



FERROCARRIL DEL PACIFICO

FCP Prototypical Graphical Roster



By Jonathan D. Rodriguez

Updated: 4/2022

About this document: Railroad literature can be split into two types of categories. Literature that simply describes a general history or pop culture of the railroads and then literature that contains a galore of well-documented history of railroads and is often written by professions who specialize in transportation, dedicated railfans or employees. Often these books have a focus on the American and Canadian railroads, only a small portion of railroad books have been written about the Mexican Railroads, some notable publications are *NdeM in Color* by Matthew J. Herson, *Baja California Railways* by John A. Kirchner and *The Southern Pacific of Mexico and the West Coast Route* by coauthors John R. Signor and John A. Kirchner. Other notable works have been written for academic historical purposes and leave out major prototypical railroad equipment property. This volume tries to provide railfans with a detailed prototype graphical roster of the diesel units that FCP acquired during its operations. All rosters are subject to change if/when newer information is available in the future and will seek out any collaborators that wish to be a part of this series.

About the author: Jonathan Rodriguez has been a railfan since his youth as a byproduct of his father Carlos. Jonathan received his bachelor's in anthropology having an emphasis on Mexican indigenous culture in 2015 at the University of Arizona, in 2019 Jonathan finished his masters in geographic information science and technology at the University of Southern California where he focused on migration patterns. Currently, Jonathan focuses his career in geospatial analysis and specializing in anthropology, meanwhile, railroads remain a heavy deep interest. Special Thanks to Lowell McManus founder and admin of Mexlist.com an online group dedicated to sharing the knowledge of Mexican railroads, Special Thanks to Carlos Rodriguez "The Driver" who put in the hours and dedications to giving his family the best trains photos possible on the road. And finally, a Special Thanks to all the photographers who contributed to this document by direct contact and by uploading photos available to the public.

Sources: Sources for the paint scheme history is based on visual media ranging from slide/digital, photography and videos. This media comes from available sources from train photo websites, personal collections, and various collaborators who shared information. Sources on historical information is based on *The Southern Pacific of Mexico and the West Coast Route* by coauthors John R. Signor and John A. Kirchner (1987). Some roster information and proposed NdeM numbers that were never applied in the FNM era came from *Extra South Issue 89* by Dan Dover (1989) Information on locomotive Specifications came from The Diesel Shop (www.thedieselshop.us).

Table Key: Information for each locomotive type are collected into tables, each table will have various attributes that are associated to the FCP locomotive type. A question mark (?) means that the information is an estimate or needs a confirmation. Some information is subject to change when more confirmed information is available.

(front image cover, FCP 506 at Sufragio, Sinaloa taken on 1/29/1974 photo slide by Ken Annett – Jonathan Rodriguez Collection)

Brief History of the Ferrocarril del Pacifico

The story of the Ferrocarril del Pacifico (FCP) begins during a time in Mexico's history known by historians as the "Porfiriato", a time where Mexican President Porfirio Díaz served three terms 1876, 1877-1880 and again from 1884-1911. For over 30 years, Mexico went through a series of major changes, the first time Mexico was experiencing major economic growth and modernization. Prior to this event, Mexico was at the mercy of a series of political changes. Despite unifying and gaining its independence in 1821 from Spain, political parties fought internally throughout much of Mexico's 19th century, which resulted in the loss of land in various wars and political agendas.

When Porfirio Diaz took office, this allowed significant outside foreign investment to extract various rich resources from Mexico. Diaz took full advantage of integrating railroad proposals from both European and American investors. The Atchison, Topeka, and Santa Fe (ATSF) railway was granted to build the Sonora Railway in 1879. A branch line from Deming, New Mexico would extend to Nogales and be finish in 1882 at Guaymas, Sonora. By 1898 the Sonora Railway would be transferred to the Southern Pacific (SP) Railroad for the Barstow to Needles line in Southern California which allowed the ATSF to reach the shores of California. (Signor, Kirchner 13-17)

The Sonora Railway's name would be changed to the Southern Pacific of Mexico or Sud-Pacifico de Mexico (SPdeM). The SPdeM then had the plan to extend the line to Guadalajara, Jalisco. By this time the Mexican Revolution broke out, despite Porfirio Diaz allowing significant growth in Mexico, his agendas also prevented most of Mexico's population of whom were Indigenous/Mestizos to grow and have opportunities that foreign investors were taking advantage of resulting in a major divide between the poor and the wealthy. During this time there was hardly any construction on the line, and repairs were needed from the revolution as various military fractions used the SPdeM line to shift goods and men for their cause.

By the end of the Mexican Revolution in 1920, the SPdeM had a significant amount of damages in repair and equipment. The construction of the line continued, and finally completed the line from Nogales to Guadalajara in April 17, 1927 (Signor, Kirchner 49). Yet two years later the SPdeM faced another hardship from the Great Depression of 1929. Less rail traffic occurs throughout much of the 1930's, by 1938 more concern occurred when President Lazaro Cardenas established nationalization programs throughout the country in railroads and gasoline. The SPdeM held on for another 13 years until on December 24, 1951 the SPdeM would be transferred to the Mexican government for 12,000,000 dollars. Thus, the birth of the Ferrocarril del Pacifico (FCP) was established (Signor, Kirchner 99).

The FCP would begin service in April 1952 using the transferred left-over equipment from SPdeM. Soon FCP started to modernize its tracks, buildings and become fully dieselized around 1956. (Signor, Kirchner 102 1987) Various brand-new Alco units would be purchased for

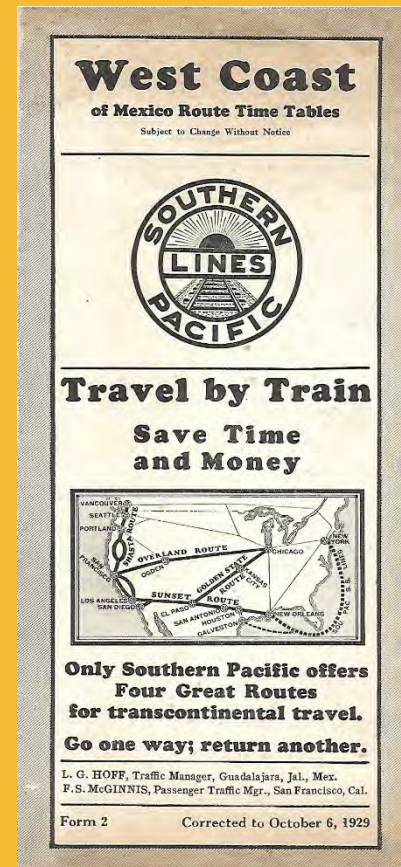


Figure 1 A Southern Pacific Timetable from 1929 - Collection of Jonathan Rodriguez

line throughout the 50's and early 60's. During this modernization process the FCP was able to also gain branch lines and improve passenger stations in the large cities of Hermosillo and Mazatlán. The main workshops or "Tallers Generales" at Emplame, Sonora would remain under FCP's longevity. Meanwhile other less heavy work was focused in the Guadalajara shops. While maintenance shops were established in Nogales, Culiacán, Mazatlán.

By 1960 FCP had acquired the Navojoa to Huatabampo branch line from Chihuahua al Pacifico who operated the line for two years after the Rio Yaqui railway was dissolved. By the 1960's profitable passenger trains become common as La Bola "Bullet" was the main train followed by the Paloma "Dove". The 1960's also gain high demand of food products from Sinaloa to the United States during the winter it was common to see Pacific Fruit Express still conducting operations in Mexico until at least the early 1970's. In the late 60's Trailers on Flatcars (TOFC) or Remolques Sobre Plataformas (RSP) became a common sight to see on FCP as a replacement for PFE refrigerator car service. (Signor, Kirchner 99-121).

Fright service gained improvement on the line from interchanges with other Mexican railroads that connected on the line such as the NdeM at Guadalajara, The CHP at Sufragio Sinaloa and the SBC at Benjamin Hill, Sonora. The passenger industry proved to have a significant role in the regionals economy as resort cities like Guaymas, Mazatlán, and Guadalajara raked in tourist dollars. As tourism continued the FCP designed a new passenger train called the El Costeño which ran from Nogales to Guadalajara in 26 hours. The 1970's provided significant revenue for the Mexican railroads as various leased units from US railroads were used to meet the demand. (Signor, Kirchner 117-131). By the late 1970's/early 1980's a planned future merger of all the railroads was in sight as all the railroads were receiving NdeM style delivered paint schemes.

The 1980's would prove to be a very difficult time for Mexico as an economic crisis hit, however the FCP continued to meet the demands of traffic. The end of FCP was in sight as by 1987 as the foreseen merger became official as FCP was absorbed into the FNM system. Much of FCP's heritage and practices were still used during the FNM period, the only major noticeable difference was a new FNM paint scheme that was applied to various former FCP locomotives. Both the FCP and SBC lines and equipment would be assigned as the Pacific region. As privatization became a popular practice in Mexico in the 1990's, this proved to be the end of FNM. By 1998 FNM was dissolved and the newly formed railroad Ferromex took over the majority of FNM's western lines including the former FCP lines.

Most of FCP's history is a distance memory as a few former locomotives remain active and one was donated to a museum. The Emplame shops were dismantled in the mid 2000's. Most FCP stations remain active by Ferromex or abandoned.

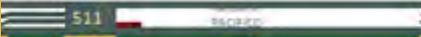







Colors	Paint Scheme Designated Names	Estimated Timeframes
	Dark Green/Cream white	1953-1968
	Green/Yellow	1968-1975
	Green/Yellow (Noodle Logos)	1973-1982
	Blue/Yellow	1975-1985
	Dark Blue/Yellow accents	1979-1980's
	Dark Blue/Yellow band	1981-1990's
	SP Bloody Nose	1982-1990's
	NdeM livery	1979-1990's
	FNM Schemes	1987-1990's

Figure 2 FCP Main Paint Scheme Key

The Paint Schemes

Throughout the years, there has not been any official names available to this document to properly give the FCP paint schemes. There was uniformity among the schemes from the 1950's to late 70's as the 1980's showed various schemes running at the same time. This document will designate the various general schemes as listed above. The dates are based on photos/slides and are subject to change as more information made available with collaboration. By viewing the table above one can see that FCP had more than one standard paint scheme throughout the years than the average railroad. It is important to also notice that even with these multiple schemes, there were also variations within one scheme. These variations will be seen according to the associated locomotive in the following pages.

The Dark Green/Cream White was the first livery scheme that ran from 1953 to 1968. This scheme contained four noticeable variations, the most common had a centered dark green "Ferrocarril Del Pacifico text" on the long hood. With some components painted in dark red like the couplers and grab irons along with gold painted numbers. New colors would be introduced with the Green/Yellow scheme which lasted between 1968 to 1975 with orange grab irons and black painted numbers. The "Ferrocarril Del Pacifico text" on the long hood remained but was yellow. No variations occurred until the noodle logo was introduced, which in this document is considered a separate paint scheme. The Green/Yellow (noodle logo) started to appear around 1972 or 1973, this scheme started to become the standardized italicized logo for the following paint schemes to come. The first noodle logo appears to be an *FCP* text within a trapezoid like shape, which a few locomotives had until about 1975. While around the same time the variation of a larger *FCP* text without the trapezoid shape was more common. Some locomotives appear to have slightly large text variations than others. The last locomotive to last with this scheme appears to be in 1982.

While back in 1975 newer units such as the U36Cs, M420TRs and U23Bs were delivered with the same FCP text, only to have the green body paint replaced with blue, some minor variations occurred according to the locomotive. FCP 607 (C628) appears to be the last have this scheme in 1983. The Dark Blue/Yellow accents appeared on rebuilt API620s and the first delivered M424(W)s in 1979. FCP 572 was seen in 1990 perhaps as the last to have this scheme.

The Dark Blue/Yellow band and SP bloody nose were applied to various locomotives types as early as 1982 and some lasted into the 1990's. In 1979 the NdeM livery was introduced on the C36-7s, M424(W)s, and the C30-7s. Although unofficially this scheme showed the future of Mexican railroads as NdeM would eventually take over all the railroad lines in officially in

1987 as FNM. Under FNM many new schemes were applied to various locomotives and will be mentioned in the associated locomotive sections below.

This document will now present sections of each diesel locomotive type FCP had in its tenure. Each section will have a brief review of the history of the locomotive types, the once proposed NdeM/FNM numbers will be listed in each applicable FCP number. For paint scheme years please review the table associated with each locomotive section.

Steam



Figure 3 FCP 501 on displayed in Nogales, Sonora the number 501 is most likely an homage to Jesús García the hero of Nacozari whose locomotive number was 501 -Photo by Jonathan Rodriguez

This document will not discuss the various types of steam locomotives on FCP. Instead all steam locomotives will be briefly discussed in the following paragraph. For more in depth history on FCP steam locomotives *Southern Pacific of Mexico and the West Coast Route* (Signor, John R. and Kirchner, John 1987) will be the best resource to find a well-documented roster. FCP steam was very short lived as FCP was one of the first railroads to be fully dieselized. 93 of FCP steamers were former SPdeM locomotives that were part of the transfer deal to sell the railroad line to the Mexican government in December of 1952. There were several steam locomotive types that FCP used in the early 1950s, many received different variations of the FCP markings. All steam power was off the FCP roster by the mid 1950's as most available slides show that these locomotives were sidelined at yards waiting to be dismantled around 1955/1956.

One former FCP steam locomotive is on displayed at the Hermosillo station FCP #4 (0-4-0T) while a steam locomotive in Nogales is actually a former Ferrocarril Central Mexicano (FCM 218) painted as FCP 501 which must have been put on displayed sometime in the 1980's. (<https://www.steamlocomotive.info/mexico.cfm>)

FCP 801-835	
Builder	ALCO
Model	RSD-5
Horsepower	1,600
AAR	C-C
Length	56' 6"
Width	10' 1 5/8"
Height	14' 8 1/4"
Weight	287,000Lb
Prime Mover	Alco 244
Engine type	V12 Four-stroke engine
Aspiration	Turbocharger
Generator	GE GT566
Delivered	1953
Last in Service	1981-1983/87?
Status	Scrap



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Figure 4 FCP 807 (Green/Yellow Scheme) in Mazatlán, Sinaloa March 13 ,1971 – Author Deane Motis Image Retrieved from <https://railpictures.net/photo/38512/> (Link says year is 1981 after contacting Deane Motis he confirmed it was in 1971.

The Alco RSD-5 was the first diesel locomotive delivered to FCP in 1953, eventually, FCP would receive 35 RSD-5s. The most of any locomotive on the FCP fleet. Photos of the first delivered units that these units had the FCP circle logo painted on the center of the long hood see figure 4. Another variation was applied where the full Ferrocarril Del Pacifico text was painted in a horizontal across the long hood and the FCP logo was moved to the cab, see figure 6. In the following years these units had a small Ferrocarril Del text above the larger Pacifico text painted in the center of the long hood, see figure 7. later these units were painted in the green/yellow scheme figure 5.

