

Philadelphia, May 16, 1966 (18FNS)

G. C. V. - 6 copies  
G. M. S.       "  
H. C. K.       "

The pending merger with the New York Central necessitates the renumbering and reclassification of many locomotives in order to avoid conflicting numbers and to place locomotives in their proper groups. Attached are copies of two lists, namely: "Locomotives Authorized to be Renumbered", dated 4-29-66, and "P.R.R. Renumber - Old To New Numbers".

The locomotives are to be renumbered when authorized, as permission must be obtained from the owners where the railroad does not own the locomotives, also, to prevent conflict of numbers with other locomotives during the changeover.

The renumbering is to be done at time of monthly inspection and the monthly inspection cab card, M.P. 162 (I.C.C. Form 1-A), must show both the old and new locomotive numbers for the month that the locomotive is renumbered; thus:

OLD NUMBER \_\_\_\_\_  
NEW NUMBER \_\_\_\_\_  
INITIALS         P.R.R.  

Subsequent reports are to show the new number only.

Locations changing a locomotive number must prepare and forward M.P. 310 reports showing both the old locomotive number and class and the new number and class. Locations changing only the class of the locomotive (for example, the EFS17m "A" units will become ERS17 but retain the same number) are also to prepare and forward M.P. 310 reports. At the time the locomotive number is changed the Motive Power Control Bureau (Phila. 2741) must be notified by telephone.

The locomotives are to be renumbered by changing the numbers (a) on the sides (using 16" size), (b) in the number boxes, and (c) in the locomotive cab. The small 3" numbers on the ends of the switchers are not required and these old road numbers can be painted out. Also, the locomotive class is to be changed in the locomotive cab when the locomotive is reclassified.

The 16-inch numerals required are to be ordered on the Manager of Material, specifying 16-inch Scotch-lite numerals, premasked, per Drawing A-462238. To apply these numerals, thoroughly clean the surface, apply the premasked numerals, thoroughly spray paint to cover the old number and to seal the edges of the new numerals. After the paint is dry remove the premasking from the numerals. It is important that the edges of the new numerals be thoroughly sealed by the spray paint. Spray paint is available in 16-oz. cans under the following Acct. & Ref. numbers: Brunswick Green 47-268809; Tuscan Red 47-314405.

The numbers for the number boxes can be prepared by use of plastic PLEXIGLAS, frosted on one side, which can be obtained in sheets 1/8" X 11¼" X 33", Acct. 47, Ref. 682008. The number mask is placed on the frosted side of the PLEXIGLAS, which has been cut to size required for the particular number box, and the background is sprayed with black paint. The number plate will be displayed with the frosted side out and protected with double-strength glass, as at present used, on the outside.

The styles and sizes of numbers for the number box are to be as indicated on the appropriate locomotive lettering and painting drawing. Black spray paint can be obtained in 16 oz. spray cans, Acct. & Ref. 47-284806.

You should proceed at once to renumber the locomotives shown on list "Locomotives Authorized To Be Renumbered", dated 4-29-66. Supplemental lists will be issued to include the remaining locomotives.

W. E. Lehr

CC: J. C. W. - 16 copies  
 A. R. M. - 51 "  
 C. A. K. - 60 "  
 W. L. T. - 25 "

CC: E. J. G. - 2 copies  
 J. P. S. - 2 "

The following is the minimum number of the 16-inch Scotch-lite premasked numerals that will be required:

<u>NUMERAL</u>	<u>NO. REQUIRED</u>	<u>NUMERAL</u>	<u>NO. REQUIRED</u>
0	850	5	1250
1	1350	6 & 9	2250
2	1000	7	1000
3	1200	8	1800
4	1650		

W. E. Lehr

CC: D. E. S.  
 R. E. F.

A. M. H.  
 R. E. P.

CC: G. R. W. - Arrange for filing of alteration reports with the I.C.C., as M.P. 310 reports are received.

CC: S. V. S.  
 C. S. H.  
 J. W. R.  
 G. A. R.

