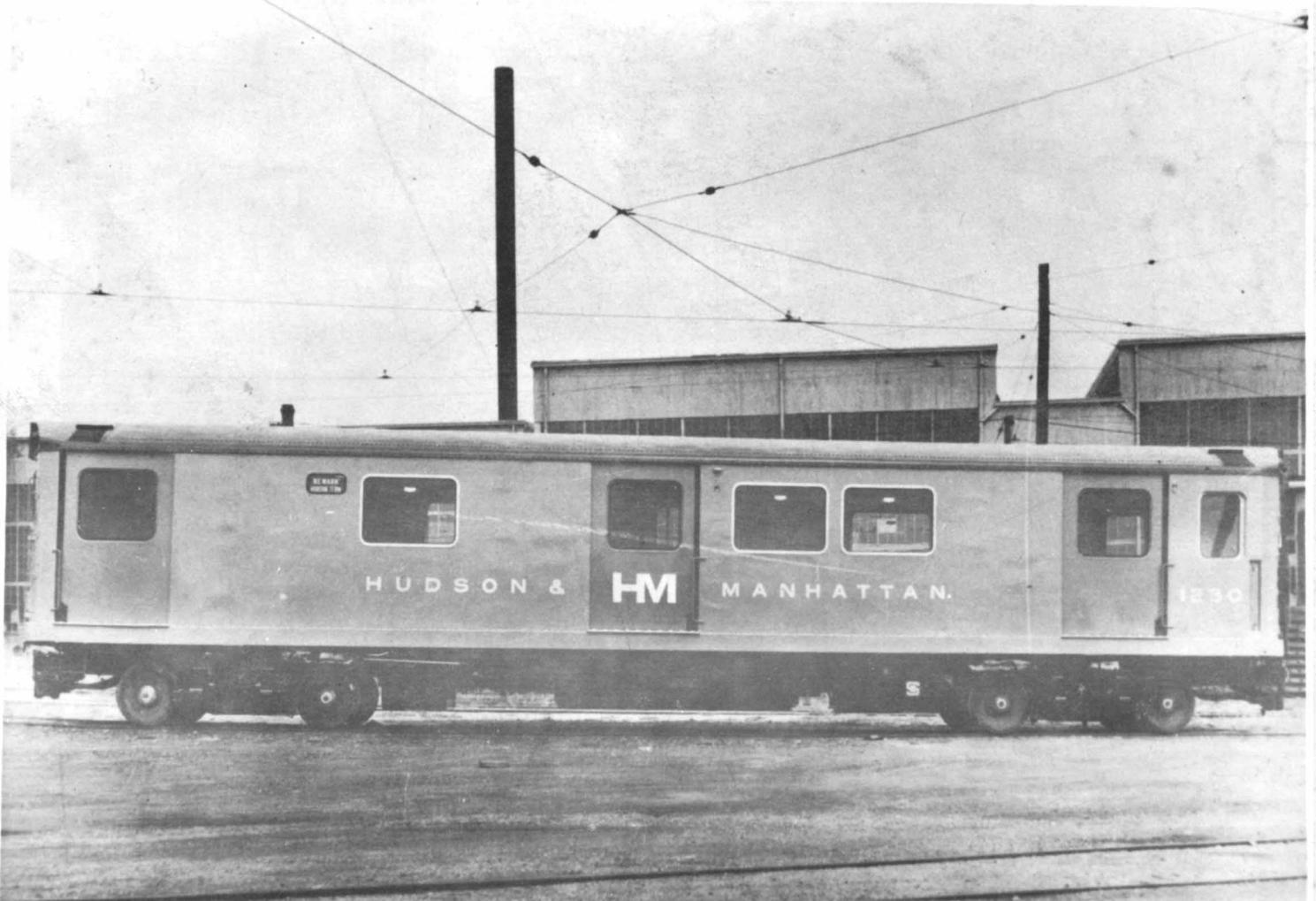


# PC — RAILFAN

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Penn Central; EMD F7 No.1675 (Ex-NYC Same), minus it's stainless steel grill, shown here at Toledo, Ohio, On November 7, 1974.

Photo by Arnold LeBowsky

COVER: Hudson & Manhattan Railroad, Class K, Rapid Transit Car No.1230, that was used with PRR Class MP-51 Car's of the same design, over PRR's "NEWARK EXTENTION" west of Journal Square, Jersey City, N.J. to Newark, N.J. Both H&M and PRR Car's of this type were built in 1958 by The St. Louis Car Company, and are all in service today on the present operation provided by Port Authority Trans-Hudson (PATH), and that all car's retain their original number's and are all Class K.

