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PC POST

PENN CENTRAL RAILROAD HISTORICAL SOCIETY



■ THE AKRON BRANCH ■

■ PC'S ALCO FA/FB FLEET ■

■ THE CRUMMY LOCKER – WHINE AND DINE ■



FROM THE PRESIDENT

I've always tried to maintain a balanced approach that the society should be fun for its members, yet simultaneously serious in its historical mission. I hope you're having fun with friends around our shared interest as, after all, this is a hobby and should be a pleasant diversion from the serious issues of life.

At the same time, there is the equally important mission of historical preservation. We don't often recount our accomplishments in this regard, so I thought I'd let the membership know where some of the money goes that we collect through memberships and merchandise sales.

First though, I should tell you what we do NOT do. A founding principle was avoiding equipment ownership, as the maintenance and liability can become a real drag on

resources over time. Instead, we have chosen to help other institutions acquire, move, refurbish or maintain their PC structures or equipment. There are too many to list individually, but I thought I'd share a few examples of donations we've made in the past few years: The Midwest Railway Preservation Society near Cleveland, toward equipment preservation, the Kentucky Steam Heritage Corp., intended for refurbishing a PRR/PC RPO car, the NRHS Harrisburg Chapter, for maintaining the PRR/PC Harris Tower museum, and most recently, the town of Union City, Indiana, toward moving and preserving the NYC/PC tower there. We even helped the Berkshire Scenic Railway Museum correctly letter their RS-3 as a NH locomotive with a "PC patch" paint job.

In addition to preserving the prototype, we are committed to providing accurate technical information to model manufacturers. By partnering with them, it assures their models are of the highest quality possible, right down to the paint color and lettering styles. You can bet if you see an inaccurate model on the market, they either didn't consult us or didn't take our advice!

Unlike our favorite railroad, our cash position is strong and we would like to know of preservation efforts being made by groups of which we may not be aware. If you know of any, please contact me, and the board will evaluate the opportunity to see if it fits within our mission and budget.

Now back to the fun. I hope you enjoy this issue of the *POST*!

Gary



POST PONDERINGS

As I write this on New Year's Eve, I suspect I reflect the same point-of-view as many of you regarding the year 2020: Goodbye and good riddance. Another, more sanguine goodbye goes out to members Bob Hughes, Kerry Jury, Albert "Al" Kallfelz, Pat Latz, Bob O'Leary, Charles (Kim) Murphy III, and Noel Weaver, all who passed on during 2020. There may be other members of whom we are not aware of their passing. All of those gentlemen contributed to the society in one way or another and will be missed.

Charlie Murphy may best be remembered for his Penn Central Chronicles, the serialized story of his upward movement through the management ranks, from his days as an assistant train master in Indianapolis in 1968 to his promotion to division engineer of the Mohawk-Hudson Division at Utica, New York, in 1976.

Charlie's stories preserved a piece of the Penn Central story. If we learned anything during 2020, it's that time waits for no one. Please consider sharing your Penn Central story and send it to us here at the *POST*. If you

worked for, photographed, or just watched trains on Penn Central, your story should be part of the larger narrative and preservation piece. For those of you who have already contributed, thank you! If we haven't

published your submission, we're likely looking for space and/or photography to properly illustrate your story. We look forward to hearing your Penn Central story.

Steve



The Post needs articles and photographs to keep the future issues interesting. Assemble a draft article and send it to us. Or, we can run stories that are mostly photographs if you supply the caption information to make it a story.

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PENN CENTRAL RAILROAD HISTORICAL SOCIETY

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- WHINE AND DINE*

FRONT COVER: PC FA-1 1330 (ex-NH 0401) awaits assignment at Dover Street engine terminal in South Boston, Massachusetts, on May 17, 1969. The opening on the roof to the rear of the horns is a part of the long-deactivated dynamic brake. *Tom Nelligan photo*

ABOVE: Penn Central train LB-2 with PC 1331, 3393, and 1330 (FA-1, FB-2, FA-1) moves through heavy snow at Chelmsford, Massachusetts, on February 28, 1970. *Tom Nelligan photo*

BACK COVER: FA-2 1302 (ex-NYC 1102) reposes in the East Altoona dead line with assorted E and RS units on September 17, 1972. Eighteen months later it emerged from the General Electric Apparatus Shop as Long Island Rail Road "powerpack" 600 (pictured on page 29). *J.W. Swanberg photo*

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THE AKRON BRANCH

ARTICLE BY JERRY W. JORDAK



ABOVE: Conrail train BRC76 with all Penn Central power rolls east at Wilbeth Avenue in the Kenmore neighborhood of Akron on November 20, 1976. The former Erie Lackawanna main tracks are behind the pole on the right, while the track to the left of the train is the #104 Secondary Track. The spur leading to the left served a scrap dealer. *Mark Demaline photo*

INTRODUCTION

Akron, Ohio, is best known for its rubber industry, soapbox derby, airships, and LeBron James. Its manufacturing base was a good source of traffic for the Pennsylvania Railroad, which reached the city over a route known as the Akron Branch. The PRR's Akron Branch was a 142-mile route between Hudson and Columbus, Ohio, that ran via the cities of Cuyahoga Falls, Akron, Barberton, Orrville, and Mount Vernon. This line had multiple personalities, ranging from a rural branch line to a double-track joint main line shared with trains of the Baltimore & Ohio.

HISTORY

Originally chartered as the Akron Branch of the Cleveland & Pittsburgh Railway in 1851, the route was completed in 1873 (after many corporate reorganizations, sales, and name changes) between its connection with the C&P at Hudson and the

Ohio capital of Columbus as the Cleveland, Mount Vernon & Delaware Railroad. That railroad went bankrupt in 1881 and was sold to the Cleveland, Akron & Columbus (CA&C), with the PRR acquiring control of the line in 1899.

While it served as the PRR's primary route between Cleveland and Columbus, the Akron Branch had a split personality north and south of its crossing of the PRR's Main Line Pittsburgh to Chicago (now Norfolk Southern's Fort Wayne Line) at Orrville. North of Orrville, the line had an abundance of online traffic, including the tire and rubber companies of Akron along with other heavy industry around Barberton. South of Orrville, it was a meandering route with some steep grades through mostly isolated countryside, including a 1.25 percent grade in both directions over Baddow Pass between Glenmont and Brink Haven.

Between Akron and Warwick interlocking in the village of Clinton, Penn Central and the Baltimore & Ohio operated their paral-



lel single-track main lines as a joint double-track route. This arrangement dated back to the late nineteenth century. In 1892, the Baltimore & Ohio acquired the Pittsburgh & Western, which extended west from Pittsburgh and reached Akron Junction (known on the CA&C as Arlington) on the east side of Akron in 1884. The B&O acquired an unused right-of-way next to the CA&C and built a parallel track of its own for sixteen miles between Arlington and Clinton. Here, the B&O connected to another subsidiary line, the Akron & Chicago Junction Railroad, which was formed to build west to Chicago Junction, Ohio (better known today as Willard), completing the final link in the B&O's main line to Chicago. After the B&O completed its line between Arlington and Clinton, they entered into an agreement with the CA&C to operate their two tracks between these two points as a joint double track main line.

PRR passenger service between Akron and Columbus ended in 1950, while service between Hudson and Akron ended in 1958. By 1965, the Akron Branch south of Warwick was designated as the Akron

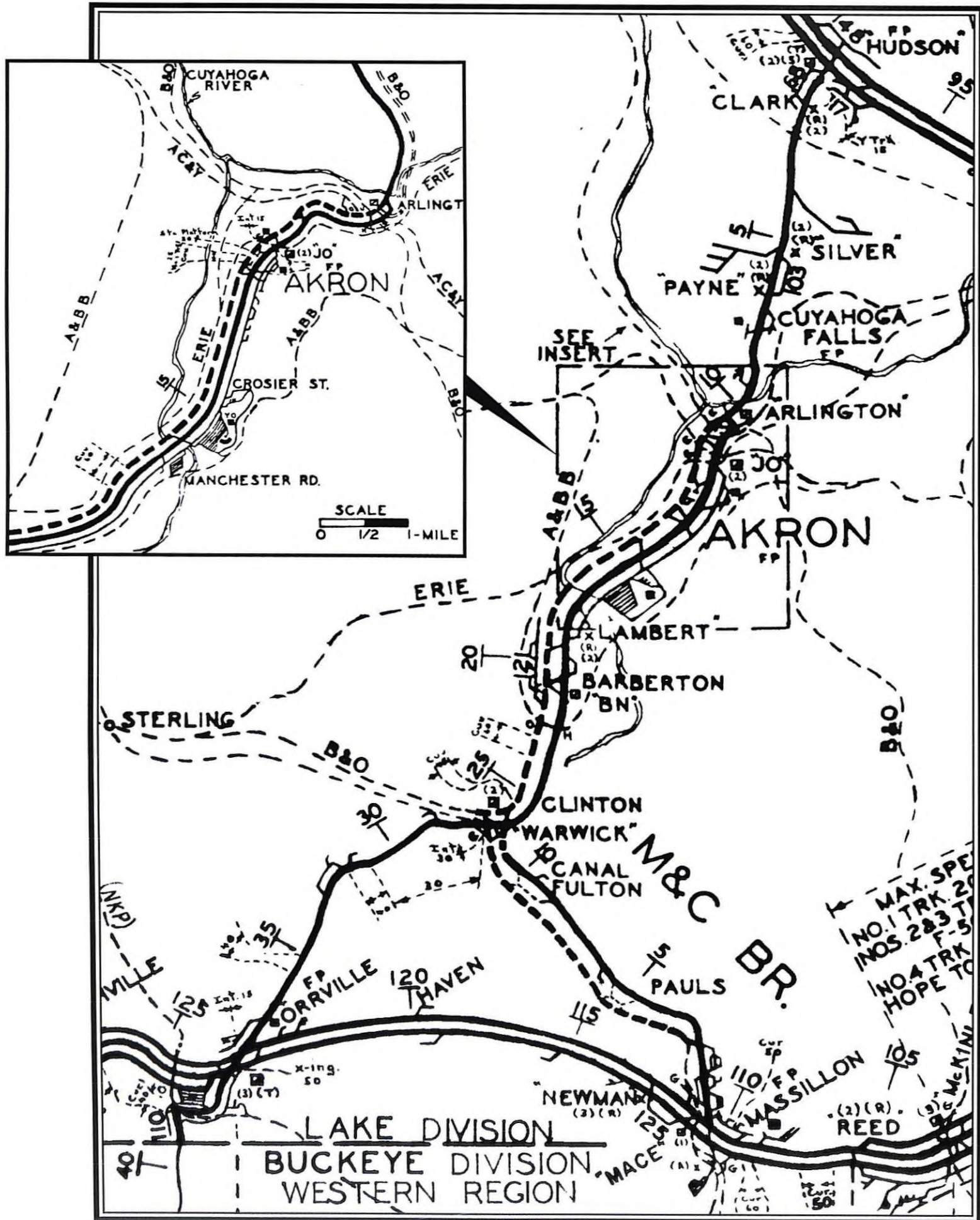
Secondary Track. With the arrival of Penn Central, the Akron Secondary south of Orrville quickly lost most of its through traffic, as the line could not compare to the fast, flat and relatively straight ex-Big Four Cleveland-Columbus route to the west. Mother Nature completed what Penn Central started when two days of torrential rains that began on July 4, 1969, caused substantial flooding and washouts on the Akron Secondary north of Holmesville, forever severing the line as a through route.

PENN CENTRAL OVERVIEW

The Akron Branch began at a wye connection to the Main Line Alliance to Cleveland at Hudson. A single-story wood and brick station sat inside the wye facing the Main Line Alliance to Cleveland and housed an operator who controlled the interlocking at Hudson along with three other interlockings on the Akron Branch. Trains operated between Hudson and Arlington under Centralized Traffic Control (Rule 261) with automatic block signals.

Clark Interlocking (at mile 0.9), controlled by the Hudson operator, was at the

ABOVE: Four F-units roll north-bound on the #103 Secondary at South Street in Akron on June 11, 1976. The crossover between the two Conrail/B&O joint main tracks in front of the locomotives were installed as part of South Street connection to the ex-EL main line (the two tracks in the foreground). The crossover between the EL and Conrail/B&O mains was directly behind the photographer. *Jerry Jordak collection*



south end of a 68-car siding that extended along the north leg of the wye from Hudson interlocking.

At mile 3.5, just south of McCauley Road in Stow, an industrial lead split off to the east and reached a couple of industries in an industrial park. At MP 5, another industrial lead extended about a mile and a half to the west to reach Massey-Ferguson and Alside Inc. near State Road in Cuyahoga Falls. Massey-Ferguson built and shipped tractors, while Alside still produces windows, doors, and exterior siding for homes.

Silver Interlocking (mile 5.8) at Graham Road in Silver Lake, was the north end of a 103-car siding that extended for one mile to Payne Interlocking (mile 6.8), located between Hudson Drive and Front Street in Cuyahoga Falls. Both of these interlockings were controlled by the operator at Hudson. At Payne, Tucker Supply had a spur, and a new team track was opened at Payne in May 1972. There was also a spur north of Payne that served Falls Stamping. Payne was also the site of a head-on collision of a PRR gas-powered motor car and a freight train that killed 43 people on July 31, 1940.

The Akron Branch crossed the Cuyahoga River on a stone arch bridge, and then followed the river for about two miles through Cuyahoga Falls. In the spring of 1971, this stretch of track between MP 7.3 and MP 9.6 was relocated several hundred feet east next to the parallel Baltimore & Ohio main line from Pittsburgh to permit construction

of a freeway along the river that today carries Ohio Route 8. A new grade crossing with flashing lights was installed at Broad Blvd (MP 8), and two block signals at mile 9.5 were moved to new alignment. From here to Arlington, the Akron Branch ran roughly parallel to the B&O main line. On the north side of Tallmadge Avenue was a lumber yard that had a rail spur.

The B&O main line and the Akron Branch joined at Arlington interlocking, located at mile 11.6, just east of the grade crossing for North Arlington Street in Akron. Arlington was called Akron Junction by the B&O and marked the north end of the joint trackage arrangement between the two railroads. Until 1967, the junction was controlled by an operator in a two-story wood tower called AY, with the switches thrown by a switch tender. PRR closed the tower in 1967, converted the junction into an interlocking and then made the switches and signals remote controlled from JO Tower in downtown Akron.

The joint trackage section between Arlington and Warwick operated under PC operating rules and with B&O position-light signals. Penn Central owned the northbound track, which was designated as Number 1 Track, while the B&O owned the southbound main, designated as Number 2 Track. Penn Central maintained both tracks.

JO Tower was located at mile 12.9, and controlled a diamond crossing of the Akron Branch/B&O with the Erie Lackawanna's

ABOVE: Two GP38s lead train OM-8 (Columbus to Motor Yard) through Warwick in February 1972. The top of Warwick Tower can be seen above the fourth boxcar. *Richard E. Jacobs photo, David P. Oroszi collection*

AT RIGHT:

U33B 2893 leads a northbound train off of the Akron Branch and onto the Main Line Alliance to Cleveland at Hudson on May 31, 1976.

