

The Bulletin



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The Bulletin

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**Special Issue:
The History of
the R-1 to R-9
Cars**

A HISTORY OF THE R-1 TO R-9 PASSENGER CAR FLEET

By Eric Oszustowicz

**With the assistance of Bill Zucker, Bernard Linder,
Douglas Grotjahn, and David Ross**

While composing a recent article for the New York Division *Bulletin*, I encountered a document which I had not viewed for a number of years. The document was given to me by Bill Zucker years ago. Bill had received it from Bernard Linder at some point previously. Mr. Linder is the person who compiled the list of 1,703 cars shown in this document. The document is a list of the R-1 to R-9 cars showing delivery, out-of-service, and scrap dates. I realized that only approximately five people on the planet had this information. This has changed with the publication of this article.

Over the last several months, I have been amassing all available information regarding the history of the 1,703 subway cars that represented the entire Independent Subway Lines (IND) passenger fleet until the arrival of the R-10s in 1948. Information from many official documents was also utilized for this endeavor. The information in this article is quite detailed and complete for the period from 1945 through the present. The information is less detailed regarding some aspects of the 1932-1944 period, but detailed enough to give one a general idea of what occurred.

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GEORGE HORN, 1918-2006 by Arthur Lonto

We regret to announce the death on January 30 of veteran member George Horn. George served the Electric Railroaders' Association and other railfan associations in several ways. He served as First Vice President for about ten years and as an editor of Electric Railroads. He spent many hours writing the History of the IRT. Unfortunately, the manuscript was burned when his home in California went up in flames. He also made hundreds of feet of films on the New York area with emphasis on electric railways. Fortunately, they were spared in the fire and he has willed them to the Smithsonian Institution

in Washington.

After serving in the United States Army in World War II, he became a trolley car Motorman in Brooklyn, and when the New York City Transit System unwisely decided to eliminate the vast Brooklyn trolley car system, he became a subway Motorman and ended up as a Yardmaster before he retired. Then he moved to California, working first as a Conductor on the cable cars and finally as a street car Motorman in San Francisco. (I can remember waiting on Market Street for a street car on one of my visits there, and

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A History of the R-1 to R-9 Passenger Car Fleet

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During a period of 45 years in the twentieth century, the R-1 to R-9 cars represented more than a quarter of New York City's indispensable subway passenger car fleet. They carried millions of people in a safe and reliable manner. These cars were part of everyday life. Some of these same cars were resurrected in recent years to run again in excursion service. Invariably during these excursions, persons on the platform seeing these cars unexpectedly and also old enough to remember riding them would say, "I remember those cars," with a smile and a look of amazement on their faces. This is how one knows that history is important. The story of these cars becoming operational again is a story of persistence.

Cars from the museum fleet ran on special trains and the Nostalgia Specials into the early 1980s. During the mid-1980s, some of the museum cars, including one restored car not at the Transit Museum in Brooklyn, were scrapped. During this period, resourceful people, realizing a pending unthinkable disaster that would destroy an important part of New York City history might actually take place, saved a number of cars. These cars, along with the remaining museum fleet, are still operational today. The cars remained dormant for years, other than car 1689 at the Shore Line Trolley Museum. It should be noted that when the Transit Museum opened in 1976, most, if not all, of the subway cars placed there, including the R-1, R-4, and R-7A, were not just static displays, but rather were *and are* completely operational and basically roadworthy.

With the advent of the subway's 100th anniversary, the opportunity to operate the R-1 to R-9s mentioned above was acted upon. These cars performed in an outstanding manner. It must be noted that many of the cars operating on recent excursions were made roadworthy only with the assistance of many volunteers, many of whom are New York Division members. These persons should be thanked at every opportunity. The many excursions using the entire museum fleet would not be possible without them. As you read this article, yet another car (1000) is being restored to operational condition at Coney Island Shops.

I hope that you find this article of interest. Any updates to this article will appear in future issues of the New York Division **Bulletin**. An article regarding the IRT (elevated and subway) during the 1930s, using never before published information, will follow.

I would like to thank Bill Zucker, Bernard Linder, Douglas Grotjahn, and David Ross, without whom this article would not have been possible.

THE EARLY YEARS

Much of the following early IND service information was published in an October, 1968 **Bulletin** article by Ber-

nard Linder. A service history is included to show a complete picture of R-1 to R-9 operations. This detailed service history only covers the era when the R-1 to R-9s were the mainstay of the IND fleet.

The first ten R-1s were delivered to 207th Street Yard on August 8, 1930. These cars and the remaining 290 cars of this initial IND car order would not see service on the new Eighth Avenue Subway for approximately two years. The new line from 207th Street to Chambers Street opened on September 10, 1932. From June to November of 1931 some of these cars would carry their first passengers in test service on the BMT's Sea Beach Line.

Test trains operated on the yet-to-be-opened IND beginning on August 10, 1932. Starting September 7, 1932, a full weekday schedule was operated, although no passengers were carried until September 10. On September 9, 1932, the public was permitted to inspect the stations but not to board the trains.

From opening day, both local and express trains operated using the new R-1s. AA service operated local on weekdays and Saturdays between 168th Street and Chambers Street with A expresses operating express from 207th Street. During midnight hours and all day Sunday, AA locals operated the entire route from 207th Street to Chambers Street with no A express service operating. This remained the same until the extension to Jay Street on February 1, 1933. The same service pattern as shown above held with both A and AA trains operating to Jay Street. At the times A trains operated to Jay Street, AA trains would terminate at Chambers Street. It should be noted that the High Street station did not open until June 24, 1933.

In February of 1933, delivery of the R-4s began, which coincided with further service expansions. Beginning on March 19, 1933, trains operated light to Bergen Street and turned south of the station. The Bergen Street sta-



102 and 103 were the first R-1s delivered to 207th Street Yard.
Bernard Linder collection

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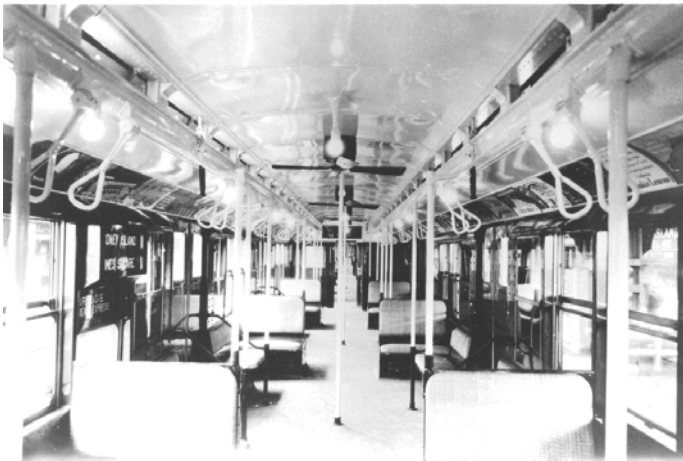
A History of the R-1 to R-9 Passenger Car Fleet

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tion opened on March 20, 1933. On July 1, 1933, the Concourse Line, which was operated by C and CC trains, opened to 205th Street. C trains used the express track from Bedford Park Boulevard to 145th Street in the direction of heavy traffic and ran to Bergen Street lower level in extended rush hour and Saturday morning/early afternoon service. These trains carried Jay Street-Borough Hall signs. CC service ran from Bedford Park Boulevard to Chambers Street and from 205th Street when C trains did not operate. During extended AM rush hours, CC trains turned at Tremont Avenue except for lay-ups or put-ins, which terminated/started at Bedford Park Boulevard. From July 1, 1933 to December 15, 1940, there was no AA service. A trains stopped at 163rd and 155th Streets and ran express south of 145th Street 24 hours a day to Bergen Street.

