

PENNYRAIL

MAY 2005

VOLUME 9 NUMBER 5

TODAY'S FACTS ARE

IMHO

The recent survey conducted for the Chapter newsletter, PENNYRAIL, indicated that the membership was generally pleased with the content and format of our publication.

Perhaps we should have directed our attention to some other Chapter activities. Your editor has picked up bits and pieces of discontent with our meeting format, the length of our business sessions and the varsity and type of programs. I have also been taken to task over my editorial comments on the refreshments at the Chapter meetings

Several options suggest themselves to address the complaints. On the matter of Chapter business. Have the officers take care of Chapter business in an open meeting prior to the regular Chapter meeting? Make the officer's reports a part of the newsletter. Have a quarterly business meeting instead of the current monthly business meeting. Regarding programs. If members are not happy with slides or videos how about suggesting alternatives and arranging alternative programs. The refreshment debate will likely never be resolved so let's just let it happen - cookies and coke one month and caviar and champagne



Chapter News

CHAPTER MEETING

**MONDAY, MAY 23
7:00 PM**

**CC Historical Society Bldg.
306 E 9th Street
Hopkinsville, KY**

PROGRAM

Chapter member and noted railroad history author, **Cliff Downey**, will present the program for the May Chapter meeting in Hopkinsville. Cliff will point out some little known parts of the Tennessee Central's history and show some slides of the fallen flag that once had a northern termination in Hopkinsville. **Bob Moffet** and **Chuck Hinrichs** will provide the refreshments. **William Turner** is our host at the Christian County Historical Society Building.

APRIL MEETING

Twenty-five people were on hand for the Western Kentucky Chapter's 20th Birthday. They enjoyed a very good slide program by **Chuck Hinrichs**. The slides were shot during the mid-eighties. Included were many views of the late great Louisville & Nashville, Seaboard System, Illinois Central, Southern and regional coal operations plus other Midwest fallen flags. Part two of the program was a DVD made by

(Continued on page 2)

Western Kentucky
Chapter, NRHS

111 Reed Place
Madisonville, KY 42431

* * * * *

President
Bob McCracken

Vice President
Rich Hane

Sect. Treas.
Wally Watts

National Director
Wallace Henderson

"PENNYRAIL" is the official publication of the Western Kentucky Chapter, NRHS. Send news notes, historical notes and other rail information to:

Editor
Chuck Hinrichs

112 Windsor Drive
Hopkinsville, KY 42240
270-886-2849

e-mail
chuckrail@charter.net

Chapter News

(Continued from page 1)

Ron Stubblefield from photographs and slides from the past fifteen to twenty years of some of the chapter members on fantrips or at chapter meetings. Much fun was had viewing these scenes from the chapter's past. Boy, some of the members haven't aged too well at all. Others keep getting better with time. Many thanks to Chuck and Stubby for the trip down memory lane. **Chuck** and **Tim Moore** teamed up together to provide the refreshments for the meeting. Thanks guys, the cake and other snacks were great.

CSX provided three trains for the Anniversary celebration. The first train by the station was northbound manifest train Q556 with a pair of CSX C40-8Ws on the point. The second train of the night was northbound tote train Q120 powered by a pair of CSX AC60-9Ws. The evening's third train was northbound manifest Q592. This train provided a power treat. Leading was CSX C449W followed by a leased MPEX SD50M-3, # 5000. For you diesel fans, you may be saying ". . . a what?" And for the members who say that one diesel is just like the next one . . . WRONG!!!

Read the rest of the story about the MPEX SD50M-3 # 5000 on page 2.

CHAPTER NEWS

Ron Stubblefield has had some health problems the past few weeks. Please keep **Ron and Kay** in your prayers at this time.