David P. Oroszi photo



OPPOSITE PAGE ABOVE:

JO Tower, located next to East Market Street in downtown Akron, controlled the crossing of the joint B&O/Akron Branch mains with the Erie Lackawanna's Hornell-Chicago main line. The tower had already received Deepwater Green paint and a PC-style tower sign in this image taken on August 2, 1971.

David P. Oroszi photo

OPPOSITE PAGE BELOW:

The JO Tower operator keeps watch at his desk on September 6, 1980. The board in front of the operator at the far end of his desk controlled Arlington and Lambert interlockings. *David P. Oroszi photo*

main line to Chicago. Due to the angle of the crossing, the diamonds had moveable-point frogs. The building itself was a three-story brick structure with a bay window that overlooked the tracks. It was located next to Market Street and was part of a series of buildings that faced a street that ran behind the tower. Looking at it from that street, one would never know that it was a railroad interlocking tower. The building housed a 53-lever electric interlocking machine.

JO was also the north end of the No. 103 Secondary Track, a northbound secondary track under control of the operator at JO, which ran next to the Number 1 main track north from Crosier Street.

At mile 13.2 was a handful of yard tracks at Mill Street, located near the former PRR freight houses. PRR had a pair of freight houses and an office of wood construction located on the north side of Mill Street. A brick Railway Express Agency building also stood nearby. While no longer in use by the PC era, the office burned May 27, 1970. The area is now a parking lot for the University of Akron, but the former REA building still stands. This was also the location of Quaker Oats, who had a large cereal milling operation in downtown Akron on the south side of Mill Street. The facility was served by the Erie Lackawanna, but Penn Central did handle some of its traffic via interchange. Quaker Oats' production in Akron ended in 1970, and the facility was later developed into the Quaker Square hotel and retail complex.

Akron Union Depot was located at mile 13.5. This facility was opened in 1950 and

used by the PRR and B&O, but during Penn Central, only B&O passenger trains stopped there. Immediately adjacent to the south was the Erie Lackawanna's own passenger station.

At Crosier Street (mile 14.8), the 103 Secondary Track ended and became Number 3 Yard Track of South Akron Yard. A crossover between Number 3 Yard Track and the Number 1 main track allowed trains to enter and exit the yard. Just beyond Crosier Street at milepost 15, PC had spurs to a handful of customers, including McNeil Corporation, Brown-Graves Lumber, and Saalfeld Publishing, though the latter two had ceased rail service by late 1969.

South Akron Yard was Penn Central's primary yard for the city. The yard stretched roughly from South Main Street to the bridge over the former Ohio & Erie Canal at Bridge 16 (mile 16.1) and had approximately 20 tracks along with a small engine house, car shop and yard office. A smaller yard to the south known as Canal Yard contained another eight tracks and connected to a B.F. Goodrich Chemical Division plant. Two Firestone Tire plants were located near the north end of the yard by Main Street and were switched by the Penn Central, along with a number of smaller industries located next to or south of the yard.

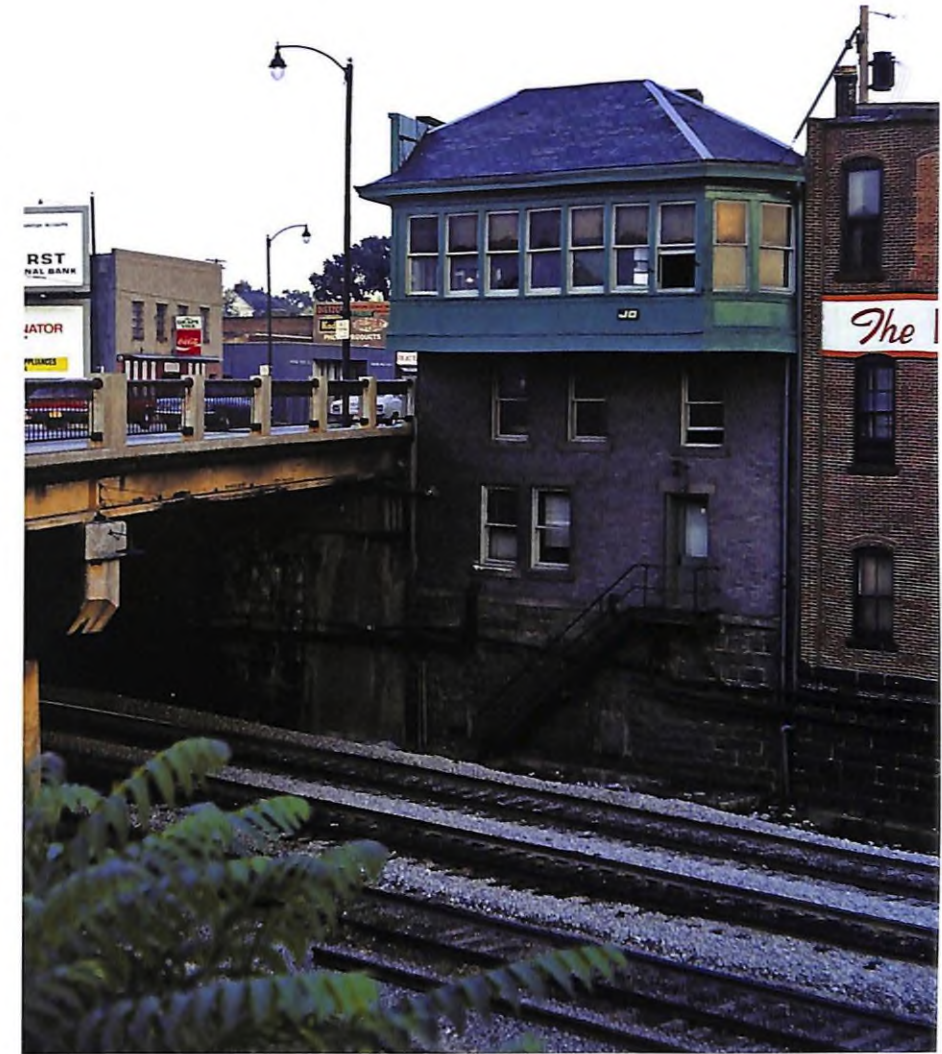
On the opposite side of the main line from the yard was an interchange track with the Erie Lackawanna. Adjacent to South Akron Yard was an interchange with the Akron & Barberton Belt Railroad (A&BB), a terminal and switching railroad

that operated between its namesake cities and was jointly owned by Penn Central, Baltimore & Ohio, Erie Lackawanna, and Akron Canton & Youngstown. The A&BB interchanged a great deal of traffic to its owners as it serviced several large industrial customers.

Continuing south, the joint Akron Branch-B&O tracks continued through the Kenmore neighborhood of Akron. At Manchester Road (mile 16.3), the South Akron yard lead became the 104 Secondary Track of southward direction and paralleled the northbound main to Lambert, a remotely-controlled interlocking and crossover located at mile 18.4.

There was another connection with the A&BB in Barberton (mile 20.3), which switched many of the rail customers in and around the city, including Babcock & Wilcox and PPG Industries subsidiary Columbia-Southern Chemical. At Barberton, the Erie Lackawanna main line, which had paralleled the Akron Branch since before JO Tower, diverged to the west. A joint B&O-PRR station once stood here, but it was removed in 1965.

BN interlocking station was located at mile 20.6. BN controlled a crossover between the main tracks, but it was not an interlocking as the crossover switches were thrown by hand and the signals were controlled by the operator. It also controlled Lambert interlocking and had authority over the 104 Secondary Track. BN was closed on December 1, 1970, its signals





AT LEFT: GP7 5673 pauses on the #103 Secondary Track in this overview of South Akron Yard taken on January 14, 1973. The joint Akron Branch/B&O main tracks are to the left (between the B&O color position-light signals) and the Erie Lackawanna mains are to the far right. Barely visible between the signals is the EL transfer track, where the Ford auto parts cars were spotted for pickup by the EL. Robert Farkas photo

were converted into automatic block signals, and its other responsibilities were assumed by the operator at JO.

The joint track with the B&O ended at Warwick interlocking (mile 27.2) in Clinton. Here, the Akron Secondary continued west towards Orrville while the B&O curved to the northwest and headed towards Sterling and Willard. In addition, Penn Central's M&C (Massillon & Cleveland) Branch and B&O's CL&W (Cleveland, Lorain & Wheeling) Subdivision extended south from Warwick. The M&C connected with the Main Line Pittsburgh to Chicago at Mace interlocking in Massillon, while the CL&W continued south to Wheeling, West

Virginia. Both routes were operated as a joint double-track line between Warwick and Mace. The M&C Branch allowed PRR to operate trains between Akron and Conway via the Main Line Pittsburgh to Chicago.

The Akron Secondary passed through the village of Marshallville (mile 32.4) and reached the city of Orrville. Penn Central served a handful of customers in the city, primarily the J.M. Smucker Company, maker of jellies and jams. A new spur at mile 35.4 was placed in service in June 1975 to serve the Orrville Industrial Park and Boise-Cascade Corp.

At Orrville interlocking (mile 37.2), the Akron Secondary crossed the Main Line Pittsburgh to Chicago and passed a small yard before continuing south to Columbus. The region post between the Valley Division of the Central Region and the Columbus Division of the Southern Region was located at mile 39.13.

Following the July 1969 washout in Holmesville, the diamond at Orrville interlocking was removed, and the trackage south of mile 38.7 was taken out of service. In July 1971, the Akron Secondary was abandoned from mile 38.7 south to Holmesville and the remaining portion of the line south of Orrville interlocking was designated as a yard track.

Originally, yard limits were in place in Orrville between 500 feet north of MP 36 and 180 feet south of MP 37. These were removed from service in September 1971. In January 1973, yard limits were established between MP 32 (near Marshallville) and Orrville interlocking.

PASSENGER SERVICE

Penn Central had no passenger service on the Akron Branch, as its last passenger train to Akron, a remnant of the *Akronite* that operated between Akron and Hudson that was combined east of Hudson with the *Clevelander*, was discontinued on April 27, 1958.

The Baltimore & Ohio operated two pairs of Washington-Chicago passenger trains through Akron during the Penn Central



era, though their names and numbers periodically changed (departure times shown):

December 1, 1968

- #5 *Capitol Limited* – 3:00 a.m.
- #6 *Capitol Limited* – 11:16 p.m.
- #7 *Diplomat* – 10:00 a.m.
- #10 *Gateway* – 7:00 a.m.

April 27, 1969

- #5 *Capitol Limited* – 3:00 a.m.
- #6 *Capitol Limited* – 11:16 p.m.
- #7 *Diplomat* – 10:00 a.m.
- #10 *Gateway* – 6:55 a.m.

January 6, 1970

Diplomat and *Gateway* ended west of Akron and were renamed *Shenandoah*.

- #5 *Capitol Limited* – 2:57 a.m.
- #6 *Capitol Limited* – 11:49 a.m.
- #7 *Shenandoah* – 6:55 a.m. (terminate, arrival time)
- #8 *Shenandoah* (was #10) – 6:45 a.m. (originate)

All of these trains were discontinued on April 30, 1971, with the coming of Amtrak.

FREIGHT SERVICE

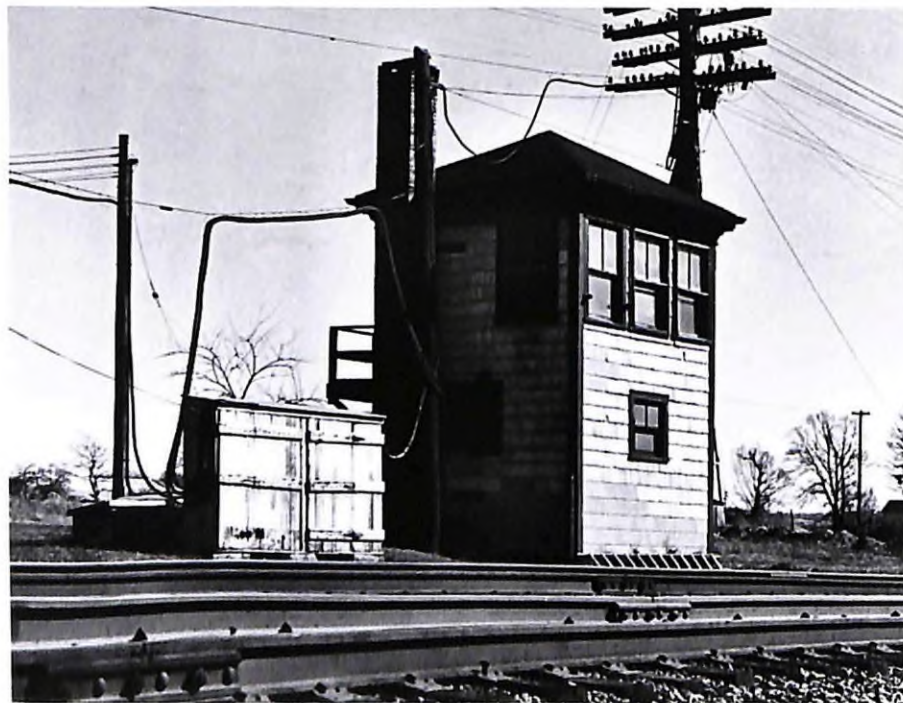
Before the Penn Central merger, PRR operated four pairs of through freight trains over the Akron Branch. Trains FC-1 and FC-2 were originally operated between Cleveland and Cincinnati, but were later cut back to Cleveland-Columbus trains by 1962. In the early 1960's, trains CD-1/2 operated between Cleveland and Toledo, utilizing the Akron Branch between Hudson and Orrville. A pair of Cleveland-Conway trains, CE-2 and CE-5, operated via the Akron and M&C Branches; both trains worked Akron. APS-3/4 were through freights between Cleveland and Toledo that operated via Akron. A turnaround local, symbolled AD-3/4, originated at Akron, going first to Orrville, back through Akron to Hudson, then returning to Akron after working all points between Hudson and Marshallville.

By summer of 1968, APS-3/4 were abolished and FC-1/2 were cut back from Cleveland to Akron and were operating between Akron and Columbus six days a week. A new Cleveland-Akron turn (AKC-1/2) was added to handle important Ford auto parts traffic. Ford Motor Company had a stamping plant in Walton Hills along the Main Line Alliance to Cleveland that was served from the adjacent Motor Yard.

ABOVE: Four F-units lead a northbound through freight train near McCoy Street in 1971. The fourth unit is 1744, one of the assigned units for the CMC-1/2 pool, so this could have been train CMC-2. The photo was taken from the pedestrian overpass used to access Erie Lackawanna's McCoy Street Yard, which was just out of view to the right. The overpass in the background is Thornton Street. Richard E. Jacobs photo, David P. Oroszi collection



AT LEFT ABOVE: The yellow flag is displayed for a southbound train to pick up 19 orders at Warwick in February 1972. This picture gives a good overview of the track arrangement at Warwick. The Akron Secondary Track passes directly in front of the tower. South to Orrville is to the left. The B&O main line curves off to the right. B&O's CL&W Subdivision is visible along the pole line in the distance to the right of the tower. *Richard E. Jacobs photo, David P. Oroszi collection*



AT LEFT MIDDLE: This was BN Tower in Barberton, as it appeared in 1971 after being closed the previous December. *Richard E. Jacobs photo, David P. Oroszi collection*



AT LEFT BELOW: This view at Orrville on August 4, 1971, looks north at the former Akron Secondary crossing of the Main Line Pittsburgh to Chicago. The diamond here was removed after the Akron Secondary south of Orrville was washed out by flooding on July 4, 1969, and severed as a through route. *Charles Laird Sr. photo, David P. Oroszi collection*

Stampings from this plant were used at Ford's assembly plant in Mahwah, New Jersey, that was served by the Erie Lackawanna. Penn Central would move these loaded cars from Motor Yard to Akron and place them on the EL interchange track next to South Akron Yard, where they would be picked up by one of EL's hot eastbound freights. If these cars missed their connection to the EL, someone at Penn Central would soon be getting an earful from someone at Ford.