On August 19, 1933, the Queens IND opened to Roosevelt Avenue and Crosstown service opened to Nassau Avenue (the 23rd Street-Ely Avenue station would not open until August 28, 1939). E trains operated to Chambers Street (Hudson Terminal) and GG trains operated as shuttles between Queens Plaza and Nassau Avenue. Also on this date, all extended AM rush hour CC trains would terminate at Bedford Park Boulevard.

The extension to Church Avenue was opened on October 7, 1933 and was served by A trains.



Before the R-1s entered IND service, they were tested on the Sea Beach Line. The above interior photograph shows Sea Beach route and destination signs.
Bernard Linder collection

A BRIEF LOOK AT EARLY SERVICE LEVELS (1932-1933)

Due to space constraints, not all frequencies and train lengths are shown. The purpose of this information is to show the maximum car requirements at the time.

A SERVICE

From opening day on September 10, 1932, the rush

hour frequency was 4 minutes with a midnight frequency of 12 minutes. Rush hour train length was 6 cars and midnight train length was 5 cars.

On October 10, 1932, the rush hour frequency was increased to 3 minutes for 48 minutes in the AM and 60 minutes in the PM. Midnight train length was reduced to 3 cars.

From November 23, 1932 onward, some rush hour trains were extended to 7 cars.

From January 30, 1933 onward, the 3-minute frequencies only applied to the direction of heavy traffic. The frequency in the opposite direction was 4 minutes. On March 20, 1933, rush hour trains were extended to 7 and 8 cars.

On July 3, 1933, the rush hour frequency was reduced to 4 minutes. Some rush hour trains were now 6 cars and some were 10 cars.

AA SERVICE

From opening day on September 10, 1932 to October 9, 1932, train length was 5 cars at all times. On October 9, 1932, it was reduced to 3 cars at all times. The maximum frequency was 4 minutes.

C SERVICE

The Concourse Line opened on July 1, 1933. The July 3, 1933 schedule showed the following: The rush hour frequency was 4 minutes in the direction of heavy traffic and 5 minutes in the opposite direction. Rush hour train length was 7 cars, with 6-car and 3-car trains at other times.

CC SERVICE

The July 3, 1933 schedule showed the following: The rush hour frequency was 4 minutes with a 12-minute midnight frequency. Rush hour train length was 5 cars with 3- and 4-car trains at other times.

E SERVICE

Queens service began on August 19, 1933. A schedule as of September 7, 1933 showed the following: The maximum rush hour frequency was 4 minutes with a 12-minute frequency during midnights. E trains were 3 cars during the rush hours and 2 cars at all other times.

THE EARLY YEARS (continued)

A look at a single day's service provisions in January of 1934 showed that the A was completely served by R-4s, while the C and CC used both R-1s and R-4s. The R-4s were not grouped by number and apparently could run on any line. It is unknown what operated on the E and GG.

The fleet remained intact until February 17, 1936. On this date, a collision between two trains (one of which was a runaway) with no passengers north of the Seventh Avenue station on today's **F** destroyed cars 212, 378, and 472. After this wreck, crews received reemphasized instructional information regarding the importance of setting handbrakes on out-of-service trains.

The Houston Street Line via the Rutgers Street Tunnel

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A History of the R-1 to R-9 Passenger Car Fleet

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A publicity photograph heralding IND service to Rockaway Avenue.
Bernard Linder collection



A train of R-1 to R-9 cars at Smith-9th Street in 1939. This is the highest station in the system, at 87.5 feet from street to base of rail.
Bernard Linder collection

and the Fulton Street Line to Rockaway Avenue opened on April 8, 1936. A trains were rerouted to Rockaway Avenue via Eighth Avenue and E trains ran to Church Avenue via Houston Street. One day later, HH service began operating weekdays and Saturdays from 7 AM to 7 PM from Court Street to Hoyt-Schermerhorn Street.

On December 31, 1936, E trains began operating local to Continental Avenue and then on April 24, 1937 to 169th Street using the express track to Continental Avenue. EE trains operated local during non-rush hours. During rush hours, GG trains were extended to Continental Avenue in local service. The remainder of the Crosstown Line opened on July 1, 1937.

During this period, it should be noted that in the AM rush, five A trains were scheduled to terminate at Utica Avenue and three PM rush A trains would begin at Utica Avenue. During weekdays and Saturday mornings and early afternoons, C trains would terminate at Hoyt-Schermerhorn Street. Three AM rush C trains would terminate at Bergen Street and three PM rush trains would start there.

Also of interest, as of September 12, 1938, nine weekday AM rush E trains would terminate at Jay Street and four PM rush E trains would start at Smith-9th Street.

During the 1939 World's Fair, GG trains provided 24-hour service to the Fair on a now-abandoned extension that paralleled today's Van Wyck Expressway. It should be noted that a timetable in use during mid-to-late 1940 shows E trains operating to the World's Fair from Saturday evening into the early hours of Sunday morning (8:24 PM Saturday-1:29 AM Sunday). The World's Fair closed on October 28, 1940.

On December 15, 1940, the Sixth Avenue Line opened. The basic services were as follows:

- A: 207th Street to Rockaway Avenue via Eighth Avenue (all times)
- AA: 168th Street to Chambers Street via Eighth Avenue (non-rush hours, Saturdays from late afternoon onward and all day Sunday, midnights)
- BB: 168th Street to 34th Street-Sixth Avenue (operated when AA trains did not)
- C: 205th Street to Hoyt-Schermerhorn Street via Eighth Avenue (rush hours, Saturday AM/early PM) - express in the Bronx
- CC: Bedford Park Boulevard to Chambers Street via Eighth Avenue (rush hours, Saturday AM/early PM)
- D: 205th Street to Chambers Street via Sixth Avenue (all times) - express in the Bronx rush hours and Saturday AM/early PM
- E: 169th Street to Broadway-Lafayette via Eighth Avenue - express in Queens from Continental Avenue to Queens Plaza
- F: *Parsons Boulevard to Church Avenue via Sixth Avenue - express in Queens from Parsons Boule-

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A History of the R-1 to R-9 Passenger Car Fleet

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ward to Queens Plaza

- GG: Continental Avenue to Smith-9th Street
- HH: Court Street to Hoyt-Schermerhorn Street shuttle

*F trains diverted to the express tracks between W. 4th Street and Broadway-Lafayette to avoid conflict with D and E trains south of W. 4th Street. This lasted until 1954, when the services radically changed.