Photo by St. Louis Car Company

FROM THE EDITOR: PC RAILFAN is in need of good Black & White photo's of PC; Pre-Merger Lines; Subsidiary and Controlled Lines, News, Articals, Track and Equipment diagrams and anything else that you may feel that will improve PC RAILFAN for your benefit as well as for other's. As you can see in this issue, the paper has been changed to give you better reproduction of photo's, but at no extra cost to you, but to simply give you a better magazine, but if more pages are to be added, we will then need your help, as I can not be in all the same places as you are, as we all live hundreds to thousands of miles appart, and that Penn Central with it's many subsidiary and controlled lines makes it impossible for one to track down everything that is going on, but that with help from you, every issue can be better with just not more photo's, but more pages, news, feature articals, etc. All this will make PC RAILFAN what it was intended to be. PC RAILFAN can only be as good as you make it. PC RAILFAN is totally a one-man operation, as we have no other editor's or correspondent's, but if you are interested in being one, please contact me as soon as possible, and be sure to state what your interests are. With your help we can have a better PC RAILFAN Magazine.



Lehigh Valley; ALCO RS-11's Nos.7644, 7641(Ex-PRR 8644, 8641)  
that are leased from Penn Central, shown here at The  
Bethlehem, PA Engine Terminal on July 19, 1974.  
Photo by Charles Scott



Penn Central; ALCO RS-11 (Ex-PRR 8620) No.7620 idling at  
Princeton Junction, N.J. after having switched the 2 mile  
Princeton Branch in August of 1973.  
Photo by Charles Scott



Penn Central; ALCO C425 No.2455 shown here at Maybrook, N.Y. on May 4, 1969 still in New Haven Color's. Unit was Former New Haven No.2555.  
Photo by Jerome A. Rosenfeld



Penn Central; ALCO C425 No.2455 (Ex-NH 2555) shown here at New Haven, Conn. on April 3, 1972.  
Photo by Jerome A. Rosenfeld



Penn Central; two-car Trenton Local entering Metropark Station in Isline, N.J. on October 20, 1972 led by "JERSEY ARROW" No.111 by St. Louis Car Co. in 1969. (Now renumbered to 511)

Photo by Jerome A. Rosenfeld



Penn Central; New Haven Division, Suburban MU Coach No.354 (Ex-NH 4454) by Pullman-Standard in 1954 at Stamford, Conn. on November 25, 1972.

Photo by Jerome A. Rosenfeld



New York Central, Eastbound Freight #SV-10 led by GP40 No. 3006, plus three more GP40's on WEST SHORE Line, at Ridgefield Park, N.J. in August of 1967.  
Photo by Jerome A. Rosenfeld



Penn Central, Eastbound Extra on passing siding at Dumont, N.J. on August 2, 1972, led by U30B #2863, U28B #2822 and U25B's #2509, 2627.  
Photo by Jerome A. Rosenfeld



