

Norfolk Southern Locomotive Roster Summary

Updated: 8/18/2025



Retired or endangered

On order

Road No.	Total Qty.	O.O.S Qty.	Model	Notes	
97-98	2	1	RCP4	Remote control platforms rebuilt from GP38s	Total 4-axle Slugs 100
600-601	2	2	GPTEB	Road slugs for GP22ECO	
610-627, 645-662	36	14	RP-M4C	Road slugs for GP59E & GP33ECO	4-axle slugs for GP40-2 62
700-754	50	24	RP-E4C	Road slugs for GP40-2	
850-888	31	26	RPU6	Yard slugs for SD40-2, rebuilt from MT-6/RP-E6Y slugs and SD40/SD38 units	SD40-2 frames
889-895	7	3	RPU6D	Yard slugs for SD33ECO (also work with SD40-2s), two built on new frame, remainder from UP	Total Gensets 1
911	1	0	SD60E	"Honoring First Responders"	
915-937	12	10	RP-E4D	Yard/local slugs for GP40-2	
1000-1234	235	32	SD70ACe	11 heritage units, last 10 units built 2019 and aquired 2022 from Progress Rail	
1250-1251	2	0	SD70ICC	Rebuilds of SD70M-2s in 2023	
1625-1635	10	1	SD40-2	Highhood and equipped with remote control	Total SD40-2s 272
1638-1652	10	0	SD40-2		
1700-1705	6	1	SD45-2	1700-1702 repowered with 16-645 engines at 3000hp, 1703-1704 retain their 20-645 engines at 3600hp, 1705 retains its 20-645 engine at 3000hp; 1700 restored to EL paint	
1800-1851	52	29	SD70ACC	Rebuilt SD70 with AC traction	Total SD70 Series 380
2100, 2102-2103	3	3	SW1001	2102 and 2103 are shop switchers at Juniata and not actually out of service	
2120	1	1	RP14BD	Cabless and remote control; on loan to TTCI	
2652-2776	46	46	SD70M-2	Brought back from retirement for a timeand pending possible rebuilding?	Total GEVOs 483
2922, 2948			GP38	Retired, stored at Juniata	
3001-3102	84	34	GP40-2	3071-3102 rebuilt from GP38, GP38AC, GP40	
3201-3326	68	8	SD40-2	Former highhoods; all rebuilt with low nose cabs	
3329-3423	67	23	SD40-2		
3429	1	0	SD40-2	Rebuilt from SD40	
3449-3467	11	1	SD40-2	Acquired from CEFX 8/2011	
3469-3483	5	1	SD40-2	Acquired from NREX 9/2012	
3495	1	0	SD40-2	Acquired from CIT 3/2013	
3600-3680	80	14	ET44AC		
3919-3963	14	14	C44-9W	Former BNSF/KCS units acquired from CPKC 12/2023 (45 units total); sold pending shipment	
3968-3993	11	11	AC4400CW	Acquired from CEFX 6/2023 (was 36 units total)	
4000-4880	879	64	AC44C6M	Rebuilt from C40-9/C44-9W; eight with special paint	
4881-4959	56	0	AC44C6M	79 rebuilds planned for 2025	

4665	1	1 GP59ECO	Rebuilt GP50/GP59; similar specs as GP33ECOs	These units are being renumbered into the 6600 and 6700 series
4715	1	1 GP33ECO	Rebuilt GP50 cores; similar specs as GP59E but with brand new 12-710 tier 3 engine	
5004-5254	102	38 GP38-2	Majority are highhood	
5257-5361	79	19 GP38-2		
5601-5673	65	7 GP38-2	Rebuilt from GP38 and GP38AC	
5801-5836	31	2 GP38-3	Rebuilt from GP50	These units are being renumbered from the 4600 and 4700 series
5900-5901	2	2 GP22ECO	Rebuilt from GP38AC cores	
6073-6206	99	42 SD40-2		
6210-6224	15	6 SD33ECO	Rebuilt from SD40/SD40-2 cores	
6300-6357	58	3 SD40E	Rebuilt from SD50S and SD50	
6400-6442	50	4 SD40-3	Rebuilt from SD40-2s; three more in progress	
6649-6661	12	6 GP59E	Rebuilt GP59, renumbered from 4600 series	
6662-6667	5	2 GP59ECO	Rebuilt GP50/GP59; similar specs as GP33ECOs	
6700-6729	29	7 GP33ECO	Rebuilt GP50 cores; similar specs as GP59E but with brand new 12-710 tier 3 engine	
6800	1	1 GP34ECO	Rebuilt GP59 w/ tier 4 emissions; renumbered from 4800	
6900-7035	135	13 SD60E	Rebuilt from SD60; 7034 and 7035 were geared for passenger speed for a few years	
7100-7150	48	4 GP60		
7229-7339	45	16 SD70ACU	Rebuilt from 4300 hp SD90MAC; many (definitely not all) upgraded to 4500 hp	
7500-7719	219	63 ES44DC	Upgraded to 4400 hp in 2013-14; impending DC to AC rebuild	
8000-8184	184	13 ES44AC	10 heritage units	
9745-9978	207	102 C44-9W	All upgraded to 4400 hp in 2013-14; being rebuilt as AC44C6M starting with oldest first	
992800-992801	2	0 MW units	Former 9553 and 9623, Dash9s modified into MW work units, painted orange and gray	
3173				

-76 units since Nov '24

Sources:

- nsdash9.com and AltoonaWorks' own information

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