

I'm not a robot



subchaser that achieved 21 knots.[42] The EMD 16-338 developed 1090bhp at 1600 rpm. On the top was an air intake for four layers of four cylinders each. Each cylinder had a 6inches bore and a NaNinches stroke. On the bottom of the crank shaft was an Elliot generator which developed 817 kW at a maximum of 710 volts DC. This proved problematic as the engine fluids ran down into the generator. The whole engine weighed just over eight tons. Being 4 feet wide it allowed for four engines in an engine room only 22feet long and also allowed design engineers to eliminate a submarine engine room.[43] The and the research submarine used the troublesome EMD 16-338. On the Tang-class the Navy decided to replace the "pancake" engines with ten-cylinder Fairbanks-Morse opposed-piston 38D 8-1/8 diesels. The unreliability and lack of spares led to the decommissioning of USS Albacore in 1972 as further cannibalized parts became unavailable.[44] [45] Reporting marks The following reporting marks are listed for rolling stock: See also List of GM-EMD locomotives List of preserved EMD SD40-series locomotives References Sources External links Notes and References Web site: EMD - Company - Company Overview - About Electro-Motive Diesel . 2010 . emdiesel.com . Electro-Motive Diesel, Inc . //www.emdiesels.com/emdweb/company/company_index.jsp . 2010-09-14 . dead . Progress Rail Services Finalizes Electro-Motive Diesel Acquisition . 2010-08-02 . www.cat.com . Caterpillar Inc . //www.cat.com/cda/files/2420062/7/080210+Progress+Rail+Services+Finalizes+Electro-Motive+Diesel+Acquisition.pdf . 2012-03-06 . dead . Web site: Company profile from Hoover's - Electro-Motive Diesel, Inc . 2010 . hoovers.com . 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