

THE
New York Central System
Historical Society, Inc.

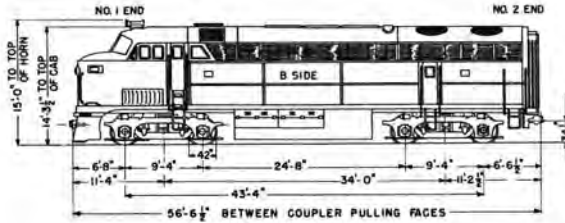
HEADLIGHT

DIESEL ROSTER ISSUE 4

NOVEMBER 1976



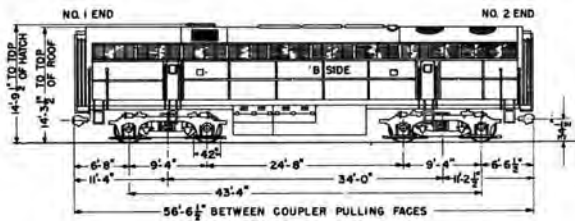
DFA - 9



<u>CLASS</u>	<u>ROAD NOS.</u>		<u>BLDR. ORDER</u>	<u>BLDR. SER. NO.</u>	<u>DATE</u>	<u>DISPOSITION</u>
DFA-9A	6600-6607	Note:	LD-126	16L541- 16L548	2, 3/52	Ret. 9/66

Note: No new classification or numbers assigned in 1966 re-numbering scheme as units were all to be retired.

DFB - 9



<u>CLASS</u>	<u>ROAD NOS.</u>		<u>BLDR. ORDER</u>	<u>BLDR. SER. NO.</u>	<u>DATE</u>	<u>DISPOSITION</u>
DFB-9A	6900-6903	Note:	LD-126	16L549- 16L560	2, 3/52	Ret. 9/66

Note: No new classification or numbers assigned in 1966 re-numbering scheme as units were all to be retired.



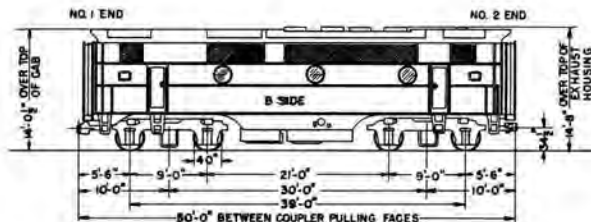
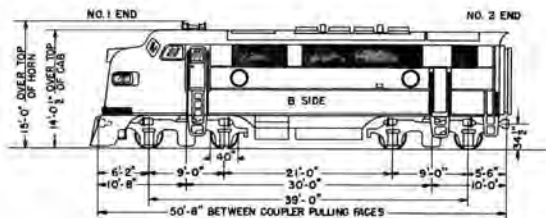
N. Y. C. No. 6606, Class DFA-9A, was a 1600hp. "C Line" locomotive built by Fairbanks-Morse in February, 1952 and was retired in September, 1966. The silver painted trucks shown in this photo were not "standard" for N. Y. C. freight power.



N. Y. C. No. 6902. Class DFB-9A, was a 1600hp. "C Line" locomotive built by Fairbanks-Morse in February, 1952 and was retired in September, 1966. (See above note regarding silver painted trucks)

DCA-1 & DCB-1

CLASS DCA-1 B-B EMD F-3 A 62325 - 249300
 CLASS DCB-1 B-B EMD F-3 B 1500HP 16-567B (V-16) - 100 63000 - 252000



CONVERTED TO FREIGHT UNIT (Note)

CLASS	ROAD NOS.	DATE	CLASS	ROAD NOS.	BLDR. ORDER	BLDR. SER. NO.	DATE	DIS-POSITION
DCA-1A	3500	1/1959	DFA-2J	1874	EMC E-772	4211	7/1947	Converted to freight
"	3501	12/1958	"	1875 (1)	"	"	"	" " "
"	3502	—	—	—	"	"	"	Sold 5/61 EMD
"	3503	2/1961	DFA-2J	1877	"	"	"	Converted to freight
DCB-1A	3600	12/1958	DFB-2H	2475	EMC E-772	4215	7/1947	Converted to freight
"	3601	8/1959	"	2476	"	"	"	" " "

