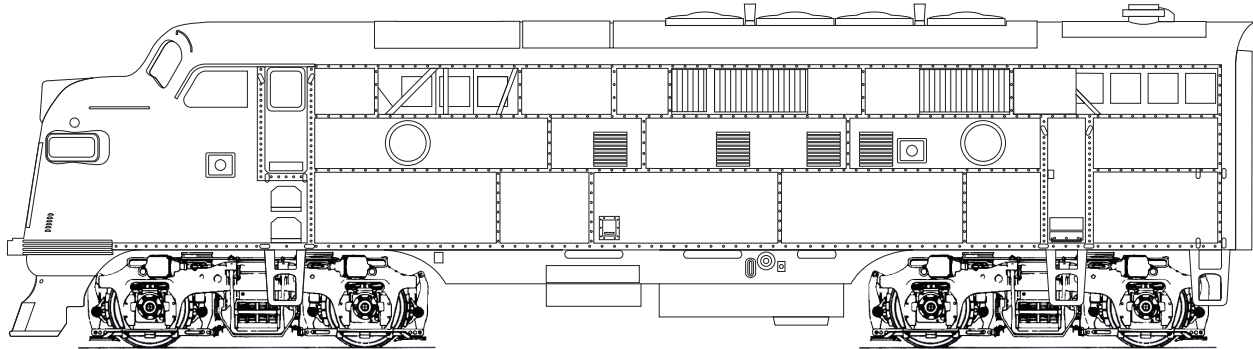




Announced: 3-24-09
Orders Due: 4-17-09
 ETA: October 2009

FP7



After World War II, EMD offered two types of road locomotives. The E7, with A-1-A trucks (three axles with the center being an idler), was intended for passenger service. The F3, with B trucks (two powered axles), was intended for freight service. However, western roads such as Santa Fe, Northern Pacific, Rio Grande, Western Pacific, and Great Northern purchased F3's for passenger service. E-units with their idler axles lacked pulling power on mountain grades, often requiring helpers to make minimal speed. Using the F3 as a passenger locomotive solved that problem. Like the earlier FT locomotive, the F3 was designed with space for a steam generator. The F3B units also had space for water tanks, but the F3A units did not. That meant that either a water tender was required or at least an A-B set was required for passenger service.

When the F3 and E7 were replaced with the F7 and E8 in 1949, EMD stretched the basic F7A four feet to provide space for water tanks and created the FP7. The FP7 satisfied several requirements. It could operate solo on a passenger train when two units were not needed. Since all axles were powered, it was a better pulling locomotive than an E8, so it worked well on mountain grades, and it could be used in freight service. Because the standard F7B had space for both the steam generator and the water tanks, no FP7B's were built. Several railroads did buy F7B's with their FP7's.

The FP7 entered production in June 1949 and remained in production until December 1953. 324 FP7's were built by EMD at their La Grange, Illinois plant. Of these, 304 were sold to U.S. railroads, 19 were sold to Mexico, and 2 were exported. Two demonstrators were built and were later sold to Soo Line. Louisville and Nashville was the largest purchaser of FP7's with 45. Atlantic Coast Line acquired 44 and Pennsylvania acquired 40. An additional 57 were built by GMD in Canada. Canadian Pacific had 35, while Ontario Northland bought the other 22.

As the F7 was replaced by the F9, the FP7 was replaced by the FP9, but only 100 were built between February 1954 and December 1959. La Grange built 4 units for C&NW, 35 for Mexico, and 7 for Saudi Arabia. 54 units were built in Canada with 43 going to Canadian National and 11 to Canadian Pacific.

FP7 Owners

Road	Qty	Road	Qty
Alaska	3	N de M	17
Atlanta & West Point	4	Northern Pacific	2
Atlantic Coast Line	44	Ontario Northland	22
Canadian Pacific	35	Pennsylvania	40
Chesapeake & Ohio	16	Reading	8
Chicago & Eastern Illinois	11	RF&P	3
Chicago Great Western	3	Rock Island	10
Clinchfield	1	Arabian-American Oil (Saudi Arabia)	2
Cotton Belt	1	Sonora-Baja California	2
Florida East Coast	5	Soo Line	8
Frisco	12	Southern	20
Georgia	3	Southern Pacific	16
Louisville & Nashville	45	Union Pacific	2
Milwaukee Road	32	Western Pacific	4
MKT	8	Western Railway of Alabama	2