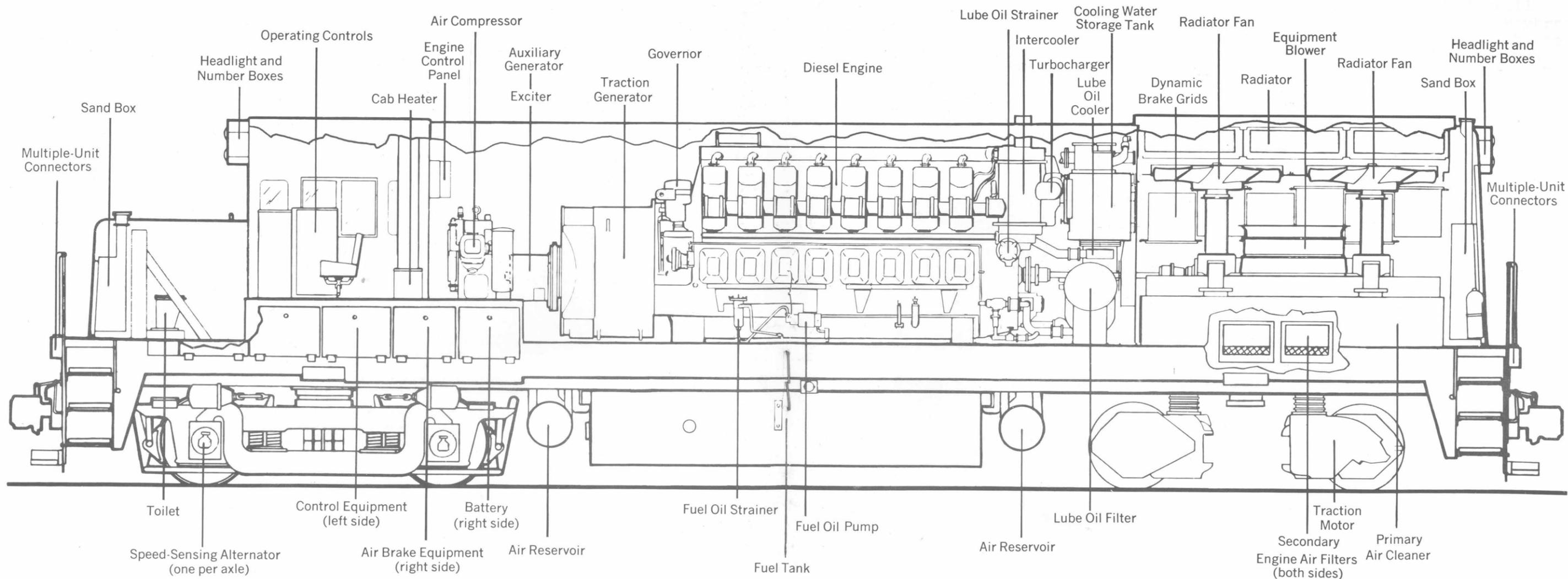
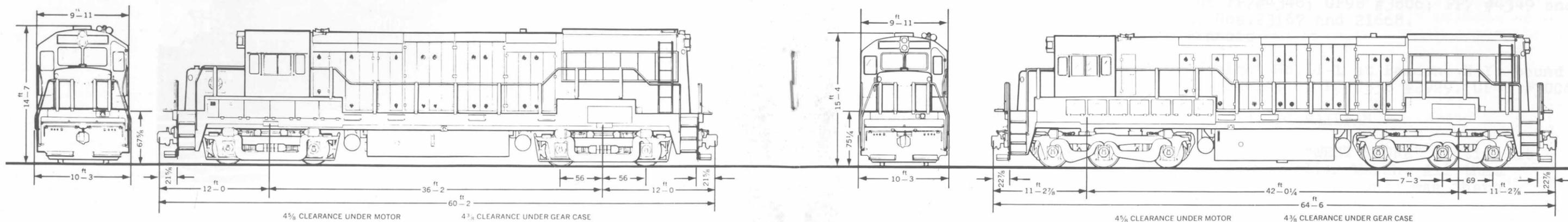
Penn Central; ALCO RS32 No.2024(Ex-NYC Same) at Toledo, Ohio on February 1, 1971.  
Photo by Arnold LeBowsky



Penn Central Freight through Englewood, Illinois in November 1968, led by NYC U30B No.2867, GP40 U30B and an RS-32.  
Photo by Jim Wozniczka

# U25B U25C

## MODERN-DESIGN CONSTRUCTION BUILDS PROFITS WITH LESS MACHINERY



## Current News

March 1, 1975, Penn Central Freight No. JT-1, seen at Ypsilanti, MI with 117 cars, led by GP38 #7879, U23B #2753 and GP7 #5640, and at the end was caboose #23351.

Tom Francis

March 1, 1975, Penn Central, Eastbound Freight spotted at Ypsilanti, MI with motive power consist of FP7 #4346; GP9B #3806; FP7 #4349 and at the end a pair of cabooses, Nos. 23167 and 21668.

Tom Francis

March 12, 1975, Penn Central Freight No. LI-1 at Beacon, N.Y. bound for Selkirk, with motive power consist of PC U33B #2929, GP40 #3006, GP38-2 #8007 and a PNC GP9 #1701.

Jerome A. Rosenfeld, PC RAILFAN

March 15, 1975, The Ex-New York Central "WEST SHORE" Station at West Norwood, N.J. was demolished in earlier March. All that remains, are the concrete foundations to what once was there.

