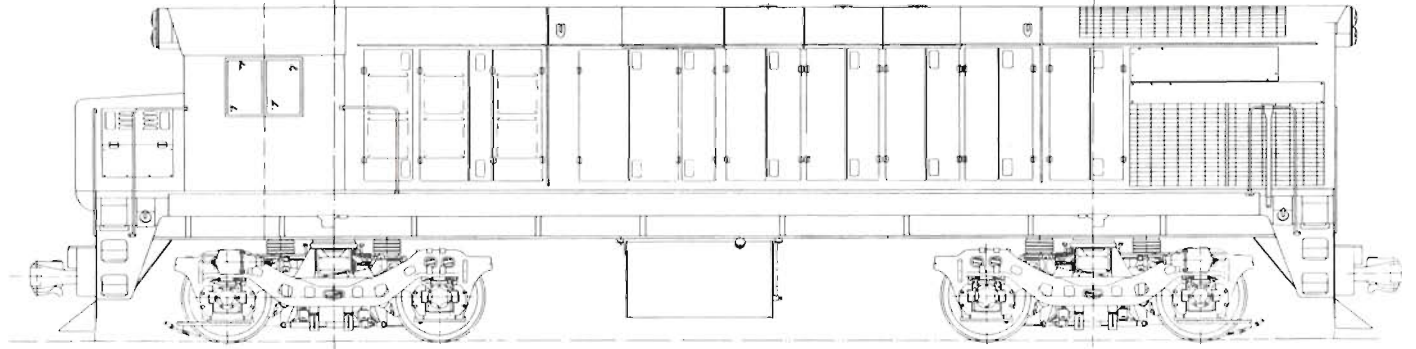
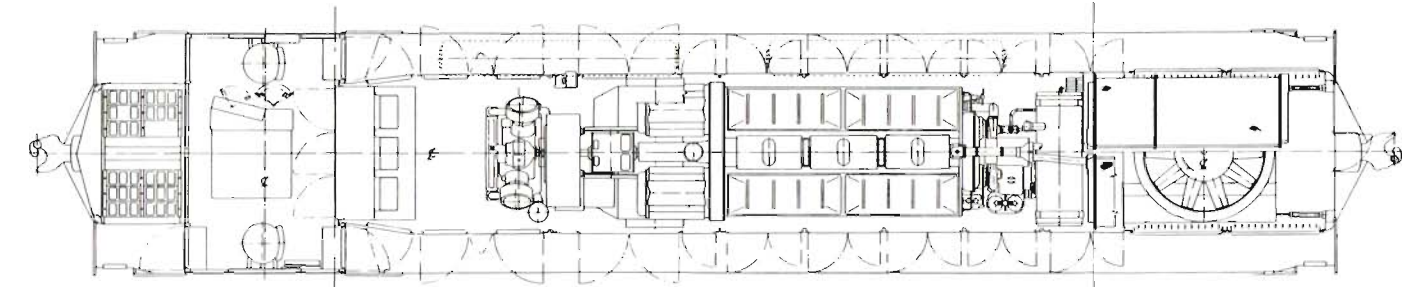
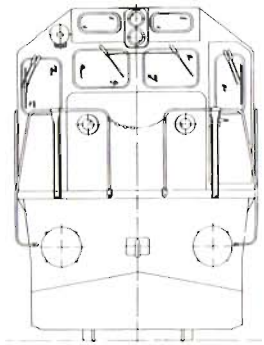
Clearances—Truck swing designed for 30° curve of 58.82-m. (193-ft.) radius. Certain options and modifications may have an effect on minimum curve radius and/or overall locomotive clearances.

BALANCE SPEED—GRADE

1650/1500-hp Model G-22 Locomotive
4 Universal Motors—63:14 Gear Ratio
32-M-Ton 4-Axle Cars



Continuous Tractive Effort & Maximum Speed									
1650/1500-hp G-22 Locomotive									
	Broad-Gauge Motors				Universal-Gauge Motors				
Gear Ratio	62:15	61:16	60:17	59:18	63:14	62:15	61:16	60:17	
Cont. T.E.—Kilos	17,600	16,235	15,020	13,960	15,130	13,900	12,820	11,860	
Cont. T.E.—Lbs.	38,800	35,790	33,110	30,770	33,360	30,640	28,260	26,140	
Max. Speed—KPH	105	114	124	134	100	105	114	124	
Max. Speed—MPH	65	71	77	83	60	65	71	77	



Major dimensions

Distance from end sill to centerline of bolster—2.743 m. (9 ft.).

Distance between bolster centers—8.687 m. (28 ft. 6 in.).

Distance over end sills—14.173 m. (46 ft. 6 in.).

Bogie wheel base—2.438 m. (8 ft.).

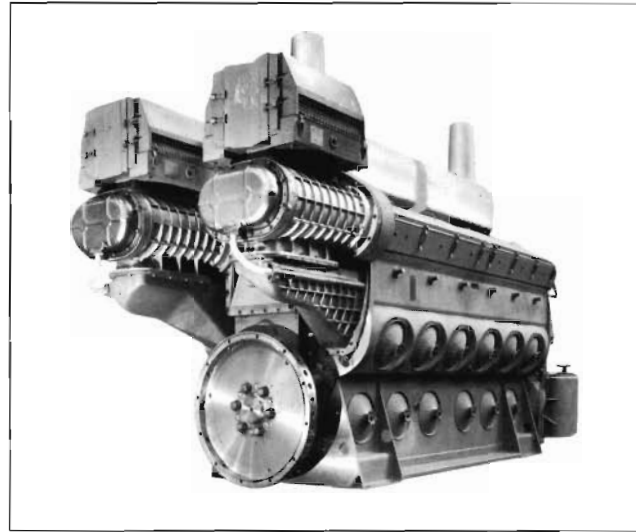
Width over handholds—2.819 m. (9 ft. 3 in.).

Overall height—3.833 m. (12 ft. 6¹/₈ in.).

Wheel diameter—1.016 m. (40 in.).

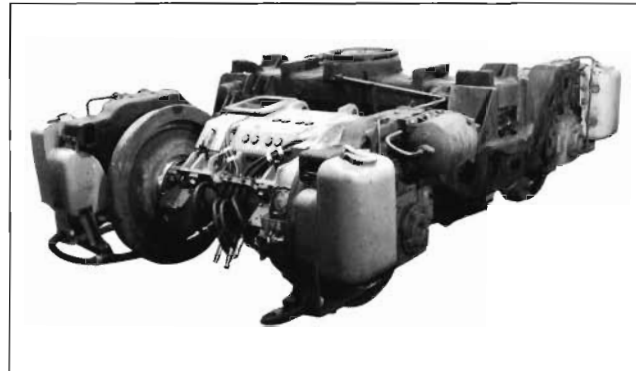
Basic Locomotive—with typical modifications

Engine: General Motors 12-cyl. 645 diesel engine developing 1650 ghp. Bore 230 mm. (9 $\frac{1}{8}$ in.), stroke 254 mm. (10 in.). Unit injection. Roots blower scavenging through cylinder wall intake and multivalve exhaust. Water-cooled cylinder liners and heads, oil-cooled pistons, induction-hardened crankshaft, drop-forged connecting rods, and full-floating piston assembly.



12-cylinder 645 diesel engine.

Major options; Locomotive available with lightweight underframe and bogies and universal motors (L model). Locomotive available with standard underframe and standard Flexicoil bogies.



Standard Flexicoil bogie



Electro-Motive Division

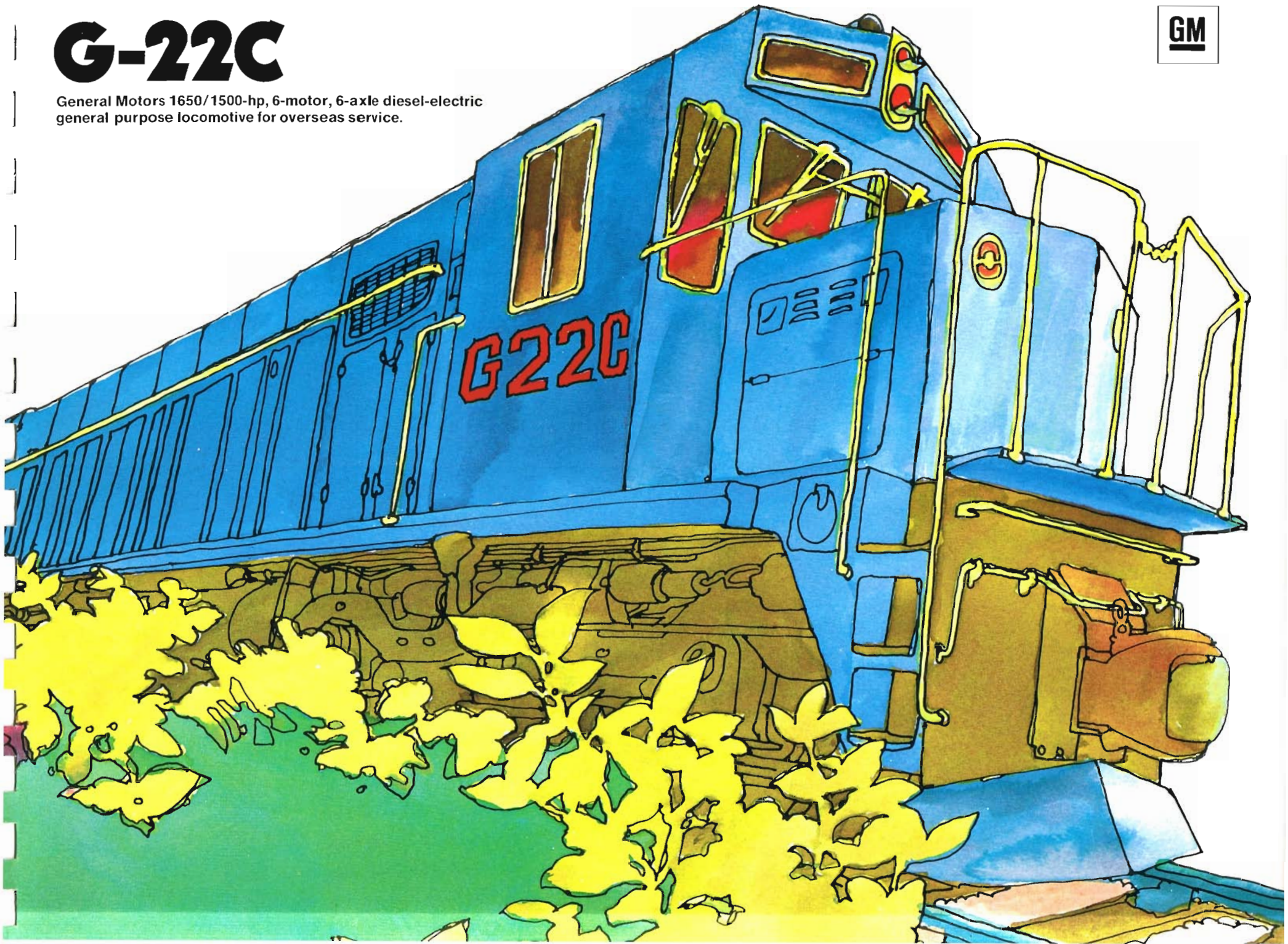
La Grange, Illinois 60525 USA

TELEX: 0728304

CABLE: ELMO DIV

G-22C

General Motors 1650/1500-hp, 6-motor, 6-axle diesel-electric general purpose locomotive for overseas service.



