

NEW YORK
CENTRAL
SYSTEM

HEADLIGHT

DIESEL ROSTER ISSUE 1

MAY 1975





On May 3, 1957, the New York Central announced the complete dieselization of all train operations on the System. A small ceremony was held at NYC's Riverside Yard in Cincinnati, Ohio, marking the occasion ending more than a century and a quarter of steam power operation. H-7e Mikado No. 1977 prepares to shuffle off to the scrap line after 40 years of service, as No. 6043 a new GP-9 fresh from E. M. D. idles nearby, preparing to take over her duties. Also retiring on this day was Engineer A. N. Weidner, who concluded a 50 year career on the NYC.



THE DIVERSITY OF NEW YORK CENTRAL'S DIESEL FLEET

by William D. Edson

Just before our favorite railroad completed dieselization in the mid-fifties, the New York Central seemed to have "one of everything." As soon as any of the locomotive builders came out with a new model, the Central apparently couldn't resist the temptation to add to its collection. By 1954, there were no less than seventy separate and distinct designs of diesel locomotives operating on N. Y. C. rails. They were supplied by Alco, Baldwin, EMD, Fairbanks-Morse, G. E., and Lima, with horsepower ranging from 330 (for the DES-1) to 2400 (for the DPA-6). The locomotive roster which follows will give the details of this fascinating fleet.

The reasons for this variety were many - some compelling, some subtle, and some baffling. To those of us who watched it happen, there didn't appear to be any rhyme or reason to the way this power was accumulated. Actually,

there was a period when the motive power department was not in complete control of the situation.

In the earliest days of dieselization, just before the War, only two designs of locomotives were being purchased, the Alco high-hood 600 (NYC class DES-7) and EMD's version of the same thing, their SW-1 (class DES-5 and 6). At that stage, of course, the railroad was interested in the diesel for switching service only. Steam reigned supreme out on the road; the J-3's were still new and a new class of Mohawks, the L-3, was on the drawing board. The American Locomotive Company enjoyed a good reputation with the New York Central, after building most of its steam power for years. More important, Alco had teamed up with General Electric to supply a good fleet of electrics for New York and Detroit, as well as the experimental diesels of 1928 and the remarkable DES-3 "three-power" units of 1930.

So it was natural that the Central looked to Alco for its first straight diesel-electrics late in 1938, assigning them to Buffalo and Boston.

The Electro-Motive Corporation (later EMD) had gained a foothold on the NYC System in 1936 when it delivered a group of seven 600 HP Model SC switchers (class DES-4) to the affiliated Chicago River & Indiana. These units, with Winton, 201A engines, were never duplicated on the NYC proper, but their performance was so good it was not difficult for General Motors salesmen to convince 230 Park Avenue they should try an improved version with the new 567 engine. After that, the EMDs sold themselves, and the Central soon had equipment trust agreements for a very respectable fleet of both Alco and EMD 600's. Many of those early EMD units incidentally worked at Buffalo Central Terminal and were painted gray.

Then, in 1940, it was Alco's turn to change horses, introducing at the New York World's Fair the new S-1 model with 539 engine, rated at 660 HP. The New York Central bought this unit, the 590, which became the first of its class, DES-8. (The DES-9 was identical except for ballasting to increase weight on drivers). Here was an example of what happened over and over again on every major road - the builders themselves introduced changes improving reliability and performance, but often at a cost of losing interchangeability and standardization of parts.

Another factor contributing to variety was the special situation which could be handled only by a particular design. Such was the case with the 70-ton class DES-1, specially built by G. E. in 1940 to operate on very light track with sharp curvature, such as at Auburn, N. Y. where the 506 replaced the NYC's only steam Shay engines. This class DES-1, by the way, is not to be confused with the first class DES-1 design of 1927, never actually built, although road number 1520 was assigned.

Still another model appeared on N. Y. C. rails in April, 1941, the Baldwin VO switcher. This one is not so easy to explain, for the Central had never been a good Baldwin customer. At any rate, something or someone persuaded the management to try a single unit, which was numbered 501, class DES-10a. Shortly thereafter, the War Production Board made its famous ruling that restricted diesel switcher production to Alco and Baldwin only, and all through the war the Central did everything it could to obtain more DES-8 and DES-10 600 HP units, along with 1000 HP units from the same builders. The first group of the higher power DES-11 Alco units were assigned to Albany passenger station, where they took over all the switching at this critical bottleneck, including pusher duty on West Albany hill. The Baldwin 1000 HP units, class DES-12, were assigned to Syracuse and the Michigan Central.

Meanwhile, at the direction of the War Production Board Electro-Motive was concentrating on road power only. Just before the war, EMD had developed the FT freight unit, and had gone into mass production. Literally hundreds of these units were soon demonstrating remarkable performances on the Santa Fe, Great Northern, Southern, as well as some eastern roads uncomfortably close to the NYC, such as the B. & O. and Boston & Maine. Finally, in June 1944, a pair of four-unit FT's appeared on the Central almost secretly and without fanfare. They were thoroughly tested in regular main line freight service on both Line East and Line West, soon piling up mileage records with almost perfect availability. Yet it took over two years for NYC management to believe in the evidence, and by the time it was to place an order in quantity, the FT was no longer in production. So the railroad accepted two new F-2 units which were immediately available, and then awaited delivery of 28 more units which arrived in 1947 as F-3 units, still another design!

Electro-Motive also continued to build passenger power for other lines all during the war, and in March 1945 succeeded in delivering four E-7 units to the Central, which were promptly assigned to the Century - crushing blow to steam power. These first class DPA-1a units were followed a few months later by four more A units and four B units, enough to hint at what was to come.

Alco's answer to the F-3 and E-7 appeared long after the war ended. When they finally went into production, the NYC was only too willing to buy as many as they could afford, despite the fact they were new models with lots of bugs. Why? Partly because of traffic considerations, Alco and General Electric were, after all, on-line at Schenectady, and they generated a very significant amount of freight revenue for the railroad. Naturally, the purchasing and motive power departments were frequently encouraged to consider their options very carefully.

Once the policy was formulated to embark upon full dieselization as rapidly as possible, the situation became chaotic. Every day of delay replacing steam power meant considerable loss of savings. Some builders offered earlier deliveries, and suddenly this factor became almost overriding, despite the inferiority of some models compared with others. New diesels weren't supposed to require maintenance; those problems were minor, anyway, and far in the future.

Soon management learned how to play a subtle game which involved purchasing a few "off-brand" models now and then to demonstrate to the major builders that the railroad meant to maintain independence and would entertain any reasonable pricing arrangement. This practice had much to do with the decision to acquire many of the Baldwin, Fairbanks-Morse, and finally the Lima-Hamilton units.

There was an element of true wisdom in all this, of course, for the result was to encourage the development of new designs which just might turn out to be real improvements. The diesel locomotive, after all, was still in relative infancy. True competition is supposed to foster progress.

Eventually, of course, it became obvious that not all the competing builders could survive, and the purchasing policies of the New York Central and other roads were just prolonging the agony. But for the N. Y. C. Mechanical Dept. of 1952, it was too late; the damage had already been done. The Transportation Department had insisted on assigning new power wherever it was needed most regardless of make or model, and many maintenance terminals ended up with locomotives of every builder. The repair problems were almost overwhelming, as evidenced in the variety of spare parts, tools, catalogs, manuals, and know-how required to keep everything moving. Almost as serious was the confusion of engine crews faced with the differing controls and performance characteristics of so many types of diesels.

Only one category of diesel never appeared on the pre-merger New York Central: the six-motor unit. The Water Level Route was not supposed to need high-tractive force machines. The truth was, of course, they could have been useful on the B & A and Ohio Central, at least.

Finally a plan evolved which alleviated the maintenance problems somewhat. Pools were set up to concentrate like units together at home terminals. For example, all the EMD E-7's and E-8's would cycle into Harmon on a regular basis, at least once every four days. All the EMD freight power would operate on the Line West, with maintenance at Collinwood. The GP-7 and GP-9 fleet would cover the Ohio Central, MC and Big Four, through freight and regional passenger runs included. All EMD switchers were supposed to move west of Buffalo.

Alco power of all kinds was to stay on the Line East, or at least east of Cleveland. With heavy maintenance based at De Witt, access to the Alco parts supply was supposed to be easier. The troublesome Alco PA's continued to be pooled with the EMD passenger units out of Harmon, although for a short time Collinwood got stuck with the 4208-4211 for the New England States service.

