



Another

TRAIN MASTER

DEMONSTRATION OF VERSATILITY

ON THE

NEW YORK
CENTRAL
SYSTEM



DEMONSTRATED ON THE

**NEW YORK
CENTRAL
SYSTEM**

Fast Freight

Passenger



The Mercury arrives Cincinnati behind the 4800 horsepower of TM-1 and TM-2.



Fast freight was another major assignment of the Train Master on the New York Central -- over many divisions.

Ore Trains



Ore movements between Buffalo, Ashtabula and Youngstown ... all were assigned to the Train Master Demonstration.

Humping



During the layover, awaiting the return passenger run to Cleveland, TM-2 works the West Sharon Hump. TM-1 goes out on road transfer.

Puller Service

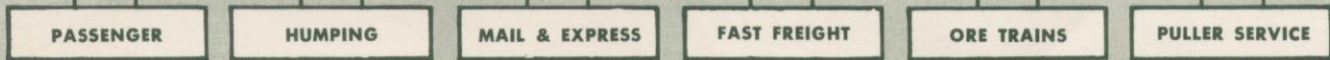


Between ore trains, TM-1 pushed coal up on the ore docks, and TM-2 was placed in puller service over Carson Hill.



Mail and Express





Mail and express for Chicago is the next assignment for Train Master power after arriving Cleveland.



Effective use of Motive Power

Two Train Master units  , totaling 4800 horsepower, give you the power for fast over-the-road service on passenger and freight runs . . .

Splitting them in the terminal gives you one unit  for heavy humping or yard switching, and another unit  for transfer, suburban, extra passenger or local freight.

Such versatility . . . ability to handle every major assignment . . . is the answer to effective use of motive power on your road.

THAT VERSATILITY IS THE RESULT OF THE COMBINATION OF THESE TM FEATURES

THE FAIRBANKS-MORSE

TRAIN MASTER

the most useful locomotive ever built



FAIRBANKS-MORSE

a name worth remembering when you want the best

DIESEL LOCOMOTIVES AND ENGINES • RAIL CARS AND RAILROAD EQUIPMENT • ELECTRICAL MACHINERY • PUMPS • SCALES • WATER SERVICE EQUIPMENT • HAMMER MILLS • MAGNETOS

2400-HORSEPOWER
OPPOSED-PISTON
DIESEL ENGINE

SIX
HIGH-CAPACITY
TRACTION MOTORS

TOTAL WEIGHT
OF 375,000 POUNDS
—ALL ON DRIVERS

3000-
HORSEPOWER
DYNAMIC BRAKE

4500 LB/HR
STEAM
GENERATOR

