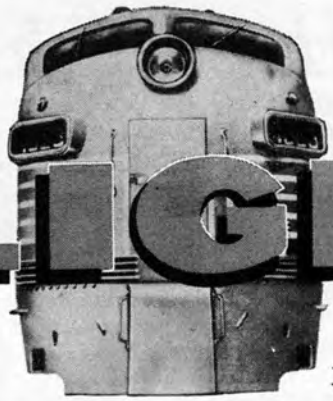
THE
New York Central System
Historical Society, Inc.

HEADLIGHT

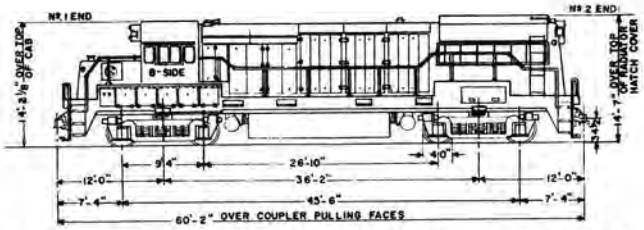


DIESEL ROSTER ISSUE 6

FOURTH QUARTER 1977

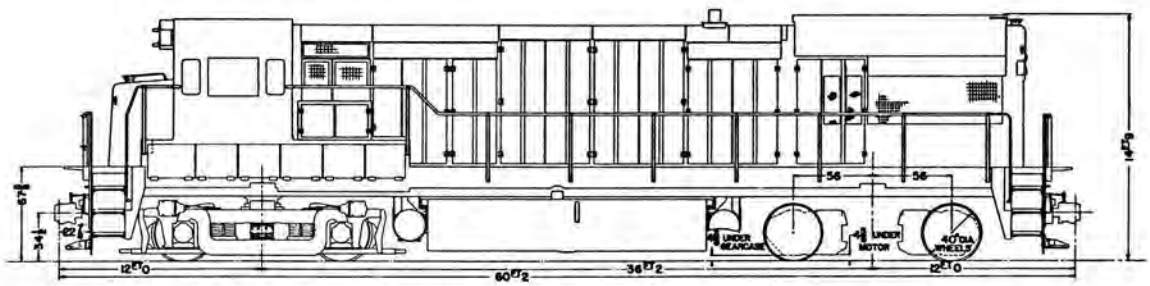
DRS-17 (GF-28)

CLASS DRS-17 B-B GE U-28B 2800HP FDL-16 (V-16 Turbocharged) -70(A), 75 - 68700(A), 67675 - 274800(A), 270700



P. & L. E. LOCOMOTIVES 2800 - 2821 U-28B (Using U-25B Type Carbody)

NEW YORK CENTRAL SYSTEM



N. Y. C. LOCOMOTIVES 2822 - 2823 U-28B (Using Standard U-28B Carbody)

CLASS	ROAD NOS.	1966 Class	BLDR. ORDER	BLDR. SER. NO.	DATE	DISPOSITION
DRS-17A	P&LE 2800-2821	GF-28	300-88467	35856-35877	2, 3/1966	
---	NYC 2822, 2823*	"	300-80530	35878, 35879	5/1966	

General Note: Locomotives built with MU No. 1 and 2 ends, single end train control; 2822, 2823 built with Dynamic Brake.

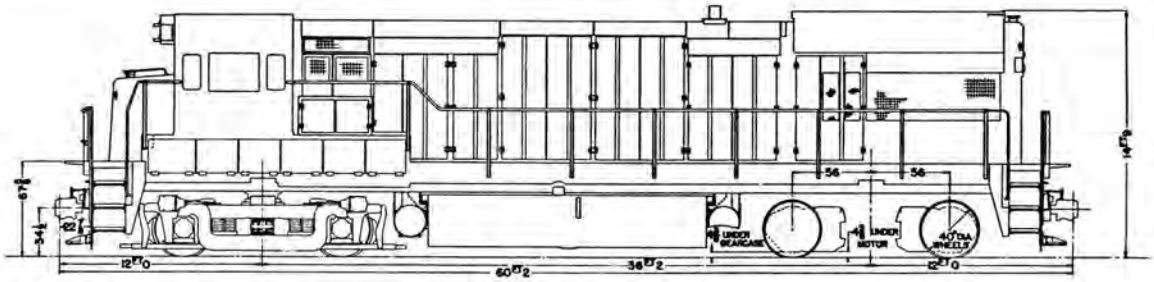
P. & L. E. No. 2804, Class DRS-17a was a 2800hp U-28B locomotive built by General Electric in February, 1966. The carbody for this series of locomotives was actually an earlier U-25B type (P. & L. E. 2800-2821), but all internal equipment was "U-28". This series of G. E. locos were the only ones without dynamic brakes.