The early Baldwin freight units failed miserably in service out of Collinwood, and finally went east to work the hump at Selkirk yard. The later shark-nose Baldwins worked out of De Witt, mercifully confined to the Line East. The 1500 HP combination units and road switchers were eventually re-engined with EMD horses, but only the road switchers survived very long, these in the Chicago "cowhide" service. The Baldwin switchers clustered around De Witt, Selkirk, and North Bergen, while the smaller road switchers handled the West Shore and Harlem Division commuter service.

The adventures of NYC's Fairbanks-Morse power would fill several chapters, but except for the passenger units they stayed east of Buffalo. Both the Erie-built and the big C-Line freight units seemed to knock about the B & A and Line East, for the most part, although some units got EMD engines and moved west. The 1600 HP C-Line units oper-

ated on the Pennsylvania Division, maintained at Avis, along with most of the road switchers and the early 2000 HP "transfer units" as the NYC called their DFT-1 class. Most of the 9100 series FM switchers stayed on the B & A or the Buffalo yards. As for those passenger units, the original Erie-builts were pooled with the EMD and Alco units out of Harmon, but they were always in trouble and it was decided to move them west, first to Collinwood and then to Englewood. The 2400 HP C-Liners joined them at Englewood sharing regional passenger run work with the boiler-equipped GP-9's.

The Lima road switchers which predictably proved too small for B & A through passenger service proved more satisfactory in commuter service, both on the B & A and West Shore. Eventually they moved west to the Big Four, to finish out their days in company with the 1000 HP switchers. Except for two units, that is, which got EMD engines and ran Chicago "cowhide" assignments.

In later years, of course, these general allocations changed somewhat, but once the general idea was established, togetherness did become a way of life for the New York Central's fascinating fleet.

William D. Edson

William D. Edson
Former Chief Mechanical Engineer
New York Central System
May, 1975



An example of a "Diesel Dilemma" for N. Y. C. fans. No. 506 is a DES-1a that was built by General Electric in July 1940. It was renumbered to X-506 in February 1952 and was used as a shop switcher until August 1954 when it was sold to Despatch Shops Inc. Although this locomotive differs considerably in appearance and major dimensions from the engine class pictured on page 15, they are both considered part of the DES-1 class, and are only separated by a sub-letter, DES-1a and DES-1b or c in the case of No. 513.



EXPLANATION AND REMARKS



This roster of New York Central Diesel powered locomotives is based on the individual locomotive records as summarized by W. D. Edson, Chief Mechanical Engineer of the New York Central.

The Classes are listed by type of locomotive, that is, Switcher, Road Switcher, Freight, Passenger and Freight / Passenger combination, beginning with the early experimental units. Under each type, the locomotives are listed in the numerical order of each class. Although this is generally a chronological order, it is not necessarily so, for instance, the original DES-1 Class was never built. Later Classes DES-1A etc. were assigned to some 70 Ton GE-built units. The general arrangement is similar to "Locomotives of the New York Central Lines" showing the Steam and Electric power by W. D. Edson and Edward L. May published in 1966.

The format used for this roster is to show on one line the general class designation, followed by the general data for the entire class, in the following order:

- Class Designation,
- Wheel Arrangement,
- Builder,
- Builder is Model of Locomotive,
- Horsepower,
- Engine Model (type of engine),
- Tractive Effort - maximum, based on 25% of adhesive weight,
- Weight of Locomotive,

Abbreviations are used whenever possible. The builders are as follows:

Abbreviation	Company
Alco	American Locomotive Co., later Alco Products Div., Worthington Corp.
Alco - GE	per above with General Electric Co. electrical equipment as a coordinated sales effort.
BLW	Baldwin Locomotive Works.
BLH	Baldwin Lima Hamilton Corp.
EMC	Electro-Motive Corp., a division of General Motors Corp. The New York Central did not purchase any locomotives before EMC became a division of GM.
EMD	Electro Motive Division of General Motors Corp. from 1950 onward.
GMD	General Motors of Canada Ltd. Diesel Division, London, Ontario, Canada. Canadian Subsidiary of GM.
FM	Fairbanks Morse & Co.
GE	General Electric.
IR	Ingersol-Rand Corp.
LH	Lima Hamilton Corp.
McI&S	McIntosh and Seymour Corp. (Diesel Engine Manufacturer, Auburn, N. Y.). Later became part of Alco.

Example:

Class DES-8 B-B: Alco - GE S-1 660HP - 539 (6 in line) - 60MPH - 49000 to 50125 - 196000 to 200500

Below this general data is the NYC diagram for the class. Occasionally more than one diagram is shown to indicate special equipment or to show differences.

Below the diagram is the listing of each sub class under the general class, with the original road numbers, any re-numbering, any re-classification, builders order number, builders serial number, date built, and disposition. Notes below are indicated for additional detailed information. Each locomotive is listed only once in its original form. Where a locomotive is re-built as a different type of unit such as a Diesel Hump Trailer, it is so indicated and is so listed. Only data on locomotives in service to and including Jan. 31, 1968 is shown, as this is the end of New York Central ownership.

The Classification scheme for Diesel-Electric locomotives was a natural development of the system used for steam power. Initially, the first letter of the steam class type, became DE for Diesel-Electric followed by a smaller upper case letter denoting the type of service in which the unit was used. For the first two locomotives this became DEF with a small "F" for the freight locomotive and DEp with a small "P" for the passenger locomotive. When the "3 power" switchers were contemplated a small "s" for switcher was used, and since a few more than one were expected a digit was added to denote

the sub series. viz: DES-2. An exception was DEs-a since no more were expected of that type. The DEs - (digit) became DES - (digit) with units acquired after DEs-4, and when units were re-painted thereafter the "s" became then a larger one.

Generally, after the DEs-3, which was, with the exception of the diesel hydraulic unit, the last of the "built to order" locomotives acquired, the units were "production line" built to a builders standard configuration, or it might be said, they could be ordered from a catalog. Therefore, the New York Central merely added a digit(s) after the classification letters to denote a given builder's model thus separating its "land". The digit(s) were assigned in consecutive numerical order as units were acquired. Thus DEs-4 were EMC model SC and DES-5 were EMC model SW-1 etc. Following this a sub-class letter smaller than the digit was added denoting differences within the class.

Beginning with the first mass produced freight units acquired in 1944, additional letters were added to classification scheme to further describe not only the service for which the unit was used, but also the style of unit. The E was dropped from the newly created classes as everyone called them Diesels anyway. Thus, the following class designations were used: D for Diesel followed by F for freight, or P for passenger, or C for combination freight and passenger, or FT for transfer, or RS for road switcher. The third letter after the F, C, or P indicated whether the unit was an A unit, with a cab and train operating controls, or a B unit without a cab and train operating controls.

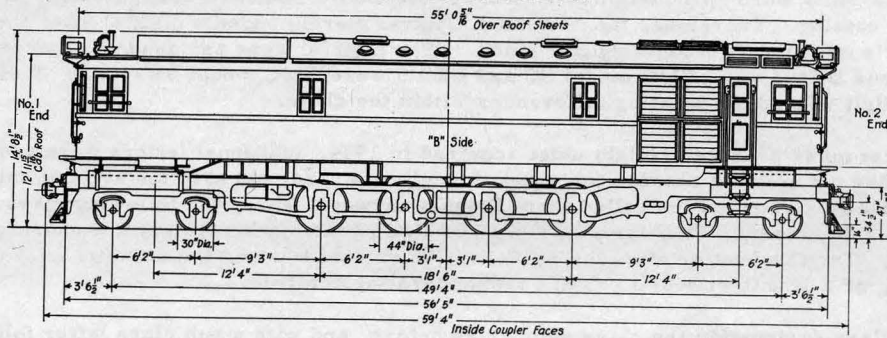
Following the letter class designation the class number as before, and with a sub class letter following as before. Thus, when the EMD model FT's arrived they were assigned DFA-1A for the "A" unit and DFB-1A for the "B" unit. Three variations occurred. First, DRSP was assigned to passenger equipped road switchers, usually indicating a high speed gear ratio and boilers for steam heat. Second, the DH-1 diesel hydraulic locomotive for the "Explorer". Third, the DHT designation for "Diesel Hump Trailer", used in combination with diesel locomotive to increase tractive effort at low speeds in humping service.

The New York Central, in anticipation of merger with the Pennsylvania Railroad, re-classified and re-numbered where necessary, all locomotives. This re-arrangement was completed and approved in early 1966, with the locomotives being re-numbered and re-classified as required beginning in March 1966, and being generally completed by the end of May 1966. The basis for the classification is as follows, as printed in the New York Central "Locomotive Directory" of 10/1/1967.

