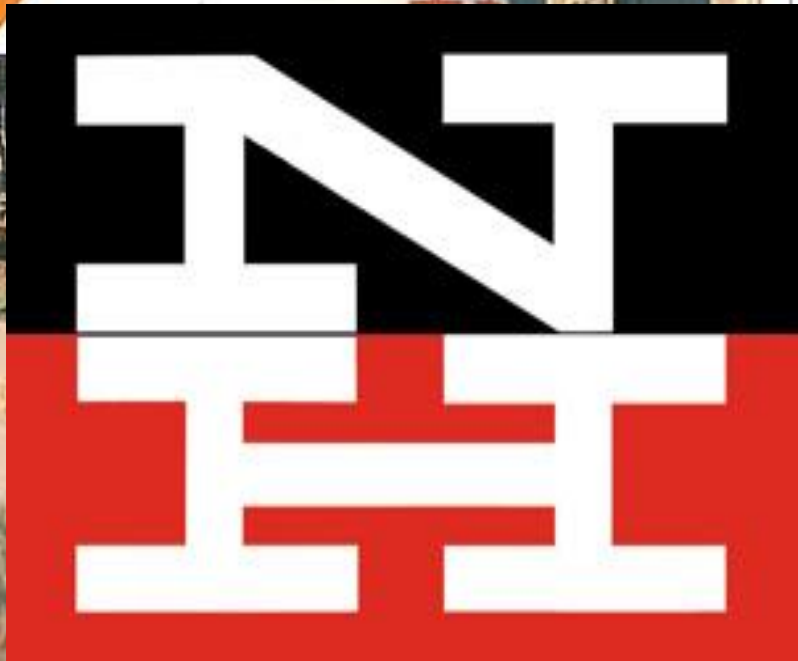


# The FL9; From Santa Fe to NEW HAVEN?



**WHERE DOES THE CLASSIFICATION “FL9”  
COME FROM?**

**AFTER REALIZING THE FL9’S LESS THAN  
STELLAR PERFORMANCE, NH CREWS HAD  
THEIR OWN DEFINITION OF “FL9”. SINCE  
THIS IS A FAMILY SHOW, WE’LL STICK WITH  
EMD’S CLASSIFICATION:**

**F-UNIT, LONGER, TYPE 9.**

**THE ACTUAL NH CLASSIFICATION WAS 2000-  
2029 EDER-5; 2030-2059 EDER-5A.**

**EDER MEANT ELECTRIC-DIESEL ELECTRIC  
ROAD.**

# The original concept for the FL9 was for the Santa Fe

The purpose was to carry extra water tanks to eliminate stops.

The Santa Fe wanted an engine with a larger water capacity than the FP9.

**Would FL9's have looked better with  
"Warbonnet on it?"  
Artwork courtesy of Bill Schneider  
Rapido Trains, Inc.**



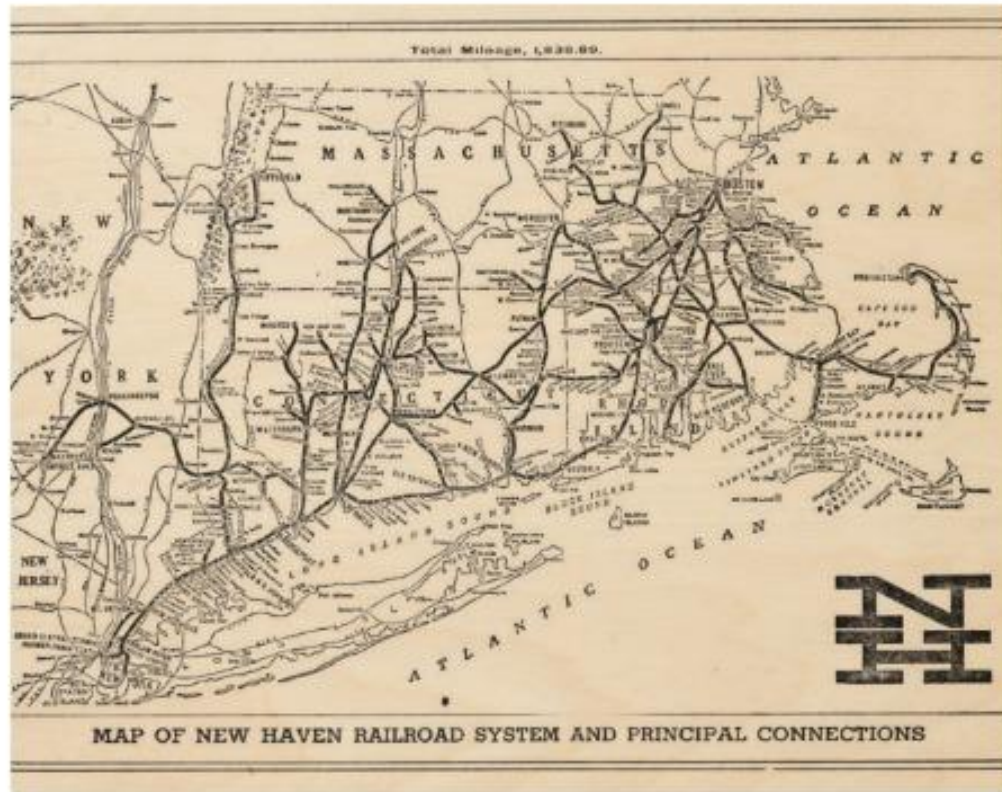


What may have  
been,  
and what was.





# SANTA FE ROUTE MAP



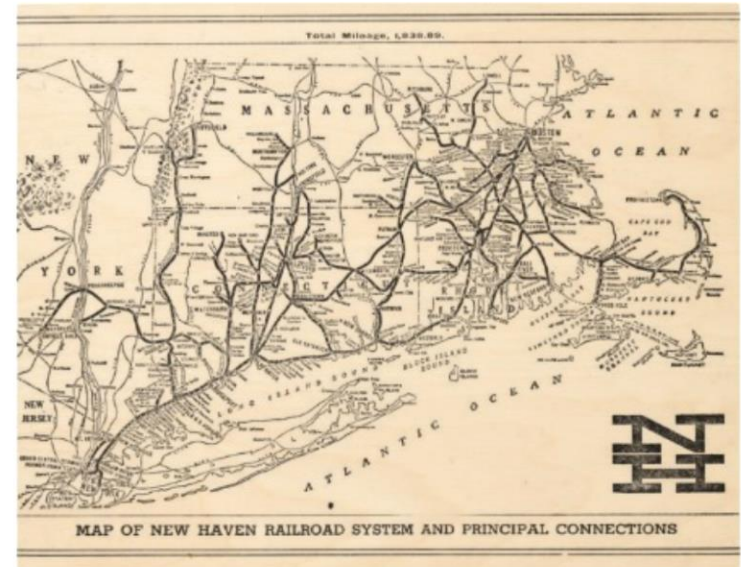
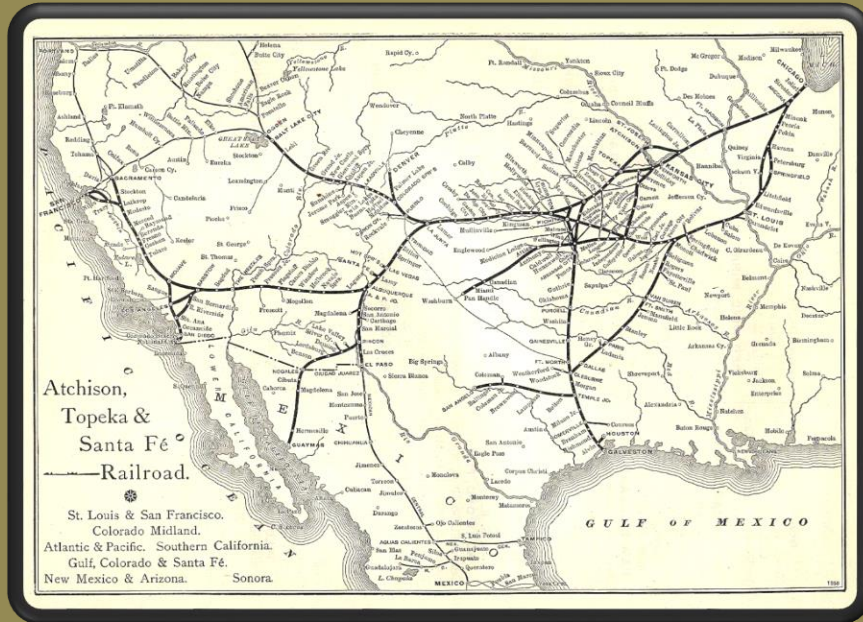
# **New Haven Route Map**




# AT&SF vs NYNH&H

Chicago to LA; 2014.9 miles

NYC to Boston; 229.5 miles





- 
- The Santa Fe decided against the FL9 concept
  - and continued to use F7s in A-B-B-A configurations if needed on their Chicago to
  - LA trains.

