

Royal Gorge Route



The EMD F7 was a diesel-electric locomotive produced between February 1949 and December 1953 by the Electro-Motive Division of General Motors (EMD) and General Motors Diesel (GMD). The F7's prime mover is a 16-cylinder 567B series Diesel engine developing 1,500 hp (1.1 MW) at 800 rpm. The 567B is a mechanically aspirated two-stroke design in a 45 degree vee configuration, with 567 cu in (9.29 L) displacement per cylinder, for a total of 9,072 cu in (148.66 L). A direct current generator that is mechanically coupled to the flywheel end of the engine powers four traction motors, with two motors mounted on each Blomberg B truck. Although originally promoted by EMD as a freight-hauling unit, the F7 became one of the most iconic passenger hauling locomotives of the last Golden Age of railroad travel in the 50's and 60's pulling such famous trains such as the Santa Fe Railway's *Super Chief* or *El Capitan* and the CB&Q-D&RGW-WP's combined *California Zephyr*. Our pair of F7's were built for the

Chicago & Northwestern (CNW) in October of 1949 with frame-serial numbers E1188-A07 8554 and E1188-A16 8563. The 402 was built as CNW 4075A and 403 built as CNW 4079C. Tagging onto a popular CNW slogan of the period claiming "400 miles in 400 minutes – as the distance between Chicago and Minneapolis, many passenger F7's were renumbered into the 400 series, including these two units becoming 421 and 422 in March of 1972 and then finally re-numbered to current 402 and 403 for the same railroad in 1982. During the 70's and 80's the CNW used many of its prodigious F7 roster to power its broad-reaching commuter train network throughout Illinois, Minnesota and Wisconsin pulling their recognizable double-deck commuter railcars. Our own 402-403 went on to serve the waning years of the CNW prestigiously on infrequent special excursions and executive trains until 1995, when the railroad was finally absorbed into the Union Pacific system. These remaining F7's became surplus, many succumbing to the scrapper's torch. Happier days were ahead for this pair however as they were rescued by the newly formed Canon City & Royal Gorge Railroad in June of 1998. Proudly repainted into a heritage scheme of the famous D&RGW that has plied the rails of the Royal Gorge since its original construction, these very historic locomotives have symbolized this company's revival of the bygone glory and glamour of rail travel through one of the most awe-inspiring natural wonders of our world.