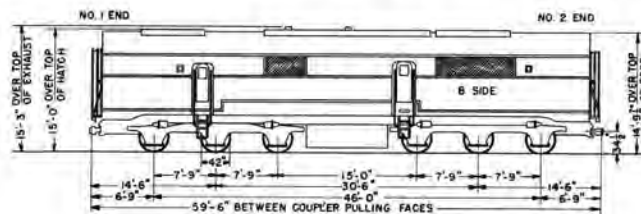
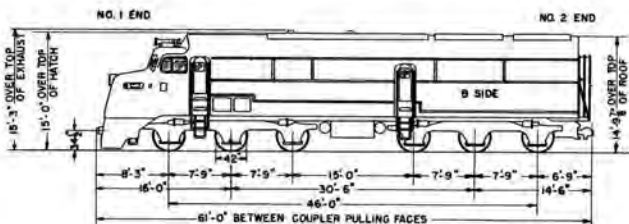
Note: Converted at Collinwood Shop by removing Steam Generator and associated equipment, adding counterweight, and changing gear ratio to Freight. See DFA-2, DFB-2 for specifications and disposition.

General: Delivered as 3 unit locomotives 3500-3600-3501 and 3502-3601-3503: Bodies painted Passenger 2 tone gray on "A" units, "B" units were originally dark gray as shown in photo at right. These locomotives NOT equipped with dynamic brakes - Overhead boiler water tanks installed instead of brake grids and blowers.

DCA-2(3) & DCB-2(3)

CLASS DCA-2 A1A-A1A BLW DR 6-4-15 56400 - 3 34800
 CLASS DCB-2 A1A-A1A BLW DR 6-4-15 1500 HP 608 SC (8 in line, turbocharged) -100 57625 - 342000 (Note 1)

CLASS DCA-3 Re-engined by EMD (LaGrange) 1500HP 567 C (V-16)-100 56250 - 342000
 CLASS DCB-3 55100 - 335000 (Note 2)



Re-engined and re-classified

CLASS	ROAD NOS.	DATE	NEW CLASS	Re-numbered 5/1955	BLDR. ORDER	BLDR. SER. NO.	DATE	DIS-POSITION	
DCA-2A	3200	3/1955	DCA-3A	3504	46502	73132	10/47	Ret 12/60 Scr. 2/62	
"	3201	3/1955	"	3505	"	73133	10/47	" " Scr. 3/62	
"	3202	5/1955	"	3506	"	73134	4/48	" " Scr. 3/62	
"	3203	3/1955	"	3507	"	73135	4/48	" " Scr. 2/62	
CLASS	ROAD NOS.	Re-numbered DATE	NEW CLASS	Re-numbered 5/1955	BLDR. ORDER	BLDR. SER. NO.	DATE	DIS-POSITION	
DCB-2A	3300	3210	5/1955	DCB-3A	3602	46502	73136	10/1947	Ret. 12/60 Scr. 2/62
"	3301	3211	3/1955	"	3603	"	73137	4/1948	" " Scr. 1/62

Note: (1) Originally built with 13'-3" WB straight equalized trucks. Trucks changed to drop equalized type with 15'-6" WB. Delivered as 3 unit Locomotive 3200-3300-3201 and 3202-3301-3203, painted passenger two tone gray;

(2) When re-engined, original WE 412 Generator and electrical equipment retained; pneumatic throttle and MU control replaced with EMD electric throttle and MU.



47-1136
E-772

N. Y. C. No. 3502, 3601, 3503 as delivered by E. M. D. in July, 1947. These engines were renumbered and reclassified to freight service except for No. 3502 which was sold to E. M. D. in May, 1961.

