



DATA SHEET

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Sheet #:	D4g
Title:	DIESEL-ELECTRIC LOCOMOTIVE SPECIFICATIONS
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Originally Compiled by:	Robert J. Jefferys
References:	Modern Railroads, Watson Publishing Co., Chicago, IL, Sept 49, Oct 51, Sept 52,53,54,56 Alco Products, Inc. Baldwin-Lima-Hamilton Corporation, Electro-Motive Division, General Motors Corporation, Fairbanks Morse & Co.
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INTRODUCTION

With the abrupt shift of prototype motive power from steam to internal combustion has come a corresponding increase in the number and variety of diesel-electric-type models available to the hobbyist. This sheet is intended to acquaint the reader with the basic facts about the new form of motive power, to show the progression through various models and to chart the differences, some of which are not externally apparent, between models.

Not all models could be discussed here, since there have been more than 135 to date. Export units, few-of-a-kind specialties and the smaller, industrial-size units have been entirely omitted. Certain details relating to capacity and to make and model of major components are not presented; further information may be obtained by consulting the magazine issues listed under "References". The data does touch, however, upon more than 95% of the diesel-electric units delivered to American line-haul railroads.

NOTES ON TABULATED DATA

Model Numbers (1) B unit for passenger service is substantially same as that for freight service. (2) FL-9 is diesel-electric -- electric type built first for New Haven for operation under 600v. electrification. (4) Known as "Speed Merchant". (4) Also known as "RF-15". (5) Built for F-M by General Electric Co., Erie, Pa., works, and termed "Erie Builts". (6) Also known by specification numbers: RS-11 = DL-701, RSD-18 = DL-702, RSD-15 = DL-600, S-6 = DL-430. (7) Also known as "AS-15". (8) Also known as "AS-415". (9) Also known as "AS-615". (10) Termed "Baby Trainmaster". (11) Termed "Trainmaster"

Horsepower shown is manufacturer's rating. For semi-permanently or permanently coupled multi-unit locomotives, the figure is the total for the several units. Where **Unit** is shown as "A&B", the specifications apply equally to A and B units of the model. Where unit is shown as "A-B", locomotive is a permanently coupled multi-unit. **Wheel Arrangement** : See sheet D9a.2 for method of reading standard Whyte classification of wheel arrangements.

Length shown for multi-units is total for all units as coupled. **Truck centers** for multi-units applies to each unit. **Weight** for multi-units is total for all units in the locomotive. Many weights given are those of specific examples and vary with optional extra equipment.

Engines: No. of engines for multi-units is number of engines carried in each unit. The symbol "(W)" in this column indicates Winton engines. Others, as far as is known, were built by the locomotive manufacturer in each case. Engine details are given in the wide column; the first symbol is the cylinder arrangement (i.e., "XL" = in-line, "Str" = straight, "OF" = opposed piston, "V" as commonly observed), the second one the number of cylinders, the third the stroke-cycle and the fourth, the rated shaft horse-power. UR = unavailable.

Starting TE is stated at 25% adhesion to the rails, and as such represents 25% of the total weight of the locomotive. **Gear Ratios** shown are the highest and lowest available for the unit, if more than one; availability of intermediate ratios not precluded. Gear ratios are installed to suit



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NOTES ON TABULATED DATA - continued

customer requirements as to terrain and type of service. Where there are both A and B units of a model the stated gear ratios apply equally to both.

Continuous rating: *TE* is the maximum tractive effort available for moving a train and **Continuous Rated Speed** is the speed at which this is developed with the gear ratio shown in the appropriate column. **Rated Maximum Speed** is that available with the gear ratio shown in the appropriate column.

Years Model Built. Where first figure, initial year of construction, is followed only by a dash, the model is in production as this sheet is written. If not dashed, model was built in only one year. Where shown after A unit only, figure applies equally to the corresponding B unit.

Total No. Built: Where shown only after A unit, includes corresponding B units. Totals are complete to these dates: Alco, March, 1955. B-L-H, March, 1958. EMD, August, 1957, except SD-24, first produced in 1958 F-M: No data supplied. (a) Quantity included with freight units. (b) No domestic deliveries (c) Total for FA-2 and FPA-2. (d) Total for FB-2 and FPB-2.

* These are multiple service units and many were built for passenger service with appropriate equipment options.



