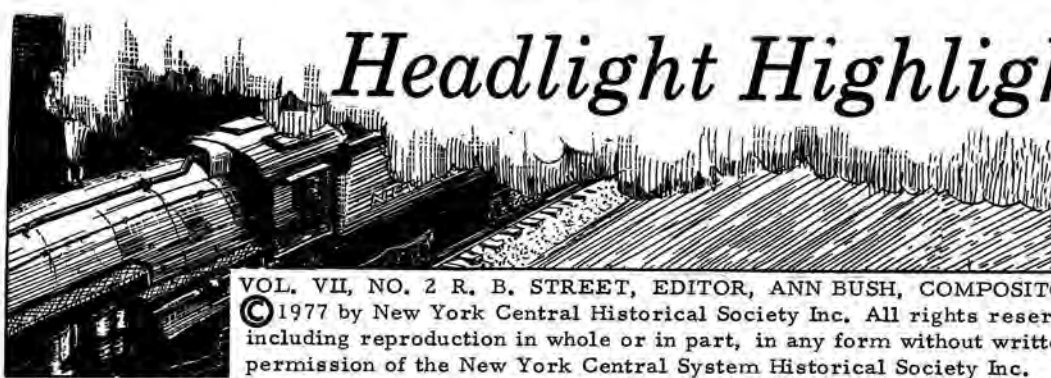


Headlight Highlights



VOL. VII, NO. 2 R. B. STREET, EDITOR, ANN BUSH, COMPOSITOR

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C. M. Smith, President - H. L. Vail Jr., Treasurer - A. C. Vidra, Secretary - A. K. Bush, Membership

On The Cover

On our cover this issue is the No. 2 end view of DRS-1c (RS-1) #8109, built by Alco in April 1950. This unit represents the second order of the New York Central's first road switcher class, the first nine units (8100-8108) having arrived in February and March 1948. These units spent the greater part of their service life in the Syracuse-Rochester area of New York State.

(CONTINUED)

Tom Heinrich, P.O. Box 285, Iaeger, W.Va. 24844 wants any NYC dining car china, silver, glassware, linens, or menus. Also any Kasiner O scale passenger equipment, full length only.

William Egy, 118 W. Yates St., E. Syracuse, N.Y. 13059 wants photo of NYC #401, a 4-4-0 built by Schenectady in 1873.

Richard Beeman, 705 Water St., Chittenango, N.Y. 13037 wants builders and other photos of NYC "Niagara" locomotives.

Gy. Sgt. Joseph D'Amato USMC, Staff Com Fair West Pac, 40 Div Box 67-3, FPO Seattle 98767 wants information, photos, and diagrams of NYC cabooses, business cars, and non-revenue cars in the post war era.

Walter C. Potosky, 5965 Edgehill Drive, Parma Heights, Ohio 44130 wants information and plans for the Linndale roundhouse and station, also history of and color scheme for the Olmsted Falls passenger station.

David Dillingham, 2101 NE 60th Terrace, Kansas City, Mo. 64118 wants March 1974 issue of "Central Headlight" (Gas-Electric Roster).

Charles M. Smith, 3 Princeton Road, Strafford-Wayne, Pa. 19087 wants prints of the following NYC drawings for the Society collection.

Drg. No. R-70475 Painting & Lettering - Steam Locomotives

Drg. No. R-70746 Painting & Lettering - Steam Locomotives

Drg. No. X-21725 Painting & Lettering - Steam Locomotives

Drg. No. V-35166 Side Rods-Tapered Front Section-Class J3a

All drawings will be returned with an extra print after copying. If you have these, what can we do for you?

House of Heeg, P.O. Box 1735, Pittsburgh, Pa. 15230 offers at \$3.50 each 18"x22" color reproductions of the 1923 NYC calendar print, "The Greatest Train in the World".

E.T. Mitchell, 107 W. Circular Ave., Paoli, Pa. 19301 sells a variety of railroadiana including NYC cloth patches at 50 cents each (NYC System, black & white; NYC System, red, black and white; NYC Lines; NYC 20th Century Limited; and NYC Water Level Route). Please write him for his extensive list.



The Adirondack Division

The restoration of service on the former New York Central Adirondack Division moved closer to reality on February 24 when New York state officials announced that they had approved the plans of a group of private investors to rehabilitate the old line and operate it as a scenic "recreational" railway.

The state, which owns the abandoned line, is applying for a grant from the Federal Economic Development Administration to cover most of the estimated \$1.7 million rehabilitation cost. Officials said that the Federal agency appeared enthusiastic about the project, and that if everything went as expected the railroad would be ready in plenty of time for the 1980 Winter Olympics at Lake Placid.

Any costs not covered by the Federal grant will be shared between the state and the Adirondack Railway Corporation, a company formed recently to operate the railroad and, presumably, make a profit from it. The company would lease the line from the state and be responsible for all maintenance and operation.

The line to be restored was abandoned by the Penn Central in 1972 and runs from Lake Placid to Remsen, a village

General Information

It is again requested that members please use their membership numbers on all correspondence to the Society. This enables us to answer our mail more promptly. PLEASE enclose a self-addressed stamped no. 10 envelope whenever a reply will be necessary.

PLEASE NOTIFY US PROMPTLY OF ADDRESS CHANGES. This is an often neglected item, and one that continues to cause us considerable unnecessary expense in time and money. It only takes a minute to send an address change, so if you move please remember to notify us.

Because the Society is a volunteer type organization with no permanent staff, all work is done on a spare time basis. We ask members to bear with us under these circumstances. We try to answer all questions and requests as they are sent to us, but sometimes other matters must take precedence.

Membership cards are sent with the first issue of the "Central Headlight" after March 15th, which is the beginning of the Society's fiscal year, or after dues are paid. Please do not send SSAE with dues (unless requesting other information), or make inquiry until the next "Central Headlight" issue after payment.

Please send all drawing requests and want ad items to C.M. Smith, 3 Princeton Road, Strafford-Wayne, Pa. 19087, not to our Cleveland address. Passenger car photograph orders should go to Richard L. Stoving, 73-48 188 Street, Flushing, New York 11366.

The Society mails all publications Third Class to save on postage, allowing us to put the money towards a better publication. Please allow two or three weeks for delivery.

As Society material is revised and reissued, it will be sent to all members. New material will be sent as it is published.

NYC Railroadiana

WANT ADS

R.A. Sturgis, 50 Edgewood Drive, Toms River, N.J. 08753 would like to obtain a photo of the Bogota, N.J. station.

John Dovan, Jr., 15 Orchard St., Fairport, N.Y. 14450 wants photos of the Harmon and Collinwood yards.

Louis A. Marre, University of Dayton, Dayton, O. 45469 wants to obtain copies of all "Central Headlight" issues from Vol. I No. 1 to the end of 1975.

Jerome A. Weisman, 5401 Zelzah Ave., Encino, Cal. 91316 wants to obtain general arrangement drawings for Lot 2129 (Diners 680-685) and Lot 2130 (RPOs 5017-5020) and floor plan for Lot 2130, also plan number for both lots.

Joseph D. Kenty, 846 Hermosa Ave., Cincinnati, O. 45238 wants articles, history, and public timetables for the Toledo & Ohio Central, period 1915-1925.

Kent L. Singer, 97-34 82nd St., Ozone Park, N.Y. 11416 wants copy of A. Staufer's "NYC Passenger Car Dimension and Plan Book", and copy of "Central Headlight" for February 1975, (Standard and Big Four cabooses).



N. Y. C. No. 8109, Class DRS-1C was a 1000hp RS-1 locomotive built by Alco in April, 1950 and was renumbered to 9909 in 1966. This locomotive was equipped with M. U. controls on the #2 end only, and was used mostly in New York state.



N. Y. C. No. 8205, Class DRS-2B was a 1500hp RS-2 locomotive built by Alco in January, 1949. This locomotive was equipped with M. U. controls on both ends.

