

ALCO-GE'S FA2 demonstrators wore a dark-green and yellow color scheme. In February 1951, No. 1602 dropped downgrade on Southern Pacific in Soledad Canyon (right), bound for Los Angeles. Note the dynamometer car. That same winter, half of the same quartet took a very short train into Rock Island's Silvis (Ill.) yard at dusk (far right).



Joseph J. Lynch

ALCO'S BIG BID TO BE BEST—2

The diesel that didn't (quite) do it

J. DAVID INGLES

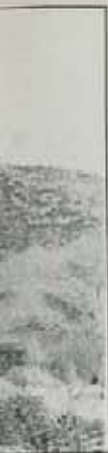
I THE DAY had been planned for a trip from Springfield to Peoria and Galesburg—just a routine Saturday swing for us Central Illinois railfans. The skies were unexpectedly dark, so we were rolling up U.S. 66 at a less-than-hectic pace, taking our time in hopes that the weather would turn brighter. The signals along the adjacent GM&O main line were dark; still dark; and then—red. Ah. We were catching up with No. 32, the daily time freight from Venice (East St. Louis) to Bloomington. Oh, well, probably just the usual four F's on the

point; no sense overtaking it for photos, we thought.

About midtrain there appeared a strange blue-and-white blob. *What's that?* We accelerated. *Hark.* We came alongside Missouri Pacific FA2 1390, and then a couple of its brethren. They were dead in train, en route to their final resting place at La Grange. There most of each of the Alcos—save the trucks—would become salvage toward GP18's. We grabbed a couple of "pan" shots from the car to record on film the unusual 1300-series road numbers, and then went on about our planned survey of Toledo, Peoria & Western; Rock Island; Chicago, Burlington & Quincy; and so forth.

The time was September 1962, and the FA era on the MoPac was at an end. We didn't give it much deep thought at the time, for the MoPac's switch to all-EMD status was well under way and had become common knowledge. Fans of the old Missouri Pacific grudgingly accepted the orders for 81 GP18's, and we Alco enthusiasts just chalked the move up on the sadly lengthening tally sheet of "traitors." We could not fault the economics of such a conversion, just the effect on the esthetics of the diesel world.





E. A. Schumacher

Too late for the party

The expected lifespan of a road diesel locomotive often is pegged at 15 years, and this generalization held fairly true for the FA. In 1947 and 1948, the 1500 h.p. FA's had found homes on a dozen and a half U.S. roads to the four corners of the land. In 1956, the last domestic FA's had been turned out for L&N; and in 1962, the MP had become the first big-fleet



Robert Hale

The FA's best friend



Jim Shaughnessy



NEW YORK CENTRAL owned 197 FA's. FA1 1034, bound for Boston on the old Boston & Albany, led a freight into State Line Tunnel in July 1962 (left).



Jim Shaughnessy



LEFT: Mainline power in a pastoral setting—FA1 1004 in the lead at East Chatham, N.Y., on the B&A in May 1962. Be sure to look out for the engine!

FA owner to systematically replace its Alco-GE's.

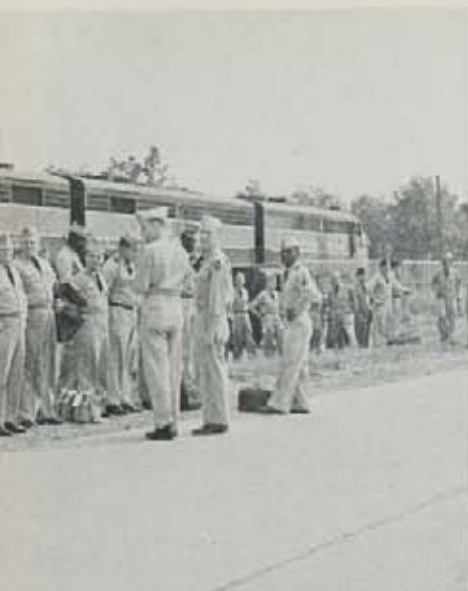
Two reasons are behind the failure of the FA2 to really catch on, although it did fairly well by comparison with non-EMD competitors [see specification chart on page 27]. One reason was the position of Alco as the No. 2 builder behind EMD; no one could touch the dominance of the La Grange firm. The other, more important, reason: The FA2 (as well as the shark, the C-Liner, and even the later F9) was just too late for the party.

By the time Alco-GE had redesigned

its line of road models and was pushing the FA2 for dual-service application, the passenger-diesel market was glutted and the road-switcher concept was catching on. Railroads were recognizing the building-block approach to diesel locomotives, and the single-unit-on-branch-line theory had outgrown its toddler's clothes. No longer was a cab-booster-booster-cab quartet considered a single "locomotive."

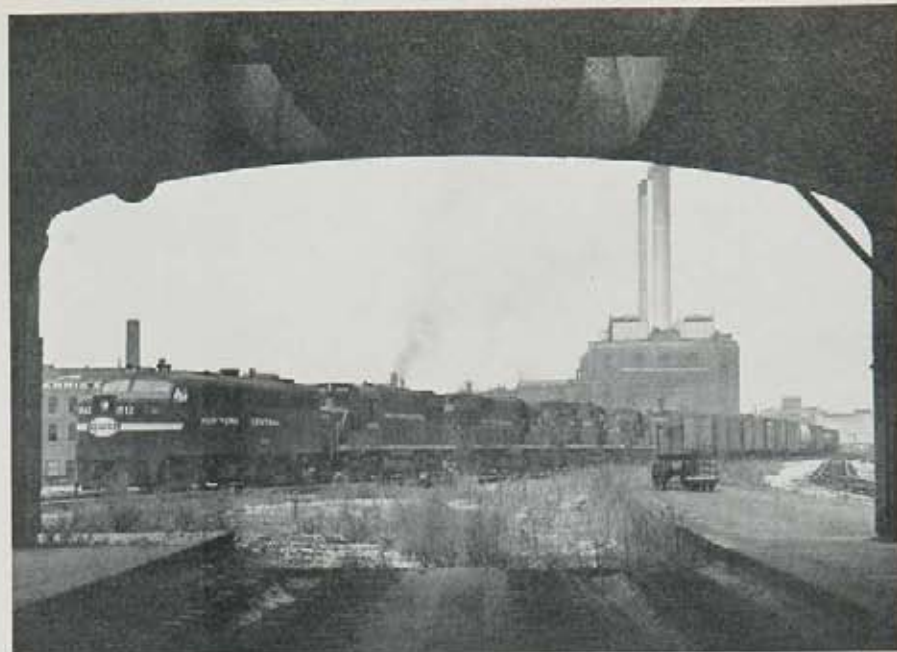
The FA2 had a newer model main electric generator, could accommodate a steam boiler to provide heat for passenger trains, and sported oth-