These units were seen doing various work duties on FCP systems from yard to mainline service. One Photo shows that FCP 827 once featured a center high SBC (Sonora Baja California) text across its long hood body, perhaps indicating the unit was units on SBC for some time. By 1973 over 12 RSD-5s were off the roster. FCP 829, FCP 825 appears to be the only RSD-5s to receive the trapezoid noodle logo in the mid-'70s. By 1974/1975 RSD-5s started to appear with the FCP noodle logo see figure 10 and in the following years in the green paint was replaced with blue see figure 11. FCP 832 and FCP 833 appear to be the last running RSD5's in 1987 (Dover 26). Between 1979-1984 the majority of the RSD5s would be rebuilt into either the API620 or BX620 programs. Some RSD-5s were assigned to become BX620 but never happened. No RSD5 appears to have survived or continued service on FNM. For information about the API620s or BX620s refer to the API620 and BX620 sections.



Figure 5 One of the first FCP RSD-5s at the ALCO plant at Schenectady in 1953 Author- Bill J. Battle, Image Retrieved from <http://mexlist.com/photo/pacalco/fcp808.jpg>

Figure 6 FCP 819 Collection of Craig Garver used with Permission.



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Figure 7 FCP 806 at Culiacán Sinaloa, 12-18-1967 Author James P, Marcus Collection of Jonathan Rodriguez

Figure 8 FCP 834 Green/Yellow scheme Sufragio ,Sinaloa 9/17/73 Author Peter Arnold Collection of Kim Piersol Image Retrieved from <http://www.rrpicturearchives.net/showPicture.aspx?id=5014113>

Road#	Del.Date	Bldr #	Years	API620/BX620 Renumbered	Green/White	Green/Yellow	Noodle	Blue/Yellow	Status	Notes
FCP 801	11/16/1953	80810	1953-1972	FCP 547 (1979)	1953-196?	196?-1972	N/A	N/A	scrapped	1 st API620 4/7/79
FCP 802	11/16/1953	80811	1953-1972	FCP 549 (1979)	1953-196?	196?-1972	N/A	N/A	scrapped	API620 12/22/79
FCP 803	11/16/1953	80812	1953-1972	FCP 548 (1979)	1953-196?	196?-1972	N/A	N/A	scrapped	API620 8/7/79
FCP 804	11/18/1953	80813	1953-1971	N/A	1953-196?	196?-1971	N/A	N/A	scrapped (73)	
FCP 805	11/19/1953	80814	1953-1972	N/A	1953-196?	196?-1972	N/A	N/A	scrapped (73)	
FCP 806	11/20/1953	80815	1953-1972	FCP 550 (1980)	1953-196?	196?-1972	N/A	N/A	scrapped	API620 5/5/80
FCP 807	11/25/1953	80816	1953-1972	FCP 576 (1980)	1953-196?	196?-1972	N/A	N/A	scrapped	1 st BX620 12/17/80
FCP 808	11/30/1953	80817	1953-1972	FCP 577 (1981)	1953-196?	196?-1972	N/A	N/A	scrapped	BX620 4/10/81
FCP 809	12/3/1953	80818	1953-1972	FCP 552 (1980)	1953-196?	196?-1972	N/A	N/A	scrapped	API620 11/15/80
FCP 810	12/3/1953	80819	1953-1972	FCP 578 (1981)	1953-196?	196?-197?	N/A	N/A	scrapped	BX620 8/12/81
FCP 811	12/23/1953	80856	1953-1983?	FCP 584 (1984)	1953-196?	196?-197?	197?-197?	197?-1983?	scrapped	BX620 584 /3/30/84
FCP 812	12/23/1953	80857	1953-198?	FCP 557 (1982)	1953-196?	196?-197?	197?-197?	197?-1982?	scrapped	API620 9/82
FCP 813	12/23/1953	80858	1953-1971	N/A	1953-196?	196?-197?	N/A	N/A	scrapped	
FCP 814	8/17/1954	80866	1954-1974	FCP 558/583 (1983)	1954-196?	196?-197?	?	N/A	scrapped	API620 3/83
FCP 815	8/17/1954	80867	1954-1981/2?	N/A	1954-196?	196?-197?	197?-197?	197?-198?	scrapped	Was to be FCP 590 BX620
FCP 816	8/20/1954	80868	1954-1975/8?	FCP 554 (1981)	1954-196?	196?-197?	?	197?-198?	scrapped	retired in 1975, photos show unit active in as late as 1980, API620 8/81
FCP 817	8/20/1954	80898	1954-197?	FCP 559 (1983)	1954-196?	196?-197?	?	?	scrapped	API620 10/83

FCP 818	8/23/1954	80870	1954-1978?	FCP 586/587 (1986?)	1954-196?	196?-197?	197?-197?	197?-198?	scrapped	Last BX620 84?
FCP 819	8/23/1954	80871	1954-1975	N/A	1954-196?	196?-197?	N/A	N/A	scrapped	retired in 1975, unknown if reactivated
FCP 820	8/25/1954	80872	1954-1975	FCP 553/579? (1981)	1954-196?	196?-197?	?	?	scrapped	retired in 1975 If 553 API620 3/81, if 579 BX620 12/81
FCP 821	8/25/1954	80873	1954-1975	FCP 580 (1982)	1954-196?	196?-197?	?	?	scrapped	BX620 3/82
FCP 822	1/10/1955	80874	1955-1972/8?	N/A	1954-196?	196?-197?	?	197?-198?	scrapped	retired in 1972, photos show unit active after 72 in B/Y paint, to be FCP 589 BX620
FCP 823	1/10/1955	80875	1955-1975	FCP 551 (1980)	1955-196?	196?-197?	?	?	scrapped	API620 8/80
FCP 824	1/13/1955	80876	1955-1971	N/A	1955-196?	196?-1971?	N/A	N/A	scrapped	
FCP 825	1/13/1955	80877	1955-1982?	FCP 582 (1982)	1955-196?	196?-197?	197?-197?	?	scrapped	Had trapezoid noodle logo, BX620 12/82
FCP 826	1/17/1955	80878	1955-1982?	FCP 584/585 (1984)	1955-196?	196?-197?	197?-197?	197?-198?	scrapped	BX620 /84
FCP 827	1/17/1955	80879	1955-1982?	FCP 581 (1982)	1955-196?	196?-197?	197?-197?	197?-198?	scrapped	BX620 8/82
FCP 828	1/25/1956	81770	1956-1982?	FCP 583/558 (1983)	1956-196?	196?-197?	197?-197?	197?-198?	scrapped	API620 or BX620 9/83
FCP 829	1/25/1956	81771	1956-197?	FCP 553?	1956-196?	196?-197?	197?-197?	?	scrapped	Had trapezoid noodle logo API620 /81
FCP 830	2/8/1956	81772	1956-1971	N/A	1956-196?	196?-197?	N/A	N/A	scrapped	Retired in 1971
FCP 831	2/8/1956	81773	1956-1981?	FCP 556 (1982)	1956-196?	196?-197?	197?-197?	?	scrapped	API620 4/82
FCP 832	2/20/1956	81774	1956-1987	?	1956-196?	196?-197?	?	?	scrapped	
FCP 833	2/20/1956	81880	1956-1987	N/A	1956-196?	196?-197?	197?-197?	197?-198?	scrapped	Was to be FCP 588 BX620
FCP 834	3/6/1956	81881	1956-198?	FCP 587/586 (1986?)	1956-196?	196?-197?	197?-197?	197?-198?	scrapped	Last BX620? /86
FCP 835	3/6/1956	81882	1956-1982?	FCP 555 (1982)	1956-196?	196?-197?	197?-197?	197?-198?	scrapped	API620 1/82



Figure 10 FCP 834 at Guadalajara, Jalisco 5/11/1976 in the FCP Noodle style in green/yellow scheme Author Vincent J. Benkovitz Collection of Brain Woodruff Image Retrieved from <http://rrpicturearchives.net/showPicture.aspx?id=308256>



Figure 11 FCP 815 in Blue/Yellow scheme Mazatlan March 11, 1981 Author Deane. Motis used with Permission.



Figure 9 FCP 826 at Mazatlan, Sinaloa 9/2/1980 in the FCP Noodle style in blue/yellow scheme Author Deane Motis Image Retrieved from <https://www.locophotos.com/PhotoDetails.php?PhotoID=158828>

FCP 901-905	
Builder	ALCO
Model	FPA-2
Horsepower	1,600
AAR	B-B
Length	53' 6"
Width	9' 10"
Height	14' 10"
Weight	240,000Lb
Prime Mover	Alco 244
Engine type	V12 Four-stroke engine
Aspiration	Turbocharger
Generator	GE GT591
Delivered	1954
Last in Service	198?
Status	Scrap



Figure 12 FCP 901 Green/Yellow scheme Guadalajara August 22, 1973 Author Deane. Motis used with Permission.

The FPA2s would be the second locomotive type to be purchased by FCP. FCP purchased four of these units primarily used for passenger service throughout their early years. The delivered green/white paint scheme was specialized for the FPA2s streamline car body just figure 13, but without the roman text across the body, this roman text came was applied soon afterward. By around the early 1960's the circle Pacifico logo was replaced on the front door nose cab with the road number in gold paint. The Ferrocarril Del Pacifico text would then be placed lower after the cab door within a rectangle space figure 14.

This scheme would later be replaced with a new green/yellow scheme that was only unique to the FPA-2s figure 12. By the late 1970's the green would be replaced with blue figure 15. By 1973 only two FPA-2s remained on the roster. FCP 901 and FCP 903 would be rebuilt at the NdeM San Luis Potosi shops in 1977. The same year FCP 903 would be renumbered to FCP 905. One may wonder if it was renumbered because in the same year FCP acquired four Chihuahua al Pacifico (CHP) C628's which were numbered 902-903. Around this same time, FCP acquired four rebuilt ALCO PAs which might have replaced the FPA2's as their main passenger locomotives. By around 1982 or early the FPA-2s were all off the roster waiting on the deadline at Empalme.



Figure 13 FCP 902 at Guadalajara unknown year and photographer Collection of Craig Garver used with Permission.



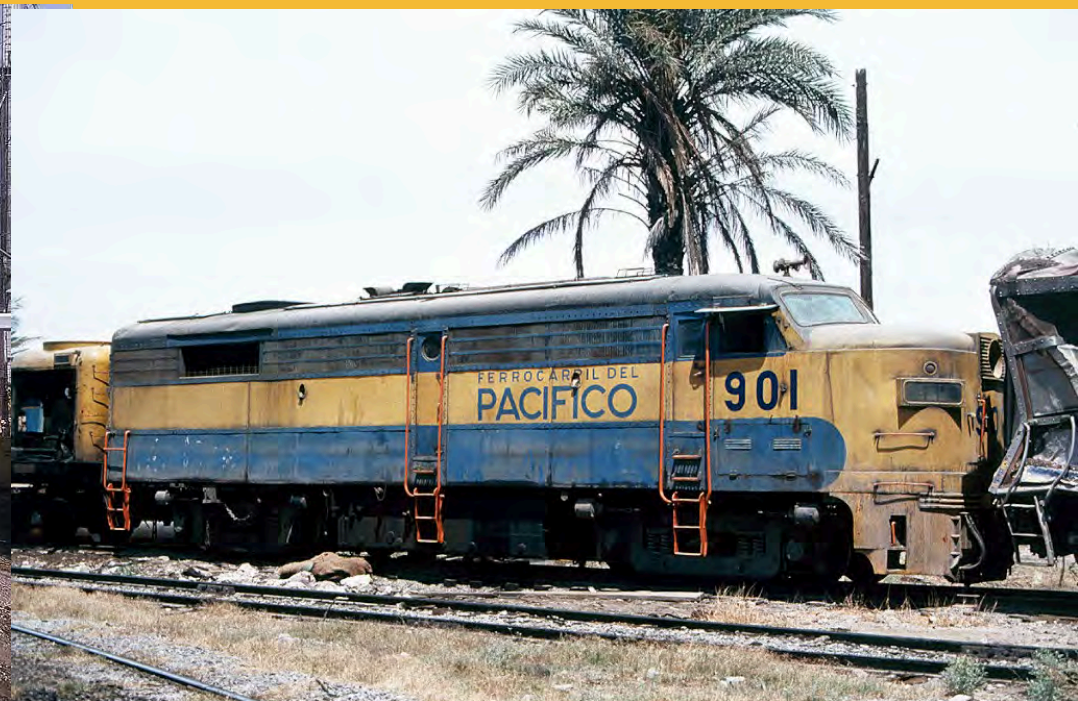
Figure 14 FCP 901 at Benjamin Hill, Sonora, date and photographer unknown Collection of Craig Garver used with Permission.

Road#	Del. Date	Bldr #	Years	Renumbered	Green/White	Green/Yellow	Blue/Yellow	Status	Notes
FCP 901	5/11/1954	80898	1954-198?-	N/A	1954-196?	196?-197?	197?-198?	scrapped	Rebuilt4/25/77 SLP
FCP 902	5/11/1954	80899	1954-1971-	N/A	1954-196?	196?-1971	N/A	scrapped	
FCP 903	5/19/1954	80900	1954-198?	FCP 905	1954-196?	196?-197?	197?-198?	scrapped	Rebuilt4/25/77 SLP Renumbered to 905 9/77
FCP 904	5/19/1954	80901	1954-1972	N/A	1954-196?	196?-1972	N/A	scrapped	
FCP 905	5/19/1954	80900	1954-198?	EX FCP 903	1954-196?	196?-197?	197?-198?	scrapped	Rebuilt4/25/77 SLP ExFCP 903



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Figure 16 FCP 905 at the Engine Terminal in Guadalajara, Jalisco May 1978 Author by Steve Schmollinger Image retrieved from <https://www.railpictures.net/photo/144558/>



RRPictureArchives.NET Image Copyright Ron Hawkins

Figure 15 FCP 901 Empalme, Sonora, Author Ron Hawkins 4/3/1982 Image retrieved from http://pfe_coi.rrpicturearchives.net/showPicture.aspx?id=3609598

FCP 701-925	
Builder	ALCO
Model	S-6
Horsepower	900
AAR	B-B
Length	45'-05"
Width	10'
Height	14' 8"
Weight	230,000Lb
Prime Mover	ALCO 251B
Engine type	Four-stroke engine
Aspiration	Turbocharged
Generator	GE - GT553
Delivered	1955
Last in Service	1987
Status	All likely Scrap



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Figure 17 FCP 710 Empalme, Sonora 4/3/1982 Author Ron Hawkins image retrieved from <http://rrpicturearchives.net/showPicture.aspx?id=3607563>

The Alco S6s became part of FCP's roster in 1955 as FCP would receive a total of 24 in that year. The 900 Horsepower locomotive would often be assigned to various tasks throughout the years. Some slides show these units being primarily switcher units for yard service while others show them on mainline lash ups. By 1957 five of these units were transferred to CHP then eventually transferred to FCdeS/FUS years later. However, in 1982 in two non-former FCP S6's, FUS 103 and FUS 111 were seen working on FCP. In 1984 FCP 721 appears to have the 1st "TG" insignia to represent "Talleres Generales" (General Workshops) on the S6's to represent where it was assigned. By the time FNM was created seven appear to be the last remaining S6's on the FCP roster. FCP 719 would be the only FCP S-6 transferred to the FNM and repainted in a unique green and yellow scheme and assigned to the Empalme shops where it remained in service perhaps unit 1998. It is assumed that all the S6s have been scrapped but perhaps some may have been sold to small industries. There is an Alco S6 located in Puerto Altamira, Tamaulipas at a transportation company called Altamira Terminal Multimodal the unit works with a B23-7. This S6 maybe one of the 24 original S6s from FCP or perhaps it's from another Mexican railroad.