DRS - 2 DRSP - 2 (CONTINUED)

CLASS DRS-2 B-B Alco/GE RS-2 1500HP (V-12 Turbocharged) -65 61525 (B)-246100(B)
 CLASS DRSP-2 61375 (A)-61200(C) -245500(A), 244800(C)

CLASS	ROAD NO.	1966 CLASS	Re.No. 1966	BLDR. ORDER	BLDR. SER. NO.	DATE	DIS-POSITION
DRS-2B	8202	---	---	(SO-20234) Alco S-3074	76241	1/1949	Ret. 4/61 Scr. 6/61
"	"	8203	---	"	76242	"	Note:
"	"	8204	---	"	76243	"	Ret. 9/65, Sld. 10/65 GE
"	"	8205(1)	---	"	76244	"	Note:
"	"	8206	---	"	76245	"	Ret. 2/65 Sld. 3/65 GE
"	"	8207	ARS-16	5207	"	"	"
"	"	8208	---	---	Alco S-3089	76632	"
							Ret. 9/65 Sld. 11/65 GE

Note: 8203 Retired 2/66, Sold 2/66 to GE re-numbered 8355.
 8205 (1) Retired 3/66, Sold 3/66 to GE re-numbered 8357.

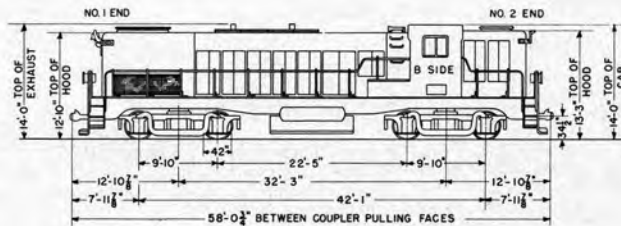
DRSP-2C*	8209	---	---	(SO-20396) Alco S-3122	77900	2/1950	Sold 2/65 GE
"	"*	8210	ARS-16	5210	"	77901	"
"	"*	8211	---	---	"	77902	"
"	"*	8212-8215	ARS-16	5212-5215	"	77903-77906	"
"	"*	8216-8220	---	---	"	77907-77911	"
"	"*	8221	ARS-16	5221	"	77912	"
"	"*	8222	---	---	"	77913	"
							Sold 11/67 Alco Ret. 2/65 Sld. 3/65 GE

* Re-classified DRS-2C a/c Steam Generator removed, ballast added: 8209 6/58, 8211 5/60, 8217 4/58, 8219 10/59, 8220 7/59, 8222 4/58, others approx. same time.

Note: 5213 Ret. 10/67; 5214 Sold 12/66 GE; 8216-8220 Sold in order, 1/65, 8/65, 8/65, 10/65, 3/65, to GE
 General Note: Locomotives built with end buffers, Air Signal, and Double End Train Control; 8200-8208 built with MU control No. 1 and 2 ends; 8209-8222 built with MU control No. 2 end only.

DRSP - 3

CLASS DRSP-3 B-B BLW RS 4-4-15 1500HP 608 SC (8 in Line, Turbocharged) - 65 - 66450 - 265800



CLASS	ROAD NOS.	Re.No. 5/1951	1966 Class	Re. No. 1966	BLDR. ORDER	BLDR. SER. NO.	DATE	Re-engined *	DIS-POSITION
DRSP-3A	8300	7300	(BRS-15AS)	(5990)	47512	73479	7/1948	5/1956	Ret. 2/66 Scr.
"	"	8301	(BRS-15AS)	5991	"	73480	"	4/1956	Ret. 8/67

* Re-engined Collinwood Diesel Loco Shop with EMD-567 C (V-16) set at 1500HP, using original WE electric equipment, and re-gearred for 85 mph, TE (max.) 66950, Wt. 267800.

General Note: 1966 Class and number shown () assigned but never put on locomotive. Locomotives built with Air Signal, End Buffers, MU control at both ends, Double End Train Control; and had "one piece" cast steel frame.



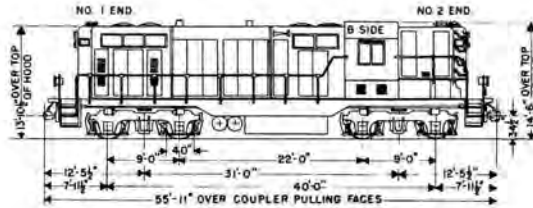
N. Y. C. No. 8213, Class DRSP-2C was a 1500hp RS-2 locomotive built by Alco in February, 1950 and was renumbered to 5213 in 1966 at which time it was also reclassified ARS-16. Steam Generator and other related equipment removed between 1958-60.



N. Y. C. No. 7300, Class DRSP-3A was a 1500hp 608SC locomotive built by Baldwin in July, 1948. It's original road number when built was 8300 which was changed to 7300 in May, 1951. It was later repowered with an EMD 567C V-16 engine in May 1956 before being retired and scrapped in February, 1966. The locomotive is shown at Collinwood, O. in August, 1959.

DRS-4 DRSP-4

CLASS DRS-4 B-B EMD GP-7 1500HP 16-567B (V-16) Speed See Gen. Note - 244400 to 252300 - 61100 to 63075
 CLASS DRSP-4



CLASS	ROAD NOS.	1966 Class	BLDR. ORDER	BLDR. SER. NO.	DATE	DIS-POSITION
DRS-4A	5600-5607	ERS-15	5012	9227-9234	8/1950	
DRSP-4B*	5608, 5609	1966 Class ERS-15	6125	9235, 9236	8/1950	Note:
" "	* 5610 (1)	Re-No. 6/65 6052 (2), ERS-17	ReNo 3/66 7452	11772	" "	
" "	* 5611	ERS-15	"	11773	" "	
* Re-classified DRS-4B a/c Steam Generator removed, ballast added.						
Note: 5608 Sold 12/1966 to GE; 5609 last locomotive to have NYC lettering applied out shipped Collinwood Diesel Locomotive Shop 2/1/1968						
DRS-4C	P & E 5612-5619	1966 Class ERS-15	6173	12998-13005	11, 12/50	
" "	" 5620 (1)	" " re-no 9/67 5686 (2)	"	13006	12/1950	
" "	" 5621-5623	" "	"	13007-13009	" "	
DRSP-4D*	P & E 5624, 5625	ERS-15	6196	13010, 13011	12/1950	
* Re-classified DRS-4D a/c Steam Generator removed, ballast added.						
DRS-4E	5626-5630	ERS-15	5052	14188-14192	7, 8/51	
" "	5631 (1)	---	"	14193	7/1951	Note:
" "	5632-5671	ERS-15	"	14194-14233	8-11/51	
" "	5672 (1)	---	"	14234	11/1951	Note:
" "	5673-5675	ERS-15	"	14235-14237	11/1951	
Note: 5631 (1) Retired 10/64, Sold to EMD re-numbered 5813. 5672 (1) Retired 10/64, Sold to EMD re-numbered 5817.						
DRS-4F	P & LE 5676-5681	ERS-15	5120	14573-14578	9/1951	
DRSP-4G*	P & LE 5682-5685	ERS-15	6306	14579-14582	9/1951	
* Re-classified DRS-4G a/c Steam Generator removed, ballast added.						
DRS-4H	5686 (1)	ERS-15	5104	15460	3/1952	
" "	5687-5708	" "	"	15461-15482	3, 4/1952	
DRSP-4J*	5709-5712	ERS-15	6345	15483-15486	3/1952	
* Re-classified DRS-4J a/c Steam Generator removed, ballast added.						
DRS-4K	P & LE 5713-5724	ERS-15	6369	16340-16351	5, 6/1952	
DRS-4L	P & LE 5725-5734	ERS-15	5184	17971-17980	4/1953	
DRSP-4M	P & LE 5735-5737	ERS-15 S	re-no 6/66 5928-5930 5253	17981-17983	4/1953	

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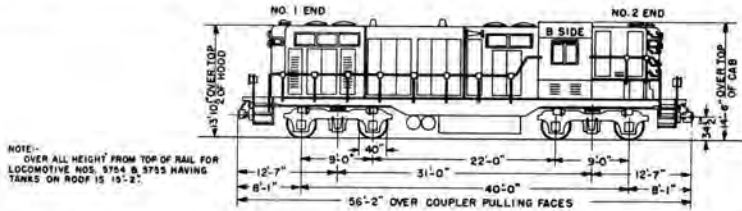
N. Y. C. No. 5690, Class DRS-4H was a 1500hp GP-7 locomotive built by E. M. D. in March, 1952 and was reclassified to ERS-15 in 1966. Note that these locomotives, (DRS-4H) are equipped with both dynamic brakes and hood winterizer hatches.