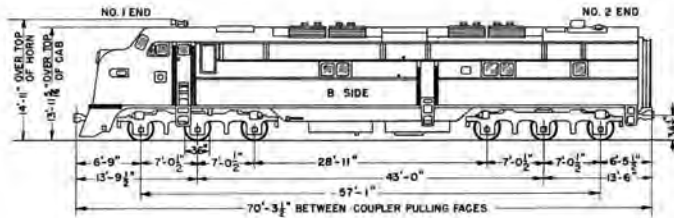


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N. Y. C. No. 3200(later 3504), 3300(later 3210 then 3602) and 3201(later 3505) are shown new at Baldwin Locomotive Works in October, 1947. The enclosed drop coupler is shown in the "up" or service position. H. L. Broadbelt Collection

DPA - 1

CLASS DPA-1 A1A - A1A EMD E7A 2000HP (2) 12-567A (V-12) -98 54325 to 55000 - 322300 to 326500

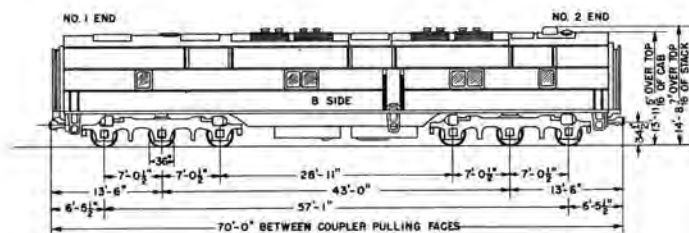


<u>CLASS</u>	<u>ROAD NOS.</u>	<u>1966 CLASS</u>	<u>BLDR. ORDER NO.</u>	<u>BLDR. SER. NO.</u>	<u>DATE</u>	<u>DIS-POSITION</u>
DPA-1A	4000-4007	EP-20	EMC E-639	2865-2872	3,10/1945	Note:
DPA-1B	4008-4023	EP-20	EMC E-751	4163-4178	4/1947	Note:
DPA-1C	4024-4029	EP-20	EMC E-840	4847-4852	2/1948	
DPA-1D	4030-4035	EP-20	EMC E-987	6241-6246	2/1949	

Note: 4000-4003 Blt. 3/45, others 10/45. 4003, 4020 Rebuilt after wreck by EMD to E-8A, 2250 HP using original main generators. TE (max.) 57350, wt. 340300.

DPB - 1

CLASS DPB-1 A1A - A1A EMD E7B 2000HP (2) 12-567A (V-12) -98 52250(A, B), 52750(C) - 310000(A, B), 313000(C)



<u>CLASS</u>	<u>ROAD NOS.</u>	<u>1966 CLASS</u>	<u>BLDR. ORDER NO.</u>	<u>BLDR. SER. NO.</u>	<u>DATE</u>	<u>DIS-POSITION</u>
DPB-1A	4100-4103	EP-20	EMC E-639	2873-2876	10/1945	
DPB-1B	4104-4107	EP-20	EMC E-751	4179-4182	4/1947	
DPB-1C	4108-4113	EP-20	EMC E-840	4853-4858	2/1948	



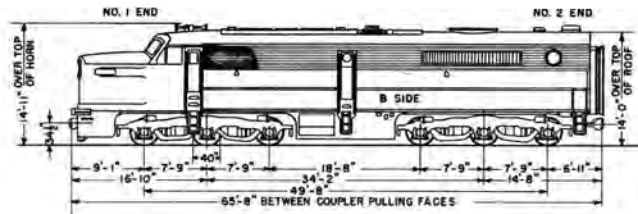
N. Y. C. No. 4003, Class DPA-1A, shown here with 4002 as built by E. M. C. in March, 1945. No. 4003 was severely wrecked near Conneaut, Ohio on March 27, 1953 and was subsequently rebuilt with an E-8 carbody (See Note;)



N. Y. C. No. 4008, Class DPA-1B and 4104, Class DPB-1B shown at E. M. C. in April, 1947 where these 2000hp. units were constructed. 4008 displays the newer style enclosed coupler pilot and numberboards.