May 1, 2005 marked 29 years of marriage for **Keith and Allison Kittinger**. Congrats to both of you. Hope you have many more years together

Program Chairman, **Rick Bivins** asked me to pass this note

(Continued on page 3)

MPEX SD50M-3 # 5000

by
Dennis Carnal

For the members that saw Q592 pass the depot, you saw a one-of-a-kind diesel locomotive in the consist. MPEX 5000 was built in December 1999 by Boise Locomotive Company, the former Morrison-Knudsen Company. The locomotive is powered by a 16 cylinder 16-645F3B engine developed by Morrison-Knudsen and the Dakota, Minnesota & Eastern Railway. The locomotive, rated at 5000hp, was painted and lettered for the DM&E. The unit is a Boise Locomotive/Motive Power Industries demonstrator leased to the DM&E. The locomotive was even named "City of Huron", while on long term lease.

But, the story of the MPEX 5000 goes back a few more years. The locomotive was originally built by EMD in 1966 as Santa Fe 5D45 1881 and later ATSF 5581. The locomotive was rebuilt by the Santa Fe Shop in San Bernadino as an SD45B in December 1983. That's right a "B" or cabless booster locomotive, one of only three SD45Bs on the Santa Fe roster. Also, the Santa Fe rebuilt eight SD45-2 locomotives into "B" units. All SD45Bs and 5D45-2Bs except two of the SD45Bs were still on the BNSF roster as of 2004. The 5501 was retired by the Santa Fe and was purchased by Morrison-Knudsen Company. This locomotive would become the MPEX 5000. Now back to the story of the MPEX SD50M-3 5000. This locomotive was built in cooperation between Boise Locomotive and the DM&E using a standard AAR control stand rather than a desk top as the DM&E crews were not familiar with the desk top control stand. The locomotive uses an extra MK5000C wide cab. The locomotive operated very well and was well liked by the DM&E crews. The SD50M-3 was returned to Boise Locomotive/Motive Power Inc at the end of November, 2000. The locomotive was returned due to a drop in traffic on the DM&E. The locomotive had worked on the DM&E for almost a year.

On return to MPI all DM&E markings were removed, but the locomotive was not repainted. The horsepower on the sixteen cylinder engine was reduced from 5000hp to 3500hp. The unit was then placed into the MPI lease fleet. This is the reason that SD50M-3 5000 passed through Madisonville. It is now leased to CSX, due to the long standing locomotive shortage on CSX. The locomotive is still painted in the blue and yellow paint of DM&E. The only marking on the locomotive is the lettering MPEX on the cab side.

Now folks, you know not every diesel locomotive is like the last diesel locomotive you saw rolling down the tracks. Hope you learned something that you didn't know. So, as Paul Harvey used to say, "Now you know the rest of the story."

As a follow-up to the story of the MPEX SD50M-3, here's a little more locomotive history. As noted in the building of the SD50M-3 from a cabless 5D45B, Boise Locomotive used a spare locomotive wide cab from a MK5000C. Maybe you would like to know what a MK5000C is?

In 1993, Morrison-Knudsen started designing a new 5000hp locomotive. Three locomotives were built in August 1994. These three test beds were lettered and painted in full Southern Pacific colors. They were delivered to the Southern Pacific in March 1995. The trio was returned to MK in 1996. In August 1995, three more demonstrators were built for testing on the Union Pacific. These

(Continued on page 4)

CHASING THE A&O

by

There is a new railroad in West Virginia. It is a Watco subsidiary named the Appalachian & Ohio, operating the former CSX Cowan Sub. southward out of Grafton. This was originally a B&O line that once went all the way to Charleston. Operations began on March 25. Knowing all this, on my return drive from the NRHS board meeting in Cumberland, I decided to detour off of I-79 and check out Grafton and the new railroad.

Arriving in Grafton, I found the CSX locomotive facility full with at least fourteen units, most but not all AC4400CWs. On a nearby stub track sat three ex-Union Pacific SD50s, lettered WAMX for Watco's Webb Asset Management. These soon headed for the yard to pick up a empty coal train and I decided to chase it south to Buckhannon, the new line's operating headquarters. The A&O has at least twenty of these SD50s of D&RGW and C&NW heritage, but including at least a couple of former Conrail units as well.

