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~~16 Cylinder 645 E7 EMD
diesel Boneyard to Dyno GM~~

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~~EMD Engine Start Up~~ MNTX 325

Cold Start First Day Ops

2019 GM Locomotives in

Canada EMD 16-567-D1 Diesel

Genset - 9000 Cu In - 1800

Hp - 1342 KW

THE DIESEL LOCOMOTIVE 1950s

EDUCATIONAL FILM SANTA FE

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RAILROAD EMD F3 ALCO PA
XD12054 *EMD G16 engine diesel
locomotives Classic Lionel
Trains - EMD GP-7 Diesel
Electric Locomotives
1955-1966* ~~In depth look at
the DDA40X #6922 Worlds
largest diesel locomotive~~

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The GM Train of Tomorrow
(1948) General Motors
Electro-Motive Division Old
Locomotives! 50 Year Old
Diesel Locos Hauling
Mainline Freight Trains -
SSR Australia Diesel Engines
in EMD F7 Locomotive Crazy

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*Cold Start Diesel Locomotive
Engines and Sound I ALCO
LOCO ~~EMD SD40~~ start up.*

Inside the Worlds largest
operating diesel locomotive
Union Pacific DD40X 6936
Cheyenne, Wyoming. Worlds
largest steam locomotive is

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back! Big Boy 4014 hits the
main line *EMD V20-710 Start-*
up and rated load. The
*original video! ~~Tugboat EMD~~
~~16-645E3 blow down and start-~~
~~up Top 10 Best U.S. Diesel~~
~~Locomotives of All Time~~
~~2018. Best Powerful Diesel~~*

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~~Trains in USA Locomotive~~

~~Ridealong: EMD E9s~~

~~Locomotives in Chicago~~

~~Locomotora EMD GT 26 #9405.~~

~~Starting Diesel Locomotive~~

~~series 661-138 / the so-~~

~~called Kennedy Diesel~~

~~Locomotive (H.H.P.) Upper~~

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~~Frame compartments Part 1 /
Indian Railway/diesel
locomotive Gonda 9 Awesome
And Great Sounding
Locomotive Engines EMD/GE
Locomotive Engine Start up
Compilation~~ **GENERAL MOTORS
DIESEL: THE MODERN POWER**

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DIESEL LOCOMOTIVES

BURLINGTON ZEPHYR 89444 GM

1938 Diesel locomotive Promo

Film Inside A Tier 4

Locomotive: From Engine

Building To Train Monitoring

*- In The Wild - GE **Diesel***

Locomotive Basics

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SD 40 locomotive engine
start up ~~645 E Gm Diesel~~
~~Locomotive~~

The EMD 645 is a family of diesel engines that was designed and manufactured by the Electro-Motive Division of General Motors. While the

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645 series was intended primarily for locomotive, marine and stationary engine use, one 16-cylinder version powered the 33-19 "Titan" prototype haul truck designed by GM's Terex division. The 645 series was

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an evolution of the earlier 567 series and a precursor to the later 710 series.

First introduced in 1965, the EMD 645 series remained in production on a by-

~~EMD 645 — Wikipedia~~

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Although it seems unusual,
there exists in 2020 a large
number of railroad
locomotives, tugboats,
stationary powerplants and
other powerplant
applications which use a
turbocharged 2-stroke diesel

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engine, (the GM Electromotive Division EMD-645), the design of which is well over 50 years old.. The 645 was first introduced on a testbed in 1964.

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~~Electro Motive (GM) 645
2-Stroke Diesel, by EPI Inc.~~

Read Book 645 E Gm Diesel
Locomotive Engine Model.

645-E6-12 - Current Model.

12V cylinder diesel. Electro-
Motive Diesel - Wikipedia

The 710, 645, and 567 are

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the only two-stroke engines commonly used today in locomotives. The engine is a uniflow design with four poppet -type exhaust valves in the cylinder head.

~~645 E Gm Diesel Locomotive~~

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~~Engine — svc.edu~~

The GM EMD 645 is at idle,
run up to full speed no load
and loading. Run up to 2
mega- watts. It is about 5F
outside and 17 inside the
building. The engine is warm
from a water jacket heater.

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~~GM EMD 645 Run up and load.~~
The General Motors EMD
engine line is typical of
the two-stroke diesel breed.
These engines were
introduced in the 1930s and
power a large number of the

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diesel locomotives found in the United States. There have been three successive series in the EMD line: the 567 series, the 645 series, and the 710 series. The numbers refer to the number of cubic inches per

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cylinder, with a typical engine having 16 cylinders (for a total displacement on the order of 10,000 cubic inches!).