N. Y. C. No. 2822, Class GF-28 was a 2800hp U-28B locomotive built by General Electric in May, 1966 and shown here undergoing service trials. Note that while both locomotives on this page are U-28B's, only the N. Y. C. 2822-2823 have the "conventional" U-28B carbodies. Lighted number boards are now black on a white background and test cables are strung over short hood and lower cab side.

Lee M. Johnson Collection

GF-30

CLASS GF-30 B-B GE U-30B 3000HP FDL-16 (V-16 Turbocharged) - 75 - 69100 to 68350 - 276400 to 273400.

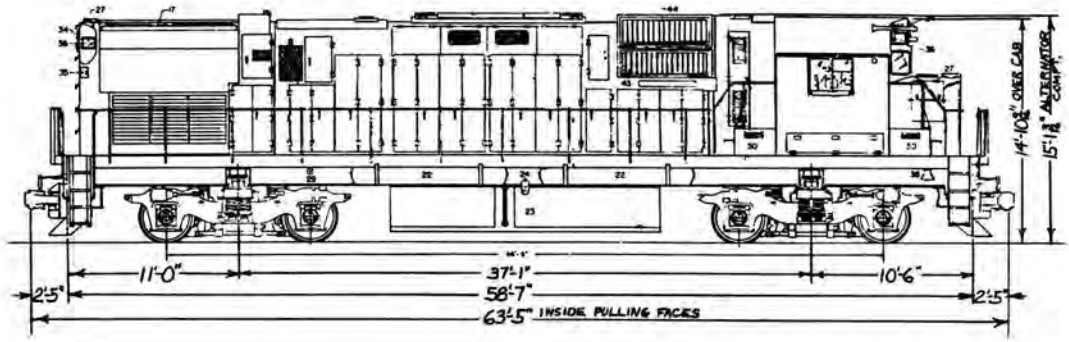


CLASS	ROAD NOS.	BLDR. ORDER	BLDR. SER. NO.	DATE	DISPOSITION
GF-30	2830-2839	300-80890	36246-36255	1/1967	
"	2840-2859	300-81060	36379-36398	7-9/1967	
"	2860-2874	300-81120	36411-36425	9,10/1967	
"	2875-2889	300-81145	36426-36440	10,11/1967	

General Note: Locomotives built with MU No. 1 and 2 ends, single end train control, Dynamic Brake. Locos. 2830-2839 originally built using 9' - 6" wheelbase Fairbanks-Morse trucks recieved on trade in, replaced with standard 9' - 4" wheelbase Alco-GE trucks after P.C. merger.

AF-30

CLASS AF-30 B-B Alco C-430 3000HP 251 (V-16 Turbocharged) -75 -69355 - 277420



CLASS	ROAD NOS.	BLDR. ORDER	BLDR. SER. NO	DATE	DISPOSITION
AF-30	2050-2059	(SO-21295) Alco S-3494	3494-01 to 3494-10	11/1967	

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

N. Y. C. No. 2836, Class GF-30 was a 3000hp U-30B locomotive built by General Electric in January, 1967. Locomotives 2830-2839 were built using "trade in" trucks from Fairbanks-Morse DFT-1 locomotives, (see diagram on page 78) with a wheelbase of 9' - 6". After the P. C. merger, the F. M. trucks were replaced with the standard 9' - 4" wheelbase Alco trucks because the odd axle size of the older trucks ment too much "down" time in the shops waiting for wheels. Note lettering "New York Central" no longer on side of long hood, but new style herald appears on side of cab.

N. Y. C. No. 2058, Class AF-30 was a 3000hp Alco C-430 "Century" locomotive built in November, 1967. Besides the lack of "New York Central" lettering on the long hood, the usual wide white stripe along the frame side sills has not been applied to this last series of locomotives acquired by the New York Central System.

TRACTIVE EFFORT

In preparing this roster of New York Central Diesel Locomotives, the general specifications have been included which shows the maximum Tractive Effort available for each unit. This maximum Tractive Effort is a calculated figure, based on 25% of the weight on driving wheels of the unit, is available only when starting and for a "short time". An additional characteristic of diesel units by which their performance can be judged and compared is the continuous Tractive Effort.

Continuous Tractive Effort is the maximum which can be developed by the unit continuously, and is stated "at a given speed". Gear ratio or maximum speed rating of the unit is also a factor in the continuous rating, and therefore is stated when this is pertinent. This is particularly true with the DRS/DRSP units which were furnished with various gear ratios, and some of which were changed by the NYC at various times to suit the requirements.