Figure 19 FCP 702 in a builder photo at Schenectady, New York, June 1955. Photographer: Alc. Two Years later the unit would be transferred to CHP. image retrieved from <http://digitalrailartist.com/photos/ferrocarril-del-pacifico-alco-s6-702/>



Ferrocarril del Pacifico 706 at Tepic, Nay, Mexico, 8 Feb 1964

Don Ross Collection

Figure 18 FCP 706 Collection of Don Ross image retrieved from <https://donsdepot.donrossgroup.net/dr2294.htm>



Figure 20 FCP 715 Mazatlán, Sinaloa, 3/18/ 1971 Author Deane. Motis used with Permission.



Figure 21 FCP 715 Empalme, Sonora 4/3/ 1982 Author Ron Hawkins image retrieved from <http://rrpicturearchives.net/showPicture.aspx?id=3607571>

Road#	Bldr #	Bldr #	Years	Renumbered	Green/White	Green/Yellow	Noodle	Blue/Yellow	Scarlet Gray	Status	Notes
FCP 701	6/27/1955	81302	1955-1957	CHP 101, FCdels/FUS 104	1955-1957	N/A	N/A	N/A	N/A	Scrapped?	To CHP (1957) to FCdels (196?) to FUS Wrecked, 1970
FCP 702	6/27/1955	81303	1955-1957	CHP 102, FCdels/FUS 109,FNM?	1955-1957	N/A	N/A	N/A	N/A	Scrapped?	To CHP (1957) to FCdels (196?) to FUS was to be NdeM/FNM 5305
FCP 703	6/30/1955	81304	1955-1957	CHP 103/ FCdels/FUS 107,FNM?	1955-1957	N/A	N/A	N/A	N/A	Scrapped?	To CHP (1957) to FCdels (196?) to FUS was to be NdeM/FNM 5304
FCP 704	6/30/1955	81305	1955-1987?	N/A	1955-1987?	196?-197?	?	?	?	Scrapped?	retired before 1988
FCP 705	8/2/1955	81306	1955-1987?	N/A	1955-1971	196?-1971	?	?	?	Scrapped?	retired before 1988
FCP 706	8/2/1955	81307	1955-1987?	N/A	1955-1971	196?-1971	?	?	?	Scrapped?	retired before 1988
FCP 707	8/31/1955	81308	1955-1971	N/A	1955-1971	196?-1971	N/A	N/A	N/A	Scrapped?	retired before 1988
FCP 708	8/31/1955	81309	1955-1987?	FNM?	1955-1987?	196?-197?	197?-197?	19??-19??	19??-19??	Scrapped?	Was to be NdeM/FNM 5308
FCP 709	9/22/1955	81384	1955-1987?	N/A	1955-1987?	196?-197?	197?-197?	?	?	Scrapped?	retired before 1988 Trapezoid noodle logo
FCP 710	9/22/1955	81405	1955-1987?	FNM?	1955-1987?	196?-197?	?	197?-1982?	1984?-198?	Scrapped?	Was to be NdeM/FNM 5309
FCP 711	9/29/1955	81406	1955-1956	FCP 725	1955-1956	196?-197?	N/A	N/A	N/A	Scrapped?	wrecked in 3/56, rebuilt as FCP 725
FCP 712	9/29/1955	81407	1955-1987?	FNM?	1955-1987?	196?-197?	?	?	19??-19??	Scrapped?	Was to be NdeM/FNM 5310
FCP 713	10/21/1955	81408	1955-1987?	N/A	1955-1987?	196?-197?	197?-197?	19??-19??	?	Scrapped?	retired before 1988
FCP 714	10/27/1955	81410	1955-1957	CHP 104, FCdels/FUS 107. FUS 104, FNM?	1955-1957	1957-197?	?	?	?	Scrapped?	To CHP (1957) to FCdels (196?) to FUS was to be NdeM/FNM 5301
FCP 715	10/27/1955	81411	1955-19??	N/A	1955-19??	196?-197?	197?-197?	?	?	Scrapped?	retired before 1988
FCP 716	10/2/1955	81412	1955-1957	CHP 105, FCdels/FUS 108	1955-1957	N/A	N/A	N/A	N/A	Scrapped?	To CHP (1957) to FCdels (196?) to FUS, retired before 1988

FCP 717	10/2/1955	81413	1955-1982?	N/A	1955-19??	196?-197?	N/A	?	?	Scrapped?	Appears in Empalme deadline in 1982
FCP 718	11/11/1955	81414	1955-198?	N/A	1955-19??	196?-197?	?	?	?	Scrapped?	retired before 1988
FCP 719	11/11/1955	81415	1955-1987?	FNM 719	1955-1987?	196?-197?	197?-197?	19??-19??	?	Scrapped?	Was to be NdeM/FNM 5311, had TG insignia unique paint on FNM 19??
FCP 720	11/20/1955	81416	1955-198?	N/A	1955-19??	196?-197?	?	?	?	Scrapped?	retired before 1988
FCP 721	11/20/1955	81417	1955-1987?	FNM?	1955-1987?	196?-197?	197?-197?	?	19??-19??	Scrapped?	Was to be NdeM/FNM 5312 had TG insignia on all grey body
FCP 722	11/22/1955	81418	1955-1987?	N/A	1955-1987?	196?-197?	197?-197?	197?-1982?	1984?-19??	Scrapped?	retired before 1988
FCP 723	11/22/1955	81419	1955-198?	N/A	1955-19??	196?-197?	?	?	?	Scrapped?	retired before 1988
FCP 724	10/24/1955	81409	1955-198?	N/A	1955-19??	196?-197?	197?-197?	19??-19??	?	Scrapped?	retired before 1988
FCP 725	9/29/1955	81406	1956-198?	FNM?	1956-19??	196?-197?	197?-197?	19??-19??	19??-19??	Scrapped?	EX FCP 711 Was to be NdeM/FNM 5313



Figure 23 Empalme, Sonora 6/17/1984 Author Ron Hawkins
 image retrieved from
<http://rrpicturearchives.net/showPicture.aspx?id=3607565>



Figure 24 FCP 721 6/17/1984 Author Ron Hawkins. Notice the TG symbol on the cab. Also, this unit has no red paint on its front and back ends

image retrieved from
<http://www.rrpicturearchives.net/showPicture.aspx?id=3607577>



Figure 22 FNM 719 One of the last operating FCP S6's in a unique Scheme at Empalme, Sonora 7/28/1993 Author: Paul Wester
 Collection Of: Jonathan Rodriguez

FCP 501/1501	
Builder	ALCO
Model	RS-11
Horsepower	1800
AAR	B-B
Length	56'-6"
Width	10' 1 5/8"
Height	14' 5 1/8"
Weight	257,300 Lb
Prime Mover	ALCO 251B
Engine type	V12 Four-stroke engine
Aspiration	Turbocharged
Generator	GE - GT581
Delivered	1957
Last in Service	1987/2005 on FXE
Status	Wrecked in 2005 Guadalajara



Figure 25 FCP 501 at Guadalajara, Jalisco, December 1966. Photographer: R.W. Biermann. image retrieved from <http://digitalrailartist.com/photos/ferrocarril-del-pacifico-alco-rs11-501/>

The lone FCP RS11 arrived in 1957 as FCP 1501 but was renumbered to FCP 501 soon afterward. The unit would have the record for most paint schemes on FCP. As it nearly received every FCP paint scheme, two FNM scheme, and a Ferromex scheme as well throughout the decades of service. By 1998 it was assigned to Ferromex and remain in active service surprisingly up until 2005. FCP 501 perhaps set another record for being one of the oldest active Alcos to remain in service for a North American Class 1 railroad. While being assigned in Guadalajara it was tragically a victim of a wreck that was beyond repair. One must wonder why this unit was not retired earlier and donated to a museum. The unit remained the last of the originally FCP units of the 1950s. It certainly had a long journey and was kept in good condition and avoided the scrapings of the 2000s.



Figure 26 Nogales, Mexico April, 1979 Author Brian G Morris image retrieved from <https://www.railpictures.net/photo/737464/>



Figure 27 Empalme, Mexico June, 1984 Steve Schmollinger image retrieved from <https://www.railpictures.net/photo/147199/>

Road #	Del.Date	Bldr #	Years	Renumbered	White/Green	Green/Yellow	Noddle	Blue/Yellow	Scarlet Gray	Pitufo	FNM/FXE Green	Status	Notes
FCP 501	10/7/1957	82371	1957-1987	FNM 501, FXE 501	1957-196?	196?-197?	197?-1979	1979-1982	198?-198?	198?-1998?	1998-2005	Scrap	Ex FCP 1501 Wrecked in Guadalajara 05



BSPictureArchives.NET Image Copyright Richard Gorddard

Figure 30 Richard Gorddard Fronteras Sonora 4/15/1997 image retrieved from <http://www.rrpicturearchives.net/showPicture.aspx?id=1910695>



©1998 John C. Benson

Figure 28 FCP 501 12/30/98 Guadalajara Author John C. Benson Collection of Jonathan Rodriguez



BSPictureArchives.NET Image Contributed by Juan Viladrosa

Figure 29 1/16/05 Guadalajara, Jalisco Author Omar Hernandez Collection Of: Juan Viladrosa image retrieved from <http://www.rrpicturearchives.net/showPicture.aspx?id=1583806>

FCP 502-520	
Builder	ALCO
Model	RSD-12
Horsepower	1800
AAR	C-C
Length	58'-1"
Width	10' 1"
Height	14'-06"
Weight	350,000Lb
Prime Mover	ALCO 251B
Engine type	V12 Four-stroke engine
Aspiration	Turbocharged
Generator	GE - GT586
Delivered	1957
Last in Service	1987
Status	Scrapped



Figure 31 Deane Motis, Mazatlan, Sinaloa, 06/23/1973 Collection of Deane Motis used with Permission

In the late 1950's to the early 1960's FCP acquired 19 RSD-12s of which four had a low nose. Some sources say that the first units had numbers 1502-1506, no photos were available at the time of this writing to confirm this. Delivered units appeared to have a green center FCP initials on the hood before being changed to being fully spelled out. All but one RSD12 lasted on FCP until the creation of the FNM system in 1987. FCP 516 was retired by 1983, FCP 513 did not transfer into FNM. FCP 511 appears it was not going to be transferred into FNM as it was not included in the proposed NdeM/FNM numbering block however slides show it as FNM 511 in full service. Under FNM the units started to have various Pitufo (Smurf) or two-tone blue scheme with orange accents scheme. FCP 514 and 511 appears to be the only RSD12s to be painted into an all silver scheme with dark blue/black FNM text. By 1998 when Ferromex took over the majority of FNMs western lines the RSD12s were soon evaluated and were scrapped in the early 2000's at Empalme or Guadalajara. Employee Juan Viladrosa of San Luis Potosi recalls RSD12 units were worth 24,000 USD in scrap metal.



Figure 33 Two FCP RSD12 wait to be delivered in 1962 at the ALCO plant in New York, Author George W Hockaday Mary Jayne's Railroad Specialties Inc. Postcard from Jonathan Rodriguez Collection



Figure 32 "Alco RSD-12 512 and RSD-5 802 are in charge of Ferrocarril del Pacifico's Train No. 1 running northward up western Mexico. After an overnight 504-mile run from Guadalajara, this stop at Culiacan, Sinaloa, was the first opportunity to photo the train on Sept. 5, 1962" - Steve Patterson. photo by Steve Patterson. image retrieved from <http://www.railpictures.net/photo/404018/>.



Figure 34 Clay Gilliland, Nogales, Sonora, Mexico, March 1, 1979

Figure 35 Deane Motis, Mazatlan, Sinaloa, 03/15/1981

Figure 37 Ron Hawkins, Empalme, Sonora, 4/3/1982 image retrieved from

Figure 15 FCP 506 appears to have fresh paint and lashed up with FCP 511 (see image above) Ron Hawkins, Empalme, Sonora, 4/3/1982

image retrieved from [https://en.wikipedia.org/wiki/ALCO_RSD-12#/media/File:ALCo_RSD-12_\(9194229140\).jpg](https://en.wikipedia.org/wiki/ALCO_RSD-12#/media/File:ALCo_RSD-12_(9194229140).jpg)

image retrieved from <https://www.locophotos.com/PhotoDetails.php?PhotoID=156561>

<http://www.rrpicturearchives.net/showPicture.aspx?id=35830>

image retrieved from <http://www.rrpicturearchives.net/showPicture.aspx?id=3583015>

