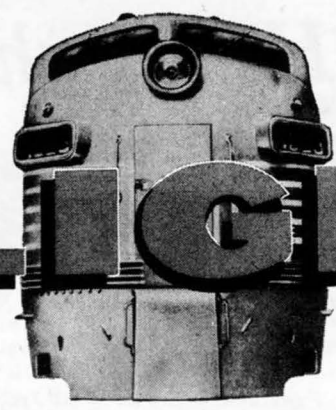


THE
New York Central System
Historical Society, Inc.



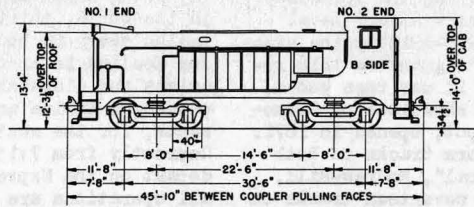
HEADLIGHT

DIESEL ROSTER ISSUE 2

NOVEMBER 1975



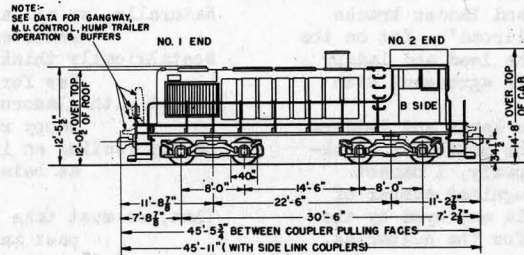
DES-10



CLASS	ROAD NO.	Re No.	BLDR. ORDER	BLDR. SER. NO.	DATE	DIS-POSITION
DES-10A	501	(4/43) 750	BLW 40510D	62494	4/1941	Ret 12/62
DES-10B	502	(5/43) 751	BLW 41505B	64234	1/1942	Ret 12/62
DES-10C	752-754		BLW41518A	64396-64398	10/1942	Ret 12/62
DES-10D	755-761		BLW44502	70327-70333	12/1944	Ret 12/62

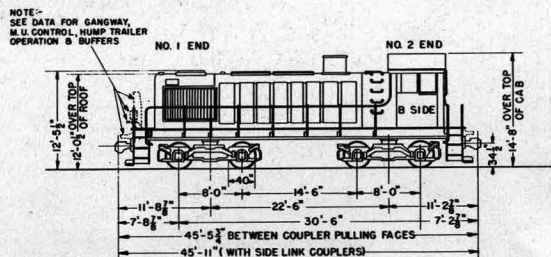
Note: All sold for scrap 9/63 - 10/63
All Locomotives restricted to 45 MPH.

DES-11



CLASS	ROAD NO.	Re No.	1966 Class	Re No. 1966	BLDR. ORDER	BLDR. SER. NO.	DATE	DIS-POSITION
DES-11A	780-783	8500-8503	AS-10	9600-9603	Alco S-1892	70946-70949	9/1943	
"	784	8504	"	9604	Alco S-1915	71294	12/1943	
"	785	8505(1)	"	"	"	71295	"	Ret '64. Note
"	786	8506	"	9606	"	71296	"	
"	787	8507	AS-10M	9706	Alco S-1930	72010	2/1944	
"	788, 789	8508-8509	AS-10	9607, 9608	"	72011, 72012	"	
DES-11B	8510		AS-10M	9707	Alco S-1941	72831	9/1944	
"	8511		AS-10	9609	"	72832	"	
"	8512		AS-10M	9708	"	72833	"	
"	8513		AS-10	9610	Alco S-1943	72860	11/1944	
"	8514-8516		AS-10M	9709-9711	"	72861-72863	"	
"	8517		AS-10	9611	"	72864	"	
"	8518, 8519		AS-10M	9712, 9713	"	72865, 72866	"	
"	8520, 8521		AS-10	9612, 9613	"	72867, 72875	"	
"	8522, 8523		AS-10M	9714, 9715	"	72876, 72877	"	
"	8724		AS-10	9614	"	72878	12/1944	

DES-11
(CONTINUED)



CLASS	ROAD NO.	1966 Class	Re No. 1966	BLDR. ORDER	BLDR. SER. NO.	DATE	DIS-POSITION
DES-11C	8525	AS-10	9615	Alco S-1943	72891	1/1945	
"	8526-8528	AS-10M	9716-9718	"	72895-72897	1, 2/1945	
"	8529, 8530	AS-10	9616, 9617	"	72898, 72899	2/1945	
"	8531	AS-10M	9719	"	72900	"	
"	8532	AS-10	9618	"	72901	"	
"	8533, 8534	AS-10M	9720, 9721	"	72910, 72911	3/1945	
DES-11D	8535, 8536	AS-10M	9722, 9723	Alco S-3016	73903, 73918	1/1947	
DES-11E	* P&LE 8537-8539 * Sold to NYC 2/1966	AS-10	9619-9621	Alco S-3061 (SO-20164)	75904-75906	6/1948	
DES-11F	* P&LE 8540	AS-10	9622	Alco S-3105 (SO-20319)	76960	8/1949	
"	* " 8541	AS-10M	9731	"	76961	"	
"	* " 8542-8545	AS-10	9623-9626	"	76962-76965	9/1949	
"	* " 8546, 8547	—	—	"	76966, 76967	"	Note, Sold.
"	* " 8548	AS-10M	9732	"	76968	"	
"	* " 8549 * Sold to NYC 2/1966	AS-10	9627	"	76969	"	
DES-11G	8550-8552	AS-10	9628-9630	Alco S-3105 (SO-20322)	76942-76944	8/1949	
"	8553-8555	AS-10M	9724-9726	"	76945-76947	"	
"	8556-8565	AS-10	9631-9640	"	76948-76957	"	
DES-11H	8566-8570	AS-10	9641-9645	Alco S-3129 (SO-20398)	77464-77468	4/1950	
DES-11J	8571-8580	AS-10	9646-9655	Alco S-3132 (SO-20502)	77522-77531	5/1950	
"	8581	AS-10M	9727	"	77532	"	
"	8582-8584	AS-10	9656-9658	"	77533-77535	5, 6/1950	
"	8585, 8586	"	9659, 9660	Alco S-3137 (SO-20502)	78003, 78004	6/1950	
"	8587	AS-10M	9728	"	78005	"	
"	8588, 8589	AS-10	9661, 9662	"	78006, 78007	"	

Note: All Locomotives restricted to 45 MPH.

8505 (1) See ex D&H 1000 HP Switchers for 8505 (2); 8546 Sold 10/59 to US Steel → 110, Braddock, Pa.
8547 Sold 8/59 to A. Hornos de Mexico, Monoclava, Mexico

Delaware & Hudson 1000 HP Switchers purchased 5/1965 Alco-GE S-2 1000 HP as DES-11A to DES-11J above.

