



ABOVE: An F-M pocket of the Central of Georgia roster was just four H12-44s built in 1953. The option of m.u. connections suggests bigger things might have been planned. In Southern Railway's period of influence, CG 316 poses in Salem, Ind., on February 5, 1966. TOM SMART - LLOYD TRANSPORTATION LIBRARY



LEFT ABOVE: One-half of Rock Island's dalliance with F-M power sits in Chicago, its flashy paint still fresh. Both H15-44 units, 400 and 401, were tailored for commuter service and spent much of their F-M life moving passengers, but EMD repowering was their final attempt at longevity. LLOYD TRANSPORTATION LIBRARY

LEFT CENTER: Central of Georgia operated more than 1500 miles of track, but only five H15-44s. In December 1963 at Chattanooga, Tenn., the road's northernmost terminal, CG 105 was captured on film. J. DAVID INGLES - LTL

LEFT BELOW: Weyerhaeuser accounted for six F-Ms for mill service or subsidiary railroads. In August 1977 at Vail, Wash., WTC 714 and Chehalis Western 492 linger, perhaps recalling better days. WTC 714 has been preserved at Snoqualmie, Wash. GARY VIELBAUM - LTL



OPPOSITE PAGE: The photographer's pulse no doubt quickened as Bosques de Chihuahua 1000 was positioned for a near-perfect portrait on March 3, 1976, in gorgeous sun at Los Pomas, Chihuahua. JAMES P. MARCUS - LTL

Timber's H10-44 number 481. Graduation from Beloit occurred in April 1948; its destination was the Vail-McDonald branch in Washington.

Weyerhaeuser's Chehalis Western signed on for two H10-44s, its 492 and 493. The units left Beloit in May and June 1949, headed for Chehalis, Wash. The railroad operated on both Northern Pacific and Milwaukee Road trackage before moving onto Weyerhaeuser rails for a final run to the log dump on Puget Sound. They operated singly, though both were equipped for multiple-unit (m.u.) operation.

In September 1949, the Pacific Northwest's fourth F-M resident was completed. Weyerhaeuser operated a huge sawmill in Longview which required significant switching, with inbound logs, product loading, and, finally, delivery to interchange. This F-M belonged to Weyerhaeuser's other Washington railroad, Columbia & Cowlitz. The H10-44 arrived

The UNEXPECTED FAIRBANKS-MORSE

PART TWO

GORDON LLOYD JR./PHOTOS FROM THE LLOYD TRANSPORTATION LIBRARY

The Fairbanks-Morse Company of Beloit, Wis., built a line of sturdy locomotives, with actual production stretching 20 years and deliveries to railroads across the U.S., Canada, and Mexico. Our study of the careers of lesser-known Fairbanks-Morse diesel locomotives thus far (see the May 2024 RAILFAN & RAILROAD) has focused on short line and industrial F-Ms, with limited exceptions granted to Class I roads.

Chicago, Rock Island & Pacific would fall one of those exceptions. Aficionados will recall Rock Island's propensity for

quirky locomotive acquisitions, except for Fairbanks-Morse, it seems. Rock Island's sole involvement with the Beloit builder was relegated to two H15-44 units, numbers 400 and 401, built in December 1948. The sales order was tailored to a singular assignment, Chicago commuter service. They came equipped with steam boilers and provisions for train lighting equipment. Flashy *Rocket* paint adorned the locomotive exteriors. One could probably predict the final outcome, but we'll review it one more time.

Not unexpectedly, the unusual

opposed-piston engines required particular maintenance. Add in the demanding expectations associated with commuter operations and it would not be long until options for long-term maintenance were considered. Before they celebrated their 10th birthday, both were cycled through EMD where LaGrange substituted 16-567C engines. Both were removed from the roster in 1966.

Central of Georgia dominated Georgia. The 1,700-mile road also had connections in Alabama, as far west as Birmingham. Locomotive acquisitions from Alco,

Baldwin, EMC, and EMD populated the roster before delivery of five H15-44 units in June 1949; they were numbers 101-105. The quintet of opposed-piston road switchers introduced that concept to the far-flung Georgia company, but the departure from in-line or V-type engines was the big news here.