Road #	Del.Date	Bldr #	Years	Renumbered	White/Green	Green/Yellow	G/Y Noodle	B/Y Noodle	Scarlet Gray	B/Y Band	Pitufo	FNM Silver	Status	Notes
FCP 502	11/20/1958	82921	1958-1987	FNM 502	<u>1958-196?</u>	<u>196?-197?</u>	<u>197?-197?</u>	<u>197?-1982?</u>	<u>1982?-1999</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	Scrap	<u>Was to be NdeM/FNM 7474</u>
FCP 503	11/20/1958	82922	1958-1987	FNM 503	<u>1958-196?</u>	<u>196?-197?</u>	<u>197?-197?</u>	<u>197?-1986-?</u>	<u>?</u>	<u>N/A</u>	<u>?</u>	<u>?</u>	Scrap	<u>Was to be NdeM/FNM 7475</u>
FCP 504	2/24/1959	83339	1959-1987	FNM 504	<u>1959-196?</u>	<u>196?-197?</u>	<u>197?-197?</u>	<u>197?-198?</u>	<u>198?-198?</u>	<u>N/A</u>	<u>?</u>	<u>?</u>	Scrap	<u>Was to be NdeM/FNM 7476</u>
FCP 505	10/12/1959	83340	1959-1987	FNM 505	<u>1959-196?</u>	<u>196?-197?</u>	<u>197?-197?</u>	<u>197?-198?</u>	<u>198?-198?</u>	<u>N/A</u>	<u>?</u>	<u>?</u>	Scrap	<u>Was to be NdeM/FNM 7477</u>
FCP 506	10/12/1959	83341	1959-1987	FNM 506	<u>1959-196?</u>	<u>196?-197?</u>	<u>197?-197?</u>	<u>197?-198?</u>	<u>198?-198?</u>	<u>N/A</u>	<u>19??-1998</u>	<u>?</u>	Scrap	<u>Was to be NdeM/FNM 7478</u>
FCP 507	10/13/1959	83342	1959-1987	FNM 507	<u>1959-196?</u>	<u>196?-197?</u>	<u>197?-197?</u>	<u>197?-198?</u>	<u>198?-198?</u>	<u>N/A</u>	<u>?</u>	<u>?</u>	Scrap	<u>Was to be NdeM/FNM 7479</u>
FCP 508	10/20/1959	83343	1959-1987	FNM 508	<u>1959-196?</u>	<u>196?-197?</u>	<u>197?-197?</u>	<u>197?-198?</u>	<u>198?-198?</u>	<u>N/A</u>	<u>?</u>	<u>?</u>	Scrap	<u>Was to be NdeM/FNM 7480</u>
FCP 509	10/22/1959	83545	1959-1987	FNM 509	<u>1959-196?</u>	<u>196?-197?</u>	<u>197?-197?</u>	<u>197?-198?</u>	<u>198?-198?</u>	<u>N/A</u>	<u>?</u>	<u>?</u>	Scrap	<u>Was to be NdeM/FNM 7481</u>
FCP 510	10/23/1959	83546	1959-1987	FNM 510	<u>1959-196?</u>	<u>196?-197?</u>	<u>197?-197?</u>	<u>197?-198?</u>	<u>198?-198?</u>	<u>N/A</u>	<u>?</u>	<u>?</u>	Scrap	<u>Was to be NdeM/FNM 7482</u>
FCP 511	2/18/1960	83636	1960-1987	FNM 511	<u>1960-196?</u>	<u>196?-197?</u>	<u>197?-197?</u>	<u>197?-198?</u>	<u>N/A</u>	<u>198?-198?</u>	<u>198?-199?</u>	<u>199?-1999/?</u>	Scrap	
FCP 512	2/18/1960	83637	1960-1987	FNM 512	<u>1960-196?</u>	<u>196?-197?</u>	<u>197?-197?</u>	<u>197?-198?</u>	<u>198?-198?</u>	<u>N/A</u>	<u>?</u>	<u>?</u>	Scrap	<u>Was to be NdeM/FNM 7483</u>
FCP 513	1/6/1961	83638	1961-1987	FNM 513	<u>1961-196?</u>	<u>196?-197?</u>	<u>197?-197?</u>	<u>197?-198?</u>	<u>198?-198?</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	Scrap	<u>Retired by 1989</u>
FCP 514	1/6/1961	83639	1961-1987	FNM 514	<u>1961-196?</u>	<u>196?-197?</u>	<u>197?-197?</u>	<u>197?-198?</u>	<u>N/A</u>	<u>198?-198?</u>	<u>?</u>	<u>198?-1999</u>	Scrap	<u>Was to be NdeM/FNM 7484</u>
FCP 515	2/27/1962	83968	1962-1987	FNM 515	<u>1962-196?</u>	<u>196?-197?</u>	<u>197?-197?</u>	<u>197?-198?</u>	<u>198?-198?</u>	<u>N/A</u>	<u>19??-1998</u>	<u>?</u>	Scrap	<u>Was to be NdeM/FNM 7485</u>
FCP 516	2/27/1962	83969	1962-198	N/A	<u>1962-196?</u>	<u>196?-197?</u>	<u>197?-197?</u>	<u>197?-198?</u>	<u>N/A</u>	<u>N/A</u>	<u>?</u>	<u>?</u>	Scrap	<u>Retired by 1983</u>
FCP 517	2/28/1962	83970	1962-1998	FNM 517	<u>1962-196?</u>	<u>196?-197?</u>	<u>197?-197?</u>	<u>197?-198?</u>	<u>198?-198?</u>	<u>N/A</u>	<u>?</u>	<u>?</u>	Scrap	<u>Lo nose Was to be NdeM/FNM 7486</u>
FCP 518	2/28/1962	84080	1962-1998	FNM 518	<u>1962-196?</u>	<u>196?-197?</u>	<u>197?-197?</u>	<u>197?-198?</u>	<u>198?-198?</u>	<u>N/A</u>	<u>?</u>	<u>?</u>	Scrap	<u>Lo nose Was to be NdeM/FNM 7487</u>
FCP 519	3/2/1962	84081	1962-1998	FNM 519	<u>1962-196?</u>	<u>196?-197?</u>	<u>197?-197?</u>	<u>197?-198?</u>	<u>N/A</u>	<u>N/A</u>	<u>?</u>	<u>?</u>	Scrap	<u>Lo nose Was to be NdeM/FNM 7488</u>
FCP 520	3/5/1962	84082	1962-1998	FNM 520	<u>1962-196?</u>	<u>196?-197?</u>	<u>197?-197?</u>	<u>197?-198?</u>	<u>198?-198?</u>	<u>N/A</u>	<u>19/?-1998</u>	<u>?</u>	Scrap	<u>Lo nose Was to be NdeM/FNM 7489</u>



Figure 39 FCP 517 a low nose RSD12, Guadalajara. 9/10/1968 Author Richard, Collection of Don Ross image retrieved from <https://donsdepot.donrossgroup.net/dr2294.htm>



Figure 38 Jim Munding, Benjamin Hill, Sonora, Mexico, 2/11/1973

image retrieve from <https://www.railpictures.net/photo/71030/>



Figure 40 FCP 520 Nogales, Sonora in Jan 1976

Author Dave Hardie -- Collection of Jonathan Rodriguez



Figure 41 FCP 520 at Benjamin Hill, Sonora, 11/13/1976, Author Steve Vincent,

image retrieved from <https://www.locophotos.com/PhotoDetails.php?PhotoID=161650>



Figure 42 FCP 520 appears to have a different number text compared to FCP 506

Richard Gordard Nogales, Sonora. 4/16/1990

image retrieved from

<http://www.rrpicturearchives.net/showPicture.aspx?id=1892659>



Figure 45 FNM 511 at Empalme, Sonora Taken by Fred Quaas on February 2, 1996

FNM 511 and 514 appear to be the only ExFCP RSD12s to sport the sliver/blue text scheme
-Collection of Jonathan Rodriguez



Figure 44 FNM 510 Sufragio, Sinaloa, 3/24/1991. Author Chris Guenzler image retrieved. From <http://www.trainweb.org/chris/Mexico.html>



Figure 43 FNM 520 appears to be the only RSD12 in this style paint white logo and letters Sufragio, Sinaloa, 12/28/1992.

Author Chris Guenzler image retrieved. From <http://www.trainweb.org/chris/Mexico.html>

FCP 502-520	
Builder	NdeM
Model	SLP3
Horsepower	1800
AAR	B-B
Length	?
Width	?
Height	?
Weight	?
Prime Mover	?
Engine type	?
Aspiration	?
Generator	?
Delivered	1962
Last in Service	198?s
Status	Scrapped



Figure 46 FCP 521 at Nogales, Sonora, 08/22/1978 Author Steve Vincent

image retrieved from <https://www.locophotos.com/PhotoDetails.php?PhotoID=163380>

One of the more interesting unique units FCP had, the SLP3 was a rebuilt unit by NdeM. The SLP3 gets its name from the being the 3rd unit built by NdeM at their San Luis Potosi shops. The SLP3 was built in 1963 from two wrecked units an RS-11 and an F unit and had a similar design to the NdeM SLP2. The unit was seen on regular service throughout the FCP system and was retired in the 1980s. In the 1970's it had the FCP trapezoid noodle.

<u>Road #</u>	<u>Del.Date</u>	<u>Bldr #</u>	<u>Years</u>	<u>White/Green</u>	<u>Green/Yellow</u>	<u>G/Y Noodle</u>	<u>B/Y Noodle</u>	<u>Status</u>
FCP 521	11/8/1963	SLP3?	1963-198?	1963-196?	196?-197?	197?-197?	197?-198?	Scrap



Figure 48 On Display at the Buenavista Station in Mexico City in 1963
unknown Author image retrieved from Collection of Juan Viladrosa
<http://www.rpicturearchives.net/showPicture.aspx?id=844294>



Figure 47 Author unknown image retrieved from
http://www.tycoforums.com/tyco/forum/pop_printer_friendly.asp?TOPIC_ID=13986

FCP 601-610	
Builder	ALCO
Model	C628
Horsepower	2,750
AAR	C-C
Length	69'-06"
Width	10'-01"
Height	15'-06"
Weight	408,000 Lbs
Prime Mover	16-251C
Engine type	4-cycle Model 251C V16
Aspiration	?
Generator	GE - GT586A4
Delivered	1966
Last in Service	1987
Status	7 Scrapped FCP 606 donated to Museum.



Image Copyright © Deane Motis

LocoPhotos.com

Figure 49 FCP 601 Mazatlan, Sinaloa, 03/13/1981 Source Author Deane Motis image retrieved from <https://www.locophotos.com/PhotoDetails.php?PhotoID=158221>

Delivered in 1966 the first 6 FCP C628s were painted in the Green/White scheme with just green FCP initials on the center of the hood. The second order of 4 was the first delivered units in the new green/yellow in 1968. During the early 1970's FCP 604 had the trapezoid logo but was soon change to the full large noodle logo by 1974. FCP 602 appears to be the only C628 to receive the Blue and Yellow band. All expect FCP 604 lasted into the 1990's being transferred over onto FNM, none were transferred to Ferromex. Only FCP 606 was spared from scrap and was donated to the Yucatan Museum in Merida, Yucatan. Making FCP 606 the only FCP diesel unit currently on display.



Figure 50 FCP 606 May 1964 Source: Collection of Juan Viladrosa image retrieved from <http://www.rrpicturearchives.net/showPicture.aspx?id=332340>



Figure 51 FCP 610 at Nogales, Sonora 4/30/72 Collection Of: Wil Hata image retrieved from <http://www.rrpicturearchives.net/showPicture.aspx?id=4696683>

<u>Road #</u>	<u>Del.Date</u>	<u>Bldr #</u>	<u>Years</u>	<u>Renumbered</u>	<u>White/Green</u>	<u>Green/Yellow</u>	<u>G/Y Noodle</u>	<u>B/Y Noodle</u>	<u>B/Y Band</u>	<u>Scarlet Gray</u>	<u>Pitufo</u>	<u>FNM Silver</u>	<u>Status</u>	<u>Notes</u>
FCP 601	4/5/1966	3452-01	1966-1987?	FNM 601	1966-1967?	196?-197?	197?-19??	197?-198?	?	?	N/A	N/A	Scrap	Retired by 1988
FCP 602	4/5/1966	3452-02	1966-1987?	FNM 602	1966-1967?	196?-197?	197?-19??	197?-19??	19??-198?	?	N/A	N/A	Scrap	Retired by 1988
FCP 603	8/16/1966	3452-03	1966-1987?	FNM 603	1966-1967?	196?-197?	197?-19??	197?-19??	?	198?-198?	198?-?	N/A	Scrap	Was to be NdeM/FNM 8332
FCP 604	8/16/1966	3452-04	1966-19??	FNM 604	1966-1967?	196?-197?	197?-19??	197?-198?	?	?	N/A	N/A	Scrap	Had Trapezoid logo (1973?) and large Noodle logo (1974?) Retired before 1987
FCP 605	8/16/1966	3452-05	1966-1987?	FNM 605	1966-1967?	196?-197?	197?-19??	197?-19??	?	198?-198?	?	?	Scrap	Was to be NdeM/FNM 8333
FCP 606	8/17/1966	3452-06	1966-1987?	FNM 606	1966-1967?	196?-197?	197?-1976?	197?-19??	?	198?-198?	?	19??-Present	Preserved	Was to be NdeM/FNM 8334, at Yucatan Museum in Merida Yucatan
FCP 607	12/30/1968	6001-01	1968-1987?	FNM 607	N/A	1968-197?	197?-19??	197?-19??	?	?	?	?	Scrap	Retired by 1988
FCP 608	12/30/1968	6001-02	1968-1987?	FNM 608	N/A	1968-197?	197?-19??	197?-19??	?	198?-198?	?	?	Scrap	Was to be NdeM/FNM 8335
FCP 609	12/30/1968	6001-03	1968-1987?	FNM 609	N/A	1968-197?	197?-19??	197?-1987	?	?	?	?	Scrap	Was to be NdeM/FNM 8336
FCP 610	12/30/1968	6001-04	1968-1987?	FNM 610	N/A	1968-197?	197?-19??	197?-1987	?	?	198?-?	?	Scrap	Was to be NdeM/FNM 8337



Figure 55 FCP 603 has FCP on front of Nose Empalme, Sonora 4/3/1982 Author: Ron Hawkins <http://www.rrpicturearchives.net/showPicture.aspx?id=3600006>



Figure 54 Author: FCP 602 perhaps the only C628 in this scheme Author Ron Hawkins 5/28/1983 Nogales Sonora image retrieved from <http://www.rrpicturearchives.net/showPicture.aspx?id=3596843>



Figure 52 FCP 606 Mérida, Yucatan Author Jorge Mota Vargaz image retrieved from <http://www.rrpicturearchives.net/showPicture.aspx?id=4735959>



Figure 53 FCP 603 11-15-1999 Empalme, Sonora Author Steven Clements image retrieved from <https://www.flickr.com/photos/153712773@N08/45471085885>

FCP 401-408	
Builder	GE
Model	U-30C
Horsepower	3,000
AAR	C-C
Length	67'-03"
Width	9'-11"
Height	15'-04"
Weight	395,500 lbs
Prime Mover	GE 7FDL-16
Engine type	FDL16 (4-cycle)
Aspiration	?
Generator	GTA11AC
Delivered	1969
Last in Service	1987
Status	7 Scrapped FCP 404 became C30-S7R currently FXE 3751



Figure 56 403 at Mazatlan, Sinaloa 04/13/1973 Author Deane Motis
10/07/92 rebuilt as C30-S7R as FNM 14067 then to TFM 2316 then KCSM 3364
image retrieved from <https://www.locophotos.com/PhotoDetails.php?PhotoID=156194>

In December of 1969 FCP order four U30Cs and then four more in in Phase Iif1(Air filter oil bath) in February of 1971. Like all FCP locomotives, the U30Cs went through a variety of different paint schemes. FCP 407 appears to be the only U30Cs to receive the small green noodle logo trapezoid-like logo which might have been a substitute for the regular noodle logo at the same time. It is unsure if any of the U30Cs received the SP scarlet gray or FNM pitufo. No photos have surfaced during the time of this writing. Throughout the paint schemes, the noodle logo appears to have no consistent size. At least five of the Eight U30Cs appear to have transitioned into FNM system in 1987. This might mean that maybe at least some were painted into the FNM pitufo for a short while before being built into Super7s (C30-S7R). FCP 401 was scrapped in 1987, FCP 405 was off the roster in 1983 while the disposition FCP 408 is currently unknown most likely to have been scrapped. The other five were rebuilt into the Super-7R rebuilds in 1992/1993 at Emplame, Sonora. FCP 402 had its frame rebuilt into an unknown Super7R in 1993, (Soddart *u30c fcp.xls* acquired from Mexlist files) FCP 403 became FNM 14067 which became TFM 2316/KCSM 3364, FCP 404 became FNM 14084 which became FXE 3751, FCP 406 became FNM 14066 then TFM 2315/KCSM 3363, FCP 407 turned into FNM 14065 before becoming TFM 2314/KCSM 3362. Around 2010 Kanas City Southern de Mexico (KCSM) retired their Super-7Rs all are believed to have been scrapped. FXE 3751 remains as the sole endangered former “FCP U30C” however despite being recently painted into the new “Coca-Cola light” scheme, there is still speculation how long will Ferromex maintain their last remaining Super7Rs as they approach nearly 30 years of service.