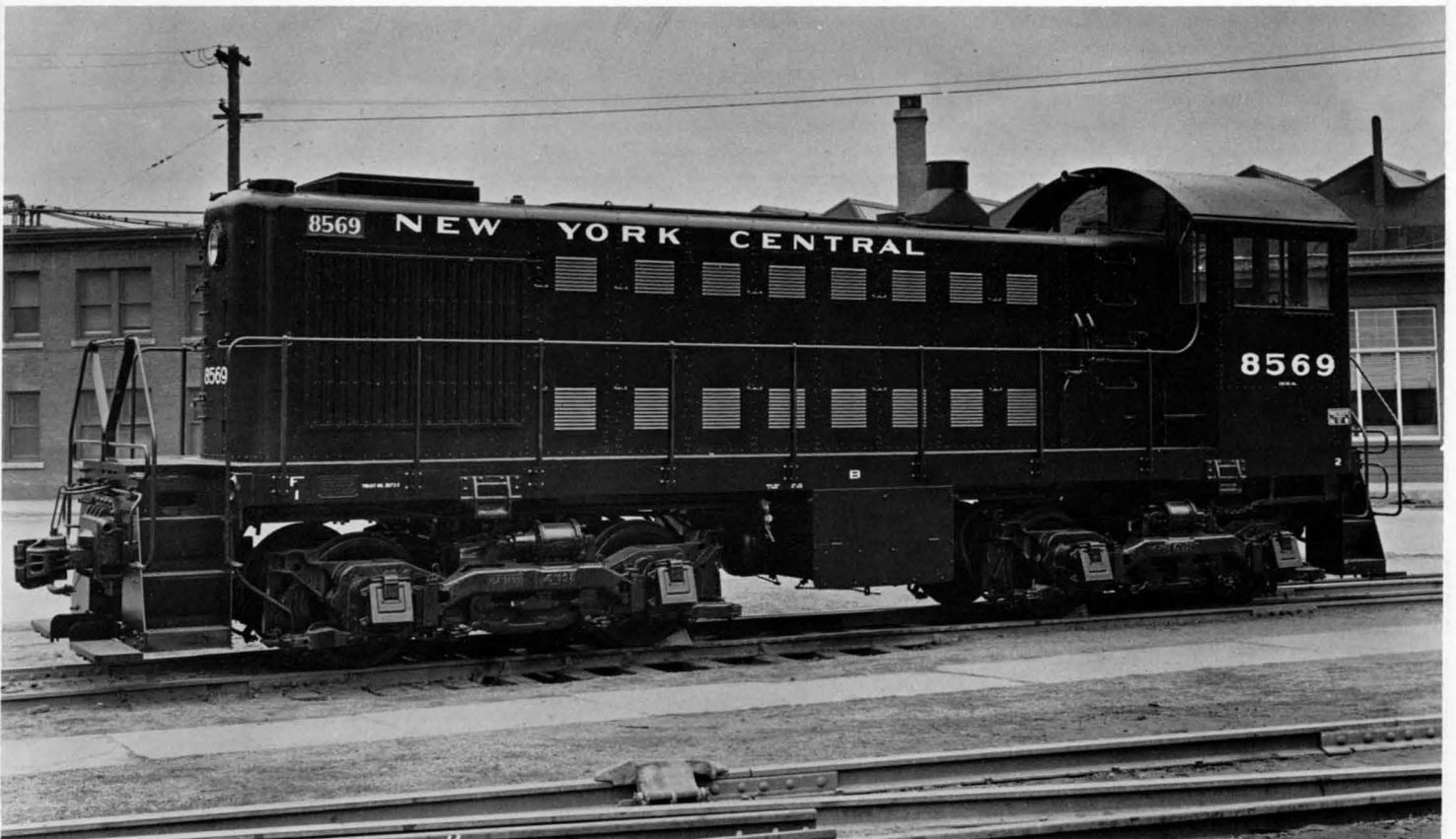
D&H No.	CLASS	Re No.	NYC	Re No.	BLDR. ORDER	BLDR. SER. NO.	DATE	DIS-POSITION
	NYC 5/65	NYC 5/65	1966 Class	1966				
3024	None	8505 (2)	AS-10	9605	Alco S-3080	76513	12/1948	
3031	None	851 (2)	"	9704	Alco S-3120	77819	11/1949	
3032	None	869 (2)	"	9705	"	77820	11/1949	Sold '66 GE Note

Note: 9705 Sold by GE 10/66 to Monongahela Connecting → 177

All Locomotives restricted to 45 MPH.



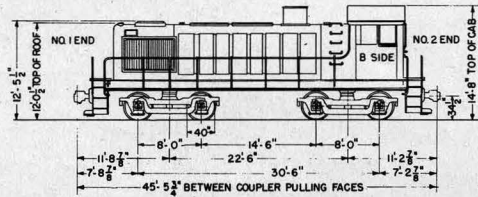
No. 8667, Class DES-11 L Built by Alco-GE for the P&LE in November 1953. This 1000HP S-2 was painted "Pacemaker" green with black trucks. Note that the older type headlight is replaced with a Pyle-National twin sealed beam unit.



No. 8569, Class DES-11h Built by Alco-GE in April 1950 was a 1000HP model S-2 switcher. It was renumbered 9644 in June 1966.

DES-11

(CONTINUED)

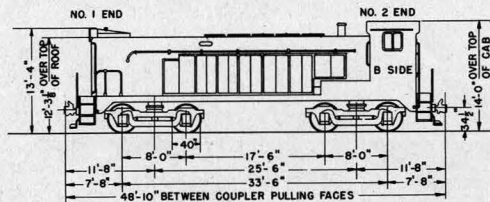


CLASS	ROAD NO.	1966 Class	Re No. 1966	BLDR. ORDER (Alco SO-20754)	BLDR. SER.	DATE	DIS- POSITION
DES-11K	8590	AS-10	9663	Alco S-3175	79531	2/1952	
"	8591-8597	"	9664-9670	Alco S-3187	79542-79548	"	
"	8598	AS-10M	9729	"	79549	"	
"	8599	AS-10	9671	"	79550	"	
"	8600(2)-8607(2)	"	9672-9679	"	79551-79558	2, 3/1952	Note;
"	8608-8618	"	9680-9690	"	79561-79571	3/1952	
"	8619-8622	"	9691-9694	Alco S-3195	79775-79778	3, 4/1952	
"	8623	AS-10M	9730	"	79779	4/1952	
"	8624-8629	AS-10	9695-9700	"	79780-79785	"	
"	8630-8632	"	9701-9703	"	79788-79790	5/1952	
				(Alco SO-20890)			
DES-11L	* P&LE 8633-8637	AS-10M	9733-9737	Alco S-3221	80639-80643	9/1953	
"	" 8638	---	** ---	"	80644	"	Note: Sold 3/66
"	* " 8639-8643	AS-10M	9739-9743	"	80645-80649	10/1953	
"	* " 8644-8646	"	9744-9746	Alco S-3231	80930-80932	"	
"	" 8647	---	** ---	"	80933	"	Note: Sold 3/66
"	* " 8648	AS-10M	9748	"	80934	"	
"	" 8649, 8650	---	** ---	"	80935, 80936	"	Note: Sold 3/66
"	* " 8651-8653	AS-10M	9751-9753	"	80937-80939	"	
"	" 8654, 8655	---	** ---	"	80940, 80941	11/1953	Note: Sold 3/66
"	* " 8656-8663	AS-10M	9756-9763	"	80942-80949	"	
"	" 8664	---	** ---	"	80950	"	Note: Sold 3/66
"	* " 8665, 8666	AS-10M	9765, 9766	"	80951, 80952	"	
"	" 8667	---	** ---	"	80953	"	Note: Sold 3/66

* Purchased by NYC 3/1966 ** Consecutive numbers and new classification (AS-10M) assigned but never put on Locomotives.

Note: 8647 Sold to Monogahela Connecting RR → 138; 8638, 8649, 8650, 8654, 8655, 8664, 8667 Sold to Silcott, re sold as follows: 8638 to Sabine River and Northern RR → 8638, 8649 to South Buffalo Ry → 109, 8650 to South Buffalo Ry → 110, 8654 to South Buffalo Ry → 108, 8655 to Genesee & Wyoming RR → 36, 8664 to South Buffalo Ry → 111, 8667 to Armco Steel Co. → 19. For first 8600-8607 (1) See DES-12

DES-12



CLASS	ROAD NO.	Re No. 12/51-2/52	1966 Class	Re No. 1966	BLDR. ORDER	BLDR. SER. NO.	DATE	DIS- POSITION
DES-12A	8600-8607 ⁽¹⁾	9300-9301	*BS-10)	*(8047-8048)	BLW 43510N	71958, 71959	9/1944	Ret. 2, 3/66 Scr
"	8602 ⁽¹⁾	9302			"	71960	"	Ret. 2/65
"	8603, 8604 ⁽¹⁾	9303, 9304			BLW 43512C	70300, 70301	10/1944	Ret. 11/63, 2/65 Scr. 3/64
DES-12B	8605-8607 ⁽¹⁾	9305-9307			BLW 44504B	71730-71732	2/1945	Ret. 11/63 Scr. 3/64

Note: All Locomotives restricted to 45 MPH For second 8600-8607(2) See DES-11k
* New numbers and new classification assigned shown () but never applied to Locomotives.