DPA - 2

CLASS DPA-2 A1A-A1A Alco/GE PA-1 2000HP 244 (V-16, Turbocharged)- 100 51425 to 52450 - 308000 to 311700

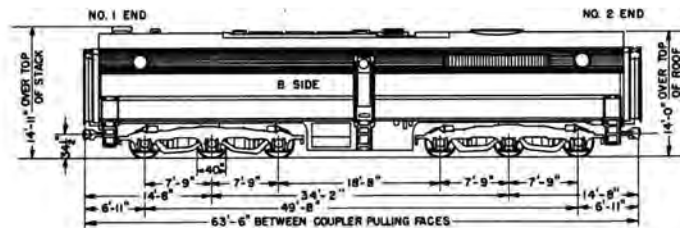


CLASS	ROAD NOS.	BLDR. ORDER NO.	BLDR. SER. NO.	DATE	DIS-POSITION
DPA-2A	4200, 4201	(SO-20144)	75328, 75329	1/1948	Ret. 4/62 Scr. 7/62, 6/62
DPA-2B	4202	(SO-20259)	76086	12/1948	Ret. 4/62 Scr. 5/62
"	4203	" S-3079	76307	"	Ret. 4/62 Scr. 6/62
DPA-2C	P & LE 4204-4207	(SO-20354)	76913-76916	4/1949	Ret. 12/60 Note:
		Alco S-3103			

Note: Sold for scrap 2/61, 2/61, 1/61, 2/61 in order.

DPB - 2

CLASS DPB-2 A1A-A1A Alco/GE PB-1 2000HP 244 (V-16, Turbocharged)- 100 51250 (A), 52125 (B) - 304300(A), 309300(B)



CLASS	ROAD NOS.	BLDR. ORDER NO.	BLDR. SER. NO.	DATE	DIS-POSITION
DPB-2A	4300, 4301	(SO-20145)	75605, 75606	1/1948	Ret. 4/62 Scr. 5, 6/62
DPB-2B	4302	(SO-20260)	75610	12/1948	Ret. 4/62 Scr. 6/62
"	4303	"	75611	"	Ret. 4/62 Scr. 7/62

* Re-engined 11/55 at Collinwood Loco Shop with EMD 567 C V-16, 1750 HP using original GE 566-C1 Generator, modified coupling, modified Woodward Governor and partial EMD transition, balance original equipment. TE (max) 50450, wt. 299300



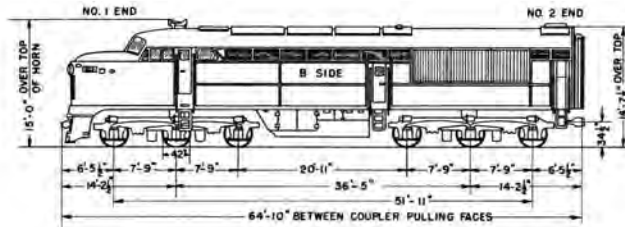
N. Y. C. No. 4202, Class DPA-2B was a 2000hp. locomotive powered by a 16 cyl. model 244 engine. This locomotive was built by Alco in December, 1948 and was retired in April, 1962.



N. Y. C. No. 4302, Class DPB-2B was also built by Alco in December, 1948, but in November, 1955, the original model 244 powerplant was replaced with an E. M. D. 567C (V-16) engine rated at 1750hp. (See Note) Locomotive was retired in April, 1962.

DPA-3

CLASS DPA-3 A1A-A1A FM (Erie Built) 2000HP 38D 8 1/8 (10 in line OP) -103 - 58100 - 333300 (Note)

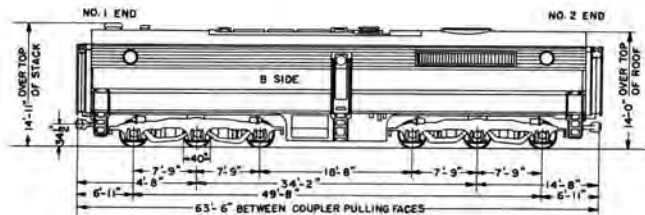
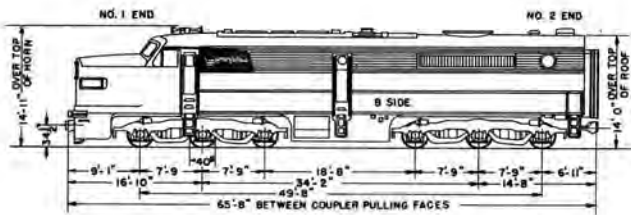


CLASS	ROAD NOS.	BLDR. ORDER NO.	BLDR. SER. NO.	DATE	DIS-POSITION
DPA-3A	4400-4405	LD-47	FML1177-L1182; GE 30126-30131	3, 4/1949	Note:

Note: All units built with 63/24 gear ratio, by 1957 all units de-rated to 1750HP, with 64/23 gear ratio, 97 mph; All units built with cast steel drop equalized trucks (not "fabricated" shown in diagram) with indicated wheel base; All units retired 1/64, sold for scrap 2/64, 2/64, 2/64, 3/64, 1/64, 1/64 in order.

