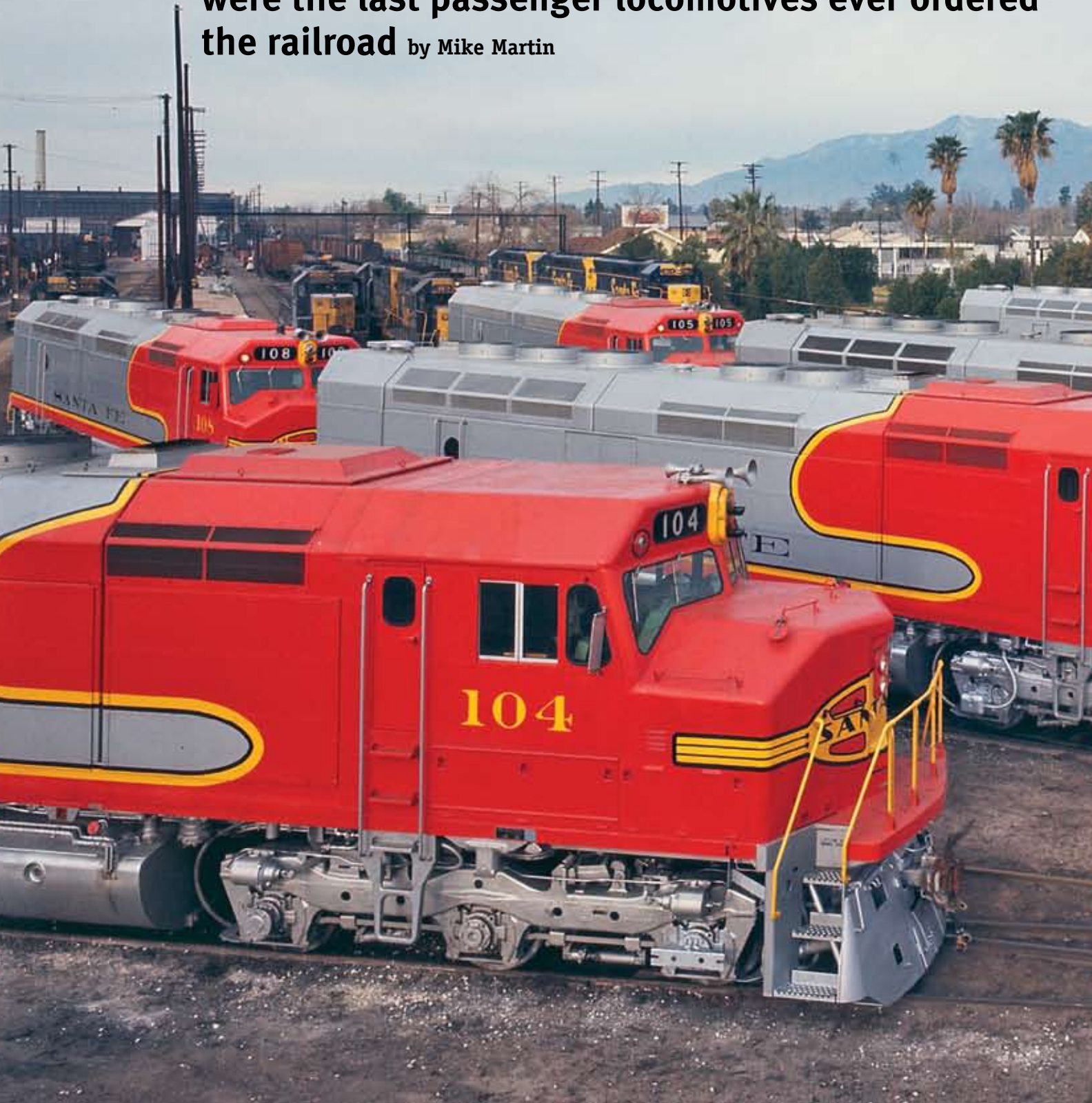


# LAST OF THE

The “100s,” as Santa Fe railroaders called them, were the last passenger locomotives ever ordered by the railroad by Mike Martin



# CHIEFS



In early 1968 Santa Fe gathered factory-fresh FP45s and several SD45 cousins for a family portrait at San Bernardino, Calif.