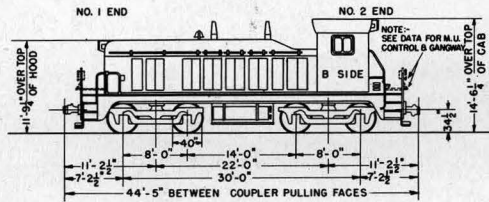


No. 8611, Class DES-11k was a model S-4 switcher built by Alco in March 1952. This 1000 hp. locomotive was renumbered 9683 in May 1966 and was retired in 1967.



No. 8606, Class DES-12b was a model DS-4-4-10 (VO-1000) switcher built by Baldwin in February 1945 then renumbered 9306 in February 1952 and sold for scrap in February 1964. H. L. Broadbelt Collection.

DES-13

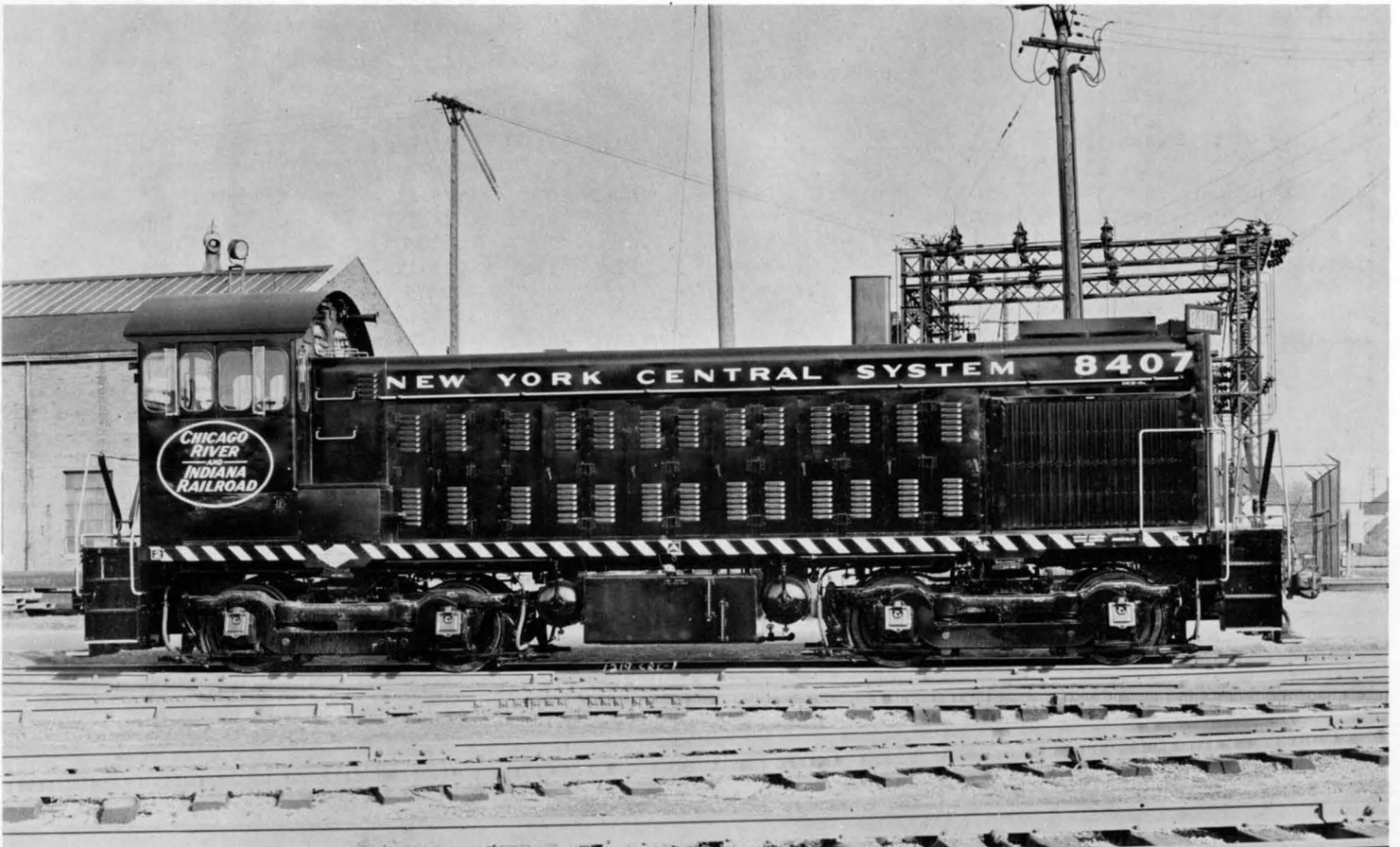


CLASS	ROAD	ROAD NOS.	1966 Class	BLDR. ORDER	BLDR. SER. NO.	DATE	DIS-POSITION
DES-13A		8700-8704	ES-10	EMC E-696	3606-3610	7/1946	Note:
DES-13B	P&LE	8705-8714	ES-10	" E-888	5249-5258	12/1947	
DES-13C	IHB	8715(1)	ES-10M	4/66 to NYC re. 8907(2)	" E-1011 6422	1/1948	Note
"	"	8716-8718	"	"	" 6423-6425	1, 2/1948	"
DES-13D	IHB	8719-8728	ES-10M	" E-985	6219-6228	5, 6/1948	Note
"	"	8729-8733	"	"	" 6376-6380	6, 8, 9/48	
"	"	8734-8739	"	"	" 6416-6421	9, 10/48	
DES-13E	P&LE	8740-8749	ES-10	" E-1056	7418-7427	3, 4/1949	
DES-13F		8750-8773	ES-10	" E-984	6195-6218	10/48-1/49	
DES-13G	IHB	8774-8776	ES-10M	" E-1043	7185-7187	7/1949	Note
"	"	8777	---	"	" 7188	9/1949	Ret. 7/61 Note:
"	"	8778-8789	ES-10M	"	" 7189-7200	9/1949	Note
DES-13H	IHB	8790-8793	ES-10M	" E-1230	7201-7204	9/1949	Note
"	*"	8794-8800	ES-10	"	" 7205-7211	9/1949	Note:
"	*"	8801, 8802	"	"	" 7212, 7213	9/1949	
DES-13J		8803-8805	ES-10	" E-1042	7177-7179	11/1949	
"		8806-8808	ES-10M	"	" 7180-7182	11/1949	
"		8809, 8810	ES-10	"	" 7183, 7184	11/1949	
DES-13K	IHB	8811-8834	ES-10M	EMC E-1267	9456-9480	11, 12/49	Note:
DES-13L	Purchased by NYC from NYO&W 1957						
	NYC Class NYO&W No. NYC No. 1966 Class Re No. 1966						
DES-13L	114	9500	ES-10	8683	EMC E-824	3167	3/1948
"	116-127	9501-9512	"	8684-8695	"	3169-3180	6, 7/1948
"	128-131	9513-9516	"	8696-8699	"	6160-6163	7/1948

Note: All Locomotives restricted to 45 mph
 DES-13A 8700 equipped by NYC with full length hand rails, double end train control and layover heating (for Collinwood-Willoughby-Painesville local freight service); 8701 equipped by NYC with control for Hump Trailer No. 1 end only. DES-13C, -13D, -13G, equipped (built) with MU control No. 1 and 2 end; DES-13K equipped(built) with MU control and platform gangways No. 1 and 2 end; DES-13H 8790-8792 equipped with control for Hump Trailer No. 1 end only; DES-13F 8765, 8773 equipped by NYC with lay-over heating; 8777 dismantled and parts used to built DHT 477; 8797 Sold 5/66 to EMD by IHB, not to NYC not reclassified.



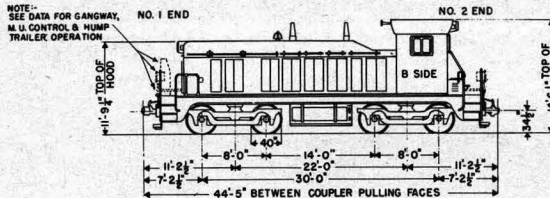
No. 9110, Class DES-14e was a H10-44 model switcher rated at 1000 hp. and built by Fairbanks-Morse in February 1950. This opposed piston powered locomotive was renumbered 8210 in May 1966 and was retired from service in 1967.