G-22C

1650/1500-hp, 6-motor, 6-axle diesel-electric general purpose locomotive for overseas service.

The G-22C locomotive from General Motors offers 1650 gross horsepower, with 1500 horsepower for traction. The horsepower is delivered from the proven General Motors 645 diesel engine, which has evolved from the famed GM 567 diesel.

The generator and traction motors of the G-22C locomotive are carefully matched to the 645 engine for maximum performance with GM's typically low maintenance.

The G-22C is suited for universal passenger, freight, transfer and switching service.

General Specifications

Engine—GM 12-cylinder 645 diesel. 2 cycle blower scavenged.

Traction horsepower—1500-hp continuous input to the main generator for propulsion.

Gross horsepower—1650-hp continuous engine output (International Railway Union—U.I.C. rating). Includes power for propulsion and auxiliaries.

Gauge—Designed for all gauges from 3 ft. (.914 m.) to 5 ft. 6 in. (1.676 m.).

Wheel arrangement—C-C (AAR designation); 0660 (common designation).

Nominal locomotive weight—With lightweight underframe and bogies, fully loaded, no modifications, 84,370 kg. (186,000 lb.). With standard-gauge bogies, fully loaded, no modifications, 89,268 kg. (196,800 lb.).

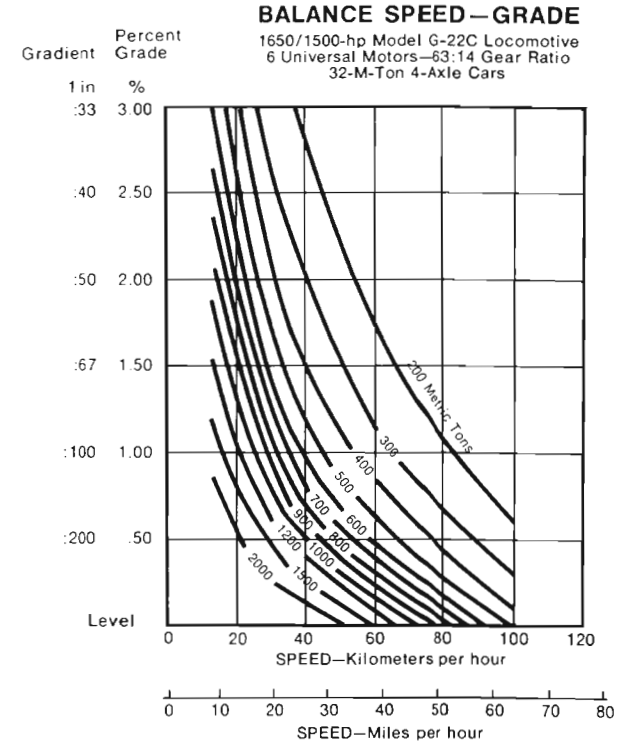
Fuel capacity—2840 ltr. (750 U.S. gal.).

Sand capacity—.255 cu. m. (9 cu. ft.).

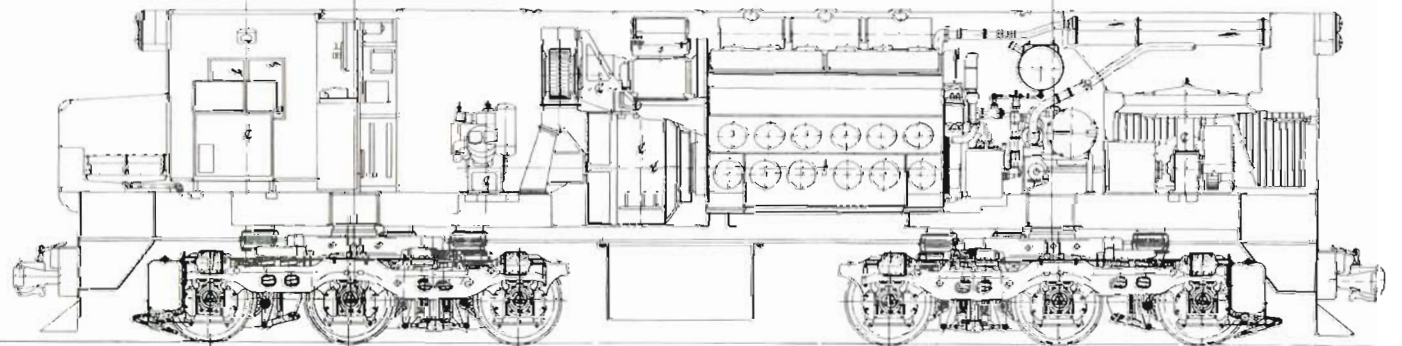
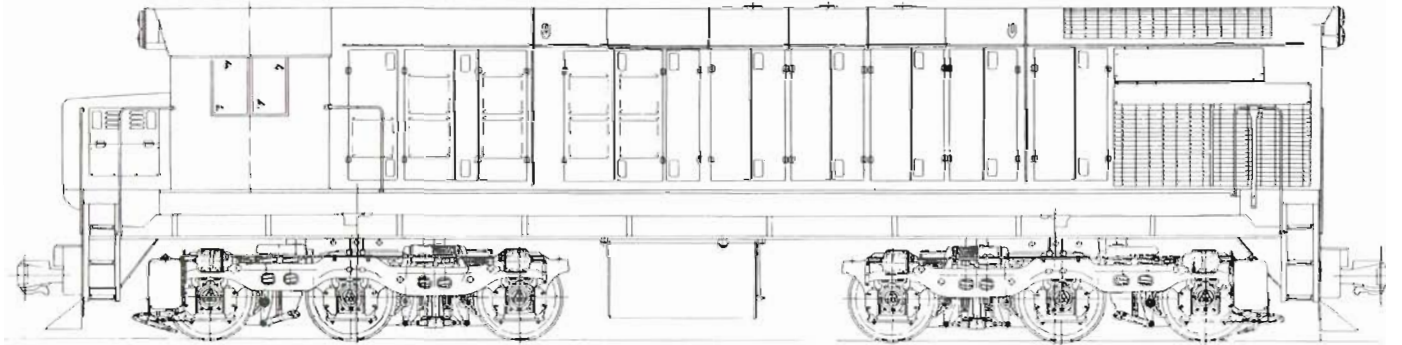
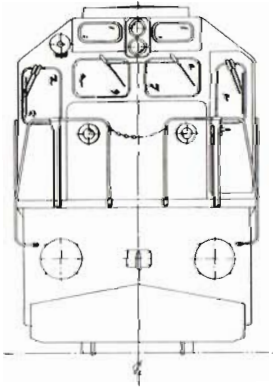
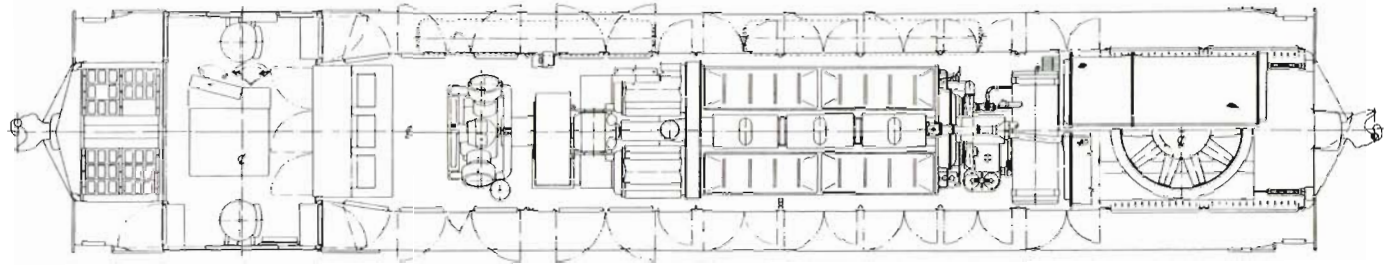
Cooling water capacity—681 ltr. (180 U.S. gal.).

Lubricating oil capacity—625 ltr. (165 U.S. gal.).

Clearances—Truck swing designed for 21° curve of 83.5-m. (274-ft.) radius. Certain options and modifications may have an effect on minimum curve radius and/or overall locomotive clearances.



Continuous Tractive Effort & Maximum Speed												
1650/1500-hp Model G-22C Locomotive												
Broad-Gauge Motors					Universal-Gauge Motors				Three Foot Gauge Motors			
Gear Ratio	62:15	61:16	60:17	59:18	63:14	62:15	61:16	60:17	63:14	62:15	61:16	60:17
Cont. T.E.—Kilos	26,400	24,350	22,530	20,930	22,970	21,090	19,460	18,000	16,660	15,300	14,110	13,050
Cont. T.E.—Lbs.	58,200	53,690	49,670	46,150	50,640	46,510	42,900	39,690	36,720	33,720	31,110	28,780
Cont. Speed—KPH	11.6	12.6	13.5	14.6	14.0	15.3	16.6	17.9	19.8	21.6	23.3	25.3
Cont. Speed—MPH	7.2	7.8	8.4	9.1	8.7	9.5	10.3	11.1	12.3	13.4	14.5	15.7
Max. Speed—KPH	105	114	124	134	100	105	114	124	100	105	114	124
Max. Speed—MPH	65	71	77	83	60	65	71	77	60	65	71	77



Major Dimensions

Distance from end sill to centerline of bolster—cab end 3.2 m. (10 ft. 6 in.); hood end 2.997 m. (9 ft. 10 in.).

Distance between bolster centers—9.195 m. (26 ft. 2 in.).

Distance over end sills—14.173 m. (46 ft. 6 in.).

Bogie wheel base—3.708 m. (12 ft. 2 in.).

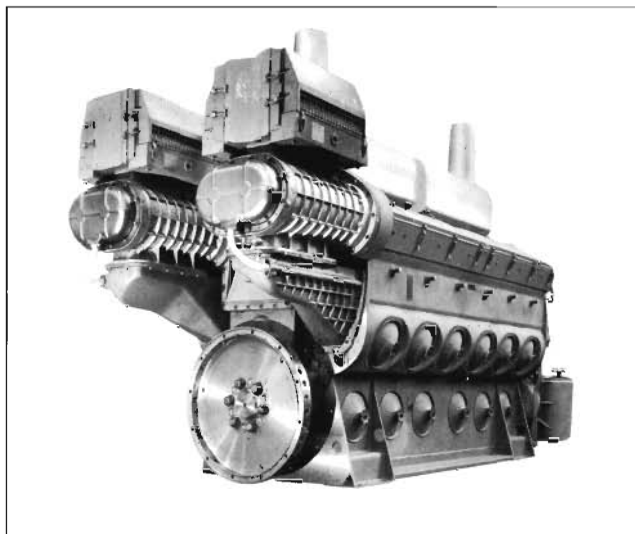
Width over handholds—2.819 m. (9 ft. 3 in.).

Overall height—3.827 m. (12 ft. 6¹/₈ in.).