1. First letter designates builder:
 - A - Alco Products, Inc. (American Locomotive Company)
 - B - Baldwin-Lima-Hamilton Corporation (Baldwin Locomotive Works)
 - E - Electro-Motive Division of General Motors Corporation
 - F - Fairbanks, Morse and Company
 - G - General Electric Company
 - L - Lima-Hamilton Corporation
2. Second letter (and third letter where used) designates service:
 - F - Road freight unit with streamlined (covered wagon) carbody, low-nosed road switcher carbody, or "B" unit road switcher carbody; equipped with multiple unit connections.
 - P - Road passenger with streamlined (covered wagon) carbody; equipped with multiple unit connections and steam generators.
 - FP - Road passenger or road freight with streamlined (covered wagon) carbody or low-nose road switcher carbody; equipped with multiple unit connection and steam generators.
 - RS - Switcher type carbody with high speed trucks; horsepower limits for four traction motors from 1000 to 2000 horsepower and six traction motors from 1500 to 2400 horsepower.
 - S - Yard switcher.
3. Numerals indicate engine horsepower in nearest lowest hundred, i. e., 1750 horsepower would be 17, 2250 horsepower would be 22, and 2750 horsepower would be 27.
4. Final letter, or letters (all small letters), indicates special features as follows:
 - a - Change in original design. Major modification over "non-a" model such as six-wheel trucks or engine model change.
 - m - Multiple unit equipped. Used for yard switchers only as all other locomotives, except "X" designated locomotives, are equipped.
 - s - Steam generator equipped. (Used for RS only as P and FP types are equipped with steam generators; and F and S types do not have steam generators.)
 - x - Road switcher locomotives not equipped with MU control. (This letter will be dropped when locomotives are phased out.)

DEp

CLASS DEp 2-D-2: Alco-GE-McI&S, Diesel Electric - 900HP-12 Cyl. -60MPH - 57000-359, 500



ROAD CLASS NO.
DEp 1500

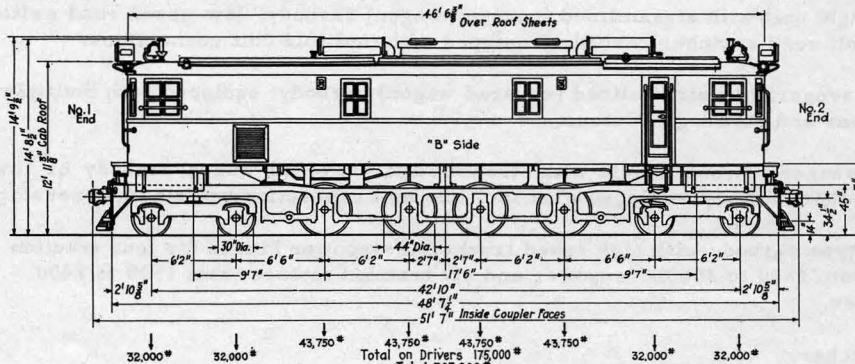
BLDR. NO.	BLDR. SER.	ORDER NO.	DATE	DISPOSITION
Alco S-1537	66715	6/1928	Note	

NOTE: First Road Passenger Diesel Electric Locomotive built in U. S. A. Locomotive did not meet NYC specification, was not officially accepted, and was returned to Alco 2/1936. Scrapped by Alco. Diagram never appeared in NYC Diagram book. Purchase price \$192,000.



DEf

CLASS DEf 2-D-2: Alco-GE-IR, Diesel Electric - 750HP - 6 Cyl. (in Line)-50MPH - 60,000-301,000



ROAD CLASS NO.
DEf 1550

Re No.	Re No.	Re No.	BLDR. NO.	BLDR. SER.	ORDER NO.	DATE	DISPOSITION
1929	1936	7/1941	Alco S-1533	66704	6-1928	Note	
1510	510	500					

NOTE: Purchase price \$177,000. Generally regarded as first successful Diesel Electric Road Freight Locomotive built in U. S. A. ; Re-built 12/1946 into Diesel Hump Trailer #469.



DEs-1

CLASS DES-1

DES-1 (1520) Class and Number assigned but Locomotive not built.



No. 1550, Class DEp Built by Alco in March 1928 for passenger service at a cost of \$192,000.00. This 900 hp. 2-D-2 locomotive was used by the N. Y. C. until February 1936 when it was returned to Alco where it was disassembled and scrapped.

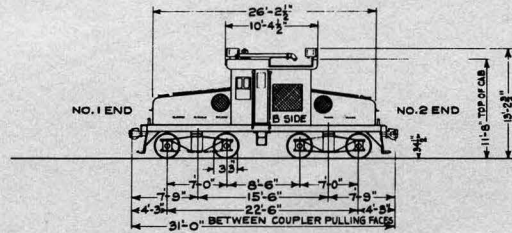


No. 1550, Class DEf Built by Alco-GE-IR in June 1928 for experimental freight service on the N. Y. C. at a cost of \$177,000.00. In 1929, the locomotive was renumbered 1510; in 1936 it was numbered 510; and in 1941 it received No. 500, which it kept along with its 750 hp. engine until December 1946 when it was rebuilt into a diesel hump trailer (slug) and numbered 469. It was finally scrapped in November 1953.



DEs-a

CLASS DEs-a B-B: GE, ex Battery Diesel - Buda 4 Cyl. 250HP-23250-93000



ROAD
CLASS NO.
DEs-a 1505

Re No. 1936
505

BLDR. SER.
NO.
8754

DATE
1923
(Acq. 6/1933) Note

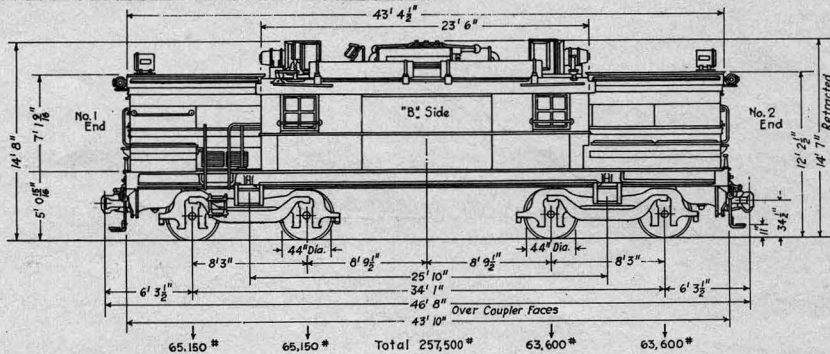
NOTE: Built for Bethlehem Steel Co. as Battery Switcher. Wt. as Built 80,000. Buda Engine and Generator added about 1930. Purchased by NYC 6/1933. Sold 12/1944 to Eastman Kodak Co. No. 5.



THREE POWER SWITCHERS
DIESEL - BATTERY - ELECTRIC

DEs-2

CLASS DEs-2 B-B: Alco-GE-IR, Diesel-Battery-Electric - 300HP(Diesel)1665(Electric) 40MPH - 246000-250, 700



