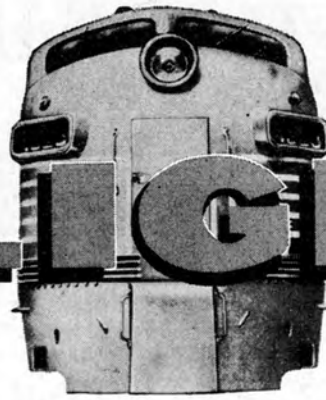


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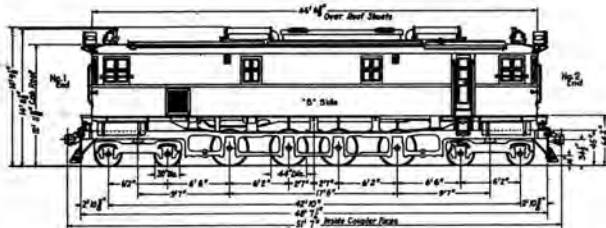
DIESEL ROSTER ISSUE 3

MAY 1976

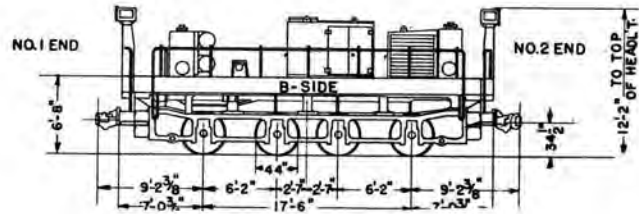


DHT-2A

CLASS DHT-2 Built by NYC at Harmon Shop from retired class DEF No. 500 - 40 - 67600 - 270400



DEF No. 500 BEFORE REBUILDING (See Page 10)



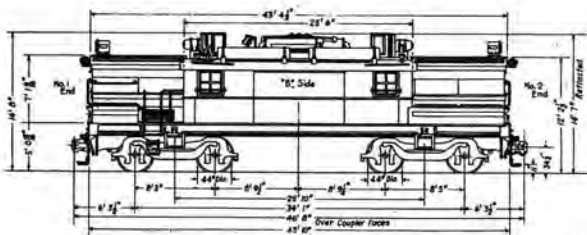
AFTER REBUILDING (No. 454, DHT-2A)

CLASS	ROAD NOS.	Re No.	MU Control	Hump Trailer Operation	DATE	DISPOSITION
DHT-2A	454	7/51 469	Yes	Double End	12/1946	Scr. 11/1953

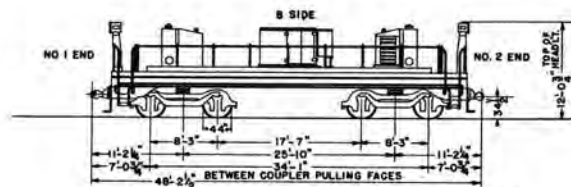
Equipped to operate with one or two DES-11's, one DES-13 or one DES-16 Locomotive in Hump Yard Service.

DHT-2

CLASS DHT-2 B-B: Built by NYC from retired class DES-2, and DES-3 Locomotive - 40-65250 to 69525 - 261000 to 278100



DEs-2 No. 525 BEFORE REBUILDING (See Page 12)



DHT-2B-E AFTER REBUILDING*

CLASS	Re Class	Road No.	Built from	MU Control	Hump Trailer Operation	Built at	DATE	DISPOSITION
DHT-2A	11/46 DHT-2B	470	DES-2 #525	Yes	Double end	H. E. Shop	12/45	Scr. 12/53
DHT-2B	DHT-2C	471	DES-3 #562	"	"	"	8/46	Ret 9/63SS12/63
DHT-2C	—	472	" #561	"	"	"	12/48	" " " "
DHT-2D	—	473, (IHB)	" #542	"	"	"	8/50	Reblt 5/52 477
"	"	474(IHB)	" #563	"	"	"	10/1950	
DHT-2E	—	475	" #551	"	"	Collinwood Shp.	3/1954	Ret 9/63, SS12/63
"	"	476(IHB)	" #535	"	"	"	5/1954	

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

*Some dimensions vary, depending on whether unit was rebuilt from DEs-2 No. 525 or DEs-3 units listed.

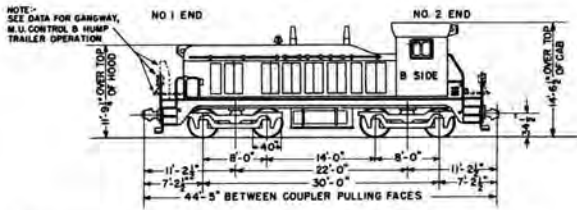


N. Y. C. No. 469, Class DHT-2A after rebuilding from DEf No. 500 at Harmon, N. Y. Road No. 454 was originally assigned to this unit, but was used only a short time, it at all.

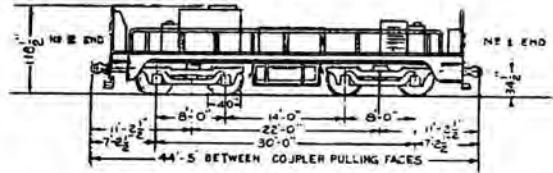


N. Y. C. No. 470, Class DHT-2B shortly after rebuilding from DEs-2 No. 525 is shown here connected to Alco S-2's 8531 & 8527

DHT - 2F



BEFORE REBUILDING (from wreck) with parts from DHT-2D No. 473 (See Page 30)



AFTER REBUILDING - DHT-2F No. 477

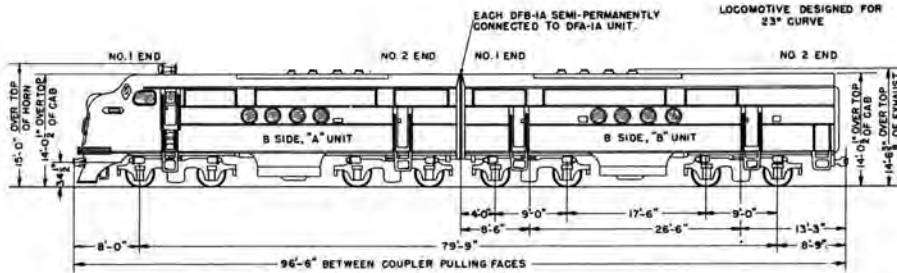
CLASS	ROAD NO.	BUILT FROM	MU Control	Hump Trailer Operation	BUILT AT	DATE
DHT-2F	477	DHT 473 and DES-13G #8777	Yes	Single End	Gibson, Ind. Shp.	8/1962

Equipped to operate with one DES-13 (ES-10) or one DES-16 (ES-12) Locomotive in Hump Yard Service.