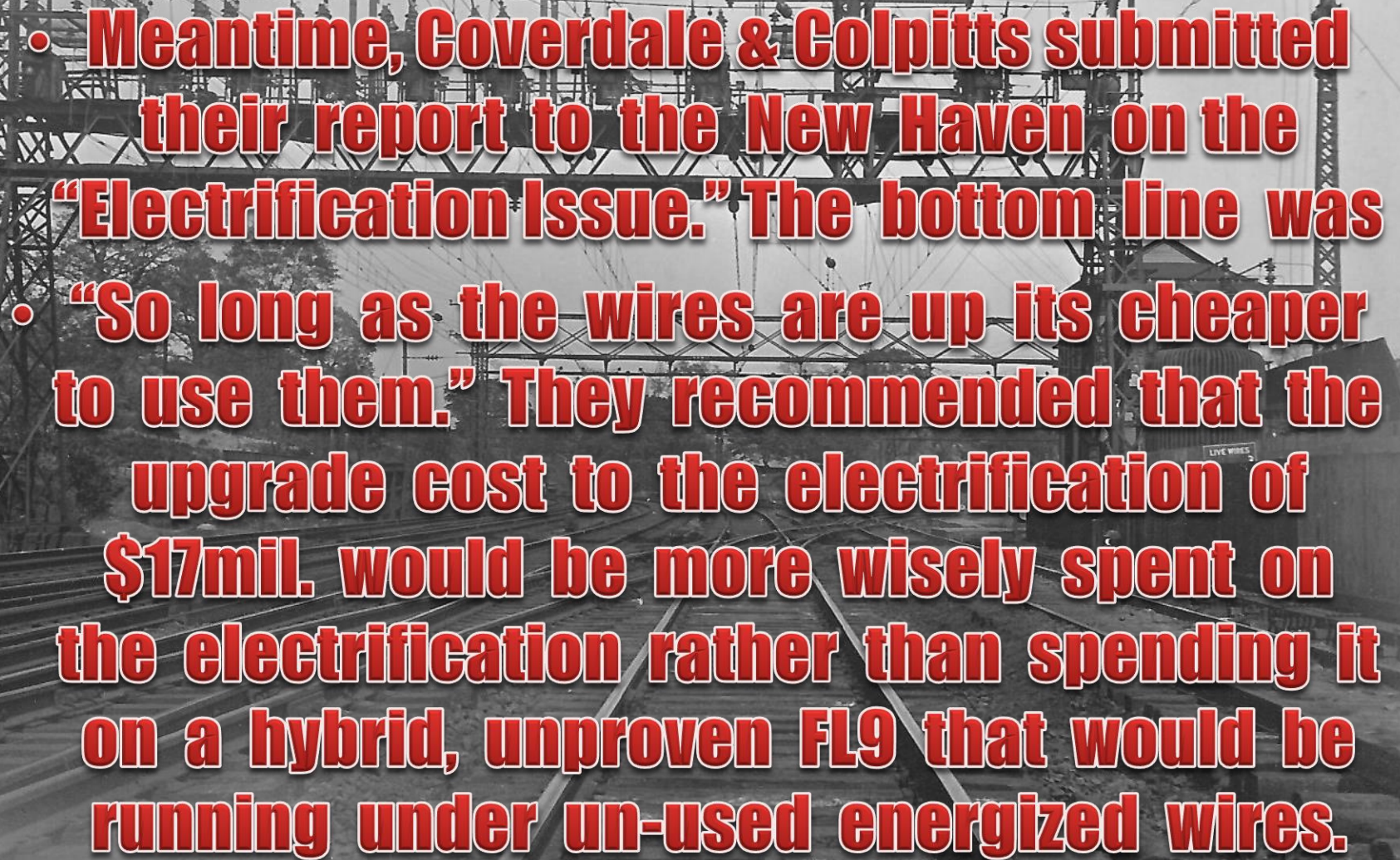


## **Cos Cob Power Plant**

**In 1956 the New Haven contracted with the consulting firm of Coverdale & Colpitts to review the viability of upgrading the electrification system.**

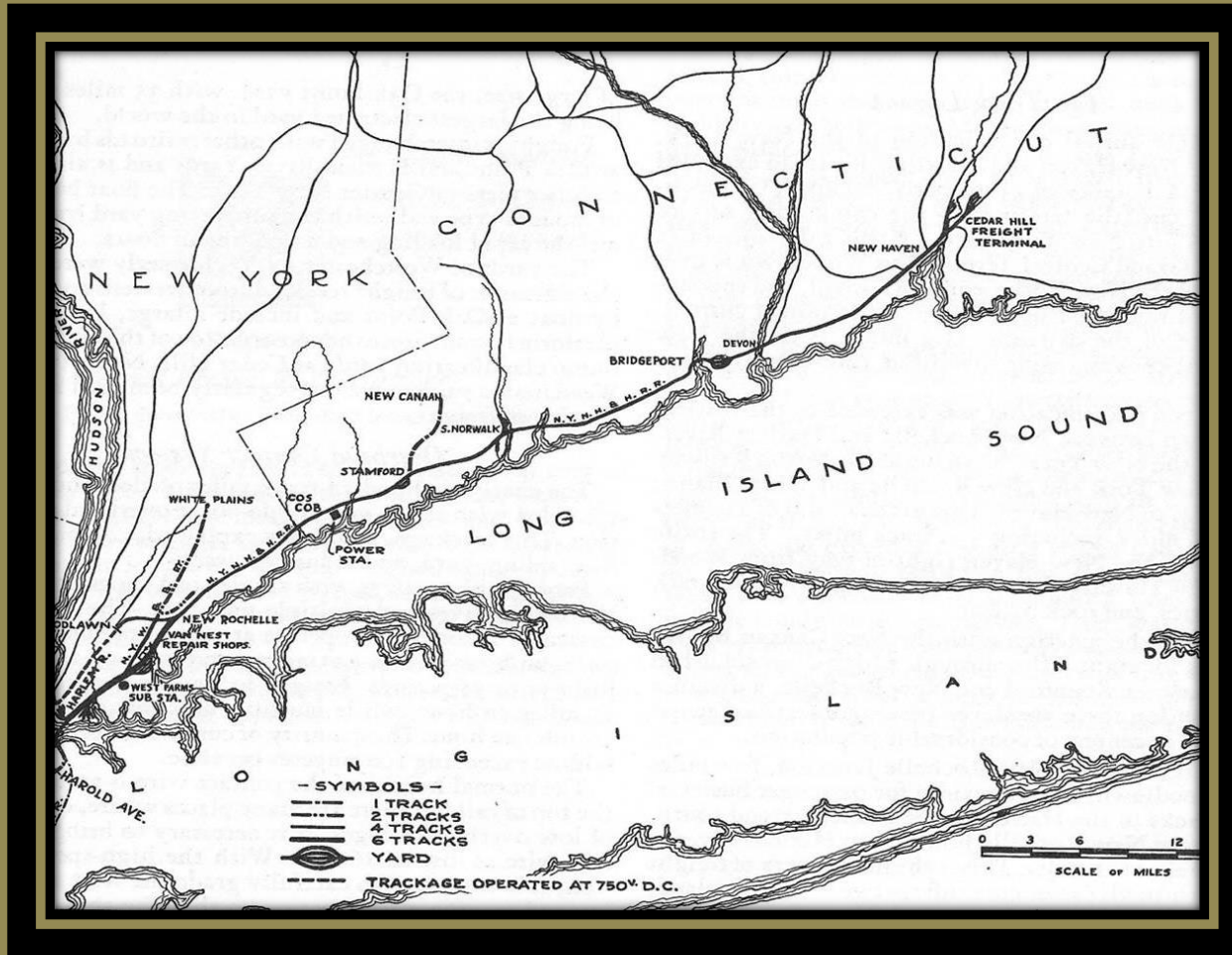
**In the meantime, the NH was taking delivery of the 10 EP-5s from GE.**



- 
- Meantime, Coverdale & Colpitts submitted their report to the New Haven on the “Electrification Issue.” The bottom line was
  - “So long as the wires are up its cheaper to use them.” They recommended that the upgrade cost to the electrification of \$17mil. would be more wisely spent on the electrification rather than spending it on a hybrid, unproven FL9 that would be running under un-used energized wires.

A.B. 245, Port Chester NY Looking East April 1931 B.F.





Map Showing NHRR Electrification  
NYC to New Haven, Conn.





Image Contributed by EDWARD J. OZOG

## **New Haven DL-109s**

*NHRR president F.C. Dumaine Jr. put forth a proposal to give the DL-109s 3<sup>rd</sup> rail capability. They would prove to have been too heavy for the NYC's Park Ave. viaduct, and too costly to modify.*