Wheel diameter—1.016 m. (40 in.).

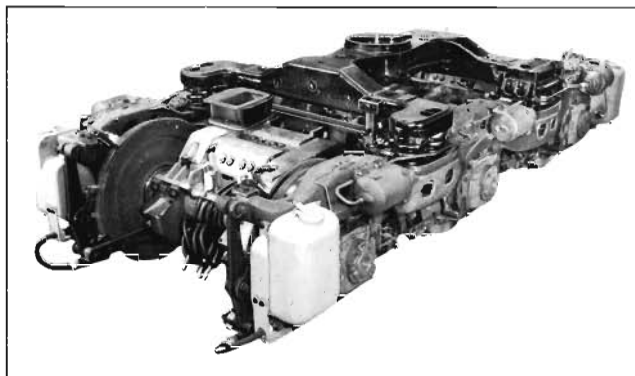
Basic Locomotive with typical modifications

Engine: General Motors 12-cyl. 645 diesel engine developing 1650 ghp. Bore 230 mm. (9 $\frac{1}{8}$ in.), stroke 254 mm. (10 in.). Unit injection. Blower scavenging through cylinder wall intake and multivalve exhaust. Water-cooled cylinder liners and heads, oil-cooled pistons, induction-hardened crankshaft, drop-forged connecting rods, and full-floating piston assembly.



12-cylinder 645 diesel engine.

Major Options: Locomotive available with lightweight underframe and bogies. Locomotive also available with standard underframe and bogies.



Standard Flexicoil bogie.



Electro-Motive Division

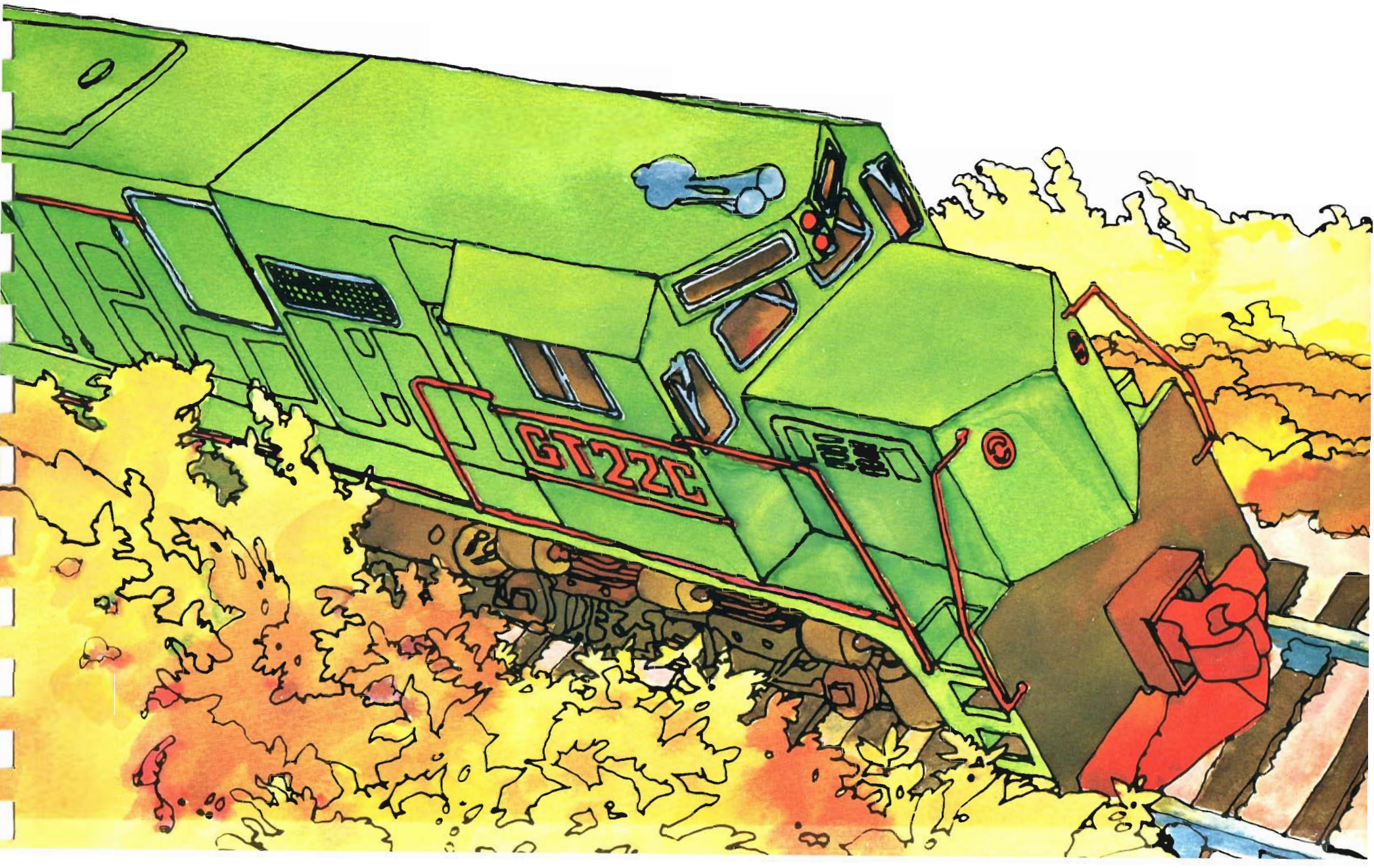
La Grange, Illinois 60525 USA

TELEX: 0728304

CABLE: ELMO DIV

GT-22C

General Motors 2475/2250-hp 6-motor, 6-axle diesel-electric general purpose locomotive for overseas service.



GT-22C

2475/2250-hp 6-motor, 6-axle diesel-electric general purpose locomotive for overseas service.

The GT-22C locomotive from General Motors is the turbocharged version of the G-22C locomotive. It offers 2475 gross horsepower with 2250 horsepower for traction. The horsepower is delivered from a turbocharged version of the General Motors 645 diesel engine, which has evolved from the famed GM 567 diesel.

The locomotive's generator and traction motors are carefully matched to the turbocharged engine for maximum performance with GM's typically low maintenance.

The GT-22C is suited for freight, passenger, switching, transfer or mixed traffic that requires high power and light axle loading.

General Specifications

Engine—GM 12-cylinder 645 diesel, 2-cycle turbocharged.

Traction horsepower—2250-hp continuous input to the main generator for propulsion.

Gross horsepower—2475-hp continuous engine output (International Railway Union—U.I.C. rating). Includes power for propulsion and auxiliaries.

Gauge—Designed for all gauges from one meter to 5 ft. 6 in. (1.676 m.).

Wheel arrangement—C-C (AAR designation); 0660 (common designation).

Nominal locomotive weight—With six universal-gauge motors, fully loaded, no modifications, 96,546 kg. (212,850 lb.); with six broad-gauge motors, fully loaded, no modifications, 101,880 kg. (224,600 lb.).

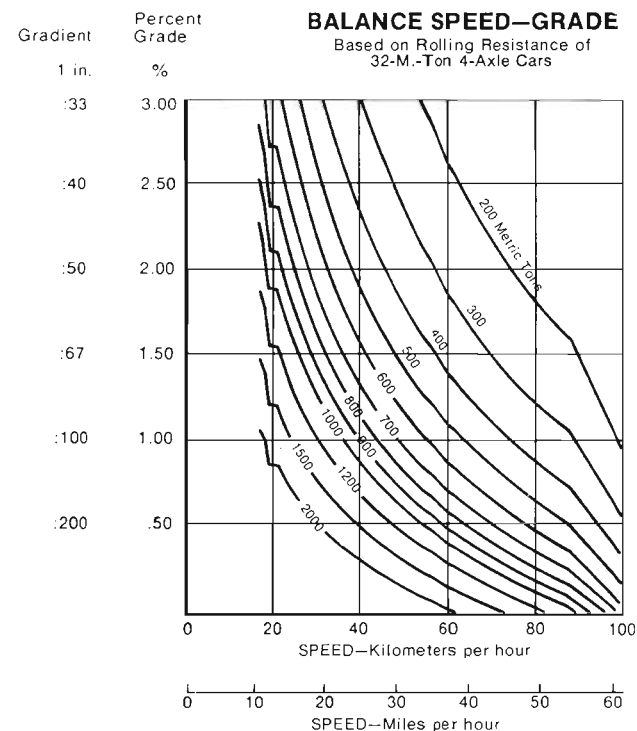
Fuel capacity—2340 ltr. (750 U.S. gal.).

Sand capacity—0.255 cu. m. (9 cu. ft.).

Cooling water capacity—681 ltr. (180 U.S. gal.).

Lubricating oil capacity—625 ltr. (165 U.S. gal.).

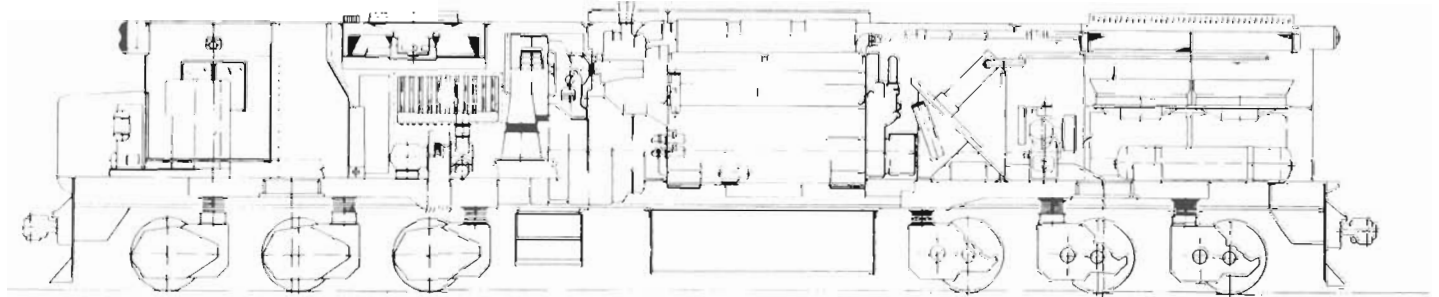
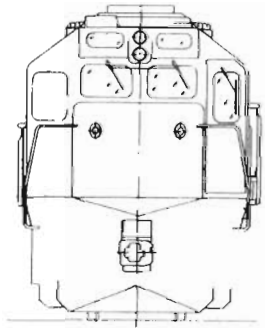
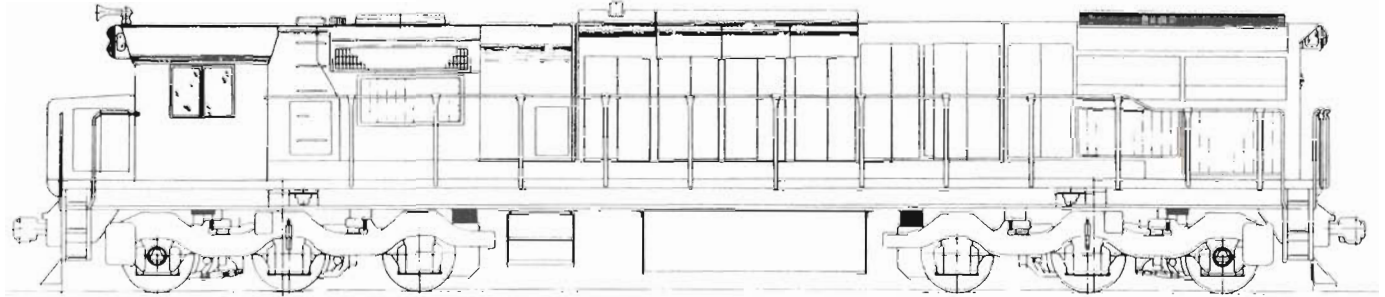
Clearances—Bogie swing designed for 27° curve of 64.92 m. (213 ft.) radius. Certain options and modifications may have an effect on minimum curve radius and/or overall locomotive clearances.