N. Y. C. No. 5709, Class DRSP-4J was a 1500hp GP-7 locomotive built by E. M. D. in March, 1952. It was reclassified to DRS-4J when its steam generator was removed prior to freight service. It was again reclassified in 1966 to ERS-15 in 1966. Note hood winterizer hatch used.

DRS-4 DRSP-4 (CONTINUED)

CLASS DRS-4 B-B EMD GP-7 1500HP 16-567B (V-16) Speed, See Gen. Note - 244400 to 252300 - 61100 to 63075
 CLASS DRSP-4



NOTE: OVER ALL HEIGHT FROM TOP OF RAIL FOR LOCOMOTIVE NOS. 5744 & 5753 HAVING TANKS ON ROOF IS 15'-2"

CLASS	ROAD NOS.	1966 Class	BLDR. ORDER	BLDR. SER. NO.	DATE	DIS-POSITION
DRSP-4N*	5738-5742	ERS-15	5183	18442-18446	5/1953	
"	"	5743, 5744	"	18447, 18448	"	
"	" *	5745-5749	"	18449-18453	"	
"	"	5750, 5751	"	18454, 18455	"	
"	"*	5752	"	18456	"	
"	"	5753	"	18457	"	
"	" *	5754-5757	"	18458-18461	"	
"	"	5758	"	18462	"	Sold 12/66 to GE
"	"*	5759	"	18463	"	
"	"	5760	"	18464	"	Steam Gen. Rem. 6/66
"	"*	5761	"	18465	6/1953	
"	"	5762	"	18466	"	
"	"	5763	"	18467	"	
"	"*	5764	"	18468	"	
"	"	5765	"	18469	"	
"	"	5766	"	18470	"	
"	"	5767	"	18471	"	
"	"	5768	"	18472	"	
"	"	5769	"	18473	"	
"	"	5770	"	18474	"	
"	"	5771	"	18475	"	
"	"	5772	"	18476	"	
"	"	5773	"	18477	"	
"	"	5774	"	18478	"	
"	"	5775	"	18479	"	
"	" *	5776-5778	"	18480-18482	"	
"	"*	5779	"	18483	"	Sld. 11/65EMD (wreck'd)
"	"	5780	"	18484	"	
"	"	5781	"	18485	"	
"	"	5782	"	18486	"	
"	"	5783	"	18487	"	
"	"	5784	"	18488	"	
"	"	5785	"	18489	"	
"	"*	5786	"	18490	"	
"	"	5787	"	18491	"	
"	"*	5788	"	18492	"	
"	"	5789	"	18493	"	
"	"	5790	"	18494	"	
"	"	5791	"	18495	"	
"	" *	5792, 5793	"	18496, 18497	"	
"	"	5794	"	18498	"	
"	"	5795	"	18499	"	
"	" *	5796	"	18500	"	Sold 10/64 EMD
"	"	5797	"	18501	"	
"	" *	5798	"	18502	"	Sold 10/64 EMD
"	"	5799	"	18503	"	
"	"*	5800	"	18504	"	
"	"	5801	"	18505	"	
"	"	5802	"	18506	"	
"	"*	5803	"	18507	"	
"	"	5804	"	18508	"	
"	"*	5805	"	18509	"	
"	"	5806	"	18510	"	
"	"	5807	"	18511	"	

(TO BE CONTINUED - NEXT PAGE)



Peoria & Eastern No. 5625, Class DRSP-4D was a 1500hp GP-7 locomotive built by E. M. D. in December 1950. It was later reclassified to DRS-4D when steam generator equipment was removed. In 1966 it was again reclassified to ERS-15.



Pittsburgh & Lake Erie No. 5728, Class DRS-4L was a 1500hp GP-7 locomotive built by E. M. D. in April, 1953. Note train control motor-generator mounted near cab on the short hood.

DRS-4 (CONTINUED)

CLASS DRS-4 B-B EMD GP-7 1500HP 16-567B (V-16) Speed, See Gen. Note - 244400 to 252300 - 61100 to 63075
 CLASS DRSP-4

CLASS	ROAD NO.	Re-No. c/10/64	1966 Class	Re-No. 1966	BLDR. ORDER	BLDR. SER. NO.	DATE	DIS-POSITION
DRS-4P	5808-5812	—	ERS-15	—	5280	18512-18516	5/1953	
" "	5813	5631 (2)	" "	—	"	18517	6/1953	
" "	5814	6020 (2)	ERS-17	4/66 — 7420	"	18518	"	
" "	5815	5980 (2)	" "	4/66 — 7380	"	18519	"	
" "	5816	5969 (2)	" "	4/66 — 7369	"	18520	"	
" "	5817	5672 (2)	ERS-15	—	"	18521	"	
DRS-4Q	5818-5827	—	ERS-15 ex C&O	5720-5729	GMD C109	A154-A163	3/1951	Note:

Note: DRS-4Q Purchased by NYC 1/1956. Locomotives used in Canadian operation based at St. Thomas, Ontario, Canada. Cab arranged to run short hood forward (short hood is No. 1 end).

* Re-classified DRS-4N a/c Steam Generator removed, ballast added, and re-gearred to 65 mph.

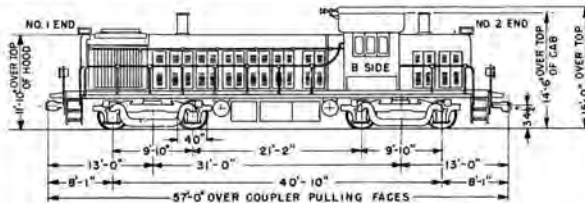
** Re-classified ERS-15 a/c Steam Generator removed, ballast added and re-gearred to 65 mph, ERS-15S Nos. 5900-5927 re-classified ERS-15 and re-numbered back to original numbers when steam generator removed, ballast added, and re-gearred to 65 mph on dates indicated.

General Note: Gear ratio on all DRSP-4N except 5739, 5741, 5743, 5766, 5769 changed by NYC to 59: 18 for 85 mph by 4/1957. DRSP-4N units re-numbered to 5900-5927 in 1966 retained 85 mph gear ratio until again re-built and re-numbered as above.

General Notes on entire Class DRS/DRSP-4 as originally built: Geared speed 65 mph on all except DRSP-4D-71 mph and DRSP-4N-71 mph; All built with Air Signal; Platform Gangway and MU control on No. 1 and 2 ends on Sub Class E, H, J, L, M, N, P, Q; Platform Gangway and MU control on No. 2 end only on Sub Classes A, B, C, D, F, G, K; End Buffers on Sub Classes A, B, D, E, G, J, M, N; Double End Train Control on all except DRS-4C none, DRSP-4D none; Layover Heating on DRS-4C and DRS-4D only; DRS-4H built with Dynamic Brake.

CLASS DRSP-5 B-B Lima-Hamilton 1200HP Road Switcher 1200HP Hamilton T-89SA(8 in Line, Turbocharged)-60-61875-247500

DRSP-5



CLASS	ROAD NOS.	Re. No. 5/53	1966 CLASS	Re. No. 1966 **	BLDR. ORDER	BLDR. SER. NO.	DATE	DIS-POSITION
DRSP-5A*	5800	6200	(LRS-12)	(8056)	LLW 1217	9423	8/1950	Ret. 2/65, SS
" "	* 5801	6201	(")	(8057)	" "	9424	9/1950	" " "
" "	* 5802	6202	(")	(8058)	" "	9425	"	" " "
" "	* 5803	6203	(")	(8059)	" "	9426	"	" 1/66 "
" "	* 5804	6204	—	—	" "	9427	"	" 2/65 —
" "	* 5805	6205	(LRS-12)	(8060)	" "	9428	"	" " , SS
" "	* 5806	6206	—	—	" "	9429	"	" 8/65 —
" "	* 5807	6207	—	—	" "	9430	"	" 2/65, SS
" "	* 5808	6208	(LRS-12)	(8061)	" "	9431	"	" " "
" "	* 5809	6209	—	—	" "	9432	"	" 8/65
" "	5810	6210	LRS-12AS	8062	" "	9433	"	Note:
" "	5811	6211	" "	8063	" "	9434	"	Note:
" "	* 5812	6212	—	—	" "	9435	10/1950	Ret. 2/65, SS
" "	* 5813	6213	(LRS-12)	(8064)	" "	9436	"	" 1/66 "
" "	* 5814	6214	(")	(8065)	" "	9437	11/1950	" " "
" "	* 5815	6215	(")	(8066)	" "	9438	"	" " "

* Re-classified DRS-5A a/c Steam Generator removed, ballast added, in order 4/58, 3/61, 4/58, 7/57, 12/54, 3/62, 11/59, 12/54, 1/60, 7/55, —, —, 6/55, 6/55, 4/55, 6/55.