ROAD FREIGHT DIESEL LOCOMOTIVES

CLASS DFA-1A B-B: EMD FT (A) 1350 HP 16 - 567A (V-16) 65 58550 -234000
 CLASS DFB-1A B-B: EMD FT (B) 56750 -227000

DFA - 1A DFB - 1A



CLASS	ROAD NO.	BLDR. ORDER	BLDR. SER. NO.	DATE	DIS-POSITION
DFA-1A	1600-1603	EMC E-522	1888-1891	6/1944	Sold EMD Note
DFB-1A	2400-2403	EMC E-522	2183-2186	6/1944	Sold EMD Note

Note: Operated in semi permanently coupled pairs: 1600-2400, 1601-2401, 1602-2402, 1603-2403; Originally delivered as 4 unit locomotives. Ret. in pairs, in order, 10/64, 4/61, 4/61, 10/64



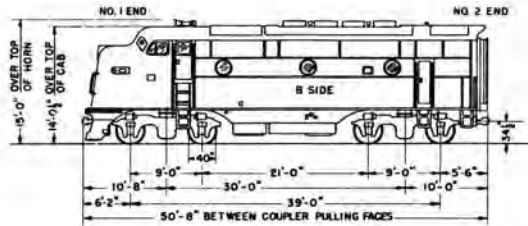
I. H. B. No. 477, Class DHT-2F after rebuilding from wrecked EMD NW-2 No. 8777 (DES-13G) is shown here coupled to a EMD SW-1500 switcher.



N. Y. C. 's first E. M. D. FT diesels, No. 's 1600-2400-2401-1601, Class DFA-1A & DFB-1A.

CLASS DFA-1B B-B: EMD F-2(A)1350 HP 16-567 B(V-16) 65 57800 231200

DFA-1B



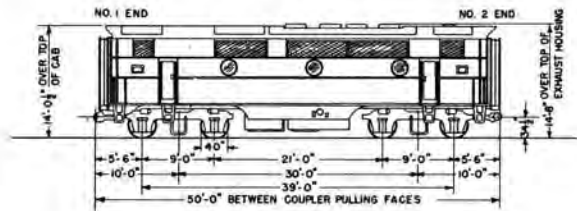
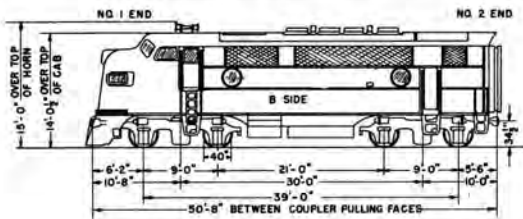
<u>CLASS</u>	<u>ROAD NOS.</u>	<u>BLDR. ORDER</u>	<u>BLDR. SER. NO.</u>	<u>DATE</u>	<u>DIS-POSITION</u>
DFA-1B	1604, 1605	EMC E-721	3771, 3772	7/1946	See Note

Note: 1604 Ret. 5/62 Sold EMD; 1605 Ret. 9/65, Sold EMD 12/65

DFA-2 DFB-2

CLASS DFA-2 B-B: EMD F-3A
CLASS DFB-2 B-B: EMD F-3B

1500 HP 16-567B (V-16) 65 59025, 58500 - 236100, 234000
56850 to 62050 - 227400 to 248200



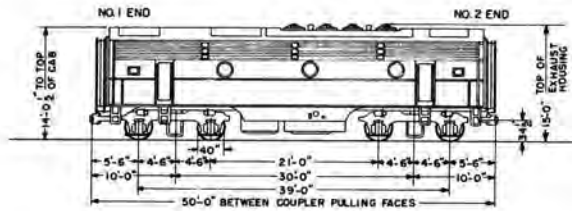
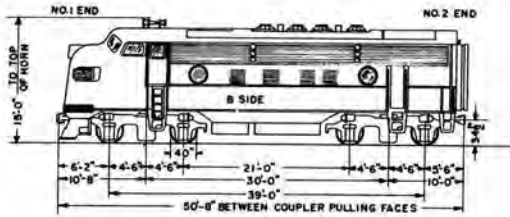
<u>CLASS</u>	<u>ROAD NOS.</u>	<u>1966 CLASS</u>	<u>BLDR. ORDER</u>	<u>BLDR. SER. NO.</u>	<u>DATE</u>	<u>DISPOSITION</u>
DFA-2A	1606-1616	—	EMC E-752	4183-4193	6, 7/47	Sold 5/61-12/65 EMD
"	1617	EF-15	" "	4194	7/47	"
"	1618	—	" "	4195	"	Ret. 5/62 to EMD
"	1619	EF-15	" "	4196	"	"
"	1620-1623	—	" "	4197-4200	"	Sold 10/65-12/65 EMD
DFB-2A	2404-2413	—	EMC E-752	4201-4210	6, 7/47	Sold 5/61-12/65 EMD
DFA-2B	1624-1632	—	EMC E-841	4859-4867	4/48	Sold 4/61 12/65 EMD
"	1633	EF-15	" "	4868	"	"
"	1634	—	" "	4869	"	Sold 4/61 EMD
"	1635	EF-15	" "	4870	"	"
DFB-2B	2414-2419	—	EMC E-841	4871-4876	4/48	Sold 6/62-12/65 EMD



N. Y. C. No. 1605, Class DFA-1B as delivered by E. M. D. in July 1946. Note small number boards and three carbody portholes.



N. Y. C. No. 's 1611 & 2409 as delivered with older version of gray "lightning stripe" paint scheme. "B" units were painted solid black, a standard that was to appear again in later years.