After waiting nearly a hour (why does it take a train so long to get out of a yard?), the chase was on. Coming south out of Grafton, the A&O gradually climbs up along the hills to the left of the highway with trees affording no chance for photos but then suddenly there is the soaring Pleasant Creek Viaduct across a small valley. Soon the

highway crosses over the railroad just before it enters Pleasant Creek tunnel and again at the south end, then the two separate the last few miles to Philippi. There I found a pretty stucco and tile B&O passenger station, now a local museum, and waited to photograph the train passing this station.

From Philippi, the railroad takes a valley route while the highway goes over a small mountain, so that was the end of the chase. However, in Buckhannon, I found a half dozen more former UP units plus a couple of ex-Conrail SD50s and a pair of former Bangor & Aroostook GP38s still in that road's last paint scheme. (At last October's Utica board meeting we had a tour of the Susquehanna shops and there was a long line of these very same BAR units awaiting lease.)

From Buckhannon, a four lane highway takes you back to I-79, which soon intersects the railroad at the village of Burnsville. Here I found three more SD50s, one still in C&NW paint, carrying the lined through number of 7005, plus two more BAR GP38s. (Here, while driving to Cumberland the previous Thursday, I had seen a northbound loaded coal

PENNYRAIL

(Continued from page 2)
along to the membership:

Dear Chapter Members

I have a new employer. I will be working for Petroleum Helicopters Inc. in Louisiana. This new job will allow me to provide more for my family now and in the future. To be able to provide more means a sacrifice on my part. I will be working in Louisiana on a rotating schedule of seven days on and then seven days off. Unfortunately, the days off does not fall on every meeting night or NRHS event. As a result I may not be able to perform the expected duties trusted to me by the chapter. As time goes on I will be more familiar with my new job and responsibilities and then I may be able to continue with my duties within the chapter.

My leaving Madisonville Flying Service is a difficult move, but one that Don Bowles understands and as would be true to his nature, he voiced his support. Don and I discussed the Chapter and his involvement and he said "nothing changes", meaning he will continue to help us when ever possible. Some one else in the chapter may have to step in and be the chapters voice to Don when I can not.

Again this is a difficult but necessary move on my part. My family grew last year and I must step up to the plate and provide for them. Rest assured, I will be around when ever possible.

Rick.

Jim Pearson, Bob McCracken, Chuck Hinrichs and Tour Guide, **Chris Dees** kicked off the summer train chasing season with an extended weekend outing to South Central Illinois over the April 30 - May 3 long weekend. The trip report starts on p5 and as the guys shot some 500 or more photos you can expect a meeting program before the year is out.

Chapter members, **Bob Moffet, Louie Hicks, Steve Miller** and **Jim Finley** are active in the formation of a model railroad club

RAILROAD EMERGENCY PHONE NUMBERS

AS RAILFANS WE ARE OFTEN AT TRACKSIDE AND IN POSITION TO OBSERVE EMERGENCY CONDITIONS THAT COULD AFFECT RAILROAD SAFETY OR SECURITY. KEEP THESE NUMBERS HANDY TO REPORT INCIDENTS.

BNSF	800-832-5452
CN/IC	800-465-9239
CSX	800-232-0144
NS	800-453-2530

**SUBSCRIPTION
RATES**
PENNYRAIL
11 issues
\$12 PER YEAR

SD50M-3

(Continued from page 2)

units were painted in the old black and gold paint scheme of Morrison-Knudsen and were numbered 9901, 9902 and 9903 with small MPEX sub-lettering on the cab sides. These three test locomotives were returned by Union Pacific to the builder after about one year of testing. The six demonstrators were placed into storage for several years. During 2002, the coal hauling Utah Railway went looking for more power. They found the six MK5000Cs for a good price. The locomotives were purchased, but with some changes. The six locomotives were rebuilt by MPI in Boise. The troublesome 5000hp Caterpillar engines were replaced with standard EMD engines rated at 3600hp, standard EMD alternators and EMD air compressors. Long hoods and radiators were rebuilt from retired EMD SD50s. The locomotives use new Wabtec Q-tran III control systems. The locomotive model was charmed from MK5000C to MK50-3. All six rebuilt locomotives were delivered to the Utah Railway by the end of 2003. The locomotives carried road numbers 5001-5006. These six locomotives were the only MK5000Cs built and are most likely the only ones to ever be built.