Santa Fe Railway photo



Mike Martin

History repeats itself. In May 1992, Santa Fe commissioned a portrait of the class locomotives in Super Fleet paint, at Barstow, Calif. Included left to right, are: Dash 8-40CW No. 800, Dash 8-40BW 500, GP60M 100, GP60B 325 and FP45 90 ... built in December 1967 as Santa Fe No. 100.

In a move that seemed counter-intuitive as U.S. intercity passenger train operations were waning in the mid-1960s, Santa Fe Railway began buying new passenger locomotives. While passenger train discontinuance requests piled up at the Interstate Commerce Commission, a handful of railroads, Santa Fe included, insisted upon maintaining respectable levels of quality and service for their dwindling passenger operations. That being said, Santa Fe's new passenger locomotive purchases were made with the knowledge that they could be converted for freight service when the inevitable occurred.

At the 80 East Jackson Street headquarters in Chicago, Santa Fe management first decided to buy 10 U28CG locomotives from General Electric in 1966. The following year, six U30CGs were added, coming out of GE's Erie, Pa., plant in red and silver with cowl carbodies that made them appear as streamlined as anything shaped like a brick could possibly look.

Then, in December 1967, nine new red-and-silver FP45s arrived from Electro-Motive Division, once again sporting the small, skinny, black Extended Railroad Roman lettering.

Weighing in at nearly 200 tons apiece, equipped with a 3,600-hp EMD 645 engine, D77 traction motors, a steam boiler, and geared for 100-mph running, Santa Fe's 100-class FP45s looked powerful and rugged, especially so when commanding the *Super Chief-El Capitan* or one of the road's other name trains. The sleek engines were so impressive looking that soon after they entered service Santa Fe rounded them up with some new SD45 freight counterparts and staged a photo session at the railroad's San Bernardino Shops complex. The "100s," as Santa Fe railroaders called them, were the last passenger locomotives ever ordered the railroad. They were also the largest FP45 fleet, as Milwaukee Road's five, delivered in 1968 without dynamic brakes, were the only others built.

## Super C celebrities

In January 1968, Santa Fe's centennial year, a pair of FP45s zipped the inaugural run of the railroad's *Super C* premium service, mostly intermodal freight train from Chicago's Corwith Yard to Hobart Yard in Los Angeles, operating at passenger speeds up to 79 mph. The *Super C* was designed to attract time-sensitive shipments, such

as mail and fresh cut flowers, to Santa Fe's 2,200-mile racetrack best-known as the transcontinental main line.

Whether leading passenger or piggy-back trains, Santa Fe's nine FP45s lit up the railroad. They were geared for speeds in excess of the road's 90-mph passenger-train maximum, equipped with cab signals for the east end of the system and an Automatic Train Stop (ATS) shoe for other areas, and packed a turbocharged, 20-cylinder 645-series prime mover to propel them across the railroad like rockets. Together with their GE counterparts, the FP45s were a classy closing act for Santa Fe's renowned passenger-train fleet.

Although they arrived in red and silver livery in 1967, and were retired in those same colors, what took place during their 30-plus years of passenger and freight service is quite a tale.

Paul Nash, who started working for Santa Fe in 1970 as a management trainee, and left in 1991 after rising to assistant director in the Systems Operation Center (SOC), remembers the FP45s as "riding like Cadillacs, smooth, swift and powerful" as they glided along the Chillicothe district between Chicago and Fort Madison, Iowa.

"As a management trainee I would



David Lustig

(Above) Still drawing at least occasional passenger assignments two years after the inception of Amtrak, FP45 5944 leads F45 5934 and a pair of F7Bs ready to roll the eastbound *Super Chief* out of Los Angeles Union Passenger Terminal on June 13, 1973.

(Right) Enough to turn even the most hardened cynic into a believer, FP45s 5947 and 5945 rest at Hobart Yard in Los Angeles after handling a shipper special to Barstow and return. The October 1977 train provided author Martin's first ride on Santa Fe varnish as an employee.



Mike Martin

often ride trains, which was something the executives encouraged us to do so we could learn about railroading from the ground up," Nash explains. "I often grabbed a couple of hot dogs and a Coke at Dearborn Station, put my gear in an available sleeping car berth, and climbed on the head end to ride the cab. At six-foot-three, I quickly came to appreciate the difference between the cab size and height in a spacious FP45 and the smaller passenger F7s. My hair never got dirty from bumping the cab roof in an FP45."