CLASS	ROAD NOS.	1966 CLASS	BLDR. ORDER	BLDR. SER. NO.	DATE	DISPOSITION
DFA-2C	1636-1639	EF-15	EMC E-986	6229-6232	5/49	
"	1640	—	" "	6233	"	Ret. 10/64 Sold 12/64 EMD
"	1641-1644	EF-15	" "	6234-6237	"	Note:
"	1645	—	" "	6238	"	Ret. 10/64 Sold 12/64 EMD
"	1646	EF-15	" "	6239	"	
Note: 1643 Sold 12/66 to GE						
DFB-2C	2420, 2421	—	EMC E-986	6240, 6381	5/49	Sold 12/65 EMD
DFA-2D	1647	—	EMC E-1041	7153	7/49	Ret. 10/64, Sold 12/64 EMD
"	1648-1651	EF-15	" "	7154-7157	"	
"	1652	—	" "	7158	"	Ret. 10/64 Sold 12/64 EMD
"	1653	—	" "	7159	"	Sold 6/65 EMD
"	1654-1659	EF-15	" "	7160-7165	"	
"	1660(1)	" "	" "	7166	"	re no 6/65 1698(2)
"	1661	" "	" "	7167	"	
"	1662	" "	" "	7168	"	Sold 12/66 GE
DFB-2D	2422	—	EMC E-1041	7169	7/49	Sold 12/65 EMD
"	2423	EF-15	" "	7170	"	
"	2424	—	" "	7171	"	Sold 12/65 EMD
"	2425	EF-15	" "	7172	"	
"	2426-2428	—	" "	7173-7175	"	Note:
"	2429	EF-15	" "	7176	"	
Note: 2426 Ret. 10/64 Sold EMD 12/64; 2427 Sold 9/65 EMD; 2428 Sold 12/65 EMD.						
DFA-2E	1663-1675	EF-15	EMC E-1137	8137-8144	11/49	Note:
"	1676	—	" "	8150	"	Sold 12/65 EMD
Note: 1673 Sold 12/66 GE						
DFB-2E	2430	EF-15	EMC E-1137	8151	11/49	
"	2431, 2432	" "	" "	9664, 9665	"	
"	2433-2435	—	" "	9666-9668	"	Note:
Note: 2433 Sold 12/65 EMD; 2434 Ret. 10/64 Sold 2/65 EMD; 2435 Ret. 10/64 Sold 12/64 EMD						
DFA-2F	1677-1696	EF-15	EMD 3012	9101-9120	4, 5/51	Note:
"	1697	"	" "	9995	5/51	
"	1698 (1)	—	" "	9996	"	Sold 6/65 EMD
"	1699-1710	EF-15	" "	9997-10008	"	
Note: 1680 Ret. 5/67, Sold EMD						
DFA-2G	1711-1781	EF-15	EMD 3082	15322-15392	3-6/52	
"	1782-1799	"	EMD 3098	15393-15410	11/51-1/52	
"	1800	"	" "	15411	1/52	Ret 9/67 to EMD
"	1801 (1)	—	" "	15412	"	Sold 10/64 EMD
"	1802-1835	EF-15	" "	15413-15446	1, 2/52	
"	1836	"	" "	15447	3/52	Sold 12/66 to GE
"	1837-1841	"	" "	15448-15452	3/52	



N. Y. C. F-7 model diesels No. 's 1650, 2423, 1649. These 1500 hp locomotives were built by E. M. D. in July 1949.



N. Y. C. No. 2438, Class DFB-2F was built by E. M. D. in November 1951. Note late style stainless steel radiator grills.

CLASS DFA-2 (CONTINUED)
CLASS DFB-2

(SEE PAGE 50 FOR DIAGRAM)

<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>DISPOSITION</u>
DFB-2F	2436-2442	EF-15	3436-3442	EMD 3098	15453-15459	11/51-1/52	
DFA-2H	1842-1873	EF-15		EMD 3124	16220-16251	9, 10/52	
DFB-2G	2443-2446	EF-15	3443-3446	EMD 3124	16252-16255	9/52	
"	2447, 2448	—	—	" "	16256, 16257	"	Sold 12/63 EMD
"	2449-2474	EF-15	3449-3474	" "	16258-16283	9, 10/52	Note:

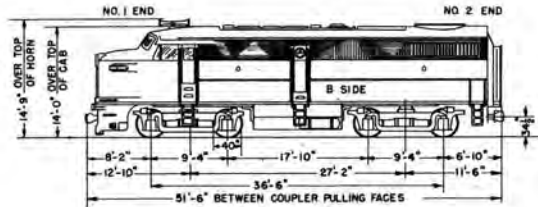
Note: 3470 Sold 9/67 to EMD; 2447, 2748 wrecked 10/20/63 at Rolling Prairie, Ind.

<u>CLASS</u>	<u>ROAD NOS.</u>	<u>Re.No. 10/64</u>	<u>1966 CLASS</u>	<u>DATE CONV.</u>	<u>DISPOSITION</u>
DFA-2J	1874	—		1/59	Sold 5/61 EMD
"	1875 (1)	1801 (2)	EF-15	12/58	
"	1877	—	EF-15	2/61	Sold 9/67 EMD
DFB-2H	2475	—		12/58	Sold 5/61 EMD
"	2476	—		8/59	Sold 12/65 EMD

FOR DFA-2J & DFB-2H DIAGRAM SEE CLASS DCA-1A & DCB-1A

CLASS DFA-3 B-B Alco-GE FA-1 1500 HP 244 (V-12 Turbocharged)-65 59750 to 60275 - 239000 to 241100
CLASS DFB-3 B-B Alco-GE FB-1 57625 to 58250 - 230500 to 253000

DFA-3A



<u>CLASS</u>	<u>ROAD NO.</u>	<u>RE.NO. 4/65</u>	<u>1966 CLASS</u>	<u>BLDR. ORDER</u>	<u>BLDR. SER. NO.</u>	<u>DATE</u>	<u>DIS-POSITION</u>
DFA-3A	1000 (1)	1119 (2)	AF-16	(SO-20033) Alco-S-1973	73675	2/1947	
"	1001-1003	—	—	"	73676-73678	2, 3/1947	Note:

Note: All sold to GE: 1001, 1002 6/64; 1003 1/64

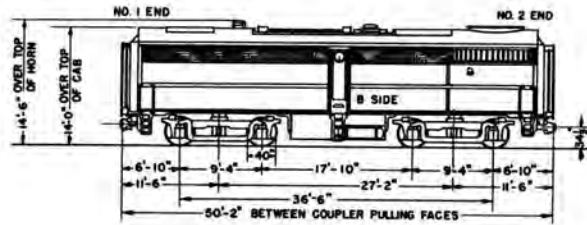


N. Y. C. No. 1863, Class DFA-2H shows the "complete" lightning stripe paint scheme as applied to freight "A" units.



N. Y. C. 's first Alco FA-1 unit was No. 1000, Class DFA-3A, this 1500 hp unit was built in February 1947.

DFA - 3
DFB - 3
 (CONTINUED)