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TYPE	BUILDER	MODEL NUMBER	HP	UNIT	WHEEL ARRANGEMENT	DIMENSIONS (FEET & INCHES)				WEIGHTS (LBS.)		
						LENGTH OVERALL	WIDTH MAX.	HEIGHT MAX.	TRUCK CENTERS	TOTAL	ON DRIVERS	
ROAD PASSENGER LOCOMOTIVES	ALCO PRODUCTS CO.	PA	2000	A	A1A-A1A	74'-6½"	10'-6"	14'-4"	43'-0"	330,000	220,000	
		PB	2000	B	A1A-A1A	72'-4"	10'-6"	14'-4"	43'-0"	330,000	220,000	
		PA-1	2000	A	A1A-A1A	65'-8"	10'-6½"	14'-11"	34'-2"	303,000	202,000	
		PB-1	2000	B	A1A-A1A	63'-6"	10'-6½"	14'-8"	34'-2"	300,000	200,000	
		PA-2	2000	A	A1A-A1A	65'-2"	10'-6½"	14'-11"	34'-2"	303,000	202,000	
		PB-2	2250	B	A1A-A1A	63'-6"	10'-6½"	14'-8"	34'-2"	300,000	200,000	
		PA-3	2250	A	A1A-A1A	65'-8"	10'-6½"	14'-11"	34'-2"	303,000	202,000	
		PB-3	2250	B	A1A-A1A	63'-6"	10'-6½"	14'-8"	34'-2"	300,000	200,000	
	B.L.H.	DR-12-8-30	3000	A	2-D+D-2	91'-6"	10'-6"	15'-0"	-	577,200	410,000	
		DR-6-4-20	2000	A	A1A-A1A	80'-0"	10'-6"	14'-9½"	46'-3½"	375,000	250,000	
		DR-6-4-20	2000	B	A1A-A1A	78'-2½"	10'-6"	14'-9½"	46'-3½"	375,000	250,000	
	ELECTRO-MOTIVE DIVISION, G.M.C.	EA-1	1800	A	A1A-A1A	71'-6½"	9'-10"	15'-0"	43'-0"	291,000	194,000	
		EB-1	1800	B	A1A-A1A	70'-0"	9'-10"	15'-0"	43'-0"	288,000	192,000	
		EA-6	2000	A	A1A-A1A	71'-1¼"	9'-10"	15'-0"	43'-0"	315,000	210,000	
		EB-6	2000	B	A1A-A1A	70'-0"	9'-10"	15'-0"	43'-0"	310,000	206,500	
		EA-7	2000	A	A1A-A1A	71'-1¼"	9'-10"	15'-0"	43'-0"	315,000	210,000	
		EB-7	2000	B	A1A-A1A	70'-0"	9'-10"	15'-0"	43'-0"	305,000	203,300	
		E-8A	2250	A	A1A-A1A	70'-3"	9'-10"	14'-10½"	43'-0"	316,500	210,750	
		E-8B	2250	B	A1A-A1A	70'-0"	9'-10"	14'-10½"	43'-0"	308,300	205,500	
		E-9A	2400	A	A1A-A1A	70'-3"	9'-10"	14'-10¼"	43'-0"	331,800	221,200	
		FP-7	1500	A	B-B	54'-8"	9'-10"	15'-0"	34'-0"	258,000	258,000	
		F7-B (1)	1500	B	B-B	50'-0"	9'-10"	15'-0"	30'-0"	248,000	248,000	
		FP-9	1750	A	B-B	54'-8"	9'-10"	15'-0"	34'-0"	259,800	259,800	
		FAIRBANKS-MORSE & CO.	F9-B (1)	1750	B	B-B	50'-0"	9'-10"	15'-0"	30'-0"	225,000	225,000
	FL-9 (2)		1750	A	B-A1A	58'-8"	9'-10"	14'-½"	34'-0"	266,400	213,120	
	CP16-4		1600	A&B	B-B	56'-6"	10'-0"	15'-0"	34'-0"	250,000	250,000	
	CP16-5		1600	A&B	B-A1A	56'-6"	10'-0"	15'-0"	31'-0"	272,000	222,000	
	CP20-5		2000	A&B	B-A1A	56'-6"	10'-0"	15'-0"	31'-0"	282,000	230,000	
	CP24-5	2400	A&B	B-A1A	56'-6"	10'-0"	15'-0"	31'-0"	286,000	234,000		
	P12-42 (3)	1200	A	B-2	68'-0"	10'-6-1/4"	12'-0"	39'-0"	200,000	100,000		
	ROAD FREIGHT LOCOMOTIVES	ALCO PRODUCTS CO.	FA-1	1500	A	B-B	51'-6"	10'-6½"	14'-10"	27'-2"	230,000	230,000
			FB-1	1500	B	B-B	50'-2"	10'-6½"	14'-4½"	27'-2"	223,000	223,000
			FA-2	1600	A	B-B	53'-6"	10'-6½"	14'-10"	29'-2"	240,000	240,000
			FPA-2	1600	A	B-B	53'-6"	10'-6½"	14'-9"	29'-2"	240,000	240,000
FB-2			1600	B	B-B	52'-8"	10'-6½"	14'-4½"	29'-2"	240,000	240,000	
FPB-2			1600	B	B-B	52'-8"	10'-6½"	14'-6½"	29'-2"	240,000	240,000	
FD-3			1600	A	C-C	58'-10½"	9'-4"	13'-1½"	30'-5"	211,500	211,500	
FPD-5			1600	A	C-C	58'-10½"	9'-4"	13'-1½"	30'-5"	211,500	211,500	
B.L.H.		FD-7	1800	A	C-C	58'-11"	9'-4"	13'-1½"	30'-5"	211,500	211,500	
		DR-4-415 (4)	1500	A	B-B	54'-8"	10'-6"	15'-0"	28'-2"	250,000	250,000	
		DR-4-415 (4)	1500	B	B-B	53'-2"	10'-6"	15'-0"	28'-2"	250,000	250,000	
		RF-16	1600	A	B-B	54'-8"	10'-6"	15'-0"	28'-2"	248,000	248,000	
		RF-16	1600	B	B-B	53'-2"	10'-6"	15'-0"	28'-2"	244,000	244,000	