As of February 1969, the FC-1/2 symbols were changed to AC-1/2. AC-1 terminated at Columbus Yard B, while AC-2 originated from Grogan Yard and performed local switching enroute as required. Operation of these trains ended after the July 4 washout that year.

Additional through trains were added in early 1969. AKC-1/2 were abolished and CMC-1/2 was added to operate via Akron and Massillon between Canton and the ex-PRR Kinsman Street Yard in Cleveland. This train made pickups and setouts at Motor Yard and took over the movement of the Ford Walton Hills auto stampings for delivery to the EL. As of mid-1971, Kinsman Street Yard had been closed and the western terminal for CMC-1/2 became Rockport Yard, located on the former NYC on the west side of Cleveland.

By 1971, the AD-3/4 local was split into two turns: AD-1/2 (Hudson Turn) and AD-3/4 (Orrville Turn) that worked on weekdays.

Additional changes occurred on the Akron Branch in 1971 and 1972. CE-2/5



were rerouted to operate via Alliance in May 1972 and were replaced on the Akron Branch by two new trains added by mid-1971, PA-3 and AP-4. PA-3 originated at Conway and terminated at Akron, making pickups and setouts at Alliance, Canton, and Massillon. In March 1972, PA-3 was rerouted to run via Youngstown and Niles to pick up Massillon and Akron cars at Youngstown. AP-4 originated at Akron and terminated at Conway with stops at Canton and Alliance. Also, two new trains were added on April 12, 1971, between Motor Yard and Columbus that operated via Crestline. MO-7 was the southbound/westbound train that originated at Motor Yard and terminated at Buckeye Yard in Columbus, while OM-8 was its northbound/eastbound counterpart. These trains connected at Buckeye Yard with run-through trains to and from the Louisville & Nashville and Southern Railway at Cincinnati and handled Ford and Chrysler auto parts for southern and western destinations.

As of December 1973, local service was back to a single turn, AD-3/4, from Akron to Marshallville and Hudson, on duty at 9:30 a.m. three days a week. AP-4 was on duty at 9:00 a.m. for Conway and picked up and set out at Canton and Alliance. PA-3 originated at Conway with an on-duty time of 4:00 a.m. and worked Alliance, Canton, and Massillon, apparently no longer operating via Youngstown.

In 1974, train AA-1/2 was added. This turn job originated at Akron and worked to Atwater on the Main Line Alliance to Cleveland via Hudson. AD-3/4 also continued to operate. Both trains were on duty at 9:00 a.m. Trains AP-4/PA-3 to and from Conway were eliminated by June 1974.

CMC-1/2 were eventually replaced by BA-1/2, a Bedford (Motor Yard) to Akron local, operating six days a week that handled Ford Mahwah traffic for EL. Valley Division superintendent William Murphy wanted to eliminate BA-1/2 in 1975 and put Ford traffic on MO-7, but was overruled by PC Vice President of Transportation, Richard Hasselman. Hasselman agreed to moving Bedford traffic on OM-8 and having BA-2 return light. As of May 1974, it also handled all Elkhart-bound traffic to Bedford instead of it going via Canton.

As of February 1975, local turn AA-1/2 was still running, with AD-3/4 operated only as needed, usually once or twice per week. By June, AD-3/4 had been eliminated. In early 1976, trains AMA-1/2 replaced trains BA-1/2 operating between Akron and Bedford (Motor Yard).

MOTIVE POWER

At the start of Penn Central, South Akron Yard had two EMD switchers (SW7, SW9, and/or SW1200) assigned for yard jobs, plus two additional EMD switchers for the AD-3/4 local and the work train. In 1970,

ABOVE: N8A caboose 23632 brings up the rear of a train passing under the northbound home signals for JO interlocking in April 1976. The caboose was converted by Penn Central from a former New Haven NE-6 caboose by plating over the cupola and adding bay windows. The brick building in the distance to the left of the train is a former Railway Express Agency building. The REA building still stands today. *Richard E. Jacobs photo, David P. Oroszi collection*

AT RIGHT:

What appears to be a CMC-2 train creeps east on the #103 Secondary Track at Exchange Street in downtown Akron after making its pick-ups and setouts at South Akron Yard. The train will enter the main line at JO Tower. Meanwhile, a westbound Erie Lackawanna train passes by behind the CMC-2. *Dave Beach photo*



the EMDs were replaced with three Baldwin DS-4-4-1000 switchers along with two EMD GP7 road switchers for use on the AD-3/4 local, and two assigned EMD F7 cab units (1718-1722) for use on trains CMC-1/2 between Akron and Rockport.

The following year, three EMD switchers returned and replaced the Baldwins on the yard jobs. An EMD GP9 was added for local train AD-2/1 (Orrville turn) and an additional GP7 for use on train AP-4 to Conway. CMC-1/2 kept the same pair of assigned F7As, but later in the year, an additional unit (1744) was assigned for that service.

When the OM-8/MO-7 trains were added in 1971, they would often have two F7As and a cabless GP9B for power. Two additional GP9B units were assigned to the CMC-1/2 power pool as well.

By 1975, four GP9s were assigned to Akron for yard and local service: two for yard jobs and two for the AA-1/2 local train to Atwater.

EPILOGUE

The startup of Conrail brought a temporary increase in train traffic to the Akron Branch. A connection was installed between the Akron Branch and the former Erie Lackawanna main line at South Street in Akron. This connection permitted Chicago traffic moving to and from former EL points east of Akron to operate via the Akron Branch and the Ft. Wayne Line west of Orrville. This allowed Conrail to downgrade and eventually abandon much of the former EL west of Akron. Besides the existing Motor Yard-Columbus trains (which were re-designated as MYCO/COMY by Conrail), traffic off of the former EL provided six additional trains per day over the Akron Branch and Secondary between South Street and Orrville.

The boom was short-lived, however. The late 1970s and early 1980s were not kind to the industrial base in the Akron area, especially the tire industry, resulting in a large drop of on-line traffic. Conrail also ceased using the ex-Erie Lackawanna main east of Akron as a through route, eliminating the trains that used the South Street connection. Trains COMY and MYCO were abolished in 1981. Consequently, the Akron Secondary between Warwick and Orrville was taken out of service in 1984 and abandoned in 1986.

Conrail's Akron Branch became a 27.2-mile long stub-ended track between Hudson and Warwick. The only traffic left using the line was the local between Hudson and South Akron. As local traffic continued to dwindle, Conrail stopped maintaining its northbound track in the joint double-track main between Arlington and Warwick. This also resulted in the strange situation of the tower at Warwick being manned by a Conrail operator while all of the trains that passed the tower were B&O.

Conrail's ambivalence toward its jointly-operated track caused no end of problems for B&O successor CSX, as its trains were delayed by slow orders due to its decaying condition. Finally, on February 6, 1990, CSX acquired the Conrail-owned northbound track between Arlington and Warwick. CSX subsequently removed this track between Warwick and Lambert. In 1994, the Wheeling & Lake Erie acquired what remained of Conrail's Akron-area trackage and also purchased the Akron-Barberton Belt Railway from Conrail and CSX. These were formed into a new W&LE subsidiary, the Akron Barberton Cluster (ABC) Railway.

After the sale, the Akron Branch between Hudson and Arlington became dormant as Conrail had no remaining active customers



on the line. In 1995, the Summit County Port Authority (now known as the Development Finance Authority of Summit County) purchased the Akron Branch between mile 1.45 in Hudson and Arlington. Ownership of this part of the line later was transferred to Akron METRO Regional Transit Authority.

Sometime after 2001, a connection was installed to the CSX main line at milepost 8 in Cuyahoga Falls just north of Broad Boulevard. The track from Broad Boulevard south to Arlington was subsequently removed. The last movement on this line north of Cuyahoga Falls was a train laying fiber optic cable in 1998. In 2002, a subsidiary of the Adrian & Blissfield Railroad proposed a dinner train operation on the Akron Branch between Cuyahoga Falls and Hudson, but the village of Silver Lake and the city of Stow both sued to stop it from happening and were ultimately successful.

The track remains in place between Hudson and Cuyahoga Falls, but has been reclaimed by nature over the last two decades and many of the grade crossings have been paved over. A derelict position-light signal (the former southbound home signal for Payne) still stands at 2nd Street in Cuyahoga Falls behind Tucker Supply, along with a handful of other signal masts that have been stripped of their signal heads.

ABOVE: In this Conrail-era view, a westbound (southbound on the Akron Branch) B&O freight train rolls underneath Park Street and past the location of the previous Akron Union Depot (which was torn down in 1951 after the last Akron Union Depot opened in 1950). The train is on the Akron Branch southbound track. The former lead to the PRR freight station is to the left of the train, covered in snow. To the right of the train is the Akron Branch northbound track, the westbound ex-Erie Lackawanna main, and the eastbound ex-EL main, covered in snow. This view is from the Market Street overpass. JO Tower was behind the photographer on the opposite side of the street. *Mark Demaline photo*

Meanwhile, in downtown Akron, Akron Union Depot was closed under Amtrak and the building was sold to the University of Akron. Its last remaining platform was removed in 2012. JO Tower was razed in 2001, but the signal bridge that once held the Erie Lackawanna eastbound home signals still stands. The former South Akron Yard today is a stone yard operated by National Lime & Stone, and no trace of the former railroad yard facility remains.

Like many former Penn Central lines, the Akron Branch and Secondary is mostly a memory. As of the beginning of 2021, there was interest by a potential shortline operator to return the northern end of the Akron Branch to service, while at the same time, Akron METRO RTA was pursuing the conversion of the track into a multi-purpose trail. Will trains ever run on this line again? Only time will tell. ❖



ARTICLE BY ROBERT HOLZWEISS



ABOVE: In typical New York Central fashion, FA-2 1092 leads an impressive seven unit consist of FAs and FBs. Lead unit 1092 did not survive long enough to hold a position on the Penn Central roster. It was retired by NYC in May 1967 and traded in to General Electric as credit toward new U30Bs. *William F. Strassner collection*

INTRODUCTION

At the conclusion of World War II, diesel power was a relatively new technology, so loyalty to trusted steam locomotive builders weighed heavily during the initial round of diesel purchases. Not surprisingly, New York Central, a long-time customer of the American Locomotive Company (Alco), ordered Alco's post-war FA/FB road freight units to continue dieselizing mainline operations. The New Haven, also a long-time Alco customer and already operating a war-time fleet of 60 Alco DL-109s, ordered 45 FA/FB-1s to dieselize critically important mainline freight operations. The Pennsylvania Railroad, a loyal customer of on-line builder Baldwin, only purchased 16 FA/FB-1s, but returned to Alco in 1952 for 26 FA/FB-2s.

As the pace of dieselization picked up during the late 1940s, all three railroads continued to purchase Alco products. By 1952, the NYC, PRR, and NH rostered a total of 128 FA/FB-1s and 171 FA/FB-2s, or almost 20 percent of the FAs constructed for U.S. railroads between 1945 and 1953.

Pennsylvania Railroad (52 total)

Model	Original#	Total	Delivered
FA-1	9600A-9607A	8	1948-1950
FB-1	9600B-9607B	8	1948-1950
FA-2	9608A-9631A	24	1951
FB-2	9608B-9630B (even only)	12	1951

New York Central (197 total)

Model	Original#	Total	Delivered
FA-1	1000-1043	44	1947-1949
FB-1	2300-2322 (re# 3300-3322)	23	1947-1949
FA-2	1044-1123	80	1951-1952
FB-2	3323-3372	50	1951-1952

New Haven (50 total)

Model	Original#	Total	Delivered
FA-1	0400-0429	30	1947
FB-1	0450-0464	15	1947
FB-2	465-469	5	1951

Although ordered long before the Penn Central merger, the PRR, NYC, and NH

purchased FAs with several features in common. All FAs came equipped with dynamic brakes in deference to their mainline assignments. This feature was particularly useful on PRR's eastern lines and on the New Haven's hilly Maybrook Line between New Haven and western connections at Maybrook, New York. All FA/FBs were also factory-equipped with roller bearings and geared for 65 mph. NYC and PRR units were also equipped with the 24RL brake schedule which allowed them to MU with most other makes and models so equipped while New Haven FA/FB-1s and later FB-2s could not MU with contemporary Alco RS road switchers, DL-109s or EMD, Alco, and Fairbanks-Morse locomotives purchased later in the 1950s.

As a cost-saving measure, NYC, NH, and PRR FA-1s were not equipped with nose-mounted MU equipment although FA-2s ordered by the NYC and PRR did include this feature. NYC and NH added the feature to several units during the 1950s. In addition, the three railroads did not order FA/FBs with steam generators. New Haven FAs came equipped with steam lines so in

an emergency they could, but rarely did, operate in passenger service with locomotives equipped with a steam generator.

FAs FROM 1950 TO 1965

Other than the well-documented problems with air-cooled turbochargers (replaced with water cooled-turbos), less serious teething problems corrected by Alco and the need to monitor engine lube oil to reduce the chance of a crankshaft failure (a problem with Alco model 244 and model 251 engines), the FAs and FBs performed well into the mid-1950s. New York Central FAs headed priority trains across the NYC system, often in matched sets. The biggest external change to the units during this time was the removal of the cumbersome front coupler covers on FA-1s and FA-2s. NYC also extended the original half stripe scheme on FBs the full length of the carbody to match the FAs.

As a cost saving move in 1958, NYC developed the wrap-around or single stripe scheme (popularly called the cigar band scheme) for cab A-units. This initial revi-

ABOVE: A four unit set of FAs/FBs thunders eastbound through West Chester, Ohio, on August 17, 1966. Although New York Central retired the 1053 on January 3, 1968, the hulk was conveyed to Penn Central and later traded in to GE for credit on a PC order for U33Bs. *George Hamlin photo*



ABOVE: Although now the property of Penn Central, NH 0418 (FA-1) and 0462 (FB-1) retains the Socony red and black paint of their former owner as they move past Fremont Tower on the Bay Ridge Branch with an unidentified RS-3 during June 1969. *Photographer unknown, courtesy of the Krambles-Peterson Archive*

sion eliminated the white and gray colors of the lighting stripe scheme, added a logo on the front with a white stripe wrapping around both sides, but left the size and placement of lettering and numerals unchanged. During June 1961, a second revision to the painting and lettering diagram called for a 24" x 52" NYC oval and an 8-9/16" stripe low on the nose. Very few locomotives were repainted in this manner before a July 1961 revision raised the logo and stripe to just below the number boards. A subsequent revision in 1963 increased the width of the stripe to 12" and the letters and numbers to 8" while relocating the unit number from below the road name to high on the rear panel. The final painting diagram issued in February 1965 (the scheme worn by most FAs that survived to Penn Central) increased the letters and numbers to 12 inches but did not change the placement.