<u>CLASS</u>	<u>ROAD NOS.</u>	<u>RE. NO.</u>	<u>BLDR. ORDER</u>	<u>BLDR. SER. NO.</u>	<u>DATE</u>	<u>DIS-POSITION</u>
		4/1951	(SO-20034)			
DFB-3A	2300-2301	3300-3301	Alco S-1974	73685, 73686	2, 3/1947	Note

Note: 3300 Sold 6/64 to GE; 3301 Ret. 9/65, Sold 10/65 to GE

Sub Class 3A Delivered as 3 unit locomotives: 1000-2300-1001, 1002-2301-1003

		1966 <u>CLASS</u>				
			(SO-20146)			
DFA-3B	1004-1008	—	Alco S-3054	75709-75713	2, 3/1948	Note:
"	1009	AF-15	"	75714	3/1948	
"	1010-1013	—	"	75715-75718	3/1948	Note:

Note: 1006 Ret. and Scr. 4/61; 1013 Ret. 4/61, Scr. 5/61; 1011, 1012 Ret. 4/61, Scr. 6/61;
 1010 Sold 2/64 to G. E.
 1007, 1008 Ret. 2/65, Sold 4/65 to GE; 1004 Ret. 8/65, Sold 9/65 to GE; 1005 Ret 9/65
 Sold 10/65 to G. E.

		<u>RE. NO.</u>				
		5/51, 4/51	(SO-20147)			
DFB-3B	2302-2306	3302-3306	Alco S-3055	75757-75761	2, 3/1948	Ret. 4/61- 2/65 Note:

Note: 3306 Ret. and Scr. 4/61; 3303, 3305 Ret. 4/61, Scr. 5/61; 3304 Sold 6/64 to GE;
 3302 Ret. 2/65 Sold 6/65 to GE

Sub class 3B delivered as 3 unit locomotives A-B-A in order VIZ: 1004-2302-1005 etc.

		<u>RE NO</u>	1966 <u>CLASS</u>			
		4/1964		(SO-20261)		
DFA-3C	1014, 1015	—	—	Alco S-3076	76275, 76276	11/1948 Note:
"	1016, 1030	—	—	" S-3081	76520-76534	11, 12/1948 Note:
"	1031(1)	1056 (2)	AF-16	" S-3084	76547	12/1948 Ret. 7/67 to GE
"	1032	—	—	" "	76548	12/1948 Ret. 4/61 Scr. 6/61

Note: 1015, 1019, 1022, 1028, 1029 Ret. 4/61, Scr. 5/61; 1032 Ret. 4/61 Scr. 6/61; All others sold to GE:
 1021 2/64; 1020, 1025 3/64, 1016 4/64; 1023, 1027 5/64; 1014, 1030 6/64; 1017 4/65; 1024 5/65;
 1018, 1026 6/65.

<u>CLASS</u>	<u>ROAD NOS.</u>	<u>RE. NO.</u>	<u>BLDR. ORDER</u>	<u>BLDR. SER. NO.</u>	<u>DATE</u>	<u>DISPOSITION</u>
		4, 5/1951	(SO-20262)			
DFB-3C	2307-2311	3307-3311	Alco S-3078	76297-76301	11, 12/48	Note

Note: 3307-3310 Sold 5/64 to GE, 3311 Ret. 2/65 Sold 6/65 to GE



N. Y. C.'s first Alco FB-1 was originally numbered 2300 when built in February 1947, but was renumbered 3300 in April 1951 before being sold to GE in June 1964.



N. Y. C. No. 1015, Class DFA-3C was a 1500 hp unit constructed by Alco-GE in November 1948. Note the rather ungainly enclosed coupler doors on the pilot.

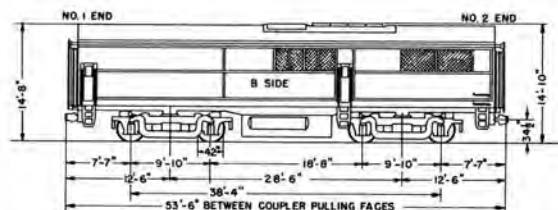
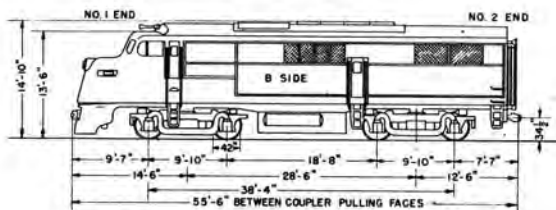
DFA-3, DFB-3 (CONTINUED)

(FOR DIAGRAM SEE PAGE 52 & 54)

<u>CLASS</u>	<u>ROAD NOS.</u>	<u>RE. NO.</u> 5/64	1966 <u>CLASS</u>	<u>BLDR. ORDER</u> (SO-20320)	<u>BLDR. SER. NO.</u>	<u>DATE</u>	<u>DISPOSITION</u>
DFA-3D	1033 (1)	1110 (2)	AF-16	Alco S-3099	76844	5/1949	
"	1034-1040	—	—	"	76845-76851	5/1949	Note:
<p>Note: 1034, 1035, 1039 Sold 6/64 to GE, 1038 Sold 1/65 to GE, 1037, 1040 Sold 5/65 to GE, 1036 Sold 6/65 to GE</p>							
		<u>RE. NO.</u> 4, 5/1951					
DFB-3D	2312-2315	3312-3315		(SO-20321) Alco S-3101	76874-76877	5/1949	Sold 6/64 to GE
DFA-3E	1041-1043			(SO-20394) Alco S-3107	77007-77009	8, 9/1949	Note
<p>Note: Sold, in order 6/65, 1/65, 11/65 to GE</p>							
		<u>RE NO.</u> 4, 5/1951	<u>RE NO.</u> 10/1965	1966 <u>CLASS</u>			
DFB-3E	2316-2318	3316-3318	—	(SO-20395) Alco S-3101	76882-76884	8/1949	Note:
"	2319	3319	—	Alco S-3102	76885	8/1949	Note:
"	2320	3320 (1)	3369 (2)	"	76886	8/1949	
"	2321, 2322	3321, 3322	—	"	76887, 76888	9/1949	Note:
<p>Note: All sold GE; 3316 5/64, 3317, 3318 6/64, 3319 1/65, 3321 3/65, 3322 10/64.</p>							

