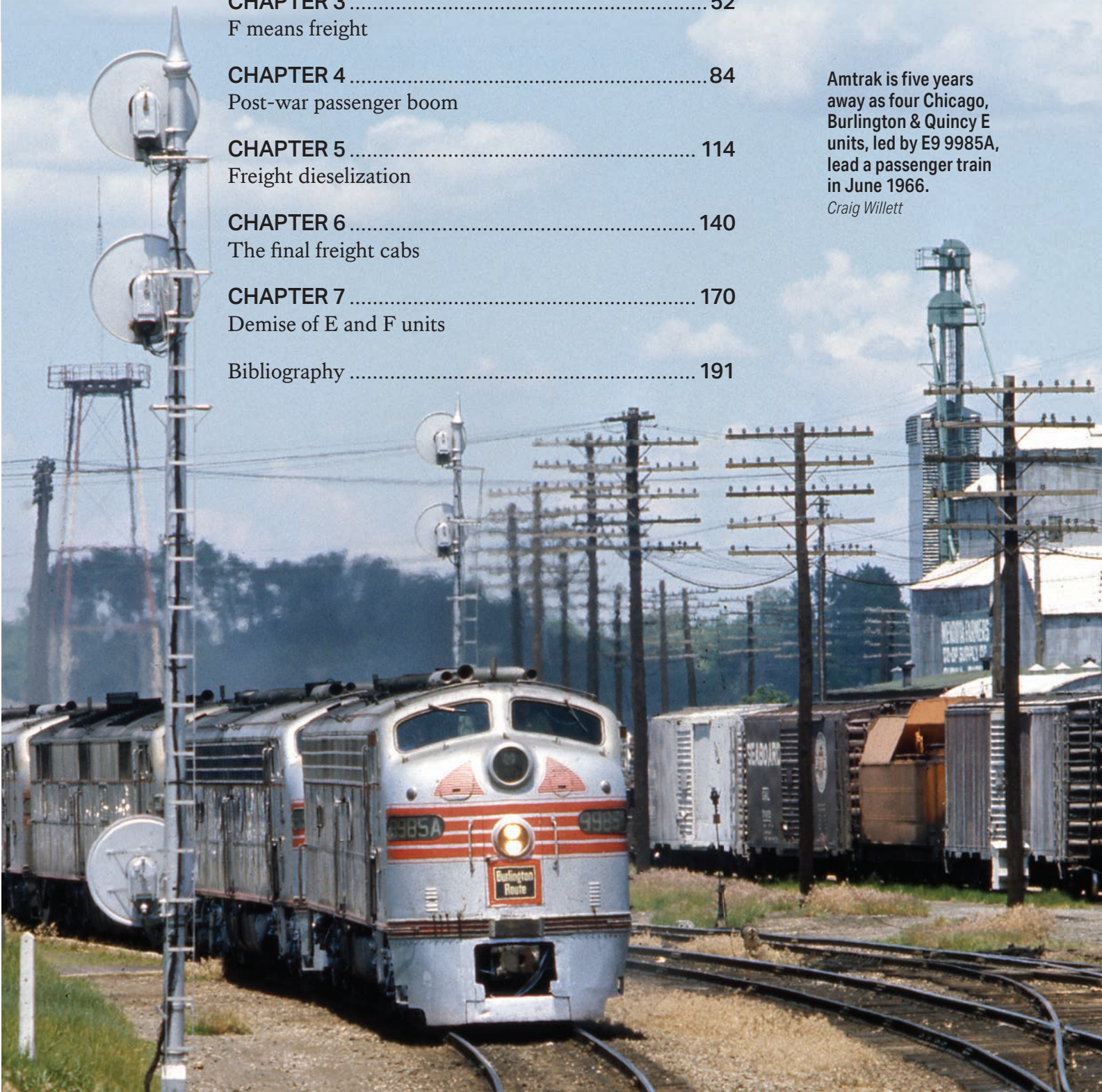


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Amtrak is five years away as four Chicago, Burlington & Quincy E units, led by E9 9985A, lead a passenger train in June 1966.