Figure 57FCP 405 GE U30C at Nogales in Jan 1976 Author Dave Hardie–Jonathan Rodriguez Collection



Figure 3 FCP 408 at Emplame, Sonora in 4/3/1982 Author Ron Hawkins

image retrieved from
<http://www.rpicturearchives.net/showPicture.aspx?id=3578884>

<u>Road#</u>	<u>Del.Date</u>	<u>Bldr #</u>	<u>Years</u>	<u>Renumbered</u>	<u>Green/Yellow</u>	<u>G/Y Noodle</u>	<u>B/Y Noodle</u>	<u>B/Y Band</u>	<u>Scarlet Gray</u>	<u>Pitufu</u>	<u>Status</u>	<u>Notes</u>
FCP 401	12/1/1969	37369	1969-1987	FNM 401	1969-1974?	1974-197?	197?4-198?	?	?	?	Scrap	Was to be NdeM/FNM 7900
FCP 402	12/1/1969	37370	1969-1987	FNM 402	1969-1974?	1974-197?	197?4-198?	198?-19??	?	?	Scrap	Was to be NdeM/FNM 7901 Frame used for a super7
FCP 403	12/9/1969	37371	1969-1987	FNM 403 FNM 14067 TFM 2316 KCSM 3364	1969-1974?	1974-197?	197?4-198?	198?-19??	?	?	Scrap	Was to be NdeM/FNM 7902 <u>rebuilt C30-S7R (1992) FNM 14067</u> TFM 2316 (1997?) KCSM 3364 (2005?)
FCP 404	12/9/1969	37372	1969-1987	FNM 404 FNM 14084 FXE 3751	1969-1974?	1974-197?	197?4-198?	?	?	?	FXE 3751	<u>B/Y nose with G/Y noodle hood in 1976</u> Was to be NdeM/FNM 7903 <u>rebuilt C30-S7R (1992)FNM 14084</u> FXE 3751 (1998?) Now in "Coca-Cola light" Scheme
FCP 405	2/26/1971	37695	1971-1987	N/A	1971-1974?	1974-197?	197?4-198?	?	N/A	?	Scrap	Off roster 1983
FCP 406	2/26/1971	37696	1971-1987	FNM 406 FNM 14066 TFM 2315 KCSM 3363	1971-1974?	1974-197?	197?4-198?	?	?	?	Scrap	Was to be NdeM/FNM 7904 <u>rebuilt C30-S7R (1992)FNM 14066</u> TFM 2315 (1997?)KCSM 3363 (2005?)
FCP 407	2/26/1971	37697	1971-1987	FNM 407 FNM 14065 TFM 2314 KCSM 3362	1971-1974?	1974-197?	197?4-198?	?	?	?	Scrap	<u>trapezoid logo (1970's)</u> Was to be NdeM/FNM 7905 <u>rebuilt C30-S7R (1992) FNM 14065</u> TFM 2314(1997?) KCSM 3362 (2005?)
FCP 408	2/26/1971	37698	1971-1987	FNM 408	1971-1974?	1974-197?	197?4-198?	?	?	?	Scrap?	Was to be NdeM/FNM 7906 <u>Disposition unknown</u>



RRPictureArchives.NET Image Copyright Ron Hawkins



Figure 59 Ex FCP 403-FNM 14067-TFM 2315-KCSM 3364 Birmingham, AL, 12/27/2003 author Barry Mims

Image Retrieved from <http://www.rrpicturearchives.net/showPicture.aspx?id=19216>



Figure 58 Current photos show 3751 is now in the "coca cola light" (gray with a red centered band) scheme Author Mauricio Burguete Hermosillo, Sonora 4/22/2012

Image Retrieved Mauricio Burguete Accessed May 16, 2019 <http://rrpicturearchives.net/showPicture.aspx?id=3061283>

Figure 60 Empalme, Sonora 4/3/1982 Author Ron Hawkins

Image Retrieved from <http://www.rrpicturearchives.net/showPicture.aspx?id=3555623>

FCP 651-666	
Builder	MLW
Model	M636
Horsepower	3,600
AAR	C-C
Length	69'-10"
Width	10'-01"
Height	15'-05"
Weight	420,000 lbs
Prime Mover	ALCO 16-251F
Engine type	Model 251E V16 (4-cycle)
Aspiration	?
Generator	GE GTA11
Delivered	1971
Last in Service	1987
Status	All Scrapped



Figure 61 FCP 654 M636 Nogales, Sonora 1973 – Greg Stadter -Collection of Jonathan Rodriguez

The first 8 FCP M636s arrived in 1972. By late 1973 eight more units would be delivered to FCP adding to a grand total of 16 MLW M636s. All models were delivered in the Green/Yellow scheme. None appeared to receive the trapezoid logo, some even appear to skip the Green/Yellow noodle scheme and go straight to the Blue/Yellow noodle by 1975. FCP 652 and FCP 666 appear to be the only units to receive the all blue yellow band scheme. Currently, due to a lack of photo evidence, it is unsure if all receive the scarlet gray or even the FNM pitufo. FCP 666 revived the BC rail Green scheme to match units FNM brought from BC Rail in the 1990's. All but two (FCP 654, FCP 660) appear to have made it on the FNM system. No FCP M636s made it on to the Ferromex roster. All are assumed to have been scrapped. There appears to a date conflict when numbers 659-662 were delivered, Signor and Kirchner (page 159) mention that they arrived in November of 1973 while Dover (page 26) mentions December of 1973. Slides may prove to have the answer.



Figure 62 FCP 654 M636 1-7-1975 Benjamin Hill. Sonora unknown author - Collection of Jonathan Rodriguez



Figure 63 FCP 665 at the Guadalajara Shops in 1977 Author Gareth Davey

Image Retrieved from <https://www.flickr.com/photos/gareth086/1444311172/>

Road#	Del.Date	Bldr #	Years	Renumbered	Green/Yellow	G/Y Noodle	B/Y Noodle	B/Y Band	Scarlet Gray	Pitufo	FNM Silver	Status	Notes
FCP 651	Jun-72	M6062-01	1972-1987	FNM 651	1972-197?	197?-197?	197?-198?	?	198?-19??	19??-199?	?	Scrap	Was to be NdeM/FNM 8000
FCP 652	Jun-72	M6062-02	1972-1987	FNM 652	1972-197?	?	1975-1980?	1981-19??	?	?	?	Scrap	Had a major wreck in early 70's was rebuilt Was to be NdeM/FNM 8001
FCP 653	Jun-72	M6062-03	1972-1987	FNM 653	1972-197?	?	197?-198?	?	198?-19??	?	?	Scrap	Was to be NdeM/FNM 8002
FCP 654	Jun-72	M6062-04	1972-198?	N/A	1972-197?	197?-197?	197?-198?	N/A	N/A	N/A	N/A	Scrap	Off roster by 83
FCP 655	Jun-72	M6062-05	1972-1987	FNM 655	1972-197?	197?-197?	197?-198?	?	198?-19??	?	?	Scrap	Was to be NdeM/FNM 8003
FCP 656	Jun-72	M6062-06	1972-1987	FNM 656	1972-197?	?	197?-198?	?	198?-19??	?	?	Scrap	Was to be NdeM/FNM 8004
FCP 657	Jun-72	M6062-07	1972-1987	FNM 657	1972-197?	197?-197?	197?-198?	?	198?-19??	?	19??-199?	Scrap	Was to be NdeM/FNM 8005
FCP 658	Jun-72	M6062-08	1972-1987	FNM 658	1972-197?	197?-197?	197?-198?	?	198?-19??	?	?	Scrap	Was to be NdeM/FNM 8006
FCP 659	Nov-73	M6073-01	1973-1987	FNM 659	1973-197?	?	197?-198?	?	198?-19??	?	?	Scrap	Was to be NdeM/FNM 8007
FCP 660	Nov-73	M6073-02	1973-198?	N/A	1973-197?	?	?	?	N/A	N/A	N/A	Scrap	Off roster by 82
FCP 661	Nov-73	M6073-03	1973-1987	FNM 661	1973-197?	197?-197?	197?-198?	?	198?-19??	?	?	Scrap	Was to be NdeM/FNM 8008
FCP 662	Nov-73	M6073-04	1973-1987	FNM 662	1973-197?	197?-197?	197?-198?	?	198?-199?	19??-199?	?	Scrap	Was to be NdeM/FNM 8009
FCP 663	Dec-73	M6073-05	1973-1987	FNM 663	1973-197?	?	197?-198?	?	198?-19??	19??-1997	1997-199?	Scrap	Was to be NdeM/FNM 8010

FCP 664	Dec-73	M6073-06	1973-1987	FNM 664	1973-197?	?	1976-198?	?	198?-19??	19??-199?	N/A	Scrap	Was to be NdeM/FNM 8011
FCP 665	Dec-73	M6073-07	1973-1987	FNM 665	1973-197?	?	197?-198?	?	1982-19??	?	?	Scrap	Was to be NdeM/FNM 8012
FCP 666	Dec-73	M6073-08	1973-1987	FNM 666	1973-197?	?	197?-198?	198?-19??	?	?	?	Scrap	Was to be NdeM/FNM 8013 Was painted in BC Green Scheme (1990's)



Figure 64 FCP 652 in Mazatlán, Sinaloa 03/15/1981 Author Deane Motis

Figure 65 FCP 663 at Nogales, Sonora in SP scarlet grey 9/28/1990 Author Chris Guenzler

Image Retrieved from <https://www.locophotos.com/PhotoDetails.php?PhotoID=155570>

Image Retrieved from <http://www.trainweb.org/chris/Mexico.html>

FCP 651-666	
Builder	GE
Model	U36C
Horsepower	3,600
AAR	C-C
Length	67'-03"
Width	9'-11"
Height	15'-03"
Weight	270,000 Lbs.
Prime Mover	FDL16
Engine type	FDL16 (4-cycle)
Aspiration	?
Generator	GTA11AC
Delivered	1975
Last in Service	1987
Status	All Scrapped

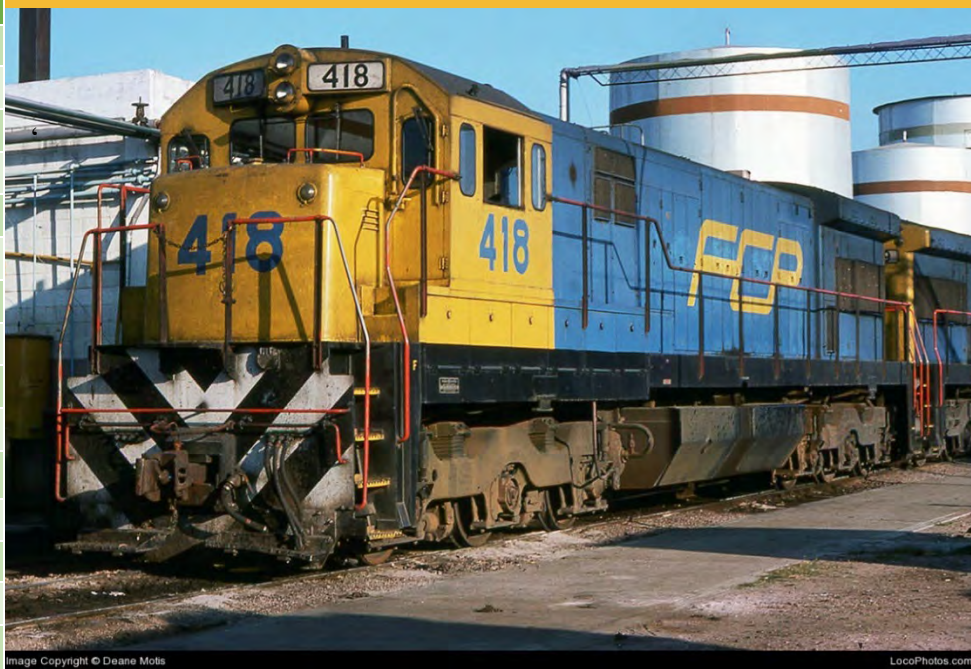


Figure 66 FCO 418 at Mazatlán, Sinaloa 11/15/1975 Deane Motis

Image Retrieved from <https://www.locophotos.com/PhotoDetails.php?PhotoID=156706>

Along with the M636s and C36-7s, the U36Cs had the highest horsepower on the FCP. They arrived in 1975 being the first units delivered in the blue and yellow large noodle logo. FCP 410 was off the roster by 1983. While the rest made it into FNM service. All but two of the U36Cs would become Super7Rs at the Empalme workshops. FCP 415 became FNM 415 in pitufo colors before it was rebuilt indicating at least some had FNM numbers before being rebuilt. The Majority of these C30-S7Rs became assigned to TFM (eventually KCSM 2005). Two became the property of Ferromex, and one became Ferrosur. Currently Only the ones on FXE and FSRR remain active.