DFA - 4
DFB - 4

CLASS DFA-4 B-B BLW DR 4-4-15 1500HP 608 SC (8 in line turbocharged)-65 64500 - 258000
CLASS DFB-4 B-B 63675 - 254700



<u>CLASS</u>	<u>ROAD NOS.</u>	<u>RE NO.</u> 6/51	<u>BLDR. ORDER</u>	<u>BLDR. SER. NO.</u>	<u>DATE</u>	<u>DISPOSITION</u>
DFA-4A	3400-3402	3800-3802	47510	73676-73678	10/1948	Ret. 12/60Scr. Note
"	3403	3803	"	73679	"	Ret. 2/63Scr. 7/64
DFB-4A	3700, 3701		47510	73680, 73681	10/1948	Ret. 12/60Scr. 7,3/62

Note: 3800, 3802, Scr. 7/62, 3801 Scr. 5/61; 3803 re-engined 10/57 at Collinwood Shop with EMD 567C V-16 Set at 1500HP (reduced speed) using original WE412 Generator and electrical equipment; Pneumatic throttle and MU replaced with EMD electric throttle and MU. TE (Max) 62135, Wt. 248540
Sub class 4A delivered as 3 unit locomotives: 3400-3700-3401, 3402-3701-3403



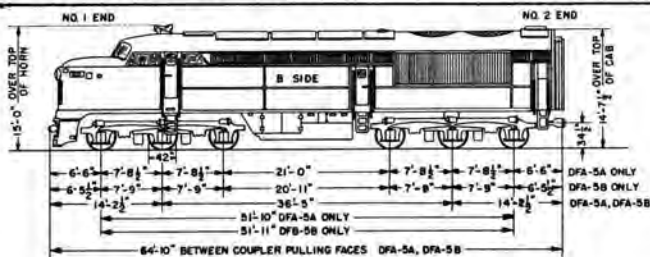
N. Y. C. No. 2307, Class DFB-3C was built by Alco in November 1948 and was renumbered 3307 in April 1951. This FB-1 unit was retired and sold to GE in May 1964.



N. Y. C. No. 3400, Class DFA-4A was built by Baldwin Locomotive Works in October 1948 and was renumbered 3800 in June 1951. This DR-4-4-15 unit was finally cut up for scrap in July 1962. H. L. Broadbelt Collection

CLASS DFA-5 A1A-A1A FM "Erie Built" 2000HP 38D 8 1/8 (10 in line, OP)-79 60000 (A), 60800 (B)-347000 (A), 348800 (B)

DFA - 5



<u>CLASS</u>	<u>ROAD NOS.</u>	<u>BLDR. ORDER</u>	<u>BLDR. SER. NO.</u>	<u>DATE</u>	<u>DISPOSITION</u>
DFA-5A	5000	60-19	(FM)L-1105, (GE)28631	10/47	Ret.12/60 Sc.1/62
"	5001	"	(FM)L-1107, (GE)28632	"	Note, Ret. 4/63 Scr. 10/63

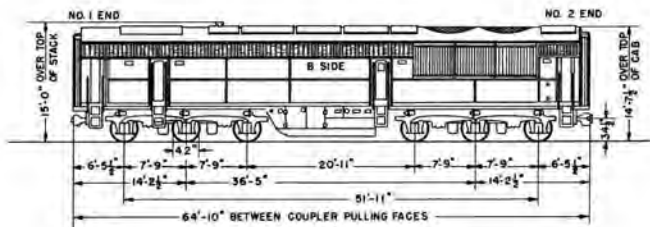
Note: Both units equipped with fabricated truck with straight equalizers as shown in diagram
5001 re-engined 9/57 at Collinwood Shop with EMD 567C V-16 1750 HP using original GE electrical equipment; Dynamic Brake removed.

<u>CLASS</u>	<u>ROAD NOS.</u>	<u>BLDR. ORDER</u>	<u>BLDR. SER. NO.</u>	<u>DATE</u>	<u>DISPOSITION</u>
DFA-5B	5002	LD-46	(FM)L-1170, (GE)29430	12/48	Ret4/63Scr9/63
"	5003	"	(") L-1174, (") 30123	1/49	" " " Sold "
"	5004	"	(") L-1175 (") 30124	2/49	Ret. 12/60 Scr. 1/62
"	5005	"	(") L-1176 (") 30125	2/49	" " " "

Note: Units equipped with cast steel trucks with drop equalizers. (Dimensions only shown in diagram)
5002 re-engined 11/57, 5003 re-engined 7/57 at Collinwood Shop with EMD 567C V-16 1750 HP using original GE electrical equipment; Dynamic brake removed.

CLASS DFB-5 A1A-A1A FM "Erie Built" 2000HP 38D 8 1/8 (10 in line, OP)-79 60950 - 349700

DFB - 5



<u>CLASS</u>	<u>ROAD NOS.</u>	<u>BLDR. ORDER</u>	<u>BLDR. SER. NO.</u>	<u>DATE</u>	<u>DISPOSITION</u>
DFB-5A	5100	LD-46	(FM)L-1159, (GE) 29443	12/48	Ret. 12/60, Scr. 2/62
DFB-5A	5101	"	(") L-1160, (GE)29444	1/49	Note: Ret4/63 Scr. 8/63

Note: Both units equipped with cast steel trucks with drop equalizers (Dimensions only shown in diagram).
5101 re-engined 5/57 at Collinwood Shop with EMD 567C V-16 1750HP using original GE electrical equipment, Dynamic Brake removed.

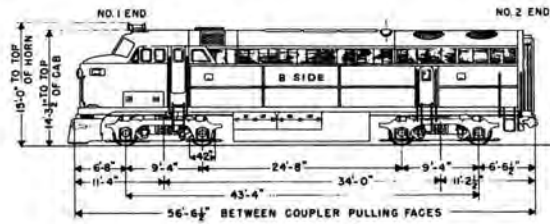


F. M. "Erie Built" No. 5002, Class DFA-5B was built for the N. Y. C. in December 1948, it was repowered with a E. M. D. 567C V-16 engine rated at 1750 hp in November 1957 at Collinwood. It was dropped from the roster in April 1963.