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TYPE	BUILDER	ENGINES			TRUCKS		STARTING TE (LBS.) 25% ADH.	GEAR RATIO	CONTINUOUS RATING		RATED MAX. SPEED	YEARS MODEL BUILT	TOTAL NO. BUILT
		MODEL NUMBER	No.	TYPE, CYL. CYCLE, SHAFT & HP	WHEEL BASE	WHEEL DIA.			TE LBS.	CONT. RATED SPEED			
ROAD PASSENGER LOCOMOTIVES	ALCO PRODUCTS CO.	PA	2	IL-6-4-1000	15'-4"	40"	55,000	58:25	17,300	-	120	1940-5	84
		PB	2	IL-6-4-1000	15'-4"	40"	55,000	58:25	17,300	-	120	1941-2	6
		PA-1	1	V-16-4-2000	15'-6"	40"	50,500	58:25	24,000	-	127	1946-9	181
		PB-1	1	V-16-4-2000	15'-6"	40"	50,000	64:19	35,000	-	80	1946-50	41
		PA-2	1	V-16-4-2250	15'-6"	40"	50,500	58:25	29,000	-	117	1949-52	61
		PB-2	1	V-16-4-2250	15'-6"	40"	50,000	64:19	41,000	-	80	1950-2	5
		PA-3	1	V-16-4-2250	15'-6"	40"	50,500	58:25	29,900	-	117	1952-	20
		PB-3	1	V-16-4-2250	15'-6"	40"	50,000	64:19	43,400	-	80	1952-	4
	B.L.H.	DR-12-8-30	2	Str-8-4-1625	-	42"	102,500	63:15	85,600	10.5	65	1945-8	52
		DR-6-4-20	2	Str-6-4-1125	15'-6"	42"	62,500	54:25	22,000	27.5	120	1948	20
		DR-6-4-20	2	Str-6-4-1225	15'-6"	42"	62,500	63:15	48,800	14.5	65		
	ELECTRO-MOTIVE DIVISION, G.M.C.	EA-1	2 (W)	V-12-2-UR	14'-1"	36"	48,500	52:25	15,600	35.5	117	1937-8	13
		EB-1	2 (W)	V-12-2-UR	14'-1"	36"	48,000	55:22	19,000	28.0	98		
		EA-6	2	V-12-2-UR	14'-1"	36"	52,000	52:25	15,600	41.0	117	1939-42	118
		EB-6	2	V-12-2-UR	14'-1"	36"	52,000	55:22	18,000	34.0	98		
		EA-7	2	V-12-2-UR	14'-1"	36"	78,750	52:25	18,800	34.0	117	1945-9	509
		EB-7	2	V-12-2-UR	14'-1"	36"	76,250	57:20	18,800	34.0	85		
		E-8A	2	V-12-2-UR	14'-1"	36"	59,200	52:25	19,500	36.0	117	1949-53	559
		E-8B	2	V-12-2-UR	14'-1"	36"	51,750	57:20	27,000	26.0	85		
		E-9A	2	V-12-2-UR	14'-1"	36"	55,300	52:25	-	-	117	1954-	99
								57:20	-	-	85		
		FP-7	1	V-16-2-UR	9'-0"	40"	64,500	62:15	40,000	11.0	65	1949-53	321
		F7-B (1)	1	V-16-2-UR	9'-0"	40"	62,000	61:16	37,000	12.0	71		(a)
	FP-9	1	V-16-2-UR	9'-0"	40"	64,950	62:15	-	-	65	1954-	(b)	
	F9-B (1)	1	V-16-2-UR	9'-0"	40"	56,250	58:19	-	-	89		(a)	
	FL-9 (2)	1	V-16-2-UR	9'-0"	40"	66,600	62:15	-	-	65	1956-	30	
					13'-7"		58:19	-	-	85			
	FAIRBANKS-MORSE & CO.	CP16-4	1	OP-8-2-1804	9'-4"	42"	62,500	63:15	42,800	11.7	66	1950-2	
								60:19	32,200	15.5	88		
		CP16-5	1	OP-8-2-1804	9'-4"	42"	55,500	60:19	32,200	15.5	88	1950-2	
				15'-6"			56:23	24,800	20.2	114			
CP20-5		1	OP-10-2-2223	9'-4"	42"	57,500	60:19	32,200	15.5	88	1950-2		
			15'-6"			56:23	24,800	20.2	114				
CP24-5	1	OP-12-2-2623	9'-4"	42"	58,500	60:19	32,200	15.5	88	1950-2			
			15'-6"			56:23	24,800	20.2	114				
P12-42 (3)	1	OP-8-2-1720	9'-2"	40"	25,000	62:21	19,100	18.5	92	1957			
						58:25	15,000	23.5	117				
ROAD FREIGHT LOCOMOTIVES	ALCO PRODUCTS CO.	FA-1	1	V-12-4-1500	9'-4"	40"	57,500	64:19	35,000	-	80	1945-50	486
		FB-1	1	V-12-4-1600	9'-4"	40"	55,750	74:18	42,500	-	65	1945-50	263
		FA-2	1	V-12-4-1600	9'-4"	40"	60,000	74:18	52,500	-	65	1950-6	462(c)
		FPA-2	1	V-12-4-1600	9'-4"	40"	60,000	62:21	38,000	-	92		
		FB-2	1	V-12-4-1600	9'-4"	40"	60,000	74:18	52,500	-	65	1950-6	247(d)
		FPB-2	1	V-12-4-1600	9'-4"	40"	60,000	62:21	38,000	-	92		
		FD-3	1	V-12-4-1600	13'-9"	40"	52,875	94:17	40,000	-	65	1954	1
		FPD-5	1	V-12-4-1600	13'-9"	40"	52,875	94:17	45,900	-	65	1955	14
	FD-7	1	V-12-4-1800	13'-9"	40"	52,875	94:17	45,900	-	65	1957	44	
	B.L.H.	DR-4-415 (4)	1	Str-8-4-1625	9'-10"	42"	62,500	63:15	42,800	10.5	65	1947-50	105
		DR-4-415 (4)	1	Str-8-4-1625	9'-10"	42"	-	58:21	28,100	16.0	94		
		RF-16	1	Str-8-4-1750	9'-10"	42"	62,000	68:15	52,500	9.2	65	1950-3	161
	RF-16	1	Str-8-4-1750	9'-10"	42"	61,000	62:17	42,200	11.4	80			