Jerome A. Rosenfeld, PC RAILFAN

March 23, 1975, Maybrook, N.Y. Yards of The Penn Central were totally deserted with not one freight car in any part of the yard due to the Poughkeepsie Bridge fire of May 8, 1974. All the tracks were rusty from not being used, but that The E-L and L&HR still bring in their freights for The Penn Central that serve The Maybrook Division as far as 25 miles south of Maybrook to Highland, N.Y. to serve the local industries. The only motive power at The Maybrook Yards, was PC NW-2 #8692 (Ex-NYO&W 124, NYC 9509) and GP38 #7919. The NW-2 had an odd "Split-Side-Cab-Window" on fireman side, and that The GP38 had a portable "All-Weather" window insert on engineer side. The NW-2 is used to make up the trains after E-L or L&HR bring in the freights, and that the GP38 is used for the local road jobs along the western portion of The Maybrook Division.

Jerome A. Rosenfeld, PC RAILFAN

March 23, 1975, The Highland, N.Y. end of The Poughkeepsie Bridge has a pair of 9' high gates across the tracks to keep vandals off. Also, additional steel catwalks have been installed on this end, but at The Poughkeepsie, N.Y. end it is much the same as far as the gates are concerned, but still remain are the old wooden catwalks, but will be replaced by steel catwalks after the bridge is repaired.

Jerome A. Rosenfeld, PC RAILFAN

March 23, 1975, Still no work has begun on the reconstruction of The PC's Poughkeepsie Bridge, but hopefully it will be in service soon. At The Poughkeepsie Station on The Maybrook Division was RS-3 #5478 (Ex-NH 537) with on the underframe an ALCO PRODUCTS builder plate, rather than the typical cast metal ALCO-GE type, and on it read b/n 79253, REBUILT 1/62. Also, on the long hood end on fireman side in the number board, were odd "small numbers 5478". In the short hood, the steam generator was removed and in it's place a block of concrete ballast, with towards the cab in the short hood, housed two-way radio equipment. Coupled to the RS3 was a Class NE6 Caboose No. 19860 (Ex-NH C652). This RS3 works the eastern portion of the partly out of service Maybrook Division.

Jerome A. Rosenfeld, PC RAILFAN

## Current News

March 23, 1975, Poughkeepsie, N.Y. on Penn Central's "Hudson Division" at the station was a non-rebuilt GP20 #2104(Ex-NYC 6104) complete with turbocharger, unlike several that have had them removed, and rebuilt with four exhaust stacks, and 645 parts in a 567 block. Amtrak Train #75 arrived on-time with six coaches being led by an Amtrak E8 #224(Ex-L&N). The E8 had the "F7" type number boards like those used on FEC E9's that are now on Illinois Central Gulf. Next came Amtrak Train #74 some 15 minutes late with seven coaches and led by Penn Central E8 #267. A few minutes later arrived a single RDC-1 #54 on Train #8827(Harmon-Poughkeepsie), and soon departed a pair of FL9's Nos. 5046, 5000 and four coaches on Train #8836 which is unusual for a weekend, as a rule FL9's are never used these times on The Poughkeepsie to New York Trains, and normally handle the weekday early morning and late afternoon rush hour commuter trains to and from New York and Poughkeepsie with RDC and MU connection made at Harmon in the middle of the day and on the weekends on The Hudson Division. FL9's are used at all times on the non-electrified portion of The Harlem Branch from New York to Brewster or Dover Plains, N.Y., and on The New Haven Division, Danbury Branch from New York to Danbury, CT., with the last de-electrified in 1960 by New Haven, and now State of Connecticut Department of Transportation has plans to restore the electrification on The Danbury Branch to permit the use of New GE "COSMOPOLITAN" (M-2) MU Car's to operate over the line, but no date was mentioned of when it will be done. The FL9 #5046 has an 1,800HP, 16 cylinder 567D1 Engine, and "GP35" type dynamic brake fan, while the 5000 has a 1,750HP, 16 cylinder 567C Engine and typical "F9" dynamic brake fan, and was also the very first FL9 prototype ever built as New Haven Road Number 2000, Road Class EDER-5 back in October of 1956.

Jerome A. Rosenfeld, PC RAILFAN

The first WEST SHORE DIVISION passenger train to be pulled by a steam engine in about 30 years, went up at about 11:00AM at Dumont, N.J., enroute to Albany on April 5th, 1975. The train was pulled by an Ex-Reading 4-8-4 (Northern) #2101, with two baggage car's, and a string of Ex-Reading heavyweight arch roof coaches. A stop was made at West Haverstraw, N.Y. to fill the tender with water. The train was "THE FREEDOM TRAIN", and had diesel power assistance from Wilmington, Del. to North Bergen, N.J., with all power provided by GE U25B's.