Craig Willett



DAWN OF THE E UNIT

SLANT-NOSE DIESELS LED
TO STANDARDIZED MODELS

Baltimore & Ohio EA no. 56 rests at St. Louis between runs just after World War II. The EAs debuted Electro-Motive's E unit line, and are marked by their inset headlights and small number boards compared to later Es. Note the three-dimensional B&O emblem on the nose. *Henry J. McCord*





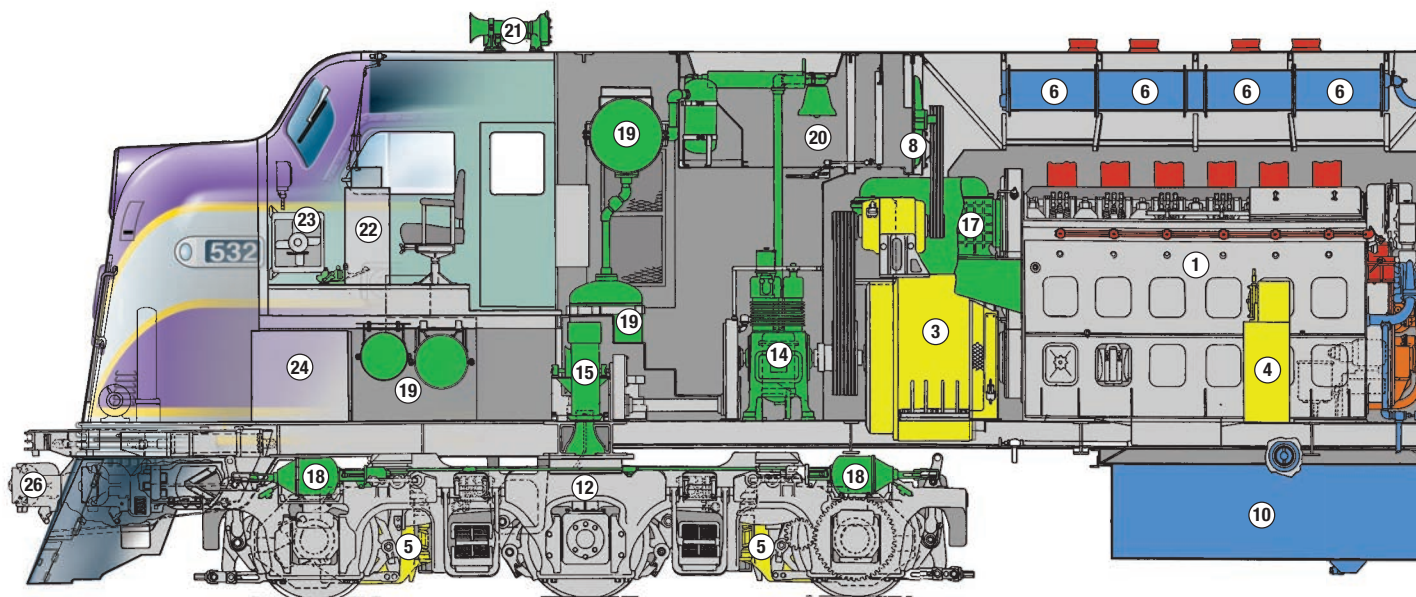
Gulf, Mobile & Ohio E7 no. 103 leads an F3 and another E7 on the point of Train 1, *The Limited*, at LeMont, Ill., on December 30, 1966. The E7 became EMD's best-selling passenger diesel. The GM&O had seven (all A units) acquired via merger from the Alton.