A 40-year railroader, accomplished railroad photographer, and now a transportation consultant, Nash fondly recalls spotless blue-and-yellow FP45s bringing a director's special into Chicago's Corwith Yard. "There I was, a superintendent, standing next to the late Bob Banion, then general manager of the railroad's Eastern Lines Grand Division, watching FP45s bring the shimmering stainless steel train into

the yard near sunset. It would have made a great photograph," recalls Nash, "but all I could do was take in the scene and file it away as a very nice recollection."

As Amtrak assumed passenger service throughout most of the nation in May 1971, Santa Fe's FP45s were redeployed in freight service, just as the railroad had planned. They traded their passenger gearing and 100-series numbers for 5940 series numbers, right behind their freight-only F45 sisters. Some of the FP45s were repainted into the blue-and-yellow freight scheme, commonly called "bookend" by modelers and railroad enthusiasts. In 1972, the blue-and-yellow warbonnet scheme was adopted as standard.

My firsthand acquaintance with FP45s began in October 1977, only a few weeks after joining the railroad as the special assistant in Santa Fe's Los Angeles public relations office. Hired as I entered my final semester of college, I was

responsible for PR activities on a large part of the Coast Lines Grand Division, the piece of Santa Fe that extended westward from Albuquerque and Belen, N.M., to California's Pacific coast.

One of my first assignments was to ride a round-trip shipper special from Hobart Yard in City of Commerce/Vernon, east of Los Angeles, to the year-old Barstow Classification Yard. My duty was to shoot photos and write an article for the company's monthly employee periodical, *Santa Fe Magazine*.

The morning of the trip was overcast in the Los Angeles basin, but couldn't dampen my enthusiasm as I took in the sight of gleaming blue-and-yellow warbonnet FP45s 5947 and 5945 coupled to several Santa Fe business cars. If one chose to do so, he or she could have safely eaten off the 5947's pilot without fear of dirt, germs, or contaminants!

Tentative at first, I soon brought out my Canon SLR camera to capture



the train on Kodachrome, then used a second camera for black-and-white images. It didn't take long for me to realize that I had a license to use a camera on Santa Fe property as part of my job, something that was of mutual benefit to the railroad and my career. It was also on that trip that I came to understand what had made Santa Fe so special to so many people for so many years. The equipment, service personnel, food, customer care, and quality of the trip would have made the most hardened cynic into a believer of the railroad's capabilities.

(Left) On February 23, 1986, red-and-yellow cowls 5996, 5955, 5970, 5959 and a blue F45 lead Chicago-Richmond, Calif., train 179 around the Tehachapi Loop at Walong, Calif.

(Below) Glistening in \$55-per gallon Dupont Imron paint, freshly shopped FP45 5997 and four pristine F45 sisters pose on Sullivan's Curve with eastbound intermodal hotshot 883-S-1 on February 19, 1983.

Both photos Mike Martin





Mike Martin

The FP45s were part of that experience, looking every bit as though they had a rightful place tugging on the drawbar of passenger cars. Experiences such as this also placed the equipment into context, and from that trip forward, FP45s held a special place in my heart and mind, as they do today.

### **A photo that almost didn't happen**

For the next five years I shot occasional photographs of FP45s as they plied the railroad's main lines, hauling tonnage in blistering desert summers and bone-chilling Midwest winters, or on the very occasional business-car specials that ran on Coast Lines rails. During those years I became a monthly contributor to *Santa Fe Magazine*, covering everything from new rail-served businesses and railroad police activities, to the road's renowned Navajo steel gangs, train dispatching, and even branchline operations.

In 1982, after 15 years of toiling on

**Heading up a Santa Fe special in April 1988, FP45 No. 5998 basks in the late afternoon sun as Amtrak's *Southwest Limited* calls on Albuquerque, N.Mex. "The only thing better would be red and silver FP45s ..." Future Santa Fe President Mike Haverty smiled and gave a slight nod in agreement, but uttered not a word. A year later, that smile would prove prophetic.**

passenger trains between Dearborn Station in Chicago and Texas and California destinations such as Los Angeles Union Passenger Terminal, and throughout the system in freight service, the FP45s were enrolled in a remanufacturing program at the San Bernardino Shops complex in Southern California. I pitched a story idea to *Santa Fe Magazine* Editor John Kendrick involving following a specific FP45 through the entire process. He liked the idea and I proceeded to discuss the concept with the San Bernardino Shop superintendent Doug Sizemore. Sizemore realized the value of publicizing the excellent work performed by the skilled craftsmen at the shops, and he agreed to cooperate, knowing that I would not disrupt his

operation and the resulting article would reflect favorably upon his shops and people. To balance the article, Tom Murphy, a colleague working out of the Western Lines Grand Division office in Dallas was assigned to write a concurrent piece about the railroad's Cleburne, Texas, locomotive shops.