Figure 67FCP 411 U36C 12-27-84 Tepic, Nayarit Author John C. Benson

-Collection Jonathan Rodriguez

<u>Road#</u>	<u>Del.Date</u>	<u>Bldr#</u>	<u>Years</u>	<u>Renumbered</u>	<u>Renumbered (C30-S7R)</u>	<u>B/Y Noodle</u>	<u>B/Y Band</u>	<u>Scarlet Gray</u>	<u>FNM Pitufo</u>	<u>Status</u>	<u>Notes</u>
FCP 409	3/17/1975	40316	1975-1987	FNM 409?	FNM 14086 / FXE 3753	1975-198?	?	198?-19??	?	Active on FXE	Was to be NdeM/FNM 8988 rebuilt C30-S7R (1993)
FCP 410	3/17/1975	40317	1975-198?	N/A	?	1975-197?	N/A	N/A	N/A	scrapped	
FCP 411	3/17/1975	40318	1975-1987	FNM 411?	?	1975-197?	?	?	?	scrapped	Was to be NdeM/FNM 8989
FCP 412	3/17/1975	40319	1975-1987	FNM 412?	FNM 14056/ TFM 2305/ KCSM 3354	1975-197?	?	?	?	scrapped	Was to be NdeM/FNM 8990 rebuilt C30-S7R (1992)
FCP 413	3/17/1975	40320	1975-1987	FNM 413?	FNM 14055/ TFM 2304	1975-197?	?	?	?	scrapped	Was to be NdeM/FNM 8991 rebuilt C30-S7R (1992)
FCP 414	3/17/1975	40321	1975-1987	FNM 414?	FNM 14059/ TFM 2308/ KCSM 3356	1975-197?	?	?	?	scrapped	Was to be NdeM/FNM 8992 rebuilt C30-S7R (1992)
FCP 415	3/17/1975	40322	1975-1987	FNM 415	FNM 14097/ FSSR 14097	1975-197?	?	?	198?-1993	Active on FSRR	Was to be NdeM/FNM 8993 rebuilt C30-S7R (1993)
FCP 416	3/17/1975	40323	1975-1987	FNM 416?	FNM 14058/ TFM 2307	1975-197?	198?-19??	?	?	scrapped	Was to be NdeM/FNM 8994 rebuilt C30-S7R (1992)
FCP 417	3/17/1975	40324	1975-1987	FNM 417?	FNM 14087/ FXE 3762	1975-197?	?	?	?	Active on FXE	Was to be NdeM/FNM 8995 rebuilt C30-S7R (1993)
FCP 418	3/17/1975	40325	1975-1987	FNM 418?	FNM 14057/ TFM 2306 /KCSM 3355	1975-197?	?	198?-19??	?	scrapped	Was to be NdeM/FNM 8996 rebuilt C30-S7R (1992)



Figure 69 FSSR 14097 exFCP 415 one of two Ferrosur units with FCP heritage Author Kenneth Uriarte used with Permission



Figure 68 FXE 3762 exFCP 417 11/11/2002 Querétaro, Querétaro Author Juan Viladrosa

FCP 522-536	
Builder	MLW
Model	M420TR-2
Horsepower	2000
AAR	B-B
Length	57'-02"
Width	10'-04"
Height	15'-02"
Weight	240,000 lbs
Prime Mover	?
Engine type	Model 251C V12 (4-cycle)
Aspiration	?
Generator	GE GTA17PB1
Delivered	1975
Last in Service	1987
Status	All Scrapped



Figure 70 FCP 523 06/05/1976, Mazatlán, Sinaloa, Author Deane Motis used with Permission

Only 15 M420TR-2s were ever built and were delivered to FCP as numbers 522-536. They arrived in 1975 as the second unit to have the new Blue/Yellow scheme. All but FCP 526,527,528 appear to have been transferred to the FNM in 1987. Three did manage to be transferred on Ferromex FNM 524, 531,534, Mostly likely Ferromex maintained the same numbers under their FXE reporting marks or perhaps never received an FXE patch as they were scrapped soon afterward. Since no photos of this time have surfaced.



Figure 71 FCP 531 seen with a FNM logo that replaced the original FCP logo along with a door swap at Mexicali, Baja California 12/20/1994 Author Steve Vicente

Image Retrieved from <https://www.locophotos.com/PhotoDetails.php?PhotoID=154902>

<u>Road#</u>	<u>Del.Date</u>	<u>Bldr#</u>	<u>Years</u>	<u>Renumbered</u>	<u>B/Y Noodle</u>	<u>Scarlet Gray</u>	<u>FNM Pitufo</u>	<u>FNM Sliver</u>	<u>Status</u>	<u>Notes</u>
FCP 522	Jul-75	M6114-01	1975-19??	FNM 522	1975-199?	198?-199?	?	?	<u>Scrap</u>	Was to be NdeM/FNM 7600
FCP 523	Jul-75	M6114-02	1975-19??	FNM 523	1975-199?	?	?	?	<u>Scrap</u>	Was to be NdeM/FNM 7601
FCP 524	Aug-75	M6114-03	1975-19??	FNM 524/FXE 524	1975-19??	?	?	19??-199?	<u>Scrap</u>	Was to be NdeM/FNM 7602
FCP 525	Aug-75	M6114-04	1975-19??	FNM 525	1975-199?	?	?	?	<u>Scrap</u>	Was to be NdeM/FNM 7603
FCP 526	Aug-75	M6114-05	1975-19??	N/A	1975-199?	?	?	N/A	<u>Scrap</u>	Off roster by 87?
FCP 527	Aug-75	M6114-06	1975-19??	N/A	1975-199?	?	?	N/A	<u>Scrap</u>	Off roster by 87?
FCP 528	Aug-75	M6114-07	1975-19??	N/A	1975-199?	?	19??-199?	N/A	<u>Scrap</u>	Off roster by 87? Reactivated
FCP 529	Aug-75	M6114-08	1975-19??	FNM 529	1975-199?	?	?	?	<u>Scrap</u>	Was to be NdeM/FNM 7604
FCP 530	Aug-75	M6114-09	1975-19??	FNM 530	1975-1987	198?-199?	?	19??-199?	<u>Scrap</u>	Was to be NdeM/FNM 7605
FCP 531	Aug-75	M6114-10	1975-19??	FNM 531/FXE 531	1975-199?	198?-199?	?	N/A	<u>Scrap</u>	Was to be NdeM/FNM 7606
FCP 532	Aug-75	M6114-11	1975-19??	FNM 532	1975-199?	?	?	?	<u>Scrap</u>	Was to be NdeM/FNM 7607
FCP 533	Sep-75	M6114-12	1975-19??	FNM 533	1975-199?	N/A	N/A	N/A	<u>Scrap</u>	Was to be NdeM/FNM 7608 <u>Received Yellow FNM patch over FCP logo</u>
FCP 534	Sep-75	M6114-13	1975-19??	FNM 534/FXE 534	1975-198?	?	?	19??-199?	<u>Scrap</u>	Was to be NdeM/FNM 7609
FCP 535	Sep-75	M6114-14	1975-19??	FNM 535	1975-199?	?	?	?	<u>Scrap</u>	Was to be NdeM/FNM 7610
FCP 536	Sep-75	M6114-15	1975-19??	FNM 536	1975-199?	?	?	?	<u>Scrap</u>	Was to be NdeM/FNM 7611



Figure 73 FCP 531 at Mexicali, Baja California 12/20/1994 Author Steve Vicente

Image Retrieved from <https://www.locophotos.com/PhotoDetails.php?PhotoID=154113>



Figure 72 FNM 528 last days at the Workshops in Empalme, Sonora in 11-15-1999 Author Steven Clements

Image Retrieved from <https://www.flickr.com/photos/153712773@N08/45471074355/in/photostream/>

FCP 537-546	
Builder	GE
Model	U23B
Horsepower	2250
AAR	B-B
Length	60'-2"
Width	9'-11"
Height	15'-04.5"
Weight	252,000 lbs
Prime Mover	FDL12
Engine type	FDL12 (4-cycle)
Aspiration	?
Generator	GT581 / GTA-11
Delivered	1976
Last in Service	1987
Status	All Scrapped



RRPictureArchives.NET Image Copyright Ron Hawkins

Figure 74 FCP 546 in 4/3/1982 at Empalme, Sonora Author Ron Hawkins

Image Retrieved from <http://rrpicturearchives.net/showPicture.aspx?id=3583938>

Although the 10 FCP U23Bs were built in August and September of 1975. They were delivered in early 1976. After being delivered some units would have their numbers changed to black instead of a light blue. It is possible that most receive the scarlet gray in the 1980's but a lack of photos cannot confirm this. They would all make it on the FNM system. Many received the FNM pitufo scheme. FNM 546 appears to have received a unique pitufo scheme. Two of these U23Bs (FNM 540, FNM 542) were acquired by Ferromex. This leaves one to question what happened to the other 8 U23Bs. No photos are currently available of these U23Bs after the privatization of the Mexican railroads. It is assumed they have all been scrapped.



RRPictureArchives.NET Image Copyright Ron Hawkins

Figure 76 FCP 541 at Nogales, Sonora 5/28/1983 Author Ron Hawkins

Image Retrieved from <http://www.rrpicturearchives.net/showPicture.aspx?id=3583933>



Figure 75 FNM 546 seen in very unique Scheme at Empalme, Sonora 7/28/1993 Author: Paul Wester Collection Of: Jonathan Rodriguez

Road#	Del.Date	Bldr#	Years	Renumbered	B/Y Noodle	Scarlet Gray	FNM Pitufo	FNM Sliver	Status	Notes
FCP 537	2/20/76	40820	1976-1987	FNM 537	1976-198?	?	?	?	Scrap	Was to be NdeM/FNM 9182
FCP 538	2/19/76	40821	1976-1987	FNM 538	1976-198?	?	19??-199?	?	Scrap	Was to be NdeM/FNM 9183
FCP 539	2/20/76	40822	1976-1987	FNM 539	1976-198?	198?-19??	19??-199?	?	Scrap	Was to be NdeM/FNM 9184
FCP 540	2/20/76	40823	1976-1987	FNM 540/FXE 540	1976-198?	?	19??-199?	?	Scrap	Was to be NdeM/FNM 9185
FCP 541	2/20/76	40824	1976-1987	FNM 541	1976-198?	198?-19??	?	?	Scrap	Was to be NdeM/FNM 9186
FCP 542	2/19/76	40825	1976-1987	FNM 542/FXE 542	1976-198?	?	?	199?-199?	Scrap	Was to be NdeM/FNM 9187
FCP 543	2/19/76	40826	1976-1987	FNM 543	1976-198?	?	?	?	Scrap	Was to be NdeM/FNM 9188
FCP 544	2/19/76	40827	1976-1987	FNM 544	1976-198?	?	?	?	Scrap	Was to be NdeM/FNM 9189
FCP 545	2/20/76	40828	1976-1987	FNM 545	1976-198?	?	?	?	Scrap	Was to be NdeM/FNM 9190
FCP 546	2/20/76	40829	1976-1987	FNM 546	1976-198?	198?-19??	19??-199?	/	Scrap	Was to be NdeM/FNM 9191



Figure 77 FCP 540 at Mexicali, Baja California 12/20/1994 Author Steve Vicente

Image Retrieved from

<https://www.locophotos.com/PhotoDetails.php?PhotoID=154471>



Figure 78 FCP 542 1999 at Guadalajara, Jalisco Author Ricardo Hernandez Lecanda

Collection Of: Juan Viladrosa Image Retrieved from

<http://www.rrpicturearchives.net/showPicture.aspx?id=334214>

FCP/D&H 16-19	
Builder	ALCO/MK
Model	PA-4
Horsepower	2400
AAR	C-C
Length	65' 8"
Width	10'-06"
Height	15'-02"
Weight	212,000 lbs
Prime Mover	ALCO 244 V16?
Engine type	Model 251F V12 (4-cycle)
Aspiration	Turbocharger?
Generator	GE 5GT566E5
Delivered	1977
Last in Service	1982?
Status	All Preserved



Figure 79 PA-4 at Mazatlán, Sinaloa in October 02, 1980 Author Deane Motis

Image Retrieved from <https://www.railpictures.net/photo/38513/>

Probably the most well-known and most documented locomotives that went to Mexico. Originally built for passenger service for the Atchison, Topeka, and Santa Fe Railway as ATSF 54B/66L, ATSF 59L, ATSF 60L, and ATSF 62L. ATSF 54B was delivered in 1947 later renumbered to ATSF 66L in 1949. The other 3 units were delivered in 1948. These units together were sold to the Delaware & Hudson in 1967 and received reporting marks D&H 16-19. By 1974 they were rebuilt by Morrison-Knudsen as PA-1u(PA-4) later to be sold to Nacionales de Mexico on October 13, 1978. They were soon transferred to FCP, but they were all out service by the early 1980's from wrecks. For years they remained in storage at Emplame, Sonora. Sometime in the 90's D&H 19 was rebuilt for active service and received the FNM two-tone blue or Pitufo (Smurf) paint scheme, D&H 19 was soon donated to the Museo Nacional De Los Ferrocarriles Mexicanos in Puebla, Pue, Mexico. The unit was repainted in a blue warbonnet scheme before being repainted into the NdeM livery in the early 2000's. D&H 17 was soon rebuilt after the D&H 19 was donated and received a Daylight scheme, but this unit was soon donated as well to the Museo Nacional De Los Ferrocarriles Mexicanos. Both remain on display in operational status. D&H 16 and D&H 18 were sold in 2000 to Doyle L. McCormack who cosmetically restore D&H 18 in 2012 and painted the unit into a nickel plate road #190. D&H 16 was going to be restored and displayed at the National Museum of American History in Washington DC only to be rejected and acquired in 2011 by the Museum of the American Railroad in Frisco Texas where the museum is working to restore the unit in ATSF Warbonnet.



Figure 80 DH-17 sometime in the 1990's location in Mexico unknown Author Doyle McCormack Image Retrieved from http://www.trainweb.org/dhvm/images/dhrr_diesel/ALCO_PA/Doyle-McCormack/mexicoqgallery/~max00412.jpg



Figure 81 DH-19 Date, Author and Location unknown mostly likely in the early 1990's

Image Retrieved from http://www.trainweb.org/dhvm/images/dhrr_diesel/ALCO_PA/UNKNOWN/19-FNM-1.jpg

Figure 83 DH-17 sometime in the 1990's location in Empalme, Sonora Author Doyle McCormack Image Retrieved from http://www.trainweb.org/dhvm/images/dhrr_diesel/ALCO_PA/Doyle-McCormack/mexicogallery/~max00412.jpg



Figure 82 DH-19 in "Blue Warbonnet" Scheme at the Nacional De Los Ferrocarriles Mexicanos at Puebla,Puebla Author Toshihiko Yamada

Source: Collection Of: Juan Viladrosa <http://www.rrpicturearchives.net/showPicture.aspx?id=1566070>

Road #	Del. Date	Bldr #	Original owner #	2 nd Owner # (1967)	Years of Service (on FCP/FNM)	(IF) Renumbered	Warbonnet	D&H Warbonnet	3 rd Scheme	4 th Scheme	5 th Scheme	Status
<u>D&H 16</u>	<u>10/48</u>	<u>76535</u>	<u>ATSF 59L</u>	<u>D&H 16</u>	<u>1978-198?</u>	<u>ATSF 59</u>	<u>1947-1967</u>	<u>1967-present</u>	<u>Soon to be Warbonnet</u>	<u>N/A</u>	<u>N/A</u>	Being restored Museum of the American Railroad, Frisco, Texas, US
<u>D&H 17</u>	<u>10/48</u>	<u>76537</u>	<u>ATSF 60L</u>	<u>D&H 17</u>	<u>1978-198?</u>	<u>N/A</u>	<u>1947-1967</u>	<u>1967-199?</u>	<u>Daylight</u>	<u>N/A</u>	<u>N/A</u>	Museo Nacional De Los Ferrocarriles Mexicanos Puebla,Pue. Mex
<u>D&H 18</u>	<u>12/48</u>	<u>76541</u>	<u>ATSF 62L</u>	<u>D&H 18</u>	<u>1978-198?</u>	<u>NPR 190</u>	<u>1947-1967</u>	<u>1967-201?</u>	<u>Nickel Plate</u>	<u>N/A</u>	<u>N/A</u>	Oregon Rail Heritage Center, in Portland, Oregon
<u>D&H 19</u>	<u>5/47</u>	<u>75318</u>	<u>ATSF 54B (66L)</u>	<u>D&H 19</u>	<u>1978-198?</u>	<u>N/A</u>	<u>1947-1967</u>	<u>1967-199?</u>	<u>FNM Pitufu</u>	<u>FNM Warbonnet</u>	<u>NdeM liverly</u>	Museo Nacional De Los Ferrocarriles Mexicanos Puebla,Pue. Mex



Figure 85 Nickel Plate Road 190 at the Oregon Rail Heritage Ctr, on September 2012 Author Steve Morgan

Image Retrieved from https://en.wikipedia.org/wiki/ALCO_PA#/media/File:Nickel_Plate_Road_190_at_Oregon_Rail_Heritage_Ctr,_Sep_2012.jpg



Figure 84 DH-19 at the Museo Nacional de los Ferrocarriles in Puebla, Puebla taken in July 2015. Earlier Photos show the unit had once had FNM letters in place of the current NdeM letters Author and Collection of Jonathan Rodriguez

FCP 547-559	
Builder	FCP/ALCO
Model	API-620
Horsepower	1800
AAR	B-B
Length	?
Width	?
Height	?
Weight	?
Prime Mover	?
Engine type	?
Aspiration	?
Generator	?
Delivered	1979
Last in Service	1987
Status	All Scrapped



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Figure 86 Empalme Sonora 4/3/1982 Author Ron Hawkins

Image Retrieved from <http://www.rrpicturearchives.net/showPicture.aspx?id=3590832>

Looking for a way to upgrade their aging fleet of RSD5s from the 1950's. In 1979 FCP acquired parts from Alco Parts Incorporated in order to produce the API620 (API620A) and later the BX620. The program would consist of creating 15 API620s at the Empalme workshops between 1979 to 1983. Slides indicate that these units were often used in yard service, they would later be intergraded in the FNM Pacifico region. One unit was seen painted with white text "Super 5" perhaps as a connection to the super 7 programs of the early 1990s. None of these units made into Ferromex all are presumed to have been scrapped. Some RSD-5s were already retired and left on deadlines in the early 70's but were rebuilt for service once the program began. When researching the rebuilt numbers there was a conflict between sources Signor, Kirchner (1987), and Dover (1989) however after contacting Allen Copeland who was responsible for both rosters on each source, he was kind enough to supply this document with the latest up to date roster.