CONTINUOUS TRACTIVE EFFORT

EARLY DIESEL UNITS

Class/Notes			Continuous TE Lbs.	@	MPH
DEp			13500	@	16.5
DEf			20800	@	9.0
DES-A		30 minute	11720	@	5.5
		60 minute	7800	@	6.5
DES-2	external power	(1 hr)	34100	@	18
	internal power	(1 hr)	34100	@	8
DES-3	External power - 600 volts FS-1		24,600	@	19.8 MPH
	(A) Internal power Locos. w/ 400 a.h. battery FS-1, series parallel				
	(1) 30 minutes.....		20,800	@	7.5 MPH
	(2) 60 minutes.....		16,000	@	8.3 MPH
	(B) Internal power Locos. w/ 600 a.h. battery FS-1				
	(1) Series parallel -				
	(a) 30 minutes.....		29,600	@	6.5 MPH
	(b) 60 minutes.....		21,600	@	7.4 MPH
	(2) Parallel -				
	(a) 30 minutes.....		11,200	@	17.0 MPH
	(b) 60 minutes.....		8,000	@	20.0 MPH

SWITCHING UNITS

Class/Notes		Continuous TE Lbs.	@	MPH
DES-1A	FS-1	14600	@	7.1
	FS-2	8600	@	11.9
DES-1B, C	FS-1	17000	@	5.0
	FS-2	10360	@	9.4
DES-4	FS-1	22800	@	7.6
	FS-2	11200	@	16.2
DES-5		23400	@	7.5
DES-6		23400	@	7.5
DES-7		28000	@	6.0

Class/Notes	Continuous TE		MPH
DES-8A, C, D, E, F	29200	@	6.3
8B #693-707	29200	@	5.3
8B #708-729	29200	@	6.3
DES-9	29200	@	6.3
DES-10	29200	@	6.3
DES-11	34000	@	8.0
DES-12	34000	@	8.3
DES-13	31200	@	10.0

SWITCHING UNITS
(Continued)

Class/Notes	Continuous TE	MPH
DES-14A, B	34600	@ 8.3
C, D, E,	34000	@ 8.9
DES-15A	34000	@ 8.9
B	34000	@ 10.7
DES-16	31200	@ 12.0
DES-17	34000	@ 11.3
DES-18	31200	@ 7.0
DES-19	34000	@ 6.5
DES-20	34000	@ 10.8
DES-21	44600	@ 5.5
ES-15	58000	@ 7.2

DIESEL HUMP TRAILERS

Class/Notes	Continuous TE	MPH
DHT-1A		
w/one DES-7 (FS-1)	41000	@ 2.95
w/one DES-11(FS-3)	29900	@ 5.4
w/two DES-11(" ")	44000	@ 7.58
w/one DES-13 or 16(FS-3)	36000	@ 5.38
DHT-2A, B, C, D, E		
w/one DES-11(FS-3)	29900	@ 5.4
w/two DES-11(" ")	44000	@ 7.58
w/one DES-13 or 16 (FS-3)	36000	@ 5.38
DHT-2F		
w/one DES-16	31200	@ 6.0

FREIGHT UNITS

Class/	Geared Speed (MPH)	Continuous TE Lbs.	@ MPH
DFA-1	(65)	32500	@ 14.5
DFB-1	(")	"	"
DFA-2A, B, J,	(65)	32500	@ 14.2
2C-H	(")	40000	@ 11.5
DFB-2A, B, H	(65)	32500	@ 14.2
2C-G	(")	40000	@ 11.5
DFA-3	(65)	42500	@ 11.0
DFB-3	(")	"	@ "
DFA-4	(65)	42500	@ 10.5
DFB-4	(")	"	"

Class/	Geared Speed (MPH)	Continuous TE (Lbs.)	MPH
DFA-5	(79)	41000	@ 15.5
DFB-5	(")	"	"
DFA-6	(65)	42800	@ 14.7
re-blt. w/567A		42800	@ 10.8
re-blt. w/567C		42800	@ 12.6
DFB-6	(65)	42800	@ 14.7
re-blt. w/567C		42800	@ 12.6
DFA-7	(65)	52500	@ 9.4
DFB-7	(")	"	"
DFA-8	(70)	48600	@ 9.9
DFB-8	(")	"	"
DFA-9	(70)	48600	@ 9.9
DFB-9	(")	"	"

COMBINATION FREIGHT / PASSENGER UNITS

Class/	Geared Speed (MPH)	Continuous TE Lbs.	@ MPH
DCA-1	(100)	21000	@ 22.5
DCB-1	(")	"	"
DCA-2A	(100)	25400	@ 18.1
DCB-2A	(")	"	"
DCA-3A	(100)	25400	@ 18.1
DCB-3A	(")	"	"

FREIGHT TRANSFER UNITS

Class/	Geared Speed (MPH)	Continuous TE	MPH
DFT-1	(65)	42800	@ 14.7

PASSENGER UNITS

Class/	Geared Speed (MPH)	Continuous TE (Lbs.)	MPH
DPA-1A-D	(98)	18400	@ 35
4003, 4020 mod.	(")	23500	@ 29.5
DPB-1A-C	(")	18400	@ 35
DPA-2	(100)	27000	@ 23
DPB-2	(")	"	"
re-blt w/567C	(100)	27000	@ 20
DPA-3A	(103)	27500	@ 23
	(97)	29000	@ 21.9
DPA-4	(100)	33000	@ 21.8
DPB-4	(100)	"	"
DPA-5	(98)	23500	@ 29.5
DPA-6	(100)	32000	@ 23.3
re-blt. w/567C	(100)	32000	@ 16.8
DH-1	(120)	21000	@ 12