*The NH then placed an order for the 10 EP-5s.*



**1955; brand-new EP-5 in Stamford, Conn. on  
The Senator**



## **The EMD Plan**

**What was it that EMD proposed to  
the New Haven ?**



## **THE VAN NEST SHOPS IN THE BRONX**

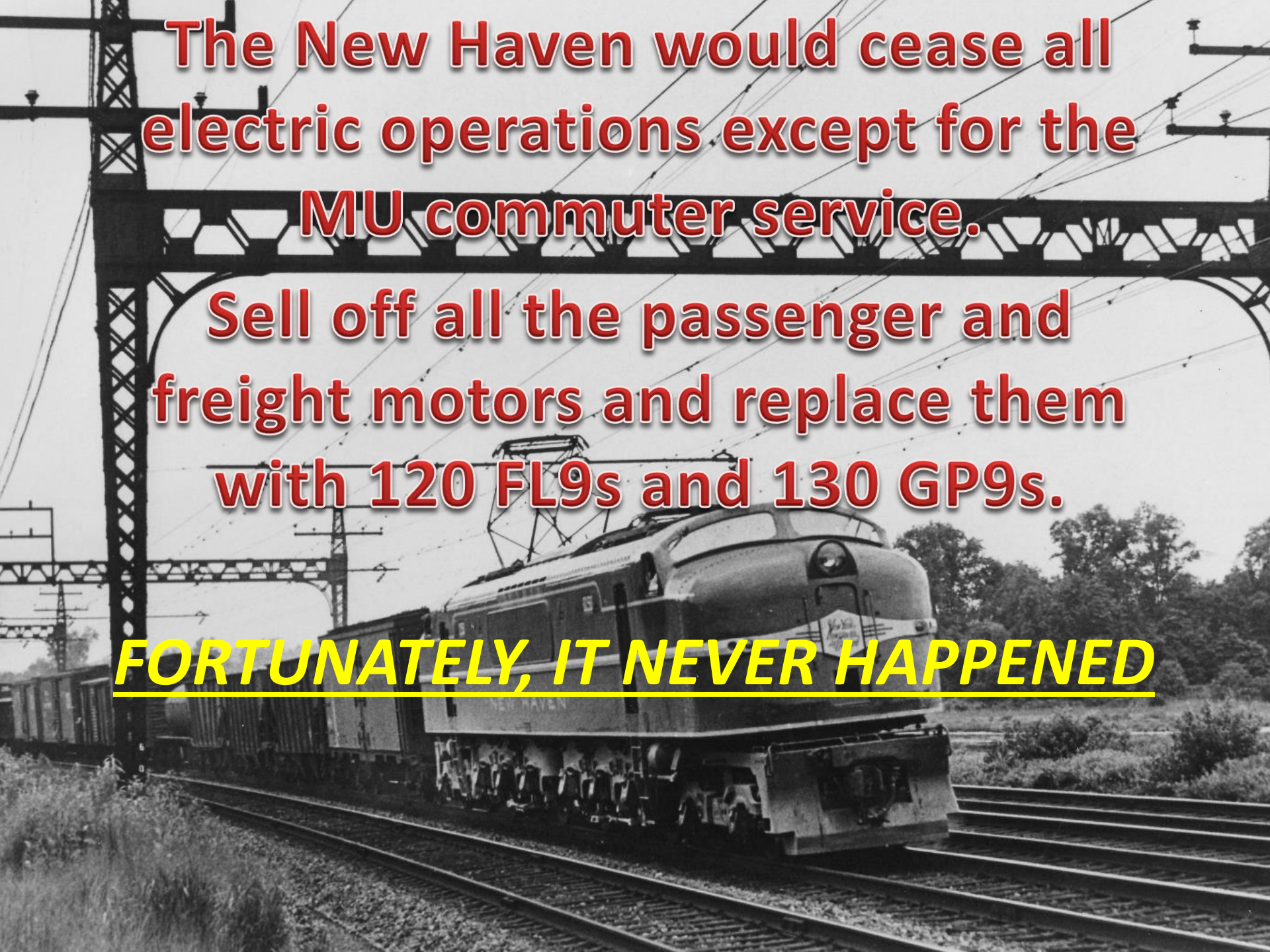
What EMD proposed to the New Haven was to close and sell off the Van Nest Electric Shops in The Bronx, the Readville Shops in Mass. and centralize all repairs in New Haven.  
What then was in it for EMD. . . .\$\$\$\$?



**The New Haven would cease all electric operations except for the MU commuter service.**

**Sell off all the passenger and freight motors and replace them with 120 FL9s and 130 GP9s.**

**FORTUNATELY, IT NEVER HAPPENED**





# EP-5 vs FL9

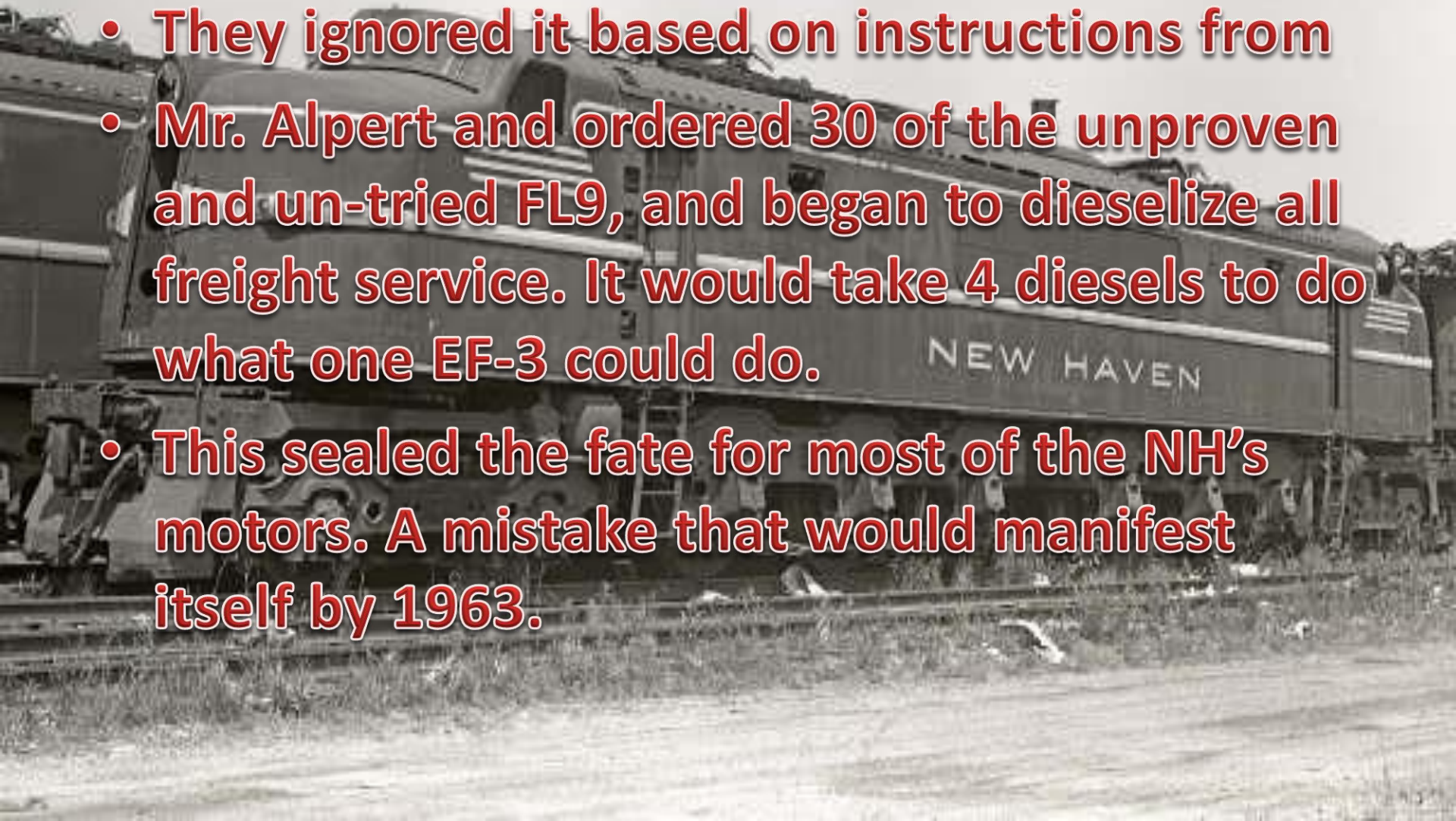
**One EP-5 was good for 20 cars.  
4000 cont. horsepower;  
short time rating of 10,000!**

**One FL9 was good for 6 cars.  
1750 horsepower 2000-2029  
1800 horsepower 2030-2059**



# What did the NH do based on the Coverdale & Colpitts report?

- They ignored it based on instructions from
- Mr. Alpert and ordered 30 of the unproven and un-tried FL9, and began to dieselize all freight service. It would take 4 diesels to do what one EF-3 could do.
- This sealed the fate for most of the NH's motors. A mistake that would manifest itself by 1963.





# FL9 Aftermath

EP-3s and PAs on the deadline

23 year old EP-4s  
on the scrap line








**EMD then built two demonstrators painted in NH colors and numbered them 2000-2001. They originally had a Blomberg front truck which was eventually replaced with a longer wheelbase 4 wheel Flexicoil truck.**

EMD tried selling FL9s to the PRR for NY&LB service and to the NYC. After testing on the NYC, they went to the PRR. After a 3<sup>rd</sup> rail fire in the North River tunnel on a test run of the FL9s, the ***PRR "kindly" banned them from the property***, the NYC was not too thrilled with them either. Since McGinnis and Alpert were so anti-electric, the FL9s found a home on the NH.





