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Locomotive

Engine

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

While the 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 an evolution of the earlier

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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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Locomotive The EMD

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engines that was

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Electro-Motive Division

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645 E Gm Diesel Locomotive Engine - ilovebistrot.it

EMD. These are : Two EMD 12-645-E1 roots blown engines, rated at 1500 hp at 900 HP. Rail

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E Gm Diesel

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converted to marine,
Heavy block, 1 right
hand rotation and 1 left
hand rotation engine
guaranteed non-failed,
no governor and no
starters. Standard oil
pan. Note: The blowers
, supports and the
exhaust were removed
for shipping purposes
but all is included with
them.

EMD-EMD 12-645-E1

Diesel Marine

Engines.

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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
diesel locomotives

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

General Motors EMD

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Engines |

HowStuffWorks

The E9 is a 2,400-horsepower (1,790 kW), A1A-A1A passenger train-hauling diesel locomotive built by General Motors' Electro-Motive Division of La Grange, Illinois, between April 1954 and January 1964. 100 cab-equipped A units were produced and 44 cableless booster B units, all for service in

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the United States. The E9 was the tenth and last model of EMD E-unit and differed from the earlier E8 as ...

EMD E9 - Wikipedia

The E7 was the eighth model in a line of passenger diesels of similar design known as EMD E-units, and it became the best selling E model upon its introduction. In profile the front of the nose of an E7A was

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less slanted than on earlier EMD passenger locomotives, and the E7, E8 , and E9 units have been nicknamed " bulldog nose " units.

EMD E7 - Wikipedia

Rail buffs turn the volume up. The GM "E" Diesel 567 V12 works at 850 rpm delivers 1125 hp to electric motors. NYC #4080 #4068 I covered the lens fearing a f...

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Starting a 567 GM

"E" Locomotive

Diesel Engine -

YouTube

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EMD's General Motors Diesel Early Switchers:
SW, SC, NW, NC "Cow-Calf" Switchers. NW2
SW1 SW7 SW8. SW9
SW900 SW1000
SW1001 Variant
SW1200 SW1500.
MP15DC/AC/T Series.

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EMD's E Series

EA/E1/E2 Models. E3.

Seaboard Air Line's E4.

Burlington's E5. E6.

Rock Island's Unique

AB6 E8. E9. EMD's F

Series FT. F2 F3 F7 FP7

F9 New Haven's FL9

F40PH Series ...

EMD "E7"

Locomotives:

Specifications,

Photos, Roster

By then the venerable engine had hit its limit,

so in 1966 EMD

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

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

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The final variant of the sixteen cylinder 645 (the 16-645F) produced 3,500 hp (2,600 kW). In 1972, EMD introduced modular control systems with the Dash-2 line; the EMD SD40-2 became one of the most successful diesel locomotive designs in history, both in terms of sales and service longevity.

**Electro-Motive
Diesel - Wikipedia**

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The EMD 710 is a line of diesel engines built by Electro-Motive Diesel (previously General Motors' Electro-Motive Division). The 710 series replaced the earlier EMD 645 series when the 645F series proved to be unreliable in the early 1980s 50-series locomotives which featured a maximum engine speed of 950 rpm. The EMD 710 is a relatively large medium speed

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two-stroke diesel
Engine that has 710 ...

EMD 710 - Wikipedia

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locomotive engine can
be one of the options
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Jun 5, 2020 - GM

purchased Electro

Motive Co. (EMC) and

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Winton Engine Co. in 1930 and combined the two in 1941 forming the Electro Motive Division (EMD). In 2005 GM sold EMD to Greenbrier Equities Co. and Berkshire Partners LLC which formed Electro Motive Diesel then was sold to and became a subsidiary of Progress Rail in 2010. Progress Rail is a subsidiary of Caterpillar.

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