er mechanical improvements over the FA1. "Versatility stressed in Alco-GE dual-purpose road locomotive," read the title of a technical wrap-up on the redesigned road unit co-authored by John P. DeLaney of Alco and Joseph H. Gauss of GE in the November 18, 1950, *Railway Age*. The article boasted that the electrical capacity stepped up tractive force by 25 per cent and that optional gear ratios enabled top speeds from 65 to 92 mph. But nowhere, of course, was the locomotive given a label other than "1600 h.p. dual-purpose road locomotive"; Alco-



Jim Shaughnessy

ABOVE: In July 1961 National Guard troops arrived at Camp Drum near Watertown, N.Y., in style—behind a trio of FA's (but no Central FA's had steam).



Louis A. Marre

TRAINSHED over abandoned tracks at Indianapolis Union Station framed an eastbound train behind an FA1, three RS32's, and an RS3 on September 3, 1963.



John P. Ahrens

EARLY PAINT SCHEME on NYC F's (above, in April 1949 at Washington, Mass.) put stripes on A's only. FB's later wore stripes, then returned to all black.



Herbert H. Harwood Jr.

REMINDER of the prime years for FA's is this view of NYC's hottest—Supervan SV-1—heading through Cleveland in 1961 behind an Alco-GE trio of FA1/FB2/FA2.

GE wasn't to be awakened to the need for a model series until early (apparently April) 1952.

According to an Alco-GE price list dated July 5, 1951, you could purchase a basic 1600 h.p. road freight A unit for \$161,800 and a B unit for \$149,000. But just as with automobiles, many accessories (and some necessities) were optional. Some examples: steam generator, \$11,950 (\$14,895 in a B unit); dynamic braking equipment, \$8925 (\$8665 for a B); speed recorder in lieu of standard speedometer, \$240; oscillating Mars

ANN ARBOR'S all-FA2 road fleet had all but succumbed to GP35's in June 1964 when this last twosome in their final week headed local TF3 through Byron, Mich.

J. David Ingles





James Popson

FORMER FA demonstrators—with their Alco-GE color scheme only slightly modified by new owner C&NW—are serviced at Butler, Wis., on May 29, 1954. The four units, which frequented lines in Wisconsin, were painted yellow later and retired in 1962.



Fred McLeod



Herbert H. Harwood Jr.

Figure 8 headlight, \$1450; backup light, \$176; electric cab heater, \$191; traction motor cutout switch, \$119; train air signal, \$290; locker, \$101; drinking-water cooler, \$391; and cab seat, \$95.

In November 1950 two A-B-B-A sets of FA2's were outshopped and sent on demonstration tours. They sported steam boilers (in the cab units, anyway) and a rather plain dark-green paint scheme with anything but splashy Alco-GE trademarks in yellow as lettering. A stylized stripe whose front end resembled the profile of the cab portion of the A unit completed the markings.

Interestingly, the demonstrators wound up being sold to two roads which otherwise didn't go for the FA much—Great Northern, which had bought only 15 others; and Chicago & North Western, which had no others.

Although the FA2 set no world sales records, the demos were not total failures, for roads such as Baltimore & Ohio and Louisville & Nashville, which had stuck with steam and/or the diesels of others during the FA1's time, went for fairly sizable groups of FA2's. A familiar ad in the series which Howard Fogg painted for Alco-GE depicted two adjacent FA-powered B&O trains, one a passenger and one a freight.

The FA2 sold to 13 U.S. roads, plus Canadian, Mexican, and foreign carriers [see pages 38-45]. All but four domestic buyers (Ann Arbor, B&O, L&N, and Western Maryland) had been FA1 customers. Two roads—GM&O and New Haven—added to



WARASH FA1 and F7A nose to nose at Decatur, Ill. J. Parker Lamb photo

THE FA2 AND ITS COMPETITION

Builder	Alco-GE	Baldwin-Lima-Hamilton	Electro-Motive	Fairbanks-Morse
Model	FA2	RF16	F7A	CFA16-4
Horsepower	1600	1600	1500	1600
Engine	V12 244 (4-cycle)	60RA (8-cylinder, 4-cycle in-line)	V16 667B (2-cycle)	OP (8-cylinder, 2-cycle)
Locomotive wheelbase	38'6"	38'0"	39'0"	43'4"
Width	10'6 1/2"	10'6"	10'8"	10'6"
Height	14'10"	15'0"	15'0"	15'0"
Length over couplers	53'6"	54'8"	50'8"	58'6"
Weight (lbs.)	240,000	248,000	230,000	250,000
Fuel capacity (gals.)	1200	1200	1200	1200
Speed range and gear ratio	65 (74:18) 92 (62:21)	65 (68:15) 80 (62:17)	55 (65:12) 102 (56:21)	65 (68:15) 110 (57:22)
Starting tractive force	60,000 (25%)	62,000 (25%)	57,500 (25%)	75,000 (30%)
Years built	1950-1956	1950-1953	1949-1953	1950-1953
Quantity (North America)	622 (includes FB2, FPA2, FPB2)	160 (includes RF16B)	4225 (includes F7B, FP7)	90 (includes CFB16-4)

Production totals from *The Second Diesel Spotter's Guide*.