Tom Hoffman



E7 CUTAWAY VIEW

- | | |
|---|--------------------------------|
| 1. Engine no. 1 (12-567A) | 8. Engine cooling fan |
| 2. Engine no. 2 (12-567A) | 9. Lube oil filter tank |
| 3. Main generators | 10. Steam generator water tank |
| 4. Load regulators | 11. Fuel oil tank |
| 5. Traction motors | 12. Truck (Blomberg A1A) |
| 6. Radiators (shown on engine no. 1 only) | 13. Steam generator |
| 7. Coolant tanks | 14. Air compressor |

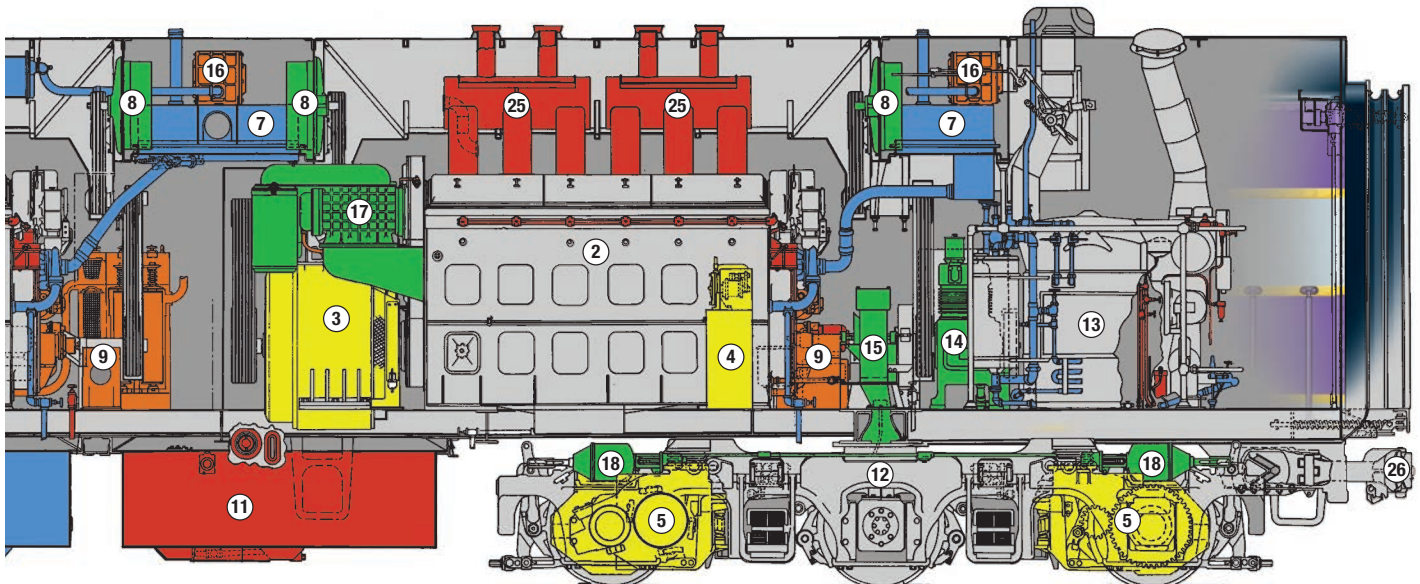




Chicago, Burlington & Quincy E7 no. 9925A leads three other Es on westbound Train 11, the combined *Kansas City Zephyr* and *Nebraska Zephyr*, west of Wyanet, Ill., in October 1966. Number 9925A is an early E7, built in November 1945. The Burlington would eventually roster 44 E7As, built through March 1949. *Craig Willett*

- 15. Traction motor blower
- 16. Lube oil cooler
- 17. Engine Roots blower
- 18. Brake cylinders
- 19. Air reservoirs
- 20. Bell
- 21. Horns
- 22. Operator's controls
- 23. Cab heater
- 24. Battery box
- 25. Exhaust manifold (shown on engine no. 2 only)
- 26. Couplers