ROAD SWITCHER UNITS

Class	Geared Speed (MPH)	Continuous TE Lbs.	@ MPH
DRS/DRSP-1	(60)	34000	@ 8.0
DRS-2	(65)	42500	@ 11.0
DRSP-2	(65)	"	"
DRSP-2	(85)	32500	@ 14.2
DRSP-3	(65)	42800	@ 10.5
re-blt. w/567C	(85)	37200	@ 12.4
DRS-4	(65)	40000	@ 11.0
DRSP-4	(65)	40000	@ 11.0
"	(71)	37000	@ 12.0
"	(85)	32000	@ 14.4
DRSP-5	(60)	34000	@ 10.7
DRS-6	(65)	52500	@ 9.5
DRSP-6	(65)	52500	@ 9.5
"	(75)	46000	@ 11.0
" (re-geared)	(85)	38000	@ 13.2
DRS-7	(70)	48600	@ 9.9
DRSP-8	(60)	34000	@ 10.7
DRSP-9A	(70)	42200	@ 12.8
DRS-9	(65)	44600	@ 11.8
DRS-9	(85)	35400	@ 15.3
DRSP-9	(85)		

Class	Geared Speed (MPH)	Continuous TE Lbs.	@ MPH
DRS-10	(65)	53000	@ 10.0
DRS-11	(65)	44800	@ 13.7
DRS-12	(65)	53000	@ 11.25
	(85)	40000	@ 15.65
DRS-13	(71)*	50000	@ 12.0
	(65)*	50000	@ 12.0
	(85)	44000	@ 15.2
DRS-14A, B, C, E	(70)	51700	@ 12.0
- 14D	(85)	47000	@ 15.1
DRS-15	(70)	53000	@ 14.9
DRS-16 (EF-30)	(77)	51250	@ 11.3
DRS-17 (GF-28)	(75)	55100	@ 15.5
GF-30	(75)	55100	@ 17.0
AF-30	(75)	55100	@ 17.0

*Reduced permissable speed - same gear ratio.

THE DIVERSITY OF NEW YORK CENTRAL'S DIESEL FLEET - CONCLUSION

In his preface to Part 1 of our diesel roster, Mr. W. D. Edson presented a good synopsis of the New York Central's acquisition and assignment of diesel-electric locomotives from the pioneering units of the late 1920's through the completion of dieselization in early 1957.

In this conclusion, I will treat the 1957-1967 period which saw the acquisition of 366 second-generation units. These same years also witnessed the disappearance of most of the odd and minority classes which made the early New York Central diesel roster so interesting. Gone in those years were the DES-3 diesel-storage battery-electrics, the Winton-engined EMD switchers, the EMD FT's and F-2's, the Alco high-hood switchers, PA's and PB's, all Baldwin and Fairbanks road power, and all Lima's except the two EMD re-engined 1,200 HP road switchers. Truly a period of change.

After the elimination of steam in 1957 with the delivery of 47 GP-9's from EMD and 9 RS-11's from Alco, plus the acquisition of 17 second-hand EMD NW-2's from the New York, Ontario and Western, a period of four years elapsed without the acquisition of additional motive power. While there was some demand for additional road freight units, this was met by the regearing and reassignment of RS-3 and GP-7 units which were made available as a result of the continuing program of local passenger train discontinuance during this period.

The first sign of a break came in 1960 when negotiations were held with Alco for the lease of 6 additional RS-11 units to be numbered 8009-8014. While these units were completed and delivered to Selkirk, the lease was never consummated, the units never saw service on the Central, and in 1961, Alco shipped them off to the Delaware & Hudson as their 5000-5005.

This was only a momentary diversion however. The early 1960's saw a large increase in the number of high-speed freight trains being operated, particularly Flexi-Van trains, and to maintain schedule, it was necessary to assign as many as seven of the 1500-1600 HP road freight or road switch units to each train. Simultaneously, the locomotive builders were developing the first second-generation high-horsepower units, and the earlier first generation units were showing signs of advancing age.

Consequently, in 1961, EMD delivered 15 GP-20's and Alco delivered 15 RS-32's, for which a like number of older units were traded. These new units immediately appeared at the head of the premier freight trains.

The following year, 1962, saw EMD deliver 10 GP-30's and Alco another 10 RS-32's, again on a trade-in basis.

The year 1963 would have been barren except for the delivery of 3 GP-35's in December, the first of 31 of that model to be received between 1963-1965, including EMD's New York World's Fair exhibition unit 1964 (1965 during the second year of the fair). Except for this last unit, all of these GP-35's were acquired on a trade-in basis.