However, the F-M chapter of CoG was not closed. In 1953, CoG revisited the

opposed-piston idea with an order for H12-44s. CoG identified them simply as 315-318, numbered just above the last of CoG's Baldwins, a four-unit set of S-12s also built in 1953.

Northwestern F-Ms

F-M sales forces secured the first of several northwestern orders in late 1947, evidenced by the delivery of Weyerhaeuser

numbered simply as D-1.

The next F-M acquisition for Weyerhaeuser's growing opposed-piston fleet was numbered as 1. Built in August 1951, the H12-44 spent much of its life at Enumclaw, Wash., about 30 miles southeast of Tacoma. This was known as the White River Branch. The singular locomotive tended to plant assignments and made daily trips to the Northern Pacific and Milwaukee Road interchange in Enumclaw, about five miles distant. It was later numbered as Weyerhaeuser 714, and spent its final years at Vail, Wash.

The sixth and final F-M in the Weyerhaeuser clan was Columbia & Cowlitz's D-2, built in May 1956. Prior to the delivery of Weyerhaeuser's Alco C-415 in 1968, D-2 was renumbered 700, which it wore until retirement.

Three of the Weyerhaeuser family of locomotives had extended careers beyond the timber business. When Columbia & Cowlitz acquired its C-415, H10-44 D-1 was offered to Alco for trade-in value; the locomotive was found to be in such good condition that Alco offered it for resale. Alco proponent Pacific Great Eastern (later known as BC Rail) was the unlikely suitor. Apparently, the sale offer was attractive enough to sway the unexpected transaction, truly a horse of a different color on a railroad whose allegiance was previously focused. The locomotive was never repainted from its Weyerhaeuser yellow, and did not wear any PGE or BCR identification — it toiled, not in obscurity, but in plain sight, working in the railroad's North Vancouver Yard for about five years. It carried its original number, D-1, until BCR renumbered it as 1004.

A second player in this secondhand drama was originally WTCX number 1, a.k.a. number 714. The F-M found additional service working for Pacific Transportation Services as its number 121. Tacoma was the site of the transload operation where this employment occurred, and Continental Grain was a player in this extended employment. After that engagement, it was acquired by the Northwest Railroad Museum in Snoqualmie, Wash., where it has been restored to its former Weyerhaeuser glory.

Yet a third member of the six-unit F-M amalgamation also saw extended service. Former Chehalis Western 492 was also

RIGHT ABOVE: The Pittsburgh area, despite significant heavy industry, had very few F-M locomotives. Pittsburgh, Chartiers & Youghiogeny H10-44 1 was photographed in April 1966. KENNETH L. DOUGLAS - LTL

RIGHT BELOW: The terminal railroads in both Louisville, Ky., and Indianapolis favored opposed-piston power. Proof is offered of Indianapolis Union Railway's commitment, with two H12-44s and one of the nine H10-44s. IURY H12-44 21 was the newest of the dozen; the Beloit-built units served for nearly 20 years before retirement. KENNETH L. DOUGLAS - LTL

acquired by Pacific Transportation Services. With a similar history to WTCX 1 and 714 above, 492 served PTS, numbered consecutively as 122. Its legacy ended abruptly when it succumbed to the scrapper's torch in 1987.

Meanwhile, Back East...

Pittsburgh, Chartiers & Youghiogeny began dieselization with its one and only F-M product. The June 1949 H10-44, PC&Y's number 1, naturally arrived without m.u. connections. It toiled in the shadow of Pittsburgh & Lake Erie operations in McKees Rocks, northwest of downtown Pittsburgh. Its longevity outlived its usefulness, with comparisons being provided by former P&LE SW9 locomotives. As one of the few F-Ms that called Pittsburgh home, it was easily forgotten and was scrapped in 1971.