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TYPE	BUILDER	MODEL NUMBER	HP	UNIT	WHEEL ARRANGEMENT	DIMENSIONS (FEET & INCHES)				WEIGHTS (LBS.)		
						LENGTH OVERALL	WIDTH MAX.	HEIGHT MAX.	TRUCK CENTERS	TOTAL	ON DRIVERS	
ROAD FREIGHT LOCOMOTIVES	E.M.D.	FT	1350	A	B-B	48'-7"	9'-10"	15'-0"	27'-3"	225,000	225,000	
		FT	1350	B	B-B	48'-7"	9'-10"	15'-0"	26'-6"	224,000	224,000	
		F-3*	1500	A	B-B	50'-8"	9'-10"	15'-0"	30'-0"	230,000	230,000	
		F-3*	1500	B	B-B	50'-0"	9'-10"	15'-0"	30'-0"	230,000	230,000	
		F-7*	1500	A	B-B	50'-8"	9'-10"	15'-0"	30'-0"	230,000	230,000	
		F-7*	1500	B	B-B	50'-0"	9'-10"	15'-0"	30'-0"	248,000	248,000	
		F-9*	1750	A	B-B	50'-8"	9'-10"	15'-0"	30'-0"	232,500	232,500	
		F-9*	1750	B	B-B	50'-0"	9'-10"	15'-0"	30'-0"	225,000	225,000	
		ALT200.3(5)	2000	A&B	A1A-A1A	64'-10"	10'-0"	15'-7"	36'-5"	344,000	240,000	
		ALT100.3(5)	2000	A&B	A1A-A1A	64'-10"	10'-0"	15'-7"	36'-5"	324,000	220,000	
		CF-16-4	1600	A&B	B-B	56'-6"	10'-0"	15'-0"	34'-0"	240,000	240,000	
		CF 20-4	2000	A&B	B-B	56'-6"	10'-0"	15'-0"	34'-0"	246,000	246,000	
	CF-24-4	2400	A&B	B-B	56'-6"	10'-0"	15'-0"	34'-0"	252,000	252,000		
	ROAD-SWITCHER & TRANSFER LOCOMOTIVES	ALCO PRODUCTS CO.	RS-1	1000	A	B-B	54'-11½"	10'-0"	14'-6"	31'-0"	240,000	240,000
			RS-2	1500	A	B-B	55'-5½"	10'-0"	14'-5"	30'-0"	230,000	230,000
			RSC-2	1500	A	A1A-A1A	55'-5½"	10'-0"	14'-5"	30'-0"	240,000	160,000
			RS-3	1600	A	B-B	56'-5½"	10'-¼"	14'-5"	30'-0"	240,000	240,000
			RSD-4	1600	A	C-C	55'-11½"	10'-2"	14'-8¼"	34'-9"	300,000	300,000
RSX-4			1600	A	C-C	56'-9¼"	9'-7"	13'-3½"	34'-1"	237,550	237,550	
RSD-5			1600	A	C-C	56'-5½"	10'-1½"	14'-8¼"	34'-9"	360,000	360,000	
RSD-7			2250	A	C-C	65'-1"	10'-1½"	14'-8¼"	43'-6"	325,000	325,000	
RSD-8			900	A	C-C	45'-10½"	9'-0"	12'-0"	28'-0"	150,000	150,000	
RS-11 (6)			1800	A	B-B	56'-11½"	10'-1½"	14'-6"	31'-0"	240,000	240,000	
RSD-12 (6)		1800	A	C-C	58'-1½"	10'-1½"	14'-6"	35'-5"	325,000	325,000		
RSD-15 (6)		2400	A	C-C	66'-7"	10'-1½"	14'-8½"	43'-6"	335,000	335,000		
RSD-16		1800	A	C-C	56'-1"	10'-1½"	14'-7½"	28'-6"	230,000	230,000		
T-6		1000	A	B-B	45'-7½"	10'-½"	14'-8"	22'-0"	240,000	240,000		
BALDWIN-LIMA-HAMILTON CORPORATION		DRS-4-4-10	1000	A	B-B	58'-0"	9'-10"	14'-0"	32'-3"	224,000	224,000	
		DRS-4-4-15(7)	1500	A	B-B	58'-0"	9'-10"	14'-0"	32'-3"	240,000	240,000	
		DRS-6-4-15(8)	1500	A	A1A-A1A	58'-0"	9'-10"	14'-0"	32'-3"	256,000	177,000	
		DRS-6-6-15(9)	1500	A	C-C	58'-0"	9'-10"	14'-0"	32'-3"	325,000	325,000	
		AS-16	1600	A	B-B	58'-0"	10'-0"	14'-0"	32'-3"	242,000	242,000	
		AS-416	1600	A	A1A-A1A	58'-0"	10'-0"	14'-0"	32'-3"	255,000	176,000	
	AS-616	1600	A	C-C	58'-0"	10'-0"	14'-1"	32'-3"	325,000	325,000		
	RS-12	1200	A	B-B	58'-0"	10'-0"	14'-0"	32'-3"	244,000	244,000		
	AS-32	3200	A-B	2(C-C)	116'-0"	10'-2"	14'-1"	32'-3"	650,000	650,000		
	Lima	2500	A	C-C	79'-0"	9'-10"	14'-6"	49'-0"	360,000	360,000		
DT-6-6-620	2000	A	C-C	74'-0"	9'-10"	15'-4¼"	41'-0"	354,000	354,000			
RT624	2400	A	C-C	74'-0"	10'-2"	15'-4½"	41'-0"	354,000	354,000			