Alco

A TRIO of B&O FA's made 50 mph upgrade out of Confluence, Pa. (far left) in 1951, and a decade later a pair moved along the Cuyahoga River below the Erie main at Kent, O. (left). Above, MP's H. M. Johnson (left) accepted from Alco President Perry T. Egbert a plaque marking the opening of an Alco parts warehouse in St. Louis in 1954. FA's met FT's at Thebes, Ill. (right) in 1959.



J. Parker Lamb

LEFT: Specials such as this railfan trip at Foxburg, Pa., were the only "regular" passenger runs for B&O FPA2's.



J. J. Young Jr.



J. David Ingles Collection

ALCO-GE AND EMD F'S with steam generators teamed up on GN's International coming into Vancouver, B.C.



Louis A. Marre

MOPAC'S FPA2's saw branch-line passenger duty. No. 368 waited to leave Little Rock for Hot Springs on May 5, 1957.

P is for passenger

FOUR American railroads were known to have chosen the passenger version of the FA2. Baltimore & Ohio, Great Northern, Louisville & Nashville, and Missouri Pacific. B&O took 10 FPA2's and 5 FPB2's, but the units were only infrequently assigned to regular passenger trains. Most of their passenger work was on special trains such as troop movements, schoolchildren's tours to Washington, D.C., and occasional railfan excursions. The same was true with L&N's 5 FPA2's. Although the *Georgian* at one time regularly sported an FPA2, the only consistent use of them on varnish came on Kentucky Derby specials to Louisville.

Great Northern's two FPA2's were in regular use on the *Internationals* but saw little other passenger duty. All of GN's FA's were based out of Interbay terminal in Seattle. MoPac, which owned 19 FPA2's, used its units on regularly scheduled trains more than did any other U.S. FA owner. Certain branchline runs in Arkansas and Louisiana often rated a single FA unit.

LEFT: Only occasionally did L&N FPA2's pull varnish, such as this Kentucky Derby special at Louisville in May 1956.



Terrell Dickey

NEW FA1's 501 and 502 bearing the red and gray of Alco loyalist Green Bay & Western headed the road's time freight No. 1 westbound at Summit, Wis., on April 27, 1949.

Jim Scribbins

A TRIO of FA's and a Texas type teamed up on 117 loads of coal near Saint Paris, O., on Pennsy's line from Columbus, O., to Logansport, Ind., on the afternoon of September 17, 1955.

J. Parker Lamb



their FA1 fleets with FB2's but bought no FA2 cab units. In addition, Katy replaced a wrecked FA1 with an FA2 which carried the same road number. New York Central had the most FA2's/FB2's—130.

A not infrequent topic of discussion at railroad club gatherings and around-the-slide-projector gab sessions is the roads which could, or should, have been FA owners. Santa Fe and Southern Pacific are two examples; both had hordes of Alco switchers and sizable stables of PA's. Southern and Delaware & Hudson are two others; both had RS3's in volume. These roads probably had their reasons for avoiding the FA, but perhaps Alco-GE's touting of the RS3 as "the all-purpose [italics our own] locomotive" swayed some would-be buyers away from the "dual-purpose" FA.

Lehigh & New England became the first road to quit using its FA's entirely when the line ceased operation in 1961; the units all went to L&N. In 1962, North Western—owner of the smallest FA fleet—got out by trading in its former demonstrators on four RS27's. MoPac got into its program of replacing Alcos with EMD's; and in 1963, Reading and Soo Line turned in their FA's on C424's and GP30's respectively. The FA era was beginning to close.

By the end of the Sixties, the number of American FA operators had dwindled to a handful, including Burlington Northern, L&N, Penn Central, and Western Maryland. When Long Island opted for FA's for the nonpowered end of its push-pull commuter trains, it tapped those final four American sources. Today the era of FA motive power in the United States is over, and FA's just barely hang on with ever-slimming ranks in Canada and Mexico. But the junior flatfaces have left with us as vivid an impression, albeit subtle, as have their famous big-brother passenger units.

THE ONLY FA'S still in use in the U.S. are the power/control cars at the opposite end from the motive power on Long Island push-pull trains. No. 614 (right, at Ronkonkoma, N.Y., in March 1973) is ex-BN 4104. The units are complete except for traction motors, and the prime movers supply power for train light and heat as well as providing protection for engine crews. LI tapped the remaining U.S. sources for FA's and sent them to GE at North Bergen, N.J., for overhaul and conversion. WM 301 and 302 (below) stopped at Enola, Pa., in 1972 en route to GE, and by December 27, 1973, work already had begun on PC's ex-New Haven 1333 (bottom).



John Taibi



Ed Kaspriske



Jerome A. Rosenfeld

VIEW from the cab of a GP20 demonstrator on Soo Line revealed an FA1 and an EMD F on an opposing freight. Soo traded in its 22 FA's on GP30's—which kept the FA trucks.

Soo Line.



TWO of Western Maryland's four FA2's spliced three EMD's as the five helped a B&O freight at Williamsport, Md., in 1969. In the U.S., only BN's FA's outlasted WM's.

J. Heaton.





PLATES on KATY FA1 89A denote builder and rebuilder. J. Parker Lamb photo



Mrs. C. R. Packer.



J. Parker Lamb

KATY FA's bore the road's red, yellow, and silver colors and were used in pairs of like-numbered units. No. 329 (left) pulled southward through Fort Worth in 1951. Although most Katy FA's were re-engined by EMD, Nos. 85A (above, at Smithville, Tex., in December 1966) and 85C got Alco 251's.