SPECIAL NOTE:

All car assignments listed from 1945 onward in this article have been confirmed as accurate. For the period from 1932-1945, only the January, 1934 assignment has been able to be confirmed. The next paragraph utilizes the best information available for the 1936-1945 period with information that was provided in the 1980s by the late Steve Zabel.

Reliable sources indicate that when Jamaica Yard opened after the extension to Continental Avenue, all of the R-1s, some R-4s, and a few R-6s were transferred there. A notable picture of Mayor LaGuardia piloting R-6 1032 upon the opening of this extension would seem to verify at least part of this. These same sources stated that all R-7s, R-7As, and R-9s were also assigned to Jamaica when new. Furthermore, they state that upon delivery of the R-9s, all R-6s and many R-7s were transferred to 207th Street (with most R-4s being at Concourse). Then, upon the opening of the Sixth Avenue Line, additional shifts occurred to create an assignment similar to the 1945 assignment shown below. Also of note, sources have stated that car 1208 was the lead car on the first train into the Sixth Avenue Line when service started from 53rd Street to W. 4th Street, which would offer an explanation of its selection as a museum car.

The information contained in the above paragraph is subject to change, enhancement, or correction at a future date.

During World War II, the following changes were made. Three AM rush hour C trains were extended to Utica Avenue. Saturday C trains no longer ran after the Saturday AM rush but ran for two hours during the Saturday noon rush. F trains were extended to 169th Street during evenings, midnights, and Sunday mornings (other times to Parsons Boulevard).

Although exact car assignments from 1934-1944 are difficult to ascertain, we do have a complete R-1 to R-9 assignment from January, 1945:

CARS	LOCATION	NOTES
100-211, 213-377, 379-471, 473-498	Jamaica	
499-830, 858	207 th Street	Usually for A service
831-857, 859-1394	Concourse	
1395-1508	207 th Street	Usually for AA/BB service
1509-1802	Jamaica	

Take note above that the cars scrapped prior to the above date are not included in the assignment. In most cases, I will only state the basic car groups in order to avoid visual clutter. For example, the first line of the above assignment would only read, "100-498/Jamaica".

From the time of Unification (City takeover of the IRT and BMT) in 1940 through World War II, there was a severe car shortage on the IND, especially at 207th Street. Due to wartime shortages of steel, no new subway cars could be built. The IND car shortage was so acute that a proposal to transfer some BMT D-Types to the IND for A train service was floated, but the BMT was suffering its own car shortage. In July of 1945, cars 831-857 and 859-870 were transferred from Concourse to 207th Street to alleviate this situation. This caused problems at Concourse, and the cars were soon returned. Car 858 would remain at 207th Street until the arrival of the R10s. In August, 1945, cars 485-498 and 1509-1518 were transferred from Jamaica to 207th Street. These cars also remained at 207th Street until the arrival of the R-10s.

THE POSTWAR YEARS

Most of this information was provided by Bill Zucker, Bernard Linder, and official documents.

Please note the following:

Below you will find examples of the **official** car assignments. As is well-known, these **official** assignments were often not adhered to or were not available; therefore, in a few instances I have also listed assignments based on **actual observations** over the years by Bernard Linder and Bill Zucker. The official assignments and actual assignments observed will be clearly differentiated throughout this article.

Only significant changes in service are documented in this portion of the article. Also listed are more interesting variations of services provided.

The observed November, 1945 car assignment was as follows:

CARS	LOCATION	NOTES
100-484, 1519-1802	Jamaica	
485-830, 858, 1395-1518	207 th Street	Usually low-numbered cars for A service and high-numbered cars for AA/BB service
831-857, 859-1394	Concourse	

On December 30, 1946, the Fulton Street Line was extended one stop to Broadway-East New York.

During baseball season, special C train baseball specials operated to Broadway-East New York.

Car 1575 was damaged during this period and was rebuilt with an R-10-type body while mechanically remaining an R-7A. This car would be assigned to 207th

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A History of the R-1 to R-9 Passenger Car Fleet

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A train of R-1 to R-9 types sits at the World's Fair station.
Bernard Linder collection



A GG World's Fair special near the fair grounds.
Bernard Linder collection



This May, 1940 photograph shows subway construction at Jamaica Avenue and Williams Place in Brooklyn. Jamaica Avenue car 1176 crosses above.

Robert J. Wasche collection

Street.

During delivery of the R10s from September through November of 1948, cars 1395-1449 were transferred from 207th Street to Concourse and cars 1450-1518

were transferred from 207th Street to Jamaica.

On November 28, 1948, A service was extended from Broadway-East New York to Euclid Avenue. On October 24, 1949, IND services in Brooklyn were increased. C trains were discontinued as D rush hour service was increased. CC trains were rerouted to Broadway-Lafayette during rush hours. A trains ran express to Broadway-East New York during rush hours when E trains were extended there, running local in Brooklyn and Manhattan. Saturday rush hour service remained unchanged other than the elimination of C service.

During the period of July through October, 1949, the following changes took place:

Cars 100-199 were transferred to Coney Island to run in BMT service, since an acute BMT car shortage was further aggravated due to BMT through subway service being extended to Astoria. These R-1s were used exclusively in Fourth Avenue local service. Cars 190-199 were returned to Jamaica after it was determined that 90 cars were sufficient.

Cars 485-685 were transferred from 207th Street to Jamaica.

Cars 678-685 were found to be excess and were later returned to 207th Street.

Cars 831-838 were transferred from Concourse to 207th Street.

Cars 1380-1449 were transferred from Concourse to Jamaica.

Queens service was extended to 179th Street on December 11, 1950. E trains terminated there at all times while F trains terminated there evenings, midnights, and Sunday mornings.



The lowest-numbered R-4, 400, in B service at 57th Street-Sixth Avenue on December 7, 1968.

Douglas Grotjahn photograph

Effective May 13, 1951, all F trains outside of rush hours terminated at 179th Street. As of October 18, 1951, all F trains terminated at 179th Street.

At this point, the car assignments were as follows:

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A History of the R-1 to R-9 Passenger Car Fleet

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CARS	LOCATION	NOTES
100-189	Coney Island	For BMT service
190-677, 1380-1574, 1576-1802	Jamaica	
678-838, 1575	207 th Street	
839-1379	Concourse	

In June of 1951, eleven-car operation was instituted on E and F trains. During this period, the car assignments changed as follows:

Cars 190-220 were transferred from Jamaica to Coney Island for BMT service. Car 103, which was an experimental car, was soon transferred from Coney Island to 207th Street and car 221 was transferred from Jamaica to Coney Island.