DPA-4 & DPB-4

CLASS DPA-4 A1A-A1A Alco/GE PA-2 2250 HP 244 (V-16 turbocharged) -100 51500 to 52500 - 311800 to 318000
 CLASS DPB-4 A1A-A1A Alco/GE PB-2 51850 - 314000



CLASS	ROAD NOS.	BLDR. ORDER NO.	BLDR. SER. NO.	DATE	DIS-POSITION
DPA-4A	4208-4211	(SO-20500) Alco S-3142	78204-78207	6/1950	Ret. 4/65 Sold 5/65 GE
DPA-4B	4212	(SO-20471) Alco S-3116	75790	4/1950	Ret. 4/62
DPA-4C	P & LE 4213, 4214	(SO-20756) Alco S-3172	79040, 79041	Acq. 8/51 5/1952	Scr. 6/62 Ret. 12/60 SS 1/61
DPB-4A	4304	(SO-20470) Alco S-3057	75789	4/1950 Acq. 8/51	Ret. 4/62 Scr. 7/62



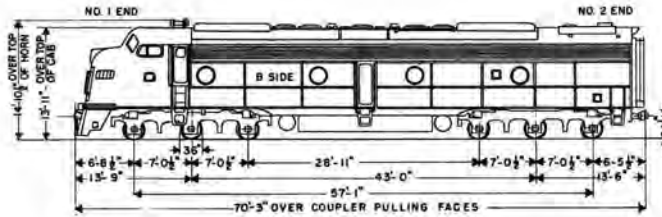
N. Y. C. No. 4403, Class DPA-3A, was a 2000hp. 10 cyl. "OP" powered locomotive built by Fairbanks-Morse at G. E.'s Erie, Pa. works in April, 1949 and was retired from service in January, 1964.



N. Y. C. No. 4208, Class DPA-4A, was a 2250hp. model PA-2 locomotive which was built by Alco in June, 1950 and was retired in April, 1965. The enclosed coupler pilot doors, which were later removed are shown here fully opened.

DPA - 5

CLASS DPA-5 A1A-A1A EMD E-8 A 2250 HP (2) 12-567B(V-12) -98 - 56075 to 56325* - 332700 to 334600*

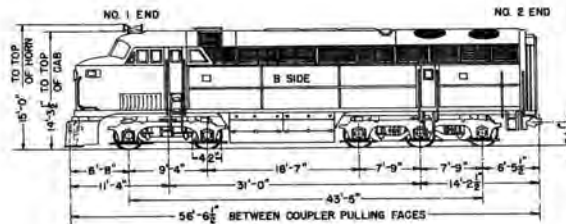


<u>CLASS</u>	<u>ROAD NOS.</u>	<u>1966 CLASS</u>	<u>BLDR. ORDER</u>	<u>BLDR. SER. NO.</u>	<u>DATE</u>	<u>DIS-POSITION</u>
DPA-5A	4036-4039	EP-22	EMD-2016	14425-14428	6/1951	
DPA-5B	4040-4044	" "	EMD-6291	14583-14587	9/1951	
" "	4045-4053	" "	" "	15304-15312	11/51-3/52	
DPA-5C	4054-4061	" "	EMD-6358	15313-15320	4/1952	
DPA-5D	4062, 4063	" "	EMD-6515	18345, 18346	6/1953	
DPA-5E	4064-4076	" "	EMD-2055	18522-18534	6-8/1953	
" "	4077	—	" "	18535	8/1953	Ret. 1/66 (wrecked)
" "	4078-4095	EP-22	" "	18536-18553	8, 9/1953	