Indiana's Indianapolis Union Railway was introduced to the diesel era with a dozen Fairbanks-Morse locomotives, including nine H10-44s and three H12-44s. The first delivery of H10-44s came in 1949 as numbers 10-13. Of these four, photos show only 11 and 12 equipped for multiple-unit operations.

A second order for H10-44s came in 1950; number 14 had a March build date

while numbers 15-18 were built in April. At least number 14 of this group was equipped for m.u. service.

H12-44 units 19-21 were built in October 1952. Photos show these H12-44s had m.u. equipment. Secondhand, but nearly new, EMD SW1500s began arriving in 1967. The handwriting was on the wall for the aging F-Ms and all were scrapped.

In a bid to increase domestic steel production and better serve eastern markets, United States Steel embarked upon a plan to build a completely new, integrated steel mill following World War II. A site of 2,500 acres was selected near Morrisville, Pa. Both blast furnace and open-hearth technology were employed. As such, the mill was obsolete virtually before its completion. The plant was dedicated on December 11, 1952.

The mill required nearly 7,000 employees, had 125 miles of trackage — including multiple yards which could accommodate more than 300 freight cars each — and hundreds of pieces of mill-service railroad equipment.

Purchase orders were let to acquire locomotives. From near-neighbor Baldwin-Lima-Hamilton, eight 1,200-hp S-12s were ordered as GE1 through GE8 (the "GE" prefix meaning "General



Equipment"); they were built between July 1951 and March 1952.

Of particular interest to our study are eight 1,200-hp H12-44s. They were built between November 1951 and February 1952 and were assigned Fairless Works numbers GE9 through GE16. The first two were initially shipped to Santa Fe for service, according to Fairless Works historian John M. Petko. The remainder trickled into the plant; some were used during construction, but were in place when steel operations began. These were the only purchased-new F-M locomotives in the huge steelmaking corporation.

Working "inside the fence," these were some of the least photographed F-Ms. Many featured dual couplers (one above the other) to accommodate standard freight cars or ingot and charging buggies. These might be termed some of the most successful F-M locomotives, many working beyond their 30th birthday.

F-Ms were entrenched into the Fairless operations to the extent that U.S. Steel acquired secondhand F-Ms to supplement them. The initial eight were bolstered with five "used" purchases, all acquired for service, some of which exceeded a decade in their secondary role. Steelmaking terminated in 1991.

Included in this secondhand saga were four Penn Central F-Ms and one Army veteran. Fairless Works 23 and 24 were of Pennsylvania Railroad origin (PRR 8721 and 8714), while 25 and 26 had a New York Central pedigree (NYC 9120 and 9121). The fifth and final member of this assemblage hailed from the U.S. Army, numbered as 27 and was built as USAX 1845. It exists today, owned by Locomotive Trouble Shooters.

ABOVE: The huge U.S. Steel Fairless Plant embodied an enviable F-M allegiance. USX 25, photographed on September 6, 1984, began life as New York Central 9121, one of four F-Ms which passed through Penn Central ownership before an extended career with the steel producer. GORDON E. LLOYD/GORDON LLOYD JR. - LTL

LEFT CENTER: H12-44 27 (ex-U.S. Army 1845) was at Fairless Hills, Pa., on September 6, 1984. It was the last of U.S. Steel's secondhand acquisitions. A tribute to both Army and USS maintenance, it still exists today. GORDON E. LLOYD/GORDON LLOYD JR. - LTL

LEFT BELOW: This undated photo appears to show the recent arrival of USX H12-44 GE-10. Eight such F-Ms, numbered GE-9 through GE-16, were acquired new by U.S. Steel, delivered between November 1951 and February 1952. ROBERT BILLINGS - LTL

Soo Line F-Ms

Soo Line obtained a single H12-44 in June 1952, its 315. It was numbered just above two Baldwin S-12s, which were delivered three months earlier.

In December 1954 four additional H12-44s came to Soo Line, concurrently with an order of SW1200s. None were equipped with multiple-unit equipment. Devotees of the F-M make would not find these at the extremes of the Soo Line trackage in North Dakota or Illinois — the five spent their entire lives in the Minneapolis area. Two were out of service in 1972; the last three — 315, 318, and 319 — were retired in 1974.

