

G-26C

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



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

The new G-26C locomotive from General Motors offers 2200 gross horsepower, with 2000 horsepower for traction. The horsepower is delivered from the new 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 diesel, 16-cylinder, 2-cycle, 230-mm (9 1/16 in.) bore, 254-mm (10-in.) stroke, unit injection, 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.

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

Minimum locomotive weight—With lightweight underframe and bogies, six universal gauge motors, fully loaded, no modifications, 92,834 Kg. (204,700 lbs). With standard gauge bogies, six broad-gauge motors, fully loaded, no modifications, 98,730 Kg. (217,700 lbs).

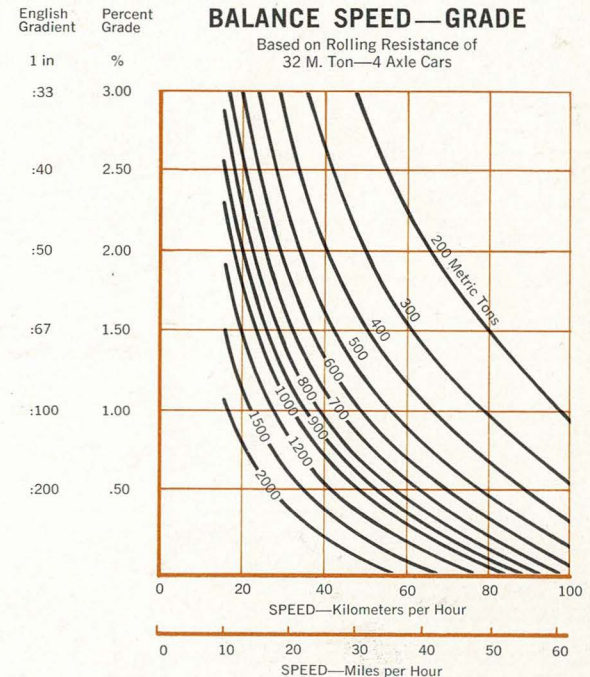
Fuel capacity—2835 ltr. (750 U. S. gal).

Sand capacity—0.25 cu. m. (9 cu ft.)

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

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

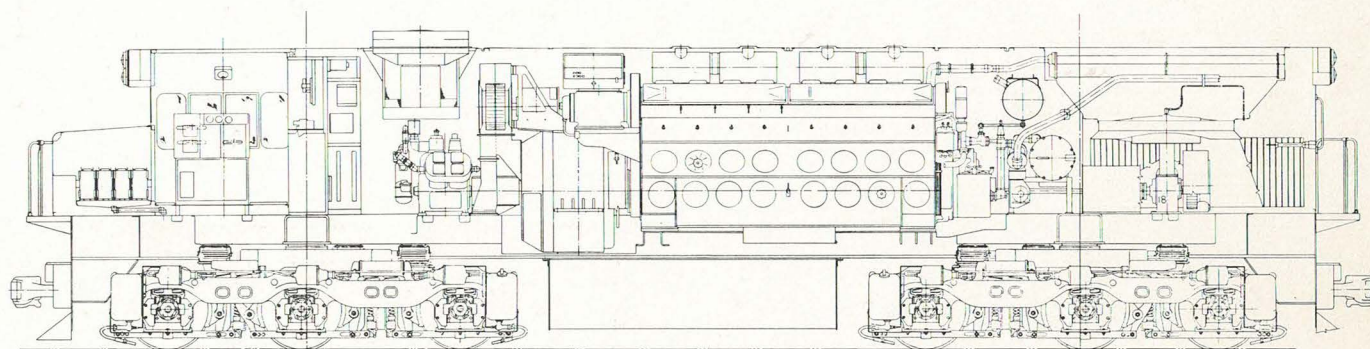
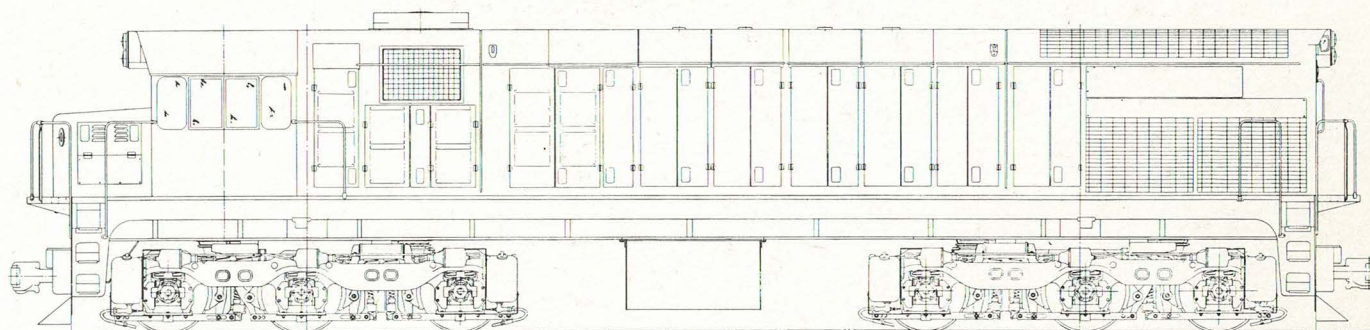
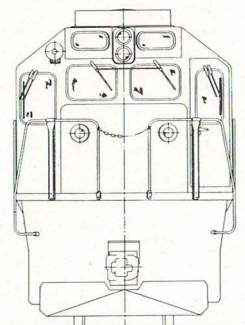
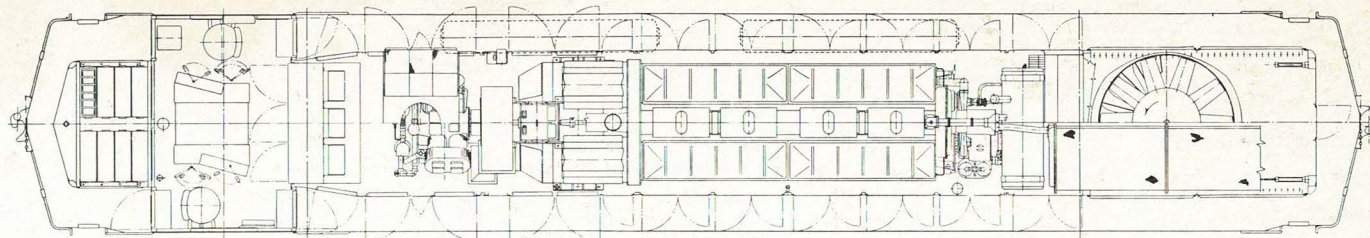
Clearances—Truck swing designed for 21° curve of 83.515 m. (274 ft) radius. Certain options and modifications may have an effect on minimum curve radius and/or overall locomotive clearances.