Now you know a little more diesel history.

A CHAPTER ROSTER AND E-MAIL LIST IS BEING COMPILED FOR THE JUNE PENNYRAIL. IF YOU HAVE HAD A RECENT CHANGE OF PHONE NUMBER OR E-MAIL ADDRESS PLEASE CONTACT YOUR EDITOR AT 270-886-2849 OR AT chuckrail@charter.net WITH THE UP-DATED INFORMATION.

THE DEADLINE FOR ARTICLE OR PHOTO SUBMISSION FOR THE JUNE PENNYRAIL IS MONDAY JUNE 13. YOUR MATERIAL IS ALWAYS WELCOME.

PHOTO SECTION



Charter members of the Western Kentucky Chapter; Rich Hane, Wally Watts, Don Clayton, Keith Kittinger, Dennis Carnal and Bob McCracken were on hand for the gala 20th Anniversary of the Chapters founding on the evening of April 27, 2005 at the Badgett Center. *digital image by*



A southbound Norfolk Southern freight passes an out-of-service semaphore signal just south of the BNSF yard in Centralia, IL. Semaphores, operating or otherwise are rare commodities in these days and times. Signal was spotted

“PENNYRAIL” is your publication. If you have photographs or other material of current or historical interest that you would like to share with Chapter members, your editor would appreciate hearing from you. Your material will receive the best of care while being readied for publication. Your help is

PHOTO SECTION

PENNYRAIL

Chris Dees and Southern Illinois Diamonds

by
Chuck Hinrichs



An A&O empty coal train with a trio of SD50s is southbound past the old B&O depot at Phillipi, WV. The A&O, a WATCO subsidiary, had been in operation for less than a month on this ex-CSX track south of Grafton, West Virginia.

Wallace Henderson got this photograph on Monday April 11, 2005



A nicely restored and preserved Illinois Central water tank trackside between Alma and Kinmundy, IL. on the CN(IC) main line from Centralia north to Chicago. The tank now belongs to a local water district and is in everyday service. This was one of the highlights of an early summer Chapter railfan outing in south-central Illinois. 04/30/05

digital image by

For more railroad photographs check out the Photo Gallery

Saturday, April 30 was cool and clearing as Jim Pearson and Chuck Hinrichs loaded their gear in Bob McCracken's SUV in Madisonville and headed north for a long weekend of train chasing and photography in south-central Illinois. We topped off the fuel tank in Henderson with the most inexpensive gas we would see for the next few days and headed up US 41 and then west on I 64 before heading north to Mount Vernon for our first action of the day. There were lots of units on NRE's back lot including some units in fresh red CP paint. We also caught a UP freight before heading north on IL 37 to Salem where we met Chris Dees, our tour guide. Chris had already supplied the troops with a detailed description of the area and the radio frequencies of all the area railroads..

Following a quick lunch we all piled into the McCracken 0-4-0 and checked out the old B&O depot in Salem and caught an eastbound UP coal train running on the CSX line. We checked out the old CE&I depot and caught a n/b UP train. The UP yard just north of Salem was quiet so we headed west on US 50 to Odin, the first of many diamonds - a CSX/CN(IC) crossing, with no action this day. Our next stop was at Shattuc where the CSX crosses the BNSF at grade with an abandoned interlocking tower still standing watch over the diamond. No action here on this late afternoon so we headed for Centralia to see what was happening at this juncture of CN (IC), NS and BNSF.