The year 1964 started off with the delivery of New York Central's first General Electric U25B units, and a total of 70 of these units were received in 1964-1965. Trade-ins for the U25B's came from the Alco 244 fleet, which began to diminish noticeably at this time.

The end of 1965 also saw delivery of the first 50 EMD GP-40's. These units were also acquired on a trade-in basis, and it is interesting to note that the trade-ins for fourteen of these GP-40's were ex-New York, Ontario & Western FT units which were purchased by the NYC for that purpose and which had been sitting out of service in the Jersey Meadows since the abandonment of the NYO&W in 1957.

The year 1966 saw the acquisition of 22 U28B units for the Pittsburgh & Lake Erie and 2 U28B for the Central itself. The P&LE units represented GE's first U28B production, and appeared in U25B car-bodies, while the two Central units were in the final U28B configuration. With this acquisition, the P&LE traded in its Alco 539 switcher fleet, many of which were resold to the NYC proper and ended their days there. On the Indiana Harbor Belt, 1966 saw the acquisition of 8 EMD SW-1500 switchers. This program was continued in 1967 with an additional 8 units, all of which were on a trade-in basis.

The year 1966 also saw the renumbering of approximately 50% of the Central's diesel fleet, and the reclassification of all units, in accord with a scheme developed in collaboration with the Pennsylvania R.R., and in preparation for the Penn Central merger.

Which brings us to the year 1967, the last full year before the Penn Central merger. During that year EMD delivered 55 GP-40's, GE 60 U30B's, and Alco 10 C-430's, all on a trade-in basis, which further decimated the ranks of the first generation road fleet. Ironically, the Alco C-430's, the Central's first Alcos in five years, were also the last pre-merger units delivered, presaging the end in the coming year of the New York Central as an independent railroad and of Alco as a locomotive builder.

Continuing the policy mentioned by Mr. Edson, the EMD units acquired in this period were assigned to Collinwood maintenance, while the Alco and General Electric units were assigned at DeWitt. In service, however, they ranged throughout the system.

Looking back, the Central's diesel fleet increased from 20 road and 250 switch units in early 1946 to 1,400 road and 881 switch units in 1957, dropping back slightly by 1359 road and 759 switch units just prior to the Penn Central merger. That this abrupt change from traditional railroading took place in such a short span of time causes us to reflect upon the words spoken by F.H. Hardin, Chief Engineer of Motive Power and Rolling Stock, in a speech at Rochester, N. Y., November 12, 1925. Mr. Hardin said "The Diesel engine represents the most efficient method of burning fuel known at the present time. It has been successfully used in marine circles for a number of years. It is being developed for railroad use, and, while there are still many problems to overcome before it can be substituted successfully for the steam locomotive in all branches of service, several of these locomotives have already been built and have operated very successfully within their limited capacities, and there is little doubt but what the use of such a locomotive, once started, will be rapidly extended.

Charles M. Smith

Charles M. Smith
Mechanical Engineer - Locomotive
New York Central System
1963-1968

N. Y. C. 4005, DPA-1a and an unidentified EMD E-7 "B" unit ease up into the sand tower at Harmon, N. Y. on March, 3, 1947 through a carpet of snow. Note the steam behind the "B" unit. This was done deliberately during cold weather as it was necessary to "crack" the steam heating train line valves when not in use to keep them from freezing up solid when not connected. Diagram on Page 70.

N. Y. C. 1605 & 1604, DFA-1b pause at the service track at Dewitt, N. Y. on August 24, 1949 as 1604 gets one of its four sand boxes filled. Note early style paint scheme and lack of painted road number under road name lettering on sides of locomotive. Diagram on Page 48.

N. Y. C. 4000 & 4001, DPA-1a appear at Peekskill, N. Y. with a westbound passenger train in 1945 or '46. Note first "reversed" two-tone gray paint scheme that was later changed. Diagram on page 70.

N. Y. C. 4012, DPA-1b & 4029, DPA-1c head westbound passenger trains at Cold Spring, N. Y. about 1948. Note that front pilot enclosed coupler doors are still in place and upper nose and windshield grab irons have not been added.

N. Y. C. 4002 & 4003, DPA-1a stop for fuel in the mid-1940 s. Most unusual is the "Union Pacific" looking slotted pilot on 4002. Diagram on page 70. Paul Prescott Collection

Interesting line up of GP-7 motive power on the ready track awaiting mine run assignments at Minerva, Ohio. Note that 5601, DRS-4a has not yet been equipped with M. U. controls on the # 1 end. Diagram on page 84.