N. Y. C. No. 5100, Class DFB-5A was also an "Erie Built" locomotive rated at 2000 hp. It kept it's original F. M. OP power until it's retirement in December 1960.

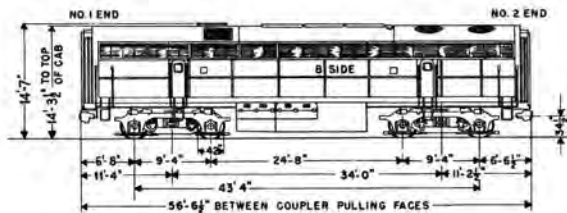
DFA - 6



<u>CLASS</u>	<u>ROAD NOS.</u>	<u>BLDR. ORDER</u>	<u>BLDR. SER. NO.</u>	<u>DATE</u>	<u>DATE RE-ENGINEED</u>	<u>DISPOSITION</u>
DFA-6A	5006	LD-62	21 L 288	4/1950	8/1955	Ret. 2/65 Sold
"	5007	"	21 L 289	"	10/1956	Sold 8/64 EMD
"	5008	"	21 L 290	"	8/1956	Ret. 7/64 Scr. 9/64
"	5009	"	21 L 291	"	9/1956	" 2/65 Sold
"	5010	"	21 L 292	"	3/1955	Sold 8/64 EMD
"	5011	"	21 L 293	"	11/1956	Ret. 2/65 Sold 9/65 GE
"	5012	"	21 L 294	"	6/1956	" " "
"	5013	"	21 L 295	"	7/1955	" " "
DFA-6B	5014	LD-72	21 L 296	6/1950	9/1955	Ret. 2/65 Sold
"	5015	"	21 L 297	"	5/1956	" " "
"	5016	"	21 L 298	"	11/1956	" " "
"	5017	"	21 L 299	"	2/1956	" " "

Note: All units re-engined at Collinwood Shop with EMD engines: 5006, 5010, 5013, , 5014 with 567A(V-16) 1500HP and 5007-5009, 5011, 5012, 5015-5017 with 567C (V-16) 1750HP. All using original WE electrical equipment. Dynamic brake retained.

DFB - 6A



<u>CLASS</u>	<u>ROAD NOS.</u>	<u>BLDR. ORDER</u>	<u>DATE</u>	<u>DATE RE-ENGINEED</u>	<u>DISPOSITION</u>
DFB-6A	5102	LD-72	21 L 270	6/1950	1/1957 Ret. 1/65
"	5103	"	21 L 271	"	12/1956 " 2/65 SS 3/66
"	5104	"	21 L 272	7/1950	1/1957 " 11/64 Sold

Note: 5102-5104 re-engined at Collinwood Shops with EMD 567C (V-16) 1750HP engines. All using original WE electrical equipment. Dynamic brake retained.

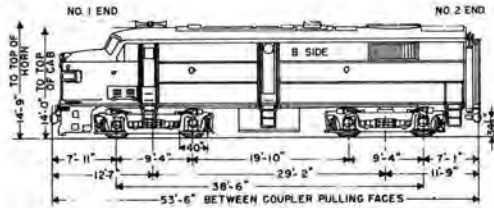


N. Y. C. No. 5012, Class DFA-6A, was a 2000 hp Fairbanks-Morse "C" line locomotive. It was built in April 1950 and re-engined in June 1956 with a 1750 hp EMD 567C engine before being retired in February 1965.

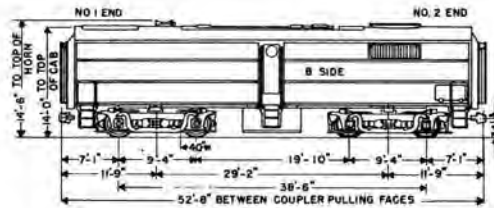


N. Y. C. No. 5103, Class DFB-6A was built by Fairbanks-Morse in June 1950 and was re-engined in December 1956 with a 1750 hp EMD 567C engine. It was finally sold for scrap in March 1966.

DFA - 7



DFB - 7



CLASS	ROAD NO.	1966 CLASS	BLDR. ORDER (SO 20623)	BLDR. SER. NO.	DATE	DISPOSITION
DFA-7A	1044	AF-16	Alco S-3161	78652	6/1951	Ret. 9/67 — GE
"	1045	"	"	78653	"	"
DFB-7A	3323-3325	AF-16	Alco S-3162	78670-78672	5/1951	
"	3326	"	"	78673	"	Ret. 9/67 to GE
"	3327, 3328	"	"	78674, 78675	"	"
"	3329	"	"	78676	"	Ret. 5/67 to GE
"	3330-3332	"	"	78677-78679	6/1951	
DFA-7B	1046, 1047	AF-16	Alco S-3161	78654, 78655	6/1951	Note:
"	1048-1055	"	Alco S-3170	78961-78968	"	Note:
"	1056 (1)	—	"	78969	"	Sold 5/64 to GE
"	1057-1070	AF-16	"	78970-78983	6, 7/51	Note:
"	1071-1080	"	"	79001-79010	8, 9/51	Note:
"	1081-1087	"	Alco S-3179	79276-79282	9/1951	Note:
Note: 1047, 1074 Ret. 1/67 to GE; 1046, 1057, 1059, 1065, 1077, 1079, Ret. 5/67 to GE; 1064 Ret. 6/67 a/c wrecked New York 5/22/67; 1048, 1058, 1085 Ret. 7/67 to GE; 1072, 1078 Ret. 9/67 to GE; 1062, 1066 Ret. 11/67 to Alco.						
DFB-7B	3333	AF-16	Alco S-3162	78680	6/1951	Note:
"	3334-3345	"	Alco S-3171	79011-79022	6, 7/51	Note:
"	3346-3354	"	Alco S-3180	79318-79326	8, 9/51	Note:
Note: 3353 Ret. 5/67 to GE; 3333 Ret. 6/67 a/c wrecked New York 5/22/67; 3344, 3347 Ret. 7/67 to GE; 3334, 3336, 3339, 3343, 3352 Ret. 9/67 to GE; 3335, 3340, 3349, 3354 Ret. 11/67 to Alco.						
DFA-7C	1088-1107	AF-16	Alco S-3179	79287-79306	10/1951	Note:
Note: 1093 Ret. 2/67; 1090, 1092, 1095, 1107 Ret. 5/67; 1088, 1096, 1097, 1100, 1106 Ret. 7/67; 1094, 1101, 1105 Ret. 8/67; All to GE.						
DFB-7C	3355-3364	AF-16	Alco S-3185	79472-79481	10/1951	Note:
Note: 3360, 3361 Ret. 5/67 to GE; 3359 Ret. 6/67 a/c wrecked New York 5/22/67; 3363 Ret. 7/67 to GE.						