Jerome A. Rosenfeld, PC RAILFAN

In April, The GE U25C; U28C; U30C and U33C Locomotives have returned to service on The West Shore Division, after having been discontinued in 1970 on the line. On April 5th, a Selkirk Extra went up The West Shore with U28C #6527; U33C #6552; U25B #2663 and GP38-2 #8127 for Motive Power. The 10,600 horsepower freight at 207 cars, and PC Caboose #21710 was going at a speed of about 50MPH.

Jerome A. Rosenfeld, PC RAILFAN

At Penn Central's "Meadows Yard" in Newark, N.J. on April 6th were 4 brand New Class PA-3 Rapid Transit Car's for Port Authority Trans-Hudson Corp. (PATH) No number's were visible on the car's but will probably be the follow-up 700 Series PA-3's built in 1973.

Jerome A. Rosenfeld, PC RAILFAN

## Current News

On April 7th, on The West Shore Line, at Bergenfield, N.J., an eastbound Weehawken Extra took the passing siding at Dumont (One Mile North) at 12:50PM with GP38-2's Nos. 8112, 8133 and U25B No. 2520, and at 1:00PM a Selkirk Extra went up the main line with U25B #2568, GP38-2 #8145 and U33B #2940, and went into emergency before it reached Dumont. The cause was, that an air line broke on The U33B #2940, so the trio of units were uncoupled from the train, and because of the long delay, the train was "split" at three grade crossing locations in Bergenfield, those being Central Avenue, Church Street and Clinton Avenue. The three units from the Weehawken Extra were sent to the rear of the train to pull it down to Bogota, N.J. (6 miles South), and put it in The Passing Siding where The Weehawken Extra was on, in order to clear the main line. After it was cleared, The U33B #2940 was shut down, and the two remaining units of a U25B #2568 and GP38-2 #8145 pushed the 2940 down light to Weehawken. The U25B #2568 was based at Selkirk; GP38-2 #8145 at Providence; U33B #2940 at Selkirk, and GP38-2's Nos. 8112, 8133 at Enola, and U25B #2520 at Selkirk. The U33B #2940 had a "U30B" type "Wire Air Intake Grill", rather than The GE U33B Production "V-Screens" for unknown reasons.

Jerome A. Rosenfeld, PC RAILFAN

The twelve (12) GE U23B's for Lehigh Valley Railroad, that are Numbered 501-512 are not Class GF23 as stated in The Jan-Feb issue of PC RAILFAN, but are Road Class GFM-22, and all have two-way radio's, as do the GP38-2's as well. Also Class ESM-8 (EMD SW-8) switching units are still used in road service on The Hazleton Branch. They are usually used from two to three units, all MU'd.

Lehigh Valley Railroad Company

For those owning scanner's, and would like to monitor Lehigh Valley or Penn Central, the Frequencies are as follows: Lehigh Valley Road Channels are 160.620 and 160.920, and for Penn Central it is 160.80 and 161.07.

Lehigh Valley Railroad Company  
Penn Central Railroad Company

On April 18th, on The West Shore Line, at Bergenfield, N.J. were New Ties placed along the passing siding at several locations, with the rail painted to indicate where the new ties are to be installed. The installation of new ties, plus possible up grading of track and road-bed on the six mile long passing siding between Dumont and Bogota, will greatly increase the current 30MPH limit still in effect.

Jerome A. Rosenfeld, PC RAILFAN

On April 19th, at 2:25AM a Selkirk Extra passed through Dumont, N.J. on The West Shore with for motive power, an SD40 #6056, GP40 #3089 and an SD45 #6170.

Jerome A. Rosenfeld, PC RAILFAN

On April 19th, at 3:25AM an eastbound Weehawken Extra took the passing siding at Dumont, N.J. with for motive power, a U25C #6513, U28C #6526, GP38-2 #8114 and a GP9B #3805, and up the main at 3:40AM was a Selkirk Extra with RS-27 #2406; U25B #2601; GP38 #7724; U30B #2858 and U30C #6536.