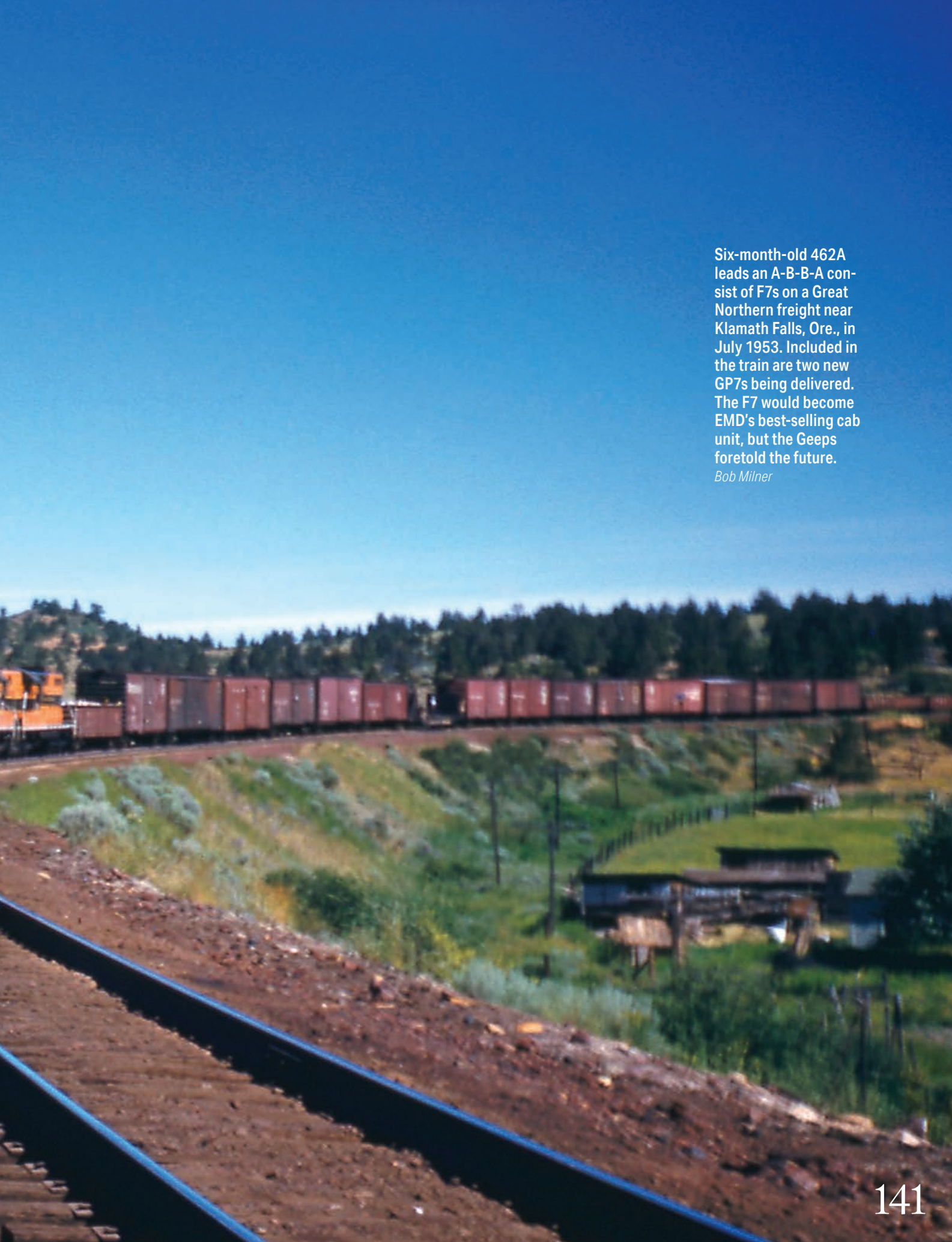
Key: Yellow = electrical; Blue = water/cooling; Orange = lube oil system; Red = fuel/exhaust; Green = air brakes/fans



THE FINAL FREIGHT CABS

THE F7 AND F9 EASED THE TRANSITION
TO ROAD SWITCHERS





Six-month-old 462A leads an A-B-B-A consist of F7s on a Great Northern freight near Klamath Falls, Ore., in July 1953. Included in the train are two new GP7s being delivered. The F7 would become EMD's best-selling cab unit, but the Geeps foretold the future.

Bob Milner