

# Locomotives and their working - with a section on gas turbine, diesel and electric locomotives

Virtue & Co - UP: Gas Turbine Locomotives



Description: -

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**Why don't freight trains use turbine engines? : askscience**

In America in particular, there's a high level of standardization in MU systems, so pretty much any modern American locomotive can be MU'd to any other modern American locomotive. The first- and second-generation versions shared the same wheel arrangement as the prototype; the third-generation version were types. This type of locomotive was first experimented with during the , but reached its peak in the 1950s to 1960s.

**Why don't freight trains use turbine engines? : askscience**

Alternating Current electric motors are more expensive to construct but have the advantage of taking as much power as the engine can generate - a heavily loaded coal train can pour electricity into its AC motors without fear of overheating.

**GT3**

Even so you'd probably need an additional heat recovery stage steam turbines to match a modern diesel in efficiency, and cost, bulk, and complexity would skyrocket. The diesel provided and low speed traction, with the turbine not being started until after leaving stations.

**Progress Rail Upgrading 30 Locomotives For Canadian Pacific**

The first TGV equipped with the more powerful synchronous motors They have been in service between Paris and the west of France since 1989. What is a diesel-electric locomotive? Before making the F7, EMD introduced a new model type, called the BL1 It stood for Branch Line, had 1500 hp, and had the same motor as the F7 and GP7.

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