Continuous Tractive Effort & Maximum Speed

2475/2250-hp Model GT-22C Locomotive

	Broad-Gauge Motors				Universal-Gauge Motors			
	62:15	61:16	60:17	59:18	63:14	62:15	61:16	60:17
Cont. T.E.—Kilos	26,240	24,210	22,390	20,810	22,790	20,930	19,310	17,860
Cont. T.E.—Lbs.	57,840	53,360	49,360	45,870	50,250	46,150	42,570	39,380
Max. Speed—KPH	105	114	124	133	97	105	114	124
Max. Speed—MPH	65	71	77	83	60	65	71	77



Basic locomotive with typical modifications.

Major Dimensions

Distance from end sill to centerline of bolster—3.0480 m. (10 ft.).

Distance between bolster centers—11.2776 m. (37 ft.).

Distance over end sills—17.3736 m. (57 ft.).

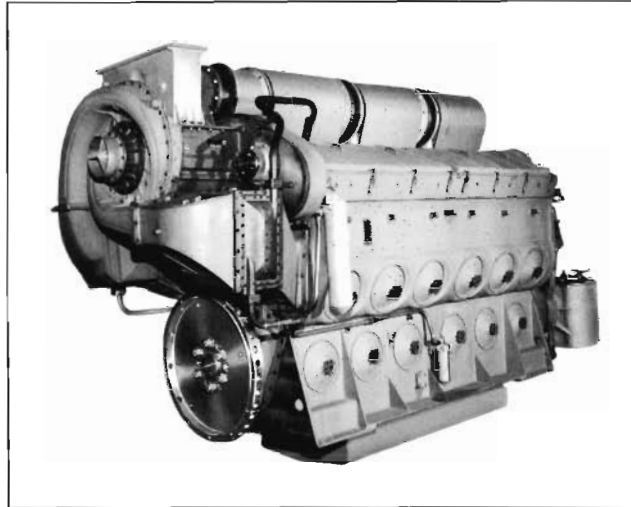
Bogie wheel base—3.632 m. (11 ft. 11 in.).

Width over handholds—2.819 m. (9 ft. 3 in.). Becomes 2.896 m. (9 ft. 6 in.) on locomotives of wider than 4 ft. 8½ in. gauge (1435 mm).

Overall height—4.0322 m. (13 ft. 2¾ in.).

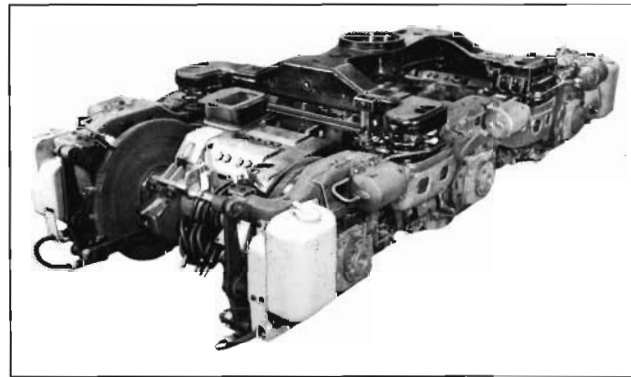
Wheel diameter—1.016 m. (40 in.).

Engine: General Motors 12-cylinder turbocharged 645 diesel engine developing 2475 ghp. Bore 230 mm. (9 $\frac{1}{4}$ in.), stroke 254 mm. (10 in.). Unit injection. Turbocharger scavenging through cylinder wall intake and multivalve exhaust. Water-cooled cylinder liners and heads, oil-cooled pistons, induction-hardened crankshaft, drop-forged connecting rods, and full-floating piston assembly.



Turbocharged 12-cylinder 645 diesel engine.

Major Options: Locomotive available with lightweight underframe and bogies. Locomotive also available with standard underframe and bogies.



Standard Flexicoil bogie



Electro-Motive Division

La Grange, Illinois 60525 USA

TELEX: 0728304

CABLE: ELMO DIV

G-26C

General Motors 2200/2000-hp 6-motor, 6-axle diesel-electric general purpose locomotive for overseas service.

GM



G-26C

2200/2000-hp, 6-motor, 6-axle diesel-electric general purpose locomotive for overseas service.

The G-26C locomotive from General Motors offers 2200 gross horsepower, with 2000 horsepower for traction. The horsepower is delivered from the General Motors 645 diesel engine, which has evolved from the famed GM 567 diesel.

The generator and traction motors of the G-26C locomotive are carefully matched to the 645 engine for maximum performance with GM's typically low maintenance.

The G-26C is suited for universal passenger, freight, transfer and switching service.

General specifications

Engine—GM 16-cylinder, 645 diesel, 2 cycle, blower-scavenged.

Traction horsepower—2000-hp continuous input to the main generator for propulsion.

Gross horsepower—2200-hp continuous engine output (International Railway Union—U.I.C. rating). Includes power for propulsion and auxiliaries.

Gauge—Designed for all gauges 1 meter to 5 ft. 6 in. (1.676 m.).

Wheel arrangement—C-C (AAR designation); 0660 (common designation).

Nominal locomotive weight—With lightweight underframe and bogies, fully loaded, no modifications, 87,953 kg. (193,900 lbs.).
With standard-gauge bogies, fully loaded, no modifications, 94,984 kg. (209,900 lbs.).

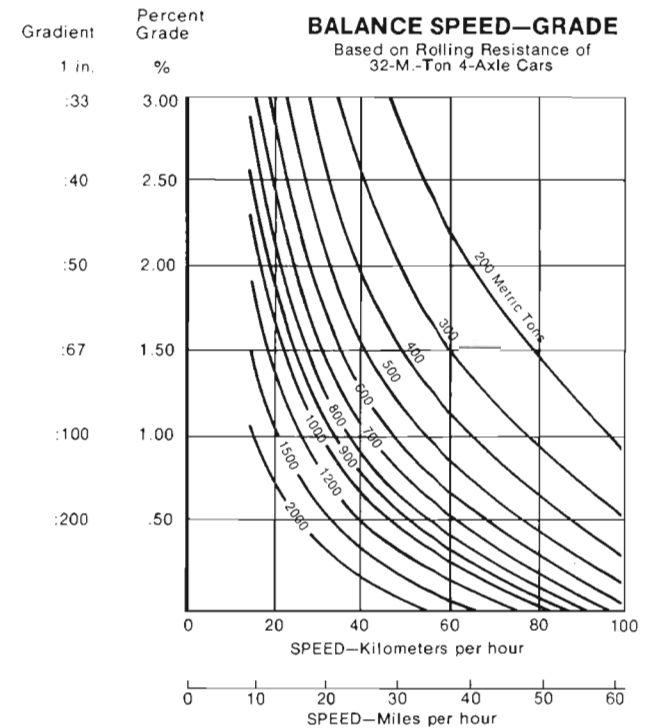
Fuel capacity—2840 ltr. (750 U.S. gal.).

Sand capacity—0.255 cu. m. (9 cu. ft.).

Cooling water capacity—832 ltr. (220 U.S. gal.).

Lubricating oil capacity—757 ltr. (200 U.S. gal.).

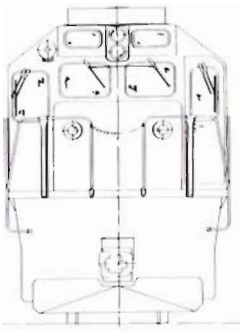
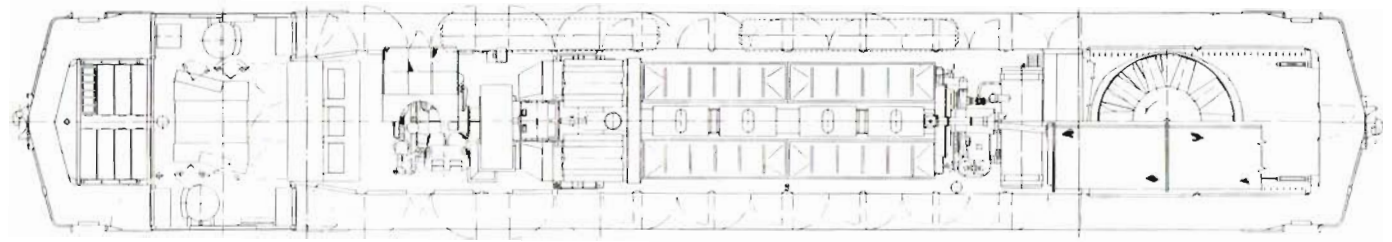
Clearances—Truck swing designed for 21° curve of 83.515 m. (274 ft.) radius. Certain options and modifications may have an effect on minimum curve radius and/or overall locomotive clearances.



Continuous Tractive Effort & Maximum Speed

2200/2000-hp Model G-26C Locomotive

	Broad-Gauge Motors				Universal-Gauge Motors			
	62:15	61:16	60:17	59:18	63:14	62:15	61:16	60:17
Cont. T.E.—Kilos	26,290	24,250	22,435	20,850	22,860	20,995	19,370	17,920
Cont. T.E.—Lbs.	57,960	53,470	49,460	45,960	50,400	46,285	42,700	39,500
Max. Speed—KPH	105	114	124	133	97	105	114	124
Max. Speed—MPH	65	71	77	83	60	65	71	77



Major dimensions

Distance from end sill to centerline of bolster—2.997 m. (9 ft. 10 in.).

Distance between bolster centers—9.769 m. (32 ft. 5/8 in.).

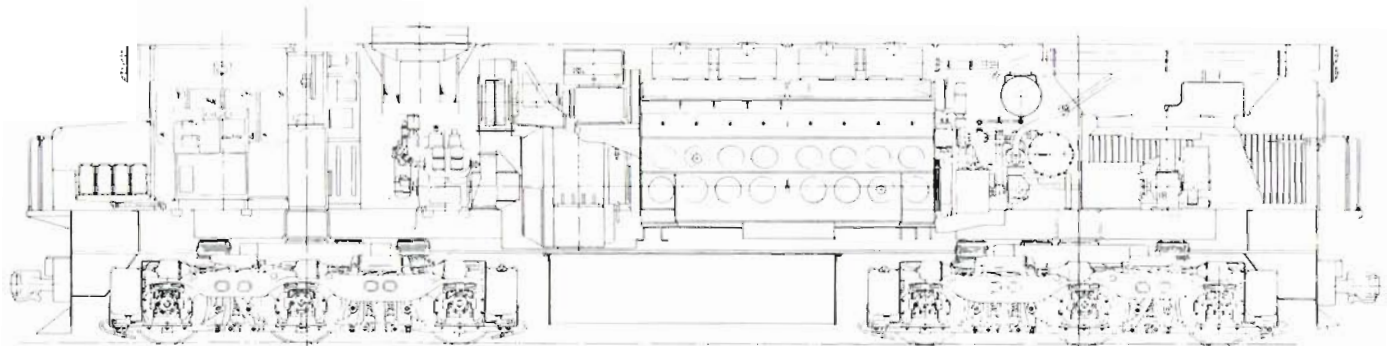
Distance over end sills—15.764 m. (51 ft. 8 5/8 in.).