** 1966 Class and numbers shown () assigned but not applied to locomotive.

Note: 5810 Re-engined 2/56 and 5811 re-engined 6/55 at Collinwood Diesel Locomotive Shop with EMD 12-567B, V12, 1200HP and EMD D-4 generator, using original WE 362 Traction Motors. TE(Max) 6210-63250, 6211-62500; Wt. 6210 - 253000, 6211 - 250000.

General Note: All locomotives built with End Buffers, Air Signal, MU Control No. 2 end only, Platform Gangway No. 2 end only and Double End Train Control.

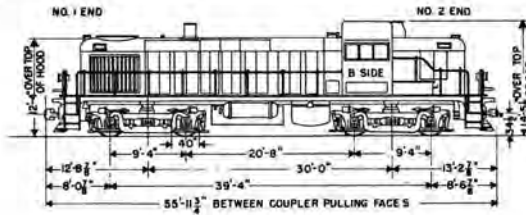


Pittsburgh & Lake Erie No. 5735, Class DRSP-4M was a 1500hp GP-7 locomotive built by E. M. D. in April, 1953. It was renumbered 5928 in June, 1966 and was reclassified ERS-15 at that time.



N. Y. C. No. 5801, Class DRSP-5A was a 1200hp model T-89SA locomotive built by Lima-Hamilton in September, 1950. It was renumbered 6201 in May, 1953 and was reclassified to DRS-5A in March, 1961 when steam generator equipment was removed prior to freight service. Locomotive was retired and sold for scrap in February, 1965.

CLASS DRS-6 B-B Alco-GE RS-3 1600HP 244 (V-12, Turbocharged) 65 (except H) 61375 to 62650 - 245500 to 250600
 CLASS DRSP-6 75 (H) - 61850 - 247400



DRS - 6 DRSP - 6

CLASS	ROAD NOS.	1966 CLASS	Re. No. 1966	BLDR. ORDER	BLDR. SER. NO.	DATE	DIS-POSITION
DRSP-6A*	8223, 8224	ARS-16	5223, 5224	(SO-20501) Alco S-3154	78080, 78081	8/1950	
"	" * 8225	---	---	"	78082	"	Sold 9/65 to GE
"	" * 8226-8230	ARS-16	5226-5230	"	78083-78087	"	

*Re-classified DRS-6A a/c Steam Generator removed, ballast added.

DRS-6B	8231-8234	ARS-16	5231-5234	(SO-20625) Alco S-3160	78595-78598	5/1951	
"	" 8235 (1)	---	---	" "	78599	"	Note:
"	" 8236-8241	ARS-16	5236-5241	" "	78600-78605	"	
	8242, 8243	" "	5242, 5243	" "	78751, 78752	"	

Note: 8235 (1) Retired 2/66, Sold 2/66 to GE re-numbered 8353.

DRSP-6C*	8244-8246	ARS-16	5244-5246	(SO-20626) Alco S-3168	78860-78862	5, 6/1951	
"	" 8247, 8248	ARS-16S	5500, 5522	" "	78863, 78864	5, 6/1951	
"	"* 8249	ARS-16	5249	" "	78865	5/1951	
"	" 8250, 8251	ARS-16S	5523, 5524	" "	78866, 78867	5, 6/1951	
"	" 8252-8255	" "	5501-5504	" "	78868-78871	6/1951	
"	" 8256	" "	5525	Re No. 7/67 5256**	78872	" "	
"	"* 8257	ARS-16	5257	" "	78873	" "	
"	" 8258	ARS-16S	5526	Re No. /67 5258**	78874	" "	
"	" 8259	" "	5505	" "	78875	" "	
"	" * 8260-8263	ARS-16	5260-5263	" "	78876-78879	" "	
"	" 8264-8271	ARS-16S	5506-5513	" "	78900-78908	6, 7/1951	
"	"* 8272	ARS-16	5272	" "	78909	7/1951	
"	" 8273-8280	ARS-16S	5514-5521	" "	78910-78917	" "	

* Re-classified DRS-6C a/c Steam Generator removed, ballast added.

** Re-classified ARS-16 when re-numbered a/c Steam Generator removed, ballast added.

DRS-6D	8281-8284	ARS-16	5281-5284	(SO-20687) Alco S-3178	79240-79243	10/1951	
DRSP-6E	8285, 8286	ARS-16S	5527, 5528	(SO-20686) Alco S-3174	79097, 79098	9/1951	
"	"* 8287, 8288	ARS-16	5287, 5288	"	79099, 79100	"	
"	" 8289	ARS-16S	5529	"	79101	"	
"	"* 8290	ARS-16	5290	"	79102	"	
"	" 8291	ARS-16S	5530	"	79103	"	
"	" 8292	ARS-16S	5292	"	79104	"	
"	"* 8293-8295	ARS-16	5293-5295	"	79105-79107	"	
"	" 8296-8298	ARS-16S	5296-5298	"	79108-79110	"	
"	" 8299, 8300	ARS-16	5299, 5300	"	79111, 79112	"	
"	" 8301 (1)	---**	---**	"	79113	"	Note:
"	"* 8302, 8303	ARS-16	5302, 5303	"	79114, 79115	9, 10/51	Note:
"	"* 8304-8306	" "	5304-5306	Alco S-3178	79236-79238	10/1951	Note:
"	" 8307	ARS-16S	5307	"	79239	"	

Note: 8301 (1) Retired 3/66, Sold 3/66 to GE re-numbered 8356

*Re-classified DRS-6E a/c Steam Generator removed, ballast added.

**New Class (ARS-16S) and New Number (5301) assigned but never put on locomotive a/c sold.

Note: 5303 Ret. 11/67, to Alco; 5305 wrecked NY 5/22/67, ret. 6/67.

(TO BE CONTINUED - NEXT PAGE)



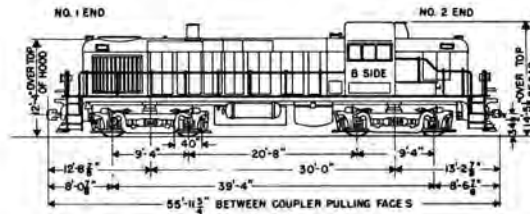
N. Y. C. No. 8225, Class DRSP-6A was a 1600hp RS-3 locomotive built by Alco in August, 1950. It was later reclassified to DRS-6A with the removal of steam generator equipment and was sold to General Electric in September, 1965.



N. Y. C. No. 8246, Class DRSP-6 was a 1600hp RS-3 locomotive built by Alco in June, 1951. It also had steam generator equipment removed and was reclassified to DRS-6C. In 1966 it was renumbered 5246 and again reclassified to ARS-16.