N. Y. C. DCA "Combination" diesels under construction at Baldwin Locomotive Works in 1947. Note massive cast steel underframe and heavy girder carbody construction. Known to "Central" employees as "Gravel Girtys" or "Humpbacks" these locomotives were disliked by engine crews and shop forces wherever they operated. The Baldwin 608 SC eight cylinder engines were replaced with EMD 567C V-16 power by the N. Y. C. at the Collinwood Diesel Locomotive Shop in 1955 in an attempt to cure some of the problems. The operation was not a success. Diagram on page 68.

Back from the dead! N. Y. C. 5946, DRSP-9c was severely wrecked at Wellington, Ohio in 1960. It was returned to EMD for rebuilding and emerged as shown here WITHOUT steam generator equipment and reclassified DRS-9c for freight service only. Body color is black as compared with "before" photo of same locomotive on page 97 which was dark gray.

P. & L. E. 8800, DES-14a shortly after delivery in 1946. There were four Fairbanks-Morse diesel switchers on the Pittsburgh & Lake Erie, all of them were sold to the N. Y. C. in February, 1950. Carbody color is "Pacemaker" green with black trucks and underbody. Lettering is white. Handrails & grab irons are not yet painted yellow and no 2" wide stripes appear on the pilot plate. Diagram on page 32.

EMC builders photo shows N. Y. C. SW-1 600(DES-6a) with gray carbody and black trucks and underframe. Also very unusual are the "roman" style lettering and numbers. Note short exhaust stack and black handrails. Diagram on Page 18.

N. Y. C. 1636 & 1638, DFA-2c along with 2420, DFB-2c show the first version of the gray "lightning stripe" paint scheme (circa 1949) which did not extend the entire length of the "A" units. The "B" units were solid black with only white lettering for a contrast. Passenger units did not use this "abbreviated" scheme which was later extended along the middle strip of all A and B units on the N. Y. C.

N. Y. C. 5991, DRSP-3a as it appeared in Chicago, Ill. on April 23, 1966. This road switcher was numbered 7301 prior to 1966 and was retired in August, 1967. Compare this more modern paint scheme with the two tone gray that appears in the photo of 7300 on page 83. Note the bay window addition to the cab side window. Jim Claflin Collection

N. Y. C. 1604, DFA-lb as it appeared on July 31, 1960. If you compare this view with the photo of "sister" locomotive 1605 on page 49, you will notice a number of modifications. Stainless steel grilles have been applied over radiator intake openings instead of the original wire mesh, all roof mounted fans, including the dynamic brake fan, have been replaced later style types. Extra grab irons have been added to the front end as well as front end M. U. electrical controls which can be seen by the cable below the headlight extending to the unit in front of the 1604. This locomotive was traded in to EMD in December, 1965. Diagram on Page 48. Paul W. Prescott Collection.

N. Y. C. 3813, DFA-8a leads a "Big Four" (C. C. C. & St. L.) freight through Bellefontaine, Ohio. These Baldwin-Lima-Hamilton RF-16's were used mostly on the old "Big Four" and were noted for their low speed pulling ability on long freight "drags". As with most Baldwins, these RF-16's had their share of nicknames. To "Central" men they were known as "Cabbage Cutters" or "Space Ships"- because of their pointed noses and odd shaped bodies. Diagram on Page 64.
Bob Lorenz Collection