N. Y. C. No. 1046, Class DFA-7B, was a FA-2 model, built by Alco in June 1951. This 1600 hp unit was sold to GE in May 1967.



N. Y. C. No. 3330, Class DFB-7A, was a FB-2 model, built by Alco in June 1951.

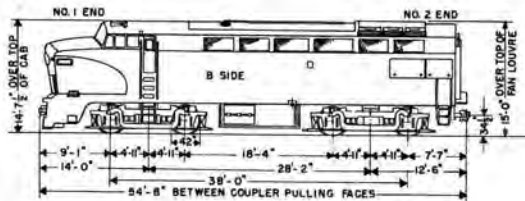
DFA-7 & DFB-7

(FOR DIAGRAMS, SEE PAGE 62)

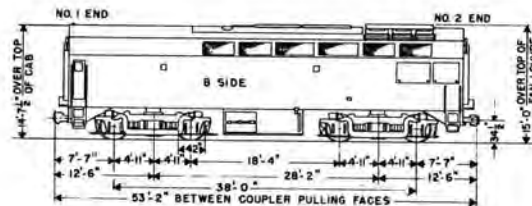
<u>CLASS</u>	<u>ROAD NO.</u>	<u>1966 CLASS</u>		<u>BLDR. ORDER NO.</u>	<u>BLDR. SER. NO.</u>	<u>DATE</u>	<u>DISPOSITION</u>
				(SO-20797)			
DFA-7D	1108, 1109	AF-16		Alco S-3199	79960, 79961	5/1952	
"	1110 (1)	"	Re. No. 5/64 1033 (2)	"	79962	"	Sold 5/64 GE
"	1111-1118	"		"	79963-79972	6, 8/52	Note:
"	1119 (1)	—	Re. No. 4/65 1000 (2)	"	79973	8/1952	Sold 4/65 GE
"	1120-1123	AF-16		"	79974-79977	8, 10/52	Note:
<p>Note: 1115, 1116 Ret. 5/67 to GE; 1117, 1121, 1123 Ret. 7/67 to GE; 1114 Ret. 8/67 to GE; 1118 Ret. 11/67 to Alco.</p>							
				(SO-20798)			
DFB-7D	3365-3368	AF-16		Alco S-3200	80015-80018	5, 6/52	Note:
"	3369 (1)	—	Re. No. 9/65 3320 (2)	"	80019	7/1952	Ret. 9/65, Sold 10/65 GE
"	3370-3372	AF-16		"	80020-80022	8, 9, 10/52	Note:
<p>Note: 3366 Ret. 5/67 to GE; 3371 Ret. 11/67 to Alco.</p>							

CLASS DFA-8 B-B: BLH RF-16 1600 HP 60 BA (8 in Line Turbocharged)-70 63750 - 255000
 CLASS DFB-8 B-B: BLH RF-16 1600 HP 60 BA (8 in Line Turbocharged)-70 62600 - 250400

DFA - 8A



DFB - 8A



<u>CLASS</u>	<u>ROAD NO.</u>	<u>1966 CLASS</u>	<u>Re. No. 1966</u>	<u>BLDR. ORDER</u>	<u>BLDR. SER. NO.</u>	<u>DATE</u>	<u>DISPOSITION</u>
DFA-8A	3804-3821	B F-16	1204-1221	50548	75360-75377	12/51-2/52	Note:
DFB-8A	3702-3709	BF-16		50549	75401-75408	12/51-2/52	Note:

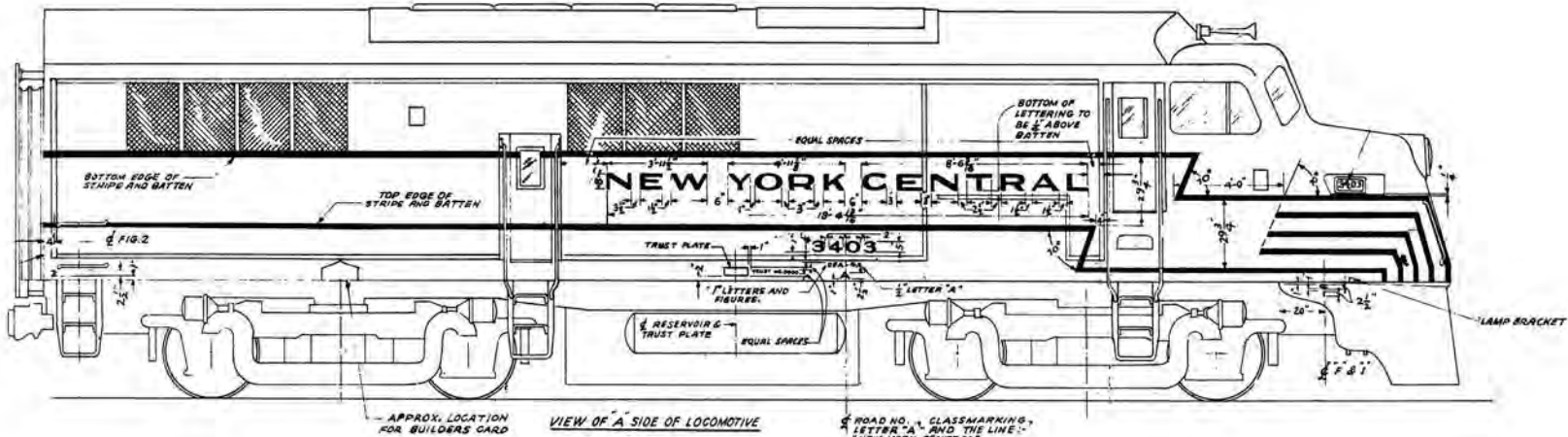
Note: 3702, 3703, 3704, 3706, 3707 Ret. 9/1966; 3705, 3708, 3709 Ret. 5/67 to GE.
 Sub Class 8A delivered as 3 unit locomotives in order VIZ: 3804-3702-3805 etc., except last 2 units 3720, 3721. Note: 1208, 1221 Ret. 9/66; All others retired 5/67 to GE