**But Wait! Were the FL9s the first  
3<sup>rd</sup> rail diesels??  
SIMPLY PUT...NO!!**

- THE "TIN-CAN TRAIN" ENGINES WERE FIRST;
- THE BUDD ROGER WILLIAMS
- THE FM P12-42 FOR THE JOHN QUINCY ADAMS
- THE B-L-H RP-210 FOR THE DAN'L WEBSTER

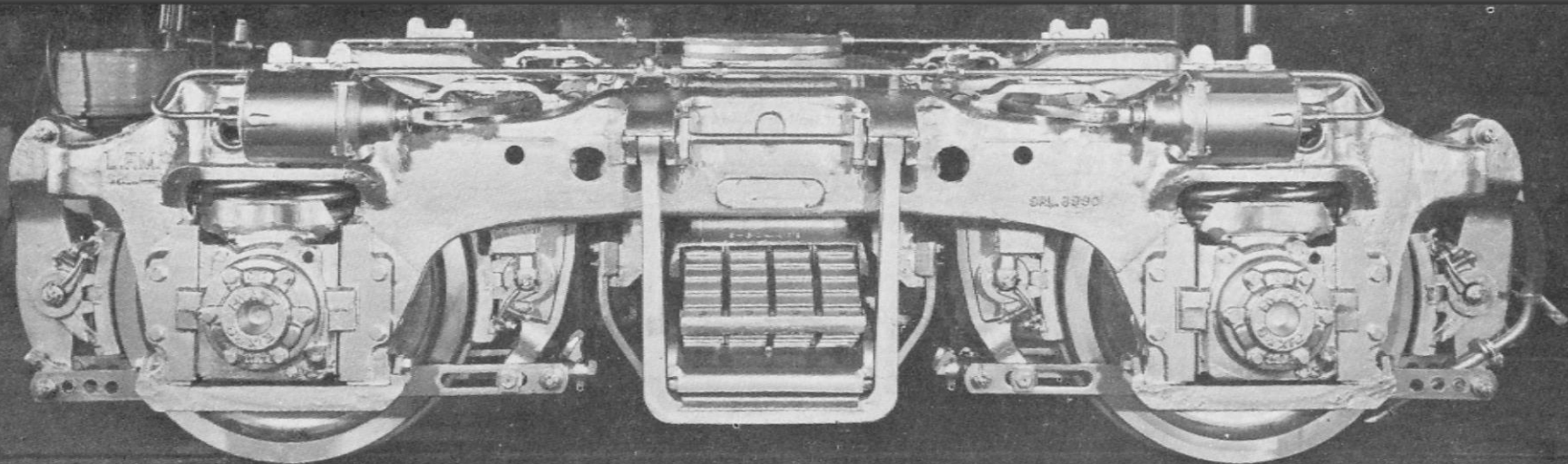


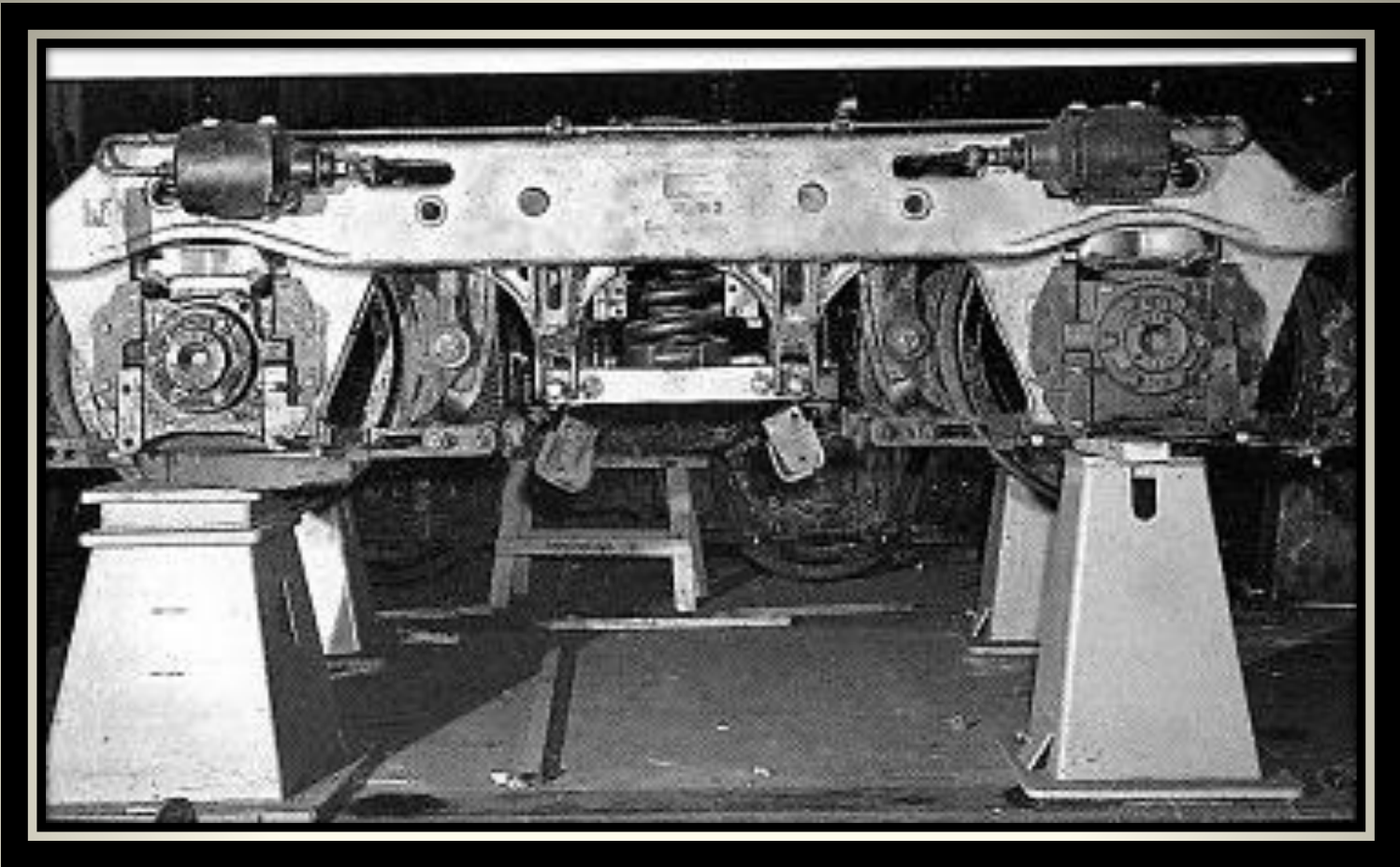
**DEMONSTRATORS 2000-2001 IN NEW HAVEN COLORS  
AT LA GRANGE OCTOBER, 1956. NOTE THE BLOMBERG TRUCK.  
THEY WERE OFFICIALLY ACCEPTED BY THE NH ON  
AUGUST 1, 1957 AFTER EXTENSIVE TESTING.**