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Figure 88 Guadalajara, Jalisco 6/15/1984 Author Ron Hawkins

Figure 87 5/29/1983 Sufragio, Sinaloa Author: Ron Hawkins

Image Retrieved from <http://www.rrpicturearchives.net/showPicture.aspx?id=3590833>

Image Retrieved from <http://rrpicturearchives.net/showPicture.aspx?id=3590841>

<u>Road#</u>	<u>Rebuilt Date</u>	<u>Empalme Bld#</u>	<u>Years</u>	<u>Renumbered</u>	<u>B/Y center band</u>	<u>B/Y band</u>	<u>Scarlet Gray</u>	<u>FNM Pitufo</u>	<u>FNM Sliver</u>	<u>Status</u>	<u>Notes</u>
FCP 547	4/79	TG-01	1979-1987	FNM 547	1979-19??	?	?	?	?	scrap	ExFCP 801 Was to be NdeM/FNM 7700
FCP 548	8/79	TG-02	1979-1987	FNM 548	1979-19??	?	?	?	?	scrap	ExFCP 803 NdeM/FNM 7701
FCP 549	12/79	TG-03	1979-1987	FNM 549	1979-19??	?	?	?	?	scrap	ExFCP 802 NdeM/FNM 7702
FCP 550	5/80	TG-04	1980-1987	FNM 550	1980-19??	?	?	19??-19??	?	scrap	ExFCP 806 NdeM/FNM 7703
FCP 551	8/80	TG-05	1980-1987	FNM 551	1980-19??	?	?	?	?	scrap	ExFCP 823 NdeM/FNM 7704
FCP 552	11/80	TG-06	1980-1987	FNM 552	1980-19??	?	?	?	?	scrap	ExFCP 809 NdeM/FNM 7705
FCP 553	3/81	TG-08	1981-1987	FNM 553	1981-19??	?	?	19??-19??	?	scrap	ExFCP 820 or 829 NdeM/FNM 7706
FCP 554	8/81	TG-09	1981-1987	FNM 554	1981-19??	198?-19??	?	?	?	scrap	ExFCP 816 NdeM/FNM 7707
FCP 555	1/82	TG-13	1982-1987	FNM 555	?	?	198?-19??	19??-19??	?	scrap	ExFCP 835 NdeM/FNM 7708
FCP 556	4/82	TG-14	1982-1987	FNM 556	?	?	198?-19??	?	?	scrap	ExFCP 831 NdeM/FNM 7709
FCP 557	9/82	TG-16	1982-1987	FNM 557	?	198?-19??	198?-19??	?	?	scrap	ExFCP 812 NdeM/FNM 7710
FCP 558	3/83	TG-17	1983-1987	FNM 558	?	?	?	?	?	scrap	ExFCP 814 or 828 NdeM/FNM 7711
FCP 559	10/83	TG-20	1983-1987	FNM 559	?	?	?	?	?	scrap	ExFCP 817 NdeM/FNM 7712



Figure 89 FNM 550 Tepic, Nayarit 2-4-96 Fred Quaas-Collection of Jonathan Rodriguez

FCP 419-433	
Builder	GE
Model	C36-7
Horsepower	3600
AAR	C-C
Length	67'-03"
Width	10'-04.5"
Height	15'-04"
Weight	366,600 lbs
Prime Mover	?
Engine type	Model FDL16 (4 cycle)
Aspiration	?
Generator	GE - GTA24
Delivered	1979
Last in Service	1987
Status	Mostly all Scrapped 1 Active as a Super7



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Figure 90 FCP 419 Nogales, Sonora 5/28/1983 Author Ron Hawkins

Image Retrieved from <http://www.rrpicturearchives.net/showPicture.aspx?id=3578891>

The 3rd installment of GE for FCP came in July of 1979 when 4 C36-7s were delivered. An additional 10 would arrive in October later that year. All 14 would arrive in the newly imposed NdeM arrowhead scheme to represent the impending one system merger. Although the merger was not official, yet this allowed these units to still be lettered in FCP. All but FCP 433 would make it onto FNM, three would make it onto Ferromex. FCP 426 would become a Super7, as FNM 14098 that Ferrosur would acquire and is still in active service as of this publication. Sometime around the mid-2010's the remaining former FCP C36-7s would be retired. It is presumed all have been scrapped.



Figure 91 11/11/2002 Querétaro, Querétaro, Author Juan Viladrosa

Image Retrieved from <http://www.rrpicturearchives.net/showPicture.aspx?id=48469>



RRPictureArchives.NET Image Contributed by Juan Viladrosa

Figure 92 11/11/2002 Lagos de Moreno Jalisco Author Juan Viladrosa

Image Retrieved from <http://www.rrpicturearchives.net/showPicture.aspx?id=1571207>

<u>Road#</u>	<u>Del. Date</u>	<u>Bld#</u>	<u>Years</u>	<u>Renumbered</u>	<u>NdeM Arrowhead</u>	<u>FNM Pitufu</u>	<u>Status</u>	<u>Notes</u>
FCP 419	7/17/1979	42473	1979--1987	FNM 419	1979-199?	19??-19??	scrap	Was to be NdeM/FNM 9653
FCP 420	7/17/1979	42474	1979--1987	?	1979-199?	?	Scrap	Was to be NdeM/FNM 9654
FCP 421	7/20/1979	42475	1979--1987	FNM 421	1979-199?	19??-19??	Scrap	Was to be NdeM/FNM 9655
FCP 422	7/20/1979	42476	1979--1987	?	1979-199?	?	Scrap	Was to be NdeM/FNM 9656
FCP 423	10/19/1979	42477	1979--1987	?	1979-199?	?	Scrap	Was to be NdeM/FNM 9657
FCP 424	10/19/1979	42478	1979--1987	?	1979-199?	?	Scrap	Was to be NdeM/FNM 9658
FCP 425	10/19/1979	42479	1979--1987	?	1979-199?	?	Scrap	Was to be NdeM/FNM 9659
FCP 426	10/29/1979	42480	1979--1987	FNM?/FSRR 14098	1979-199?	?	Active	Was to be NdeM/FNM 9660 rebuilt C30-S7R (1993)
FCP 427	10/29/1979	42481	1979--1987	?	1979-199?	?	Scrap	Was to be NdeM/FNM 9661
FCP 428	10/29/1979	42482	1979--1987	FNM 428 FXE 428/FXE 3600	1979-199?	199?-199?	Scrap	Was to be NdeM/FNM 9662
FCP 429	10/29/1979	42483	1979--1987	FNM? FXE 429/FXE 3601	1979-199?	?	Scrap	Was to be NdeM/FNM 9663
FCP 430	10/29/1979	42484	1979--1987	N/A	1979-199?	N/A	Scrap	Had Yellow FCP noodle logo instead of white Was to be NdeM/FNM 9664
FCP 431	10/1/1979	42485	1979--1987	?	1979-199?	?	Scrap	Was to be NdeM/FNM 9665
FCP 432	10/1/1979	42486	1979--1987	FNM? FXE 432/FXE 3602	1979-199?	?	Scrap	Was to be NdeM/FNM 9666
FCP 433	10/1/1979	42487	1979— 198?	N/A	1979-198?	N/A	scrap	Wrecked before 1987 off Roster

FCP 560-575	
Builder	MLW
Model	M424(W)
Horsepower	2400
AAR	B-B
Length	61'-00"
Width	10'-05"
Height	15'-07"
Weight	272,000 lbs
Prime Mover	?
Engine type	Model 251C V12 (4-cycle)
Aspiration	?
Generator	GE GTA17
Delivered	1980
Last in Service	1987
Status	Scrapped



Figure 93 FCP 568 at Empalme, Sonora 4/3/1982 Author Ron Hawkins
Image Retrieved from <http://www.rrpicturearchives.net/showPicture.aspx?id=3591991>

Becoming the last units from Montreal Locomotive Works, The M424(W)s were 1st delivered with 7 units in August of 1980 in the NdeM Arrowhead scheme. Interestingly enough Matt Herson's NdeM in Color (1999) shows an FCP M424(W) painted with NdeM lettered but still had FCP numbers in 1980, this shows that perhaps these units were first delivered in NdeM text. And were quickly adjusted to FCP text. While the second order of 9 came in the blue with a yellow center band. These units were seen working throughout the 80s and into 90's under FNM with various paint schemes. FNM 666 would receive the Green BC rail scheme. Nine M424(W)s would even make a short time on Ferromex.



Figure 94 FCP 563 5/28/1983 at Nogales Author Ron Hawkins

Image Retrieved from Ron Hawkins
<http://www.rrpicturearchives.net/showPicture.aspx?id=3591756>



Figure 95 FCP M-424W 571 at Empalme on 12/31/1992. Author Chris Guenzler

Image Retrieved from <http://www.trainweb.org/chris/Mexico.html>

Road#	Del. Date	Bld#	Years	Renumbered	NdeM Arrowhead	B/Y C Band	Scarlet Gray	FNM Pitufo	FNM Sliver	Status	Notes
FCP 560	8/7/1980	M6114-01	1980-1987	FNM 560	1980-199?	N/A	?	?	?	scrap	
FCP 561	8/7/1980	M6114-02	1980-1987	FNM 561, FXE 561	1980-199?	N/A	?	199?-199?	?	scrap	Was to be NdeM/FNM 9656
FCP 562	8/7/1980	M6114-03	1980-1987	FNM 562	1980-199?	N/A	198?-199?	?	?	scrap	Was to be NdeM/FNM 9657
FCP 563	8/7/1980	M6114-04	1980-1987	FNM 563, FXE 563	1980-199?	N/A	?	199?-199?	199?-199?	scrap	
FCP 564	8/7/1980	M6114-05	1980-1987	FNM 564, FXE 564	1980-199?	N/A	?	199?-199?	?	scrap	Was to be NdeM/FNM 9658
FCP 565	8/7/1980	M6114-06	1980-1987	FNM 565	1980-199?	N/A	?	?	?	scrap	Was to be NdeM/FNM 9659
FCP 566	8/7/1980	M6114-07	1980-1987	FNM 566	1980-199?	N/A	?	199?-199?	?	scrap	Received unique BC Rail scheme in FNM years
FCP 567	6/8/1981	M6114-61	1981-1987	FNM 567, FXE 567	N/A	1981-19??	?	199?-199?	?	scrap	Was to be NdeM/FNM 9660
FCP 568	6/22/1981	M6114-62	1981-1987	FNM 568, FXE 568	N/A	1981-19??	199?-199?	?	?	scrap	Had FNM grey side patch
FCP 569	6/29/1981	M6114-63	1981-1987	FNM 569	N/A	1981-19??	?	199?-199?	?	scrap	Was to be NdeM/FNM 9661
FCP 570	6/29/1981	M6114-64	1981-1987	FNM 570, FXE 570	N/A	1981-19??	?	199?-199?	199?-199?	scrap	Was to be NdeM/FNM 9662
FCP 571	6/29/1981	M6114-65	1981-1987	FNM 571, FXE 571	N/A	1981-19??	198?-199?	199?-199?	?	scrap	Was to be NdeM/FNM 9663
FCP 572	6/29/1981	M6114-66	1981-1987	FNM 572	N/A	1981-199?	N/A	?	?	scrap	Was to be NdeM/FNM 9664
FCP 573	7/17/1981	M6114-67	1981-1987	FNM 573, FXE 573	N/A	1981-19??	?	199?-199?	?	scrap	Was to be NdeM/FNM 9665
FCP 574	7/17/1981	M6114-68	1981-1987	FNM 574, FXE 574	N/A	1981-19??	?	199?-199?	?	scrap	Was to be NdeM/FNM 9666
FCP 575	7/17/1981	M6114-69	1981-1987	FNM 575	N/A	1981-19??	?	?	?	scrap	Was to be NdeM/FNM 9667



Figure 96 NdeM 566 Nogales Sonora 08/09/1988 Author Robert Pierce

Image Retrieved from <https://www.locophotos.com/PhotoDetails.php?PhotoID=144842>



Figure 98 FNM 564 unknown location 199? Author Ricardo Hernandez-Lecanda

Image Retrieved from <http://www.northeast.railfan.net/images/fnm564.jpg>



Figure 97 FNM M424W 570 11/10/1995, Empalme, SON Collection of Peter Wittman

Image Retrieved from <https://www.railroadpictures.de/html/archivbaureihe.php?Param=1|0|MEX-FNM|M424W>

FCP 576-587	
Builder	FCP/BX
Model	BX-620
Horsepower	1800
AAR	B-B
Length	?
Width	?
Height	?
Weight	?
Prime Mover	?
Engine type	?
Aspiration	?
Generator	?
Delivered	1980
Last in Service	1987
Status	All Scrapped



Figure 99 FCP 577 Empalme, Sonora 4/3/1982 Author Ron Hawkins
 Image Retrieved from <http://www.rrpicturearchives.net/showPicture.aspx?id=3596830>

Following their API620 rebuilt program the BX620 program started in 1980 once FCP was no longer able to receive parts from Alco Parts Incorporated for their aging RSD-5s. A total of 12 BX620 were created throughout the 1980's. All would be transferred to FNM in 1987, but none would be assigned to Ferromex. All BX620s are likely to have been scrapped during the early 2000's. When researching the rebuilt numbers there was a conflict between sources Signor, Kirchner (1987), and Dover (1989) however after contacting Allen Copeland who was responsible for both rosters on each source, he was kind enough to supply this document with the latest up to date roster.