The New Haven FA/FB-1s arrived from Alco in the warm orange with silver pin-stripe scheme, which was soon replaced with a more conservative green with striping (FB-2s were delivered in this scheme). The arrival of Patrick McGinnis in April 1954 ushered in the red, white and black "McGinnis" scheme although not all units were repainted before the New Haven adopted black and Socony red as a cost-saving measure.

The arrival of sixty new road switchers in 1956 allowed New Haven to defer repairs on FAs with serious mechanical problems. However, as the New Haven's financial and motive power crisis deepened in 1958, the railroad upgraded FA-1s 0407, 0414, 0415, 0419, 0420, 0422 and FB-1s 0453, 0455 and 0464 to 1,600 horsepower, but did not revise multiple unit equipment so they could not MU with the 1956 road switchers or RS-3s. To add flexibility as more and more FBs ended up in the dead line, the New Haven installed nose MU on FAs 0401, 0405, 0417, 0419, and 0428. However, the FAs could still only MU with the original FA/FBs. Finally, in 1959 New Haven shipped four FA-1s (0401, 0418, 0426, and 0428) three FB-1s (0456, 0458, 0462) and FB-2 467 to Alco for rebuilding. They returned painted in the simplified black and Socony red scheme rated at 1,600 horsepower and able to MU with New Haven 1956-era road switchers but not the unrebuilt FAs. New Haven subsequently modified the four unrebuilt FB-2s to MU with the rebuilt units. With no money to replace them, the FA/FBs soldiered on with minimal maintenance. A July 28, 1961, inventory of New Haven locomotives (four weeks after bankruptcy) lists FA/FB-1s 0404, 0409, 0411, 0412, 0452, 0454, 0457, and FB-2 466 stored out of service with scored crankshafts. The list also indicates six



AT LEFT ABOVE: New Haven FA-1 0428, FB-2 465 (in McGinnis colors) and FA-1 0418 are eastbound at New Haven, Connecticut, about to enter the "subway" to Cedar Hill Yard on September 18, 1966. New Haven modified the multiple unit equipment on 465 to permit operation with New Haven's 1956-era road switchers and rebuilt FAs and FBs. *J.W. Swanberg photo*



AT LEFT BELOW: Factory rebuilt FA 0428 lays over on a radial track adjacent to the Dover Street roundhouse in South Boston, Massachusetts, sometime in the late 1960s. Spotting features on the ex-New Haven FAs rebuilt by Alco include EMD-style MU hoses on the pilot and the addition of a multiple unit plug to the right of the headlight. *Jack Alexander photo, Robert Hughes collection*

FA/FB units scheduled for class repairs (every two or three years depending on model of Alco engine) and a total of 24 FA/FBs due or overdue for class repairs in 1962. A subsequent memo on August 11, 1961, proposed sending 27 units to Alco for rebuilding including FA/FBs 0404, 0409, 0412, 0452, 0454, and 0457. In return, New Haven would receive 21 rebuilt units with the balance used for parts and credit toward the rebuilding program. The proposal was not approved and the FA/FBs continued in

service until 1964-1965 when most were traded for new GE U25Bs and Alco C-425s. Unlike the FAs on the NYC and NH, the FAs on the Pennsylvania represented a small percentage of a locomotive fleet dominated by EMD and Baldwin products. Per *Pennsy Diesels, 1924-1968*, PRR originally assigned the FA/FB-1s to Crestline, Ohio, and in 1953 shifted them to Enola, Pennsylvania. During 1957, PRR moved the FA/FB-1s to the Pittsburgh Region where they worked mine runs between Shire Oaks

AT RIGHT: Penn Central train BL-1 approaches Readville, Massachusetts, behind the usual four-unit consist of ex-New Haven FAs/FBs on October 26, 1969. Tom Nelligan photo



and Altoona, Pennsylvania, occasionally in multiple with Alco PAs and PBs bumped from passenger service.

Like the PRR FA/FB-1s, the FA/FB-2s initially worked on the western end of PRR and later operated across most PRR lines until 1955 when they joined the FA/FB-1s at Enola. In 1957, they migrated to coal assignments until 1961 when they were assigned to secondary freight service. After the 1961 assignment change, the FA/FB-2s, like the older FA/FB-1s, were set aside with repairs deferred when major problems removed them from service. PRR retired the FA/FB-1s by 1965 and the FA/FB-2s during 1966 and 1967 although several were set aside for several years before retirement. As a consequence, Penn Central planners did not include the PRR FAs in the PC locomotive renumbering plan and none saw service for Penn Central.

PLANNING FOR MERGER

After the ICC approved the Penn Central merger, PRR and NYC planners met to iron out the details of merging their respective locomotive fleets (MU capabilities, dynamic brakes, gear ratios, cab signals, equipment required for union compliance etc.). They also created a renumbering plan to assign like units to discreet number blocks while minimizing the number of units requiring renumbering.

With the renumbering plan approved and renumbering (except for the New Haven)

underway, but the merger delayed by legal challenges, PRR, NYC, and NH continued their respective programs to replace worn out locomotives acquired during the immediate post-war period. By 1966, the three railroads already purged several exotic models from their respective rosters. However, the remaining 4,500-plus units included hundreds of obsolete and expensive-to-maintain locomotives at the end of their economic usefulness. Even the newest EMD F7s were approaching twelve years of age. After the F7s, the FA fleet comprised the next largest group of post-war road units with 182 of the original 299 units remaining in service.

As trust agreements expired for the oldest FAs, expensive mechanical failures such as a scored or broken crankshaft, failed main generator, electrical fire or accident damage often led to retirement rather than a trip to the shop for repairs. When GE (soon followed by EMD and Alco) offered a unit replacement (trade-in) program with generous cash allowances on new locomotive purchases, the FAs with their GE electrical gear became prime candidates for trade-in on new GE locomotives. For example, in 1965, GE offered New York Central a \$24,000 allowance on a new U25B when trading a complete FA or FB (engine, traction motors, trucks and primary accessories) while EMD offered \$19,500 credit toward a new GP35.¹

Attractive trade-in allowances also led the New York Central to renumber certain loco-

motives to purge the roster of inoperable/obsolete units that were not yet owned by the railroad, i.e., they were still under a financing agreement. Traditional financing agreements for railroad locomotives (a conditional sale agreement or CSA, or a lease or trust agreement) typically extended fifteen years or approximately the useful economic life of most first-generation locomotives. Although the details of financing agreements differed from railroad-to-railroad and sometimes from order-to-order, all financing agreements featured the financing party (or parties) retaining title to the locomotives until the railroad met the terms of the agreement. If a locomotive was involved in an accident or experienced a catastrophic mechanical failure (typically a severe fire or broken crankshaft) with one or two years remaining on the financing agreement, a combination of general obsolescence and the make/model of the damaged locomotive made repairs prohibitively expensive considering the remaining economic life of the unit.

Once the accounting department determined a defective unit would not be repaired, the railroad could pay off the remaining balance on the financing agreement. However, cash was in perennially short supply, especially during the 1960s and 1970s, so purchasing inoperable locomotives to clear the books was not a priority for most railroads. Instead, the railroad held the defective unit in a repairs deferred status until the terms of the financing agreement were complete. Once it was classified as repairs deferred, the locomotive moved to the dead line and served as a parts donor for similar units still in service. When the financing period was complete and the locomotive was paid off, the railroad received the title and disposed of it via trade-in for new units, scrapping or sale for further use. On occasion, a railroad might recapitalize desirable units with a complete rebuilding (PC did this with GP7s very early in the merger) either in railroad shops (Illinois Central Gulf GP10s are a widely known example) or using an outside vendor through a sale, rebuild and lease back agreement (NYC and later PC used this arrangement for worn-out NYC and PRR GP7s).

Of course, if a locomotive was stored with repairs deferred, the terms of the financing agreement obliged the railroad to continue making payments. To avoid making payments for a locomotive not earning revenue, the New York Central occasionally swapped a unit with repairs deferred for an operable unit owned by the railroad. Normally, the NYC selected an older, but recently overhauled locomotive expecting the unit to remain in service (and generate revenue) until the conclusion of the financ-



ing agreement. After the railroad accounting department advised the financing organization of the plan to change numbers/units, the railroad swapped the numbers of the defective unit with the operable unit. The railroad could then dispose of the freshly renumbered, but inoperable unit as described above. Please see the rosters for specific examples of this practice.

General Electric also promoted unit reduction as a cost saving measure (three new 2,500 horsepower units to replace four old 1,500/ 1,600 horsepower units). By mid-1966, PRR and NYC traded most FA/FB-1s on new locomotive orders. Likewise, beginning in 1963, the New Haven traded all but twelve FAs (the eight rebuilds plus four unrebuilt FB-2s) for GE U25Bs and Alco C-425s.

As the New Haven limped along awaiting a decision on inclusion in Penn Central, the remaining NH FAs continued to haul freight in increasingly tattered paint including the mid-1950s McGinnis scheme and the even earlier 1950s green scheme. Although the ranks of the New York Central FAs continued to decline, class repairs (NYC called them intermediate overhauls) continued into 1967. Early that year, NYC management, in consultation with the accounting and operating departments, concluded that FA and FB class repairs could no longer be justified. The railroad would then phase out the obsolete and expensive-to-operate locomotives at the first major mechanical failure. According to J.W. Swanberg, NYC

ABOVE: Although wearing New York Central paint and numbered in the FA-2 series, the 1310 at Cleveland, Ohio, (Collinwood) on September 9, 1969, is an FA-1 (former NYC 1033:1) owned by Penn Central. Robert Farkas photo

¹ After Alco/GE dissolved their marketing partnership in 1953, GE remained the exclusive supplier of electrical equipment for Alco locomotives. When GE entered the road locomotive market in 1960 (GE had decades of experience constructing industrial locomotives), they offered generous trade-in allowances to encourage railroads to try their line of locomotives. The trade-in allowance fluctuated based on the make and model of the unit traded in and the model of the units purchased with Alco and EMD road units generally worth more than switchers and locomotives from minority (everyone other than EMD and Alco) builders.

PENN CENTRAL ALCO FA ROSTER

PC#	PC#(S1)	NYC#	Build#	Built	Model	Re#	Date	Set Aside	Retired	Scrap	Disp	Note
1300	1300	1009	75714	03/48	FA-1	04/29/68	c 05-06/68	07/16/68	08/09/68	A		
1302	(1327)	1102	79301	10/51	FA-2	05/20/68	04/19/71	11/09/71	01/23/72	C	2	
(1303)		1103	79302	10/51	FA-2	—	02/02/68	04/30/68	10/08/68	A		
1304	(1328)	1104	79303	10/51	FA-2	05/12/68	c 09-10/68	11/21/68	08/11/69	D		
1308	(1329)	1108	79960	05/52	FA-2	Unknown	c 07-08/68	09/25/68	12/17/68	B		
(1309)	(1330)	1109	79961	05/52	FA-2	—	04/29/68	06/28/68	10/02/68	A		
1310	(1331)	1110:2	76844	05/49	FA-1	04/28/68	c 06-07/68	08/29/68	02/06/68	B	7	
1311	(1332)	1111	79963	06/52	FA-2	04/28/68	c 10-11/68	12/11/68	07/10/69	D		
(1312)	(1333)	1112	79964	06/52	FA-2	—	c 04-05/68	06/28/68	10/02/68	A		
1313	(1334)	1113	79965	06/52	FA-2	Unknown	c 06-07/68	08/22/68	12/03/68	B		
1319	(1335)	1119:2	73675	02/47	FA-1	Unknown	09/24/69	08/21/69	05/23/70	D	8	
(1320)		1120	79974	08/52	FA-2	Unknown	02/01/68	04/30/68	10/08/68	A		
(1322)		1122	79976	09/52	FA-2	Unknown	03/15/68	04/30/68	10/08/68	A		
1345	(1301)	1045	78653	06/51	FA-2	04/14/68	c 08-09/68	10/30/68	12/26/68	B		
1349	(1302)	1049	78962	06/51	FA-2	04/14/68	c 06-07/68	08/29/68	12/27/68	B		
1350	(1303)	1050	78963	06/51	FA-2	Unknown	c 05-06/68	07/16/68	08/08/68	A	1	
1351	(1304)	1051	78964	06/51	FA-2	04/19/68	08/22/69	10/22/69	12/14/69	D		
(1352)	(1305)	1052	78965	06/51	FA-2	—	03/26/68	06/28/68	10/02/68	A		
(1353)		1053	78966	06/51	FA-2	—	01/03/68	04/30/68	08/07/68	A		
1354	(1306)	1054	78967	06/51	FA-2	05/04/68	01/28/69	09/09/69	06/26/69	D		
1355	(1307)	1055	78968	06/51	FA-2	5/04/68	c 10-11/68	12/11/68	08/01/69	D		
(1360)		1060	78973	07/51	FA-2	—	01/15/68	04/30/68	08/22/68	A		
1361	(1308)	1061	78974	07/51	FA-2	04/15/68	c 05-06/68	07/16/68	10/02/68	A		
1363	(1309)	1063	78976	07/51	FA-2	—	c 05-06/68	07/16/68	08/09/68	A		
(1367)	(1310)	1067	78980	07/51	FA-2	—	02/20/68	04/30/68	08/09/68	A		
1368	(1311)	1068	78981	07/51	FA-2	Unknown	c 05-06/68	07/16/68	08/09/68	A		
1369	(1312)	1069	78982	07/51	FA-2	04/23/68	05/17/69	06/12/69	04/02/70	D		
(1370)		1070	78983	07/51	FA-2	—	02/02/68	04/30/68	08/22/68	A		
1371	(1313)	1071	79001	08/51	FA-2	04/30/68	03/15/69	09/09/69	08/05/69	D		
1373	(1314)	1073	79003	08/51	FA-2	Unknown	05/18/69	06/12/69	03/04/70	D		
1375	(1315)	1075	79005	08/51	FA-2	Unknown	02/09/69	09/09/69	08/21/69	D		
1376	(1316)	1076	79006	08/51	FA-2	04/15/68	c 11-12/68	01/09/69	08/11/69	D		
1380	(1317)	1080	79010	09/51	FA-2	04/16/68	c 08-09/68	10/30/68	12/08/68	B		
1381	(1318)	1081	79276	09/51	FA-2	05/23/68	04/28/69	06/12/69	07/25/69	D		
1382	(1319)	1082	79277	09/51	FA-2	Unknown	c 01-02/69	02/20/69	06/26/69	D		
1383	(1320)	1083	79278	09/51	FA-2	Unknown	07/14/69	09/24/69	09/17/69	D		
1384	(1321)	1084	79279	09/51	FA-2	04/28/68	c 06-07/68	08/28/68	12/16/68	B		
1386	(1322)	1086	79281	09/51	FA-2	04/10/68	c 04-05/68	06/28/68	10/02/68	A		
(1387)		1087	79282	09/51	FA-2	—	12/12/67	04/30/68	08/22/68	A		
1389	(1323)	1089	79288	10/51	FA-2	Unknown	04/24/69	06/12/69	12/06/69	D		
1391	(1324)	1091	79290	10/51	FA-2	Unknown	03/19/69	09/09/69	08/09/69	D		
1398	(1325)	1098	79297	10/51	FA-2	05/23/68	c 06-07/68	08/29/68	11/19/68	B		
1399	(1326)	1099	79298	10/51	FA-2	05/10/68	02/24/69	09/09/69	07/05/69	D		