FP45 5947, scheduled to emerge from the shops in early 1983 as 5997 was selected for the story. Built as Santa Fe 107, EMD serial number 33196, the locomotive had accumulated a few million miles and was ready for remanufacturing. At the time, Santa Fe could remanufacture a locomotive — a term distinguished from "rebuilding" for financial reporting purposes — for one-third to one-half the cost of a comparable new one.

Most of the other eight FP45s had already been remanufactured, based on their mileage and mechanical condition.

In late 1982 and early 1983, I became very familiar with No. 5997, as well as the 10-spot process used at San Bernardino to remanufacture locomotives. From wiring harnesses to traction-motor rewinding and air-brake testing, the locomotive would receive a complete makeover and emerge like new.

**Miracle at San Bernardino. The first FP45 to receive the revived warbonnet scheme, Santa Fe 101 (below, left) rests in the paint booth at the San Bernardino shop in late June 1989. Days later (below, right), Nos. 101 and 102 receive final quality control inspections and detailing at San Bernardino prior being released into service at the beginning of July, 1989.**

Released from the shop, No. 5997 was a wonderful sight, with a blinding sheen from newly applied \$55-per-gallon Dupont Imron paint. My desire was to get a photo of the 5997 on the point of a train in Cajon Pass as a cover shot for the *Santa Fe Magazine* issue that would carry the remanufacturing article. I was informed by a company photographer that the operating department would never arrange to place a specific locomotive on the point of train, would never stop a train for publicity photos ... and that if anyone were to shoot the photos, it would be a company photographer!

My colleague and good friend Homer Henry, then road foreman of engines for the Needles District, he was at first surprised, then disappointed at the response I received about doing something that seemed like a slam dunk

for the railroad's image. His disappointment soon turned to determination.

Henry called me back in a few minutes. "When do you want to shoot the photos?" was all he said. "What photos?" I asked. The response was quick. "The photos of 5997 on the point of a train in Cajon Pass," Henry declared.

After a brief discussion, it became clear that Henry and I had sympathetic allies at the railroad's Chicago headquarters power bureau. Ernie Ball, one of the power distributors for the western portion of the railroad, and some of his superiors, wanted the photo to happen, and it did — in grand style.

The date was set for Saturday, Feb. 19, 1983, and priority van train 883 between L.A. and Kansas City was selected for the photo run. There was much anxiety because 1983 had been





Mike Martin

a wet winter, and it had rained a lot in the weeks leading up to the run. In fact, rail lines in the west, including Southern Pacific's route through the Tehachapi mountain range, were severely damaged by flooding. The weather was one factor we couldn't control.

Henry made arrangements to board at San Bernardino and run the train to Barstow. Although it wasn't his territory, he was qualified as an engineer to run on the First (Cajon) District. Henry and the power bureau worked with the operating team at Hobart Yard to ensure the 883 was loaded and departed when it usually did on Saturdays — on time instead of early! On the appointed morning, I headed for San Bernardino, noting a spectacular sunrise as I drove east from my North Hollywood apartment.

Ernie had worked his magic; the train rolled into San Bernardino with No. 5997 leading four F45s. All had been washed at Barstow before running west to Los Angeles for use on the 883.

Once on the mountain, we stopped the train at several locations between

San Bernardino and Lugo, east of Cajon Summit. The dispatchers at San Bernardino had done their part, ensuring the train made its eastbound climb on the north main track, which includes Sullivan's Curve. I also photographed the train in the Barstow inspection yard and captured parting images at Daggett, where the 883 passed me doing the 70-mph track speed. The train arrived at the intermodal ramp in Kansas City 45 minutes ahead of schedule.

From that point, Henry, myself, and others, worked diligently to burnish Santa Fe's image and reputation in communities throughout the Coast Lines. General Manager Q. W. "Bing" Torpin, supported our efforts, with the caveat that we not interfere with, or impact, operations.