Figure 100 FCP 579 Empalme, Sonora 4/3/1982 Author Ron Hawkins
 Image Retrieved from <http://www.rrpicturearchives.net/showPicture.aspx?id=3596835>

<u>Road#</u>	<u>Rebuilt. Date</u>	<u>Empalme Bld#</u>	<u>Years</u>	<u>Renumbered</u>	<u>B/Y band</u>	<u>Scarlet Gray</u>	<u>FNM Pitufo</u>	<u>FNM Sliver</u>	<u>Status</u>	<u>Notes</u>
FCP 576	12/80	TG-07	1980-1987	FNM 576	1980-19??	?	?	?	Scrap	ExFCP 807, Was to be NdeM/FNM 7800
FCP 577	4/81	TG-10	1981-1987	FNM 577	1981-199?	N/A	?	?	Scrap	ExFCP 577, Was to be NdeM/FNM 7801
FCP 578	9/81	TG-11	1981-1987	FNM 578	1981-19??	?	?	?	Scrap	ExFCP 810, Was to be NdeM/FNM 7802
FCP 579	12/81	TG-12	1981-1987	FNM 579	?	198?-19??	?	?	Scrap	ExFCP 820, Was to be NdeM/FNM 7803
FCP 580	3/82	TG-15	1982-1987	FNM 580	?	198?-199?	?	199?-199?	Scrap	ExFCP 821, Was to be NdeM/FNM 7804
FCP 581	8/82	TG-18	1982-1987	FNM 581	?	198?-19??	?	?	Scrap	ExFCP 827, Was to be NdeM/FNM 7805
FCP 582	12/82	TG-19	1982-1987	FNM 582	?	?	?	?	Scrap	ExFCP 825 Was to be NdeM/FNM 7806
FCP 583	9/83	TG-21?	1983-1987	FNM 583	?	?	?	199?-199?	Scrap	ExFCP Was to be NdeM/FNM 7807
FCP 584	3/84	TG-22?	1984-1987	FNM 584	?	198?-19??	?	?	Scrap	ExFCP 811 or Was to be NdeM/FNM 7808
FCP 585	?/85	TG-23?	198?-1987	FNM 585	?	?	?	?	Scrap	ExFCP 811 or Was to be NdeM/FNM 7809
FCP 586	?/86	TG-24?	198?-1987	FNM 586	?	198?-19??	?	199?-199?	Scrap	ExFCP 834 or 818? Was to be NdeM/FNM 7810
FCP 587	?	TG-25?	198?-1987	FNM 587	?	198?-19??	?	?	Scrap	Ex FCP 834 or 818? Was to be NdeM/FNM 7811?



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Figure 101 FCP 581 in the progress of being rebuilt at Empalme, Sonora 4/3/1982 Author Ron Hawkins
Image Retrieved from <http://www.rrpicturearchives.net/showPicture.aspx?id=3617995>

FCP 434-463	
Builder	GE
Model	C30-7
Horsepower	3000
AAR	C-C
Length	67'-03"
Width	10'-02.5"
Height	15'-04.5"
Weight	366,000 lbs
Prime Mover	7FDL-16/7FDL-12?
Engine type	Model FDL16 (4-cycle)
Aspiration	?
Generator	GE - GT11AC
Delivered	1979
Last in Service	1987
Status	Mostly all Scrapped 1 Active as a Super7



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Figure 102 FCP 441 at Benjamin Hill, Sonora n 4//2/1982 Author Ron Hawkins
Image Retrieved from <http://www.rrpicturearchives.net/showPicture.aspx?id=3579760>

One of the most common GE locomotives the C30-7 made its mark on FCP as 30 were delivered to FCP the first batch in 1982 in the NdeM arrowhead. FCP 460-463 were originally going to be NdeM locomotives but NdeM decided to switch a FCP SD40-2 order for these four C30-7s. Those SD40-2s would have been the only EMD power that would have served on FCP nonetheless all C30-7 make it into FNM system and remain in the same paint scheme but FCP 449 and FCP 552 would become Super7s on FNM and eventually were assigned to Ferromex and FNM were assigned to Ferromex. Most of these C30-7's were acquired by Ferromex. Sometime in the 2010's most were off the roster, only FXE 3527 (Ex FCP 438) appears to as the only Ferromex C30-7 in active service.



Figure 103 FNM 442 Empalme, Sonora 2/2/1996 Author Fred Quaas Collection of Jonathan Rodriguez

<u>Road#</u>	<u>Del. Date</u>	<u>Bld#</u>	<u>Years</u>	<u>Renumbered</u>	<u>NdeM Arrowhead</u>	<u>FNM Pitufo</u>	<u>Status</u>	<u>Notes</u>
FCP 434	7/10/1981	43600	1981-1987	FNM?/FXE 434 FXE 3525	1981-199?	?	Scrap 2014	Was to be NdeM 9667 Scrapped in 2014 in FXE lively
FCP 435	8/11/1981	43601	1981-1987	N/A	1981-199?	N/A	Scrap?	Was to be NdeM 9668
FCP 436	7/10/1981	43602	1981-1987	?	1981-199?	?	Scrap?	Was to be NdeM 9669
FCP 437	7/10/1981	43603	1981-1987	FNM?/FXE 437 FXE 3526	1981-199?	?	Scrap?	Was to be NdeM 9670
FCP 438	7/10/1981	43604	1981-1987	FNM?/FXE 438 FXE 3527	1981-199?		Active	Was to be NdeM 9671
FCP 439	7/10/1981	43605	1981-1987	FNM?/FXE 439 FXE 3528	1981-199?	199?-199?	Scrap?	Was to be NdeM 9672
FCP 440	7/10/1981	43606	1981-1987	FNM?/FXE 440 FXE 3529	1981-199?	?	Scrap?	Was to be NdeM 9673
FCP 441	7/10/1981	43607	1981-1987	?	1981-199?	?	Scrap?	Was to be NdeM 9674
FCP 442	7/10/1981	43608	1981-1987	FNM 442 FXE 442 FXE 3530	1981-199?	199?-?	Scrap?	Wrecked in 1985 Rebuilt Was to be NdeM 9675
FCP 443	7/10/1981	43609	1981-1987	FNM?/FXE 443 FXE 3531	1981-199?	?	Scrap?	Was to be NdeM 9676
FCP 444	7/10/1981	43610	1981-1987	FNM 444, FXE 444 FXE 3532	1981-199?	199?-?	Scrap?	Was to be NdeM 9677
FCP 445	8/12/1981	43611	1981-1987	?	1981-199?	?	Scrap?	Was to be NdeM 9678
FCP 446	8/18/1981	43612	1981-1987	FNM 446 FXE 446 FXE 3533	1981-199?	199?-?	Scrap?	Was to be NdeM 9679
FCP 447	8/26/1981	43613	1981-1987	N/A	1981-199?	N/A	Scrap	Was to be NdeM 9680 Scrapped in early 2000s
FCP 448	8/26/1981	43614	1981-1987	?	1981-199?		Scrap?	Was to be NdeM 9681
FCP 449	8/26/1981	43615	1981-1987	FNM 14088 FXE 14088 FXE 3754	1981-199?	N/A	Scrap?	Was retired before 1989 but rebuilt as C30-S7R (1993)
FCP 450	8/26/1981	43616	1981-1987	N/A	1981-199?	N/A	Scrap	Was to be NdeM 9682 Scrapped in early 2000s
FCP 451	8/26/1981	43617	1981-1987	FNM? FXE 451 FXE 3534	1981-199?		Scrap?	Was to be NdeM 9683
FCP 452	8/26/1981	43618	1981-1987	FNM 14085 FXE 14085 FXE 3752	1981-199?		Scrap?	Was to be NdeM 9684
FCP 453	8/28/1981	43619	1981-1987	FNM? FXE 453 FXE 3535	1981-199?		Scrap?	Was to be NdeM 9685
FCP 454	8/28/1981	43620	1981-1987	FNM? FXE 454 FXE 3536	1981-199?		Scrap?	Was to be NdeM 9686
FCP 455	8/28/1981	43621	1981-1987	FNM 455	1981-199?		Scrap?	Was to be NdeM 9687
FCP 456	5/1/1986	44960	1986-1987	?	1986-199?		Scrap?	Was to be NdeM 11149
FCP 457	5/1/1986	44961	1986-1987	FNM? FXE 457 FXE 3586	1986-199?		Scrap?	Was to be NdeM 11150
FCP 458	5/1/1986	44962	1986-1987	FNM? FXE 458 FXE 3587	1986-199?		Scrap?	Was to be NdeM 11151
FCP 459	5/1/1986	44963	1986-1987	FNM 459 FXE 459 FXE 3588	1986-199?		Scrap?	Was to be NdeM 11152
FCP 460	3/1/1986	44511	1986-1987	FNM? FXE 460 FXE 3589	1986-199?		Scrap?	ExNdeM 11132 was to be renumbered back
FCP 461	3/1/1986	44512	1986-1987	FNM? FXE 461 FXE 3590	1986-199?		Scrap?	ExNdeM 11133 was to be renumbered back
FCP 462	3/1/1986	44513	1986-1987	FNM 462 FXE 462 FXE 3591	1986-199?	199?-?	Scrap?	ExNdeM 11134 was to be renumbered back
FCP 463	3/1/1986	44514	1986-1987	FNM 463 FXE 463 FXE 3592	1986-199?	199?-?	Scrap?	ExNdeM 11135 was to be renumbered back

Leased/Foreign Power



Figure 104 CHP 903 Mazatlán. Sinaloa October 2, 1980 author Deane Motis used with Permission

Like most railroads, it was common to see foreign power on the FCP at times. NdeM and SBC units have been documented at various locations on FCP. While the most noticeable were SP units used between the late 1970's to early 1980's. Two FUS S-6 were seen working in Emplame, Sonora in 1982. In the same year, A NdeM 6526 (FPA2) was seen sidelined at Emplame where it was most likely scrapped. Perhaps the most interesting foreign power on FCP were the four CHP C-628's. (CHP 901-904) It is believed that these units were transferred to FCP because 6-axis units proved to be difficult to handle the Sierra Madre Occidental track grade. These units never returned back to CHP and appear they were only used for a few years as they were sidelined at Emplame for years.

What remains of these FCP Locomotives?

After constructing this document there was an opportunity to review if any of these Locomotives survive today. Out of the 244 Diesel locomotives FCP had acquired not including the four CHP C628s. Only an about 9 survive today. There was a possible S6 that is used for an intermodal company in Tamaulipas, however the light configuring of this unit shows it is most likely a former Southern Pacific unit. The confirm exFCP units include Two of which are a C30-7 (active on FXE), a C628 (Persevered in Merida Yucatan), and 7 Rebuilt Super7s that motors/parts were from FCP units. Two are in service on Ferrosur and five are believed to be an inactive duty on Ferromex. As for the few TFM Super7s units that had FCP heritage parts they are believed to have been scrapped in the 2010's. Below is a list of what FCP units were transferred to Ferromex and Ferrosur. It is unsure if Ferromex has scrapped the other former FCP C30-7s or if they are in storage.



FERROCARRIL DEL PACIFICO

Patrimonio en Ferromex



5/7/20 Jonathan D. Rodriguez

Los datos están sujetos a cambios con más información disponible*

FXE 501 RS11 (ExFCP 501) "desactivar 2005"
 FXE 524 M420TR (ExFCP 524) "desactivar 199?/200?"
 FXE 531 M420TR (ExFCP 531) "desactivar 199?/200?"
 FXE 534 M420TR (ExFCP 534) "desactivar 199?/200?"
 FXE 540 U23B (ExFCP 540) "desactivar 199?/200?"
 FXE 542 U23B (ExFCP 542) "desactivar 199?/200?"
 FXE 561 M424W (ExFCP 561) "desactivar 199?/200?"
 FXE 563 M424W (ExFCP 563) "desactivar 199?/200?"
 FXE 564 M424W (ExFCP 564) "desactivar 199?/200?"
 FXE 567 M424W (ExFCP 567) "desactivar 199?/200?"
 FXE 568 M424W (ExFCP 568) "desactivar 199?/200?"
 FXE 570 M424W (ExFCP 570) "desactivar 199?/200?"
 FXE 571 M424W (ExFCP 571) "desactivar 199?/200?"
 FXE 573 M424W (ExFCP 573) "desactivar 199?/200?"
 FXE 574 M424W (ExFCP 574) "desactivar 199?/200?"
 FXE 3600 C36-7 (ExFCP 428) "desactivar 2010s?"
 FXE 3601 C36-7 (ExFCP 429) "desactivar 2010s?"
 FXE 3602 C36-7 (ExFCP 432) "desactivar 2010s?"

C30-7s

FXE 3525 (ExFCP 434) "desactivar? 2010s?"
 FXE 3526 (ExFCP 437) "desactivar? 2010s?"
 FXE 3527 (ExFCP 438) "Activa"
 FXE 3528 (ExFCP 439) "desactivar? 2010s?"
 FXE 3529 (ExFCP 440) "desactivar? 2010s?"
 FXE 3530 (ExFCP 442) "desactivar? 2010s?"
 FXE 3531 (ExFCP 443) "desactivar? 2010s?"
 FXE 3532 (ExFCP 444) "desactivar? 2010s?"
 FXE 3533 (ExFCP 446) "desactivar? 2010s?"
 FXE 3534 (ExFCP 451) "desactivar? 2010s?"
 FXE 3535 (ExFCP 453) "desactivar? 2010s?"
 FXE 3536 (ExFCP 454) "desactivar? 2010s?"
 FXE 3586 (ExFCP 457) "desactivar? 2010s?"
 FXE 3587 (ExFCP 458) "desactivar? 2010s?"
 FXE 3588 (ExFCP 459) "desactivar? 2010s?"
 FXE 3589 (ExFCP 460) "desactivar? 2010s?"
 FXE 3590 (ExFCP 461) "desactivar? 2010s?"
 FXE 3591 (ExFCP 462) "desactivar? 2010s?"
 FXE 3592 (ExFCP 463) "desactivar? 2010s?"

C30-S7Rs "Super7Rs"

FXE 3751 (EX FCP 404 U30C) "Activa"
 FXE 3752 (EX FCP 452 C30-7) "Activa?"
 FXE 3753 (EX FCP 409 U36C) "Activa"
 FXE 3754 (EX FCP 449 C30-7) "Activa?"
 FXE 3762 (EX FCP 417 U36C) "Activa"

C30-S7Rs "Super7Rs"

FSRR 14097 (Ex FCP 415 U36C)
 FSRR 14098 (Ex FCP 426 C36-7)

