

Royal Gorge Route



which proved to be more efficient as it cost less to build, was cheaper and easier to maintain, and had much better front and rear visibility for switching. EMD built 2,734 GP7's between October of 1949 and May of 1954. Of this class 2,620 were for American railroads, 112 were built for Canadian railroads, and 2 were built for Mexican railroads. Our 2238 was originally ordered by the Santa Fe (ATSF) as number 2676, part of an order of 245 units numbered from 2650-2893 and served on that railroad for the majority of its early career throughout its extensive 13,000 mile network. In 1981, this unit went through an extensive rebuild at their company shops in Cleburne TX into a GP-7u where it received an angled "Topeka Cab" with a lowered hood to improve visibility. During this rebuild, it was renumbered to the current 2238 and received the classic blue and yellow Warbonnet paint scheme. The 2238 was finally retired by the Santa Fe in January of 1993 and sold to the Wichita-based Central Kansas Railway, which operated 900 miles of former ATSF tracks in Kansas and Eastern Colorado. The 2238 was then retired from their roster in 1998 and by 2001 was added to the Royal

Gorge Route's locomotive fleet to supplement the two existing F-7's and meet the increasing demand for power requirements for a steadily expanding railroad operation.