CLASS ROAD
NO. 1525
DEs-2

Re No.
1936
525

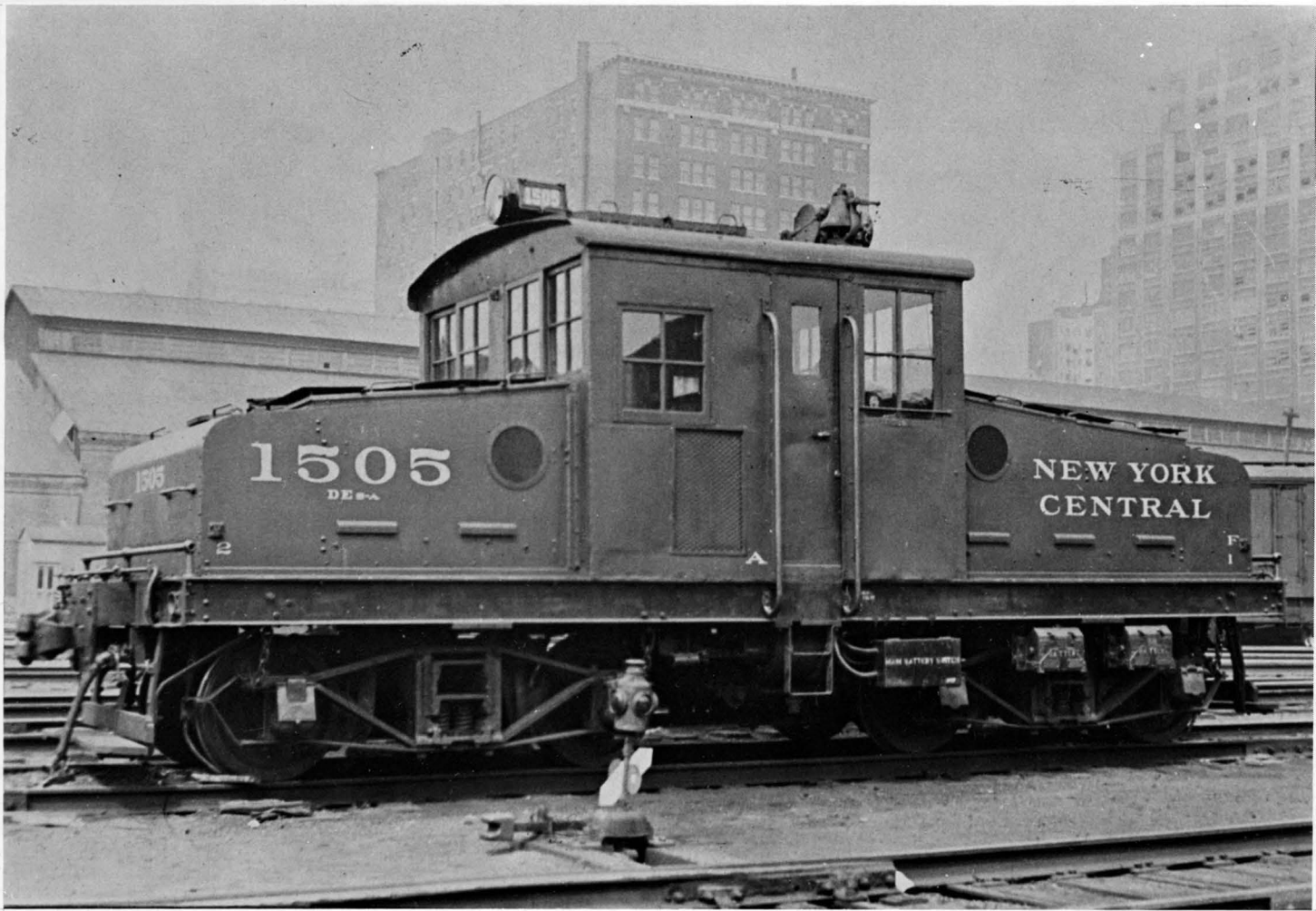
BLDR. SER.
ORDER
Alco S-1566
GE 47852
IR 19-2055 ESB-18127

DATE
2/1928

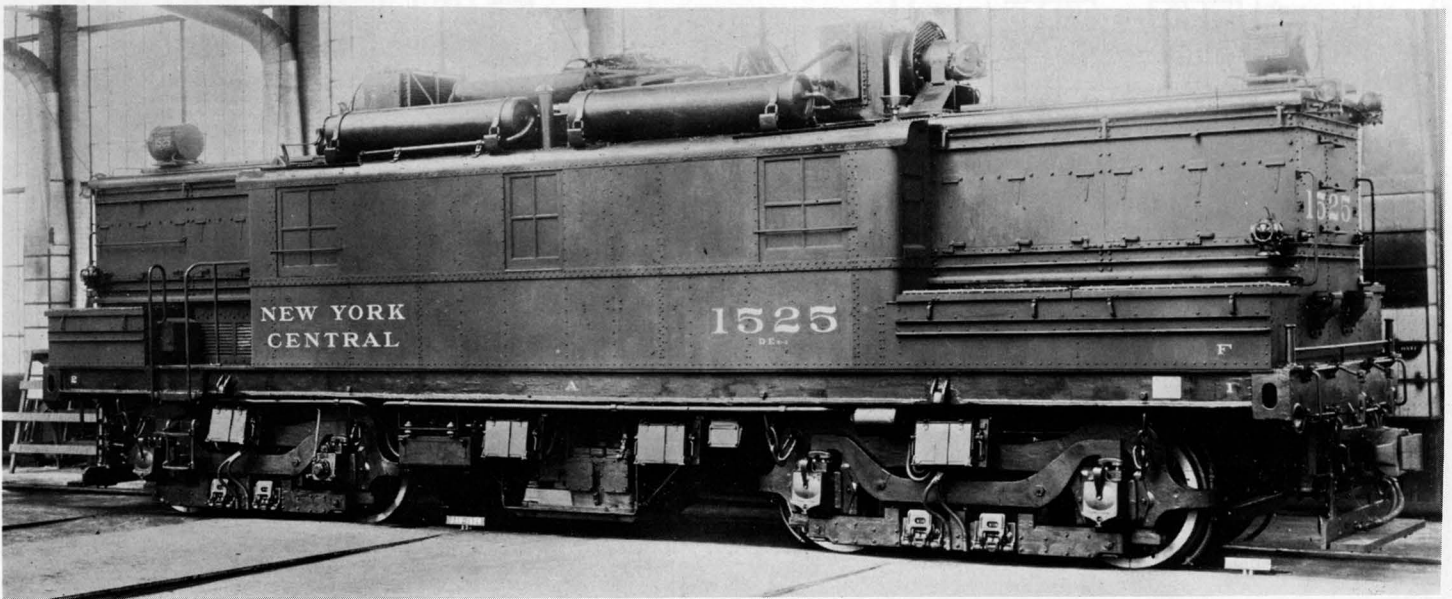
DISPOSITION

Reblt. 12/45to DHT
#470





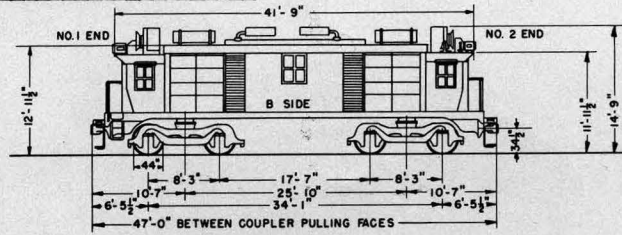
No. 1505, Class DEs-a Built by General Electric in 1923 for Bethlehem Steel Corporation and was purchased by the N. Y. C. in March 1933. This 250 hp. switcher is shown working the 33rd St. yard in New York City on June 29, 1935. In 1936, the locomotive was renumbered 505 and was sold to the Eastman-Kodak Co. in December 1944 as their No. 5.
George E. Votava Collection



No. 1525, Class DEs-2 Built by Alco-GE-IR in February 1928 at a cost of \$136,000.00. This Diesel-Electric-Battery "3 power" locomotive was renumbered 525 in 1936 and was rebuilt into Diesel Hump Trailer No. 470 in December 1945 and was scrapped in December 1963.

DEs-3

CLASS DEs-3 B-B: Alco-GE-IR, Diesel-Battery-Electric-300HP(Diesel)1665(Electric)-40MPH-63, 100 to 64385-252, 400 to 257300



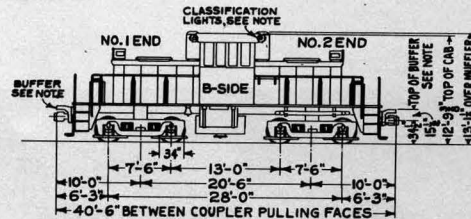
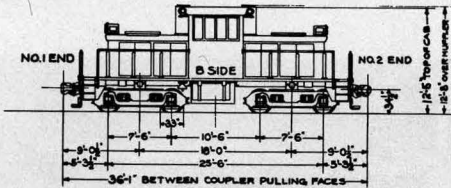
CLASS	ROAD NO.	1936 Re No.	BLDR. ORDER	BLDR. SER. NO.	DATE	DISPOSITION
DEs-3	1526-1560	526-560	Alco S-1690	68359-68393	7-12/1930	Ret 2/54-7/57
			GE N-369990			
			IR 31-5187			
DEs-3	1561-1562	561-562	Alco S-1691	68397-68398	7, 6/1930	Ret 7/48, 8/46
			GE N-392689			
			IR 31-5187			
DEs-3 (MC)	7530-3	563-566	Alco S-1689	68355-68358	5, 6/1930	Ret 10/50-7/57
			GE N-384854			
			IR 19-3113			

NOTE: 1561, 1562 Originally built without third Rail equipment for service at LaSalle St. Sta. Chicago; 535 Ret. 11/53, Re-blt. to DHT 476; 542 Re-blt. 8/50 to DHT 473; 551 Re-blt. 3/54 to DHT 475; 561 Re-blt. 7/48 to DHT 472; 562 Re-blt. 8/46 to DHT 471; 563 Re-blt. 10/50 to DHT 474; Wt. shown for most units, some were heavier due to change of battery.