# STANDARD BLOMBERG TRUCK



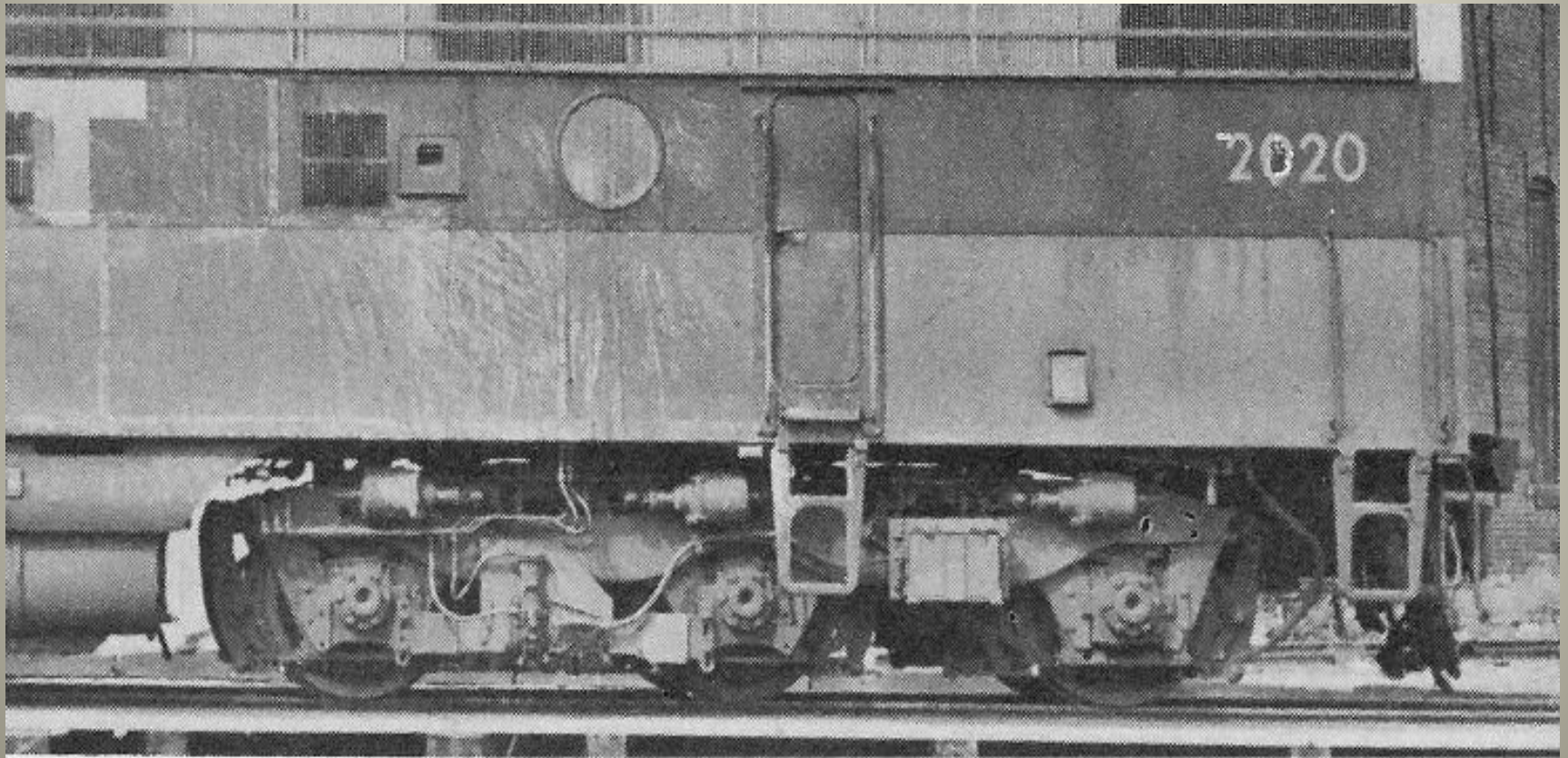


**EXTENDED WHEELBASE FLEXICOIL FRONT TRUCK PRIOR TO INSTALLATION OF 3<sup>RD</sup> RAIL PICK-UP EQUIPMENT.**

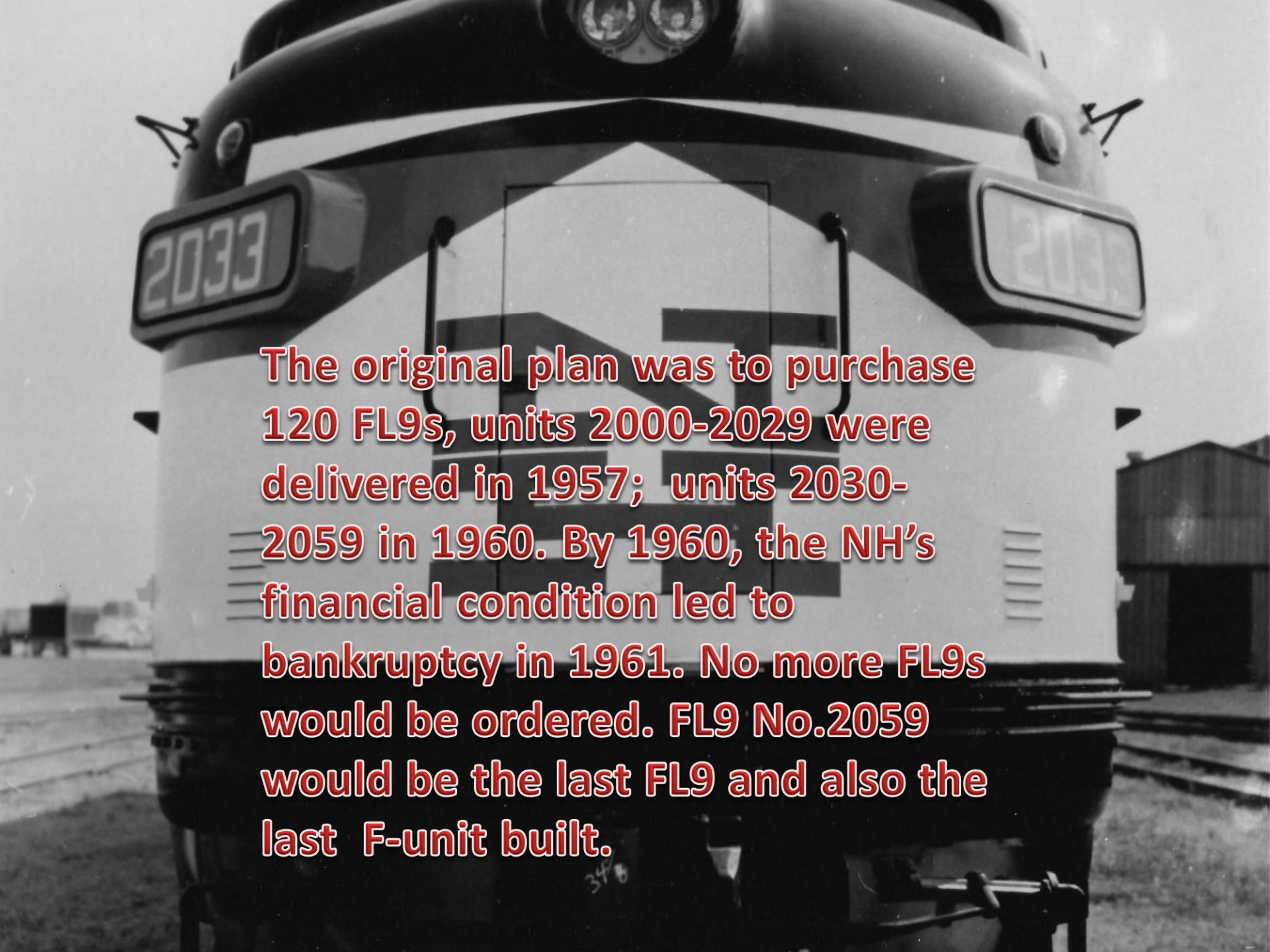
**THE STANDARD BLOMBERG TRUCK COULD NOT BE ADAPTED TO ACCOMODATE THE NECESSARY 3<sup>RD</sup> RAIL APPARATUS. THE FLEXICOIL TRUCK WAS FIRST USED ON THE GM AEROTRAIN.**



# STANDARD 3-AXLE FLEXICOIL TRUCK





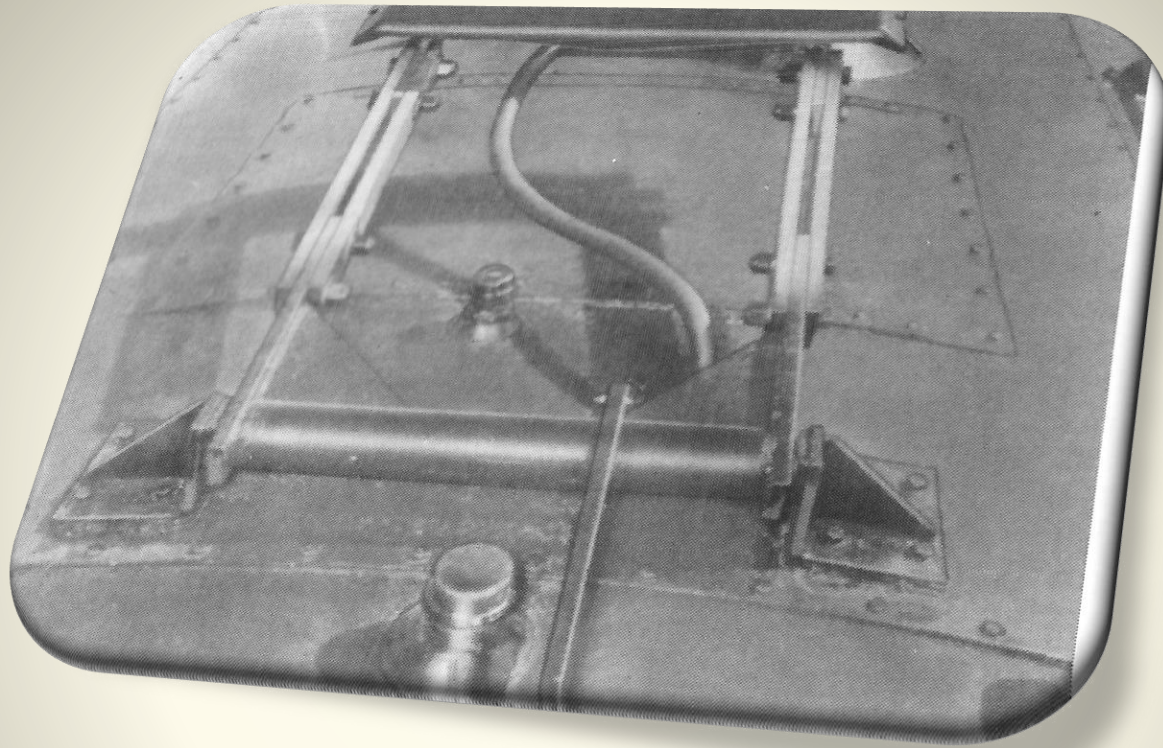


The original plan was to purchase 120 FL9s, units 2000-2029 were delivered in 1957; units 2030-2059 in 1960. By 1960, the NH's financial condition led to bankruptcy in 1961. No more FL9s would be ordered. FL9 No.2059 would be the last FL9 and also the last F-unit built.

