

Explanation and Remarks

This roster of New York Central Diesel powered locomotives is based on the individual locomotive records.

The Classes are listed by type of locomotive, that is, Switchers, Road Switchers, 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,
Builder,
Builders Model Designation,
Locomotive Horsepower,

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

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	Ingersoll-Rand Corp.
LH	Lima Hamilton Corp.
McI&S	McIntosh and Seymour Corp. (Diesel Engine Manufacturer, Auburn. N. Y.). Later became part of Alco.

Following the 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, builder's order number, builder's 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 January 31, 1968 is shown, as this is the end of NYC ownership. Where a number in parenthesis (1) follows the locomotive number, this indicates that this is the first (1) or second (2) etc. locomotive to be assigned that number.

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 upper case "F" for the freight locomotive and DEP with a small upper case "P" for the passenger locomotive. When the "3 power" switchers were contemplated a small "s" for switchers was used, and since a few more than one were expected a digit was added to denote the sub series, for example, DEs-2. An exception was DEs-A since no more were expected of that type. The DEs - (small digit) became DES - (large digit) with units acquired after DEs-4, and when units were re-painted thereafter the "s" and the digit became the larger one.

Following this a sub letter smaller than the digit was added denoting successive orders of the same model.

Beginning with the first mass-produced freight units acquired in 1944, additional letters were added to the 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 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 letters F, C, or P indicated whether the unit was an A with a cab and train operating controls, or a B unit without a cab and train operating controls.

Following the letter class designation, came the class number, and with a sub class letter following as before. Thus, when the EMC model FT's arrived they were assigned DFA-1, for the "A" units and DFB-1 for the "B" units. Three variations occurred. First DRSP was assigned to passenger equipped road switchers. Second, the DH-1 diesel hydraulic-locomotives for the "X-Plorer" train. Third, the DHT designation for "Diesel Hump Trailer", used in combination with diesel locomotives to increase tractive effort at low speed in hump yard 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 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 & 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 connections 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), indicate special features as follows:

- A - Change in original design. Major modification over standard 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 all equipped with steam generators, and F and S types do not have steam generators.)
- x - Road switcher locomotives not equipped with m.u. control. (This letter would be dropped as older locomotives are phased out.)

Special Notes Regarding Locomotive Dispositions.

In the column headed "Disposition" the initials PC indicate NYC units included in the original Penn Central roster of February 1, 1968. These units retained their old NYC numbers and classification, but within several months a few switchers were rebuilt and renumbered. Many units survived into the Conrail merger of July 1, 1976, as indicated by the initials CR. Again, there were no immediate changes in numbers or classes.

The initials AM indicate units purchased by Amtrak, including several EP22 passenger units from Penn Central in 1971, and several switchers and road switchers from Conrail when Amtrak acquired the Northeast Corridor in 1976.

The Pittsburgh & Lake Erie was not included in the Penn Central merger of 1968, and for a few years the P&LE maintained a separate roster with the same old numbers. However, during the early 1970's a horsepower-related numbering scheme was adopted, and surviving switchers were renumbered into a new 1200 series, and road switchers into a 1500 series. The P&LE U-Boats retained their 2800 series numbers.

The IHB (Indiana Harbor Belt) also retained its own roster, with numbers unchanged, but the Chicago River & Indiana, the Peoria & Eastern, and the Cleveland Union Terminal units were eventually relettered Penn Central, with no number changes.

Other abbreviations in the "Disposition" column are as follows:

- RB - Rebuilt, sometimes to DHT (Diesel Hump Trailers).
- Rt - Retired. Usually scrapped or sold within a few months.
- Sc - Scrapped or dismantled, usually by the railroad itself.
- SS - Sold for scrap by dealers or salvage companies
- So - Sold, often to EMD or GE as trade ins on new power.
- CK&S - Carthage, Knightstown & Shirley RR
- CRI&P - Chicago, Rock Island & Pacific RR
- C&BL - Conemaugh & Black Lick RR
- DSI - Dispatch Shops, Inc. (East Rochester, NY)
- GCS - Granite City Steel Co.
- ICG - Illinois Central Gulf RR
- LIRR - Long Island RR
- L&JB - Louisville & Jeffersonville Bridge & RR Co.
- L&N - Louisville & Nashville RR
- Ms&SV - Mississippi & Skuna Valley RR
- Monga - Monongahela RR
- NJT - New Jersey Transit
- PC&Y - Pittsburgh, Chartiers & Youghiogheny RR
- PE - Precision Engineering
- PNC - Precision National
- TO&E - Texas, Oklahoma & Eastern RR
- Y&A - Youngstown & Austintown RR
- YS&T - Youngstown Sheet & Tube

New York Central Diesel Locomotives, 1928-1968.

The table below lists a total of 2,751 units acquired by the NYC System prior to merger into Penn Central. Included are 33 second hand units. Also included are units lettered for component lines - the Pittsburgh & Lake Erie, Indiana Harbor Belt, Chicago River & Indiana, Peoria & Eastern, Cleveland Union Terminal, Boston & Albany, Louisville & Jeffersonville Bridge & RR Co., and Michigan Central.