RIGHT: Metamorphosis of Rock Island's FA's is illustrated by this sequence from top to bottom: 147 as built by Alco-GE; 143 with EMD prime mover; and 136 with Blomberg trucks.



EMD

South Central metamorphosis

I THE West South Central States were an FA stronghold, for Frisco, Katy, MoPac, and Rock Island owned substantial fleets. Missouri Pacific can be considered apart from the other three FA owners in the region, because MP owned more than all the others put together. More significantly, though, Frisco, Katy, and the Rock all opted to have at least some of their FA's re-engined by Electro-Motive, MoPac, on the other hand, stuck with pure FA's until it began to trade them in on GP18's (which retained the FA trucks).

Of the FA's of the other three roads, only the Katy's acquired a new roof profile when the 567's were exchanged for the 244's; this was a result of the adoption of the EMD cooling system. On the Frisco and Rock Island units, only two stacks from the EMD exhaust manifold visually gave away the repowering.

Rock Island's entire roster of 24 FA's and FB's were re-engined by EMD, and the units were renumbered at that time. Thirty-four Frisco units were repowered without being renumbered. Thirteen Katy FA's got 567C's, and 2 were re-engined by Alco with 251 series engines. These 2 units (later Nos. 85A and 85C after a renumbering of the entire Katy diesel fleet) retained their 1500 h.p. rating.

The re-engining and renumbering of Rock Island's FA's did not end the effects on these units of RI's motive-power unorthodoxy. In 1964, RI had GE U25B's on order; and instead of trading in "newer" (re-engined) FA's, the Rock retired and cut up FT's. The FT's Blomberg trucks went under FA's, and the Alcos' trucks went to GE toward the U-boats. At least 9 FA1's and 4 FB1's were "reshod" with the Blombergs. Further emasculation of the FA's occurred, incidentally, when the grillwork around the headlights was removed on several of the units.



Louis A. Marre



Louis A. Marre



Louis A. Marre Collection

FRISCO FA's as delivered (above, at Tulsa) and as re-engined by EMD (right, at Memphis). Only the twin stacks and builder plates give away 5208's secret.



J. Parker Lamb



WITH the Erie Lackawanna merger, Erie FA livery went from Erie wings to a simplified black and yellow (in center above, at Binghamton, N. Y.) to DL&W-style maroon and gray (below).



J. David Ingles.



J. David Ingles.

TO HELP EASE a power shortage, in 1968 Toledo Peoria & Western leased two EMD-engined ex-Katy FA's from PNC.



Charles S. Mote; J. David Ingles Collection.

TWO ex-Ann Arbor FA2's — one repainted into solid blue — work a local at Jacksonville, Ill., on AA parent Wabash in 1964.

Mergers and other migrations

I THE FA, unlike certain of its contemporary cab-unit models by minority builders, lasted long enough to survive some flags falling and to acquire new dress through merger. Likewise, the FA was an adequate enough performer to be passed along to second owners through sales.

Erie Railroad's FA's and FB's passed *in toto* from Erie ownership to that of Erie Lackawanna in 1960, and a handful were painted in the former DL&W colors of maroon, gray, and yellow adopted by the merged company after EL shed Erie black and yellow.

Penn Central acquired title to 9 New Haven FA's and FB's and more than two dozen New York Central's, but only 1 NYC unit — FA2 1350 — and apparently 5 of New Haven's ever were fully lettered for PC. Other units were given PC series numbers but did not last to be relettered.

A dozen Spokane, Portland & Seattle FA cab units were still on hand in 1970 when the Burlington Northern merger occurred, and the units were given BN 4100 series numbers. None of the SP&S FA's ever was painted into BN green, however.

Louisville & Nashville, always on the lookout for good deals on secondhand Alcos, picked up all of the units of Lehigh & New England when that road succumbed, and while the FA's and FB's were on L&N they carried L&NE colors with L&N lettering. L&N also picked up 1 EMD-engined FA1 from Frisco and numbered it in a slot vacated by one of the former L&NE units.

When Ann Arbor redieseled with GP35's, it acquired 10 of them in trade for a like number of its 14 FA2's. The remaining 4 FA's then went to Wabash in exchange for 4 F7's, which were sent directly to EMD as trade-in credit toward GP35's for new AA parent Detroit, Toledo & Ironton. Two of the ex-Annie FA2's were repainted into Wabash's then-current solid blue color scheme, but the other 2 wore to the end the Annie's old blue, gray, and white scheme, which of course was identical to that of Wabash, AA's former parent.

Toledo, Peoria & Western was not an FA owner, but in 1968 it operated two EMD-engined former Katy FA's for several months. The units were the property of Precision National Corporation and were leased by TP&W because of a power shortage. They were not repainted or relettered



J. J. Young Jr.



Jim Shaughnessy



Herbert H. Harwood Jr., Louis A. Marre Collection.
BOTH LETTERINGS are represented on ex-NH FA's of PC (left) at Canton Junction, Mass., in October 1970. Cabs 1333 (above) and 1330 were repainted.



J. V. Claffin, Louis A. Marre Collection.



Larry E. White, J. David Ingles Collection.
ONLY ONE ex-New York Central FA, No. 1350 (above), was fully lettered for PC. NYC's first FA, No. 1000, wound up as 1319 (left, at Rochester, N. Y., in 1968).



Louis A. Marre Collection.

L&NE black and white still adorned L&N FA1's at East St. Louis on December 7, 1963 (right). Frisco lettering showed through in May 1966 on 333 (above).



Richard R. Wallin, J. David Ingles Collection.

Pools, pans, and peddlers

FA'S of two roads brought RI train 99 north toward Cedar Rapids, Ia., on April 27, 1963.



William S. Kuba

I THE PUBLICIST'S-DREAM VIEW of an Alco FA would be of a perfect A-B-B-A set accelerating (without a trace of smoke) a mainline freight photographed from track-side at the standard three-quarter, or "wedge o' pie," angle.