PC#	NH#	Build#	Built	Model	Re#	Date	Set Aside	Retired	Scrap	Disp	Note
1330	0401	75276	05/47	FA-1	04/18/69	03/03/71	06/23/71	1972	C	3, 4	
1331	0418	75304	09/47	FA-1	Unknown	03/16/71	06/23/71	1972	C	3, 5	
(1332)	0426	75419	10/47	FA-1	—	Unknown	02/05/69	Unknown	D	3	
1333	0428	75425	10/47	FA-1	03/17/69	03/03/71	06/23/71	1972	C	3, 6	

FA Roster General Notes

- This information is gathered from government documents and official railroad records and verified against published sources. If a published source conflicts with an official railroad or government record, the official railroad record is considered definitive.
- On December 31, 1967, New York Central rostered 43 FAs (3 FA-1 + 40 FA-2) although a few were held repairs deferred.
- On January 1, 1969, New Haven contributed four additional FA-1s to Penn Central although one (NH 0426) was out of service and not repaired by PC.
- All locomotives are Alco model FA-2 except PC 1300, 1310, 1319, 1330, 1331, 1332, 1333 which are Alco model FA-1.
- Brackets indicate the number was assigned, but the unit was not physically renumbered while in service on Penn Central. However, for accounting purposes, set aside or retired units were sometimes renumbered while awaiting disposition.
- Re# Scheme 1 (original renumbering plan for FAs) issued by F.A. Danahy, Chief Mechanical Officer, to H.F. Levernosh, Mechanical Superintendent for the Eastern District, on March 5, 1968 read as follows: "You should arrange to renumber thirty-six (36) remaining Alco A Units in series 1009 through 1119 to new series 1300 through 1335, as detailed below, at the next scheduled monthly inspection of these units. This renumbering is necessary since the series 1000 through 1125 has been re-assigned to MU cars being renumbered from series 4500 through 4625." Units already set aside were not assigned numbers and no units were renumbered per this directive which was superseded by the Scheme 2 plan three days later.
- Re# Scheme 2 (revised renumbering for FAs) issued by F.A. Danahy to H.F. Levernosh on March 8, 1968 read as follows: "Below is the revised listing of new numbers assigned to these units. You will note that except in the case of 1009, it will be necessary to change only one digit of the present number."
- Penn Central occasionally sold (traded-in) operational locomotives for new units with the understanding that the old locomotives would remain in service until a serious mechanical failure sidelined the unit at which time Penn Central would dispose of the old unit per the agreement with the manufacturer.
- Set aside dates preceded with "c" are approximate based on the Penn Central practice of setting aside older locomotives with serious mechanical issues such as a failed engine, scored/broken crankshaft (a common problem for the model 244 and 251 engines in Alco FAs), failed main generator or fire damage. After a locomotive experienced a major failure, PC mechanical forces evaluated the unit and recommend repair or retirement. The recommendation moved through various departments and ultimately arrived in Philadelphia for a final decision. Normally, that process required two or three months from the date of failure to creation of an authority for expenditure (AFE) for retirement.
- All Penn Central FAs assigned for maintenance to Dewitt Yard in Syracuse, New York.
- Penn Central FA-1s are PC class AF-15 and Penn Central FA-2s are PC class AF-16.
- New York Central FA-2s classed as follows: 1044-1045 (DFA-7A), 1046-1087 (DFA-7B), 1088-1107 (DFA-7C), 1108-1123 (DFA-7D).
- New Haven FA-1s are class DER-2a.
- New Haven's initial diesel locomotive purchases (including FAs 0400-0429) arrived from the factory with a zero prefix which they retained after New Haven discontinued the practice in 1950.
- As of March 1970, four FAs remained in service on Penn Central: 1302, 1330, 1331, and 1333.

FA Individual Unit Notes

- 1 - PC 1350 was the only former NYC FA repainted by Penn Central, receiving the "Red P" scheme in May 1968.
- 2 - NYC 1102 (PC 1302) was the last FA overhauled by New York Central (released March 8, 1967). PC sold (traded-in) the unit to General Electric on a new locomotive order during July 1968. After several years of storage, GE selected the unit for conversion to a "power pack" cab control car for the Long Island Railroad and during November 1973 shipped the locomotive for rebuilding to the General Electric Apparatus Shop in North Bergen, NJ. The conversion included a rebuilt Alco model 244 engine and a rewired main generator to provide 600 volt DC head end power for train heating and lighting. Traction motors were removed, but the cab controls remained in place allowing the unit operate in multiple with a locomotive pushing on the rear of the train when operated with selected

LIRR passenger cars modified with pass-through MU cables. GE released LIRR 600 for service in March 1974. After LIRR retired the unit in 1985, the Western New York Chapter NRHS (now the Western New York Railway Historical Society) purchased the unit complete with the original Alco 244 engine. It is currently awaiting restoration in South Buffalo, NY and is the last surviving example of a New York Central FA.

3 - Shipped to Alco for rebuilding during 1959 and returned to New Haven during 1960 with a 1600 h.p. Alco model 251 engine, EMD-style nose MU and painted in the simplified black and Socony red scheme introduced in 1958. The rebuilt units could now MU with New Haven RS-3s and the 1956-era road switchers, but not unrebuilt FAs, FL9s or the U25Bs and C425s purchased during mid-1960s.

4 - New Haven overhauled and repainted 0401 during mid-1968 and Penn Central repainted it to the full PC scheme and renumbered it PC 1330 on April 18, 1969. PC sold (traded-in) the unit to General Electric on a new locomotive order during July 1972. In late 1973, the unit moved to the General Electric Apparatus Shop in North Bergen, NJ for conversion to a "power pack" cab control car for the Long Island Railroad. The conversion included a rebuilt Alco model 244 engine and a rewired main generator to provide 600 volt DC head end power for train heating and lighting. Traction motors were removed, but the cab controls remained in place allowing the unit operate in multiple with a locomotive pushing on the rear of the train when operated with selected LIRR passenger cars modified with pass-through MU cables. GE released LIRR 618 for service in the spring of 1974. LIRR stored the unit in 1983 and later offered it for sale with the original Alco model 244 engine intact. The Railroad Museum of New England (RMNE) purchased the 618 during 1985 and completed a full restoration during 1986-1987. It is currently stored awaiting new trucks.

5 - Stored at Altoona by April 1971. Moved to Collinwood, Ohio by June 1972 and sold (trade-in) to General Electric on a new locomotive order during July 1972. The unit languished at GE's Erie, Pennsylvania plant until early 1974 when it was finally scrapped.

6 - Penn Central sold (traded-in) the 1333 to General Electric on a new locomotive order during July 1972. In late 1973 the unit moved to the General Electric Apparatus Shop in North Bergen, NJ for conversion to a "power pack" cab control car for the Long Island Railroad. The conversion included a rebuilt Alco model 244 engine and a rewired main generator to provide 600 volt DC head end power for train heating and lighting. Traction motors were removed, but the cab controls remained in place allowing the unit operate in multiple with a locomotive pushing on the rear of the train when operated with selected LIRR passenger cars modified with pass-through MU cables. GE released LIRR 617 for service during the spring of 1974. In 1987 LIRR replaced the Alco model 244 engine with a Detroit Diesel power plant (later replaced with a Cummins genset). After retirement, the LIRR sold the unit to the Danbury Railroad Museum. It is currently stored at Danbury awaiting restoration.

7 - During May 1964, New York Central renumbered inoperable FA-2 1110:1 to 1033:2. Simultaneously, active FA-1 1033:1 was renumbered as 1110:2. While the 1033:2 (ex-1110:1) was scrapped following trade in to GE in 1964 as credit toward U25Bs 2500-2529, NYC FA-1 1110:2 (ex-1033:1) remained in service until mid-1968.

8 - During May 1965, New York Central renumbered inoperable FA-2 1119:1 to 1000:2. Simultaneously, active FA-1 1000:1 was renumbered as 1119:2. While the 1000:2 (ex-1119:1) was scrapped following trade in to GE in 1965 as credit toward U25Bs 2530-2569, NYC FA-1 1119:2 (ex-1000:1) remained in service until mid-1969.

FA Disposition Notes

- A - Sold to GE on sales order 99-294-6013G dated 7/12/68 as trade-in credit for U33Bs 2890-2955, cannibalized by GE and scrapped.
- B - Sold to GE on sales order 99-841-6013M dated 10/11/68 as trade-in credit for U33Bs 2890-2955, cannibalized by GE and scrapped.
- C - Sold to GE on sales order 2-00-5000 dated 7/25/72 as trade-in credit for PC U23Bs 2700-2749, cannibalized by GE and scrapped.
- D - Sold to EMD on sales order 9-00-5112 dated 4/25/69 as trade-in credit for PC GP40s 3170-3259, scrapped for EMD by Pilet Brothers.

PENN CENTRAL ALCO FB ROSTER

PC#	NYC#	Build#	Built	Model	Re#	Date	Set Aside	Retired	Scrap	Disp	Note
3323	3323	78670	05/51	FB-2	—	—	c 05-06/68	07/16/68	10/02/68	A	
3324	3324	78671	05/51	FB-2	—	—	c 05-06/68	07/16/68	10/02/68	A	
3325	3325	78672	05/51	FB-2	—	—	04/24/69	06/12/69	09/22/69	E	
3327	3327	78674	05/51	FB-2	—	—	c 04-05/68	06/28/68	10/02/68	A	
3328	3328	78675	05/51	FB-2	—	—	02/19/69	09/09/69	7/01/69	E	
3330	3330	78677	06/51	FB-2	—	—	c 01-02/69	02/20/69	03/17/70	E	
3331	3331	78678	06/51	FB-2	—	—	c 06-07/68	08/29/68	12/05/68	B	
3337	3337	79014	06/51	FB-2	—	—	08/01/69	09/24/69	09/28/69	E	
3338	3338	79015	06/51	FB-2	—	—	04/15/69	09/09/69	07/01/69	E	
3341	3341	79018	07/51	FB-2	—	—	c 06-07/68	08/29/68	12/26/68	B	
3342	3342	79019	07/51	FB-2	—	—	02/02/68	04/30/68	08/06/68	A	
3345	3345	79022	07/51	FB-2	—	—	c 06-07/68	08/29/68	11/19/68	B	
3346	3346	79318	08/51	FB-2	—	—	02/02/68	04/30/68	08/02/68	A	
3348	3348	79320	08/51	FB-2	—	—	02/06/69	09/09/69	07/01/69	E	
3350	3350	79322	08/51	FB-2	—	—	03/14/69	09/09/69	07/21/69	E	
3355	3355	79472	10/51	FB-2	—	—	c 05-06/68	07/16/68	08/02/68	A	
3356	3356	79473	10/51	FB-2	—	—	c 06-07/68	08/29/68	12/08/68	B	
3357	3357	79474	10/51	FB-2	—	—	c 06-07/68	08/22/68	12/19/68	B	
3358	3358	79475	10/51	FB-2	—	—	c 11-12/68	01/09/69	08/01/69	E	
3362	3362	79479	10/51	FB-2	—	—	c 05-06/68	07/16/68	10/02/68	A	
3364	3364	79481	10/51	FB-2	—	—	c 06-07/68	08/22/68	12/16/68	B	
3365	3365	80015	05/52	FB-2	—	—	02/8/68	04/30/68	08/06/68	A	
3367	3367	80017	06/52	FB-2	—	—	03/10/69	06/12/69	12/14/69	E	
3369	3369:2	76886	08/49	FB-1	—	—	c 11-12/68	01/09/69	07/25/69	E	3
3370	3370	80020	08/52	FB-2	—	—	c 01-02/69	02/20/69	02/28/70	E	
3372	3372	80022	10/52	FB-2	—	—	c 06-07/68	08/29/68	12/08/68	B	

PC#	NH#	Build#	Built	Model	Re#	Date	Set Aside	Retired	Scrap	Disp	Note
(3390)	0456	75448	08/47	FB-1	—	—	04/01/69	07/26/69	07/26/69	E	1
(3391)	0458	75450	08/47	FB-1	—	—	Unknown	02/05/69	07/28/69	E	1
3392	0462	75593	10/47	FB-1	07/10/69	12/14/70	04/26/71	03/22/71	1972	C	1
3393	465	79482	11/51	FB-2	04/02/69	03/03/71	06/23/71	1972	1972	D	4
(3394)	466	79483	11/51	FB-2	—	—	Unknown	02/05/69	Unknown	F	5
3395	467	79484	11/51	FB-2	05/28/69	03/20/70	08/28/70	11/04/70	11/04/70	C	1
3396	468	79485	11/51	FB-2	04/07/69	06/04/69	08/21/69	09/04/69	09/04/69	E	
(3397)	469	79486	11/51	FB-2	—	—	Unknown	02/05/69	07/29/69	E	2

1102, released from Collinwood Shops on March 8, 1967, was the last FA overhauled by New York Central. It would subsequently become the last former NYC FA in service on Penn Central.

At about the same time NYC canceled further class repairs for the remaining FA/FBs, GE began offering the 3,000 horsepower U30B. The four-axle, high horsepower units were ideally suited to New York Central's operating profile and the railroad ordered sixty units, trading retired Fairbanks-Morse units for the first ten (2830-2839) and retired FAs and FBs for the balance (2840-2889) to take advantage of the generous trade-in allowances. Two years later, GE again increased the top-end horsepower in the Universal line of locomotives with the release of the 3,300 horsepower U33B. After New York Central acquired two pre-production U33Bs (officially U30Bs rated at 3,300 horsepower),

Penn Central ordered eighty-one production models, using more than half of the remaining FAs/FBs for trade-in credit.