New York Central Diesel Locomotives, By Service						<i>Builder</i>	<i>Model</i>	<i>HP</i>	<i>Built</i>	<i>Class</i>	<i>Number</i>
Early Experimental Units						Passenger "Combination" Units					
Alco-GE	—	750	1928	DEF	1	EMD	F-3(A)	1500	1947	DCA-1	4
Alco-GE	—	880	1928	DEP	1	EMD	F-3(B)	1500	1947	DCB-1	2
Three-Power-Switchers						Baldwin	DR-6-4-1S	1500	1947-48	DCA-2	4
Alco-GE-IR	—	300	1928	DES-2	1	Baldwin	DR-6-4-1S	1500	1947-48	DCB-2	2
Alco-GE-IR	—	300	1930	DES-3	41	Freight Units					
Light Switchers						EMD	FT(A)	1350	1944	DFA-1	4
General Electric	—	250	(1923)	DESA	1	EMD	FT(B)	1350	1944	DFB-1	4
EMD	SC	600	1936	DES-4	7	EMD	F2(A)	1350	1946	DFA-1	2
EMD	SW1	600	1939-50	DES-5,6	103	EMD	F3(A)	1500	1947-48	DFA-2	30
EMD	SW8	800	1950-53	DES-18	28	EMD	F3(B)	1500	1947-48	DFB-2	16
EMD	SW900	900	1954-55	DES-21	19	EMD	F7(A)	1500	1949-52	DFA-2	238
Alco-GE	HH600	600	1938-39	DES-7	11	EMD	F7(B)	1500	1949-52	DFB-2	55
Alco-GE	S-1,S-3	660	1940-51	DES-8,9	114	Alco-GE	FA-1	1500	1947-49	DFA-3	44
Baldwin	DS-4-4-6	660	1941-44	DES-10	12	Alco-GE	FB-1	1500	1947-49	DFB-3	23
General Electric	—	330	1940-42	DES-1	8	Alco-GE	FA-2	1600	1951-52	DFA-7	80
Lima	—	800	1951	DES-19	21	Alco-GE	FB-2	1600	1951-52	DFB-7	50
Heavy Switchers						Baldwin	DR-4-4-15	1500	1948	DFA-4	4
Alco-GE	S-2,5-4	1000	1943-53	DES-11	168	Baldwin	DR-4-4-15	1500	1948	DFB-4	2
Baldwin	DS-4-4-10	1000	1944-45	DES-12	8	Baldwin	RF-16	1600	1951-52	DFA-8	18
Baldwin	S-12	1200	1951-52	DES-20	21	Baldwin	RF-16	1600	1951-52	DFB-8	8
EMD	NW-2	1000	1946-49	DES-13	152	F-M	ERIE BLT.	2000	1947-49	DFA-5	6
EMD	SW-7,9	1200	1949-53	DES-16	174	F-M	ERIE BLT.	2000	1948-49	DFA-5	2
EMD	SW1500	1500	1966-68	(DES-22)	22	F-M	CFA-20-4	2000	1950	DFA-6	12
F-M	LCC(H10-44)	1000	1946-50	DES-14	11	F-M	CFB-20-4	2000	1950	DFB-6	3
F-M	H-12-44	1200	1950-52	DES-17	27	F-M	CFA-16-4	1600	1952	DFA-9	8
LIMA	—	1000	1949	DES-15	6	F-M	CFB-16-4	1600	1952	DFB-9	4
LIMA	—	1200	1951	DES-15	6	Road Switchers					
Hump Trailers						Alco-GE	RS-1	1000	1948-50	DRS-1	14
NYC	---	---	1945	DHT-1	4	Lima	---	1200	1950	DRS-5	16
NYC	---	---	1945-62	DHT-2	9	B-L-H	RS-12	1200	1951-52	DRS-8	17
Passenger Units						Baldwin	RS-4-4-15	1500	1948	DRS-3	2
EMD	E7(A)	2000	1945-49	DPA-1	36	Alco-GE	RS-2	1500	1948-50	DRS-2	23
EMD	E7(B)	2000	1945-48	DPB-1	14	Alco-GE	RS-3	1600	1950-53	DRS-6	135
EMD	E8(A)	2250	1951-53	DPA-5	60	Alco	RS-11	1800	1957	DRS-10	9
Alco-GE	PA-1	2000	1948-49	DPA-2	8	EMD	GP7	1500	1950-53	DRS-4	228
Alco-GE	PB-1	2000	1948	DPB-2	4	EMD	GP9	1750	1954-57	DRS-9	176
Alco-GE	PA-2	2250	1950-52	DPA-4	7	F-M	H-16-44	1600	1951	DRS-7	13
Alco-GE	PB-2	2250	1950	DPB-4	1	F-M	H-20-44	2000	1948-49	DFT-1	19
F-M	ERIE BLT.	2000	1949	DPA-3	6	Alco	RS-32	2000	1961-62	DRS-12	25
F-M	CPA-24-4	2400	1952	DPA-6	8	EMD	GP20	2000	1961	DRS-11	15
B-L-H	Hydr. RP-20	1000	1956	DH-1	1	EMD	GP30	2250	1962	DRS-13	10
						EMD	GP35	2500	1963-65	DRS-14	31
						EMD	GP40	3000	1965-67	DRS-16	105
						General Electric	U-25B	2500	1964-65	DRS-15	70
						General Electric	U-28B	2800	1966	DRS-17	24
						General Electric	U-30B	3000	1967	---	60
						Alco	C-430	3000	1967	---	10

This table was originally prepared in 1979 by W. D. Edson for the book *New York Central's Later Power*, by Alvin F. Staufer and Edward L. May.