Jerome A. Rosenfeld, PC RAILFAN

## Current News

April 4, 1975; Toledo, Ohio, a Northbound DETROIT EDISON Unit Train was seen outlawed on the PC Carrothers Branch with PC GP40's Nos.3172, 3087, 3163 and 3091. In the same general area, several other PC Trains observed in action, which included C628 #6312, C636 #6344, GP38-2's Nos.8048, 7966, 8034, GP40's Nos.3054, 3202 and GP35 #2307, including Shoreline train with GTW GP38's Nos.5806, 5803 and GP9 #4555.

Arnold LeBowsky

April 6, 1975: Toledo, Ohio, the following units were at the Stanley Yard facility being serviced: GP38-2's Nos.8049, 8091, 7953, 8036, 8011, 8008, 7988, 7965; GP38's Nos.7841, 7893, 7726, 7898; GP40 Nos.3006, 3117, 3005, 3007, 3179, 3015, 3040, 3152; SD45 No.6235; SD40 Nos.6051, 6253; SD35 No.6017; C636 No.6338; U33B No.2948; GP30 No.2189; GP35 No.2364; GP7's Nos.5787, 5773; F7's Nos.1840, 1773; U23B's Nos.2728, 2719, and NW-2's Nos.8694, 8799

Arnold LeBowsky

April 6, 1975: Toledo, Ohio, Penn Central Freight No.TF-2 bound for Cleveland with the following consist of motive power: F7 #1501; GP9B #3808; F7 #1766, 1684, 1797, 1672 and GP40 #3009.

Arnold LeBowsky

April 1975; At Sayre, PA were Lehigh Valley, ALCO C628's Nos.627; 632, 633, 634 and 636 in storage, due to the downturn in freight traffic.

Charles Scott

Dewitt, N.Y.: March 1975, PC RSD15 #6811 and RSD5 #6803(Ex-6804st) were rebuilt to hump units. The 6811 has an EMD 12-567, that replaced the original 16-251B ALCO Prime Mover, and also has two 36" cooling fan's in place of the ALCO Fan, and that dynamic brake has been removed, and in it's place the usual EMD Exhaust Stacks and unit was renumbered to 9949 after having been rebuilt with EMD Parts.

William B. Dechau

Dewitt, N.Y.: March 1975, The PC's first "Slug" was rebuilt from RSD5 #6803(2nd) that was Ex-6804(1st) which was wrecked in late 1973. The Short Hood of RS-1 #9901, which has been retired from the roster was used to repair the damaged nose and radiator section. The unit was completed in January 1975 and was put in storage until the master unit was completed. In late February the unit was renumbered to 9948. The hump set conducted tests in March, Numbered 9949(RSD15m)and 9948 (Ex-RSD5). Late in March, "Slug" #9948 was renumbered to 9949! So the Hump Set will be known as "one-unit" and numbered as such. Alternate hump sets include two RSD-12's or one RSD-15 and RSD-12. The RSD-15's are Numbered 6813, 6814, 6815 and the RSD-12's are Nos.6855, 6856, 6857, 6858 and 6860. The West Yard is handled by ALCO S-2's and S-4's, and an occasional RS3 or RS3m, while the East End Yard is worked by two RSD-12's and two RSD-15's used as single units.

William B. Dechau

Penn Central; ALCO RSD5 No.6801 will also be rebuilt to "Slug" when time permits.

William B. Dechau

## Current News

The RS3 rebuild program continues with the following rebuilt with EMD 12-567 Engines since the first of the year: 9968(Ex-5333), 9969 (Ex-5288) and 9971(Ex-5238). 9970 is believed to be down at Wilmington, Del. being converted. The following RS3's are in various stages of construction: 5403, 5525, 5532, and 5578 being the latest arrival.

William B. Dechau

The following units are in long term storage at Dewitt, N.Y.: RS32's 2023, 2024, 2029 and 2041, RS3's 5239, 5260, and 5527. All units are stored serviceable with batteries removed and stacks covered.

William B. Dechau

Penn Central RSD-12 #6875 which is assigned to Morrisville, PA. was shipped and released March 1975 after fire damage, at Dewitt, N.Y.