POST MERGER

On February 1, 1968, the New York Central officially contributed 69 FAs (43 FAs and 26 FBs) to the Penn Central roster although several were stored with repairs deferred. Most NYC FAs wore reasonably clean NYC paint with 12" lettering and numbers suggesting they were repainted and likely overhauled between February 1965 and March 1967. Although PC assigned the FAs to Dewitt Yard in Syracuse, New York, for maintenance, photographic evidence suggests that at least until the summer of 1968, FAs handled mainline assignments across most Penn Central main lines. When possible, PC kept them on former New York Central lines

FB Roster General Notes

- This information is gathered from government documents and official railroad records and verified against published sources. If a published source conflicts with an official railroad or government record, the official railroad record is considered definitive.
- All locomotives are Alco model FB-2 except PC 3369, 3390, 3391, 3392 which are Alco model FB-1.
- On December 31, 1967, the New York Central rostered 26 FBs (1 FB-1 + 25 FB-2) although a few were held repairs deferred.
- On January 1, 1969, New Haven contributed eight additional FBs to Penn Central (3 FB-1 + 5 FB-2) although three were out of service.
- Brackets indicate a number assigned by Penn Central but never painted on unit.
- Penn Central occasionally sold (traded-in) operational locomotives for new units with the understanding that the old locomotives would remain in service until a serious mechanical failure sidelined the unit at which time Penn Central would dispose of the old unit per the agreement with the manufacturer.
- Set aside dates preceded with "c" are approximate based on the Penn Central practice of setting aside older locomotives with serious mechanical issues such as a failed engine, scored/broken crankshaft (a common problem for the model 244 and 251 engines in Alco FAs), failed main generator or fire damage. After a locomotive experienced a major failure, PC mechanical forces evaluated the unit and recommend repair or retirement. The recommendation moved through various departments and ultimately arrived in Philadelphia for a final decision. Normally, that process required two or three months from the date of failure to creation of an authority for expenditure (AFE) for retirement.
- No former NYC FBs were repainted to the Penn Central scheme and few, if any, were remarked for Penn Central because renumbering was not necessary and the FB-2s were scheduled for retirement after a major mechanical failure.
- All Penn Central FB assigned for maintenance to Dewitt Yard in Syracuse, New York.
- Penn Central FB-1s are PC class AF-15 and Penn Central FB-2s are PC class AF-16.
- New York Central FB-1 3369:2 class DFB-3E.
- New York Central FB-2 classed as follows: 3323-3333 (DFB-7A), 3334-3354 (DFB-7B), 3355-3364 (DFB-7C) and 3365-3368 (DFB-7D).
- New Haven FB-1 class DER-2b and New Haven FB-2 class DER-2c.
- New Haven's initial diesel locomotive purchases (including FBs 0450-0464) arrived from the factory with a zero prefix

which they retained after New Haven discontinued the practice in 1950. New Haven purchased FB-2s 465-469 after the practice ended so they were never numbered with a zero prefix.

FB Individual Unit Notes

- 1 - Shipped to Alco for rebuilding during 1959 and returned to New Haven during 1960 with a 1600 h.p. Alco model 251 engine and painted in the simplified black and Socony red scheme introduced in 1958. The rebuilt units could now MU with New Haven RS-3s and the 1956-era road switchers, but not unrebuilt FAs, FL9s or the U25Bs and C425s purchased during mid-1960s.
- 2 - NH 469 was the last New Haven locomotive in the pre-1956 green scheme. It was repainted to the black and red scheme during mid-1968.
- 3 - During September 1965, New York Central renumbered inoperable FB-2 3369:1 to 3320:2. Simultaneously, active FB-1 3320:1 was renumbered as 3369:2. While the 3320:2 (ex-3369:1) was scrapped following trade in to GE in 1965 as credit toward U25Bs 2530-2569, NYC FB-1 3369:2 (ex-3320:1) remained in service until late 1968.
- 4 - PC 3393 (NH 465) was the last FB in service on Penn Central.
- 5 - New Haven 466 suffered serious mechanical failure during June 1968 and was used as a parts source to keep the remaining New Haven FBs running. The cannibalized unit was conveyed to Penn Central but not restored to service.

FB Disposition Notes

- A - Sold to GE on sales order 99-294-6013G dated 7/12/68 as trade-in credit for U33Bs 2890-2955, cannibalized by GE and scrapped.
- B - Sold to GE on sales order 99-841-6013M dated 10/11/68 as trade-in credit for U33Bs 2890-2955, cannibalized by GE and scrapped.
- C - Sold to GE on sales order 9-00-5361 dated 10/22/69 as trade-in credit for U33Bs 2956-2970, cannibalized by GE and scrapped.
- D - Sold to GE on sales order 2-00-5000 dated 7/25/72 as trade-in credit for PC U23Bs 2700-2749, cannibalized by GE and scrapped.
- E - Sold to EMD on sales order 9-00-5112 dated 4/25/69 as trade-in credit for PC GP40s 3170-3259, scrapped for EMD by Pilet Bros.
- F - Sold for scrap to Michael Schiavone & Son, Boston, MA during mid-1969.

where their intermittent inductive train control system could be put to use. In addition, during the early days of the merger, union agreements specific to PRR and NYC (arm rests, water coolers, seats) confined non-agreement locomotives to predecessor lines unless used in a trailing position.

Initially, the FAs and FBs retained their NYC numbers, but in early March 1968, PC management ordered the renumbering of the remaining FAs (FBs did not require renumbering) into the 1300-1335 number block (eight FAs were already retired) to clear the 1000 series for former NYC multiple-unit cars. A few days later, PC management revised the plan to add 300 to locomotives in the NYC 1045-1099 series and 200 to locomotives in the NYC 1101-1122 series (NYC 1009 became PC 1300). As units were renumbered between March and June 1968, only the 1350 (former NYC 1050) received a complete repainting. It emerged with a "Red

P" and an unusual placement of the logo behind the cab access ladder with the number low on the rear of the unit. Despite the new paint, the 1350 only operated for a few months before a major mechanical failure led PC to store it repairs deferred.

Considering the FA/FBs general obsolescence, age (the newest were 14 years old in 1968), and the normal overhaul interval of 3-4 years for model 244/251 engines, it is not surprising that the number of operational units dwindled to 15 FAs and 11 FBs (not all in service) by December 31, 1968. The inclusion of the New Haven on January 1, 1969, added twelve FAs to the roster (0401, 0418, 0426, 0428, 0456, 0458, 0462, and 465-469) although one FA (0426) and three FBs (0458, 466, and 469) were out of service and never operated for PC. On January 19, 1969, FB-1 0456 suffered a fire at Framingham, Massachusetts, and was subsequently retired without being renumbered PC 3390.



OPPOSITE PAGE ABOVE: PC FA-1 1331 (rear) and 1333 compare notes with ex-New Haven Alco and GE units as they await their assignments on the Cedar Hill Yard locomotive tracks on August 16, 1970. *J.W. Swanberg photo*

OPPOSITE PAGE BELOW: With 1330 leading an A-B-B-A consist (1330/3393/3392/1333), train BL-1 departs the Boston freight yard at South Bay Junction in South Boston, Massachusetts, under a cloud of trademark Alco smoke on September 14, 1969. *Tom Nelligan photo*



AT LEFT ABOVE: PC FA-1 1333 (ex-NH 0428) awaits assignment on the Cedar Hill Yard engine tracks in New Haven, Connecticut, on August 16, 1970. EMD style multiple-unit MU hoses on the pilot and an MU plug to the right of the headlight indicate this unit was rebuilt by Alco during 1959-1960. *J.W. Swanberg photo*



AT LEFT BELOW: PC FB-2 3393 (ex-NH 465) models a complete Penn Central paint job at New Haven, Connecticut, on August 16, 1970. *J.W. Swanberg photo*

By September 1969, only PC 1302 (former NYC 1102) and six New Haven units (three FAs and three FBs) remained in service. Penn Central assigned the 1302 to the capitol region of upstate New York for most of 1970, often paired with EMD F-units, and it quickly became a fan favorite although it was often photographed in the middle of a locomotive consist. Other than the new number, it escaped a haphazard PC rebranding until PC president William Moore ordered the obliteration of all former road names to present a unified Penn Central image. His order led to a hasty "paint out" job on the 1302; however the paint did not adhere to the NYC decals, and the NYC heritage soon began to reemerge.

Penn Central kept the remaining New Haven units assigned to trains BL-1/LB-2 which operated through the densely populated region between Boston and Lowell, Massachusetts. This assignment also led to Penn Central to install grills over the windshields to prevent vandals from injuring crewmembers with rocks, cinder block and anything else they could throw from bridges. Photographers flocked to the area to capture the last pure set of FAs/FBs operating anywhere in the United States. Penn Central obliged by keeping the FAs together and repainting two FAs (1330 and 1333) and two FBs (3392 and 3393) into the Penn Central scheme (with variations in logo size and placement). These four,



ABOVE: PC F7A 1646 with a red P and ex-NYC FA-2 1375 allow for a comparison of EMD and Alco first-generation cab units in Detroit, Michigan, on July 23, 1968. *J.W. Swanberg photo*

together with PC 1102, carried FA/FB operations into early 1971.

As the post-bankruptcy motive power situation came into focus, Penn Central management sought to purge the roster of expensive-to-operate models and minority makes. With the remaining FAs/FBs approaching twenty years of age and Alco exiting the new locomotive business in 1969, the seven remaining units were ripe for retirement. Penn Central set aside 1330, 1331, 1333, and 3392 in March 1971, and 1301 and 3392 in April. This left former New Haven FB-2 465/PC 3393 (one of the four unrebuilt FBs contributed by the New Haven) to close out Alco FA/FB operation on Penn Central. PC officially set the unit aside on June 23, 1971, although it was likely stored out of service several weeks prior to that date.

FA POSTSCRIPT

Although most FAs and all FBs were scrapped after being traded in on new locomotives, FAs 1302, 1330, 1331, and 1333 languished in PC dead lines for several months before going to GE for credit on PC U23Bs 2700-2749. At the time they were traded-in, GE was remanufacturing retired FAs into cab control cars for the Long Island Railroad. The cab control cars (also called power packs because they provided head-end-power to the train) operated on one end of a passenger consist while a conventional locomotive provided propulsion

from the opposite end. The conversion to cab control cars included a rebuilt Alco engine and a rewired main generator to provide 600 volt DC head end power for train heating and lighting. Traction motors were removed, but the operating cab remained in place allowing the engineer to operate the rear (pushing) unit via a train-lined multiple unit connection.

During the spring of 1974, GE released LIRR cab 617 (NH 0428/PC 1333), 618 (NH 0401/PC 1330) and 600 (NYC 1102/PC 1302). After operating for more than a decade, the LIRR sold 600 to the Western New York Chapter NRHS (now the Western New York Railway Historical Society) complete with the original Alco 244 engine. It is currently awaiting restoration in South Buffalo, New York, and is the last surviving example of a New York Central FA. The Danbury Railroad Museum acquired LIRR 617 and the Railroad Museum of New England (RMNE) purchased the 618 and restored it as NH 0401 during 1986-1987. The 617 is currently awaiting restoration while NH 0401 is waiting mechanical work before returning to service.

SOURCES

Primary sources for this article include original PRR, NH, NYC, and PC documents located in the Archives & Special Collections in the Thomas J. Dodd Research Center at the University of

AT RIGHT ABOVE: With fuel drained and scrap chalked on the side, ex-NYC FB-2 3367 is out of service at McCook, Illinois, awaiting final movement to Pielet Brothers for scrapping after being traded in to EMD for credit on new PC GP40s 3170-3259. *Kevin Piper photo*

AT RIGHT MIDDLE: Former Penn Central FA-1s 1333, 1330, and CNJ RDC-1 551 await rebuilding at General Electric's North Bergen, New Jersey, Apparatus Shop during the winter of 1973. In the spring of 1974, the 1333 and 1330 would emerge as Long Island Rail Road cab control cars 617 and 618 and remain in service on the LIRR for more than ten years. *Andrew Koenigsberg photo*

AT RIGHT BELOW: LIRR cab control car 600 (former NYC 1102, PC 1302) is at Pine Aire, New York, on April 1, 1974, soon after being released for service. Inside, the original Alco 244 engine supplies electric power for heat, air conditioning and lighting. Except for the elimination of the original nose door, new marker lights, and revised HEP and MU connections; external changes are minimal. *Stephen J. Benkovitz photo, Mike Woodruff collection*



Connecticut Library; the Hagley Library; the Library and Archives at the Illinois Railway Museum; the Penn Central Historical Society Archives and the Pennsylvania State Archives. Selected secondary sources include *Pennsy Diesels 1924-1968* (Douglas and Weiglin); *Diesel Locomotives of the New York Central System* (Edson and Vail); *New Haven Power* (Swanberg); *Penn Central Bi-Annual* (Reid); *Penn Central Power* (Yanosey), selected articles in *Extra 2200 South*, and the following articles published by the New Haven Railroad Historical and Technical Association in the *Shoreliner*, "The New Haven FAs" by J. W. Swanberg (Vol. 7, Issue 3), "The 400's, Part 1" by Ken Patton (Vol. 14, Issue 3) and "The 400's, Part 2" by Ken Patton (Vol. 14, Issue 4).

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ARTICLE BY GARY FARMER



1

ABOVE: Beverage menus PC-11 (U.S.) and PC-13 (Canadian), both dated 11-69. Nearly identical, differences include the drinking age (21-U.S., 20-Canada), cigars and cigarettes for sale only in the U.S. and playing cards called players in Canada. The U.S. Cheers! menu appears on the back of almost every food menu. The blue form is dated 9-68 and advertises "the same man-sized drinks as are served on our famous dining and lounge cars."

Hey boys, glad yas could make it down to the yard today; haven't see ya since last summer. Where ya been hidin'?" We haven't been doing much train-watching over the winter except for catching the pitiful mud-pumping local that runs past our neighborhood every other day. Now that all this snow is finally melting, it's a lot easier to get around. My Beetle is good on gas, but not in the snow. And the heater doesn't do anything unless you're in the back seat, and then it practically sets your pantlegs on fire. "I thought ya was drivin' a Vega, not a VW." I was, but the body rusted out. It had a few spots when I bought it but that cheese-weasel salesman told me they wouldn't spread and cause a problem. Boy, was he wrong. "Never trust a cheesy used-car salesman."

Now you tell me. Hey, what's in the folder? "Menus; lots of 'em. I never knew how many there was 'til I started collecting 'em." Far out! Are you starting to collect old railroad artifacts like we do? "Collect 'em-are you kiddin'? I AM an old railroad artifact! Na, ya won't catch me squirrelin' none of this stuff away; I just meant I was collectin' 'em to show yas. And believe me, PC's too big to gather 'em all, but at least I brung a nice handful for yas to see. Now, when ya go to a restaurant, what's the first thing the waitress asks ya?" Where you want to sit? "No, I mean after yer sittin' down." Oh, I think I know what you're looking for; she asks if you want to see a menu. "Well of course she's gonna' give yas a menu! I mean what's the first thing she asks you to order?" An appetizer?

"No, no, no. She always asks what you want to drink. So we'll start with beverage menus." 1

I like that commuter ad with the martini glass that says they serve 'man-size drinks' like the ones in the lounge and dining cars.

"How does someone yer age recognize a martini glass?"

My dad usually has one before dinner; shaken, not stirred, just like James Bond. Sometimes he has two if mom is in one of her moods.

"Your pop likes ol' double-oh seven, does he?"

Not really; he never watches movies. I'm the fan, and just realized they drink the same thing. Do you watch Bond movies?

"Only the Sean Connery ones; these new ones with Moore ain't worth the \$2 price of admission."

That's jive talkin'; Roger Moore is way better than Connery!

"You kids just don't know class when ya see it. Anyhow, no matter which Bond you like, just make sure highball is only a railroad term 'til you're of age. But for the riders who are of age, booze is a big seller on the trains. Of course, bein' of age depends on what country yer in."

What do you mean by that?

"The answer is on the menu right under yer nose: the drinkin' age in Canada is 20; in the States it's 21."

Ummm, not every state is 21. In Michigan it's 18 ...

"Now how in the world would you know somethin' like that?"

I plead the 5th Amendment. Word gets around; that's all I'm saying.

"And all I'm sayin' is, you be sure that 'Thunderbird' ain't the 'word' that gets around 'til yer of age."