There is a preserved IC steamer

(Continued on page 7)

APRIL MINUTES SUMMARY

Western Kentucky Chapter, NRHS
 Badgett Center Madisonville, KY
 Monday, April 25 7:00 pm

President McCracken called the meeting to order and the minutes of the March meeting were approved. The current treasurers report was also approved..

TREASURER'S REPORT:

Beginning Balance		\$2,408.54
Income		
Nat. Dues	\$0.00	
Chap. Dues	\$0.00	
Donations	\$0.00	
REA	\$0.00	
Raffle	\$0.00	
Video	\$22.50	
Other	\$0.00	
TOTAL	\$22.50	
Adjusted Balance		\$2,431.04
Expenses		
Nat. Dues	\$0.00	
Postage	\$29.60	
Printing	\$49.98	
Video	\$0.00	
Supplies	\$0.00	
REA	\$0.00	
Other	\$4.00	
TOTAL	\$83.58	
Ending Balance		\$2,347.46

MEMBERSHIP:	Full	5	8
	Chapter Only	1	8
	Total	7	6

DIRECTORS REPORT: The new by-laws received Board approval and will be presented to the Annual Meeting in Portland in July. The 2004 bulletins are in production and the first two should be out shortly with the remaining three out by late summer. The 2005 Bulletin will be done quarterly and will be full magazine size. The Annual activities issue will be outsourced. A \$2 dues increase is proposed with either a \$2 increase in 2006 or a \$1 increase in 2006 and 2007.

OLD BUSINESS: The Chapter rescinded an earlier vote to acquire the CSX caboose at Atkinson. With Rick Bivins' new job taking him out of town for extended periods the fate of the REA truck program is in question.

NEW BUSINESS: The fate of the Badgett Center is still undecided. Local efforts to keep the center in operation are progressing but ownership of the depot building is still un-settled.

ANNOUNCEMENTS: The May meeting will be held at the Christian County Historical Society Building in Hopkinsville. Monday May 23, 2005 at 7 PM.

ATTENDANCE: 21 Members and 4 guests.

REMEMBER

RAILROAD PROPERTY IS PRIVATE PROPERTY. Take your pictures and watch your trains but don't trespass!

TIMETABLE #92
FOR THE GOVERNMENT OF RAILFANS ONLY

MAY

Monday May 23 Annual Hopkinsville Chapter Meeting. 7 PM at the H&CC Historical Society Building at 9th and Liberty in downtown Hopkinsville. Special program and refreshments by the Hopkinsville Chapter members.

JUNE

Monday June 27, Chapter Meeting Badgett Center (unless otherwise advised) Madisonville, KY 7 PM

REA truck work sessions and St Charles switcher operations are suspended until such time as Rick Bivins has a more predictable work and home time schedule.

* * * * *

June 11 and October 1 Chattanooga, TN Tennessee Valley Rail Museum
 Take a 100-mile round-trip ride from Chattanooga to Summerville, GA. Steam locomotive No. 610 will power this trip both ways thanks to the recently installed Summerville turntable. Tickets \$65 email: info@tvrail.com phone 423-894-8028

July 5-10 Portland, OR NRHS National Convention Host - Pacific Northwest Chapter. Details in NRHS newsletter.

August 13 Cincinnati, OH Summerail at CUT Multimedia slide shows, railroadians show and sale. Tower A visits. \$15 Details in May Pennyrail or at cincinnatiirrclub.org/ or summerail@fuse.net

September 24 & 25 Dubuque IA ICHS joint meeting with CB&Q Historical Society. Details at ICHS website <http://www.icrrhistorical.org>

September 29- October 2 Bardstown, KY L&NHS Annual meeting and #152's 100th Birthday. Details at L&NHS website www.rrhistorical.com/lrhs

September 3, 4, 10, 11 Nashville, TN TC Railway Museum A Day Out With Thomas.

October 15, 22 Nashville, TN TC Railway Museum Nashville - Cookeville 180 Mile RT Super Fall Foliage Trip I and II
 For tickets and information

Send email to ordertickets@tcry.org or phone 615-244-9001
 Website www.tcry.org/pass_ops.htm

VISIT THE CHAPTER WEB SITE
<http://www.westkentuckynrhs.org>

REGIONAL RAIL NOTES

Better get your pics of the Latta Sub now...