Bogie wheel base—3.708 m. (12 ft. 2 in.).

Width over handholds—2.819 m. (9 ft. 3 in.). Becomes 2.896 m. (9 ft. 6 in.) on locomotives of wider than 4 ft. 8 1/2 in. gauge (1435 mm).

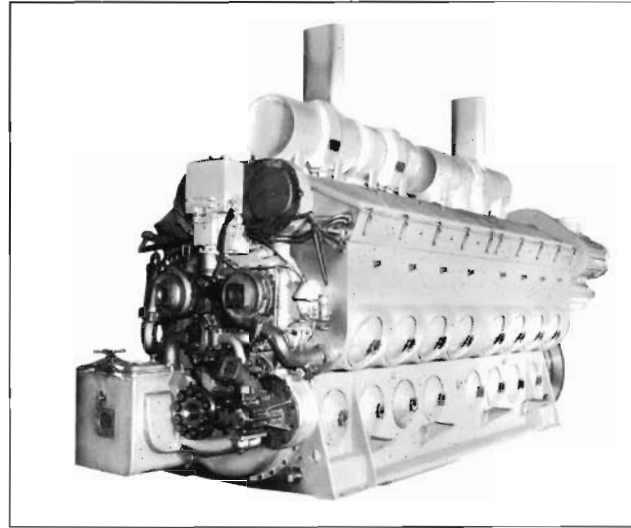
Overall height—3.827 m. (12 ft. 6 1/8 in.).

Wheel diameter—1.016 m. (40 in.).



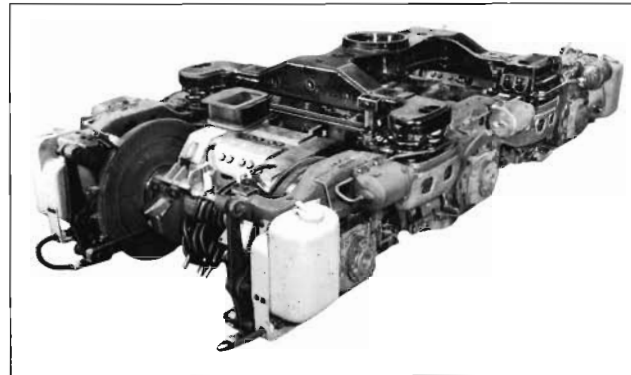
Basic locomotive with typical modifications.

Engine: General Motors 16-cyl. 645 diesel engine developing 2200 ghp. Bore 230 mm. (9 $\frac{1}{8}$ in.) stroke 254 mm. (10 in.). Unit injection. Roots blower scavenging through cylinder wall intake and multivalve exhaust. Water-cooled cylinder liners and heads, oil-cooled pistons, induction-hardened crankshaft, drop-forged connecting rods, and full-floating piston assembly.



16-cylinder 645 diesel engine.

Major options: Locomotive available with lightweight underframe and bogies. Locomotive also available with standard underframe and standard Flexicoil bogies.



Standard Flexicoil bogie.



Electro-Motive Division

La Grange, Illinois 60525 USA

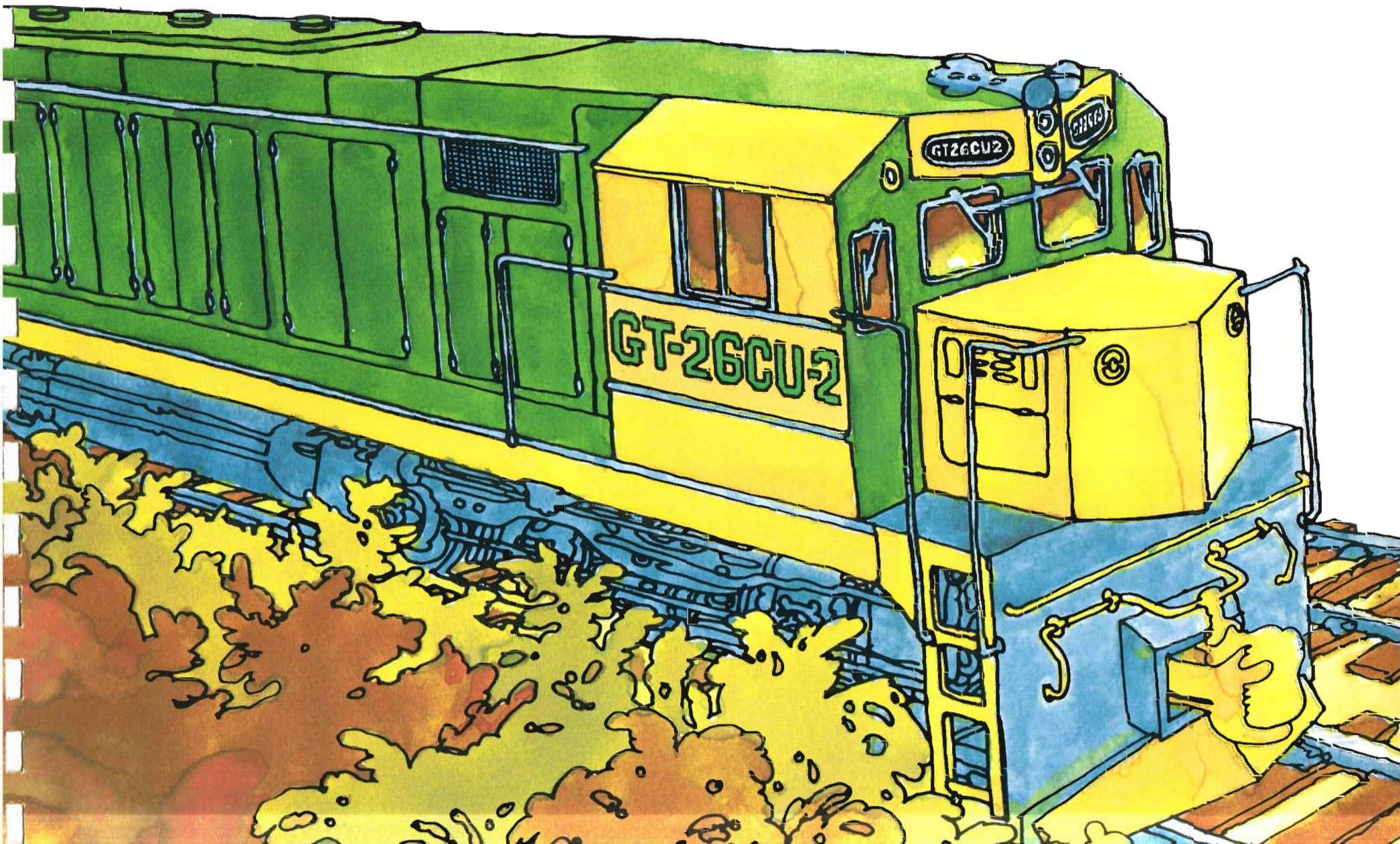
TELEX: 0728304

CABLE: ELMO DIV

GT-26CU-2

General Motors 3000/2700 hp, 6-motor, 6-axle diesel-electric general purpose locomotive for overseas service.

GM



GT-26CU-2

3000/2700 hp, 6-motor, 6-axle diesel-electric general purpose locomotive for overseas service.

The GT-26CU-2 locomotive from General Motors, using universal motors, offers 3000 gross horsepower, with 2700 horsepower for traction. The horsepower is delivered from the proven General Motors 16-cylinder 645 turbocharged diesel engine which has evolved from the famed GM 567 diesel.

The generator and traction motors of the GT-26CU-2 locomotive are carefully matched to the 16-645 turbocharged engine for maximum performance with GM's typically low maintenance.

The GT-26CU-2 is ideally suited for universal passenger, freight, transfer and switching service on railways of one meter to 1.676 m (5'6") gauge.

General Specifications

Engine—GM turbocharged 16-cylinder 645 2 cycle diesel.

Traction horsepower—2700 hp continuous input to the main generator for propulsion.

Gross horsepower—3000 hp continuous engine output (International Railway Union—UIC rating). Includes power for propulsion and auxiliaries.

Gauge—designed for all gauges from 1 meter to 1.676 m (5'6").

Wheel arrangement—CC (AAR designation); 0660 (common designation).

Nominal locomotive weight—with standard underframe and bogies, six universal gauge motors, fully loaded, no modifications, 105,510 kg (232,604 lbs).

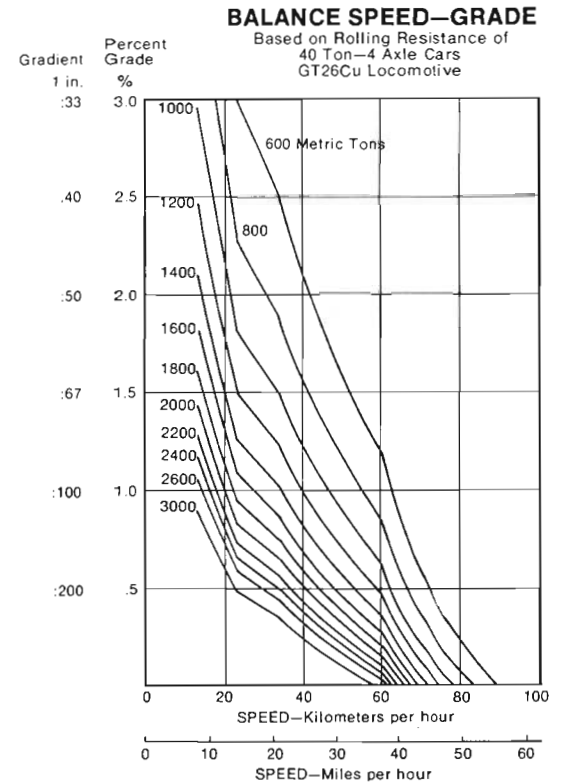
Fuel capacity—6050 ltr (1600 U.S. gal).

Sand capacity—255 cu m (9 cu ft).

Cooling water capacity—117 ltr (295 U.S. gal).

Lubricating Oil—920 ltr (243 U.S. gal).