Cars 678-689 were transferred from 207th Street to Jamaica.

Car 839 was transferred from Concourse to 207th Street.

Cars 1375-1379 were transferred from Concourse to Jamaica.

It should be noted that car 1575, with the prototype R-10 carbody, was assigned up to this point to 207th Street after its rebuilding in 1947.

Saturday BB, CC, and D express services were discontinued on December 29, 1951.

In February, 1952, the following changes took place during further expansion of 11-car E and F trains:

Cars 222-241 were transferred from Jamaica to Coney Island for BMT service.

Cars 690-709 were transferred from 207th Street to Jamaica.

Cars 1365-1374 were transferred from Concourse to Jamaica.

In September of 1953, there was a large shift of cars to eliminate one job. R-1s and R-4s had running lights which included a red transparent shield to be swung over the light to change the color from white to red or vice versa. The R-6 through R-9 cars had running lights that were switch-controlled (but not reverser-controlled). For years there was an employee stationed at Chambers Street-Hudson Terminal whose job it was to pull down these red shields over the running lights in case the south end car was an R-1 or an R-4. This shift of cars virtually eliminated this type of car from terminating at this point, and thus eliminated this job. A year later, the R-1s and R-4s once again operated into Hudson Terminal, but the job was gone. The assignment changes were as follows:

Cars 710-839 were transferred from 207th Street to Jamaica.

Cars 840-899 were transferred from Concourse to Jamaica (890-899 were considered excess and were returned to Concourse).

Cars 1365-1399 were transferred from Jamaica to Concourse.

Cars 1400-1549 were transferred from Jamaica to 207th Street.

The car assignments from November 19, 1953 to July 1, 1954 were as follows:

CARS	LOCATION	NOTES
100-102, 104-241	Coney Island	For BMT service
242-889, 1550-1574, 1576-1802	Jamaica	
890-1399	Concourse	
103, 1400-1549, 1575	207 th Street	

On October 30, 1954, the connection from the IND Church Avenue station to the BMT Ditmas Avenue station opened. R-1 to R-9s would now travel along the Culver Line to Coney Island. Service was provided by D trains from 205th Street in the Bronx. From November 1, 1954 to May 13, 1957, rush hour D trains alternated to Coney Island and Church Avenue, and all non-rush hour D trains ran to Coney Island. (Effective May 13, 1957, midday weekday and rush hours in the direction of heavy traffic, D trains alternated between Church Avenue and Coney Island. Rush hours in the direction of light traffic in Brooklyn, every fourth train ran to Coney Island.) Also at this time, rush hour A trains ran express from Hoyt-Schermerhorn Street to East New York. CC and non-rush hour E trains were rerouted to Chambers Street. Rush hour E trains, now running express on Eighth Avenue, operated to East New York. F trains were cut back to Broadway-Lafayette. Evening, midnight, and weekend F trains ran express only between Continental Avenue and Queens Plaza. The following car transfers occurred to support these changes:



R-6 1157 in Culver D service prior to the opening of the Chrystie Street Connection.

Steve Zabel photograph

Cars 790-889 were transferred from Jamaica to Concourse.

Cars 1400-1439 were transferred from 207th Street to

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A History of the R-1 to R-9 Passenger Car Fleet*(Continued from page 7)*

Concourse.

Cars 1550-1569 were transferred from Jamaica to 207th Street.

During the period of January through June of 1955, the following changes took place due to the delivery of the 200 R-16 cars:

Cars 100-241 were transferred from Coney Island to Concourse. These cars were running in BMT service out of Coney Island.

Cars 790-824 were transferred from Concourse to Jamaica.

Cars 1390-1439 were transferred from Concourse to 207th Street.

Also at this time, many BMT Standards were transferred from East New York to Coney Island for eventual operation on Queens Boulevard.

The following changes took place from April through June of 1956 to prepare for the extension of IND service to Lefferts Boulevard and the Rockaways:

1505-1569 were transferred from 207th Street to Jamaica.

1360-1389 were transferred from Concourse to 207th Street.

On April 27, 1956, A service was extended to Lefferts Boulevard and would run express to East New York during rush hours. During weekdays, trains terminated alternately at Euclid Avenue and Lefferts Boulevard. During midnight hours all trains went to Lefferts Boulevard. Weekend A trains terminated at Euclid Avenue with a shuttle to Lefferts Boulevard. On April 29, 1956, F trains were extended to Second Avenue. On June 28, 1956, Rockaway service commenced, provided by E trains. It should be noted that one train of R-1 to R-9s was operated in rush hour A service at this point in time.



R-7 1413 in A Rockaway service northbound at B. 67th Street.
Steve Zabel collection

On September 16, 1956, Rockaway service was transferred from the E to the A. 50 BMT R-16s (6300-6349) were used in A service. E service was cut back to

Euclid Avenue. To make up for the BMT's loss of the R-16s, cars 1753-1802 were transferred to Fourth Avenue local service, although the cars were still maintained at Jamaica. Incidentally, some BMT Standards were moved from Coney Island to East New York.

At this point, the car assignments were as follows:

CARS	LOCATION	NOTES
100-241, 825-1359	Concourse	
242-824, 1505-1574, 1576-1802	Jamaica	1753-1802 for BMT service via Fourth Avenue
1360-1504, 1575	207 th Street	

On January 27, 1957, non-rush hour through service to the Rockaways was discontinued, although all-day through service to Lefferts Boulevard was maintained with alternate trains terminating at Euclid Avenue.

The following car shifts took place in September of 1957 to provide an adequate spare ratio on various lines:

Cars 815-824 were transferred from Jamaica to Concourse.

Cars 1350-1359 were transferred from Concourse to 207th Street.

Cars 1500-1504 were transferred from 207th Street to Jamaica.

Cars 1748-1752 were transferred to Fourth Avenue local service, although maintained at Jamaica.

On October 6, 1957, evening, midnight, and weekend F service was cut back to 34th Street with weekday service terminating at Second Avenue.

Beginning on October 7, 1957, four morning rush D trains composed of Concourse cars ran to Euclid Avenue for midday inspections at Pitkin Yard. These trains would make A train express stops. These trains ran from Euclid Avenue to 205th Street in the evening rush. Some Saturday morning D trains would terminate at Kings Highway and return in the late afternoon and evening.

In December of 1957, the Motormen's Benevolent Association called a strike that virtually brought all IND service and about half of BMT service to a halt. The IRT was unaffected. During this strike, the BMT Broadway line was served by a Coney Island to 57th Street service via the Montague Street Tunnel and Brighton local and another service from Whitehall Street to 179th Street via the 60th Street Tunnel. During this period, Standards and D-Types found their way onto the Queens IND in addition to R-1 to R-9s finding their way to Coney Island via the Brighton Line. In addition to these services, the Fourth Avenue local and Sea Beach local via Montague Street Tunnel operated.