**So, there were 60 FL9s delivered in 2 orders;  
1957 - 2000-2029 and 1960 - 2030-2059.  
What were the differences?**





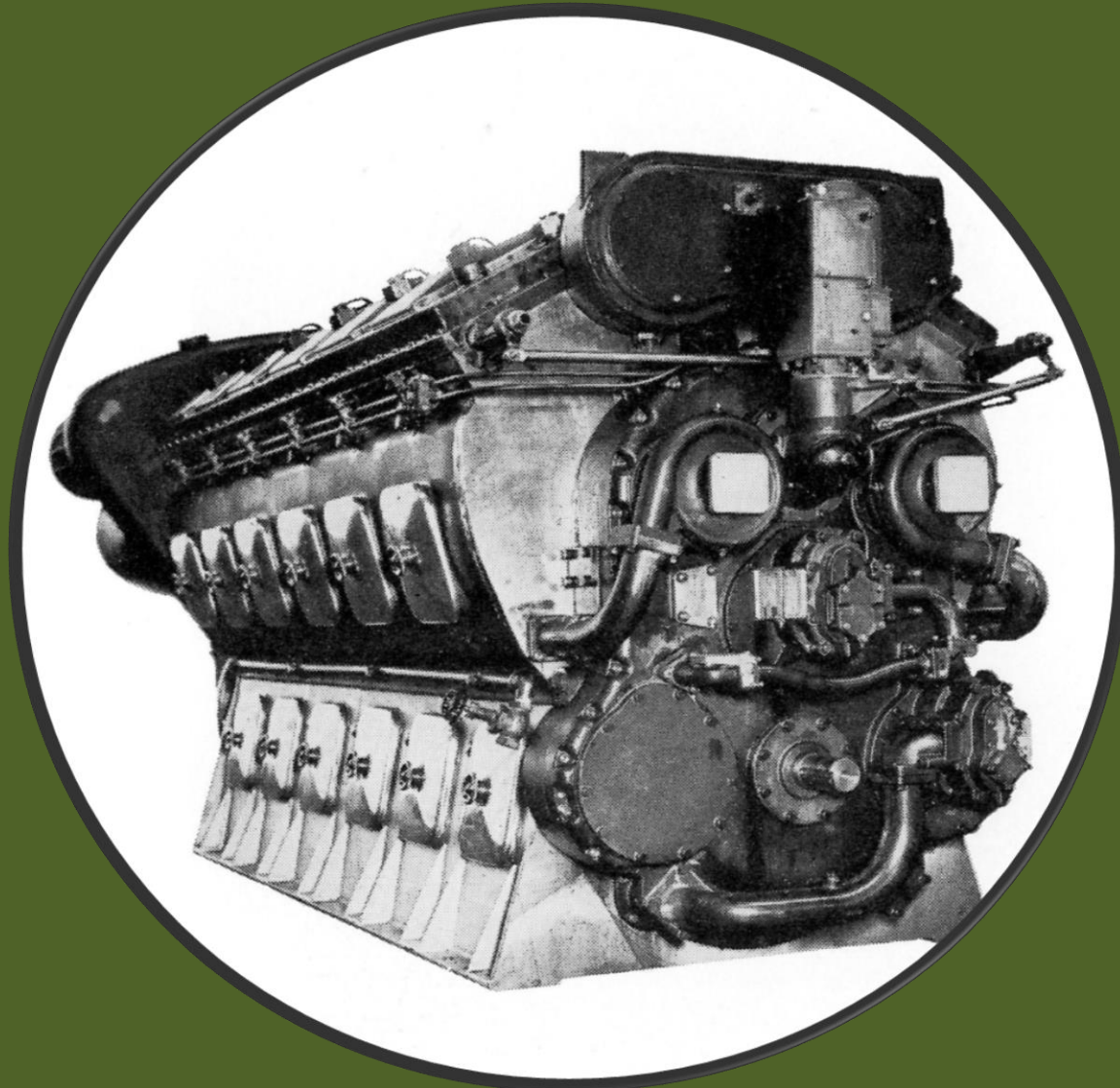


## A pantograph on a diesel??

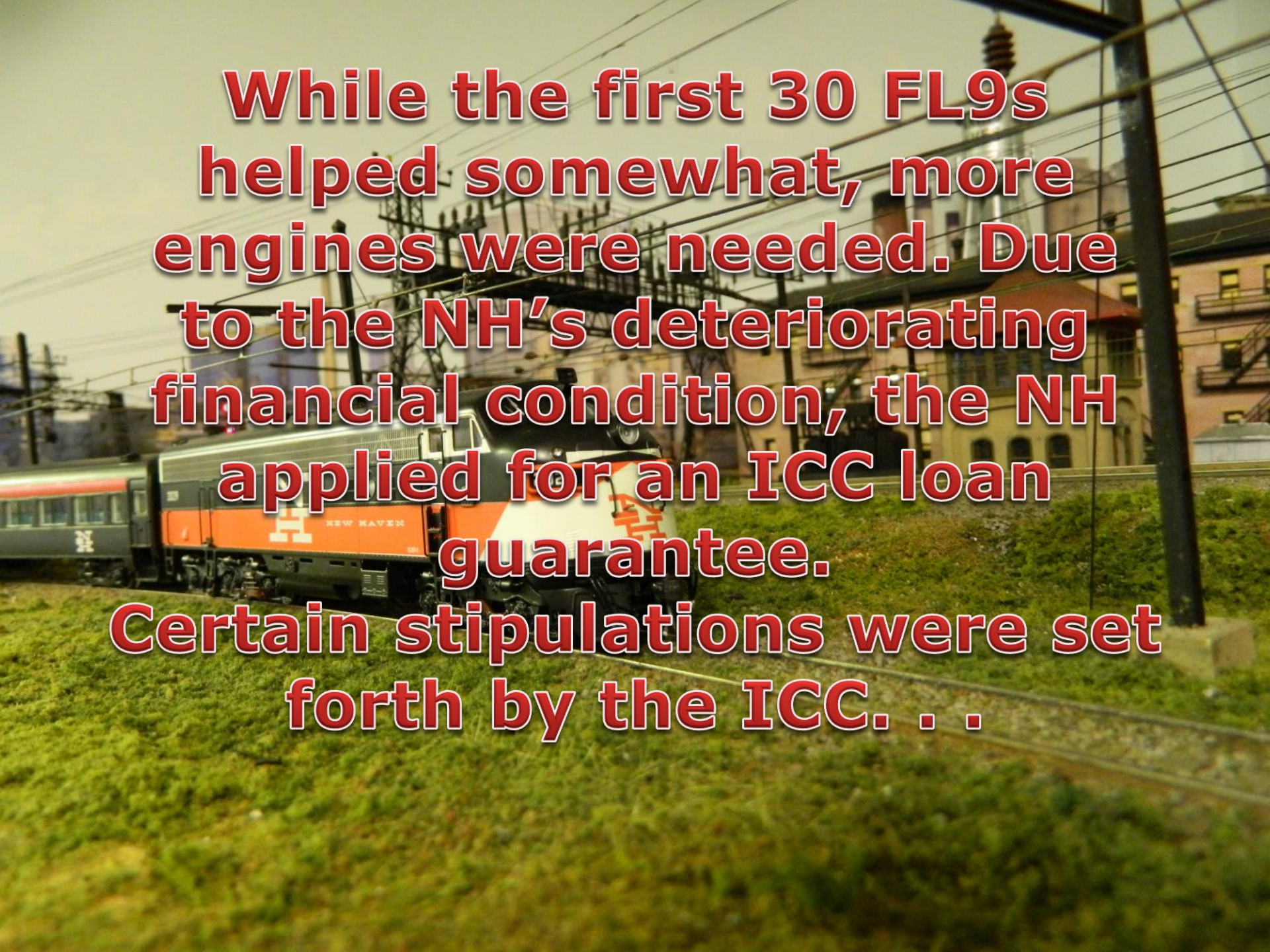
The first 30 FL9s (NH Class EDER-5) were equipped with an overhead 3<sup>rd</sup> rail contact shoe to make contact with the overhead 3<sup>rd</sup> rail in GCT which was placed over complex trackwork to prevent stalling in the 3<sup>rd</sup> rail gaps.

All NH and NYC motors that used GCT were equipped with a DC pantograph.

Units 2000-2029 had a 16-567C Prime Mover of 1750HP  
Units 2030-2059 had a 16-567D1 Prime Mover of 1800HP







**While the first 30 FL9s helped somewhat, more engines were needed. Due to the NH's deteriorating financial condition, the NH applied for an ICC loan guarantee.**

**Certain stipulations were set forth by the ICC. . .**

**WHEREAS THE FIRST 30 HAD NOSE MU CAPABILITY, THE SECOND 30 WOULD NOT. THE ROOF MOUNTED PANTOGRAPH WOULD BE ELIMINATED AS WOULD THE REAR LADDER. THE FIRST 30 HAD DYNAMIC BRAKES, THE SECOND 30 WOULD NOT. THEY WERE TO BE USED ONLY IN PASSENGER SERVICE. THE FIRST 30 UNITS HAD 3 SEATS IN THE CAB, THE SECOND 30 WOULD HAVE ONLY 2. ROOF PIPING WOULD ALSO BE MODIFIED.**





**No. 2049 enroute to the New Haven in  
October, 1960.**

In 1961 the ICC issued what was known as the Webb-Reis Report which stated that the biggest financial blunder committed by the New Haven since it emerged from reorganization in 1947 was the \$17m purchase of the 60 FL9s.