DIESEL - ELECTRIC

DES-1a,b,c

CLASS DES-1 B-B: GE, 70 Ton Special, 330HP (2) Cummins HB1S-600 25MPH-35000 to 36125 - 140000 to 144500



CLASS	ROAD NO.	DES-1a Re No.	BLDR. ORDER	BLDR. SER. NO.	DES-1b & DES-1c DATE	DISPOSITION
DES-1A	506	2/52 X506	(DREC)12796	12592	7/1940	Sold 8/54
			GE N-837725			DSI #3 (2nd)
DES-1B	507-508		N-903100	15168, 15169	11/1942	Sold 7/54 DSI 1, 2
DES-1C	509-510	4/54X509, X510	N-903100	15170, 15171	11, 12/1942	Ret. 7/64, 12/60
"	511-513		"	15172-15174	12-11/1942	Sold 10-12/52 Ortner Co.

NOTE: 506 Built by GE for Cummins Diesel Engine Co., New York, for NYCRR; 507-508 Not equipped with buffers; 506, 513 Equipped with Classification lights; 507 Ret. 4/54, may then have become X507; 508 ret. 12/53, may then have become X508; 512 Resold to Standard Slag Co., Youngstown, O; 513 re-sold to Cambria Slag Co. Sharpville, Pa.





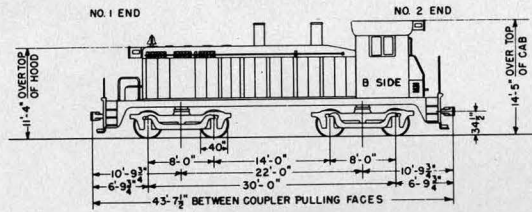
No. 1543, Class DEs-3 Built by Alco-GE-IR in November 1930, this "3 power" locomotive was rated at 300 hp. when used as a diesel-electric and 1665 hp. when used as a "straight" electric. It is shown here shortly after delivery at Harmon, N. Y. It was renumbered 543 in 1936 and withdrawn from service in 1954 and scrapped about a year later.



No. 513, Class DES-1c Built by General Electric in November 1942 and powered by two Cummins 6 cylinder diesel engines rated at 165HP each. This 70 ton switcher was withdrawn from service in November 1952 and later sold to Cambria Slag Co. in Sharpville, Pa.

DES-4

CLASS DES-4 B-B: EMC SC, 600HP Winton 201A 8 (in Line) - 40 MPH - 50,500 - 202,000

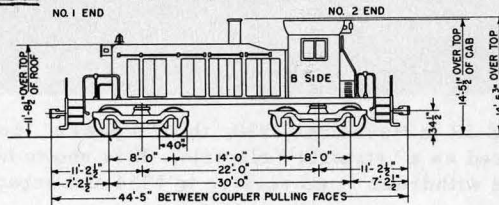


CLASS	ROAD NO.	BLDR. ORDER	BLDR. SER. NO.	DATE	DISPOSITION
DES-4	567-573 (CR&I until 1951)	E-139	604-610	7/1936	Ret. 12/60

NOTE: 570 Sold 3/62 to Empire Coke Co. through Birmingham Rail and Loco Co. Others scrapped 1/62 - 4/63

DES-5

CLASS DES-5 B-B: EMC SW-1, 600HP 6-567(V-6)(6-567A on 585-621)-65MPH-49,000 to 51,625 - 196000 to 206500



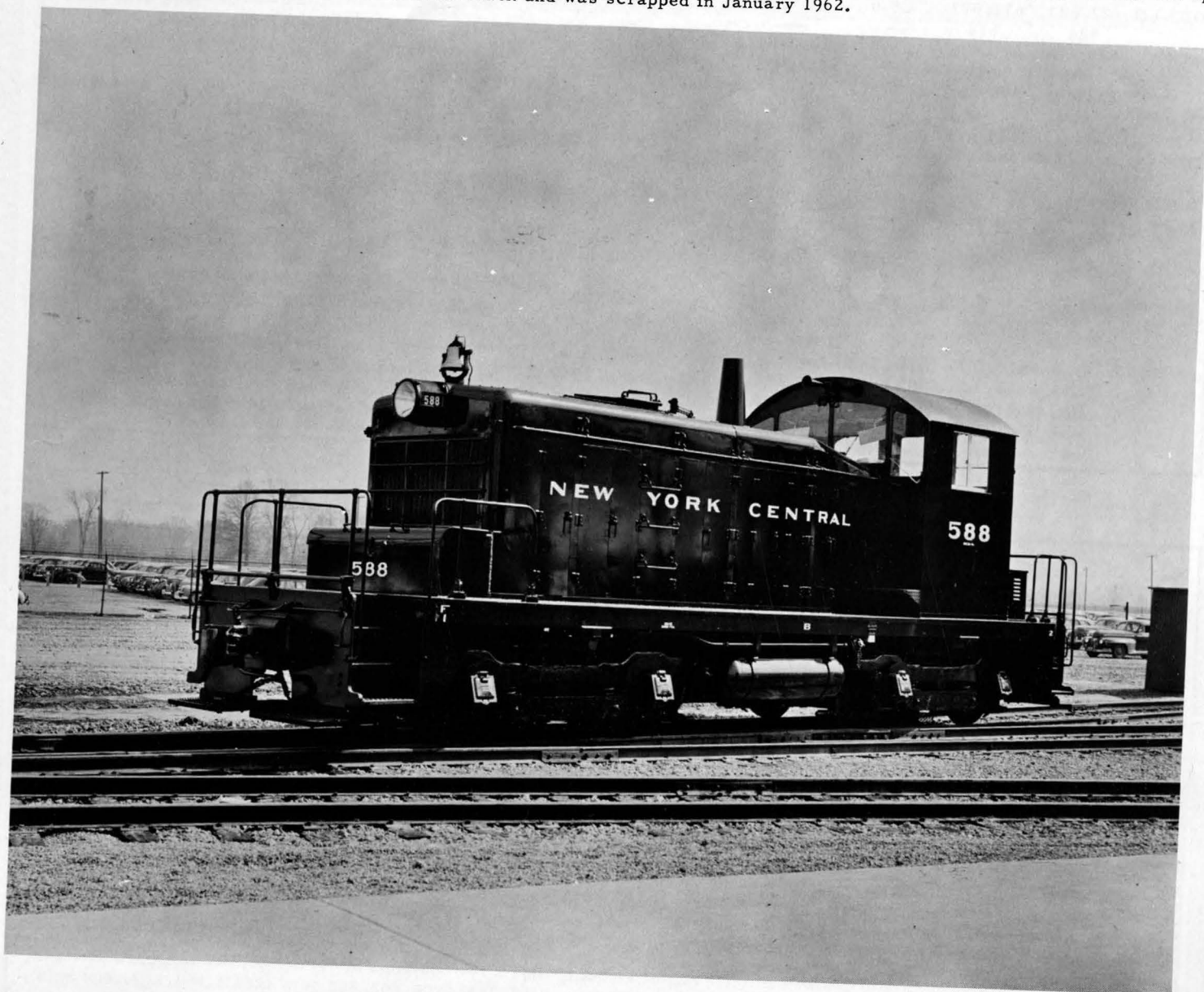
CLASS	ROAD NO.	1966 CLASS	Re. No. 1966	Re. No.	BLDR. ORDER	BLDR. SER. NO.	DATE	DISPOSITION
DES-5A	574-576	ES-6	8400-8402		E-217	853-855	2/1939	Note
"	577	"	8403 (1)	1/67 8415(2)	"	856	"	Ret. 1/67, Note
"	578, 579	"	8404, 8405		"	857, 858	"	
DES-5B	580	ES-6	8406		E-521	1878	1/1943	Note
"	581	"	8407		"	1879	12/1942	Ret. 1/67
"	582-584	"	8408-8410		"	1880-1882	3/1943	Sold 2/67 EMD
DES-5C	585-588	ES-6	8411-8414		E-999	6391-6394	4/1949	
"	589	"	8415(1)	1/67 8403(2)	"	6395	"	
"	590-595	"	8416-8421		"	6396-6401	4, 6/1949	Note
"	596	—	* —		"	6402	6/1949	Ret. 4/66
"	597-603	ES-6	8423-8429		"	6403-6409	"	Sold 5/66 EMD
"	604	"	8430(1)	1/67 8474(2)	"	6410	"	Ret. 1/67 Note
"	605-609	"	8431-8435		"	6411-6415	"	
DES-5D	610-614	"	8436-8440		EMD 6115	11767-11771	10/1950	Note
DES-5E	615-618	ES-6	8441-8444		EMD 6116	11782-11785	6/1950	
"	619	"	8445		"	11786	"	Sold 4/66 EMD
"	620, 621	"	8446, 8447		"	11787, 11788	10/1950	

NOTE: The following Locomotives to CR&I: (5/64) 611, (10/64) 574, 577, 580, 594, 604.
 *Consecutive number and new classification assigned but never put on locomotive.
 All Locomotives restricted to 45MPH
 ** EMD beginning with DES-5C #585.
 Road Nos. 600-621 are second units so numbered for first 600-621 see DES-6A, -6B, -6C.