William B. Dechau

Buffalo, N.Y. in April 1975. GP38's and GP38-2's have bumped half of the RS3's out of service, due to the declining economy. Only 5223, 5263, 5292, 5313, 5329 and 5339 are in service. 5258, 5351, 5452, 5462 and 5468 have been out of service since the coal strike. RSD5's Nos.6800, 6802, 6804 (2nd and Ex-6803 1st) are also stored. All the units are stored serviceable. Also stored serviceable are ALCO S2 Nos.9704 and S4's Nos.9677 and 9734. The following S2/4's are still assigned to Buffalo: 9633, 9635, 9640, 9651, 9695, 9698, 9701, 9705, 9729, 9741, 9743, 9752 and 9839. RS-1's: 9908, 9920, 9921, 9924, 9930, 9931, 9933, 9934, 9937 and 9938, RS3 Rebuilds 9963(2nd) and 9965, RS-11's 7600-7602, 7604-7605, 7607-7608 have been moved here from Selkirk. All F7's once assigned here were regrouped to Collinwood, but still come to Buffalo from time to time. As for road power, anything goes, and are mostly EMD's and GE's, but ALCO Century Types appear once and a while. Hump power are two sets of the 6700 Series U23C's(6700-6703) and GP9B's from units assigned: 3800, 3809, 3813, 3819, 3820, 3828 and 3835. West End Switching Power is RSD-12's 6861 and 6862 with GP9B, plus a few SW-1500's from 9560-9583 Series Assigned to Buffalo.

William B. Dechau

Lehigh Valley, ALCO C628's Nos.632, 634 and 636 are the only three "Snowbirds" left in the original Black and White paint scheme, and that C420's Nos.412 and 413 are the only pair left in the original Grey and Yellow Scheme, as all other's have been repainted, and that C420 No.415 recently recieved a coat of "Williams Red" in late March.

Charles Scott

May 3, 1975, Penn Central Selkirk Extra, at Dumont, N.J. being led by GP35's #2253, 2307, SD45 #6209, U25B #2517, and GP38-2 #8100, and in tow beind #8100 was a GE "Center-Cab" switcher with "side-rod type" trucks and was painted yellow with initials being L.P. 3 in red.

Jerome A. Rosenfeld, PC RAILFAN





Freshly repainted Penn Central, Class P2 Passenger Electric Locomotive No. 4627 (Ex-NYC 227) at Harmon, N.Y. on July 1, 1968. Unit was rebuilt by GE in 1955 for New York Suburban Service on Harlem and Hudson Divisions.

Photo by Jerome A. Rosenfeld



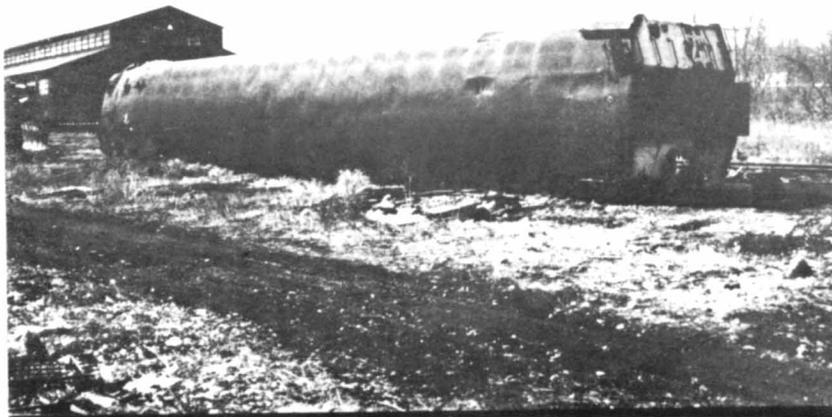
New Haven Railroad, Maybrook Division, Eastbound Freight from Maybrook, N.Y., enroute to Cedar Hill, CT., shown here at Highland, N.Y. in 1961, being led by ALCO-GE FA-1 No. 0421; FB-1; FB-2; FA-1.

Photo by Jerome A. Rosenfeld



New Haven Railroad; Suburban MU Coach No. 4404 at Stamford, CT. in June of 1967, after completing a run from New Canaan, CT., on The New Canaan Branch. Car was built by Pullman-Standard in 1954.

From the Collection of Jerome A. Rosenfeld



Here is wrecked New Haven MU #4404 that was involved in a head-on collision in 1969 on The New Canaan Branch, seen here at Penn Central's, Maybrook, N.Y. Yard on March 27, 1971.

Photo by Jerome A. Rosenfeld



New York Central; Westbound Passenger Train at Albany, N.Y. Station, in September of 1967, led by E8 #4092 and E7 #4028. From Collection of Jerome A. Rosenfeld



Lehigh Valley; EMD GP-18 No.304, coupled to a pair of F7B's and an F7A at "Oak Island Yard" in Newark, N.J., in December 1967. From Collection of Jerome A. Rosenfeld