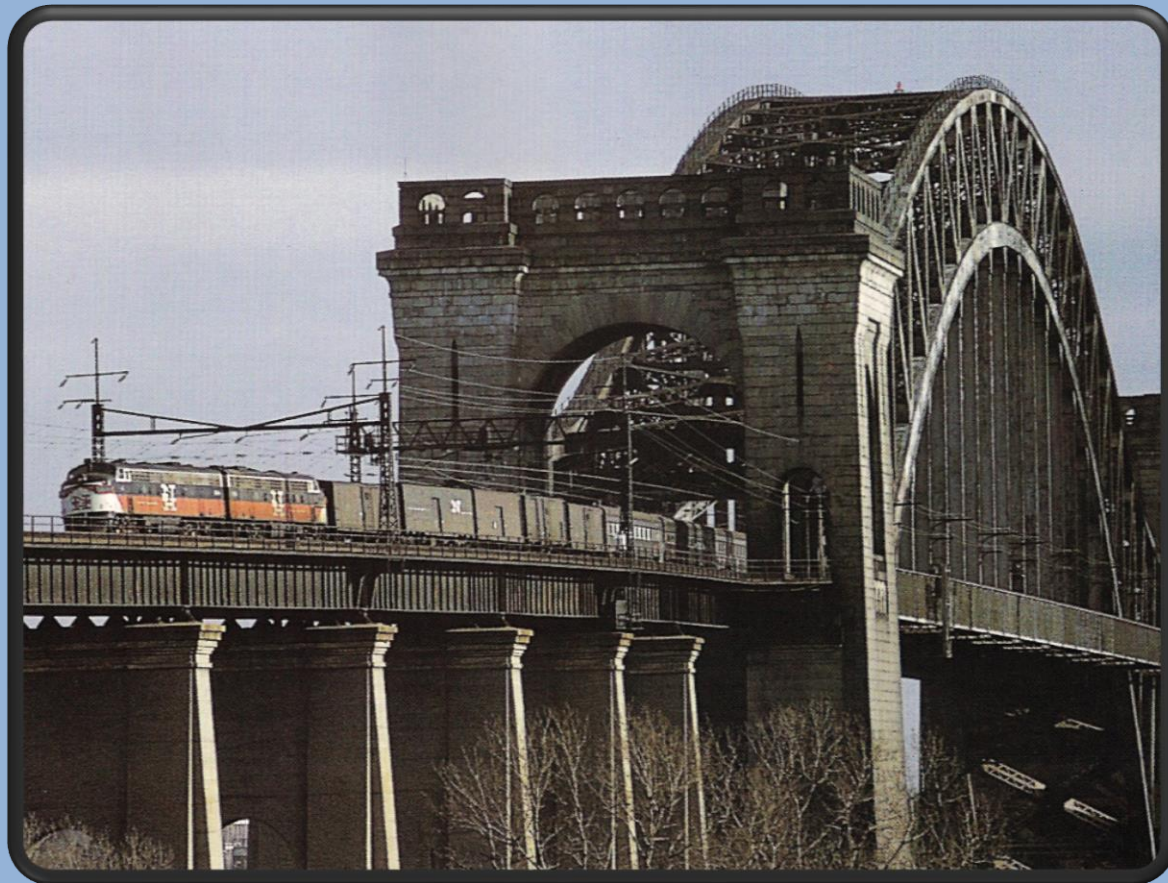
# FL9s in service

The various routes  
they covered

*With the reduction in electrics due to the McGinnis/Alpert motive power policies, FL9s would sometimes be assigned to a Penn Job. The only passenger motors left were the ten Jets. Here are two FL9s at Bartow in The Bronx.*

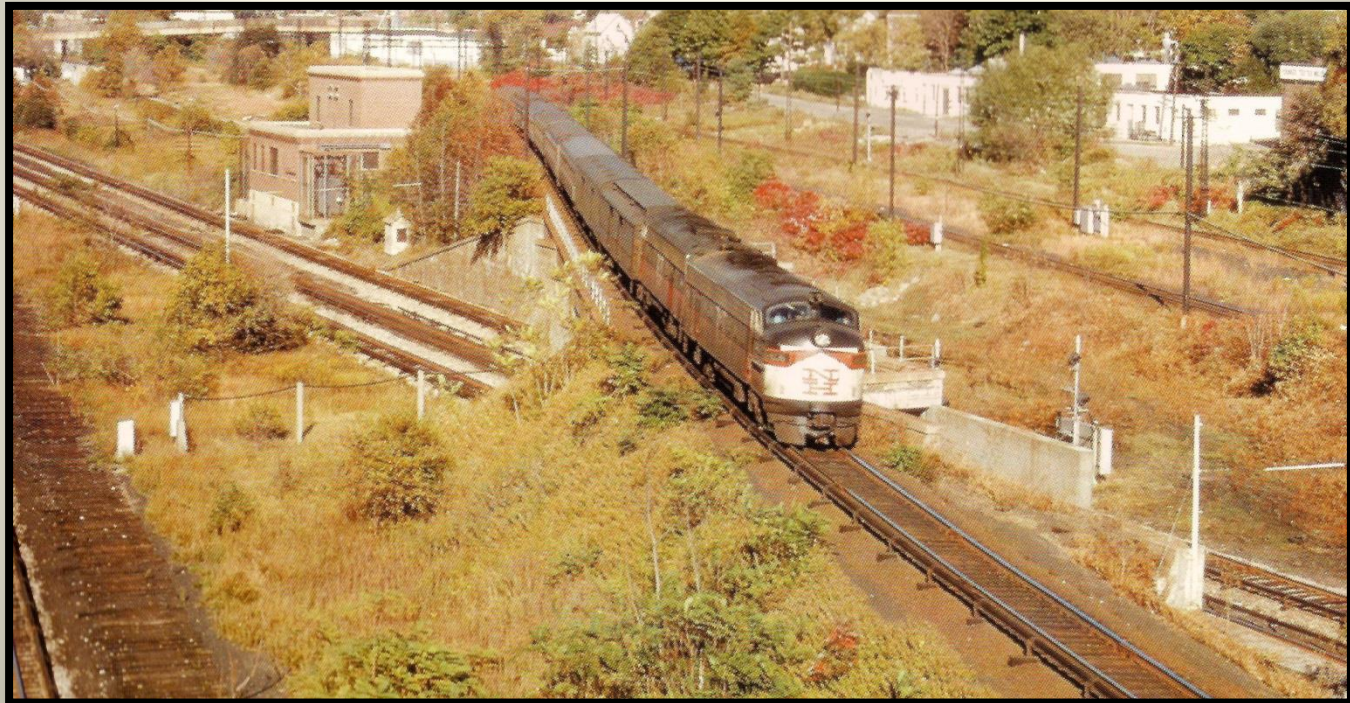






**FL9s on The Hell Gate Bridge. Note that it took two FL9s to do what one motor would do.**

FL9s enter 3<sup>rd</sup> rail territory at Woodlawn, NY on the NYC.





# FL9s departing Stamford; 1968



# Springfield, MA; 1965





# Berkshire Jct. 1959



# Berlin, CT; Jan. 1958





# FL9/GP9 South Station



A full-body image of Darth Vader from Star Wars, standing against a dark grey background. He is wearing his iconic black armor and cape, and is holding a glowing red lightsaber in his right hand. The lightsaber is positioned diagonally across the frame, pointing towards the bottom left.

• January 1, 1969;  
Penn Central  
absorbs the NH.



PC repainted the FL9s in this “stunning”  
black & white scheme.

The engines were re- numbered into the PC system.

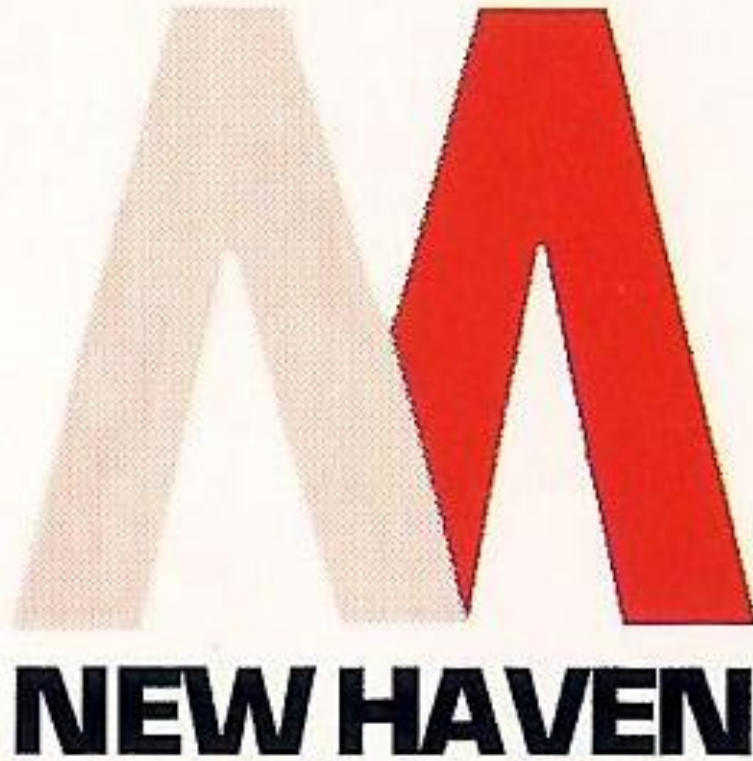




**When keep 'em running over-rod  
keep 'em painted.**







NEW HAVEN

The MTA on  
PC

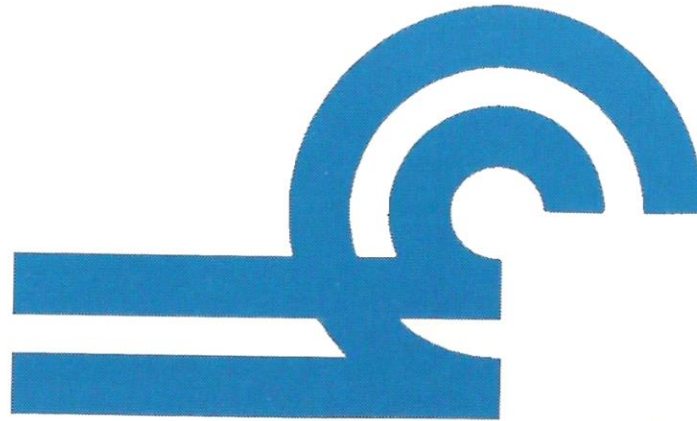






**While operating under the MTA thru PC's Metropolitan Region, the FL9s got a bit more colorful.**

**CONRAIL®**



**April 1, 1976 CONRAIL goes  
into effect**

The FL9s now enter their 3<sup>rd</sup>  
ownership.