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TYPE	BUILDER	ENGINES			TRUCKS		STARTING TE (LBS.) 25% ADH.	GEAR RATIO	CONTINUOUS RATING		RATED MAX. SPEED	YEARS MODEL BUILT	TOTAL NO. BUILT
		MODEL NUMBER	No.	TYPE, CYL. CYCLE, SHAFT & HP	WHEEL BASE	WHEEL DIA.			TE LBS.	CONT. RATED SPEED			
ROAD FREIGHT LOCOMOTIVES	E.M.D.	FT	1	V-16-2-UR	9'-0"	40"	56,200	62:15	32,500	-	120	1940-5	84
		FT	1	V-16-2-UR	9'-0"	40"	56,000	65:12		-	120	1941-2	6
		F-3*	1	V-16-2-UR	9'-0"	40"	57,500	56:21	42,500	-	127	1946-9	181
		F-3*	1	V-16-2-UR	9'-0"	40"		65:12	21,000	-	80	1946-50	41
		F-7*	1	V-16-2-UR	9'-0"	40"	57,500	56:21	52,400	-	117	1949-52	61
		F-7*	1	V-16-2-UR	9'-0"	40"	62,000	65:12	25,500	-	80	1950-2	5
		F-9*	1	V-16-2-UR	9'-0"	40"	58,125	56:21		-	117	1952-	20
		F-9*	1	V-16-2-UR	9'-0"	40"	56,250	70:17		-	80	1952-	4
		ALT200.3(5)	1	OP-10-2-2200	15'-5"	42"	60,000	69:18	41,000	10.5	65	1945-8	52
								67:20	38,200	27.5	120	1948	20
	ALT100.3(5)	1	OP-10-2-2200	15'-5"	40"	55,000	61:26	35,000	14.5	65			
							63:15	24,500	35.5	117	1937-8	13	
	CF-16-4	1	OP-8-2-1804	9'-4"	42"	60,000	62:17	42,800	28.0	98			
							63:15	37,200	41.0	117	1939-42	118	
	CF 20-4	1	OP-10-2-2223	9'-4"	42"	61,500	62:17	42,800	34.0	98			
							63:15	37,200	34.0	117	1945-9	509	
	CF-24-4	1	OP-12-2-2623	9'-4"	42"	63,000	62:17	42,800	34.0	85			
							75:16	37,200	36.0	117	1949-53	559	
ROAD-SWITCHER & TRANSFER LOCOMOTIVES	ALCO PRODUCTS CO.	RS-1	1	IL-6-4-1000	9'-4"	40"	60,000	65:18	34,000	26.0	85		
		RS-2	1	V-12-4-1500	9'-4"	40"	57,500	65:18	30,000	-	117	1954-	99
		RSC-2	1	V-12-4-1500	10'-6"	40"	40,000	74:18	34,000	-	85		
		RS-3	1	V-12-4-1600	9'-4"	40"	60,000	74:18	53,000	11.0	65	1949-53	321
		RSD-4	1	V-12-4-1600	12'-6"	40"	75,000	65:16	78,750	12.0	71		(a)
		RSX-4	1	V-12-4-1600	11'-4"	40"	59,375	74:18	45,000	-	65	1954-	(b)
		RSD-5	1	V-12-4-1600	12'-6"	40"	90,000	74:18	79,500	-	89		(a)
		RSD-7	1	V-16-4-2250	12'-6"	40"	81,250	65:18	79,500	-	65	1956-	30
								92:19	69,800	-	85		
		RSD-8	1	IL-6-4-900	11'-6"	36"	37,500	74:18	44,700	11.7	66	1950-2	
		RS-11 (6)	1	V-12-4-1800	9'-4"	40"	60,000	62:21	53,000	15.5	88		
								74:18	38,000	15.5	88	1950-2	
		RSD-12 (6)	1	V-12-4-1800	12'-6"	40"	81,250	64:19	99,500	20.2	114		
								74:18	65,200	15.5	88	1950-2	
	RSD-15 (6)	1	V-16-4-2400	12'-6"	40"	83,750	94:17	79,500	20.2	114			
	RSD-16	1	V-12-4-1800	13'-9"	40"	57,700	74:18	45,900	15.5	88	1950-2		
	T-6	1	IL-6-4-1000	8'-0"	40"	60,000	68:14	53,000	20.2	114			
	BALDWIN-LIMA-HAMILTON CORPORATION	DRS-4-4-10	1	Str-6-4-1125	9'-10"	42"	56,000	63:15	32,400	18.5	92	1957	
		DRS-4-4-15(7)	1	Str-8-4-1625	9'-10"	42"	60,000	60:19	42,800	23.5	117		
								63:15	32,200	-	80	1945-50	486
DRS-6-4-15(8)		1	Str-8-4-1625	11'-6"	42"	44,250	63:15	42,800	-	65	1945-50	263	
DRS-6-6-15(9)		1	Str-8-4-1625	13'-0"	42"	81,250	68:15	64,200	-	65	1950-6	462(c)	
AS-16		1	Str-8-4-1750	9'-10"	42"	60,500	62:17	52,500	-	92			
							68:15	42,200	-	65	1950-6	247(d)	
AS-416		1	Str-8-4-1750	11'-6"	42"	44,000	63:15	52,500	-	92			
							68:15	48,600	-	65	1954	1	
AS-616		1	Str-8-4-1750	13'-0"	42"	81,250	63:15	78,750	-	65	1955	14	
						68:14	72,900	-	65	1957	44		
RS-12	1	Str-6-4-1325	9'-10"	42"	56,000	63:15	32,400	10.5	65	1947-50	105		
AS-32	1	Str-8-4-1750	13'-0"	42"	162,500	68:15	145,800	16.0	94				
Lima	2	Str-8-4-13	13'-0"	42"	90,000	63:15	78,750	9.2	65	1950-3	161		
						63:15	72,900	11.4	80				
DT-6-6-620	2	Str-6-4-1125	13'-0"	42"	88,500	68:15	64,200						
RT624	2	Str-6-4-1350	13'-0"	42"	88,500	63:15	78,750						
							72,900						