On September 8, 1958, Rockaway service was transferred from the E back to the A. On this date midnight and weekend Round Robin service began (Euclid/

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Rockaway Park/Hammels Wye/Far Rockaway/Euclid). At about this time (the actual date is unknown), eleven-car E and F trains were cut back to ten cars. At this point, the following changes took place:

Cars 242-251 were transferred from Jamaica to Concourse.

Cars 1340-1349 were transferred from Concourse to 207th Street.

Cars 1490-1499 were transferred from 207th Street to Jamaica.

Cars 1748-1802 were removed from Fourth Avenue local service and placed back in the IND Jamaica car pool.

In September of 1958, all full length IND (8- and 10-car) and BMT (8-car) trains began operating with only one Conductor.

On October 11, 1958, Round Robin Rockaway service was restricted to evenings, midnights, and early weekend mornings. During the warm weather months, Round Robin service would begin at 9:44 PM instead of 6:40 PM.

On November 10, 1958, F trains were cut back to Broadway-Lafayette to allow for construction of the Chrystie Street Connection.

In September of 1959, Fulton Street service was modified. A trains would run local at all times in Brooklyn. When E trains ran in Brooklyn, they would run express. The few D trains that ran to Euclid Avenue would run local. On June 10, 1960, some E trains were extended from Euclid Avenue to Lefferts Boulevard to quell passenger complaints.

The official R-1 to R-9 car assignment as of September 7, 1961 was as follows:

CARS	LOCATION
100-102, 104-251, 815-1339	Concourse
252-814, 1490-1574, 1576-1802	Jamaica
103, 1340-1489, 1575	207 th Street

It should be noted that car 103 was regularly observed in Concourse service.

In September/October, 1962, the 207th Street and Concourse cars were pooled into one assignment. These cars included 100-251, 815-1489, and 1575.

As of October 29, 1962, the official R-1 to R-9 assignment was as follows:

CARS	LOCATION
100-251, 815-1489, 1575	Concourse/207 th Street
252-814, 1490-1574, 1576-1802	Jamaica

Headlight installation began during this period.

Please take note that at this point, the following six

cars had been scrapped: 212 (scrapped 1936), 273 (scrapped 1961), 378 (scrapped 1936), 472 (scrapped 1936), 1079 (scrapped 1958), and 1192 (scrapped 1958). Please see the Notes section of this article for further details.

On December 7, 1962, a water main break at Sixth Avenue and W. 18th Street caused unusual adjustments to service. A temporary DD service ran from 205th Street to Coney Island running local during rush hours (express north of Fordham Road). This route operated on the Eighth Avenue Line between 59th Street and W. 4th Street. DD was a never-before-used route on the R-1 to R-9 rollsigns. All other route designations were used at one time or another except for the FF route which is essentially the V train today.

During 1964, a test was implemented using cars 100-199. Cars 100-149 were converted to motor cars without compressors, some of which had the compressors reinstalled later. Cars 150-199 were converted to trailers without compressors, some of which had the motors reinstalled later. Some cars swapped numbers (see Notes section). Due to this test, the following car shift took place:

Cars 100-149 were transferred from Concourse/207th Street to Jamaica.

Cars 252-299 were transferred from Jamaica to Concourse/207th Street.

Following are the fall, 1964 rush hour IND train requirements:

LINE	AM RUSH	PM RUSH
A	38 10-car trains	38 10-car trains
BB	10 8-car trains, 6 6-car trains	7 8-car trains, 10 6-car trains
CC	24 8-car trains	25 8-car trains
D	40 10-car trains	39 10-car trains
E	40 10-car trains	41 10-car trains
F	24 10-car trains	22 10-car trains
GG	18 8-car trains	18 8-car trains
HH	1 6-car train, 1 4-car train	1 6-car train, 1 4-car train

Beginning in January, 1966 and lasting until the summer of 1976, R-1 to R-9 trains in A service became more consistent, with as many as four trains on any particular day, especially during rush hours. These trains were observed using 207th Street/Concourse cars or Jamaica cars in equal frequency. R-10s provided the remainder of the service and then with some trains of newer cars added in the later years of this almost 11-year period.

In May of 1966, cars 1640 and 1648 had their air lines cleaned out and were tested for a week on the Culver

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Shuttle. After conclusion of the test, the cars returned to their normal assignment.

The R-38s were delivered during 1966. No cars were scrapped due solely to their arrival. These cars were used to increase train lengths, increase service, and improve spare ratios. In October, 1966, the following car shift took place:

Cars 300-359 were transferred from Jamaica to Concourse/207th Street.

The official R-1/9 car assignment as of December 18, 1966 was as follows:

CARS	LOCATION
100-149, 360-814, 1490-1802	Jamaica
150-359, 815-1489	Concourse/207 th Street

From the mid- to late summer of 1966 through very early 1967, a program (which was never fully implemented) to semi-unitize the R-7 through R-9s into five-car sets was begun. This would involve trains to be arranged with two sets of five cars that were in numerical order (similar to what occurred with the R-62s and R-62As in the 1990s). To accomplish this, cars were transferred. This transfer of cars would also keep the oldest IND cars close to 207th Street Yard. The transfers were as follows:

Cars 360-459 were transferred from Jamaica to Concourse/207th Street.

Cars 1400-1489 & 1575 were transferred from Concourse/207th Street to Jamaica.

From April through July of 1967, the following car shifts took place to move more of the oldest cars close to the main shop at 207th Street:

Cars 100-149 and 460-814 were transferred from Jamaica to Concourse/207th Street.

Cars 1015-1399 were transferred from Concourse/207th Street to Jamaica.

Following is a list of cars involved in a test that occurred from July, 1967 through January, 1969. The cars received either new or reconditioned equipment in various combinations as noted below. Cars could only operate in trains of the same letter group. This program had no relation to the previously mentioned unitization project. The actual car number is preceded by the temporary number:

A00-1800 B20-1709 C40-1673 D60-1711 E80-1686
A01-1799 B21-1702 C41-1674 D61-1708 E81-1687
A02-1798 B22-1703 C42-1664 D62-1706 E82-1691
A03-1797 B23-1705 C43-1667 D63-1704 E83-1724
A04-1796 B24-1717 C44-1679 D64-1707 E84-1728
A05-1755 B25-1720 C45-1684 D65-1712 E85-1738
A06-1754 B26-1734 C46-1680 D66-1721 E86-1739
A07-1753 B27-1727 C47-1675 D67-1713 E87-1746
A08-1752 B28-1730 C48-1685 D68-1718 E88-1747

A09-1751 B29-1725 C49-1683 D69-1722 E89-1749
A10-1737 B30-1735 C50-1657 D70-1719 E90-1758
A11-1789 B31-1756 C51-1650 D71-1714 E91-1761
A12-1779 B32-1742 C52-1672 D72-1716 E92-1762
A13-1772 B33-1740 C53-1652 D73-1715 E93-1767
A14-1787 B34-1750 C54-1656 D74-1732 E94-1776
A15-1659 B35-1743 C55-1661 D75-1726 E95-1778
A16-1654 B36-1757 C56-1662 D76-1723 E96-1781
A17-1655 B37-1733 C57-1663 D77-1729 E97-1792
A18-1651 B38-1748 C58-1665 D78-1745 E98-1795
A19-1658 B39-1741 C59-1670 D79-1736 E99-1801

In addition to the renumbering, the above cars were modified mechanically in the following fashion:

- Cars A00-A19 had new air piping and new D-3 compressors
- Cars B20-B39 had cleaned air piping and new D-3 compressors
- Cars C40-C59 had new air piping and overhauled D-3F compressors
- Cars D60-D79 had cleaned air piping and overhauled D-3F compressors
- Cars E80-E99 had no changes and were the control group

Upon transfer to East New York in later years, these cars would have their original numbers restored (see text for that period).