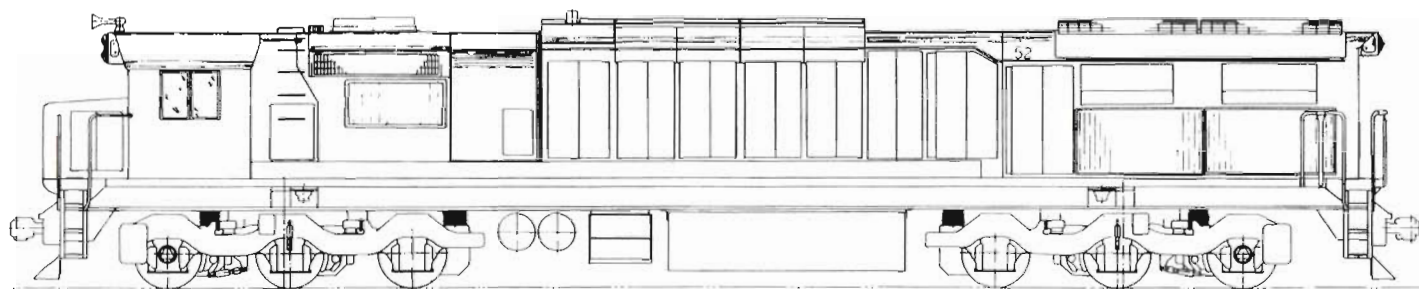
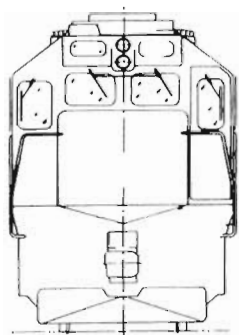
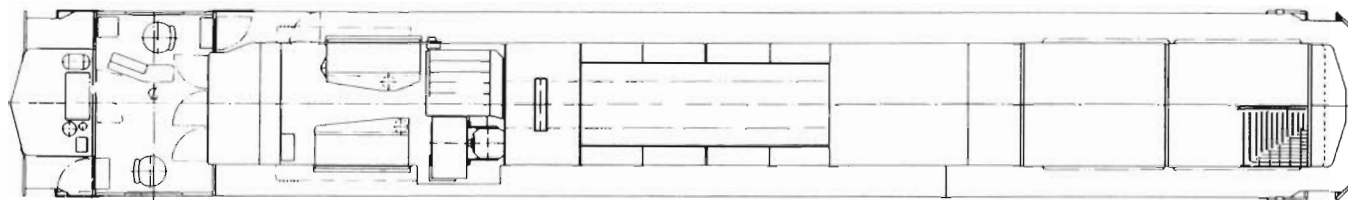
Clearances—truck swing designed for 24° curve of 71.93 m (236 ft) radius. Certain options and modifications may have an effect on minimum curve radius and/or overall locomotive clearances.



Continuous Tractive Effort & Maximum Speed

3000/2700 HP Model GT-26CU-2 Locomotive

Gear Ratio	62:15	61:16	60:17	59:18
Cont. T.E.—Kilos	21,205	19,560	18,100	16,815
Cont. T.E.—Lbs.	46,750	43,120	39,900	37,070
Cont. Speed—KPH	23.8	25.8	27.9	30.0
Cont. Speed—MPH	14.8	16.1	17.3	18.7
Max. Speed—KPH	105	114	124	134
Max. Speed—MPH	65	71	77	83



Major Dimensions

Distance from end sill to centerline of
bolster—cab end 3.352 m (11 ft);
hood end—3.658 m (12 ft)

Distance between bolster centers—
12.497 m (41 ft)

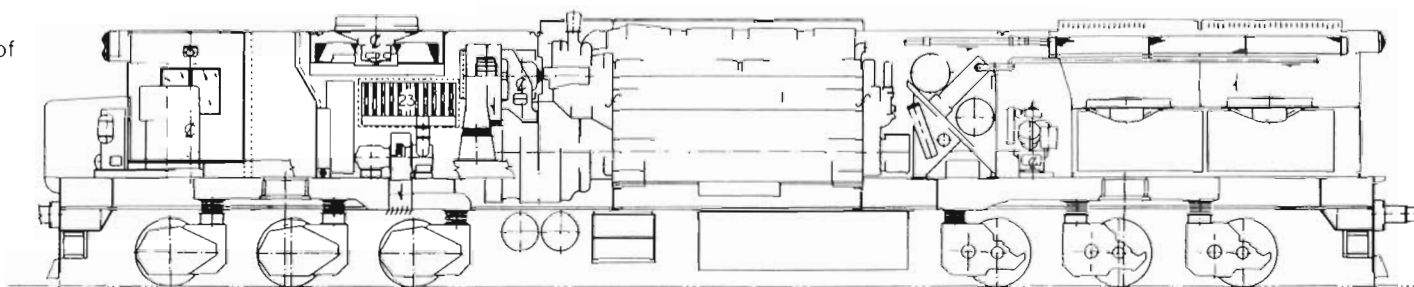
Distance between end sills—
19.507 m (64 ft)

Six wheel truck wheelbase—
3.632 m (11'11")

Width over hand holds—2.819 m
(9'3")

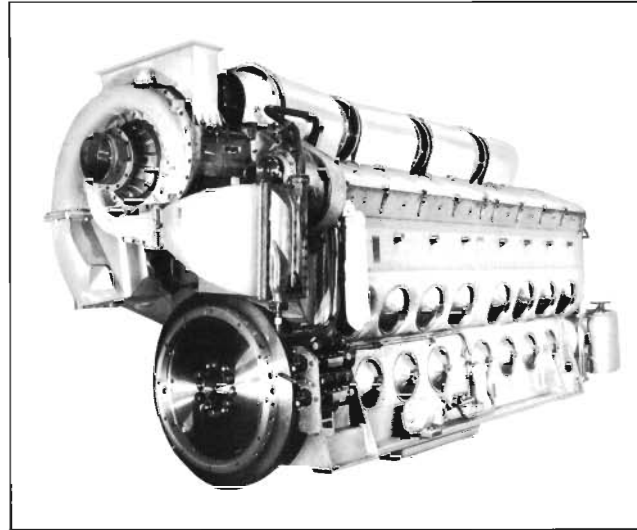
Overall height over exhaust stack
collar—4.105 m (13'5½")

Driving wheel diameter 1.016 m
(40 in)



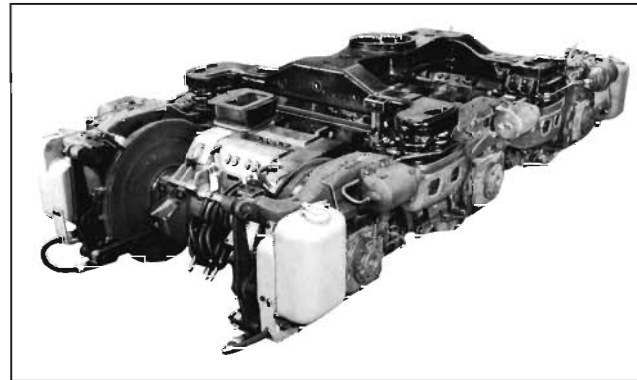
Basic locomotive with typical modifications

Engine: General Motors 16-645 proven turbocharged diesel engine having a bore of 230 mm (9 $\frac{1}{8}$ in.), and a stroke of 254 mm (10 in.). Unit injection, turbocharger scavenging through cylinder wall intake and multi-valve exhaust. Water-cooled cylinder liners and heads, oil-cooled pistons, induction-hardened crankshaft, drop-forged connecting rods, and full-floating piston assembly.



16-cylinder 645 turbocharged diesel engine

Locomotive only available with standard underframe and gauge Flexicoil bogies.



Standard Flexicoil bogie used on GT26CU-2



Electro-Motive Division

La Grange, Illinois 60525 USA

TELEX: 0728304

CABLE: ELMO DIV

GT-26CW

General Motors 3300/3000-hp, 6-motor, 6-axle diesel-electric general purpose locomotive for overseas service.



GT-26CW

3300/3000-hp, 6-motor, 6-axle diesel-electric general purpose locomotive for overseas service.

The GT-26CW locomotive from General Motors offers 3300 gross horsepower, with 3000 horsepower for traction. The horsepower is delivered from the proven General Motors 16-cylinder 645 turbocharged diesel engine, which has evolved from the famed GM 567 diesel.

The generator and traction motors of the GT-26CW locomotive are carefully matched to the 16-645 turbocharged engine for maximum performance with GM's typically low maintenance.

The GT-26CW is ideally suited for universal passenger, freight, transfer and switching service on railways of 1.435 m. (4 ft. 8½ in.) to 1.676 m. (5 ft. 6 in.) gauge.

General Specifications

Engine—GM turbocharged 16-cylinder 645 2 cycle diesel.

Traction horsepower—3000-hp continuous input to the main generator for propulsion.

Gross horsepower—3300-hp continuous engine output (International Railway Union—U.I.C. rating). Includes power for propulsion and auxiliaries.

Gauge—designed for gauges from 1.435 m. (4 ft. 8½ in.) to 1.676 m. (5 ft. 6 in.).

Wheel arrangement—CC (AAR designation); 0660 (common designation).

Nominal locomotive weight—with standard underframe and bogies, six broad-gauge motors, fully loaded, no modifications, 112,220 kg. (247,400 lbs.).

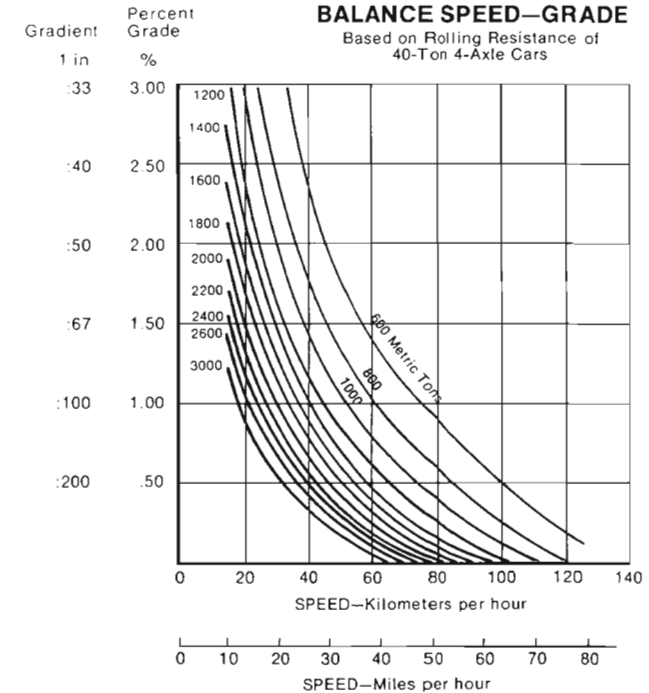
Fuel capacity—6400 ltr. (1700 U.S. gal.).

Sand capacity—.255 cu. m. (9 cu. ft.).