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						LENGTH OVERALL	WIDTH MAX.	HEIGHT MAX.	TRUCK CENTERS	TOTAL	ON DRIVERS
ROAD-SWITCHING AND TRANSFER LOCOMOTIVES	ELECTRO MOTIVE DIVISION	BL-2	1500	A	B-B	57'-10½"	10'-0"	14'-6"	35'-0"	216,000	216,000
		GP-7	1500	A	B-B	56'-2"	10'-0"	14'-6"	31'-0"	240,000	240,000
		GP-7B	1500	B	B-B	56'-2"	10'-0"	14'-6"	31'-0"	240,000	240,000
		GP-9	1750	A	B-B	56'-2"	10'-0"	14'-11½"	31'-0"	240,000	240,000
		GP-9B	1750	B	B-B	56'-2"	10'-0"	14'-8½"	31'-0"	240,000	240,000
		SD-7	1500	A	C-C	60'-8½"	10'-8"	15'-0"	35'-0"	330,000	330,000
		SD-9	1750	A	C-C	60'-8½"	10'-8"	14'-11½"	35'-0"	295,000	295,000
		SD-24	2400	A	C-C	60'-8½"	10'-8"	15'-1"	35'-0"	360,000	360,000
		TR-2	2400	A-B	2(B-B)	86'-5"	10'-0"	14'-6¼"	22'-0"	496,000	496,000
	TR-4	2400	A-B	2(B-B)	86'-5"	10'-0"	14'-6¼"	22'-0"	496,000	496,000	
	TR-6	1800	A-B	2(B-B)	88'-10"	10'-0"	14'-6½"	22'-0"	460,000	460,000	
	NW-5	1000	A	B-B	53'-10½"	10'-0"	14'-5¼"	31'-0"	220,000	220,000	
	ALT 200.2A(5)	1500	A	B-B	54'-0"	10'-0"	14'-6"	30'-0"	240,000	240,000	
	ALT 200.1(5)	2000	A	B-B	51'-0"	10'-0"	14'-6"	27'-0"	250,000	250,000	
	H16-44	1600	A	B-B	54'-0"	10'-4"	14'-6"	30'-0"	246,000	246,000	
	H16-66(10)	2000	A	C-C	56'4"	10'-4"	14'-9"	30'-0"	300,000	300,000	
	H20-44	2000	A	B-B	51'-0"	10'-6"	14'-6"	27'-0"	250,000	250,000	
	H24-66(11)	2400	A	C-C	66'-0"	10'-4½"	15'-0"	41'-6"	375,000	375,000	
SWITCHING LOCOMOTIVES	ALCO PRODUCTS CO.		300	A	B-B	34'-1½"	10'-3½"	14'-10½"	16'-6"	132,000	132,000
		S-1	660	A	B-B	44'-5½"	10'-0"	14'-4"	22'-0"	199,000	199,000
		S-2	1000	A	B-B	45'-5½"	10'-0"	14'-6"	22'-0"	230,000	230,000
		S-3	660	A	B-B	44'-5½"	10'-0"	14'-4"	22'-0"	199,000	199,000
		S-4	1000	A	B-B	45'-5½"	10'-0"	14'-6"	22'-0"	230,000	230,000
		S-5	800	A	B-B	45'-5½"	10'-½"	14'-8"	22'-0"	230,000	230,000
		S-6(6)	900	A	B-B	45'-5½"	10'-½"	14'-8"	22'-0"	230,000	230,000
		SB-8	900	B	B-B	45'-5½"	10'-½"	14'-7"	22'-0"	230,000	230,000
	B. L. H.	DS-4-4-7.5	750	A	B-B	46'-0"	10'-0"	14'-0"	22'-8"	198,500	198,500
		DS-4-4-10	1000	A	B-B	46'-0"	10'-0"	14'-0"	22'-8"	235,000	235,000
		S-8	800	A	B-B	46'-0"	10'-0"	14'-0"	22'-8"	198,500	198,500
		S-12	1200	A	B-B	46'-0"	10'-0"	14'-0"	22'-8"	240,000	240,000
		S-16	1600	A-B	2(B-B)	92'-0"	10'-0"	14'-0"	22'-8"	397,000	397,000
		S-24	2400	A-B	2(B-B)	92'-0"	10'-0"	14'-0"	22'-8"	480,000	480,000
		Lima	800	A	B-B	45'-7"	9'-10"	14'-6"	22'-3"	190,000	190,000
		Lima	1000	A	B-B	47'-10"	10'-2½"	14'-6"	24'-6"	240,000	240,000
		Lima	1200	A	B-B	47'-10"	9'-10"	14'-6"	24'-6"	240,000	240,000