In 1986, I arranged with counterparts at Amtrak to use *Sunset Limited* equipment — mostly former-Santa Fe *El Capitan* bilevel cars — for a trip commemorating the 10th anniversary of the railroad's Barstow Yard, and the 100th anniversary of Santa Fe's line

**Operating on orders from the top, photo train requested by Mike Haverly poses at Sullivan's Curve in Cajon Pass on July 5, 1989 with freshly painted FP45s 101 and 102 leading a consist of 5-pack, articulated spine cars and empty piggyback trailers.**

over Cajon Pass, opened in November 1885. Though Amtrak provided an F40PH to supply the cars with head-end power, we made certain an FP45 was on the point. Authorized by Torpin, the April 12, 1986, trip was led by FP45 5998, painted red and yellow in anticipation of the planned Southern Pacific & Santa Fe merger.

The following year we put together a special "Operation Lifesaver/Centennial Chief" for a whistle-stop round trip between Los Angeles and San Bernardino to commemorate the 100th anniversary of Santa Fe entering Los Angeles on its own rails. Once again, No. 5998, now repainted into the Santa Fe blue-and-yellow warbonnet scheme, did the honors. Amtrak F40PH 251 supplied head-end power for the special's nine Amtrak cars,



Mike Martin

**All the right connections. Quartet of Super Fleet FP45s working Chicago-bound 893 train over Cajon Pass on November 18, 1989 was direct result of coordination between photographer and cooperative souls at Santa Fe's System Operations Center.**

eight of which were former Santa Fe bilevel *El Capitan* cars, along with Santa Fe lounge car 62 and track inspection car 89 pulling up the rear.

There were subsequent equipment displays with FP45s at places including Williams, Ariz., San Bernardino, and San Francisco; Operation Lifesaver specials such as San Francisco to San Diego in 1987; and "officer on the train" events at Oceanside, Calif., in the early 1990s — all using FP45s.

### The rise of the Super Fleet

System-wide, FP45s were the preferred power for board of director, financial analyst, and employee specials throughout the 1970s, 1980s, and into the early 1990s. Although some FP45s had worn the red and yellow colors of the ill-fated Southern Pacific merger



Mike Martin

**Northbound on the Phoenix-Williams Jct., Ariz., Peavine, FP45s 100 and 101 wheel Santa Fe Railway President Mike Haverty and intermodal customers aboard a 5-car special operating from Glendale, Ariz., to the south rim of the Grand Canyon on April 4, 1990.**

effort in the mid-80s, then returned to blue and yellow, no one ever expected to see them back in red and silver.

Then, on June 1, 1989, Mike Haverty was named Santa Fe Railway president. Haverty's desire to reapply red and silver paint dated back to at least 1987 when, as vice president of operations, he acknowledged the notion while standing on the depot platform at Albuquerque. Admiring a parked-for-the-night, financial analyst special pulled by blue-and-yellow FP45s, Haverty, Bryan Moseley, an Albuquerque resident and longtime Santa Fe modeler and enthusiast, and I watched the FP45s basking in the setting sun as a very late Amtrak *Southwest Limited* drew alongside and made its station stop. Moseley and I agreed that the blue-and-yellow Santa Fe scheme trumped the predominantly silver scheme on Amtrak's F40PH. "The only thing better would be red and silver FP45s," Moseley commented. I glanced at Haverty, who had a big smile on his face and gave a slight nod in agreement, although he never uttered a word.

The time was right for something triumphant. Santa Fe had endured a turbulent decade beginning with deregulation in 1980, followed by a failed merger with SP, an ousted chairman, a successful hostile takeover defense that resulted in a mountain of corporate debt for parent Santa Fe Southern Pacific Corp., a late start in stack train service, a roller coaster economy, and limited funds to reinvest in the railroad. It was time for something that would help boost employee morale and generate publicity for Santa Fe.

Drawing upon 120 years of company heritage, culture, and pride, while taking a chapter from the railroad's glorious streamliner passenger service past, Haverty knew red and silver were