Conversely, for the imaginative, artistically inclined rail-enthusiast photographer, the parallel "pan" (panoramic) shot might be the ultimate view. Free-lancer Parker Lamb is one who delights in, and excels at, pan photography, and a frequent subject for his pan shots was the FA. The pleasing lines of the FA profile lend themselves nicely to pan shots, don't you agree?

Although FA's of different roads often met at junctions and often occupied the same mainline trackage because of shared-track or trackage-rights agreements (New York Central's and Erie's coordination between Marion and Galion, O., comes to mind), only at one time in the U.S. have FA's of two roads operated regularly in multiple—in 1963 when Rock Island leased some FA1's and FBI's from would-be parent Union Pacific.

Crews hated to try to use an FA as a switcher, but at least one road—Gulf, Mobile & Ohio—made quasi-road-switchers out of some of its FA's by applying rear footboards and backup headlights to the units. Can't you picture a mainline peddler or a branchline job coming toward you with one FA on the point—running rear end first?



J. Parker Lamb

EXTRA FLAGS flapped as Wabash FA's were paced at speed near Tolono, Ill., in June 1959.

LINES of paint scheme on Tennessee Central FA's lent themselves to pan photography.



J. Parker Lamb

FOOTBOARDS and backup headlight do not a switcher make—Meridian, Miss., in July 1960.



J. Parker Lamb

Beyond our borders

I THE ONLY EXAMPLES of the bigger Alco-GE "flatface," the PA, to be sold outside the U.S. went to Brazil; but the FA was sold there too, and it enjoyed popularity in both Canada and Mexico as well. In addition, FA's were sold to Cuba and to Pakistan. Alco-GE marketed a similar-style unit termed the "World Locomotive," which was essentially an FA scaled down a bit for narrower and lower foreign clearances and adaptable to gauges wider or narrower than our standard as well as to three-axle trucks.

The order of a dozen FA1's was built for the Central Railway of Brazil in 1948. Consolidated Railroads of Cuba received two groups of 6 FA2's in 1951, one-half for the Cuba Railroad Company and the other for the Cuba Northern. Between 1951 and 1953, 23 FA2's were built for the 5-foot 6-inch gauge North Western Railway of Pakistan. The six-wheel trucks are A1A. With the 24th unit, the railway switched to the World Locomotive styling. The status today of all the exported FA's is uncertain.

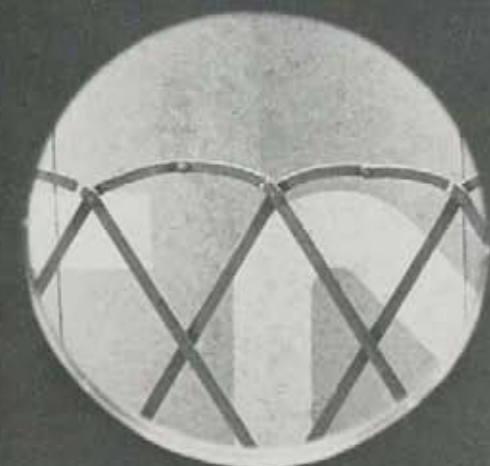
All five major systems in Mexico have operated FA's, and a few units still survive there. The Alco-heavy Pacific Railroad had four FPA2's and used them regularly in passenger service. By 1975, only one—No. 901—was active, assigned to the Nogales-Nacoziari mixed Chihuahua-Pacific apparently at one time had 1 FA, No. 500, but it still is uncertain what unit No. 500 actually was.

National of Mexico, a good Alco customer, had 70 FA's, including 29 FP's (12 of which were units built by Montreal Locomotive Works—the only MLW-built FA's outside of Canada). NdeM's FA's were mainstays on freight and passenger trains in the central part of the country, and they were common on the former Mexicano line over the mountains between Mexico City and Veracruz. One NdeM unit, FPA2 6503A, was re-engined by the railroad with a 2250 h.p. French diesel, but this experiment was not repeated. All but about one dozen NdeM FA's were either scrapped or removed from regular service by early 1975. The ones remaining—which include MLW-builts—are based at San Luis Obispo.

A government agency known by the initials SCOP (Secretary of Communications and Public Works) bought a dozen Alco FA's for use on the Sonora-Baja California and Southeastern Railway lines (one of these units also was the FA which was on the Chihuahua-Pacific). At least one FA operated as a United Railways of Yucatán unit; UdeY and Southeastern merged to become today's United Southeastern Railways. Diesel historians still are uncovering facts concerning these units. "Official" Mexican rosters can be unreliable, and many units have changed builder plates and road numbers along the way. For instance, although some rosters indicated that only one unit was lettered for S-BC, photos suggest that several FA's were so lettered and actually were used there. In 1974, a handful of FUS FA's survived, but they were out of service at the road's shops in Campeche, Yucatán. One unit, FA2 313, may be rebuilt; the others have been scrapped.

The FA design was accorded a big reception by Canada's two transcontinental roads. Canadian Pacific bought the FA first, in 1949 when the road decided to dieselize its lines in Vermont. To accomplish the dieselization, CP acquired 2 S2's, 5 RS2's, 8 FA1's, and 4 FB1's—all built at Schenectady—plus 3 EMD E8's. These FA's were the only Alco-con-