What do cars have to do with this? Wait a minute, are you trying to psyche us out with another one of your riddles? I think we've figured it out. Thunderbirds are driven all around, but are made in Michigan. Is that the answer?

"Never mind; what yas don't know won't hurt yas."

"PC also has a separate wine list for their long-distance trains. Like I said, they sell a lot of hooch, and the further off schedule the trains get, the more the riders guzzle. No wonder though; PC is enough to drive anyone to drink, and that's where the whiners come in." 2

I thought people who drank too much were called winos, not whiners.



2

"No, I mean whiners, as in grumblers, complainers. You know the type."

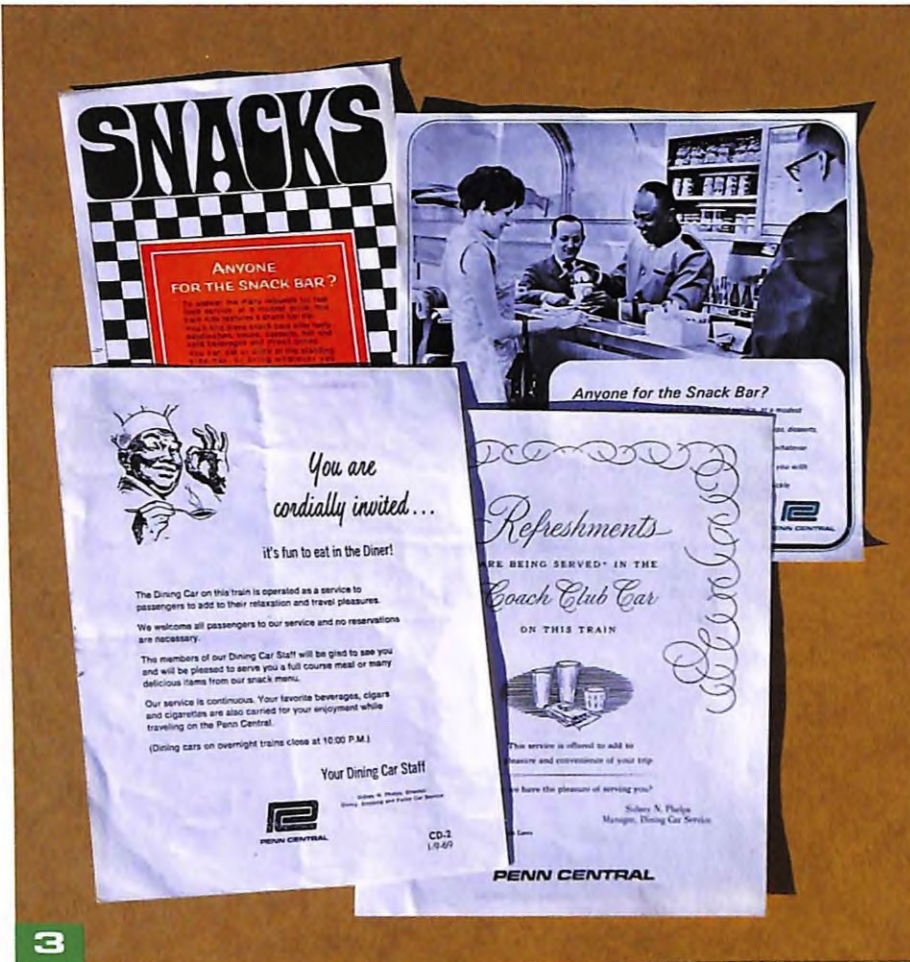
Oh yeah, like on *All In The Family* when Archie yells for Edith to get him a beer.

"Sorta. But these whiners don't complain about the drinks as much as the food. So ya got diners who like eatin' on the train, and then ya got your whiners. And I agree they got a point; we're a long way from the glory days of fine dinin' on the rails. But even though the food ain't what it used to be, believe it or not the biggest whiner of all is management."

No way. Why?

"It's always been a huge money-loser. What's that saying about a big bird hangin' ..."

ABOVE: PC Wine List, dated 2-1-8 (1968). The list of drinks closely resembles the "Cheers" beverage menu seen in photo one. Somewhat humorous is the listing of Coca-Cola as "Cocoa-Cola." Chuck French collection



around yer neck? It's on the tip of my tongue ..."

I think it's called an albatross. "No that's the contraption they put ya in when ya go to the hospital. Anyhow, I'll think of it later."

But these ads sure make it look like they want you to eat and drink on the train ... 3

"Sure they do, but things ain't always as they appear. Just like that guy that sold ya the rust bucket Vega makin' you believe it was a good car."

So then why do they have dining cars if they hate doing it so much?

"They ain't got a choice. Ya can't have people on a train for 16 hours without feedin' 'em. Years and years ago, they used to stop and let the people get off at a rest stop to eat."

That sounds cool; why don't they do that now?

"It made long trips even longer, which loses even more money 'cause the wheels ain't turnin'. So the dining car was the lesser of two evils."

"I don't mean that food service employees hate their jobs; I mean if the bosses could somehow get rid of food service, they'd do it lickety-split. Take a look at some of these menus and you'll see what I mean. The long-distance trains still have full-course breakfast and dinner served in the dining car, but the rest is just snacks and sandwiches and stuff. That way the railroad don't gotta invest a lot so they don't gotta throw as much away."

Food or money? "Both. We'll start off with a few green-team menus, since there's only a couple of 'em." 4

How can you tell they're ex-New York Central? They all say Penn Central ...

AT LEFT ABOVE: Various snack bar and dining car paper advertisements. The checkered one is form PC-23, is dated 11-69 and has the PC name and logo at the bottom of the orange section. The one with the photo was originally a PRR design. The dining car ad with the chef is form CD-2, dated 1-9-69.

AT LEFT BELOW: Ex-New York Central folded menus, which are somewhat smaller at 6 x 9.5 inches folded than the other folded menus, which are all 7 x 10 inches. The open one is form 61-28-CGD and is dated 2-29-68. The red one is form BK 27-62 (breakfast), dated 12-14-67, while the blue one is L-1 (lunch), dated 3-31-68 and advertises Easter Seals in place of the Heart Fund as seen on the open menu. By April/May 1968 these were reissued with the standard orange cover, and listed Sidney Phelps (PRR) as the Manager of Dining Service, instead of I.L. Austin (NYC), as on the white ones.

"On account the white folded menus show I.L. Austin as the Manager of Dining and Sleeping Car Service, at 466 Lexington Ave. New York."

Oh, we get it, since the manager is in New York City, that's how you knew it was a Central menu.

"Hold on a minute. The Pennsy's Dining Director, Sidney Phelps, is in New York too, out in Long Island City. I just knew they had to be Central menus 'cause I ain't never heard of Austin and 466 Lexington ain't a Pennsy address. By April and May of '68 these were reissued with the standard orange cover and Sidney Phelps listed as the Director of Dining. All of the ex-Central folded menus are a little smaller than the other folded ones I'll show ya shortly. Just think of the Central bein' a little smaller than the Pennsy which, of course, it was."

"But before we get to them others, here's a couple of single card green-team menus. That Empire Service heading is a dead giveaway; I ain't entirely sure about the orange one though. It looks the same, just without the Empire name on top. Them other two are breakfast and dinner from March of '68."

Hey, I just noticed the Empire Service menu is dated February 1st, 1968, which was merger day-cool! 5

"Don't remind me. Now movin' over to the red team, them two black menus layin' there are the last gasp of a great railroad. See the menu with the Empire State Building on the cover? What do ya see there that don't belong? I mean, it do belong if you ask me, but ..." 6

Oh, you mean the one with the Pennsy keystone on the corner?

"That's it. Now open it up." Groovy; it's a *Broadway Limited* dinner menu and one with the sun is the *Broadway's* breakfast menu, both with the PC logo inside!

"Well you don't gotta sound so happy

AT RIGHT ABOVE: Ex-New York Central single card menus. The Empire Service menu (form CS) is dated 2-1-8 (1968). The orange paper menu is dated 7-68, has no form number, and contains the same selections as the Empire menu. The blue card is form SL-D (dinner), the white one form SL-B (breakfast), both dated 3-11-68.

AT RIGHT BELOW: *Broadway Limited* breakfast and dinner menus. The Empire State Building dinner menu is dated 11-D-68, and became form PC-6 in successive issues. The breakfast menu with the sun is dated 6-C-68. It later became form PC-2, which is shown open and dated 7-1 (1968). These came in at least orange and green and measure 7 x 10 inches.





about it. They was supposed to be Pennsy menus, but then the merger happened and voila! Instantly they were Penn Central. I guess they just didn't have a design of their own yet, so they just fell back on the Pennsy's, which is probably better anyhow."

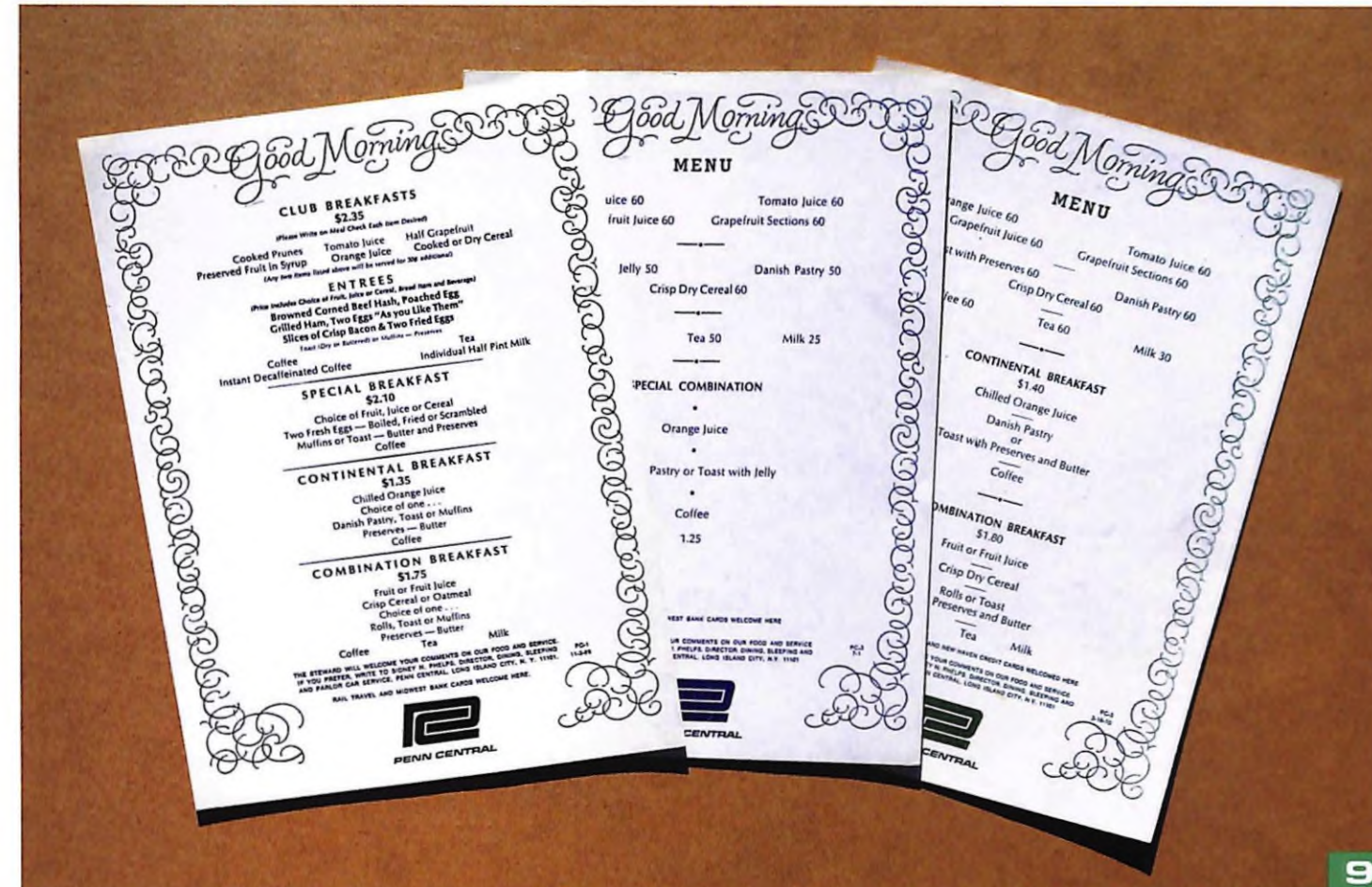
But it's the same railroad! Besides, it's not like the merger snuck up on anybody; I've seen snails move faster.

"True. Anyhow, not more than a month or two of them bein' issued, PC started markin' all of their fold-out menus with the name and logo, regardless of what train they were on. Look at how dull and boring they are. They did at least issue them in different colors though."

Oh, so every time they updated a menu, they made it a different color? 7

"Not necessarily. Sometimes they used different colors for the same issue. Other times they did change the color for a new

AT LEFT ABOVE: Form PC-7 dinner menus. The open menu is dated 11-4-68. Table D'Hote is French for "table of the host" and indicates limited selections of entire meals at a fixed price. The three folded ones are all dated 11-14-71 and, although technically in the Amtrak era, show that PC was still providing food service under contract. Form PC-8 (not shown) is also a dinner menu using the same format.



AT LEFT BELOW: Single card PC-5 and 5-A snack menus, with beverage menu on the back. The red one is dated 9-9 (1968), the black PC-5-A is 11-3-69. The salmon PC-5 is dated 5-20-70 and was also issued on the same date in the black polka-dot design. The blue PC-5, from 4-15-72 has an Amtrak logo, but in fine print lists PC as the food and beverage provider. Not shown is menu PC-10, identical in style to PC-5, but which is a sandwich menu offering burgers and cold sandwiches

OPPOSITE PAGE ABOVE: Single card PC-1 and PC-3 breakfast menus, the backs of which are blank. Left to right, the black PC-1 is dated 11-3-69, the blue PC-3 was issued 7-1 (1968), and the green PC-3 became effective 3-16-70. Even though it is newer, the green menu has an additional selection over the blue one, which is a little surprising in the light of everything else typically being reduced over time.

OPPOSITE PAGE BELOW: Cardstock children's menus, form PC-12. The black one is dated 9-68 and the orange one is undated but assumed to be from '68 or '69, as the prices are the same. The backs contain a connect-the-dots puzzle which, when completed reveals a GG1 on top and back-to-back F-units on the bottom. How many PC-served cities can you identify in the drawing?



AT RIGHT ABOVE: Left to right: The undated typewritten menu with no form number and no beverage menu on the back offers much better food choices than the fancier black PC-9 (middle), which has very limited selections. The blue PC-4 French "A La Carte" menu, dated 7-1 (1968) allows for separate pricing of items. It doesn't mean items are served from a cart, as Clarence mistakenly supposes.