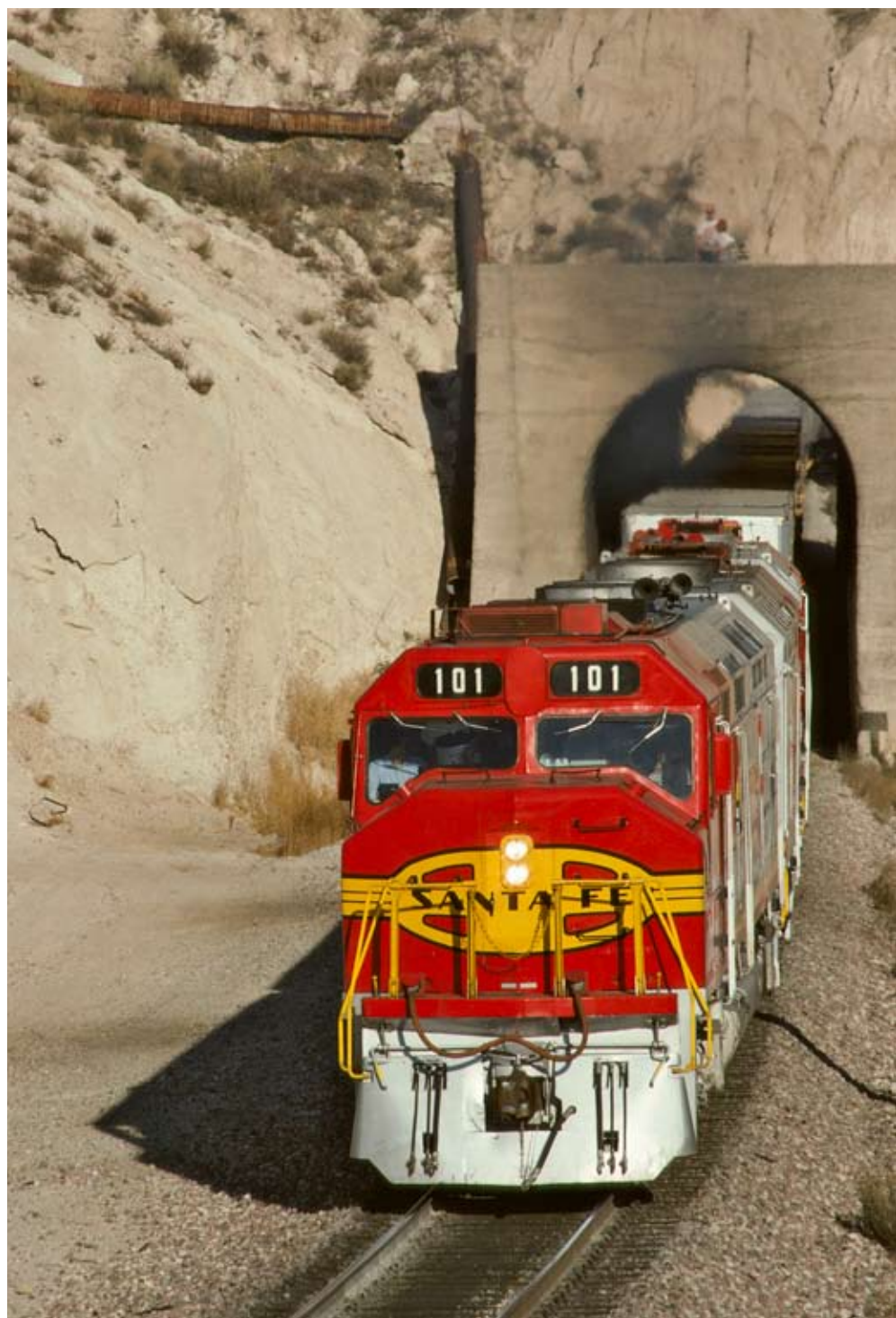
more than just colors on a palette. Less than 30 days after he became Santa Fe president — and with the nod of Chairman Rob Krebs — two FP45s renumbered 101 and 102, rolled out of the San Bernardino Shops wearing red and silver warbonnets ... and the Super Fleet was born.

While there had been many memorable moments from my 20 years with Santa Fe and later BNSF, few were awe-inspiring. Walking into the paint booth and seeing an FP45 in a red-and-silver livery was one of those moments. For a railroad PR person,

spine-tingling situations usually involve being in close proximity to smoldering wreckage, hazardous material spills, or other mishaps and trying to convince the world things could be worse.

On July 5, we took Nos. 101 and 102 into Cajon Pass with four 5-pack intermodal spine cars loaded with Santa Fe trailers for photography. That was soon followed by print advertising featuring three Super Fleet FP45s with a stack train in Cajon Pass.