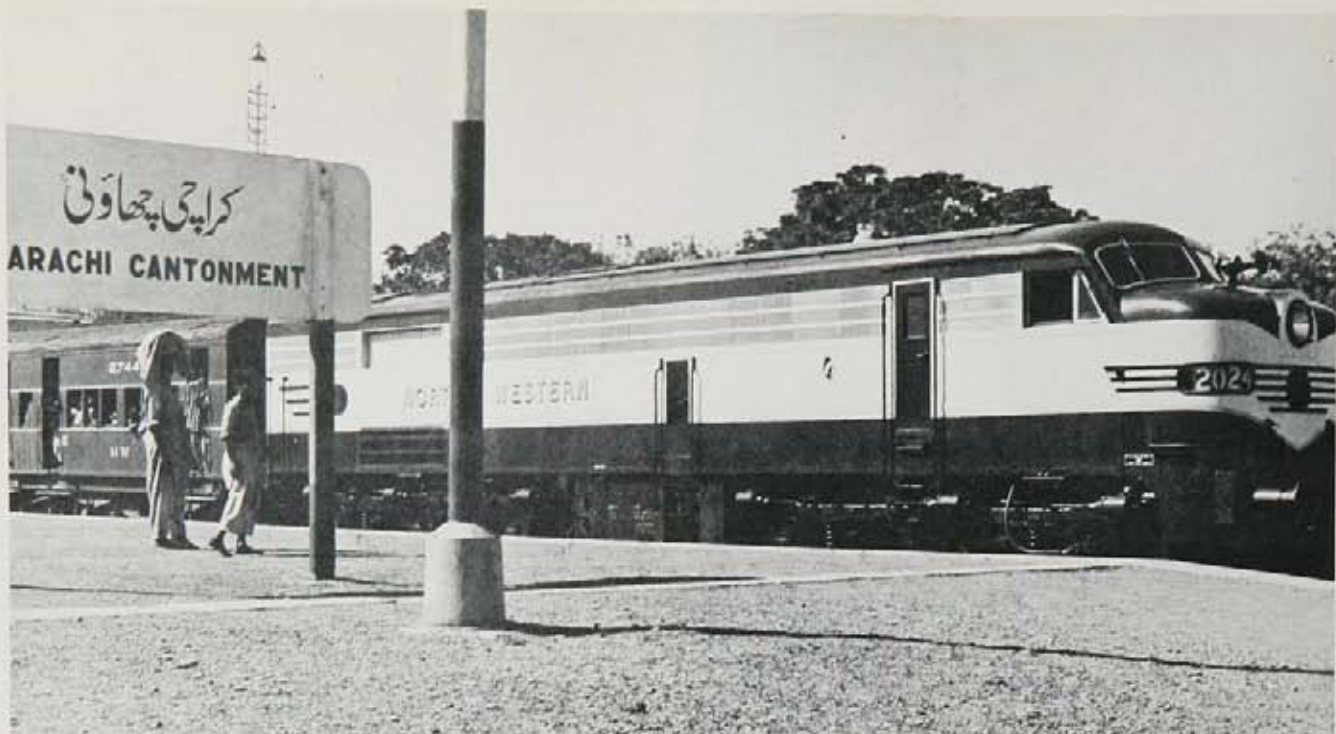
Continued on page 43



George G. Wetts

KALMBACH BOOKS: Mike Schafer

TOP: Nose of a CN FPA4 from the club car of a Rapido. **Left:** Builder plates on CP FB2 4469 reflect the parentage and Canadian birthplace of domestic Alco-design units.



Alco

PAKISTAN'S 5'6"-gauge North Western Railway had 23 A1A-trucked FA2's (below left) but with the 24th unit (above) switched to Alco's "World Locomotive" styling. Some of the dozen FA1's built in 1948 for the Central Railway of Brazil rested (minus trucks) on flat cars near the Todd Shipyards at Hoboken, N.J., awaiting shipment (below right).



Alco



Richard K. Smith

CP

Philip R. Hastings





Stan Kistler



Larry Russell, Ken Douglas Collection



Richard Steinheimer

ALL major Mexican railroads have operated FA's. Left: First of six Montreal-built FPA2/FPB2 sets of NdeM headed for Mexico City from Toluca in February 1960. Top: United Southeastern FA2 313, shown at Campeche on October 19, 1968, is the only survivor of the Sureste fleet and may be rebuilt this year. Above: S-BC 7121-8 (at Benjamin Hill in 1954) was one of perhaps eight FA's to be so lettered. Below: Two of Pacific's four FPA2's were at Nogales on November 8, 1970.



