



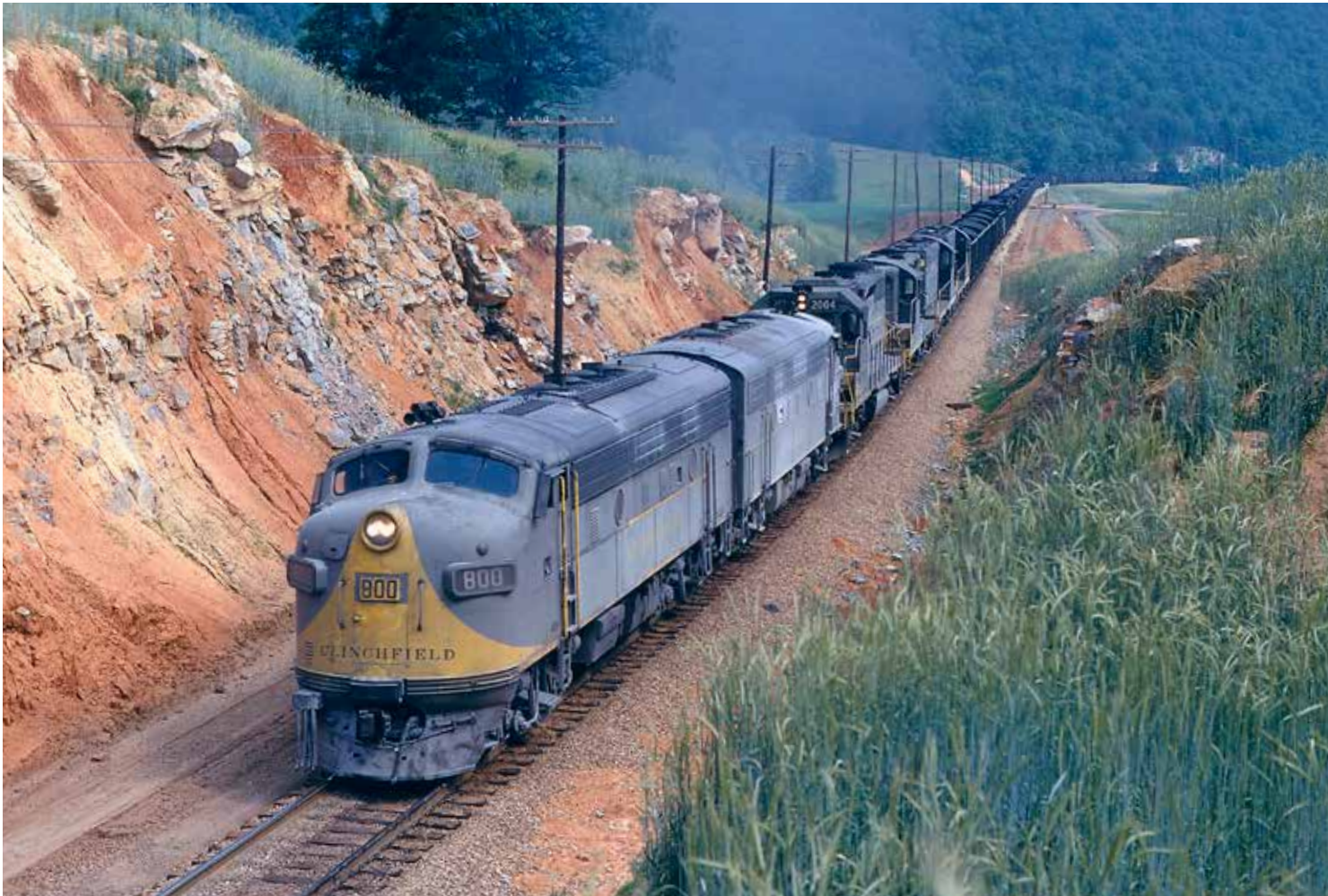
**Baltimore & Ohio's** roundhouse at Willard, Ohio, hosts F3 cab-booster set No. 1400 on October 15, 1957. Originally numbered 82–88, B&O's seven passenger F3A-B pairs became 1400–1406 in the system renumbering of 1956. The remainder of the road's 358-unit fleet of FTs, 3s, and 7s were freight engines. Note the tenders of 4-8-2s projecting from the stalls beyond the turntable.

Frank and Todd Novak collection

**Southern Pacific** and subsidiary Texas & New Orleans rostered more than 700 F units (F3s, F7s, and FP7s), the second highest total among all railroads. Toward the end of a fine 1949 day, an A-B-B-A set of F3s climbs Santa Susana Pass near Chatsworth, Calif., with a Coast Line freight out of Los Angeles.

Linn H. Westcott





**Clinchfield's** first diesel leads an F7, a GP38, and three GP7s on train 26 at Marbleton, Tenn., on June 6, 1971. This is the "High Line," a Johnson City bypass that opened on a dormant right of way in 1970, replacing a 33-mile pusher district. Built in late 1948 as an F3, Clinchfield 800 was upgraded to F7 specs, became Seaboard System/CSX 116, and has hauled West Virginia's *Potomac Eagle* as "C&O 8016." It ran at the Streamliners at Spencer event in North Carolina in May 2014.