The FL9s retained the same basic MTA scheme; PC came off and were replaced by the new CR logo.

*But wait. . . there's more!*

*Congress mandates that by Jan. 1, 1983*

CONRAIL must exit passenger service. . .



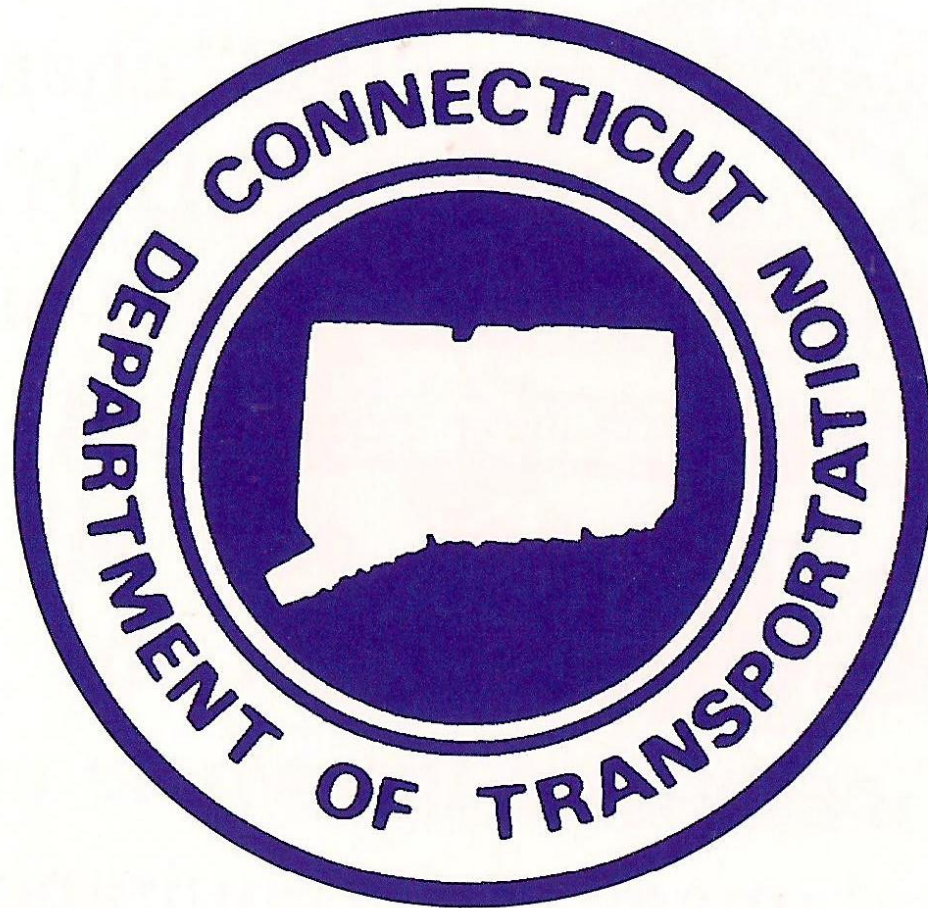
**Metro-North  
Commuter  
Railroad**

*Jan. 1, 1983 Metro-North Commuter  
Railroad is created and assumes all the  
passenger service from CONRAIL on the  
Harlem, Hudson and New Haven*





FL9 in Metro-North color scheme; the 4<sup>th</sup> for the FL9's



In 1985 ConnDOT has four FL9s rebuilt by Chrome Locomotive and repainted in the standard New Haven color scheme.





**Rebuilt FL9 in South Norwalk  
enroute to Danbury**



**Amtrak purchases a total of 12 FL9s  
beginning in 1975.**



# Amtrak FL9 at Beacon, NY







*FL9 Special  
Assignments*

GOES  
BACK

TO  
CAPE





**Eastern States Exposition  
1960 along with The Car 1000**



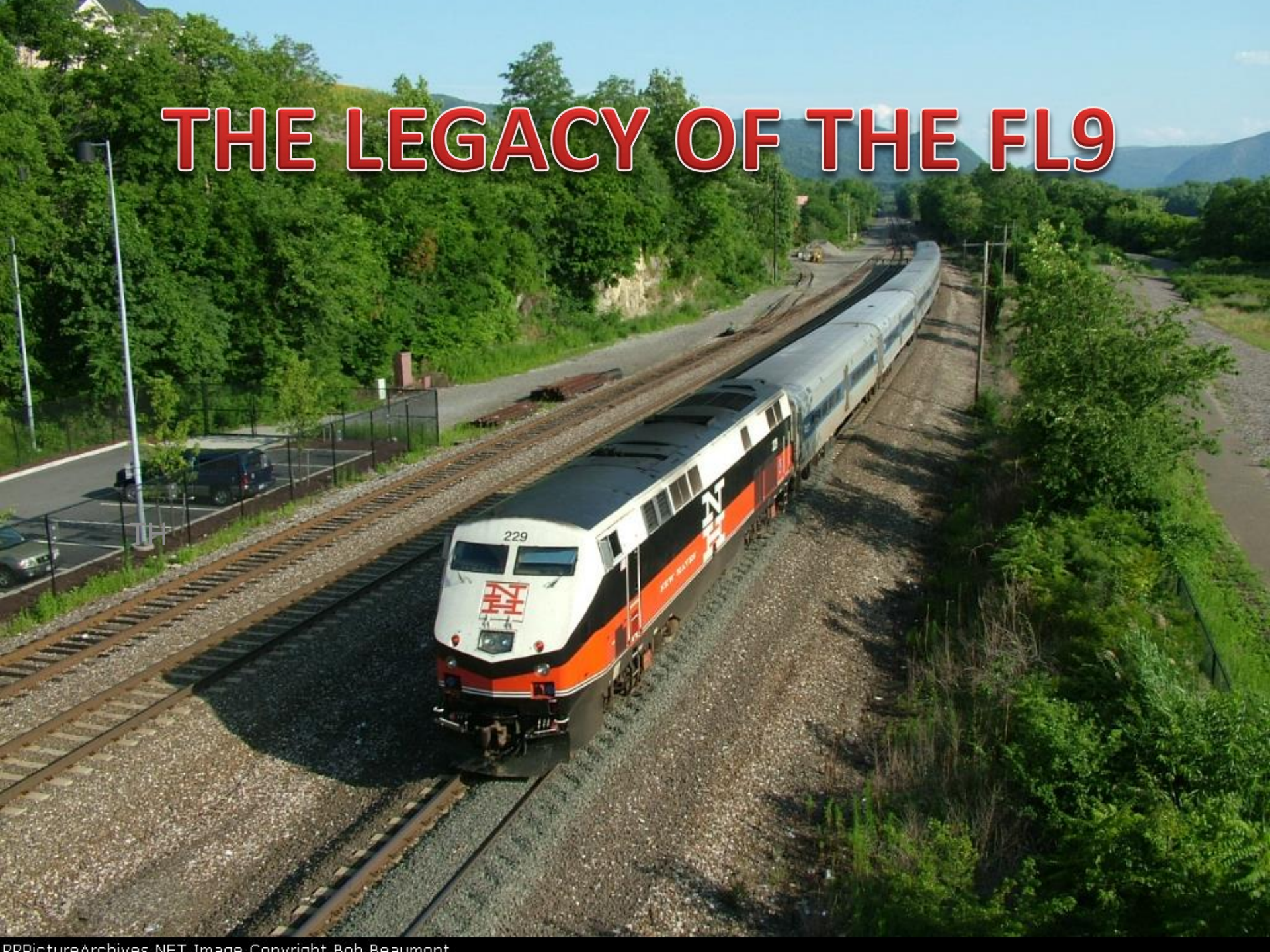
# *IT HAPPENED TO JANE*

July, 1958





# THE LEGACY OF THE FL9





# *The FL9 and its successor.*

**FL9**



**P32AC-DM**





**In the overall scheme of operations on the New Haven, the FL9s were a monumental mistake.**

**They never totally eliminated the engine change in New Haven or the electrification as McGinnis wanted to.**

**The timetable still reflected the 5 minute engine change in New Haven. They should never have been purchased by the NH.**



# A MAJOR BLUNDER...

- In March of 1960 ICC commissioners Webb and Reis were assigned to investigate the NH. Their report served on Nov. 21, 1960 was not too favorable towards the 13 years following the 1947 reorganization. Their report cited "the most costly blunder of all was Alpert's decision to junk the powerful and efficient electrics and replace them with the more costly FL9s. The electrics were less complicated, lasted twice as long and were cheaper to maintain! The NH was now saddled with the cost of operating and maintaining 2 diesels per train where one electric would do."



*Their true and more lasting success came after the PC merger when FL9s were sent over to the Harlem and Hudson Lines which allowed retirement of the aging ex-NYC T and P Class motors.*





While not one FL9 remains in class  
one service in 2015, they will no  
doubt be remembered as one of  
the New Haven's most famous and  
controversial locomotives.

**THE END**