Alan M. Miller, J. David Ingles Collection

Burt Van Rees

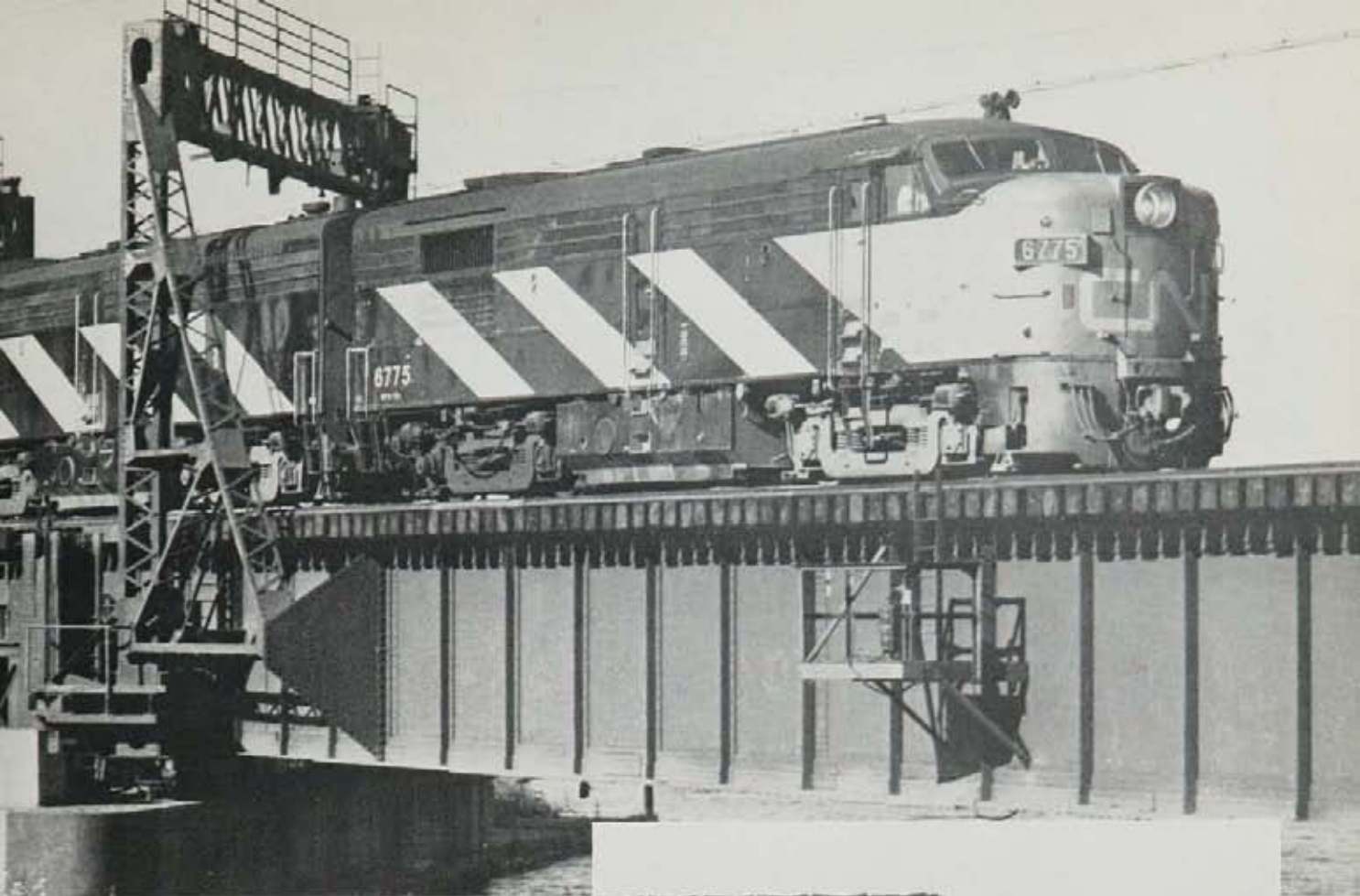
ALCO-BUILT FA's helped CP to dieselize its Vermont lines in 1949. A cab-booster duo in an early CP color scheme neared White River Junction (left) in October 1949. In January 1951, CP publicity photographers took advantage of the Lake Superior scenery (far left) with new MLW FA's. Three dozen CP FA's and FB's survive, and on October 5, 1974, five of them were involved in this meet (below) near Toronto.





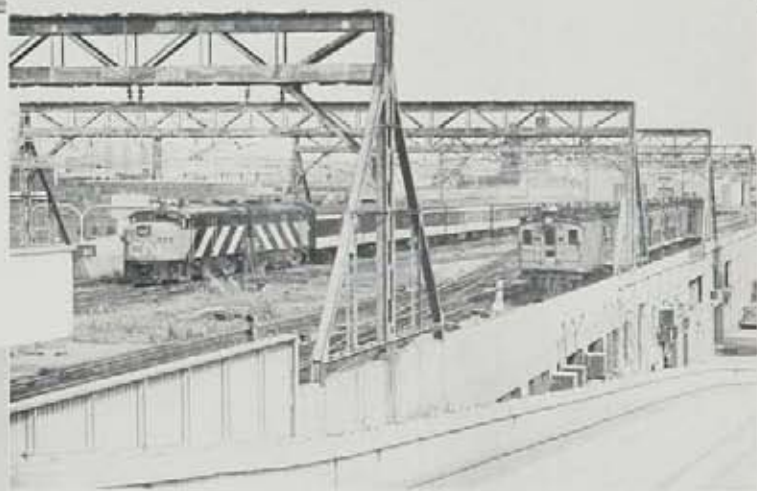
Newest and fastest





All photos these two pages, Jim Shaughnessy

MONTREAL is FPA4 country. Above, a Maritimes train departing Central Station with an RS18 behind two FP's crossed the old Lachine Canal at Wellington Tower. Left below, the Lakeshore for Toronto whipped past Beaconsfield station. Right, an inbound Rapido from Toronto passed idle commuter electrics. Below, two cabs "elephant style" left for Quebec with ex-Crusader cars.





ALL remaining MLW cab units on Canadian National are based for maintenance at Pointe St. Charles shop in Montreal. Nos. 6790 (top) and 6769 (above) were in the run-through bay, and 6784 (below) moved through the wash rack. In warm weather, the railroad attempts to wash each passenger diesel before it goes downtown to Central Station for its assigned train.