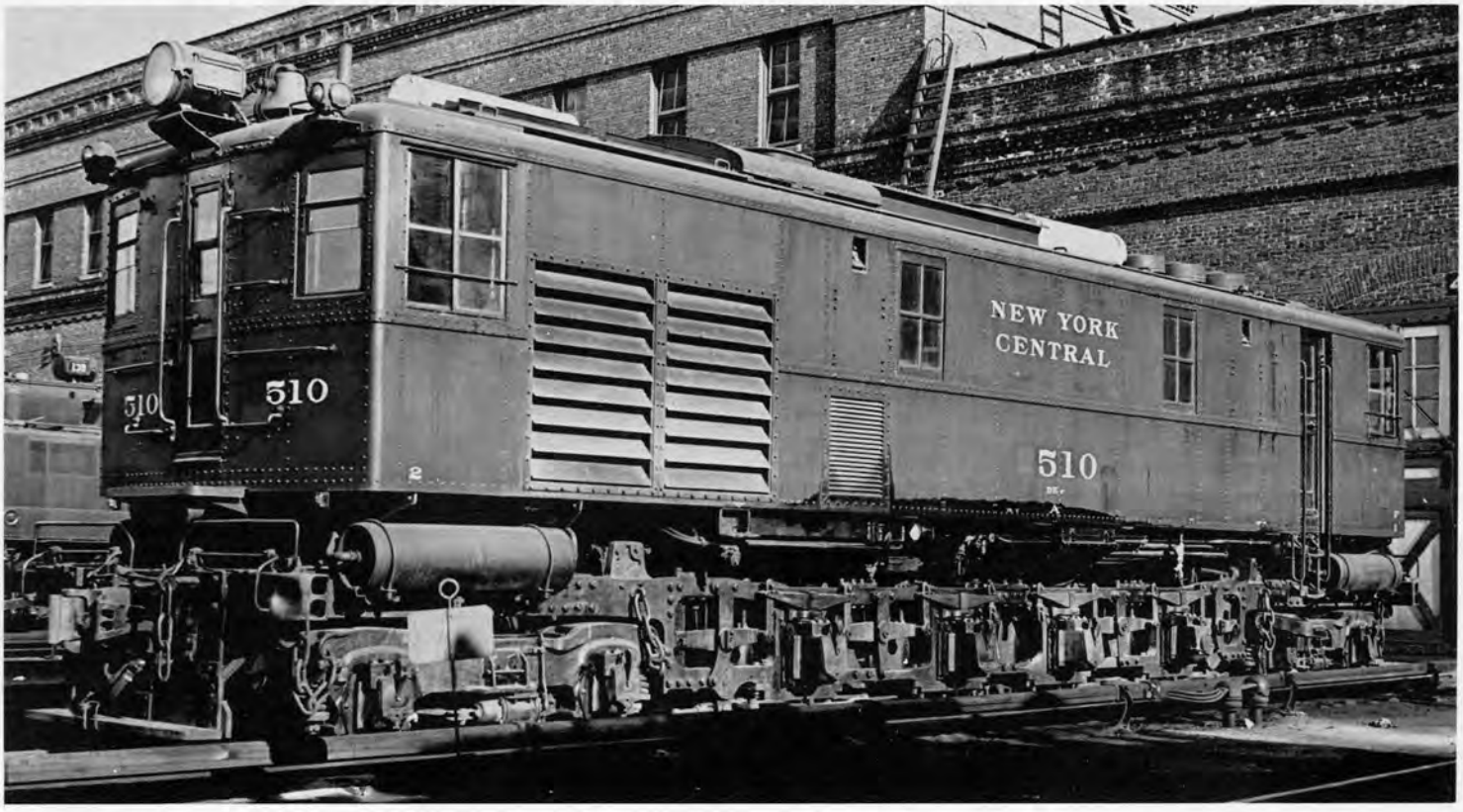
N. Y. C. 1657 & 1658, DFA-2d wait for a call to service on an engine terminal ready track. Note that the enclosed pilot coupler doors have been left open. In later years these doors were removed and a metal plate welded in the resulting open area. Notice that grab irons have not yet been applied to nose and cab roof above windshield. Diagram on Page 50.
Paul W. Prescott Collection

N. Y. C. 3502, DCA-1a clearly shows the lack of a dynamic brake fan on the hatch behind the cab. Instead, water for the steam generator was carried in tank attached to the inside of the hatch roof. Color is two tone gray with black trucks. 3502 was sold to EMD in 1961 without being renumbered as were sister units. Diagram on Page 68.

N. Y. C. "FT" A & B units 1601, 2401 DFA-1a, DFB-1a work tonnage near Toledo, Ohio in 1948. Close inspection of this photo reveals a very rare "transition" paint scheme, the nose of 1601 still carries the original (as built) design, while the sides have been repainted from the cab doors back with the later wide gray band with white stripe borders. It is safe to say that this style paint scheme did not last too long. Diagram on Page 46. Bob Lorenz Collection

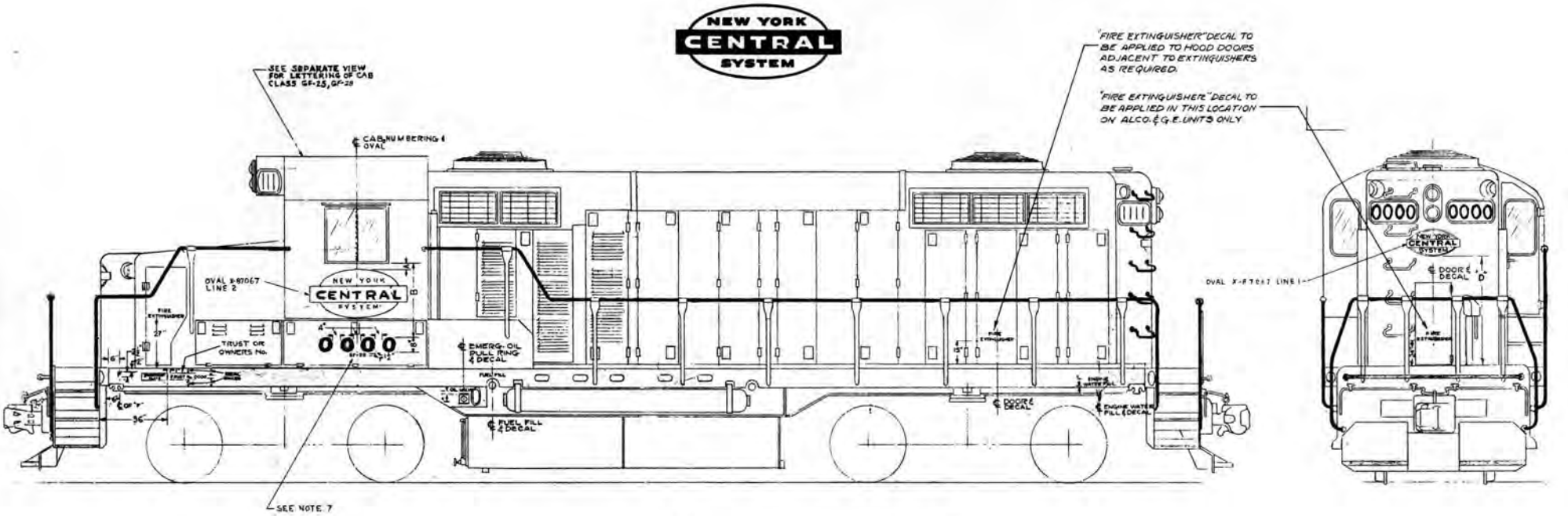
N. Y. C. 525, DES-2 Combination, Diesel-Battery-Electric is shown switching at the 72nd. St. Yard in New York in August 1940. It had been renumbered from it's original number (1525) in 1936 and was rebuilt into Diesel Hump Trailer No. 470 (DHT-2b) in November, 1946 at the Harmon, N. Y. Shops. Diagrams on Pages 12 (original) & 44 (rebuilt).