DRS - 6 DRSP - 6 (CONTINUED)

CLASS DRS-6 B-B Alco-GE RS-3 1600HP 244 (V-12, Turbocharged) 65 (except H) 61375 to 62650 - 245500 to 2500600
 CLASS DRSP-6 75 (H) - 247400 - 61850 - 247400



CLASS	ROAD NOS.	1966 CLASS	Re. No. 1966	BLDR. ORDER	BLDR. SER. NO.	DATE	DIS-POSITION
DRSP-6F*	8308-8312	ARS-16	5308-5312	(SO-20755) Alco S-3189	79675-79679	3/1952	
" "	* 8315-8319	ARS-16	5313-5319	Alco S-3197	79852-79858	4/1952	
*Re-classified DRS-6F a/c Steam Generator removed, ballast added.							
DRSP-6G*	8320-8328	ARS-16	5320-5328	Alco S-3197	79879-79887	5/1952	
" "	* 8329, 8330	" "	5329, 5330	"	79889, 79890	"	
" "	* 8331-8333	" "	5331-5333	"	79892-79894	"	
" "	* 8334-8336	" "	5334-5336	"	79896-79898	"	Note:
" "	* 8337-8339	" "	5337-5339	"	79900-79902	"	
" "	* 8340-8342	" "	5340-5342	"	79904-79906	"	

* Re-classified DRS-6G a/c Steam Generator removed, ballast added.
 Note: 5335 Retired 5/67. Sold to GE.

DRSP-6H*	8343-8347	ARS-16	5343-5347	(SO-20891) Alco S-3218	80535-80539	9/1953	
" "	8348	ARS-16 S	5348	"	80540	"	
" "	* 8349-8352	ARS-16	5349-5352	"	80541-80544	9, 10, 10/53	

*Re-classified DRS-6H a/c Steam Generator removed, ballast added, and re-gearred to 65 mph.

CLASS	ROAD NOS.	Re. No. 3/66	1966 CLASS	Re. No. 1966	BLDR. ORDER	BLDR. SER. NO.	DATE	DIS-POSITION
DRS-6J	P&LE 8353	NYC 8235(2)	ARS-16	3/66 5235	(SO-20889) Alco S-3218	80545	10/1953	
"	8354	"	"	"	"	80546	"	Ret.8/65 Sld. Silcott
"	8355	"	ARS-16	3/66 5203*	"	80547	"	Note:
"	8356	NYC 8301 (2)	" "	" 5301	"	80549	"	
"	8357	NYC 8205 (2)	" "	4/66 5205	"	80550	"	

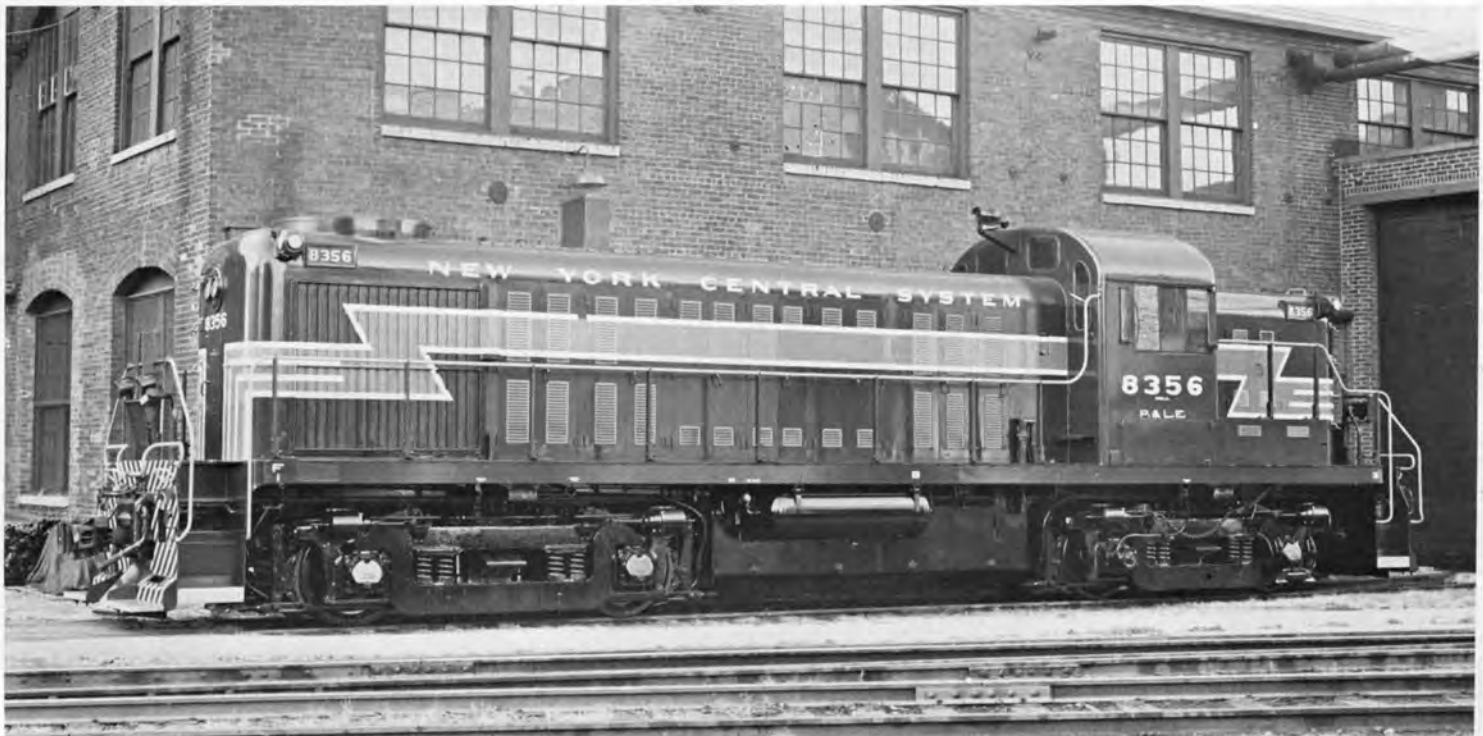
* To NYC ownership 3/66.

Note: Sold to Truax-Traer Coal Co.

General Notes on entire Class DRS/DRSP-6 as originally built: Air Signal in all except Sub Class D and J; End Buffers on Sub Class A, C, E, F, G, H, J; Platform Gangway and MU control on No. 1 and 2 ends on Sub Class F, G, H, J; Platform Gangway and MU control No. 2 end only on Sub Class A, B, C, D, E; Double End Train Control on all except DRSP-6G - none. Various DRSP units re-gearred by NYC to 85 mph by 1957, then re-gearred back to 65 mph when steam generator equipment removed.



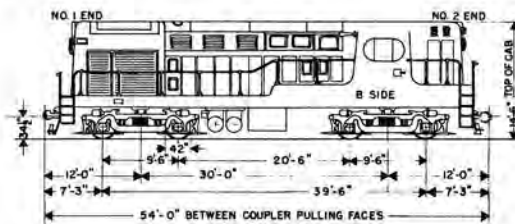
N. Y. C. No. 8328, Class DRSP-6G was a 1600hp RS-3 locomotive built by Alco in May, 1952, and was later rebuilt for freight service with steam generator removal and was reclassified DRS-6G. It was renumbered 5328 and reclassified ARS-16 in 1966.



Pittsburgh & Lake Erie No. 8356, Class DRS-6J was a 1600hp RS-3 locomotive built by Alco in October, 1953. It became N. Y. C. No. 8301 (2) in March, 1966, and later in the year was renumbered 5301 and reclassified ARS-16. The original carbody color was "Pacemaker Green" with gray hood stripe, white lettering and black trucks and underframe.

DRS-7

CLASS DRS-7 B-B FM H16-44 1600HP 38 D 8 1/8 (8 in Line OP) - 70 - 62000 - 248000

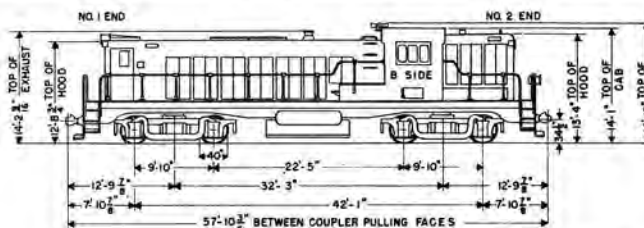


CLASS	ROAD NOS.	1966 CLASS	Re. No. 1966	BLDR. ORDER	BLDR. SER. NO.	DATE	DIS-POSITION
DRS-7A	7000, 7001	FRS-16	5100, 5101	LD 118	16L414, 16L415	7/1951	Ret. 5/67 to GE
" "	7002-7004	" "	5102-5104	"	16L416-16L418	"	Ret. 9/66
" "	7005	" "	5105	"	16L419	"	Ret. 5/67
" "	7006	" "	5106	"	16L420	"	Ret. 9/66
" "	7007	" "	5107	"	16L421	"	Ret. 5/67 to GE
" "	7008	---	---	"	16L422	"	Fire. Ret. 3/57 Scr.
" "	7009, 7010	FRS-16	5109, 5110	"	16L423, 16L424	10/1951	Ret. 9/66
" "	7011	" "	5111	"	16L425	"	Ret. 5/67
" "	7012	" "	5112	"	16L426	11/1951	Ret. 9/66

General Note: All locomotives built with Air Signal, No Buffers, MU Control No. 2 end only and Double End Train Control; 7000-7003 equipped by NYC with Layover Heating in 1952-1953.