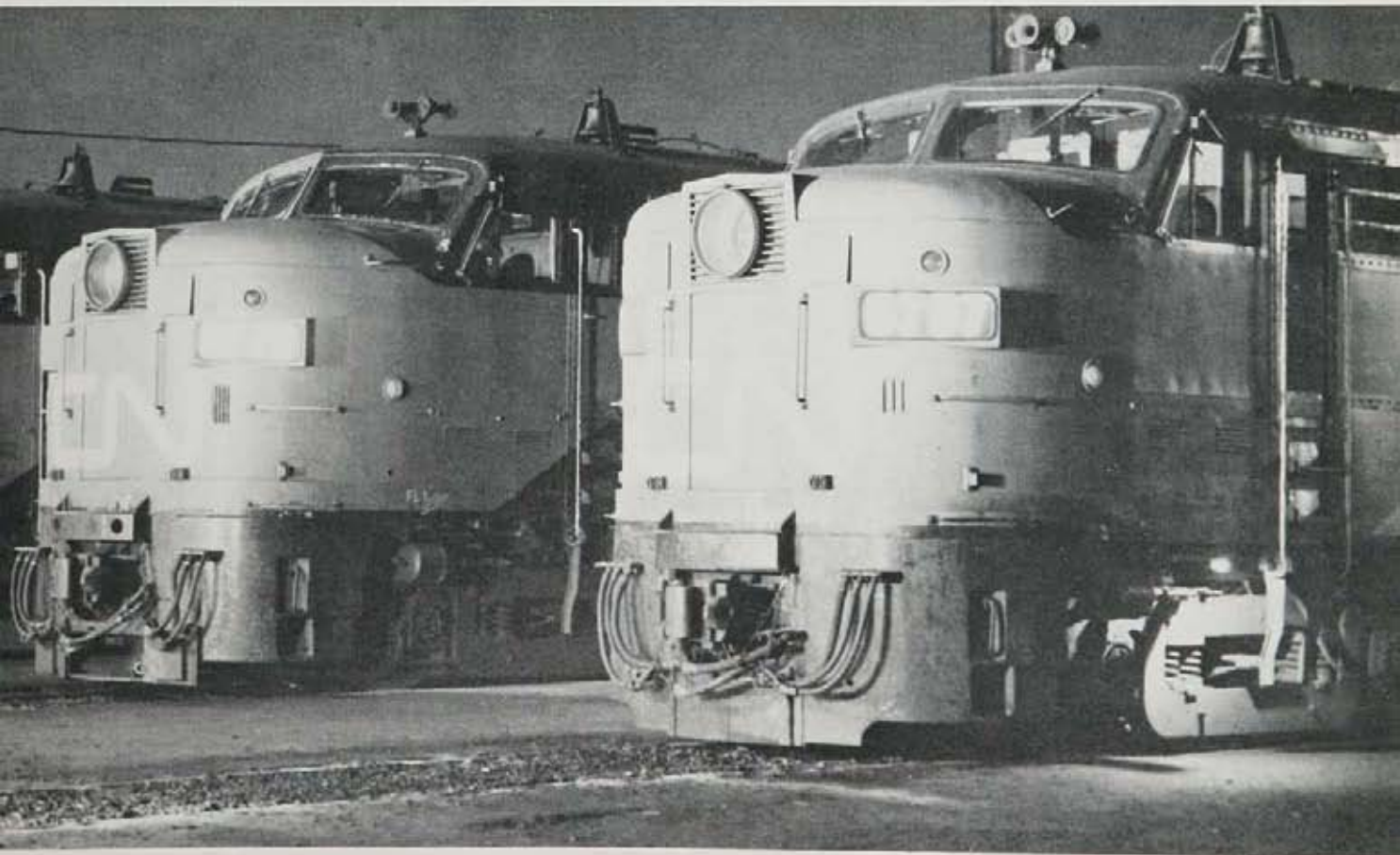
A COMPARISON of flat faces was available at Rouses Point, N. Y., on May 11, 1974, when CN FPA4 6792 and D&H PA1 18 got together on a railfan trip between Montreal and Whitehall, N. Y. No. 6792 and FPB4 6860 were wrecked on December 20, 1974.

NIGHTFALL finds a trio of FPA4's lined up at Pointe St. Charles shop awaiting their next assignments. Most conventional passenger trains in eastern Canada rate FPA's.





All photos these two pages; Jim Shaughnessy.







David W. Salter

CANADIAN NATIONAL'S Alco-design F's never looked better than they did in green, yellow, and black. An A-B set of new MLW-built FP2's cruises along the Fraser River at Chapman's, B.C., with the westbound Super Continental in July 1955. No. 6710, later 6754, was cut up in 1971.

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constructed ones bought by Canadian roads; later examples all were built by MLW under license.

CP continued buying FA's and FB's through 1953. The units roamed throughout the eastern two-thirds of CP's system but frequented Ontario lines. As late as 1974 the Toronto section of the *Canadian* passenger train rated an FPA2 as often as it did a GMD F unit. Four FA1's (including one constructed from parts of an FA1 and a road-switcher), 16 FA2's/FPA2's, and 16 boosters survived into 1975 and usually can be found in Ontario. Most now bear the current CP Rail red color scheme.

Canadian National still has active as many FA's—36—as does CP, but all of CN's remaining ones are passenger units.

The only Canadian road to own Alco cabs other than the two big lines has been Pacific Great Eastern (now British Columbia Railway), but the province-owned road bought them for use other than as locomotives. One former SP&S FA was acquired for parts, and some CN FPA2's were bought for possible conversion to remote-control units.

Canadian National carried FA production beyond 1956 with its search to replace the last passenger steam locomotives in the late 1950's. CN owned a half dozen A-B sets of 244-engined MLW passenger units, and in 1958 the road sent two cab-booster sets to the Montreal builder for installation of Alco's recent 251 series engine. The re-engining was a prelude to CN's order for 34 cabs and 12 boosters for strictly passenger work—the "4" series. The FPA4's and FPB4's are rated at 1800 h.p.; the major external difference between them and the FP2's is extra radiator space below the normal shutters on the rear of the sides of the carbody. The units—sometimes mistaken for PA's—ride on B-B trucks, of course.

The FPA4's have become living legends. The class is intact save for three scrap victims, Nos. 6766, 6792, and 6860. The FPA4's dominate the conventional-equipment passenger trains of CN easterly lines. The units can be found as far west as Windsor, Sarnia, Capreol, and Kapuskasing, Ont. West of Montreal the FPA4's are likely to be found in the company of GMD FP9's, but east of Montreal the GM's are strangers, as are the MLW's west of Capreol. For all the rewards of sound and sight, the FPA4's are well worth beholding at speed. They are a unique asset to Canadian railroading.

All of CN's 244-engined freight units have been gone for several years (five passenger versions still are at work), but the prototype Canadian-built FA, CN 9400, is preserved at the National Museum of Science and Technology at Ottawa. Someday an FPA4 may join the 9400 at Ottawa or be preserved elsewhere. Diesel justice would be served. **I**