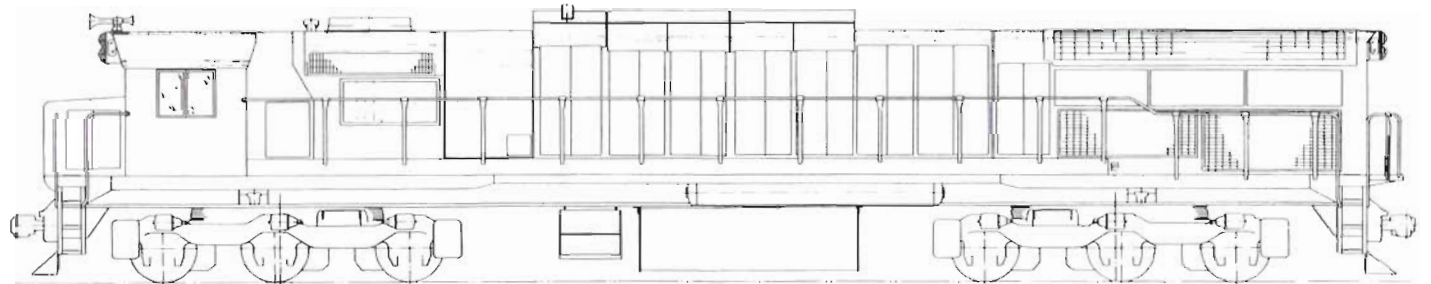
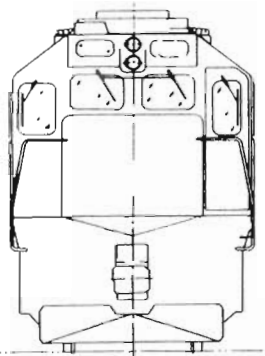
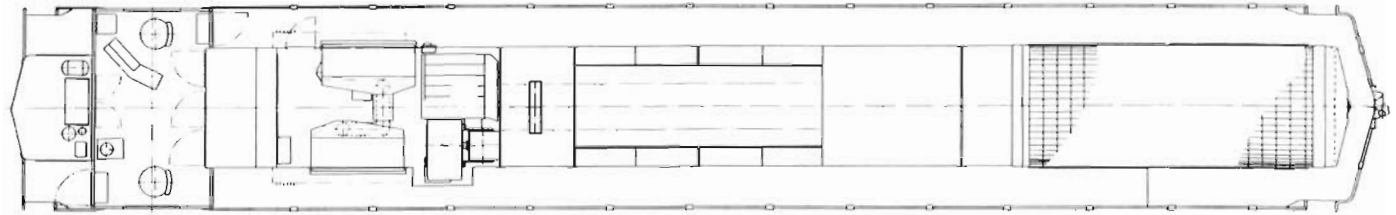
Cooling water capacity—1117 ltr. (295 U.S. gal.).

Lubricating Oil—920 ltr. (243 U.S. gal.).

Clearances—truck swing designed for 21° curve of 83.51-m. (274-ft.) radius. Certain options and modifications may have an effect on minimum curve radius and/or overall locomotive clearances.



Continuous Tractive Effort & Maximum Speed				
3300/3000-hp Model GT-26CW Locomotive				
Gear Ratio	62:15	61:16	60:17	59:18
Cont. T.E.—Kilos	30,490	28,120	26,020	24,180
Cont. T.E.—Lbs.	67,220	62,000	57,360	53,300
Cont. Speed—KPH	22.7	24.6	26.6	28.6
Cont. Speed—MPH	14.1	15.3	16.5	17.8
Max. Speed—KPH	105	114	124	134
Max. Speed—MPH	65	71	77	83



Major Dimensions

Distance from end sill to centerline of
bolster—cab end 3.352 m. (11 ft.);
hood end—3.658 m. (12 ft.).

Distance between bolster centers—
12.497 m. (41 ft.).

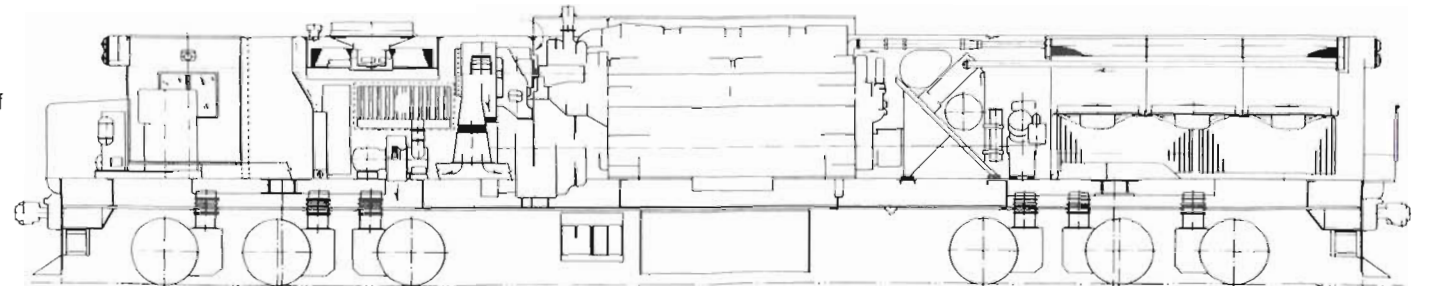
Distance between end sills—
10.507 m. (64 ft.).

Six-wheel truck wheelbase—
3.708 m. (12 ft. 2 in.).

Width over handholds—3.127 m.
(10 ft. 3 7/8 in.).

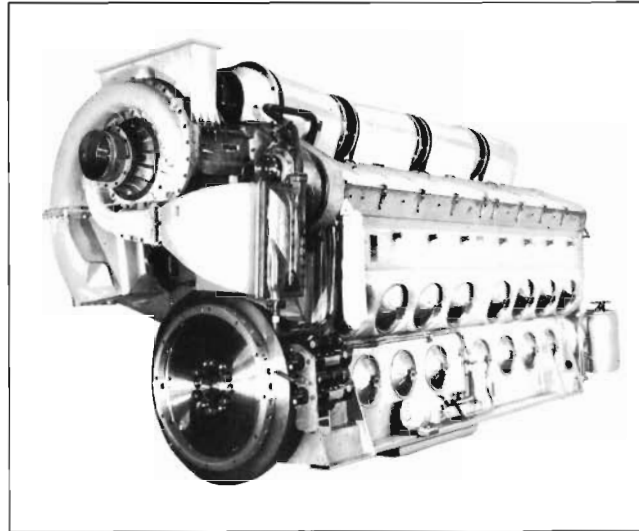
Overall height over exhaust stack
collar—4.242 m. (13 ft. 11 1/2 in.).

Driving wheel diameter 1.016 m.
(40 in.).



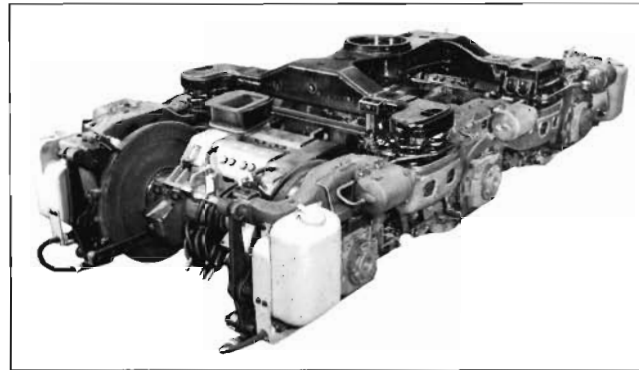
Basic locomotive with typical modifications.

Engine: General Motors 16-645 turbocharged diesel engine developing 3300 ghp. Bore 230 mm. (9 $\frac{1}{8}$ in.), stroke 254 mm. (10 in.). Unit injection, turbocharger scavenging through cylinder wall intake and multi-valve exhaust. Water-cooled cylinder liners and heads, oil-coated pistons, induction-hardened crankshaft, drop-forged connecting rods, and full-floating piston assembly.



16-cylinder 645 turbocharged diesel engine

Locomotive only available with standard underframe and broad-gauge Flexicoil bogies.



Standard Flexicoil bogie used on GT26CW



Electro-Motive Division

La Grange, Illinois 60525 USA

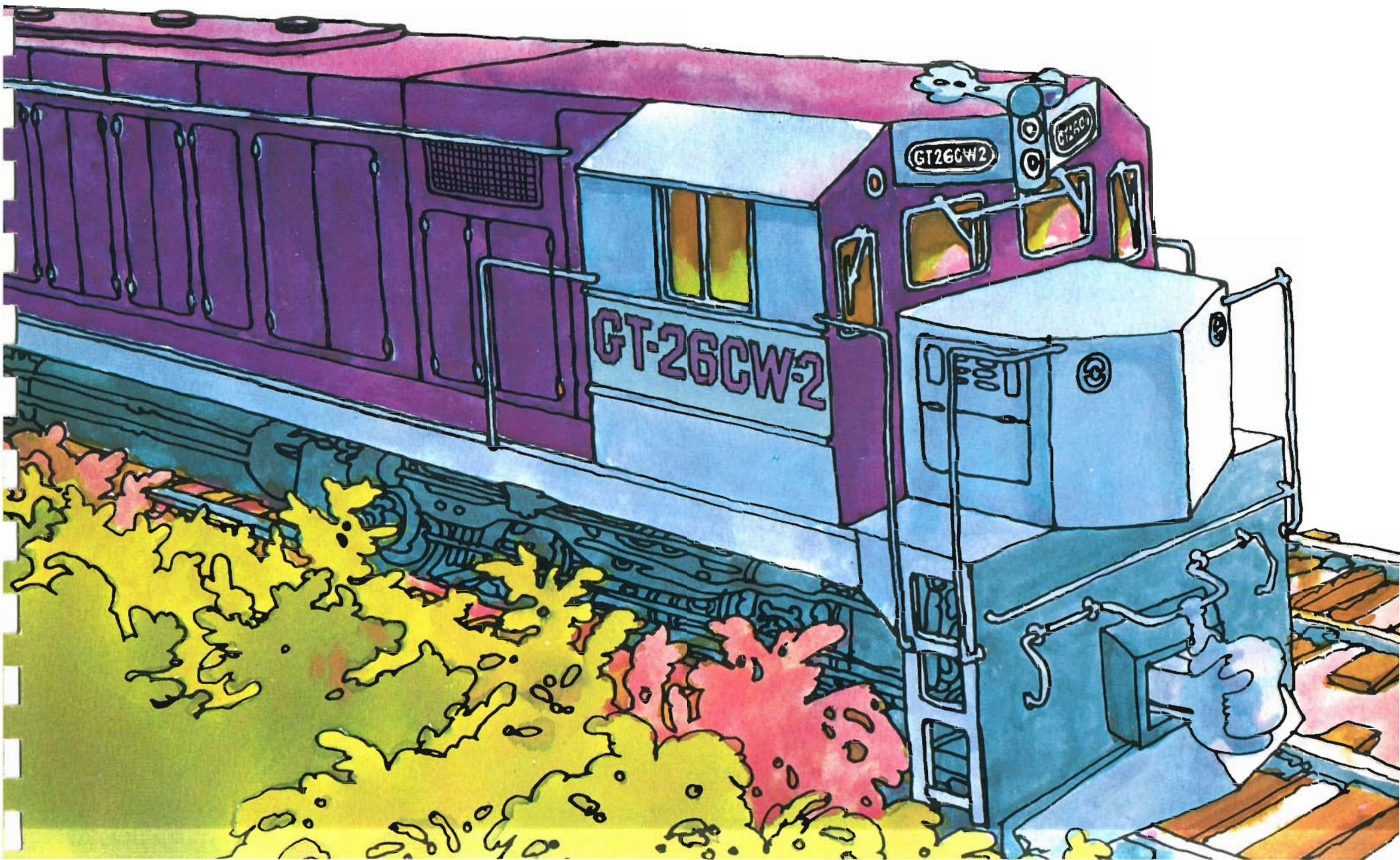
TELEX: 0728304

CABLE: ELMO DIV

GT-26CW-2

General Motors 3300/3000 hp, 6-motor, 6-axle diesel-electric general purpose locomotive for overseas service.

