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ELECTRO-MOTIVE DIVISION

GENERAL MOTORS CORPORATION

LA GRANGE



ILLINOIS

February 9, 1959



Mr. D. S. Neuhart
Gen. Supt. Motive Power & Machinery
Union Pacific Railroad
1416 Dodge Street
Omaha 2, Nebraska

E. O. J.

FEB 12 1959

FEB 11 1959

Dear Mr. Neuhart:

Your letter of December 5, 1958 to Mr. V. E. Rennix concerned the clearances required for the FG9 locomotive when operated on your Railroad.

We have already redesigned the fuel tank fillers. This redesign has resulted in an overall width of 10 ft. 8-3/4 inches. Modifications showing the redesign are covered in the following drawings. We are attaching two copies of each:

in cut

- X58-1164 Clearance Diagram
- X59-1 Fuel Fillers Assembly
- X58-1036 Fuel & Lube Tank Mounting and Equipment.

You also asked for further information as follows:

Estimated weight of locomotive in working order 281,365 lbs.

Estimated axle loads:

- #1 Axle 59,705 lbs.
- #2 Axle 59,705 lbs.
- #3 Axle 55,000 lbs.
- #4 Axle 51,955 lbs.
- #5 Axle 55,000 lbs.

Fuel Capacity:

- 314 gallons Diesel fuel
- 1100 gallons heavy fuel

This same tank also provides storage for 292 gallons of piston cooling oil and 50 gallons of oil for the gasifier drip oil system.



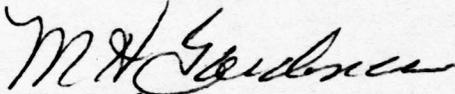
Mr. D. S. Neuhart
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We are also attaching the following performance curves as you requested:

Transmission Curve #ERC-560, Rev. A, dated 7/6/56
Generator Characteristic Curve #ERC-560-3, dated
12/15/55
Tractive Effort (per motor), #ERC-560-4A, dated 7/6/56
Motor Characteristic Curve, #ERC-560-4, dated 7/6/56

You will note that the Motor Characteristic Curves are for Model D37 motors;
however, these curves will be satisfactory for performance calculations.

Very truly yours,


M. H. Gardner
Ass't General Sales Manager

Enc.