My guess is Indiana Railroad will pick this section up and get trackage rights into Louisville. Also, one has to wonder if the CSX east of Mitchell will be up for sale as well. Indiana Railroad has sent power on CSX trains east of Mitchell into Cincinnati recently!!! Chris Dees

“Canadian Pacific Railway announced today it is pursuing expressions of interest from third parties for its 92.3-mile track from Fayette to Bedford, Indiana, known as the Latta Subdivision. The company is examining all opportunities to improve rail service in southern Indiana and the Louisville, Kentucky, market for the benefit of CPR and its shippers. A range of outcomes is possible, including new operating arrangements with other railroads or the sale of the rail line to another operator. Abandonment of the line is not being considered, as sufficient business exists on the rail line to support ongoing operations. A decision on the course of action is expected by the end of the year.”

CSX P904-02 heading from Jacksonville to Louisville with the Kentucky Derby Train, struck something north of Nashville and punctured the fuel tank on lead unit CSXT 9993. Over 1,000 gallons of fuel was lost. The locomotive is to be taken to Huntington for repairs, so a replacement locomotive will be used with CSXT 9992 on the train this weekend.

internet

Paducah Mystery

Wallace Henderson and your editor have seen several odd items either at NRE(VMV)s back lot, at the shop area or in transit. The items appear to be locomotive frames with running gear and what appears to be a prime mover and generator all shrink wrapped in plastic. The covers carry numbers in a 83xx series. These numbers coincide with numbers assigned to SD70ACe locomotives to be delivered to Union Pacific in 2005. Could these be kits for the UP SD70ACe to be finished and cabs and hoods added at NRE? Anyone have any specific information?

cfh

Paducah Museum

The Paducah Chapter, NRHS, had the grand opening of their new museum location on the 22-23 of April. The new location is just a half block from the old location in the NC&StL Freight House. The new facility is all at ground level and the Chapter members have done a great job in getting the displays set up and functioning. The museum collection is ever expanding and one significant new addition is the headlight and number boards from IC 2613, the last IC steam locomotive to operate on the railroad. They have a working CTC board and a control stand from an EMD GP40. There are

PENNYRAIL

Diamonds

(Continued from page 5)

#2500 in a park in Centralia and it is covered and in pretty decent shape, at least cosmetically. The old IC depot at Centralia is long gone but there is a neat, but small, new facility housing the Amtrak depot. Centralia is actually a huge diamond as both the BNSF and NS cross the double track CN from northwest to southeast at grade. The NS then crosses the BNSF as it continues on east. There is a semaphore signal still standing next to the NS/BNSF tracks south of the BNSF yard. The signal did not appear to be functioning but is still a nice reminder of how things used to be and makes a great addition to trackside photos. We caught both NS and BNSF trains at both the north and south ends of town but oddly, no CN action. The northbound Amtrak *Illini* was a bit late into Centralia but with still enough light for good photos. We checked out the north end again and caught a southbound NS freight as it passed the semaphore.

Chris had made reservations for us at the Centralia House for dinner. This 150 year old establishment is worth the trip even if there were no trains. The dining atmosphere is topped only by the quality of the food and drink. A truly delightful end to a great day. Chris is a most gracious host.

Sunday dawned cold and clear and following breakfast at the Comfort Inn we hit the road. We took two vehicles today as things were a bit cramped with 4 of us in Bob's Bravada. I rode with Chris and Jim rode with Bob. We kept in touch with hand held radios. Our first stop was for an eastbound UP coal train on the CSX line through Salem. This train (CSX V249) is a regular on the Henderson Sub on its way from Colorado to Florida. We then headed north to the UP yard at Salem. There was a good variety of power on hand and the light was perfect - not a bad start to the day. Jim caught the shot of the trip

(Continued on page 8)

Diamonds

(Continued from page 7)

here; a UP employee hustling past the American flag on the flank of a UP SDS70. (Check out the picture in the Photo Gallery on the Chapter website.) We then headed north on IL 37 toward Kinmundy with a stop north of Alma to shoot the nicely preserved IC water tank in a park-like setting just west of the CN(IC) mainline. The tank is now owned by the local Water District and is in everyday use.