James L. Jeffrey; Frank and Todd Novak collection

**Bessemer & Lake Erie** 712 heads a new A-B-B-A F7 set on 110 cars of ore south at Renfrew, Pa., in June 1951. B&LE relied on 54 F7s (28 cabs) for road trains until 1962, when it sold 11 A-B duos to B&O and 3 to parent U.S. Steel's Wyoming line; 712 went to Precision National's lease fleet in 1970. The last run of everyday Class 1 freight service with Fs in the U.S. occurred on B&LE in western Pennsylvania on October 13, 1992.

Edward Theisinger



**Western Pacific** FT quartet 908, descending California's Feather River Canyon in early 1950, gets a wave from the engineer on 2-8-8-2 259 in a siding as other employees, at right, help with the "roll-by." Delivered in green and yellow, the FTs now wear "Zephyr orange" and black. WP was the second road to order FTs, after Santa Fe; its 111-unit F fleet totaled 48 FTs (12 A-B-B-A sets) plus 63 total F3s, F7s, and FP7s. Two F7s served into 1983.

Allan Fraser



**Missouri-Kansas-Texas** F3 204 and FA1 327, at Denison, Texas, in 1949, show the contrast in nose design between EMD's rounded "bulldog" and Alco-GE's flatter style. Both sets are in Katy's original red and cream livery. MKT owned 19 FAs and 90 total Fs; 13 FAs were re-engined by EMD in 1956–59.

R. S. Plummer



**Chicago Great Western** was probably most known in dieseldom for running one or two daily huge road freights with five or more F units, as here on 150-car Chicago–Oelwein (Iowa) train 91 at Portage, Ill., on CB&Q trackage rights along the Mississippi River in November 1956. CGW owned 74 Fs: 33 F3As, 16 F3Bs, 4 F7As, 19 F7Bs, and 2 FP7s. The FP7s, 3 F3As, and 4 F7As were passenger units.

William D. Middleton




**Missouri Pacific** F3 769 and two B units climb Kirkwood Hill in suburban St. Louis with a westbound freight in February 1964. The 769, built as No. 565 in 1948, wears original MoPac colors, also found on Fs of MP affiliates Texas & Pacific and Kansas, Oklahoma & Gulf. The B units are in the less expensive "Jenks blue," introduced in 1961. MP had 24 FTs, 86 F3s, and 42 F7s, while T&P had 118 F7s and KO&G just two A-B-A F7 trios.

R. R. Wallin

**New York, Ontario & Western**, impoverished by the decline of milk, anthracite, and Catskill Mountains tourist business, looked to bridge traffic and diesels for salvation. O&W achieved full dieselization in 1948 with GE 44-tonners and EMD NW2s, FTs, and F3s. Nevertheless, the "Old & Weary" shut down for good in March 1957. A year and a half later, on August 21, 1958, FTs 805 and 601 languish in the Erie's yard at Secaucus, N.J., before they were scrapped.

Bob Krone





**Rio Grande** F3 5534 stands with the Denver–Salt Lake City *Royal Gorge* during the train's scheduled sightseeing stop in its namesake canyon 40 miles west of Pueblo, Colo., on September 15, 1953. D&RGW's passenger roster peaked at 6 Alco PAs and 28 F units.

George Krambles, Krambles-Peterson Archive





**Santa Fe's** Warbonnet livery, designed for E units, began gracing F units in the mid-1940s, when the road came to prefer Fs for its transcontinental streamliners. Those high-profile runs, plus thousands of toys and models, helped make the Warbonnet the most recognizable F-unit livery. In October 1964, F3s and F7s roll the L.A.-bound *Grand Canyon* through Summit, Calif. At 910 freight and passenger units, Santa Fe's F fleet was tops.

Tom Gildersleeve





**Burlington Northern** inherited about 275 F units from its predecessors, all but 7 from Northern Pacific and Great Northern. By the mid-1970s, 116 were left, and the last ones ran in February 1982. Train 123 out of Northtown Yard, Minneapolis, was a regular assignment in later days, as illustrated by this A-A-B-A quartet at Clear Lake, Minn., 12 miles east of St. Cloud, on May 15, 1980. Lead unit F9 782 was built for NP in 1956.

Steve Glischinski

**Erie Lackawanna** 6351, a former Lackawanna F7, leads three sister F units plus a GE U25B road-switcher on an eastbound freight passing Marion (Ohio) Union Station on joint EL-Penn Central trackage in January 1974. Both Erie and DL&W owned FTs, F3s, and F7s, but no F9s or FPs. A few EL F7s made it to Conrail, but did not last long. Preservationists moved Marion's AC Tower to the south side of the ex-Erie tracks in 1999; both it and the station are open to the public.

Preston Cook





**Illinois Central Gulf** in the 1972 merger found itself with Gulf, Mobile & Ohio's remaining 19 F3As and 2 F7As (from GM&O's original fleet of 36 cabs and 18 boosters) and assigned them numbers 1600–1620. To most everyone's surprise, ICG in 1974 repainted three F3s: Nos. 1610, 1615, and 1620. On September 7, 1974, the 1615 (ex-806A), with leased ex-BN F7A 634 (in GN Big Sky blue) and GM&O F3A 808B, are at Springfield, Ill., with a Bloomington–Venice (Ill.) freight. ICG's last ex-GM&O Fs ran in September 1978.

J. David Ingles