~~General Motors EMD Engines |
HowStuffWorks~~

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The use of EUI is EMD's implementation of non-common-rail electronic fuel injection on its large-displacement diesel engines. See EMD 645 for general specifications common to all 567, 645, and 710 engines.

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Unlike the 567 or 645, which could use either Roots blowers or a turbocharger, the 710 engine is only offered with turbocharging. The turbocharger is gear-driven and has a centrifugal clutch that allows it to act

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as a centrifugal blower at low engine speeds (when exhaust gas flow and ...

~~EMD 710 — Wikipedia~~

645 e gm diesel locomotive engine can be one of the options to accompany you in

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~~Engine~~

~~indivisiblesomerville.org~~

(first posted 5/23/2013) My fascination with trains has a particular focus on the birth and early years of what became the utterly dominant GM EMD two-stroke

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diesel-electric locomotives.
My story of EMD's early
streamlined locomotives
through the final "classic"
E-9 is here.

~~The Birth Of The GM/EMD Two
Stroke Diesel Engine: "Very~~

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The following is a list of locomotives produced by the Electro-Motive Corporation (EMC), and its successors General Motors Electro-Motive Division (GM-EMD) and Electro-Motive Diesel (EMD).

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Contents 1 Streamlined power cars and early experimental locomotives

~~List of GM-EMD locomotives -
Wikipedia~~

An ex Danish State Railway (DSB) GM-EMD engine, class

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Mz. With EMD 16-645, built
1969 by NOHAB, Sweden. Place
: Moss, Norway.

~~Slow start up GM-EMD 16-645
(very cold engine...)~~

~~YouTube~~

Progress Rail Locomotives,

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doing business as Electro-Motive Diesel (EMD) is an American manufacturer of diesel-electric locomotives, locomotive products and diesel engines for the rail industry. The company is owned by Caterpillar through

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its subsidiary Progress Rail Services.. Electro-Motive Diesel traces its roots to the Electro-Motive Engineering Corporation, a designer and marketer of ...

~~Electro Motive Diesel~~

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~~Wikipedia~~

Title: 645 E Gm Diesel
Locomotive Engine Author:
media.ctsnet.org-Sarah
Theiss-2020-09-24-17-11-17
Subject: 645 E Gm Diesel
Locomotive Engine Keywords

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~~645 E Gm Diesel Locomotive Engine — media.etsnet.org~~

GM EMD 645 Start up About 5F out side and 17F inside the building after start-up.

~~GM EMD 645 starting the V20 2 stroke diesel~~

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The locomotives were equipped with General Motors engines, generators, traction motors and electrical equipment. The diesel engines are 45-degree offset 16 cylinder V engine, two-stroke designs (EMD

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645), [2] with a compression ratio of 14.5:1, and an engine displacement of 10.57 L (2.33 imp gal; 2.79 US gal).

~~RENFE Class 333 - Wikipedia~~

EMD 645 Diesel Engine

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workshop repair Manuals,
parts manuals, service tool
manuals EMD 645 engine
workshop maintenance manual
- 280 pages, click to
download ... dimensions and
weight, essential bolt
tightening torques, plus

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characteristics of the engine e.g. its power and torque. Essential bolt torques are: main bearing cap bolts connecting rod ...

~~EMD 645 specs, manuals, bolt torques — Barrington Diesel~~

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~~Club~~

EMD F-units were a line of diesel-electric locomotives produced between November 1939 and November 1960 by General Motors Electro-Motive Division and General Motors-Diesel Division.

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Final assembly for all F-
units was at the GM-EMD
plant at La Grange,
Illinois, and the GMDD plant
in London, Ontario,
Canada. They were sold to
railroads throughout the
United States, Canada,

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Mexico and a few were ...

~~EMD F unit - Wikipedia~~

Title: 645 E Gm Diesel Locomotive Engine Author: Sabrina Hirsch
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Engine~~

~~learncabg.etsnet.org~~

By then the venerable engine

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had hit its limit, so in 1966 EMD replaced it with the enlarged 645, developing 3,000 hp in 16-cylinder form (eventually to rise to 3,500) and 3,600 hp in an ill-conceived 20-cylinder version. The 645 would be

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upgraded in the mid-1990s to the 710, still an outgrowth of the original 567.

~~General Motors Once Built
Locomotives - Really Good
Ones ...~~

The 567 Series was installed

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in the EMD "E Series", "FT Series" and the exceptionally popular "GP Series" locomotives, among others. While the GP locomotives are by far the most popular, it's an almost forgotten FT unit, GM-103,

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that is the most
historically important.

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