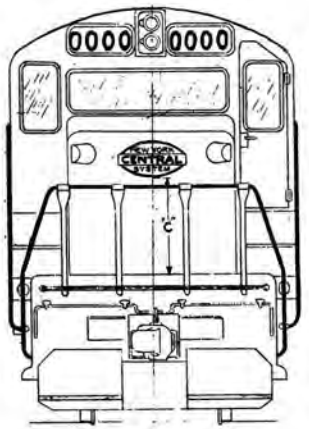
N. Y. C. Alco FA-1 1003, DFA-3a highballs through Hinsdale, Mass. on the Boston & Albany with a freight train in 1948. Typical of most Alcos is the plume of black smoke seen when the engine throttles were opened up. 1003 was traded in to General Electric in January, 1964 for U-25B credit. Diagram on Page 52. Bob Lorenz Collection



N. Y. C. 510, Def is shown outside the shops at Harmon, N. Y. on May 30, 1938. Its original road number was 1550 when built in June, 1928. See diagram on Page 10. Carbody was later cut down and locomotive was converted to Diesel Hump Trailer 469, DHT-2a. Diagram on Page 44. George E. Votava Collection

PAINTING & LETTERING





LETTERING OF CAB GF-25, GF-28

NOTE No 1.
LETTERING AND NUMBERING: USE WHITE ON BLACK OR GREEN BACKGROUND AND BLACK ON WHITE BACKGROUND.
STENCILING AND DECALS: USE WHITE ON BLACK OR GREEN BACKGROUND AND BLACK ON GRAY OR WHITE BACKGROUND EXCEPT WHERE RED IS CALLED FOR.

NOTE No 2
ANY APPARATUS OR CABINET CONTAINING APPARATUS CARRYING MORE THAN 100 VOLTS ARE TO USE METAL WARNING SIGN TO DRG. S-86759.

NOTE No 3
DECAL FOR "EMERG. OIL VALVE" TO BE APPLIED ADJACENT TO EACH LOCATION WHERE PULL CORDS TRIPPING THE EMERGENCY FUEL OIL CUT-OFF VALVE CAN BE OPERATED.

NOTE No 4
"FIRE EXTINGUISHER" AND "EMERG. BRAKE VALVE" TO HAVE DECAL IN RED LETTERS.

NOTE No 5
BEFORE PAINTING INSIDE OF BATTERY BOX, FILL ALL COUNTERBORES IN BUFFERS AND NON-DRAINABLE POCKETS IN FLOOR WITH ACID RESISTING BATTERY BOX COMPOUND, 150°F MELTING POINT; JOHNS-MANVILLE CORP.

NOTE No 6
SEE CURRENT LETTER OF INSTRUCTION FOR LIST OF APPROVED PAINTS.

NOTE No 7
CLASS MARKING TO BE OFF CENTER TO CLEAR LATCHES - CLASS AF-20

NEW YORK CENTRAL SYSTEM

USED ON

LOCO. Nos.	CLASS
2823-2823	GF-28
3000-3049	EF-30
2020-2044	AF-20
2360-2399	EF-25
2189-2197	EF-32
2100-2172	SF-20
2500-2569	GF-25

D	C	B	A	STYLE No	LINE No
59"	42"	40"	4"	1	1
41"	47"	40"	4"	2	2
54"	47"	40"	4"	3	3
45"	34"	42"	4"	4	4
72"	47"	37"	6"	5	5