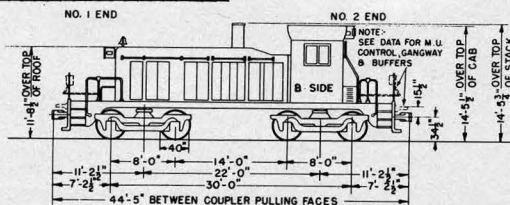
No. 573, Class DEs-4 (Chicago River & Indiana). This E. M. C. model "SC" locomotive was built in July 1936. The 600 hp. switcher was painted gray instead of the usual black and was scrapped in January 1962.



No. 588, Class DES-5c Built by E. M. D. was a SW-1 model locomotive built in April 1949. It was renumbered 8414 in 1966.

DES-6

CLASS DES-6 B-B: EMC SW-1,600HP 6-567 (V-6), 65 MPH - 5525 to 56175 - 222100 to 224700



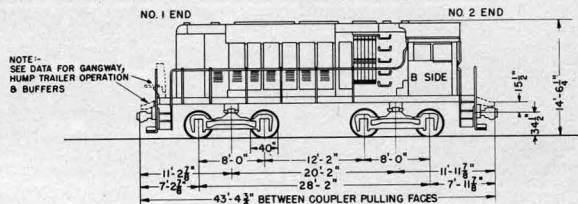
CLASS	ROAD NO.	Re No. 1949	1966 CLASS	Re No. 1966	Re No.	BLDR. ORDER	BLDR. SER. NO.	DATE	DISPOSITION
DES-6A	600	650	ES-6	8448		E-217	808	2/1939	Sold 4/66 EMD
"	601-603	651-653	"	8449-8451		"	809-811	"	"
DES-6B	604-607	654-657	ES-6	8452-8455		E-217	812-815	2-4/1939	Note
"	608	658	—	* —		"	816	4/1939	Note Sold 1/66
"	609-613	659-663	ES-6	8457-8461		"	817-821	4/1939	Note EMD
DES-6C	614-616	664-666	ES-6	8462-8464		E-239	875-877	5/1939	
"	617	667	—	—		E-282	1010	12/1939	Ret. 1/63
"	618-621	668-671	ES-6	8465-8468		"	1011-1014	12/39-1/40	
DES-6D	622, 623	672, 673	ES-6	8469, 8470		E-372	1254, 1255	3/1941	
"	624	674	—	* —		"	1256	"	Sold 4/66 EMD
"	625, 626	675, 676	ES-6	8472, 8473	1/67	"	1257, 1258	4-6/1941	Note
"	627	677	"	8474 (1)	8430(2)	"	1259	5/1941	
"	628-631	678-681	"	8475-8478		"	1260-1263	5-6/1941	
"	632	682	—	* —		"	1264	7/1941	Sold 4/66 EMD
"	633-641	683-691	ES-6	8480-8488		"	1265-1273	7-9/1941	Note
DES-6E	642-644	692-694	ES-6	8489-8491		E-373	1274-1276	4/1941	
DES-6F	645	695	ES-6M	8492		E-374	1277	7/1941	
"	646	696	—	—		"	1278	"	Ret. 12/58
"	647	697	ES-6M	8493		"	1279	"	Scr. 2/59
DES-6G	648-654	698-704	ES-6	8494-8500		E-456	1582-1584, 1589-1592	12/1941- 2/1942	Note

NOTE: DES-6A, 6E Equipped (built) with Buffers and Air Signal; DES-6F Equipped (built) with MU controls and Gangways; 604-608 (Re No. '49 654-658) to CJ Ry. 1940 to 1951; The following to CR & I RR 10/64: 655, 661, 684, 702; 8473 Ret. 1/1967; All locomotives restricted to 45MPH; 696, 671, 690 Equipped by NYC with Double End Train Control. *Consecutive number and new classification assigned 1966 but never put on locomotive; Road Nos. 600-621 are first units so numbered, for second 600-621 see DES-5C, -5D, -5E.



DES-7

CLASS DES-7 B-B: Alco-GE,600HP 531 6 (in Line) "High Hood" - 40MPH - 53950-54375 - 215800-217500



CLASS	ROAD NO.	Re No. 3-4/1939	Re No. 10-12/48	BLDR. ORDER	BLDR. SER. NO.	DATE	DISPOSITION
DES-7	DES-7A	614-618	674-678	Alco S-1806	69127-69131	12/38-3/39	Ret. 12/62 Note
DES-7A		679	805	"	69132	3/1939	" "
DES-7B	(B&A)	680-682	806-808	Alco S-1806	69133-69135	3, 5/1939	Ret. 1962-3 Note
"	(B&A)	683, 684	809-810	"	69151, 69152	5/1939	" "

NOTE: DES-7B Equipped with Buffers and Air Signal as built, 801 later equipped by NYC; 802, 804 Equipped by NYC for Hump Trailer operation; 806-810 Re-lettered NYC 1/52-3/52; 800, 802, 805 Sold 12/63; 801, 803, 804 Sold for Scrap 9/65; 807 Ret. 12/62 Sold for Scrap 9/63; 806, 808-810 Sold 12/63.



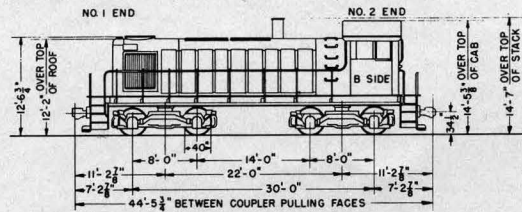
No. 617, Class DES-6c Built by E. M. D. was a SW-1 model locomotive built in December 1939. This 600HP switcher was renumbered 667 in 1949 and was retired in January 1963.



No. 682, Class DES-7b (Boston & Albany) Model HH-600 switcher was built by Alco in May 1939 and after being renumbered 808 in October 1948 was relettered New York Central in February 1952 and retired from service in December 1963.

DES - 8

CLASS DES-8 B-B: Alco-GE, S-1, 660HP 539 (6 in line) - 60MPH - 49000 to 50125 - 196000 to 200500



CLASS	ROAD NO.	Re No.	1966 CLASS	Re No.	1966 CLASS	BLDR. ORDER	BLDR. SER. NO.	DATE	DISPOSITION
DES-8A	590	811	AS-6	9300		Alco S-1816	69193	5/1940 (Acq. 3/41)	Note
DES-8B	693, 694	812, 813	AS-6	9301, 9302		Alco S-1857	69825, 69826	9/1942	Note
"	695-698	814-817	AS-6	9303-9306		Alco S-1858	69830-69833	9, 10/1942	Note
"	699	818	AS-6M	9383		"	69834	2/1943	
"	700-702	819-821	AS-6	9307-9309		"	69835-69837	7, 8/1943	Note
"	703	822	AS-6M	9384		"	69838	8/1943	
"	704, 705	823, 824	AS-6	9310, 9311		"	69839, 69840	10/1943	
"	706	825	AS-6M	9385		"	69841	"	
"	707	826	AS-6	9312		"	69842	"	
"	708-712	827-831	AS-6	9313-9317		Alco S-1913	71262, 71263 71266-71268	1/1944 2, 4/1944	Note
"	713, 714	832, 833	AS-6M	9386, 9387		"	71272, 71273	4, 5/1944	Ret. 5/67 GE
"	715	834	AS-6	9318		"	71270	2/1944	
"	716-718	835-837	AS-6	9319-9321		Alco S-1929	71990, 71993,-4	5, 6/1944	Note
"	719	838	AS-6M	9388		"	71995	6/1944	
"	720, 721	839, 840	AS-6M	9389, 9390		Alco S-1934	70042, 70043	7/1944	
"	722, 723	841, 842	AS-6	9322, 9323		"	70044, 70045	"	Note
"	724	843	AS-6M	9391		"	70046	"	
"	725-729	844-848	AS-6	9324-9328		"	70052-70056	8/1944	Note
DES-8C	730, 731	849, 850	AS-6	9329, 9330		Alco S-1953	73082, 73087	1, 2/1945	
"	732	851 (1)	—	—		"	73088	2/1945	Ret. 6/65 Note
"	733	852	AS-6M	9392		"	73089	3/1945	
"	734-736	853-855	AS-6	9331-9333		"	73090-73092	3/1945	Note
"	737	856	AS-6M	9393		Alco S-1964	73338	4/1945	
"	738	857	AS-6	9334		"	73339	"	
"	739	858	AS-6M	9394		"	73340	"	
"	740, 741	859, 860	AS-6	9335, 9336		"	73341, 73342	4/1945	
"	742, 743	861, 862	"	9337, 9338		"	73348, 73349	4/1945	
"	744	863	—	*—		"	73350	5/1945	Ret. 3/66 Scr.
DES-8D	864-868		AS-6	9340-9344		Alco S-3119	77791-77795	3/1950	Note
"	869 (1)		—	—		"	77074	"	Ret. c'65 Note
"	870, 871		AS-6	9345-9346		"	77075-77076	"	
"	872		—	—		"	77077	"	Sold 1/65 DSI #5
"	873		AS-6	9347		"	77078	"	

NOTE: 590 Exhibited at New York Worlds Fair 1940 by Alco as part of their exhibit; All locomotives re-numbered 6/1948 except 710, 711 which were re-numbered in 1950.; 851 (1) see ex D & H 1000HP for 851 (2); 869 (1) see ex D & H 1000HP for 869 (2); 9302, 9308, 9314, 9316, 9386, 9387, 9319, 9322, 9327, 9332, 9341, 9344 all retired 5/67 to GE; All locomotives restricted to 45 MPH.