No. 8407, Class DES-15b was a model LH1200 switcher rated at 1200 hp. and built for Chicago River & Indiana R. R. by Lima-Hamilton in May 1951. This engine was sold for scrap in January 1965.

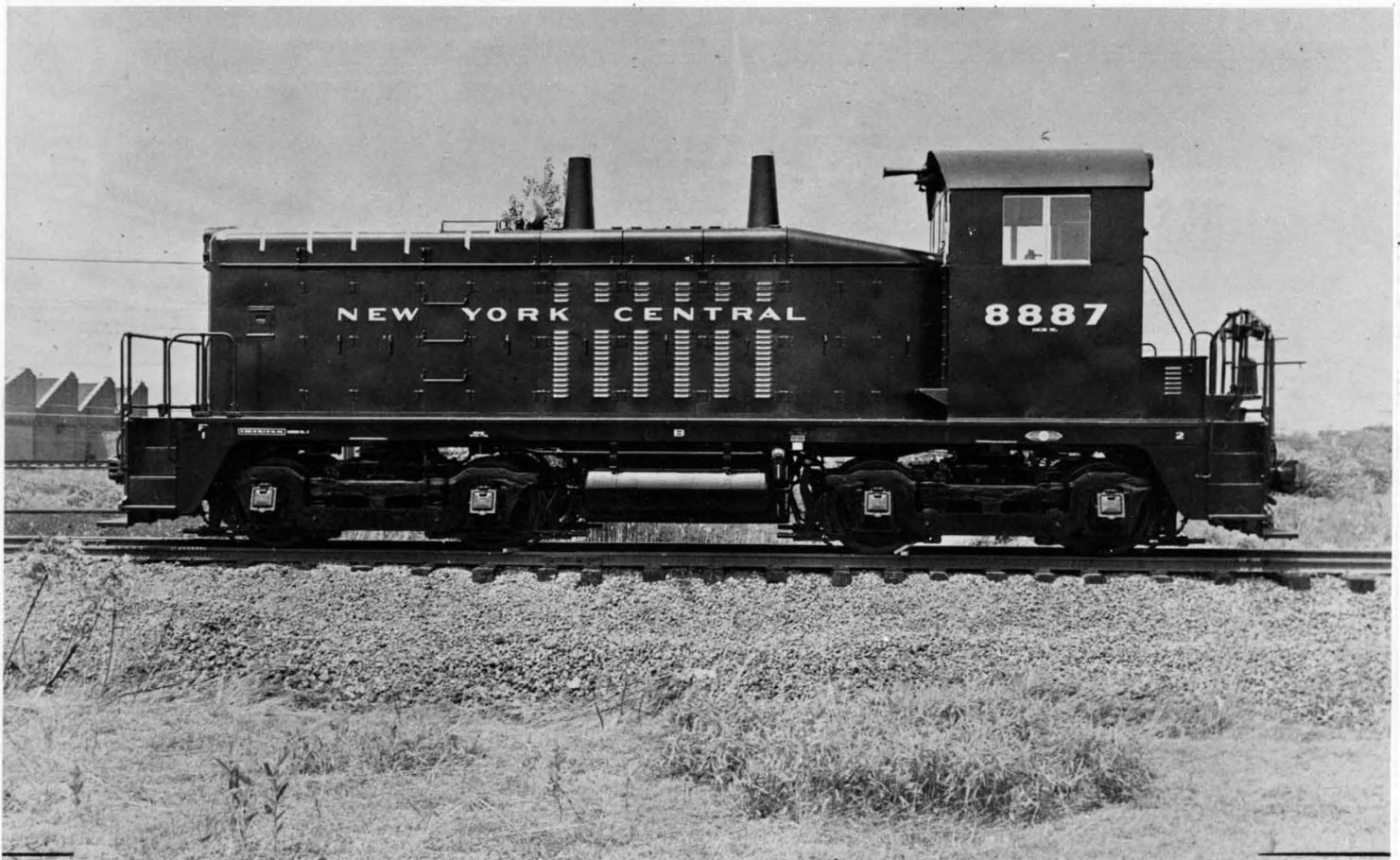
CLASS DES-16 B-B EMD SW-7 1200 HP 12-567B(V-12)-65 -61550 to 62000 - 246200 to 248000

DES-16



CLASS	ROAD	ROAD NO.	1966 CLASS		BLDR. ORDER NO.	BLDR. SER. NO.	DATE	DIS-POSITION
DES-16A	IHB	8835	ES-12M		EMC E-1267	9460	10/1949	Note
DES-16B	*IHB	8836-8841	ES-12	*to CR&I 1/1965	EMC E-1136	8127-8132	1/1950	Note
"	*"	8842-8845	"	* to NYC by 10/67	" "	8133-8136	1, 2/1950	
"	*"	8846-8850	"	* " " " "	" "	9446-9450	2/1950	
DES-16C		8851	ES-12		EMC E-1136	9451	2/1950	
"		8852	ES-12M		" "	9452	"	Note
"		8853, 8854	ES-12		" "	9453, 9454	"	
"		8855	ES-12M		" "	9455	"	Note
DES-16D	IHB	8856-8863	ES-12M		EMD 4000	9121-9128	2/1950	Note
"	"	8864-8866	ES-12		" "	9129-9131	2, 3/1950	
"	"	8867	ES-12M		" "	9132	4/1950	Note
"	"	8868-8871	ES-12		" "	9133-9136	4/1950	
"	*"	8872-8874	"	* to NYC 4/67	" "	9137-9139	4/1950	
"	"	8875, 8876	"		" "	9140, 9141	"	
"	"	8877-8879	"		" "	9215-9217	"	
DES-16E		8880-8883	ES-12M		EMD 4040	9221-9224	5/1950	Note
"		8884-8897	"		" "	9418-9431	"	Note
DES-16F	*CR&I	8898-8900	ES-12	* to NYC 5/1951	EMD 4058	11774-11776	6/1950	
"	*"	8901, 8902	ES-12M	" " "	" "	11777, 11778	"	Note
"	*"	8903	ES-12	" " "	" "	11779	"	
DES-16G	P&E	8904-8906	ES-12		EMD 6174	13012-13014	12/1950	Note
"	"	8907(1)	"	Re No 5/66 8715(2)	" "	13015	"	Note, Sld. 5/66EMD
"	"	8908-8910	"		" "	13016-13018	"	Note
DES-16H		8911-8921	ES-12M		EMD 4012	9950-9960	1/1951	Note

Note: All locomotives restricted to 45 MPH. DES-16A equipped (built) with MU control No. 1 and 2 ends; DES-16E, -16H equipped (built) with MU control at No. 2 end only; DES-16F, -16G equipped (built) with layover heating. 8841 equipped by IHB with air signal; 8852, 8855 equipped by NYC with MU control No. 1 and 2 ends; 8856-8863, 8867 equipped by IHB with MU control No. 1 and 2 ends; 8901, 8902 equipped by CR&I with MU control No. 1 and 2 ends; 8886, 8887 equipped by NYC with layover heating;



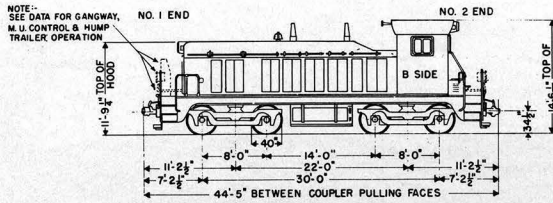
No. 8887, Class DES-16e was a model SW-7 switcher rated at 1200 hp. and built by E. M. D. in May 1950.