Military Power

The U.S. military has owned hundreds of locomotives; only a small percentage could trace their ancestry to Beloit. In fact, just 20 locomotives fit this criterion, all belonging to the U.S. Army. The 20 units were built in January and February 1953, numbered 1843-1862. They were deployed at bases around the country, with many serving into the 1990s.



TOP: On a sunny February 2, 1968, Soo Line's first F-M, H12-44 315, switches freight in Minneapolis. JOE STAUBER - LTL

ABOVE: Only 20 F-M locomotives joined the military (H12-44s numbered 1843-1862) and served in a variety of assignments across the U.S. USAX 1856 is a shining example of good maintenance at Oakland, Calif., in August 1980. TOM GRAY - LTL

RIGHT: Coal-hauler Yankeetown Dock came to own three H12-44s. The first of its units was originally F-M demonstrator 76. That former demonstrator is shown here as YDCX 1, working with purchased-new YDCX 2 at Yankeetown, Ind., in April 1965. F.G. TATNALL - LTL

When they were deemed surplus, many of the fleet found second homes, particularly with railroad museums throughout the U.S. Four worthy of additional mention found useful employment. As previously discussed, 1845 worked for U.S. Steel; 1852 and 1860 found work for North Carolina Port Railroad, operated by Beaufort & Morehead Railroad; and 1854 worked as Defense Supply



Administration 53205 in Utah. Other than museum operation, none of these 20 are known to be in revenue service today. From the Seneca Army Depot outside Geneva, N.Y., USAX 1843 remains in regular operation at the Rochester & Genesee Valley Railroad Museum in New York, while sister unit 1844 went to St. Louis Museum of Transportation and was scrapped in 2011.

Yankeetown and South

Yankeetown Dock joined the select group of F-M owners with an August 1953 H12-44; it was, logically, YDC number 1. This was former F-M demonstrator number 76 equipped with m.u., a har-binger of the future. A mate rolled out of Beloit in May 1956, numbered 2. The duo operated for years in orange paint

hauling black diamonds.

A third H12-44 came to the railroad after the closing of Thunderbird Collieries. This unit, originally Ayrshire Collieries 1 built in April 1957, moved to Thunderbird Collieries as its number 1, an interim assignment before joining the YDC roster as number 3. It did not come to YDC with m.u., and it was never applied.

Pickens Railway was their destination when retired, eventually moving to Chattanooga Locomotive for further assignments. Number 1 went on to work for North Carolina Ports Railroad as its 1801, then was resold to Red Springs & Northern — it was not renumbered and still retained the white and red YDC paint. YDC 2 became NCPR 1802; it donned NCPR's Pittsburgh & West Virginia-like paint while working in

Morehead City. When its services were no longer needed at NCPR, it was sold (in an eBay auction) to Ohio Central, and is now preserved at the Age of Steam Museum in Ohio.

A new member of the F-M family was added in August 1953, ending the steam era for Georgia's Sandersville Railroad, known as The Kaolin Road. Dieselized with a singular H12-44, it was originally numbered 100. The F-M was kept busy moving kaolin (a fine, soft powder used in paper manufacturing) and kaolin products from online manufacturers on the nine-mile railroad. The historic F-M was renumbered 10 when the first SW1500 arrived on the property in December 1967, bearing — you guessed it — number 100.

H12-44 10 served alongside SW1200 200 and SW1500 100 for nearly three

years until a second SW1500 arrived in May 1970, Sandersville number 300. When 300 arrived, the F-M was retired, with nearly 18 years of service.

The Tennessee Valley Authority is one of the largest electrical power producers in the U.S. The mix of power generation includes nuclear, hydro-electric, natural gas, and coal. For years, the coal delivered for the various TVA plants was moved by a mix of diesel locomotives, including two from Fairbanks-Morse.