* Consecutive number (9339) and new classification (AS-6) assigned but never put on locomotive.





No. 700, Class DES-8b Built by Alco-GE in July 1943 was a 660HP model S-1 switcher. It was renumbered 819 in June 1948 and renumbered again in April 1966 to 9307. Note the older style horizontal radiator shutters.

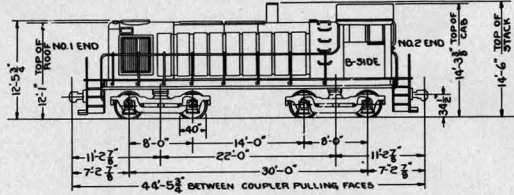


No. 865, Class DES-8d was a model S-1 switcher built by Alco in March 1950 and was renumbered 9341 in March 1966. This 600 hp. locomotive was retired and sold to General Electric in May 1967.

DES - 8

(CONTINUED)

CLASS DES-8 B-B: Alco-GE, S-3, 660, 539 (6 in line) -60 MPH - (8E) 49100, (8F) 49350,
- (8E) 196400, (8F) 197400



CLASS	ROAD NO.	1966 CLASS	Re No. 1966	BLDR. ORDER	BLDR. SER. NO.	DATE	DISPOSITION
DES-8E	874-878	AS-6	9348-9352	Alco S-3143	78141-78145	6, 7/1950	
"	879, 880	AS-6M	9395, 9396	"	78146, 78147	7/1950	
"	881-886	AS-6	9353-9358	"	78148-78153	8/1950	
"	887	AS-6M	9397	"	78154	"	
"	888-892	AS-6	9359-9363	Alco S-3153	78155-8, 78221	"	
"	893	AS-6M	9398	"	78222	"	
"	894, 895	AS-6	9364, 9365	"	78223, 78224	"	
"	896	—	* —	"	78225	"	Ret. 2/66 Scr.
"	897	AS-6	9366	"	78226	"	
"	898	AS-6M	9400	"	78227	"	
"	899	—	* —	"	78228	9/1950	Ret. 2/66 Scr.
"	900, 901	AS-6	9368, 9369	"	78229, 78230	"	
"	902, 903	"	9370, 9371	"	78315, 78316	"	
DES-8F	904, 905	AS-6	9372, 9373	Alco S-3166	78787, 78788	9/1951	
"	906	AS-6M	9401	"	78789	"	
"	907	AS-6	9374	"	78791	10/1951	
"	908, 909	AS-6M	9402, 9403	"	78792, 78793	"	
"	910, 911	AS-6	9375, 9376	"	78794, 78795	"	
"	912-916	"	9377, 9381	"	79351-79356	11, 12/1951	

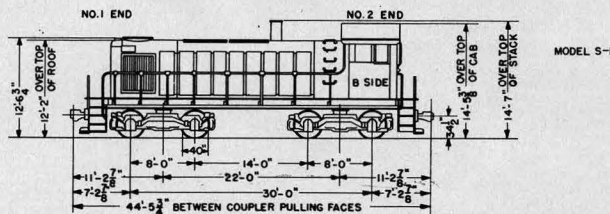
NOTE: All locomotives restricted to 45 MPH.

* Consecutive numbers and new classification assigned (896 → AS-6M 9399, 899 → AS-6 9367) but never put on locomotive.



DES - 9

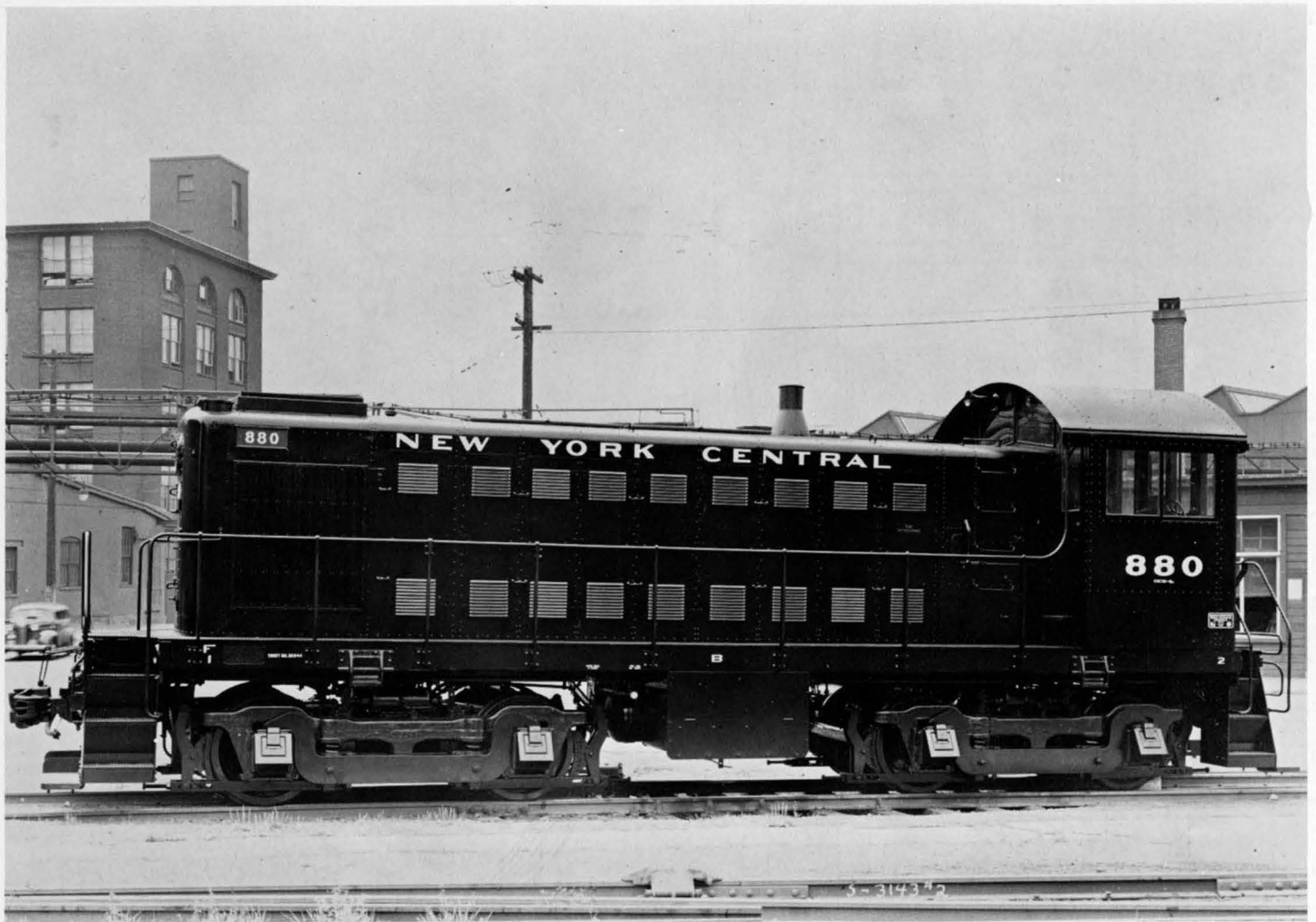
CLASS DES-9 B-B: Alco-GE, S-1, 660HP, 539 (6 in line) 60MPH - (9A) 54300, (9B) 53350,
- (9A) 21700, (9B) 214200



CLASS	ROAD NO.	Re No. 6/1948	Re No. 7/1950	1966 CLASS	Re No. 1966	BLDR. ORDER	BLDR. SER. NO.	DATE	DISPOSITION
DES-9A	685	900	950	AS-6M	9404	Alco S-1816	69200	8/1940	
DES-9B	686, 687	901, 902	951, 952	AS-6M	9405, 9406	Alco S-1839	69458, 69459	5/1941	
"	688, 689	903, 804	953, 954	"	9407, 9408	"	69462, 69463	"	
"	690	905	955	"	9409	"	69466	6/1941	
"	691	906	956	AS-6	9382	"	69467	"	
"	692	907	957	AS-6M	9410	"	69468	"	

NOTE: All locomotives restricted to 45 MPH.