* 4036 and 4041-4060 equipped by NYC with 2 steam generators, wt. 334600 and 335700, TE (max) 56375 and 56575

DPA - 6

CLASS DPA-6 B-A1A FM CPA - 24-4 2400HP 38D 8 1/8 (12 in line OP) - 100 61375 - 300500



<u>CLASS</u>	<u>ROAD NOS.</u>	<u>BLDR. ORDER</u>	<u>BLDR. SER. NO.</u>	<u>DATE</u>	<u>Re-Engined *</u>	<u>DIS-POSITION</u>
DPA-6A	4500	LD-125	24L552	3/1952	10/55	Ret. 10/66
" "	4501	" "	24L553	" "	12/55	" "
" "	4502	" "	24L554	" "	11/55	" "
" "	4503	" "	24L555	" "	4/56	" "
" "	4504	" "	24L556	" "	3/56	" "
" "	4505	" "	24L557	" "	10/55	" "
" "	4506	" "	24L558	4/1952	2/56	" "
" "	4507	" "	24L559	" "	3/56	" "

* Re-engined Collinwood Diesel Loco Shop with EMD 567C (V-16) 1750 HP, using original Westinghouse electrical equipment. TE (max) 62475, WT 306000



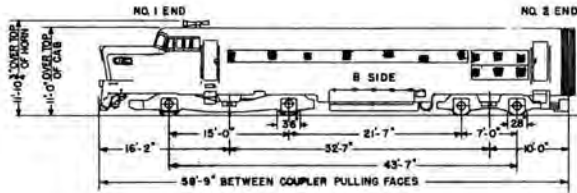
N. Y. C. No. 4048, Class DPA-5B, was a 2250hp. model E-8A locomotive which was built by E. M. D. in January, 1952



N. Y. C. No. 4503, Class DPA-6A, was a 2400hp. "C Line" locomotive built by Fairbanks-Morse in April, 1956 and was retired in October, 1966. As with 4048 pictured above, silver painted trucks were standard for N. Y. C. passenger power during most of the 1950's.

DH-1

CLASS DH-1 B-1 BLH RP-210 1000HP Maybach (V-12) - 120 - 29500 - 198300 (118000 on driving wheels)



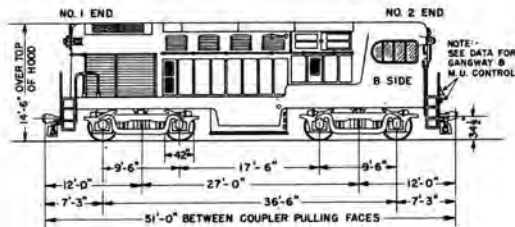
<u>CLASS</u>	<u>ROAD NOS.</u>	<u>BLDR. ORDER</u>	<u>BLDR. SER. NO.</u>	<u>DATE</u>	<u>DIS-POSITION</u>
DH-1A	20	120-1020	76108	5/1956	Ret. 12/60

Note: Equipped with Maybach Mech-Hydro 4 speed hydraulic transmission and Cardan shaft drive to gears on driving axles.

DIESEL FREIGHT TRANSFER LOCOMOTIVES

DFT-1

CLASS DFT-1 B-B FM H20-44 2000HP 38 D8 1/8 (10 in line OP) -65 -62950 to 64950 - 251800 to 259800



<u>CLASS</u>	<u>ROAD NOS.</u>	<u>ROAD NOS.</u>	<u>PURCHASED BY</u>	<u>BLDR. ORDER</u>	<u>BLDR. SER. NO.</u>	<u>DATE</u>	<u>DIS-POSITION</u>
DFT-1A	NYC	7100-7105	---	LD-44	20L23-20L28	7-9/1948	Note
DFT-1B	IHB	7110-7114	NYC	LD-55	20L18-20L22	7/1948	Ret. 3/66 Sld!Marco"
DFT-1C	IHB	7115-7116	NYC	LD-61	20L35, 20L36	9/1948	Sld. 6/64 to GE
DFT-1D	NYC	7106-7109	---	LD-44	20L29-20L32	10/1948	Note:
DFT-1E	IHB	7117-7118	NYC	LD-78	20L49, 20L50	4, 5/1949	Ret. 3/66, Sold "Marco"

