

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.

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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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