I. H. B. No. 8835, Class DES-16a, model SW-7 switcher was built by E. M. D. in Oct. 1949. Bell has been wrapped up.

DES-16

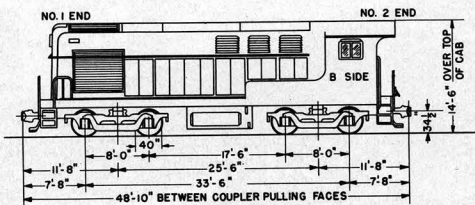
(CONTINUED)



CLASS	ROAD NO.	1966 Class	BLDR. ORDER	BLDR. SER. NO.	DATE	DIS-POSITION
DES-16J	8922-8925	ES-12M	EMD 4113	9961-9964	2/1951	Note
"	8926	ES-12	" "	9965	"	"
"	8927, 8928	ES-12M	" "	9966, 9967	"	"
DES-16K	8929, 8930	ES-12M	EMD 4110	9968, 9969	2/1951	Note
DES-16L P&LE	8931-8940	ES-12M	EMD 6242	14099-14108	3/1951	
DES-16M	8941, 8942	ES-12	EMD 4108	15487, 15488	2/1952	
"	8943-8945	ES-12M	" "	15489-15491	"	
"	8946-8951	ES-12	" "	15492-15497	"	
DES-16N P&LE	8952-8961	ES-12M	EMD 6368	16330-16339	9, 10/1952	
DES-16P	8962-8989	ES-12M	EMD 4143	16284-16311	1/1953	Note
DES-16Q	8990-8998	ES-12	EMD 4192	16312-16320	2/1953	
"	8999	ES-12M	" "	16321	"	
"	9000, 9001	ES-12	" "	16322, 16323	"	
DES-16R IHB	9002-9008	ES-12M	EMD 4239	18790-18796	10/1953	Note

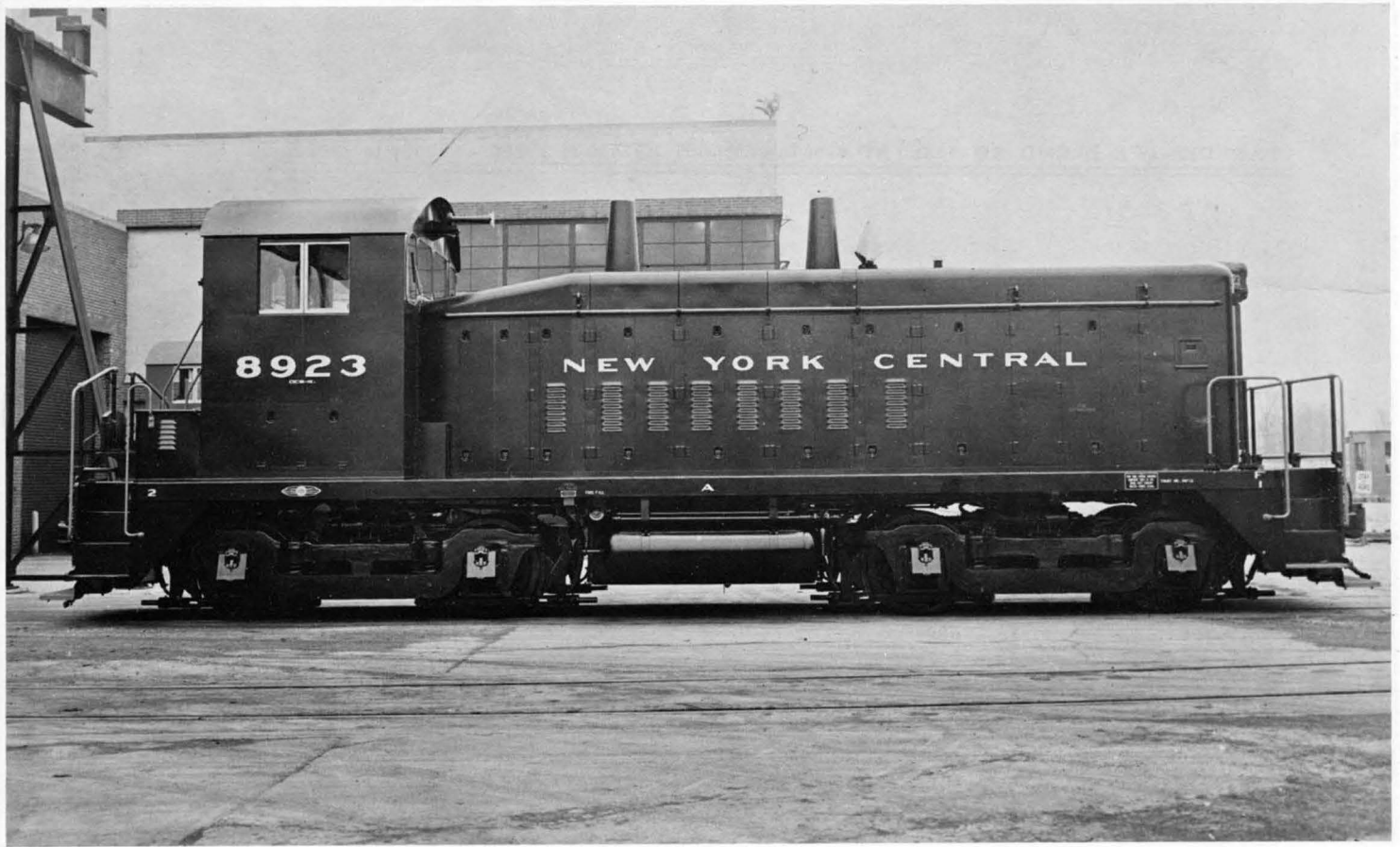
Note: All locomotives restricted to 45 MPH, DES-16J, -16K, -16P equipped (built) with MU control at No. 2 end only. DES-16R equipped (built) with MU control at No. 1 and 2 ends; DES-16K equipped (built) with control for Hump Trailer operation No. 1 end only; DES-16R, 9004 equipped by NYC with Air Signal (no Buffers) 8926 class ES-12 as MU removed by NYC before 1966.

DES-17



CLASS	ROAD NO.	1966 Class	Re No. 1966	BLDR. ORDER	BLDR. SER. No.	DATE	DIS-POSITION
DES-17A	9111			FM LD92	12L378	12/1950	Ret. 2/66 Sc.
"	9112-9120	FS-12M	8301-8309	" "	12L379-12L387	12/50-1/51	Note
DES-17B	9121-9124	FS-12M	8310-8313	FM LD132	12L613-12L616	5/1952	
"	9125	FS-12	8314	" "	12L617	"	Ret. 5/67 GE
"	9126, 9127	FS-12M	8315, 8316	" "	12L618, 12L619	"	
"	9128	FS-12	8317	" "	12L620	"	Ret. 8/67
"	9129	FS-12M	8318	" "	12L621	6/1952	
"	9130	FS-12	8319	" "	12L622	"	
"	9131-9136	FS-12M	8320-8325	" "	12L623-12L628	"	
"	9137	FS-12	8326	" "	12L629	"	

Note: All Locomotives restricted to 45 MPH. * New classification and new number shown () but not applied to Locomotive; 8301, 8302, 8304, 8308 Ret 5/67 to GE; 8306 Ret 8/67



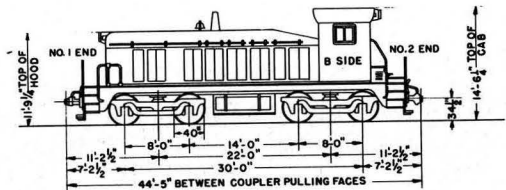
No. 8923, Class DES-16j was a model SW-7 switcher rated at 1200 hp. and built by E. M. D. in February 1951.