DRSP-8

CLASS DRSP-8 B-B BLH RS-12 1200HP 606 A (6 in Line Turbocharged) - 60 - 62200 - 248800



CLASS	ROAD NOS.	Re. No. 5/1953	1966 Class	Re. No. 1966	BLDR. ORDER	BLDR. SER. NO.	DATE	DIS-POSITION
DRSP-8A*	5820-5829	6220-6229	BRS-12M	8067-8076	50544	75256-75265	11/1951	
" "	* 5830-5834	6230-6234	" "	8077-8081	"	75266-75270	12/1951	Note:
" "	* 5835, 5836	6235, 6236	" "	8082, 8083	"	75271, 75272	1/1952	

* Re-classified DRS-8A a/c Steam Generator removed, ballast added.

General Note: All locomotives built with Air Signal, End Buffers, MU Control No. 2 end only, and Double End Train Control; 6230, 6231, 6233, 6234, 6236 equipped by NYC with Layover heating in 1953.

Note: 8078 Ret. 5/1967 Sold to GE.



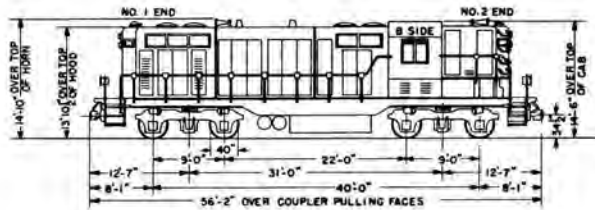
N. Y. C. No. 7000, Class DRS-7A was a 1600hp H16-44 locomotive built by Fairbanks-Morse in July, 1951. It was renumbered to 5100 and reclassified FRS-16 in 1966 before being retired and sold to General Electric in May, 1967.



N. Y. C. No. 5828, Class DRSP-8A was a 1200hp RS-12 locomotive built by Baldwin-Lima-Hamilton in November, 1951. It was renumbered 6228 in May, 1953 and was later reclassified DRS-8A with removal of steam generator equipment. In 1966 it was again renumbered and reclassified to 8075, Class BRS-12M.

DRS-9 DRSP-9

CLASS DRS-9 B-B EMD GP-9 1750HP 16-567 C (V-16) - Speed See General Note-61750 to 64875 - 247000 to 259500
 CLASS DRSP-9



CLASS	ROAD NOS-	1966 CLASS	Re. No. 1966	BLDR. ORDER	BLDR. SER. NO.	DATE	DIS-POSITION
DRSP-9A	CUT 5900-5903	ERS-17S	7300-7303	5340	19521-19524	4/1954	Note:

Note: 7300 re-classified ERS-17 a/c Steam Generator removed, ballast added, and re-gearred to 65 mph.

DRS-9B	5904-5914	ERS-17	7304-7314	5415	20893-20903	4/1956	
" "	5915	---	---	"	20904	"	Note: Sold 11/65 EMD
" "	5916-5920	ERS-17	7316-7320	"	20905-20909	"	
" "	5921	---	---	"	20910	"	Note: Sold 11/65 EMD
" "	5922-5927	ERS-17	7322-7327	"	20911-20916	"	

Note: 5915, 5921 wrecked Bloomington, Ill.

DRSP-9C	5928-5932	ERS-17S	7500-7504	5416	20917-20921	12/1955	
" "	5933	" "	7505	"	20922	"	Ret. 10/67
" "	5934-5936	" "	7506-7508	"	20923-20925	"	
" "	5937	" **	7509	Re No 12/67 7337	20926	"	
" "	5938	" "	7510	"	20927	"	
" "	5939, 5940	" "	7511, 7512	"	20928, 20929	"	
" "	5941	" "	7513	"	20930	"	Ret. 5/67 EMD
" "	5942-5945	" "	7514-7517	"	20931-20934	"	Note:
" **	5946	ERS-17	7346	"	20951	"	
" "	5947	ERS-17S	7518	"	20952	"	
" "	5948 (1)	---	---	Re No 6/65 5763(2)	20953	"	Sold 6/65 EMD as 5763

* Re-classified DRS-9C a/c Steam Generator removed, ballast added, and re-gearred to 65 mph.

** Re-classified ERS-17 a/c Steam Generator removed, ballast added, re-gearred to 65 mph and re-numbered 7337 12/67.

Note: 7513 wrecked 4/10/67.

DRS-9D	5949-5959	ERS-17	7349-7359	5417	20962-20972	1, 2/56	
" "	5960	(" ")**	(7360)**	"	20973	2/1956	Ret. 4/66 Note:
" "	5961-5964	ERS-17	7361-7364	"	20974-20977	"	
" "	5965	---	---	"	20978	"	Note: , Sold 11/65 EMD
" "	5966-5968	ERS-17	7366-7368	"	20979-20981	"	
" "	5969 (1)	---	---	"	20982	"	Sold 10/64 Note:
" "	5970	ERS-17	7456	"	20983	"	
" "	5971-5973	"	7371-7373	"	20984-20986	"	
" "	5974-5979	"	7374-7379	5447	20987-20992	3/1956	
" "	5980 (1)	---	---	"	20993	"	Sold 10/64 Note:
" "	5981-5998	ERS-17	7381-7398	"	20994-21011	"	

Note: 5960 sold 4/66 to GE, resold '67 via Precision Engineering Co. to St. Johnsbury and Lamoille County RR #200.

5965 wrecked Bloomington, Ill.

5969 (1) Retired 10/64, Sold 10/64 to EMD re-numbered 5816.

5980 (1) Retired 10/64, Sold 10/64 to EMD re-numbered 5815.

DRS-9E	5999-6010	ERS-17	7399-7410	5500	22666-22677	10/1956	
" "	6011-6019	" "	7411-7419	5520	22678-22686	12/1956	
" "	6020 (1)	---	---	"	22687	"	Sold 10/64 Note:
" "	6021-6028	ERS-17	7421-7428	"	22688-22695	"	

Note: 6020 (1) Retired 10/64, Sold 10/64 to EMD re-numbered 5814.

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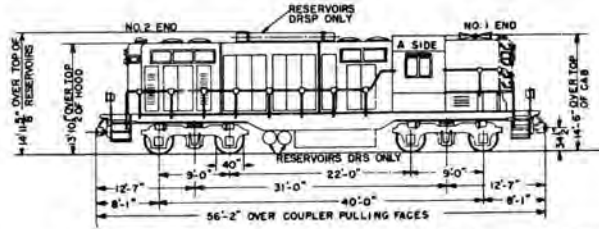


Cleveland Union Terminal No. 5903, Class DRSP-9A was a 1750hp GP-9 locomotive built by E. M. D. in April, 1954. It was renumbered to 7303 and reclassified ERS-17S in 1966 by which time it had lost the "Cleveland Union Terminal" lettering.



N. Y. C. No. 5946, Class DRSP-9C was a 1750hp GP-9 locomotive built by E. M. D. in December, 1955. It was reclassified DRS-9C after steam generator removal and complete rebuilding by E. M. D. following a severe wreck at Wellington, Ohio in 1960. It was again reclassified ERS-17 and renumbered 7346 in 1966.

