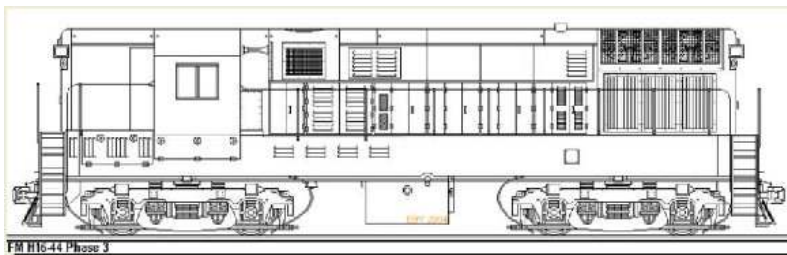


H16-44



The H-16-44 was a Fairbanks Morse design which was first introduced in 1950. It was the next step up from the H-15-44 which was built from 1947 to 1949. The 16 in the H-16-44 represented the horse power rating, while the 44 stood for the two 4-wheel trucks. It was sometimes called "Baby Trainmaster" as it was similar in appearance to its bigger six-axle brother.

A little background on Fairbanks-Morse is necessary. They were a rather diverse firm building such things as pumps, electric motors and even large railroad and truck weigh scales. They started business in 1830 building weigh scales and are still going strong today as evidenced by their web site. Almost half of the U. S. Navy submarines in World War II were powered by diesel engines built by F-M. It was from the successful application of these engines on the submarines that led to the firm's entry into the railroad business in 1944. Production of diesels for U.S. railroads ended in 1958, with deliveries to Mexico continuing on until 1963. Canadian models were built at F-M's subsidiary Canadian Locomotive Company located in Kingston, ONT.

The Fairbanks-Morse diesel was different from an other in that it had two opposing pistons in each cylinder with one compression chamber on a two-cycle stroke. The opposed piston or o.p. engine was designed to meet United States Navy specifications in 1932, and shortly thereafter began to appear in railroad applications. The attached cutaway drawing clearly shows the two pistons per cylinder as well as the crankshafts at the top and bottom.

The distinctive F-M carbody was designed by Raymond Loewy, incorporating sloping hoodlines and other features which make them stand out. The H16-44 was no exception, as they started out with the sloping Loewy lines, curved side windows and a bulge in the long hood at the radiator shutters. Several changes were made over the years with the carbody being changed entirely from 1953 on.

There are three preserved H16-44s, unfortunately none of them are in the United States. One (CP 8554) is at the Locomotive & Railroad Historical Society of Western Canada in Calgary, ALT and the other two (CH-P 524 and CH-P 525) are in Chihuahua, MEX.

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|---|-------------------------------------|
| Engine Model - 38D8-1/8 | Horsepower rating - 1600 |
| Cylinder specs. - 8 1/8 X 10 | No of cylinders - 8 |
| RPM - 850 | Wheel Diameter - 42" |
| Length - 54' 0" | Length between truck centers - 30' |
| 0" | |
| Height - 14' 6" | Width - 10' 0" |
| Weight - 120 tons | Gear Ratio - 4 different available |
| Starting Tractive Effort - 72,000 lbs | Continuous Tractive Effort - 52,500 |
| lbs | |
| Electrical equipment - GE or Westinghouse | |