No. 9117, Class DES-17a was a model H12-44 switcher rated at 1200 hp. and built by Fairbanks-Morse in January 1951, and was renumbered 8306 in June 1966 before being retired in August 1967. The "lightning stripe" paint design was unusual for N. Y. C. yard switchers

CLASS DES-18 B-B: EMD SW-8 800 HP 8-5678 (V8) - 65 - 57650 to 59800 - 230600 to 239200

DES-18

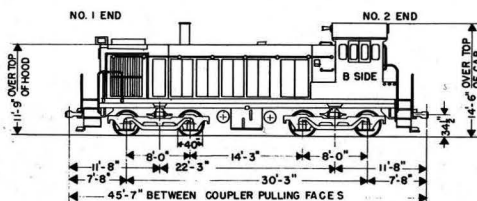


CLASS	ROAD	ROAD NO.	Re. Let. & No. 2/52	1966 Class	1966 Nos.	BLDR. ORDER	BLDR. SER. NO.	DATE
DES-18A	CR&I	9600, 9601	to NYC 6/51 L&JB 16, 17	9600, 9601	ES-8	8600-8601	EMD405911780, 11781	10/1950

CLASS	ROAD NO.	1966 Class	Re No. 1966	BLDR. ORDER	BLDR. SER. NO.	DATE	DISPOSITION
DES-18B	9602-9604	ES-8	8602, 8604	EMD 4109	15498-15500	2/1952	
	9605	"	8605	" "	15501	"	Ret. 1/67
	9606, 9607	"	8606, 8607	" "	15502, 15503	"	
DES-18C	9608-9621	"	8608-8621	EMD 4144	16183-16196	2/1953	
	9622, 9623	"	8622, 8623	" "	16324, 16325	"	
DES-18D	9624-9627	"	8624-8627	EMD 4144	16326-16329	2/1953	

CLASS DES-19 B-B: Lima 800HP Switcher 800 HP Hamilton T69SA(6 in Line turbocharged)-60-57200-228800

DES-19

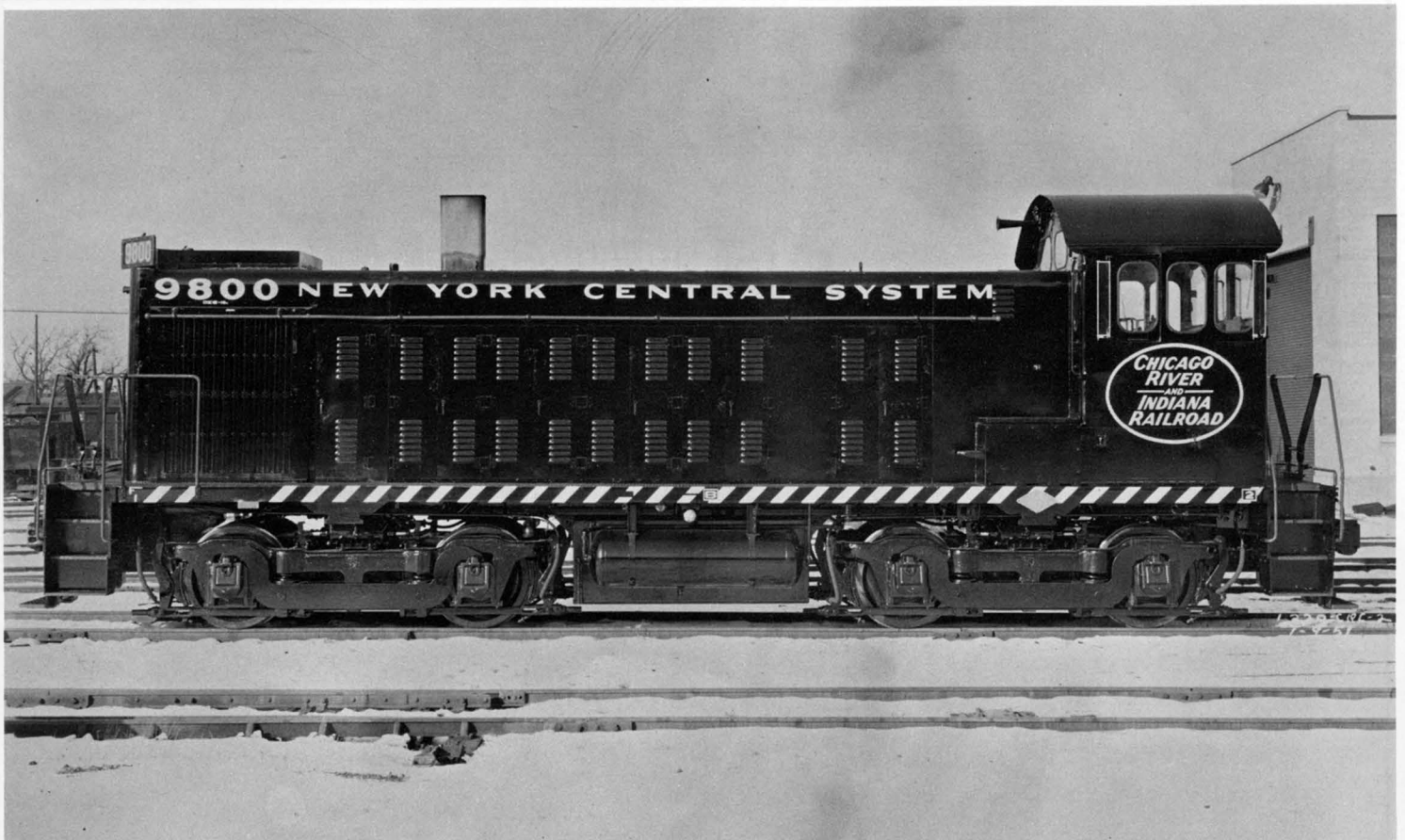


CLASS	ROAD	ROAD NO.	BLDR. ORDER	BLDR. SER. NO.	DATE	DIS-POSITION
DES-19A	CR&I	9800-9803	LLW 1220	9439-9442	1, 2/1951	Note:
"	"	9804-9809	" "	9450-9455	2, 3, 5/51	Note:
"	"	9810-9820	" "	9517-9527	5, 6/1951	Note:

Note: All Locomotives restricted to 45 MPH; 9804, 9808, 9809, 9817-9820 Ret 10/59 balance retired, all sold for scrap to Marco Iron & Steel Co.



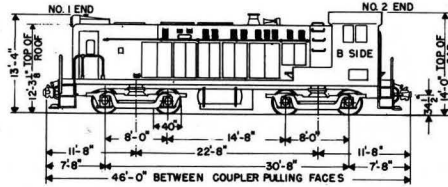
No. 9606, DES-18b was a model SW-8 switcher rated at 800 hp. and built by E. M. D. in February 1952. It was renumbered 8606 in March 1966.



No. 9800, DES-19a was a model LH800 switcher rated at 800 hp. and built by Lima-Hamilton in January 1951 for Chicago River & Indiana R. R. This engine retired from service by 1964.

CLASS DES-20 B-B: BLH S-12 1200 HP BLH 606A(6 in line turbocharged) -60-(A)58675, (B)61700 -(A)234700, (B)246800

DES-20

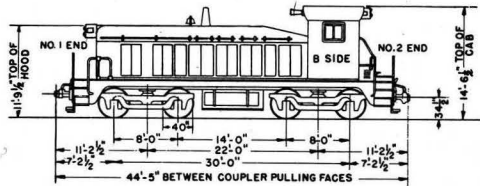


<u>CLASS</u>	<u>ROAD NOS.</u>	<u>1966 Class</u>	<u>Re No. 1966</u>	<u>BLDR. ORDER</u>	<u>BLDR. SER. NO.</u>	<u>DATE</u>	<u>DIS-POSITION</u>
DES-20A	9308-9310	BS-12	8092-8094	BLH 50545	75275-75277	10/1951	
DES-20B	9311, 9312	"	8095, 8096	BLH 51523	75546, 75547	6/1952	
"	9313	"	8097	" "	75548	"	Ret 5/67, GE Note
"	9314-9317	"	8098-8101	" "	75549-75552	"	
"	9318-9321	"	8102-8105	" "	75553-75556	6, 7/52	Ret 5/67 GE
"	9322-9324	"	8106-8108	" "	75557-75559		
"	9325	"	8109		75560		Ret 5/67 GE
"	9326-9328	"	8110-8112		75561-75563		

Note: All Locomotives restricted to 45 MPH; 8097 to GE to ? -8/67 in Longbeach, Cal. Chrome Crankshaft Co.