We will complete our report on Chris' Illinois Diamonds in the June issue of **PENNYRAIL**.

BUY SELL SWAP

Wanted: issues 1-8 of Locomotive and Railway Preservation magazine. Contact Phil Randall at 270-676-8703. or parroc@madisonville.com

For Sale: Numerous pieces of misc. model railroad equipment, accessories, parts, tools, Large Scale, O, S, Sn3, OO, HO, TT scales. Contact Phil Randall at 270-676-8703 or parroc@madisonville.com

Wanted Junk or scrap HO locomotives or locomotive shells, GP7s, GP9s and GP18s. I'm building a series of Paducah Geeps - GP8s and GP10s.

Eric Travis 270-821-0865
e-mail eltravis@spis.net

For Sale **L&N** and **Family Lines** employee magazines, \$2 each plus postage. Call or send for list.

Dennis Carnal
704 Choctaw Drive Madisonville, KY 42431
270-825-0693

Sell or Swap 63 issues of **DIESEL ERA** (1994 to 2003), a very well edited and illustrated locomotive magazine. The multiple views and varying paint schemes of locomotives can be most helpful to modelers. \$1 an issue or \$50 for the lot.

Chuck Hinrichs 270-886-2849
e-mail chuckrail@charter.net

BUY-SELL-SWAP is a new service of your Chapter newsletter "PENNYRAIL" and is for the the non-commercial use of chapter members. Please submit your ads by e-mail or letter (typewritten, please) by the normal newsletter

TOOLS FOR RAILFANNING

LOCOMOTIVE IDENTIFICATION

EMD

Electromotive Division, General Motors

Until the advent of the phenomenally successful SD40 family of EMD six axle locomotives in 1966, the bulk of the domestic diesel freight fleet was comprised of 4 axle units. All of the F units (FT through F9) were 4 axle locomotives as were all of the switchers and most of the early Geeps (GP7,9,18). There were 6 axle SD7s, 9s and 18s but only in very limited quantities.

There is a greater variety of 4 axle EMD units on local railroads and more older units are still in service.

CSX currently rosters the following EMD 4 axle units

Model	Road Numbers
GP15, GP15T	1500-1563
GP38-2	2500-2814
GP39, GP39-2	4280-4319
GP40	6595-6828
GP40-2	4400-4452, 6000-6499, 6900-6947
GP60	6897-6899
Road Slugs*	2200-2350
* (GP30 and GP35 shells)	

Spotting features. All of the units listed have low short hoods. Dynamic brakes are not a good spotting feature as some units have them and some don't. The GP15s are unique in having radiator air intake low on the rear of the long hood. GP38s and GP38-2s have two radiator fans and normal exhaust ports. GP39s and GP39-2s are similar to the GP38s but have a fat turbocharger stack. The GP40s and GP40-2s are in a similar body to the 38s but have three radiator fans and a turbocharged stack. The GP60 has larger radiator intake screens than the 38s and 40s.

R J Corman has older 4 axle power on it's Memphis Line at Guthrie,

GP9	9009
GP16	1600-1608, 1807, 1858

Spotting features. The GP9 has a high short hood. The GP16s are rebuilt GP9s and have chopped short hoods.

Paducah & Louisville has recently up-graded it's locomotive fleet and nearly all of the Paducah GP8s and GP10s are off the roster.

GP40-2,-3	2101-2125 (odd numbers)
GP38, GP38-2	3600, 3800-3812
GP39	8507
Road Slugs*	2100-2120 (even numbers)
*GP35 and GP40 shells	

Spotting features. See CSX above.