DRS-9 DRSP-9
 (CONTINUED)



CLASS	ROAD NOS.	1966 CLASS	Re No. 1966	BLDR. ORDER	BLDR. SER. NO.	DATE	DIS-POSITION
DRS-9F	6029-6038	ERS-17	7429-7438	(GMD)C-221	A1074 -A1083	4/1957	
DRSP-9G*	6039,6040	ERS-17	7439, 7440	(GMD)C-222	A1084, A1085	5/1957	

*Re-classified DRS-9G a/c Steam Generator removed, ballast added, and re-gearred to 65 mph.
 **New Class and new number shown () assigned but never put on locomotive.

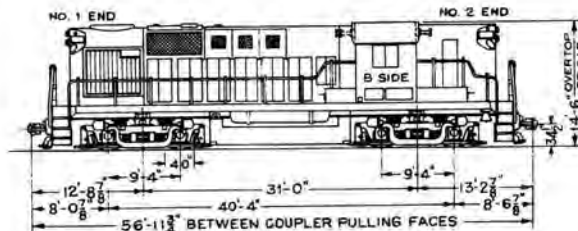
DRS-9H	6041	ERS-17	7441	5548	23644	4/1957	
" "	6042	"	7442	"	23645	"	Ret. 11/67
" "	6043-6045	"	7443-7445	"	23646-23648	"	
" "	6046-6051	"	7446-7451	5546	23579-23584	8/1957	
" "	6052 (1)	---	---	"	23585	"	Sold 6/65 Note:
" "	6053-6055	ERS-17	7453-7455	"	23586-23588	"	
" "	6056 (1)	---	---	"	23589	"	Sold 4/66 Note:
" "	6057-6063	ERS-17	7457-7463	"	23590-23596	"	
" "	6064	"	7464	"	23597	"	Ret. 5/67 to EMD
" "	6065-6075	"	7465-7475	"	23598-23608	8, 9/1957	

Note: 6052 (1) Retired 6/65, Sold 6/65 to EMD re-numbered 5610
 6056 (1) Retired 4/66, Sold 4/66 to GE re-numbered 5970, re-sold via Precision Engineering Co. to St. Johnsbury and Lamoille County RR #201.

General Notes on entire class DRS/DRSP-9 as originally built: Geared speed-DRSP-9A; 71 mph, DRS-9B, -9D, -9F, 9H; 65 mph - DRSP-9C, DRS-9E, DRSP-9G; 85 mph; All locomotives built with MU No. 1 and No. 2 ends, Double end Train Control, Air Signal; Buffers on DRSP-9A, -9C, -9G only; Layover Heating on: DRS-9D 5974-5998 only, DRS-9E 5999-6010 only, and DRS-9F; DRS-9F and DRSP-9G shorthood is No. 1 end (arranged to run short hood forward), all others long hood is No. 1 end.

DRS-10

CLASS DRS-10 B-B Alco RS-11 (DL-701) 1800HP 251 (V-12, Turbocharged) -65 - 61250 - 245000



CLASS	ROAD NOS.	1966 CLASS	Re No. 1966	BLDR. ORDER	BLDR. SER. NO.	DATE	DIS-POSITION
DRS-10A	8000-8008	ARS-18	7600-7608	(SO-20163) Alco S-3284	82361-82369	6, 7/57	

General Note: Locomotive built with MU Control No. 1 and 2 end, Single end train control.



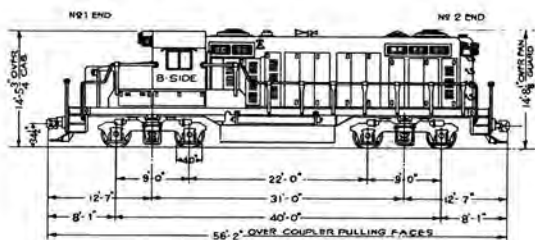
N. Y. C. No. 5979, Class DRS-9D was a 1750hp GP-9 locomotive built by E. M. D. in March, 1956. It was renumbered 7379 and was reclassified in ERS-17 in 1966. Color of carbody appears to be dark gray with black trucks and underframe.



N. Y. C. No. 8000, Class DRS-10A was a 1800hp RS-11 (DL-701) locomotive built by Alco in June, 1957. It was renumbered 7600 and reclassified to ARS-18 in 1966. First N. Y. C. road switcher delivered new in the later "standard" solid black paint scheme. Notice unusual application of N. Y. C. script herald under cab window.

DRS-11

CLASS DRS-11 B-B EMD GP-20 2000HP 16-567D2 (V-16, Turbocharged) - 65 - 63650 - 254600



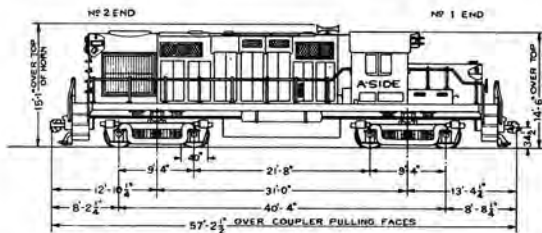
CLASS	ROAD NOS.	1966 Class	Re No 1966	BLDR. ORDER	BLDR. SER. NO.	DATE	DIS-POSITION
DRS-11A	6100-6103	EF-20	2100-2103	7606	26815-26818	7/1961	
" "	6104, 6105	"	2104, 2105	7607	26819, 26820	"	
" "	6106	---	---	"	26821	"	Sold 8/65 EMD
" "	6107, 6108	EF-20	2106, 2107	"	26822, 26823	"	
" "	6109	---	---	"	26824	"	Sold 12/63 EMD
" "	6110-6114	EF-20	2108-2112	"	26825-26829	8/1961	Note:

Note: 6109 wrecked 10/20/63 Rolling Prairie Ind.

General Note: Locomotives built with MU control No. 1 and 2 ends, single end train control.

DRS-12

CLASS DRS-12 B-B Alco RS-32 (DL-721) 2000HP 251 (V-12 Turbocharged)-65 - 61462(A), 63500(B) - 245847(A), 254000(B)



CLASS	ROAD NOS.	1966 Class	Re No. 1966	BLDR. ORDER	BLDR. SER. NO.	DATE	DIS-POSITION
DRS-12A	8020	AF-20	2020	(SO-21149) Alco -3341	83981	6/1961	Ret. 6/67 Note:
" "	8021-8034	"	2021-2034	"	83982-83995	6, 7/1961	
DRS-12B	8035-8039	AF-20	2035-2039	(SO-21164) Alco-3344	84035-84039	6/1962	
" "	8040-8044	"	2040-2044	Alco-3349	84183-84187	"	

General Note: Locomotives built with MU Control No. 1 and 2 ends, single end train control.



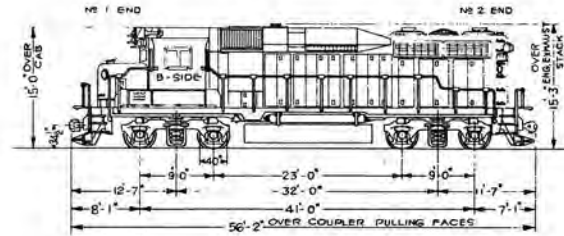
N. Y. C. No. 6110, Class DRS-11A was a 2000hp GP-20 locomotive built by E. M. D. in August, 1961. It was renumbered to 2108 and reclassified EF-20 in 1966. Hood-side mounted bell and lack of dynamic brakes are easy spotting features.



N. Y. C. No. 8036, Class DRS-12A was a 2000hp RS-32 (DL-721) locomotive built by Alco in June, 1962. It was renumbered 2036 and reclassified AF-20 in 1966. Note lack of white "safety striping" on pilot plate which soon became "standard" practice for N. Y. C. road switchers.

DRS - 13

CLASS DRS-13 B-B EMD GP-30 2250HP 16-567-D3 (V-16, turbocharged) - 71 - 64425 - 257700

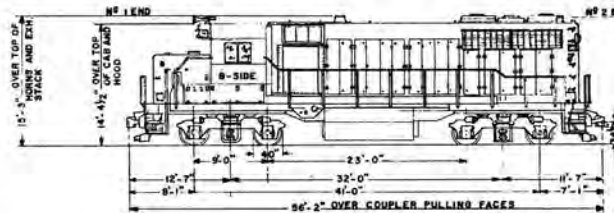


<u>CLASS</u>	<u>ROAD NOS.</u>	<u>1966 Class</u>	<u>Re No. 1966</u>	<u>BLDR. ORDER</u>	<u>BLDR. SER. NO.</u>	<u>DATE</u>	<u>DIS-POSITION</u>
DRS-13A	6115-6124	EF-22	2188-2197	7624	27979-27988	8/1962	

General Note: Locomotive built with MU No. 1 and 2 ends, single end train control.