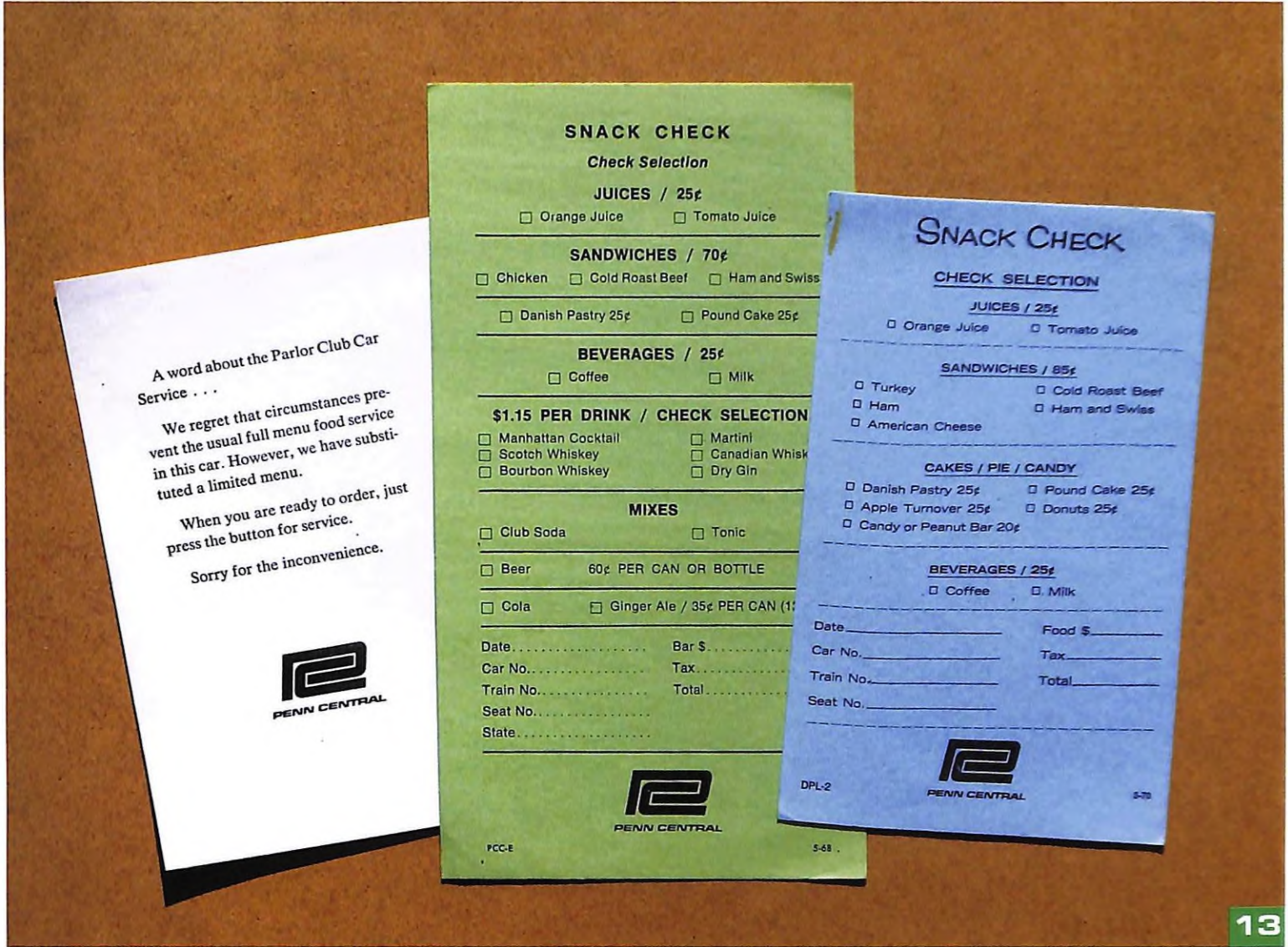


11

AT RIGHT BELOW: Parlor Club Cars served three meals a day, having form numbers PCC and then B, L, or D for breakfast, lunch, or dinner, followed by the issue number. All of them have the beverage menus on the back except the breakfast menu which has a second food choice. Even though these menus are undated, the left one without the heavy black top banner is earlier than the others, judging by the lower prices.



12



13

issue though, especially on them single-card snack menus." **8**

If you put them all together and squint your eyes, it's kind of psychedelic.

"Well nobody wants psychedelic before they've had their morning coffee, so here's a couple of breakfast menus that tone it down to just basic colors. The black one is PC-1 and has a lot more choices. I'd get the Club Breakfast starting with the cooked prunes and then the corned beef hash with poached eggs and black coffee." **9**

Prunes; yuk!

"Okay, okay. I didn't eat prunes when I was yer age neither. What looks good to ya?"

I'd order the Club Breakfast with a either box of Lucky Charms or Frosted Flakes, then ham and eggs, toast and milk. Next, I'd get the Continental Breakfast with the orange juice and Danish pastry, hold the coffee.

"Your dad must work two jobs to keep you fed. Glad you ain't moochin' off me."

I'd starve to death if I was riding the trains that use the blue and green PC-3 menus. I guess they're cutting back like

you said, because the blue one has fewer choices than the green.

"Actually, in this case it's the opposite. The blue one is from '68; the green, 1970. Even though it looks like there's more on the green one, they didn't actually add nuthin'; they just made a new combination out of the same stuff."

Hey, the backs of these children's menus have connect-the-dots; I love that game! I mean, I used to love it when I was a kid, but not anymore. **10**

"When ya was a kid?"

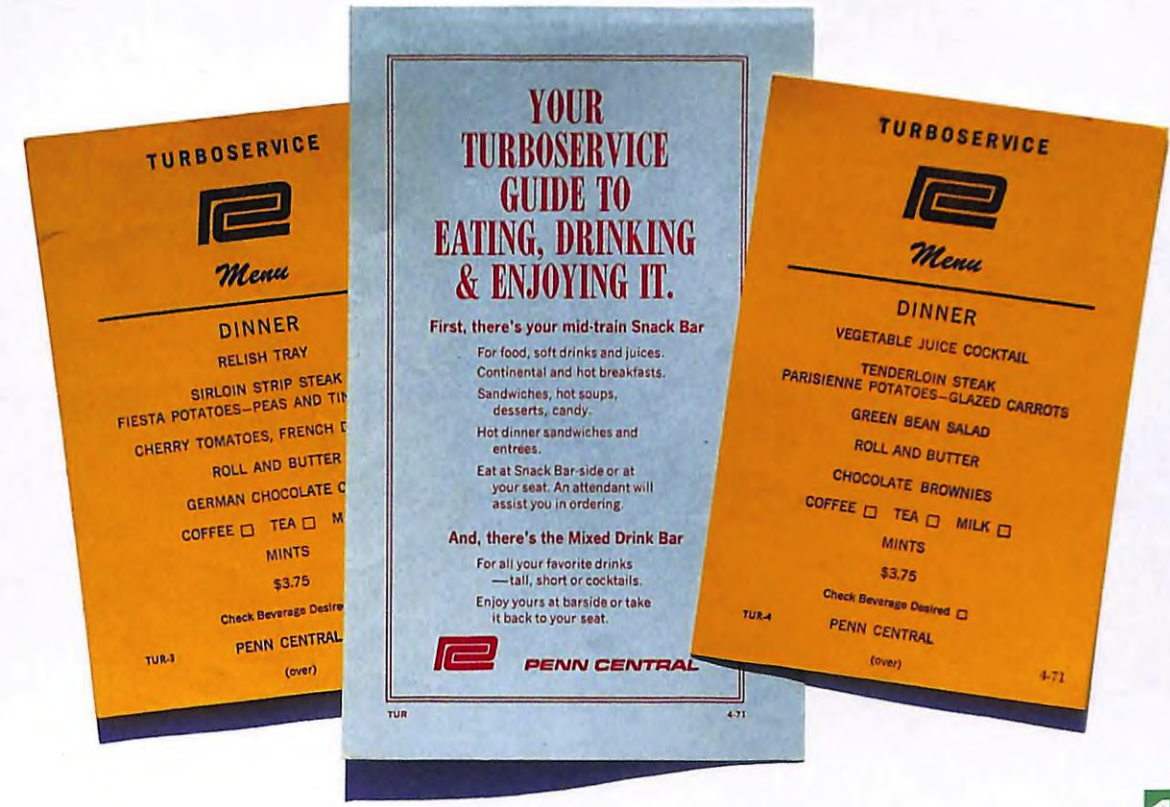
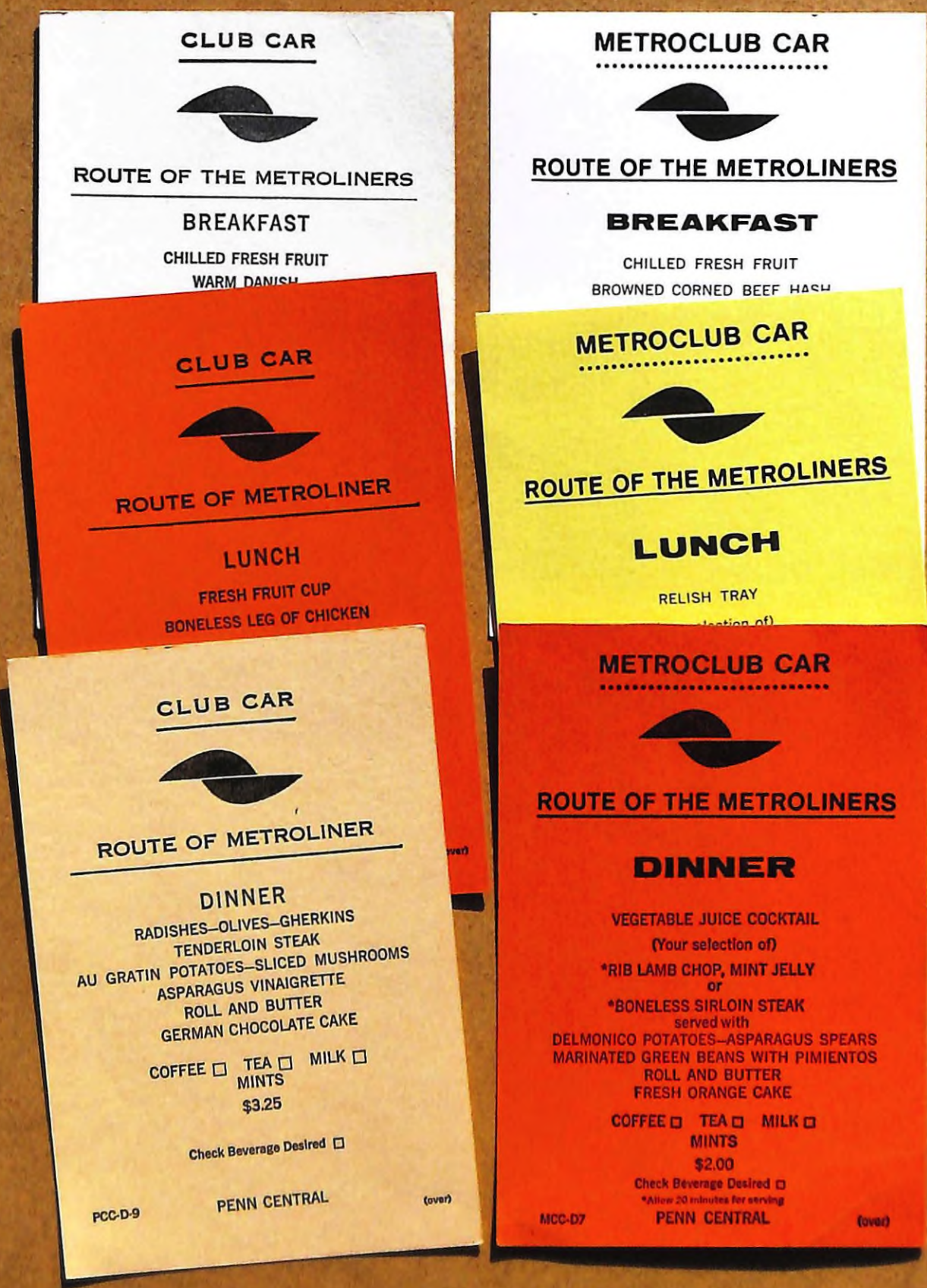
Okay, I mean a little kid.

"I got news for ya; when you're my age, anybody under 30 looks like a kid."

"Here's a few oddball menus that really don't fit anywhere; sorta like me." **11**

This one was crudely done on a typewriter, but at least the food looks good, especially that beef stew. On the other hand, the much fancier PC-9 menu just has sandwiches, cheese and crackers. That has to be one of the last before Amtrak, from April, 1971. What's the deal with the blue 'A La Carte' one?

ABOVE: Parlor Club Car limited meal service notices issued 4-71 (white) and 5-68 (green), are identical front and back, with a snack menu on the reverse, as shown. Also pictured is a single-sided DPL-2 snack check, with similar choices.



OPPOSITE PAGE: Metro Club Cars had small cardstock menus designated MCC B, L and D followed by the sequential number of issue. The Metroliner Club Car menus used the same PCC designation as the other Parlor Club Car menus, but with higher numbers. All have the beverage menu on the reverse except the breakfast, which has a second food choice. Notice that some have 'Metroliner' spelled singular, others plural.

AT LEFT: Turboservice dinner menus, forms Tur 3 and 4, along with a Turboservice snack bar ad, all dated 4-71. The usual "Cheers" beverage menu is on the reverse.

"I think that's when the attendant pushes a cart down the aisle and you just buy food at your seat."
 But cart isn't usually spelled with an 'e'. "That's the foreign spelling. I think 'A La Carte' is French for 'on a cart.'"
 But then why do they put the 'A' first instead of in the middle?
 "How should I know?. I do know a lot of them Europeans put things in the wrong order. Look at the Brits drivin' on the wrong side of the road for example. See what I mean?"
 I guess so.
 The menus keep getting smaller. We started with fold-out ones, then to single cards; now we're down to half-size cards. I guess they're trying to save paper. **12**
 "They may be smaller but at least you can get a decent meal in the Parlor Club Car. Hot turkey for lunch and steak or Cornish hen for dinner. That is, unless you're unlucky enough to see one of these cards in your car." **13**
 Limited menu service, bummer. All they list on the back are a few drinks and sandwiches. Hey, but at least I could still get a Danish pastry.
 "With the sweet tooth you got, your dentist must love to see you comin'.
 "You'd better gulp your food down quick if you're going to eat on the Metroliner, especially if ya order the lamb chops or sir-

loin steak, since the menu says they take 20 minutes to serve. Have ya seen the Metroliners run?" **14**
 Sure we have! The other day we saw a TrailVan passing a mixed freight and then a Metroliner zipped by both of them like they were standing still! Three of four tracks hot; it was totally righteous! Of course I was out of film, but it didn't matter because Metroliners always come out blurry with my Instamatic camera anyway.
 Far out! We didn't know they served three meals on the Metroliners. I would've thought it would just be snacks and sandwiches.
 "They're really tryin' to make a go of it with the Metroliners, and with the Turboliners too."
 We didn't know they served food on the Turboliners at all; groovy! **15**
 "Well then, ya learned somethin' new today, didn't yas?"
 Oh, we learned a lot. So ... do you think I could connect the dots on the children's menu, I mean just for old-time's sake?
 "Sure, but I can tell yas that the top dots make a GG1 and the bottom ones make a pair of F7 A-units, back to back."
 Aw, now you ruined it. How do you know that anyway? Did you connect the dots before we got here?
 "Kids come in all ages and sizes, that's all I'm sayin'." ❖