R-9 test car E85 (1738) in E service at Hudson Terminal on February 7, 1969.

Douglas Grotjahn photograph

The above cars could only be coupled to cars of the same letter group. The cab uncoupling valves were deactivated. The cars ran in ten-car trains on the E and F. If less than ten cars were available, the sets could be cut to eight cars and operated in EE or GG service. When these cars were scrapped in 1976 and 1977, the D-3 compressors were removed from cars A00-B39 (by this time with their original numbers restored) for further use.

As of July 9, 1967, all non-rush hour A trains that terminated at Euclid Avenue (other than midnights) were

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extended to Far Rockaway. Non-rush hour Rockaway Park service would now run only to Broad Channel. All non-rush hour F trains would run express from Queens Plaza to Continental Avenue and then local to 179th Street. One F train ran to Chambers Street in the AM rush, then returned to 179th Street as an E train, after which it was laid up.

The opening of the Chrystie Street Connection in November of 1967 caused radical service changes. The R-1 to R-9 assignments were affected as follows:

Cars 640-1014 were transferred from Concourse/207th Street to Jamaica and were intended for E service to the Rockaways. Cars 1100-1399, which were already assigned to Jamaica, were intended for EE service. Both assignments were not strictly adhered to.

From February 29 through September 13, 1968, the following cars were equipped with Cobra brake shoes:

261, 395, 476, and 829 were temporarily renumbered C-B-1 through C-B-4 respectively. These cars could not operate with cars 461-470, 1561-1570, 1610, 1669, 1712, and 1732, which were not equipped with variable load valves at the time. Cars 461-470 (at Concourse) and 1561-1570 (at Jamaica) had this equipment removed in 1967 and the other four cars had it removed in 1966. The cars in italics were restricted to AA and B service and occasional A service. In later years, some of the cars mentioned above would have their variable load valves restored.

In March of 1968, the first R-40s went into service, causing the first scrapping of undamaged R-1s.

The following transfers took place in March and April:

Cars 640-659 were transferred from Jamaica to Concourse/207th Street.

Cars 660-699 started to be transferred but were returned.

As of April 8, 1968, the official R-1 to R-9 car assignment was as follows:

CARS	LOCATION
100-649	Concourse/207 th Street
650-1802 (including A00-E99)	Jamaica

During June and July of 1968, the R-40 deliveries continued and the connection from the Eastern Division to the IND between Essex Street and Broadway-Lafayette opened. Cars 1527-1802, excluding 1575 and the lettered test cars, were transferred from Jamaica to East New York. These cars initially ran on the Broadway Short Line, which would become the KK service via the new connection. These cars soon began to appear on the M and LL and occasionally on the QJ. Due to problems with the R-40s, about 20 cars (not consecutively numbered) were returned to Jamaica around November, 1968, but were back in East New York soon after-



Restored Pullman R-6 1208 in KK service at 57th Street-Sixth Avenue on August 3, 1972.

Douglas Grotjahn photograph

ward.

As of June 17, 1968, the official R-1 to R-9 car assignment was as follows:

CARS	LOCATION
100-659	Concourse/207 th Street
660-1526, 1575, A00-E99	Jamaica
1527-1574, 1576-1802 (excluding A00-E99)	East New York

During the summer of 1968 installation of gray fiberglass seats began. At this point very few cars had matched seating. Cars had a mix of original rattan and plastic seats with padding. Even after the fiberglass seating installation, few cars, such as 1163 and 1412, had a complete set of new seating. The new seating was intended for cars 1497-1802. Car 1584 contained mostly old seating until scrapping.



Rebuilt R-7A 1575 mis-assigned in D service at Sheepshead Bay on July 1, 1968.

Douglas Grotjahn photograph

During January and February of 1969, the 100 lettered cars shown on the previous pages were transferred one set at a time from Jamaica to Coney Island

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A History of the R-1 to R-9 Passenger Car Fleet

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for AA/B and D service for two weeks before being transferred to East New York with their original numbers restored. There were instances of the lettered cars operating in Eastern Division service. In January, the first R-40Ms arrived. As of January 24, 1969, all of the slant end R-40s had been delivered, with 280 in service by January 31, 1969 while 28 of the R-40Ms had been delivered by January 24.

In June of 1969, cars 1450-1526 and 1575 were transferred to East New York to ease the retirement of most of the remaining BMT Standards (the last Standard would run August 4, 1969). During this period, R-1 to R-9s from the Concourse/207th Street group occasionally appeared in RR service via Nassau Street and once in regular RR service.

In July of 1969, East New York-assigned cars operated on the Culver Shuttle for a few days.

The official R-1 to R-9 car assignment as of August 1, 1969 was as follows:

CARS	LOCATION
100-669	Concourse/207 th Street
670-1449	Jamaica
1450-1802	East New York

Effective August 4, 1969, a directive stated that five ten-car trains of R-1 to R-4 cars were to be used in D service. The remaining 33 trains on this line were to be composed of either R-32 or R-42 cars.

The delivery of the R-42s during the summer of 1969 caused the retirement of all the remaining unrenumbered R-1s in the 101-375 group along with several R-4s and a few R-6s. Cars 660-859 were transferred from Jamaica to Concourse/207th Street. After March of 1970, the R-4s were only used in Concourse service. These cars would no longer run in AA/B service but continued to be used conditionally in A service as before. It should be noted that at the beginning of this transfer, cars 660-679 were initially moved to Concourse/207th Street, with 670-679 being returned to Jamaica. Cars 670-679 eventually made the move to Concourse/207th Street permanent along with 680-859.

A directive dated October 2, 1969 states:

"As of October 6, 1969 all D service will use only R-32 and R-42 equipment. The 50 R-1 to R-4 cars that were in D service should be used on CC and A service." (The R-1 to R-4s returned to D service in December).

As of October 20, 1969, trains of R-7 to R-9s appeared regularly in QJ service.

Due to a rash of service delays that were blamed on the old R-1 to R-9 cars running on the EE, all R-1 to R-9s were ordered off the EE on November 13, 1969. After this move, most GG trains were now R-1 to R-9s.