CLASS DRS-14 B-B EMD GP-35 2500HP 16-567-D3A (V-16, Turbocharged) - Note - 64685 to 65350 - 258740 to 261400

DRS - 14



<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>
DRS-14A	6125-6127	EF-25	2369-2371	7718	29130-29132	12/1963	
DRS-14B	6128, 6129	EF-25	2372, 2373	7749	29668, 29669	12/1964	
DRS-14C	6130-6139	EF-25	2374-2383	7791	29670-29679	12/1964	
"	6140	"	2384	"	29680	"	Ret. 8/67 Note
"	6141-6149	"	2385-2393	"	29681-29689	12/64-1/65	

Note: 2384 wrecked New York 5/22/67.

DRS-14D	6150-6154	EF-25	2394-2398	7834	30791-30795	8/1965	
DRS-14E	6155	EF-25	2399	5661	28906	11/1963*	

*Acquired by NYC 11/1965 from EMD. Built for exhibition at GM building at New York Worlds Fair.

Note: DRS-14A, B, C, and E geared for 70 mph. DRS-14D geared for 85 mph. 2384 wrecked New York 5/22/67, Scr. General Note: All locomotives built with MU No. 1 and 2 ends, single end train control; DRS-14E 6155 built with Dynamic Brake.



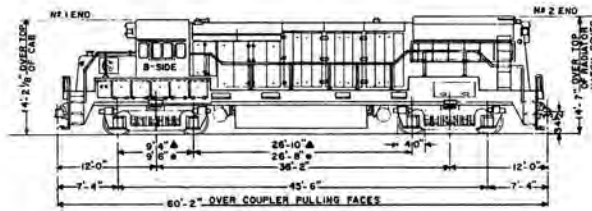
N. Y. C. No. 6118, Class DRS-13A was a 2250hp GP-30 locomotive built by E. M. D. in August, 1962. It was renumbered 2191 and reclassified EF-22 in 1966.



N. Y. C. No. 6148, Class DRS-14C was a 2500hp GP-35 locomotive built by E. M. D. in January, 1965. It was renumbered to 2392 and reclassified EF-25 in 1966. Note that last style N. Y. C. herald is not yet been applied to short hood.

DRS - 15

CLASS DRS-15 B-B GE U-25B 2500 HP* FDL-16 (V-16 Turbocharged) -70-67075 - 268300



<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>
DRS-15A	2500-2529	GF-25	300-88359	34986-35015	1-9/64	
DRS-15B	2530-2555	GF-25	300-88412	35423-35448	11/64-1/65	
DRS-15C	2556	GF-25	300-88412	35449	1/1965	
" "	2557-2559 *	"	" "	35450-35452	2/1965	
DRS-15D	2560-2569	GF-25	300-88429	35691-35700	9, 7, 8/65	

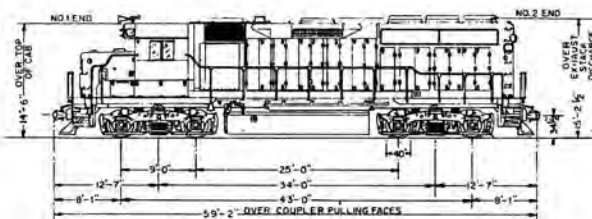
* 2557-2559 rated at 2800 HP.

Note: 2553-2560 built with 9'-6" wheelbase trucks from Fairbanks Morse trade ins, later replaced.

General Note: Locomotives built with MU No. 1 and 2 ends, single end train control, Dynamic Brake.

DRS - 16

CLASS DRS-16 B-B EMD GP-40 3000HP 16-645 (V-16 Turbocharged) -77 -69430(A), 68900-277720(A), 275600



<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>
DRS-16A	3000-3035	EF-30	A-7831	30937-30972	12/1965	
" "	3036-3049	"	7851	30973-30986	11, 12/65	
---	3050-3079	EF-30	7987	33214-33243	7-9/67	
---	3080-3104	EF-30	7064	33491-33515	10, 11/67	

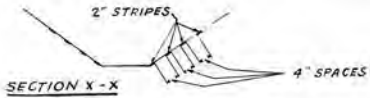
General Note: Locomotives built with MU No. 1 and 2 ends, single end train control, Dynamic Brake.



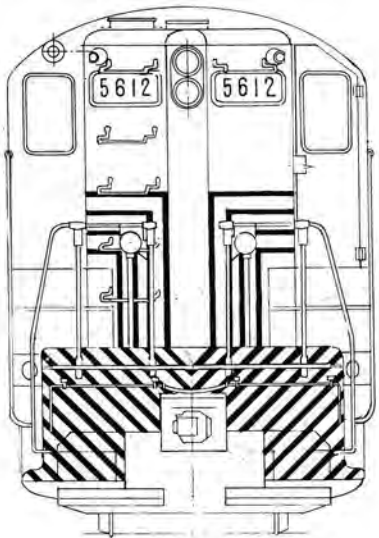
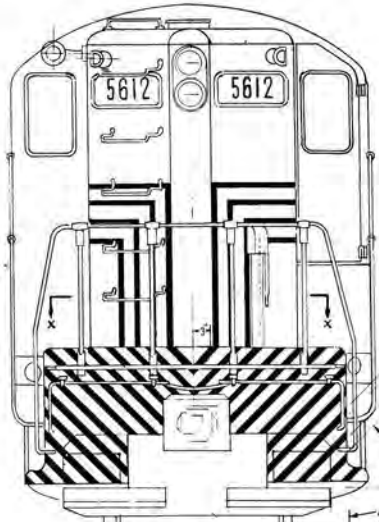
N. Y. C. No. 2501, Class DRS-15A was a 2500hp U-25B locomotive built by General Electric in January, 1964. It was later reclassified GF-25 in 1966 while retaining the same road number.



N. Y. C. No. 3046, Class DRS-16A was a 3000hp GP-40 locomotive built by E. M. D. in December, 1965. It was reclassified EF-30 in 1966, same road number. All locomotives in this class equipped with dynamic brakes.



PAINT COLORS AND MANUFACTURES NUMBERS	
BOILER COMPARTMENT INTERIOR	DUPONT DULUX SUEDE GRAY ENAMEL NO. 88-503
ENGINE COMPARTMENT INTERIOR	DU PONT DULUX SUEDE GRAY ENAMEL NO. 88-503
CAB INTERIOR	DU PONT DU LUX GREEN ENAMEL NO. 88-503
LOGO EXTERIOR (EXCEPT BAND BETWEEN STRIPING ON HOOD, HANDBILLS, CAB HANDLES AND EDGES OF STEPS)	DU PONT DUCO BLACK LACQUER NO. 254-2.2.3.4
LETTERING, NUMBERING AND STRIPING	DU PONT DUCO WHITE NO. 254-1
TRUCKS, UNDERSIDE OF UNDERFRAME AND TRUCKS	DU PONT DULUX LOCOMOTIVE BLACK NO. 88-762
STENCILING (SEE NOTES 1, 3, 3 & 7)	RED - FIRE PROTECTION BLACK - PLATINUM BLACK OR EQUAL WHITE - WHITE LEAD GROUND IN OIL
BAND BETWEEN 2" STRIPING ON HOOD	DU PONT DUCO LIGHT GRAY LACQUER NO. 254-35453
CRANKCASE & VALVE LEVER CAVITIES	DUPONT DULUX CRANKCASE SEALER ORANGE NO. 81-5546
BATTERY BOX INSIDE (SEE NOTE 5)	ELATERITE GRADE 45 A
EMERG. OIL PULL RING OR PULL HANDLE	FIRE PROTECTION RED
HANDBILLS, GRAB HANDLES AND EDGES OF STEPS (SEE SMALL DIAGRAMS OF THESE PARTS)	DU PONT DUCO YELLOW LACQUER NO. 254-3404



PAINTING & LETTERING