GM



GT-26CW-2

3300/3000 hp, 6-motor, 6-axle diesel-electric general purpose locomotive for overseas service.

The GT-26CW-2 locomotive from General Motors offers 3300 gross horsepower, with 3000 horsepower for traction. The horsepower is delivered from the proven General Motors 16-cylinder 645 turbocharged diesel engine which has evolved from the famed GM 567 diesel.

The generator and traction motors of the GT-26CW-2 locomotive are carefully matched to the new 16-645 engine for maximum performance with GM's typically low maintenance.

The GT-26CW-2 is ideally suited for universal passenger, freight, transfer and switching service on railways of 1.435 m (4'8½") to 1.676 m (5'6") gauge.

General Specifications

Engine—GM turbocharged 16-cylinder 645 2 cycle diesel.

Traction horsepower—3000 hp continuous input to the main generator for propulsion.

Gross horsepower—3300 hp continuous engine output (International Railway Union—UIC rating). Includes power for propulsion and auxiliaries.

Gauge—designed for gauges from 1.435 m (4'8½") to 1.676 m (5'6").

Wheel arrangement—CC (AAR designation); 0660 (common designation).

Nominal locomotive weight—with standard underframe and bogies, six broad gauge motors, fully loaded, no modifications, 110,954 kg (244,631 lbs).

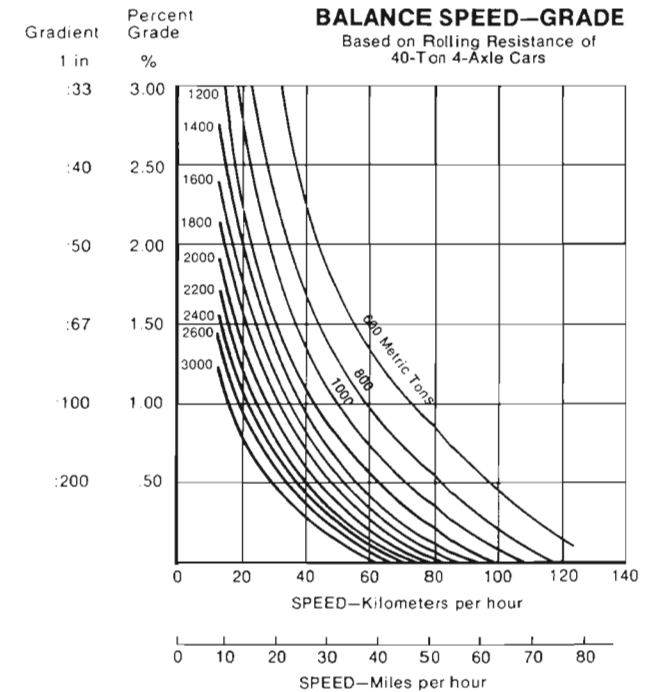
Fuel capacity—6050 ltr (1600 U.S. gal).

Sand capacity—255 cu m (9 cu ft).

Cooling water capacity—1117 ltr (295 U.S. gal).

Lubricating Oil—920 ltr (243 U.S. gal).

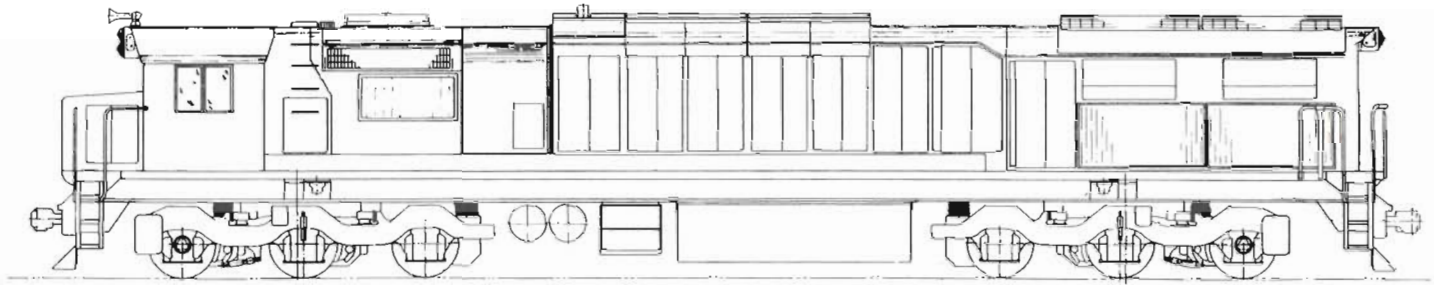
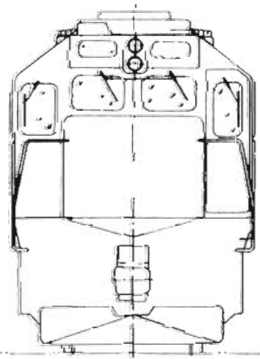
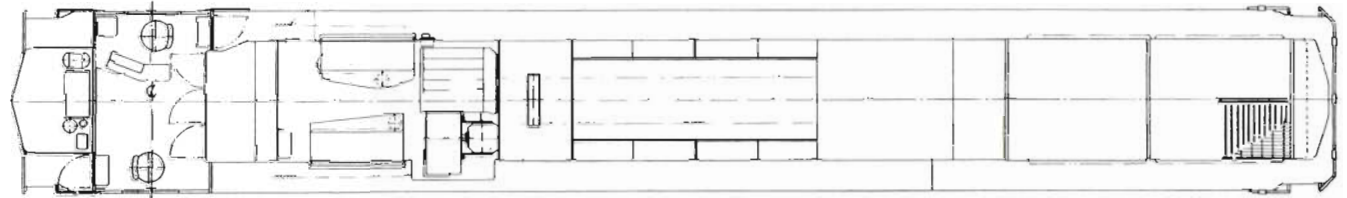
Clearances—truck swing designed for 24° curve of 71.93 m (236 ft) radius. Certain options and modifications may have an effect on minimum curve radius and/or overall locomotive clearances.



Continuous Tractive Effort & Maximum Speed

3300/3000 HP Model GT-26CW-2 Locomotive

Gear Ratio	62:15	61:16	60:17	59:18
Cont. T.E.—Kilos	30,490	28,120	26,020	24,180
Cont. T.E.—Lbs.	67,220	62,000	57,360	53,300
Cont. Speed—KPH	22.7	24.6	26.6	28.6
Cont. Speed—MPH	14.1	15.3	16.5	17.8
Max. Speed—KPH	105	114	124	134
Max. Speed—MPH	65	71	77	83



Major Dimensions

Distance from end sill to centerline of bolster—cab end 3.352 m (11 ft); hood end—3.658 m (12 ft)

Distance between bolster centers—12.497 m (41 ft)

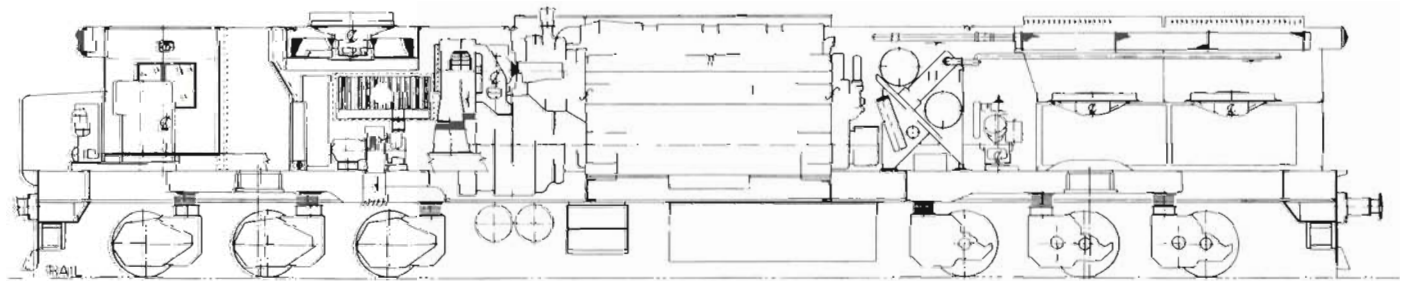
Distance between end sills—10.507 m (64 ft)

Six wheel truck wheelbase—3.632 m (11'11")

Width over hand holds—2.819 m (9'3")

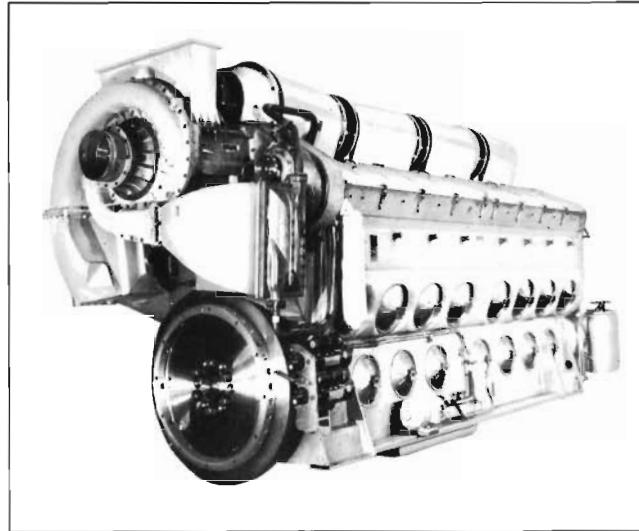
Overall height over exhaust stack collar—4.1054 m (13'5 5/8")

Driving wheel diameter 1.016 m (40 in)



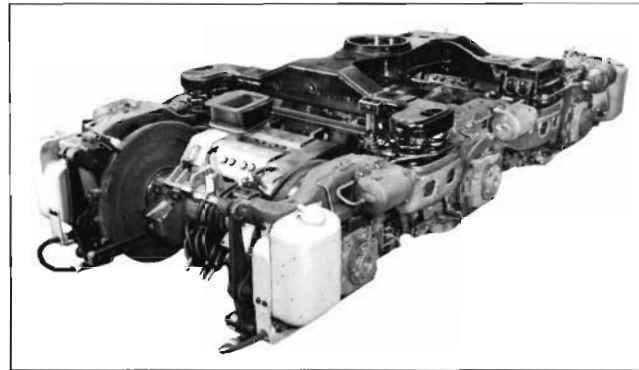
Basic locomotive with typical modifications

Engine: General Motors 16-645 turbocharged diesel engine developing 3300 ghp. Bore 230 mm. (9 $\frac{1}{8}$ in.), stroke 254 mm. (10 in.). Unit injection, turbocharger scavenging through cylinder wall intake and multi-valve exhaust. Water-cooled cylinder liners and heads, oil-coated pistons, induction-hardened crankshaft, drop-forged connecting rods, and full-floating piston assembly.



16-cylinder 645 turbocharged diesel engine

Locomotive only available with standard underframe and broad-gauge Flexicoil bogies.



Standard Flexicoil bogie used on GT26CW



Electro-Motive Division

La Grange, Illinois 60525 USA

TELEX: 0728304

CABLE: ELMO DIV