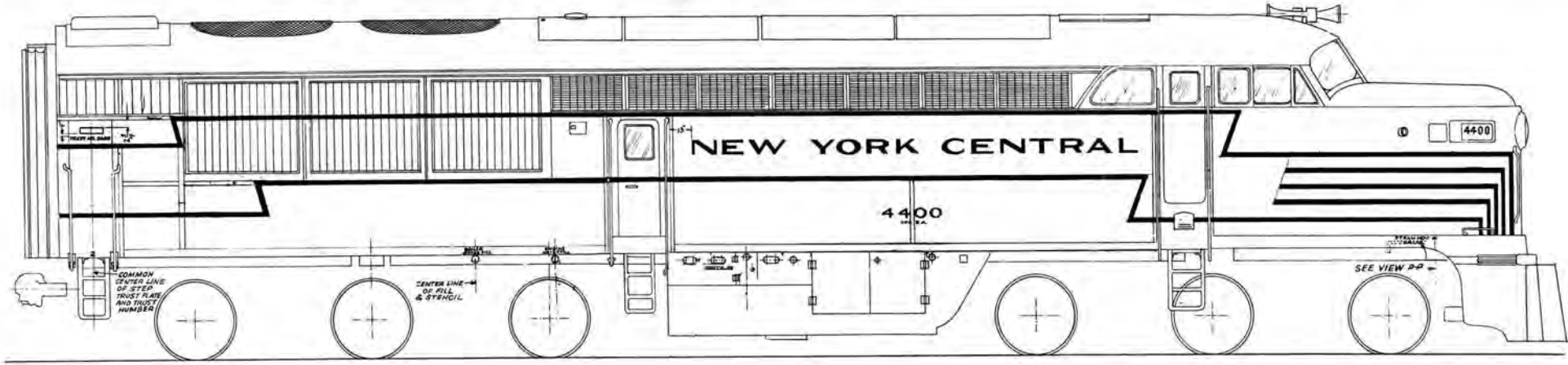
Note: 7100, 7106 Sold 6/64 to GE; 7101, 7108 sold 11/64 to GE; 7107 sold 12/64 to GE; 7109 Ret. 6/64, Sold 10/64 to GE; 7102 Ret. 7/65; 7103, 7104, 7105 Ret. 8/65. 7100 to 7107, 7110 to 7113, 7117, 7118 equipped for M. U. operation, both ends. 7108, 7109, 7115 and 7116 equipped for M. U. operation on # 2 end only. 7114 not equipped for M. U. operation.



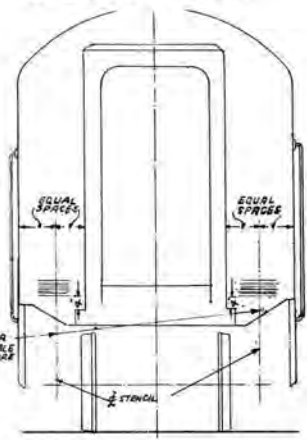
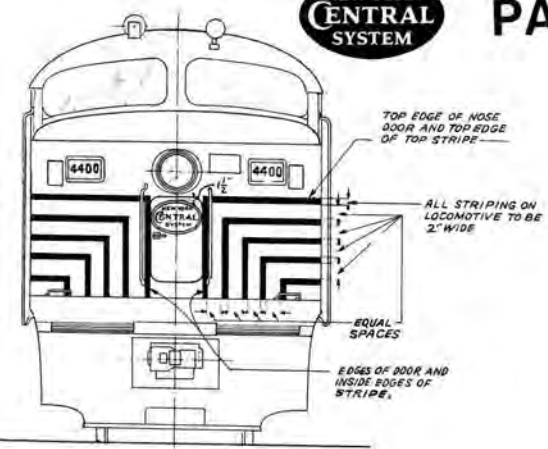
N. Y. C. X-20, Class DH-1, was built by Baldwin-Lima-Hamilton in May, 1956. This attractive blue and yellow locomotive spent much of its service life in storage or repair shops where it acquired the nickname "Mickey Mouse". This locomotive, along with its "talgo type" cars was named "X-Plorer" by the N. Y. C. it was sold to the Pickens R. R. after its retirement in December, 1960. Paul Emch Collection