As of November 25, 1969, the official R-1 to R-9 car assignment was as follows:

CARS	LOCATION
100-709 (approximately 477 cars)	Concourse/207 th Street
710-1449 (approximately 727 cars)	Jamaica
1450-1802	East New York

As of December 10, 1969, the official R-1 to R-9 car assignment was as follows:

CARS	LOCATION
100-739 (approximately 386 cars)	Concourse/207 th Street
740-1449 (approximately 688 cars)	Jamaica
1450-1802	East New York

As of December 15, 1969, the official R-1 to R-9 car assignment was as follows:

CARS	LOCATION
100-749 (approximately 395 cars)	Concourse/207 th Street
750-1449 (approximately 679 cars)	Jamaica
1450-1802	East New York

As of January 5, 1970, the official R-1 to R-9 car assignment was as follows:

CARS	LOCATION
100-779	Concourse/207 th Street
780-1449	Jamaica
1450-1802	East New York

As of January 8, 1970, the official R-1 to R-9 car assignment was as follows:

CARS	LOCATION
100-789 (approximately 432 cars)	Concourse/207 th Street
790-1449 (approximately 642 cars)	Jamaica
1450-1802	East New York

As of January 15, 1970, the official R-1 to R-9 car assignment was as follows:

CARS	LOCATION
100-799 (approximately 415 cars)	Concourse/207 th Street
800-1449 (approximately 636 cars)	Jamaica
1450-1802	East New York

As of February 10, 1970, the official R-1 to R-9 car assignment was as follows:

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CARS	LOCATION
100-819 (410 cars)	Concourse/207 th Street
820-1449 (580 cars)	Jamaica
1450-1802	East New York

In March of 1970, cars 1440-1449 were transferred from Jamaica to East New York. At this point, various future proposed assignments of R-44s showed that the lowest numbered R-7 to R-9 cars at East New York would be returned to Jamaica. It was assumed that car 1440 would be the lowest numbered car ever to be assigned to East New York, so it was decided to make this car a museum car. The proposed assignment was never implemented and lower numbered cars made it to East New York. Car 1440 and car 800 are currently residing at the Seashore Trolley Museum in Kennebunkport, Maine.

On March 9, 1970, the line-by-line breakdown for R-1 to R-9 cars (including spares) was as follows: CC-245 cars, D-155 cars, E/HH-148 cars, EE-106 cars, F-276 cars, GG-30 cars, KK-130 cars, LL-123 cars, M-80 cars, and QJ-30 cars, for a total of 1,323 cars.

As of March 9, 1970, the official R-1 to R-9 car assignment was as follows:

CARS	LOCATION
100-839 (400 cars)	Concourse/207 th Street
840-1439 (560 cars)	Jamaica
1440-1802 (363 cars)	East New York

As of April 13, 1970, the official R-1 to R-9 car assignment was as follows:

CARS	LOCATION
100-859 (approximately 433 cars)	Concourse/207 th Street
860-1439 (536 cars)	Jamaica
1440-1802	East New York

In July of 1970, the first R-7/9s appeared in the new silver and blue paint scheme. As of August 15, 1970, at least 15 cars had been completed.

In an official directive dated September 24, 1970:

"Commencing on September 29, 1970, cars from the 860-1439 group are to be assembled in trains and sent to the unused Court Street station (now the Transit Museum). At this station, radio brackets will be installed."

Ten-car trains were to be assembled and sent to Court Street during the PM hours. Five-car trains were to be sent in the AM hours. Train operators on the arriving trains would return the completed trains back to Jamaica Yard. This process would continue until all cars in the group had their radio brackets installed. Virtually all of the East New York R-7/9's already had radio brackets

installed by this time. The Concourse cars would be attended to not long afterward.

In an official directive to take effect on November 23, 1970:

"No more than 13 R-1 to R-9 trains are to be used in



R-9 museum car 1802 in Coney Island Yard on March 3, 1974.
Douglas Grotjahn photograph

D service daily. These 13 trains must be laid up at earliest opportunity and remain idle as long as possible during non-rush hours and weekends."

At the time, 20-25 trains of R-1 to R-9 cars were in D service on a typical weekday. To accomplish the above, 80 R-1 to R-9 cars were to be moved to B service. Due to opposition from B train crews, this move never took place. At this time, cars 840-859 were moved from Concourse to Jamaica.

No further changes occurred until the arrival of the R-44s.

Following is the official April 8, 1971 R-1 to R-9 car assignment:

CARS	LOCATION
100-839	Concourse/207 th Street
840-1439	Jamaica
1440-1802	East New York

As of June 15, 1971, the following cars in the active R-4 to R-9 fleet did not have radio brackets for two-way radio communications and could not be used on operating ends of trains (cars already permanently out of service are in bold):

405, 415, 425, 432, **434**, 453, **459**, 465, 486, 520, 534, 546, 572, 582, 594, **600**, **609**, 615, 745, 768, 784, 787, **812**, **820**, 840, 842, 843, 844, 845, 846, **849**, 850, **851**, 852, **853**, 854, 856, 857, 859, **865**, 874, **925**, **992**, **1028**, **1068**, 1089, **1111**, **1169**, **1185**, 1222, **1363**, **1405**, 1519, 1538, 1545, **1570**, 1620, **1637**, 1655, **1715**, 1720, 1770, **1771**, and 1796. The entire B Division was wired

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A History of the R-1 to R-9 Passenger Car Fleet*(Continued from page 13)*

for two-way radio operation by January 10, 1973 except for the Franklin Shuttle. Much of the IND was completed in the fall of 1972.

Over the summer of 1971, anywhere from three to nine trains of R-7/9s were observed on the QJ. On October 1, 1971, the first four R-44s were delivered, with four more received on October 25. As of September 30, 1971, the day before arrival of the R-44s, there were 441 R-1/4s remaining in service, 246 of which had headlights. On December 21, 1971, a silver and blue East New York R-9 was observed running on the D. In later months, these silver and blue R-7/9 cars also appeared on the A, E, and F mixed with IND-assigned cars and even on the museum train. Non-repainted East New York-assigned cars appeared with an even higher frequency. On even rarer occasions, IND-assigned cars would appear in Eastern Division service. Museum cars 484-1208-800 ran on the Culver Shuttle from July 27-30, 1971 with cars 100-381-1440 running there from September 2-7, 1971. As of August 31, 1971, 131 R-7/9s had been painted silver and blue. On December 16, 1971, the first train of R-44s went into trial service on the E and ran until January 15, 1972. On January 26, 1972, R-7/9s were pulled off the QJ, but they began to reappear two weeks later. By April, 5-6 trains a day on average would run on the QJ. During the winter of 1971-72, R-1/4 trains made rare appearances on the B. The first train of R-44s to enter permanent regular service went into service on the F on April 19, 1972. As of April 30, 1972, 139 R-7/9 cars had been repainted silver and blue.