First to arrive was H12-44 22, built in November 1954. Pictures show it equipped for multiple-unit operation. It spent much of its life at the TVA's Shawnee Steam Station in Grahamville, Ky. The boxy carbody unit had a second life with American Milling Company in Cahokia, Ill., where it appears it never wore any identification of the new operator.



Beyond American Milling, it was acquired for the growing F-M operation at North Carolina Ports. It retained its original number through these multiple changes in ownership.

Nearly four years passed between TVA's first F-M acquisition and its last. In October 1958, TVA 24 rolled off the production floor in Wisconsin as the final H16-66 built. For the most part, TVA 24 spent its life in Gallatin, Tenn., at the Gallatin Steam Plant. In the mid-1990s, the locomotive was rebuilt and renumbered F3060. It was the last domestically purchased F-M. Interested parties can find the locomotive preserved at the Tennessee Valley Railroad Museum in Chattanooga.

Mexico, Too

South of the border, Fairbanks-Morse locomotives were harder to find. In fact, only two operators featured the brand. As Chihuahua del Pacifico (CHP) began to dieselize, it provided a purchase order to F-M for four H16-44 units. It was a decision that led to the acquisition of 30

LEFT: More than 40 years transpired between the photo of YDCX 1 (page 52) and Red Springs & Northern 1801, shown at Pakton, N.C., on October 19, 2008. It is currently preserved at the Age of Steam Roundhouse in Sugar Creek, Ohio. GORDON LLOYD JR. - LTL

BELOW: Tennessee Valley Authority H16-66 24 became the last domestically purchased F-M in October 1958. Number 24 worked at the Gallatin Steam Plant, and was photographed there on March 22, 1980. It is currently preserved at Tennessee Valley Railroad Museum in Chattanooga. BOB GRAHAM - LTL



new H16-44s in two number series (501-525 and 600-604) and a single H12-44 (number 70).

CHP was so enamored with its F-Ms that it later acquired secondhand H16-44s with Erie-Lackawanna and Penn Central origins, and even two H24-66 Trainmaster locomotives, also from

BELOW LEFT: Although the New Haven rostered 35 other F-M diesels, our interest here is the two P12-42 locomotives that powered the five-car Talgo-trainset *John Quincy Adams*. In August 1959, camera-shy number 3100 was found at Oak Point Yard in the Bronx. LLOYD TRANSPORTATION LIBRARY

BELOW RIGHT: Aluminum Company of America (Alcoa) used a single H16-66 to move coal between the mine near Booneville, Ind., and dumper at Yankeetown. Known as Squaw Creek Coal Company 720001, it was in Warrick, Ind., on April 21, 1965. F.G. TATNALL - LTL

BOTTOM: Whatever Boston & Maine thought of its only two F-M units, the configuration of the fixed trainset created more of a problem for the railroad. The *Speed Merchant* never worked to its anticipated potential, and was instead relegated to a brief career hauling commuters. At Boston Engine Terminal in February 1960, B&M 1 models the railroad's unique paint modern scheme; B&M 2 would be located at the opposite end of the train. WILLIAM VOLKMER - LTL



Erie-Lackawanna. The EL locomotives began life as Lackawanna units; the Penn Central hand-me-downs started life on New York Central.

The Chihuahua Pacific H16-44s spanned a production period from 1955 through 1963 and their final two, 603 and 604, were the last F-Ms built; 600-604 carried steam generators for passenger service. In a nod to the chopped-nose trend in the late 1960s and throughout the 1970s, CHP modified many of its H16-44s in a similar fashion. Then, in the early 1970s, many of the CHP H16-44s were sent to Montreal for rebuilding by United Railway Supply.

Easily overlooked in the F-M euphoria was CHP's solo H12-44. That loner was built as CHP 70 in March 1961. The late-production unit lacked m.u. and featured sealed beam headlights and roller bearing trucks — it was the only F-M switcher in Mexico and the last H12-44 built.