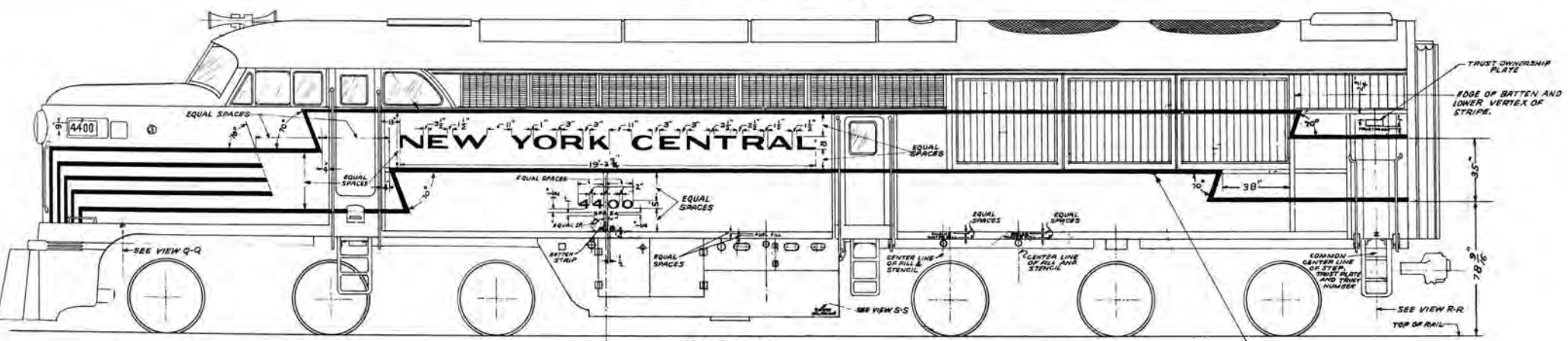
N. Y. C. No. 7104, Class DFT-1A, was a 2000hp. "Transfer Switcher" built by Fairbanks-Morse in August, 1948 and was retired from service in August, 1965.



PAINTING & LETTERING



ENGINE ROOM INTERIOR	DUPONT DULUX SUEDE GRAY ENAMEL NO. 88-503
LOCA BODY EXTERIOR & GRAB HANDLES (EXCEPT BAND BETWEEN 2" STRIPES)	DUPONT DUCO DARK GRAY LACQUER NO. 254-23854
BAND BETWEEN 2" STRIPES	DUPONT DUCO LIGHT GRAY LACQUER NO. 254-35453
UNDEFSIDE OF UNDER FRAME AND TANKS	DUPONT DU LUX LOCOMOTIVE BLACK NO. 88-762
STENCILING (SEE NOTES 1, 2 & 3)	RED --- FIRE PROTECTION RED BLACK --- FLAT JAPAN BLACK WHITE --- WHITE LEAD GROUND IN OIL
OPERATING CAB INTERIOR	DUPONT DULUX GREEN ENAMEL NO. 88-6202
LETTERING AND BANDER (NOTE 5) BACKGROUND	DUPONT DUCO WHITE NO. 254-1
CRANKCASE	DUPONT DULUX CRANKCASE SEALER, ORANGE NO. 81-5546
STRIPING LETTERING AND NUMBERING	DUPONT DUCO WHITE NO. 254-1
EMERG. OIL PULL RING OR PULL HANDLE	FIRE PROTECTION RED
BATTERY BOX INSIDE (SEE NOTE 6)	ELATERITE GRADE 45 A
TRUCKS	DUPONT "READY TO MIX" ALUMINUM PAINT NO. 166-220



B SIDE VIEW
 OF ROAD NUMBER
 CLASS MARKING
 AND BATTEN STRIP

LOCATE STRIPE ON TRIM
 (TOP EDGE OF STRIPE
 TO LINE UP WITH
 TOP EDGE OF TRIM.)