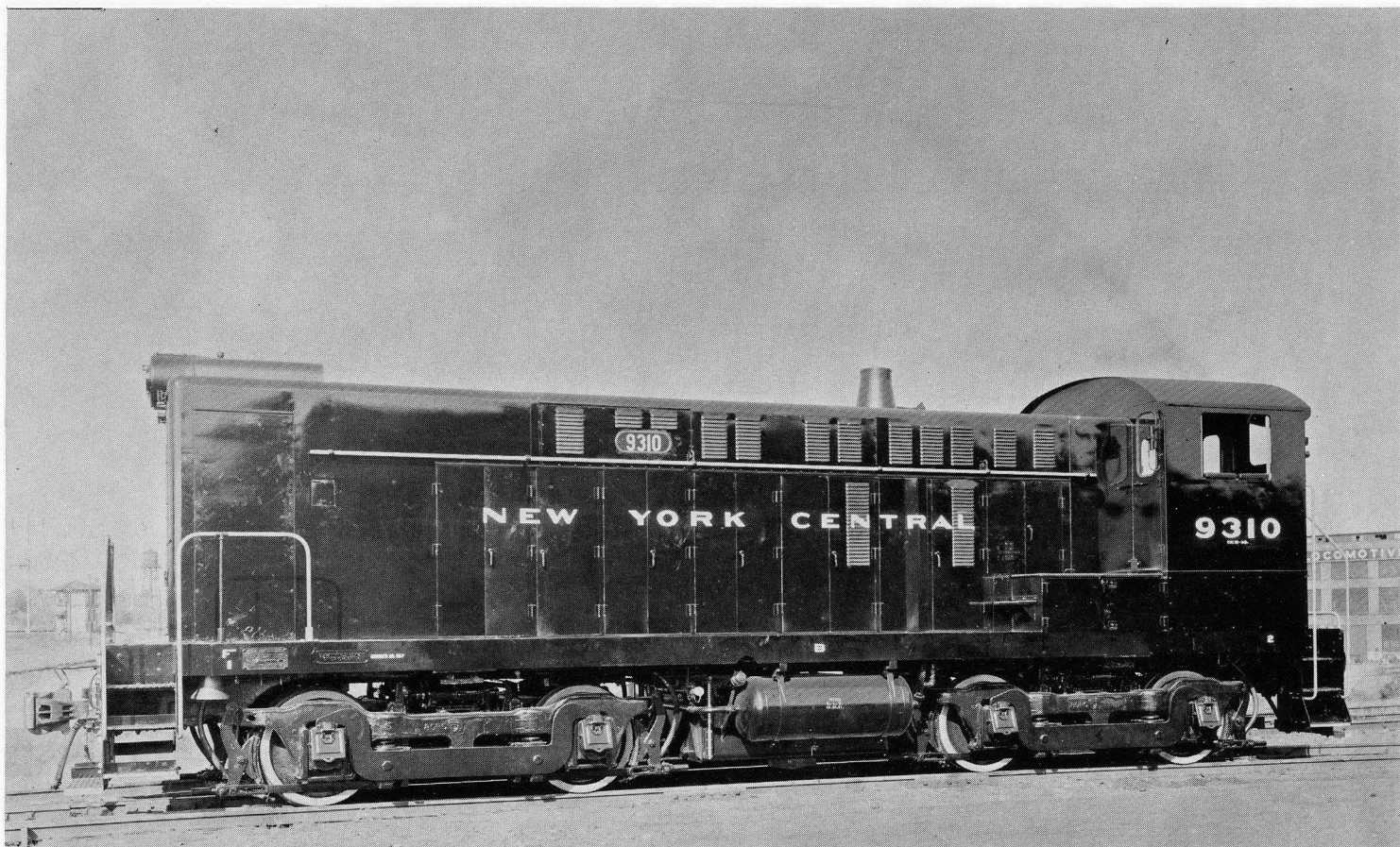
CLASS DES-21 B-B: EMD SW900 900 HP 8-567C (V8) -65mph - 61,900 - 247600

DES-21



<u>CLASS</u>	<u>ROAD NO.</u>	<u>1966 Class</u>	<u>1966 RE. NO.</u>	<u>BLDR. ORDER</u>	<u>BLDR. SER. NO.</u>	<u>DATE</u>	<u>DIS-POSITION</u>
DES-21A	CUT	ES-9	8628-8630	EMD 4628	19518-19520	3/1954	Note
DES-21B	N. Y. C.	"	8631-8642	EMD 4322	20935-20946	12/1955	
"	"	"	8643-8646	EMD 4324	20947-20950	"	

Note: All Locomotives restricted to 45 MPH. DES-21A equipped with Double End Train Control.



No. 9310, DES-20a was a model S-12 switcher rated at 1200 hp. and built by Baldwin-Lima-Hamilton in October 1951. It was renumbered 8094 in June 1966. H. L. Broadbelt Collection.

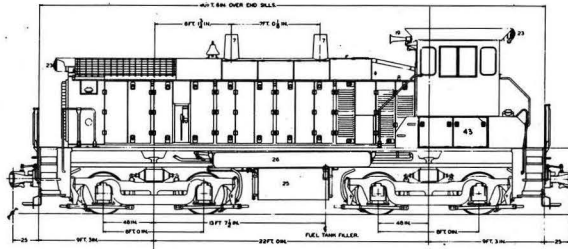


No. 9629, Class DES-21a was a model SW-9 switcher rated at 900 hp. and built for Cleveland Union Terminal in March 1954 by E. M. D. This locomotive was relettered for the N. Y. C. and renumbered 8629 in May 1966.

DES-22 Planned but not assigned. New Classification, ES-15, used.

CLASS ES-15 B-B: EMD SW 1500 1500 HP 12-645 E (V-12)-65-5800 - 247010 to 249650

(DES-22)



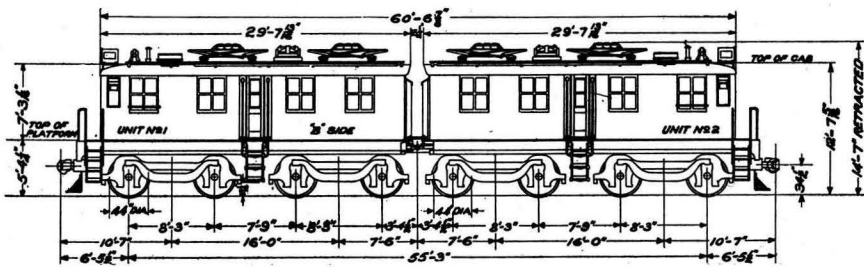
CLASS	ROAD	ROAD NO.	BLDR. ORDER	BLDR. SER. NO.	DATE	DIS-POSITION
ES-15M	IHB	9200-9207	EMD 7882	31719-31726	7, 8/1966	
"	"	9208-9212	" 7982	33078-33082	3, 4/1967	
"	"	9213-9215	" 7989	33083-33085	4/1967	
"	"	9216-9221	" 7111	34030-34035	6, 7/1968	Note:

Note: All Locomotives restricted to 45 MPH. All locomotives equipped with MU controls No. 1 and 2 ends. 9216-9221 ordered by NYC, delivered after merger into Penn Central. N. Y. C. S. Classification DES-22 was to be assigned to these locomotives, but was never used due to the P. C. merger and the subsequent reclassification of all motive power.