Once they were released into freight service, every move of the first Super Fleet FP45s was followed with great



**Recruited to star in a promotional film entitled "Smooth Journey," FP45s 101, 100 and 104 exit Tunnel 2 in Cajon Pass with a piggyback consist on November 14, 1989. Movie crew, some of whom are visible atop tunnel portal, worked for several days to produce corporate film comparing the ride given freight-laden containers and piggybacks to that of passengers traveling on the road's famed *Super Chief*.**





**Rolling through Pasadena, Calif., on their first westbound voyage, brand-new Super Fleet GP60Ms 100 and 101 bracket renumbered FP45s 96 and 92, bound for Los Angeles with priority van train QNYLA1-20 on May 22, 1990.**

interest by the railroad enthusiast community. Nash recalls the FP45s' first westbound trip from Kansas City on an intermodal train drew more photographers than a popular Hollywood celebrity. All eight remaining FP45s (No. 5944 had been destroyed in a 1981 wreck) soon received red and silver ... and celebrity status.

On April 4, 1990, Haverly took intermodal customers on a trip to the Grand Canyon using a special train piloted by FP45s 100 and 101.

**No longer the pride of the fleet, the FP45s were renumbered to the 90-series to accommodate Super Fleet GP60Ms in 1990. In September 1991, class engine No. 90 leads two GEs and an SD45 on a westbound intermodal train descending the three percent south track in Cajon Pass.**

Guiding sleeper *Regal Crest*, heavy-weight Pullman business car *Cyrus K. Holliday*, lounge 62, dome 60, and business car *Santa Fe*, the newly minted 100s wheeled the silver consist from Glendale, Ariz., near Phoenix, up the Santa Fe line known as the Peavine to Williams, past the restored Williams Harvey House and depot (Fray Marcos) and onto the Grand Canyon line for

the 64-mile journey to the south rim. It was the first time since 1968 that a Santa Fe passenger train had traversed the line. When Haverly stepped off the train at the small Grand Canyon yard, he seemed pleased.

The success of the red-and-silver revival would soon dictate reassigning the F45s to 90-series numbers to accommodate a new generation of





Super Fleet locomotives. The changing of the guard was celebrated as renumbered FP45s 96 and 92 accompanied the first pair of brand-new Super Fleet locomotives, GP60Ms 100 and 101,

on their maiden round-trip voyage from Chicago to Los Angeles on a priority intermodal train. All four locomotives were sporting red-and-silver livery and Homer Henry was aboard for the occasion.

Subsequent duty for the FP45s included runs on other special trains, although their days of handling such assignments were numbered as more Super Fleet EMD and GE locomotive were delivered and took over that role. Arguably, one of the most important runs made by FP45s after the new Super Fleet locomotives began arriving took place in December 1991, when Homer Henry once again drafted a pair for special service as the diesel helpers to accompany former Santa Fe 4-8-4 steam locomotive No. 3751 on its *California Limited* round trip from Los Angeles to Bakersfield.

It was the first time big Santa Fe steam had operated on the railroad's mainline trackage since the 1950s, and it was fitting that the first Baldwin-built 4-8-4, which saw the bulk of its duty pulling passenger trains, should be paired with two of the last passenger locomotives the railroad ever ordered. It was a grand sight, especially the fourth and final leg from Barstow to Los Angeles on a glorious, crisp, sun-drenched day. Interestingly, the FP45s on this trip, Nos. 95 and 97, were the

same two I had photographed on that fall 1977 special.

Throughout the 1990s, the eight FP45s continued pulling freight in revenue service. In December 1994, No. 96 was destroyed in a Cajon Pass collision. The following year No. 91 was acquired by Wisconsin Central. Retired by CN in 2002, the unit was sold and scrapped in Ohio in 2005. Inherited by the merged Burlington Northern Santa Fe, now BNSF Railway, the six survivors toiled on and were seldom given priority assignments. The fuel-guzzling 20-cylinder, 645-engined EMD locomotives were quickly losing favor. Escalating fuel prices, combined with aging and worn components, set the stage for the closing act on Santa Fe's last passenger locomotives; all were retired by 1999.

Happily, BNSF has donated all six remaining FP45s to museums, where they await a future call to duty; perhaps to run at speed on the high iron and show the world why at one time they were the pride of the fleet and proudly remain the last of the Chiefs. **I**

**Soon to be museum pieces themselves, FP45s 97 and 95 assist Santa Fe 4-8-4 No. 3751 at Summit, Calif., on December 30, 1991. The trio is on the home stretch of a four-day Los Angeles to Bakersfield excursion via Cajon Pass, Barstow and Tehachapi.**



All photos Mike Martin