N. Y. C. No. 1108, Class DFA-7D was built by Alco in May 1952. This 1600 hp FA-2 model features a "full length lightning stripe"



N. Y. C. No. 3807, Class DFA-8A, was a 1600 hp RF-16 "Sharknose" built by Baldwin Locomotive Works in December 1951. It was renumbered 1207 in 1966 before being sold to GE in May 1967. These locomotives spent most of their service life on the "Big Four"



APPROX. LOCATION FOR BUILDERS CARD

VIEW OF A SIDE OF LOCOMOTIVE

ROAD NO., CLASSMARKING, LETTER "A" AND THE LINE "NEW YORK CENTRAL"

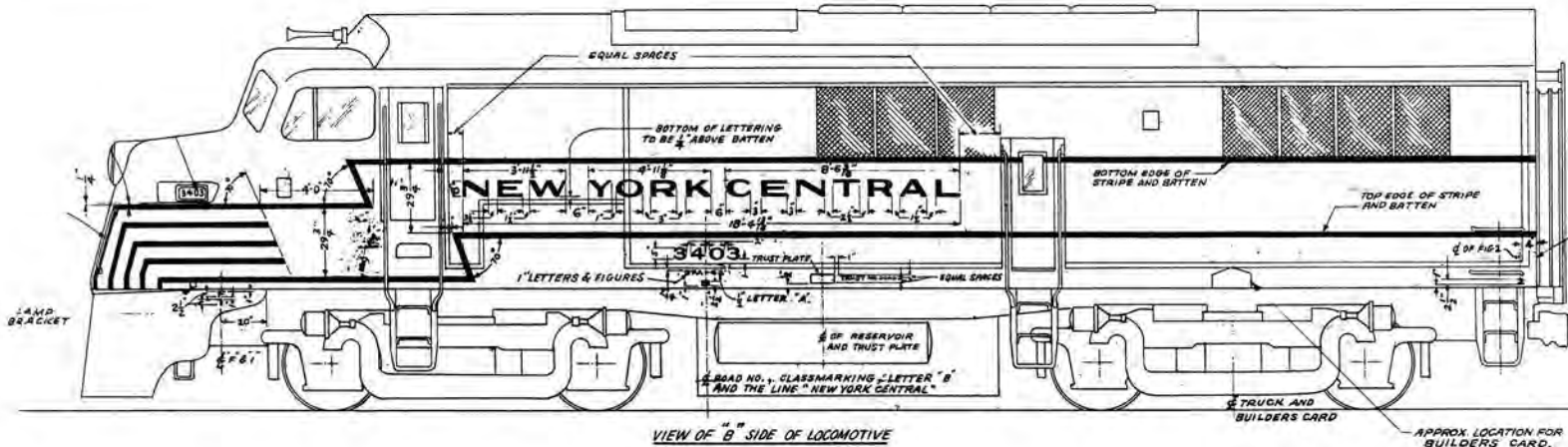
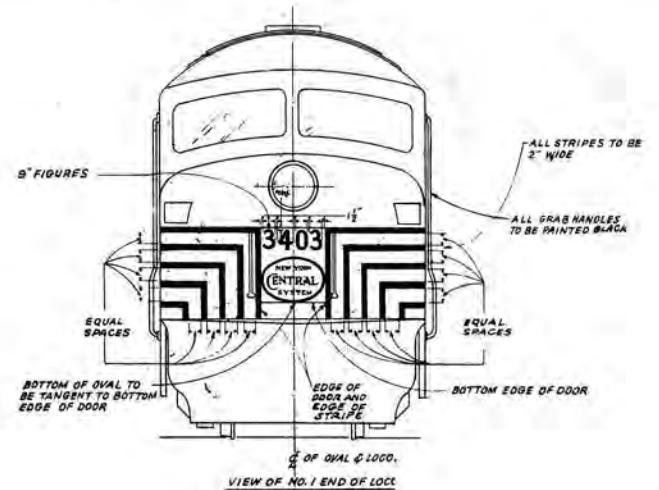
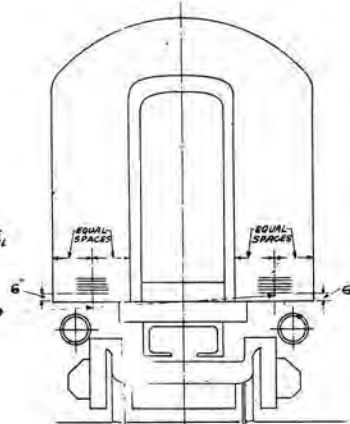


PAINTING & LETTERING

PAINT COLORS & MFR'S. NUMBERS	
ENGINE ROOM INTERIOR	DU PONT DULUX SUEDE GRAY ENAMEL NO. 88-503
LOCO. BODY EXTERIOR (SEE NOTE 5)	DU PONT DUCO BLACK LACQUER NO. 254-2234 DU PONT DUCO LIGHT GRAY LACQUER NO. 254-35453
STRIPING LETTERING & NUMBERING	DU PONT DUCO WHITE NO. 254-1
UNDERFRAME INCL. STEPS EQUIPMENT AND TRUCKS	DU PONT DULUX BLACK NO. 88-762
STENCILING (SEE NOTES NOS. 12, 16, 768)	RED --- FIRE PROTECTION RED BLACK --- FLAT JAPAN BLACK OR EQUAL WHITE --- WHITE LEAD GROUND IN OIL
OVAL	LETTERING DU PONT DUCO WHITE NO. 254-1
	BACKGROUND DU PONT DUCO RED NO. 254-9088-R
OPERATING CAB INTERIOR	DU PONT DULUX GREEN ENAMEL NO. 88-6202
CRANKCASE AND VALVE LEVER CAVITIES	DU PONT DULUX SEALER ORANGE NO. 81-5546

FOR APPLICATION OF UNCOUPLING STENCIL SEE VIEW "2"

1/2 OF UNCOUPLING STENCIL



VIEW OF B SIDE OF LOCOMOTIVE

TRUCK AND BUILDERS CARD

APPROX. LOCATION FOR BUILDERS CARD.