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		MODEL NUMBER	No.	TYPE, CYL. CYCLE, SHAFT & HP	WHEEL BASE			WHEEL DIA.	TE LBS.				CONT. RATED SPEED
ROAD-SWITCHING AND TRANSFER LOCOMOTIVES	ELECTRO MOTIVE DIVISION	BL-2	1	V-16-2-UR	9'-0"	40"	51,600	65:12 50:19	32,500	14.0	55 79	1948-9	58
		GP-7	1	V-16-2-UR	9'-0"	40"	60,000	65:12	52,400	9.0	55	1950-4	2621
		GP-7B	1	V-16-2-UR	9'-0"	40"	60,000	58:19	29,500	15.5	89		
		GP-9	1	V-16-2-UR	9'-0"	40"	60,000	65:12			55	1954-	2441
		GP-9B	1	V-16-2-UR	9'-0"	40"	60,000	56:21			102		
		SD-7	1	V-16-2-UR	13'-7"	40"	82,500	65:12 58:19	87,700 49,500	4.6 8.1	55 89	1952-3	180
		SD-9	1	V-16-2-UR	13'-7"	40"	73,750	65:12 58:19			55 89	1954-	368
		SD-24	1	V-16-2-2400	13'-7"	40"	90,000	65:12 58:19	94,500 53,100	7.5 13.3	55 89	1958-	
		TR-2	1	V-12-2-UR	8'-0"	40"	124,000	65:12 62:15	62,400	9.5	50 65	1945-9	72
		TR-4	1	V-12-2-UR	8'-0"	40"	124,000	65:12 62:15	72,000	9.0	50 65	1950-1	30
	TR-6	1	V-8-2-UR	8'-0"	40"	115,000	65:12 62:15	94,400 72,000	7.0 10.0	50 65	1951	22	
	NW-5	1	V-12-2-UR	9'-0"	40"	55,000	62:15	31,200	9.6	65	1946-7	13	
	FAIRBANKS-MORSE & CO.	ALT 200.2A(5)	1	OP-8-2-1620	9'-6"	42"	60,000	63:15 60:19	42,800 32,200	10.5 14.0	65 85	1947-9	
		ALT 200.1(5)	1	OP-10-2-2120	9'-6"	42"	62,500	63:15	42,800	14.7	65	1947-9	
		H16-44	1	OP-8-2-1720	9'-4"	42"	61,500	68:15 62:17	52,500 42,200	9.2 11.4	65 80	1950-	
		H16-66(10)	1	OP-8-2-1720	13'-0"	42"	75,000	68:15 63:15	78,750 72,900	6.0 6.5	65 70	1950-	
		H20-44	1	OP-10-2-2120	9'-6"	42"	62,500	63:15	48,600	12.8	70	1949-54	
		H24-66(11)	1	OP-12-2-2580	13'-0"	42"	93,750	68:15 62:17 74:18 64:19	78,750 63,300 79,500 65,150	9.2 11.4 8.6 10.5	65 80 66 80	1953-	
	SWITCHING LOCOMOTIVES	ALCO PRODUCTS CO.		1	IL	7'-6"	38"	33,700					1924-38
S-1			1	IL-6-4-660	8'-0"	40"	49,750	75:16	29,200		60	1925-50	858
S-2			1	IL-6-4--1000	8'-0"	40"	57,500	75:16	34,000		60	1938-50	1708
S-3			1	IL-6-4-660	8'-0"	40"	49,750	75:16	29,200		60	1950-	141
S-4			1	IL-6-4-1000	8'-0"	40"	57,500	75:16	34,000		60	1950-	642
S-5			1	IL-6-4-800	8'-0"	40"	57,500	74:18	40,000		60	1952	1
S-6(6)			1	IL-6-4-900	8'-0"	40"	57,500	74:18	46,000		60	1953-	152
SB-8			1	IL-6-4-900	8'-0"	40"	57,500	74:18	46,000		60	1956-	2
B. L. H.		DS-4-4-7.5	1	Str-6-4-825	8'-0"	40"	49,625	68:14	34,000	6.2	60	1949-51	53
		DS-4-4-10	1	Str-6-4-1125	8'-0"	40"	58,750	68:14	34,000	9.0	60	1939-51	1052
		S-8	1	Str-6-4-875	8'-0"	40"	49,625	68:14	34,000	6.8	60	1951-4	63
		S-12	1	Str-6-4-1315	8'-0"	40"	60,000	68:14	34,000	10.8	60	1951-6	452
		S-16	1	Str-6-4-875	8'-0"	40"	99,350	68:14	68,000	6.8	60		
		S-24	1	Str-6-4-1315	8'-0"	40"	120,000	68:14	60,000	10.8	60		
Lima	1	Str-6-4-898	8'-0"	40"	47,500	68:14	34,000	6.5	60	1950-1	24		
Lima	1	V-8-4-1200	8'-0"	40"	60,000	68:14	34,000	8.9	60	1949-50	38		
Lima	1	Str-8-4-1305	8'-0"	40"	72,000	68:14	34,000	10.0	60	1950-1	84		