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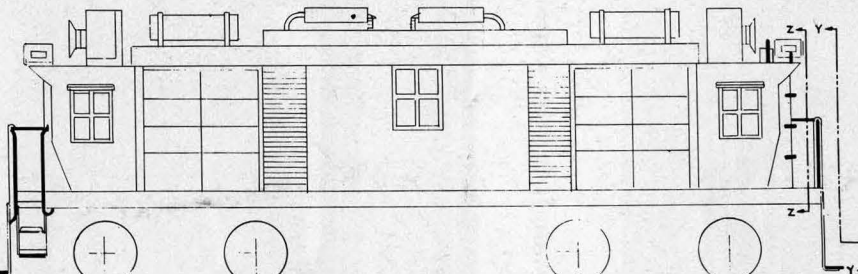
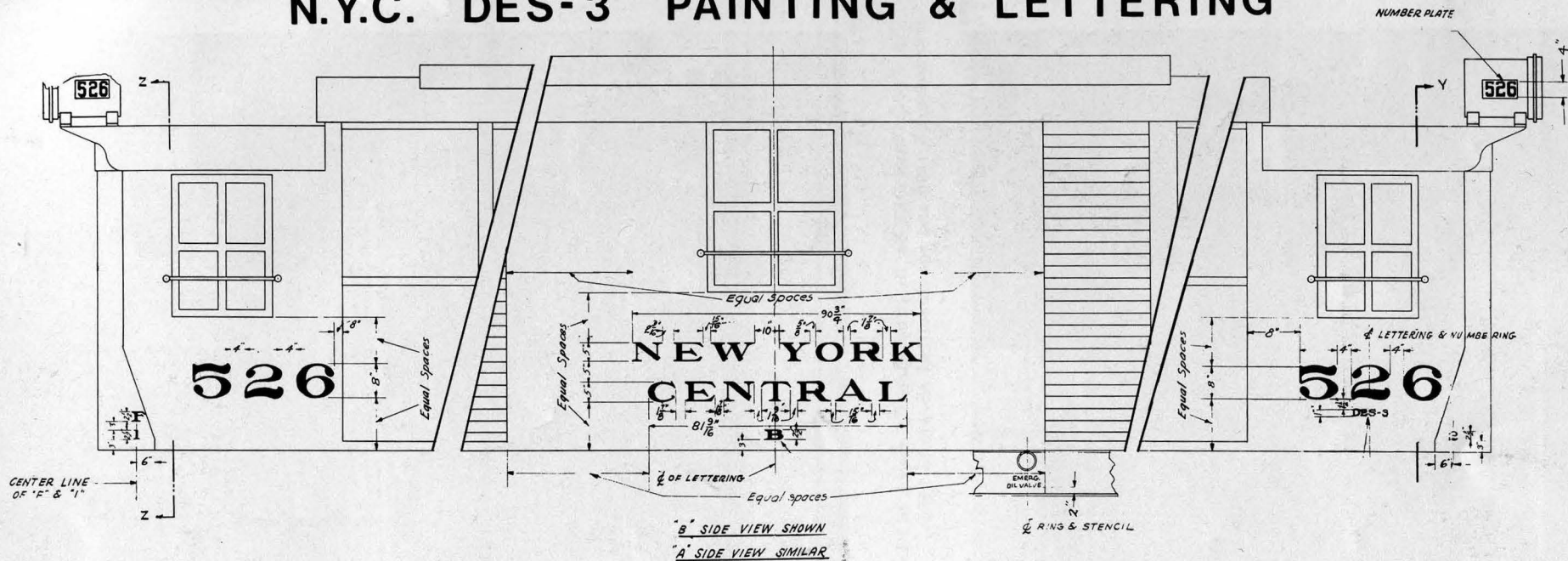


No. 880, Class DES-8e Built by Alco-GE was a S-3 locomotive rated at 660HP and built in July 1950. This switcher was renumbered 9396 and re-classified AS-6m in 1966.

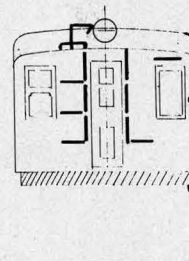


No. 687, Class DES-9b was a model S-1 switcher built by Alco in May 1941, here shown with its hood doors open to display the 660 hp. model 539 engine. This locomotive was renumbered 902 in June 1948, then 952 in July 1950 and finally 9406 in May 1966.

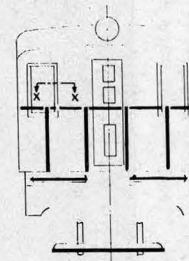
N.Y.C. DES-3 PAINTING & LETTERING



VIEW OF 'A' OR 'B' SIDE

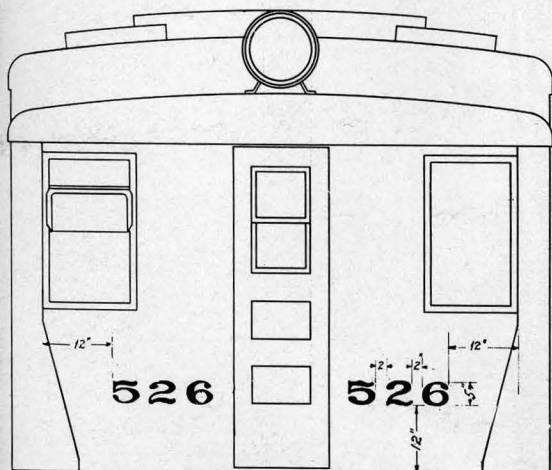


VIEW Z-Z
NO. 1 OR NO. 2 END

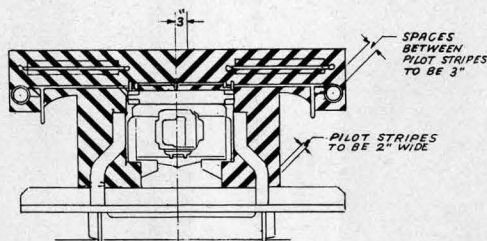


VIEW Y-Y
NO. 1 OR NO. 2 END

ON THE ABOVE VIEWS SECTIONS OF HANDRAILS AND STEPS SHOWN IN HEAVY LINES TO BE PAINTED ORANGE



NO. 1 END VIEW, SHOWN
NO. 2 END VIEW, THE SAME



NO. 1 OR NO. 2 END VIEW
(PILOT STRIPING)

'1936'

PAINT COLORS AND MANUFACTURERS NUMBERS	
OPERATING CAB INTERIOR	DUPONT DULUX GREEN ENAMEL NO. 86-6202 OR PRATT & LAMBERT CAB GREEN ENAMEL NO. VX 76
ENGINE ROOM INTERIOR	DUPONT DULUX SUEDE GRAY ENAMEL NO. 88-503 OR PRATT & LAMBERT VITRALITE SUEDE GRAY ENAMEL NO. VX 15
LOCOMOTIVE EXTERIOR	PRATT & LAMBERT TRANSPORTATION BLACK
TANKS, TRUCKS AND UNDERSIDE OF UNDERFRAME	DUPONT DULUX LOCOMOTIVE BLACK NO. 88-762 OR PRATT & LAMBERT BLACK ENAMEL NO. 88
LETTERING AND NUMBERING	PRATT & LAMBERT STRIPING ALUMINUM NO. YX
STENCILING (SEE NOTES 15, 16, 18 & 19)	RED - FIRE PROTECTION RED BLACK - PLATINUM BLACK WHITE - WHITE LEAD GROUND IN OIL
CRANKCASE AND VALVE LEVER CAVITIES	DUPONT DULUX CRANKCASE SEALER ORANGE NO. 81-5544G
LOGO FLOOR	ACME FLOOR BROWN NO. 63
EMERG. OIL PULL RING OR PULL-HANDLE	FIRE PROTECTION RED
BATTERY BOX, INSIDE, (SEE NOTE 20)	ELATERITE GRADE 45A
EMERG. FUSE CUTTERS	FIRE PROTECTION RED
HANDRAILS & CAB HANDLES (SEE SMALL DIAGRAMS OF THESE PARTS.)	DUPONT DULUX ORANGE ENAMEL NO. 88-166