Continuous Tractive Effort & Maximum Speed

2200/2000 HP Model G-26C Locomotive

	Broad Gauge Motors				Universal Gauge Motors			
Gear Ratio	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, cab end—2.997 m. (9 ft. 10 in.)

Distance from end sill to centerline of bolster, hood end—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.)

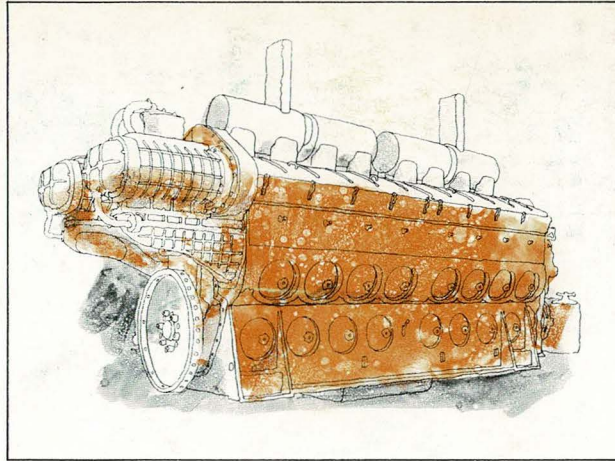
Width over hand holds—2.819 m. (9 ft. 3 in.) Becomes 2.896 m. (9 ft. 6 in.) on locomotives of wider than 4 ft. 8 1/2 in. gauge

Overall height—3.827 m. (12 ft. 6 11/16 in.)

Wheel diameter—1.016 m. (40 in.)

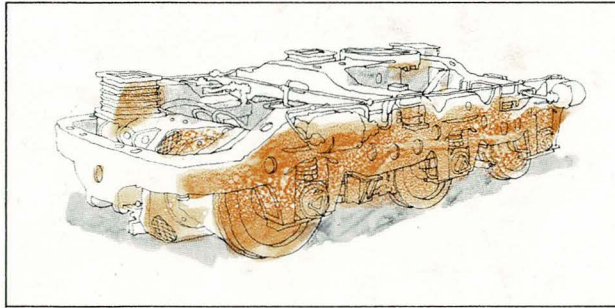
Basic locomotive with typical modifications.

Engine: General Motors 16-cylinder 645 diesel engine developing 2200 ghp. Bore 230 mm (9 1/16 in.), stroke 254 mm (10 in.). Unit injection. Blower 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.

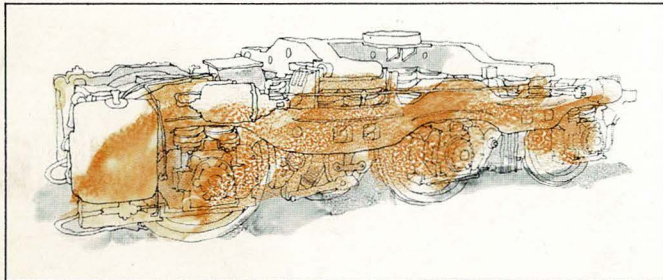


16-cylinder 645 diesel engine.

Major Options: Locomotive available with light-weight underframe and bogies. Locomotive also available with standard underframe and bogies.



Light-weight bogie.



Standard Flexicoil bogie.