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						LENGTH OVERALL	WIDTH MAX.	HEIGHT MAX.	TRUCK CENTERS	TOTAL	ON DRIVERS
ROAD-SWITCHING AND TRANSFER LOCOMOTIVES	E. M. D.	NW-900	900	A	B-B	43'-7½"	10'-0"	14'-7"	22'-0"	248,000	248,000
		NW-2	1000	A	B-B	44'-5"	10'-0"	14'-6¼"	22'-0"	248,000	248,000
		SW-1	600	A	B-B	44'-5"	10'-0"	14'-4½"	22'-0"	198,000	198,000
		SW-7	1200	A	B-B	44'-5"	10'-0"	14'-6½"	22'-0"	248,000	248,000
		SW-8	800	A	B-B	44'-5"	10'-0"	14'-6½"	22'-0"	230,000	230,000
		SW-9	1200	A	B-B	44'-5"	10'-0"	14'-6½"	22'-0"	248,000	248,000
		SW-600	600	A	B-B	43'-7½"	10'-0"	14'-5"	22'-0"	200,000	200,000
		SW-900	900	A	B-B	44'-5"	10'-3"	14'-6½"	22'-0"	232,000	232,000
		SW-1200	1200	A	B-B	44'-5"	10'-3"	14'-6½"	22'-0"	248,000	248,000
		F. M.	ALT 100.6A(5)	1000	A	B-B	48'-10"	10'-0"	14'-6"	25'-6"	246,000
H12-44	1200		A	B-B	48'-10"	10'-2½"	14'-6"	25'-6"	246,000	246,000	
H12-44TS	1200		A	B-B	55'-4"	10'-6"	15'-½"	31'-0"	246,000	246,000	

TYPE	BUILDER	MODEL NUMBER	ENGINES		TRUCKS		STARTING TE (LBS.) 25% ADH.	GEAR RATIO	CONTINUOUS RATING		RATED MAX. SPEED	YEARS MODEL BUILT	TOTAL NO. BUILT
			No.	TYPE, CYL. CYCLE, SHAFT & HP	WHEEL BASE	WHEEL DIA.			TE LBS.	CONT. RATED SPEED			
ROAD-SWITCHING AND TRANSFER LOCOMOTIVES	E. M. D.	NW-900	1	V-12-2-UR	8'-0"	40"	62,500	62:15	30,000	8.2	40	1937-9	37
		NW-2	1	V-12-2-UR	8'-0"	40"	62,500	62:15	-	-	65	1939-49	1145
		SW-1	1	V-6-2-UR	8'-0"	40"	49,500	62:15	24,000	7.3	65	1939-53	660
		SW-7	1	V-12-2-UR	8'-0"	40"	62,000	62:15	-	-	65	1949-51	489
		SW-8	1	V-8-2-UR	8'-0"	40"	57,500	62:15	36,000	6.5	65	1950-4	301
		SW-9	1	V-12-2-UR	8'-0"	40"	62,000	62:15	36,000	9.0	65	1950-3	780
		SW-600	1	V-6-2-UR	8'-0"	40"	50,000	68:16	22,800	7.9	40	1954-5	10
		SW-900	1	V-8-2-UR	8'-0"	40"	57,000	62:15	-	-	65	1954-	137
		SW-1200	1	V-12-2-UR	8'-0"	40"	62,000	62:15	-	-	65	1954-	309
		F. M.	ALT 100.6A(5)	1	OP-6-2-1065	8'-0"	40"	61,500	68:14	34,000	8.9	60	1944-50
H12-44	1		OP-6-2-1275	8'-0"	40"	61,500	68:14	34,000	11.3	60	1951-	-	
H12-44TS	1		OP-6-2-1275	8'-0"	40"	61,500	68:14	34,000	11.3	60	1956-	-	