DIESEL HUMP TRAILERS

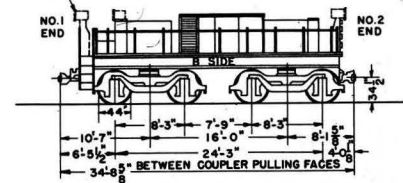
DHT-1

CLASS DHT-1A B-B: Built by NYC at Harmon Shop from retired class RA Electric Locos -40MPH -63425-253, 700



BEFORE REBUILDING

SEE DATA PAGE FOR DOUBLE END CONTROL



AFTER REBUILDING

CLASS	ROAD NO.	Rebuilt from RA Loco #	MU Control	Hump Trailer Operation	DATE REBUILT	DIS-POSITION
DHT-1A	450	300A	No	Single End	2/1945	Ret. 12/63 Sc. 1/64
"	451	300B	Yes	Double End	4/1945	Ret. Circa 1/64
"	452	301A	No	Single End	5/1945	Ret. 5/63 Sc. 10/63
"	453	301B	No	" "	6/1945	Ret. 10/63

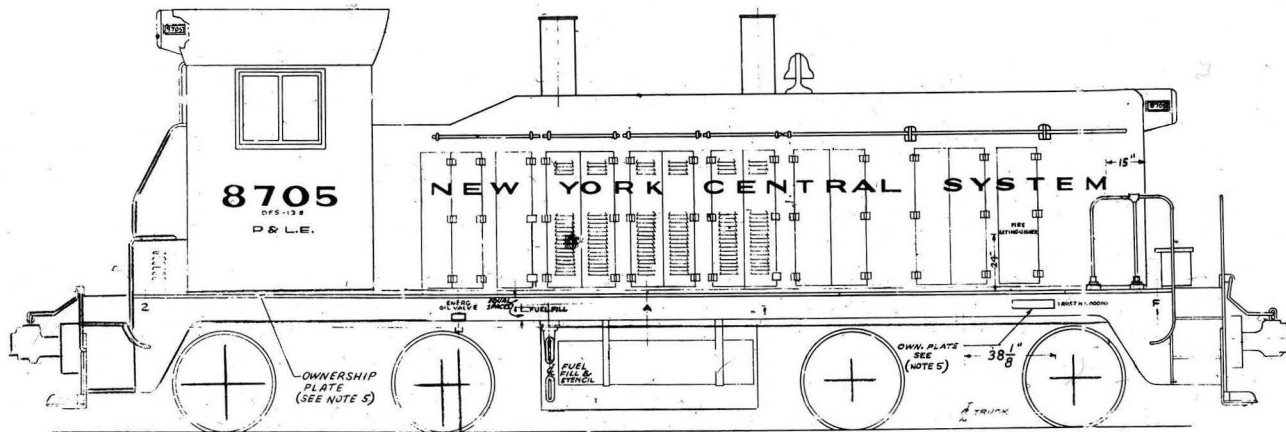
Equipped to operate with one DES-7, one or two DES-11's, one DES-13 or one DES-16 locomotive in Hump Yard Service.



Indiana Harbor Belt No. 9201, Class ES-15m. SW-1500 was built by E. M. D. in July, 1966. N. Y. C. S. classification DES-22 was assigned, but not lettered on locomotive or officially used due to the pending P. C. merger.



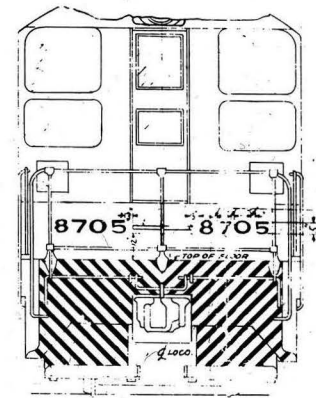
Hump Trailer No. 451, Class DHT-1a, Rebuilt February, 1945, shown here MUed to Alco S-2 8533, Class DES-11c.



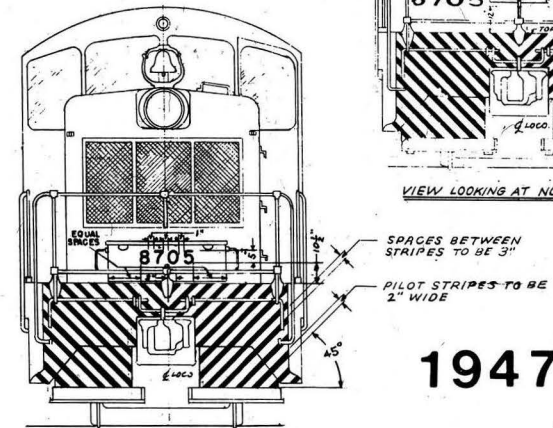
VIEW OF "A" SIDE OF LOCO. (COL. 2)
OTHERWISE THE SAME AS "B" SIDE OF LOCO.



PAINTING & LETTERING

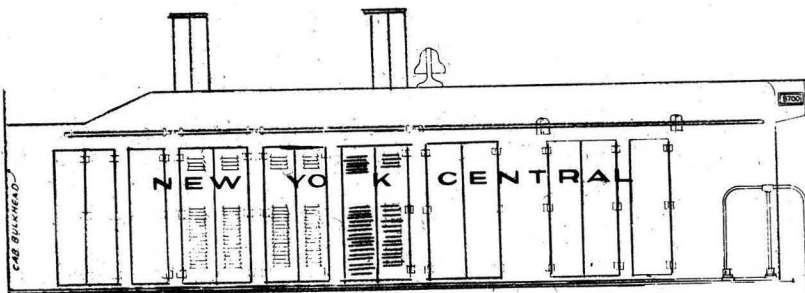


VIEW LOOKING AT NO. 2 END

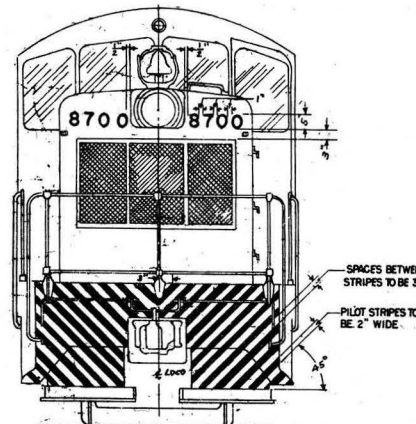


VIEW LOOKING AT NO. 1 END

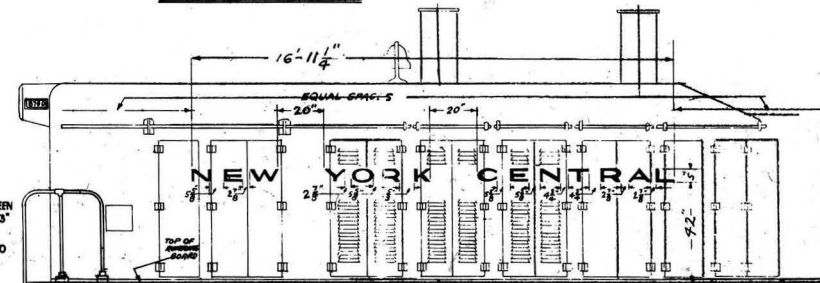
1947



VIEW = "A" SIDE OF LOCO HOOD
OTHERWISE THE SAME AS "B" SIDE



VIEW LOOKING AT NO. 1 END



VIEW OF "B" SIDE OF LOCO HOOD

PAINT COLORS & MFR'S. NUMBERS	
ENGINE COMPARTMENT INTERIOR	DU PONT DULUX SUEDE GRAY ENAMEL NO. 88-503
CAB INTERIOR	DU PONT DULUX GREEN ENAMEL NO. 88-6202
LOCO EXTERIOR (EXCEPT HANDRAILS, GRAB HANDLES AND EDGES OF STEPS OR STAIRS)	DU PONT DUCO BLACK LACQUER NO. 254-2234 DU PONT DUCO FACEMAKER GREEN NO. 254-30687
LETTERING, NUMBERING & STRIPING	DUPONT DUCO WHITE, NO. 254-1
TANKS, TRUCKS AND UNDERSID* OF UNDERFRAME	DU PONT DULUX LOCOMOTIVE BLACK NO. 88-702
STENCILING (SEE NOTES 1, 2, 3 & 7)	RED --- FIRE PROTECTION RED BLACK --- FLAT JAPAN BLACK WHITE --- WHITE LEAD GROUND IN OIL
EMERG. OIL PULL HANDLE OR PULL RING	FIRE PROTECTION RED
CRANKCASE AND VALVE LEVER CAVITIES	DU PONT DULUX CRANKCASE SEALER (BUFF) NO. 681-8006
BATTERY BOX, INSIDE (SEE NOTE 6)	ELATERITE GRADE 45A
SWITCHING STEPS	DUPONT DULUX LOCOMOTIVE BLACK NO. 88-762
HANDRAILS, GRAB HANDLES AND EDGES OF STEPS (SEE SMALL DIAGRAMS OF THESE PARTS)	DU PONT DUCO, YELLOW LACQUER NO. 254-3404
EMERG. OIL PULL RING BOX	DU PONT DUCO WHITE NO. 254-1

NYC
P&LE