Preparation and preparedness were a necessity when searching for the Bosques de Chihuahua H16-44s. Outside

of Chihuahua del Pacifico, the only other F-Ms in Mexico were also found in the Mexican state of Chihuahua on an obscure 20-mile logging railroad that connected a lumber mill in Mesa de Huracan with CHP at Cumbre Hearty, and fortunate, souls who made this slog were rewarded with photographs of two of the most obscure Fairbanks-Morse locomotives anywhere.

Bosques de Chihuahua (which translates to Forests of Chihuahua) acquired its first F-M in April 1955, BCH H16-44 501. Nearing the very end of production, F-M built a second H16-44 for BCH, number 1000, in December 1961. Like its predecessor, 1000 lacked m.u., requiring double-heading for heavier trains of lumber. These two locomotives toiled in literal anonymity — it was hard to conceive anyone merely stumbling across these recluses. Alas, the railroad was abandoned in 1988, the victim of a new highway.

Last Gasp

The 1950s saw several attempts by railroad suppliers to address declining



ABOVE: Chihuahua-Pacific Railway was one of F-M's most loyal customers. In all, 30 H16-44s were purchased new, including 603 and 604, the last F-Ms built. At La Junta, Chihuahua, on March 19, 1975, CHP 515 and 509 deal with some local switching. MATTHEW J HERSON - LTL

LEFT: The CHP F-M roster was almost entirely comprised of road switchers. The lone exception was H12-44 70, later renumbered 301. Built in March 1961, 70/301 was the last of 336 H12-44s, the last F-M switcher built, and the only F-M switcher in all of Mexico. On November 29, 1967, 301 was photographed in Chihuahua. KENNETH L DOUGLAS - LTL



passenger service. Fairbanks-Morse was included in the construction of two lightweight trains from ACF Industries. Railroad president Patrick B. McGinnis's fingerprints were on the acquisition of two Talgo trainsets, one each for Boston & Maine and New Haven. Each train consisted of five three-car sets of passenger coaches with an F-M P12-42 locomotive on each end. The locomotives were each powered with a Model 38D 8 1/8 eight-cylinder F-M engine, generating 1,720 hp; they were connected electrically and pneumatically through the train. Only the leading truck of each locomotive was equipped with GE 752 traction motors, the trailing truck was merely an idler.

Rated for a maximum 117 mph operation, New Haven's *John Quincy Adams* was equipped to operate on 600-volt third rail power to serve either Grand Central Terminal or Penn Station in New York City, with a system involving an electric clutch to disengage the locomotive's two generators from the diesel engine when operating off the third rail.

Service histories for the two trains were less than spectacular; they had a reputation of rough riding, and the fixed Talgo trainsets were inflexible. New Haven's trainset, powered by locomotives 3100 and 3101, had a builder's date of January 1957, but operated for less than two years.

Built in January 1958, Boston & Maine's *Speed Merchant* train never really operated in its intended Boston to Portland, Maine, assignment. Instead, it was relegated to commuter service, where the unique equipment operated into the 1960s. P12-42 locomotives 1 and 2 remained until the late 1970s, coming to their ultimate end at the hand of scrapper M. Schiavone in Leeds, Maine.

The Aluminum Company of America (Alcoa) employed a single H16-66 at its Squaw Creek Coal Company operation in Indiana. The lonely F-M was built in January 1958. Amply powered, with no other family members, it lacked m.u. But those who maintain roster data will acknowledge that it wore the longest road

number of nearly any locomotive in the U.S. — 721001, frequently shortened to simply 001, itself unusual. Its typical operation kept it on "home rails," repeatedly making trips from mine to dumper between Booneville and Yankeetown.

Afterlife for the Indiana retiree found a remarkable change of venue. Following years of coal service, it was purchased by a private party, moved to Nelson, B.C., and displayed wearing Canadian Pacific's maroon and gray paint numbered as 7009. Although CP never owned an H16-66, nor operated an F-M numbered 7009, it is a fitting tribute to Canadian Pacific Trainmaster locomotives which once called the area home, as well as to the many "unexpected" F-Ms that once toiled across North America. ■

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