In 1972, the museum R-1 to R-9s were operated in regular service as an eight-car train in rush hour-only QB service and also in Culver Shuttle service as a three- or four-car train. (See the Notes section under car 103 for an interesting commentary about this service). These museum cars also ran on all of the Eastern Division routes during this year, frequently on the QJ.

As of July 31, 1972, 80 R-44s were in service. 144 R-44s were in service as of September 30, 1972. Also as of September 30, 141 R-7/9s were painted silver and blue. On November 20, 1972, the first train of R-44s in permanent D service appeared. As of November 27, 1972, only five R-6 to R-9s still in service lacked sealed beam headlights. As of this date, 310 R-1 through R-4 cars had received sealed beam headlights.

During the fall of 1972, R-4s were permanently removed from regular D service due to the arrival of the R-44s. At this time, cars 391-837 operated almost exclusively in CC service, cars 841-1439 operated out of Jamaica, and the remainder ran out of East New York. Cars 838-840 were already out of service.

With R-44 deliveries continuing, cars 1420-1439 were transferred from Jamaica to East New York in Decem-



Concourse Yard, on July 9, 1972, was home to many R-4s.
Steve Zabel photograph

ber of 1972. During this period, K service was cut back to East New York with J service increasing. Cars were used on the J, K, and LL but not on the M other than isolated usage after January 1, 1973.

On December 27, 1972, the last unrenumbered non-museum R-1, car 394, left service.

At this point, cars 400-834 were available for CC service, cars 844-1419 for Jamaica, and the remainder for East New York. Cars 835-843 were already out of service.

On March 20, 1973, R-44s began operating in regular service on the A. On April 23, 1973, the last R-44s were delivered. On June 15, 1973, a silver and blue East New York-assigned R-7/9 operated on the CC. As of August 1, 1973, 268 R-44s were in service. Also, the last three R-6/9 cars without sealed beam headlights were 1057, 1101, and 1345. At this point, 143 R-7/9s had been repainted silver and blue, with ten of these already being scrapped.

As the last of the R-44s entered service, unrenumbered cars in the 391-925 series were removed from



Parts of two R-4s being trucked off City property (Coney Island Yard) on July 15, 1972.

Steve Zabel photograph

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A History of the R-1 to R-9 Passenger Car Fleet*(Continued from page 14)*

service except for car 921. During this period the CC fleet out of Concourse was merged with the Jamaica fleet. These cars ran on the CC and occasionally on the A. The last unrenumbered R-4 (car 700) operated in August of 1973. Shortly after, car 700 was renumbered to 1274.

During the summer of 1974, excess Jamaica/Concourse cars 1410-1419 were transferred to East New York.

As of January 29, 1975, the museum train of R-1 to R-9s was transferred from QB to K service. During early 1975, the Jamaica-assigned R-6/7s operating in evening and weekend service usually were on the F, seldom on the E, and never on the GG. On weekdays during rush hours and middays, R-6/7s commonly appeared on the E.

R-46 deliveries commenced in 1975. On July 14, 1975, the first R-46 train entered service on the F.

312 R-1/4 cars received sealed beam headlights. The installation of headlights began in 1962 with R-4s 467 and 629 receiving them at the outset. It was then decided to concentrate on equipping the R-6 to R-9 cars. The program continued in this fashion until 1969, when installation on the R-4s resumed. The only unrenumbered R-1 to receive them was car 380. As of the fall of 1975, the remaining R-1/4 passenger cars still in service that did not have them were: 100, 103 (this car received them in 1979), 381, 484 (now equipped), 1218 (ex514), 1112 (ex830), and 1768 (ex576, ex369). Of the entire R-6 to R-9 fleet, almost all cars received sealed beam headlights. Exceptions included cars 1079 and 1192 (scrapped before program started), and 1363 (damaged in 1970). The last active cars in the R-6 to R-9 fleet without headlights were 1057 and 1101.

As of January 9, 1976, 33 R-46s had been delivered. By April 5, 1976, 96 were in service. As of 6/21/76, 176 R-46's were in service.

Some of the highest-numbered R-46s were delivered early in the contract to provide extra operating cabs. R-46 cars 1228-1278 consisted only of even-numbered cars which have an Operator's cab. Some of these cars (1220-1250) were delivered in March of 1976. Odd-numbered cars 1221-1227 were not delivered. Due to this fact, their R-6 counterparts with the same numbers were scrapped before the other 1200-series cars regardless of their condition.

During the spring of 1976, R-6 to R-9s were in service as follows: a few trains on the E and F with service on the GG in rush hours. The bulk of the remaining trains ran on the CC, J, K, and LL.

As R-46s were delivered, R-27/30s were transferred from Coney Island to East New York, quickly depleting the supply of R-7/9 cars through retirements.

On July 4, 1976, the Transit Museum opened. Cars

100, 484, and 1575 were on display and remained dormant (but operational) for well over 20 years. All three cars operated in recent years in excursion service.

As of August 20, 1976, 230 R-46s were in service and 624 R-6 to R-9 cars remained in service.

During late August and September 1976, major service changes and service cuts following New York City's financial crisis caused the once huge R-1 to R-9 fleet of trains to make their final appearances on the IND mainlines. The final car transfer took place during this period, with cars 1372-1409 being transferred from Jamaica/Concourse to East New York. These cars would operate in J and LL service with very rare appearances on the M.

On August 27, 1976, the K ran for the last time (at least the K route as known at that time). The last train consisted of the following R-7/9 cars:

N-1734-1722-1659-1491-1777-1689-1713-1476-S.

Following are the August 29, 1976 R-6 to R-9 car requirements:

112 for J service (14 trains) –line also was assigned 3 R-27/30 trains and 2 R-42 trains

120 for LL service (15 trains) –line was also assigned 2 R-42 trains

A few trains were still in IND service.

The R-1/9 fleet was down to providing 29 trains per day on the BMT with a few trains in IND service. In 1964, this same fleet provided a minimum of 164 trains. The end was near.

On September 22, 1976, the last train of R-1 to R-9s ever to run on the IND operated on the CC. The final trip left Bedford Park Boulevard at 4:49 PM and arrived at Euclid Avenue at 6:05 PM. The consist was as follows: N-1057-937-1283-1294-1132-1004-1145-1314-S. Take note that car 1057 still had no headlights.

In the last weeks prior to the August 29, 1976 service changes, the R-6s provided virtually all of the CC service and saw limited rush hour service on the E and GG until the last rush hour on Friday, August 27, 1976. The last report of an R-6 train on the F was on August 25, 1976. On August 30, 1976 an R-6 train made an appearance on the A, September 1, 1976 on the GG, the E that same week, and one or two more appearances on the A. The last known trip to Rockaway Park using R-6s occurred on September 16, 1976 using the same consist as above. On September 21, 1976, two trains were used on the CC running to Euclid Avenue. The second consist was composed of cars: N-1013-1087-1277-1094-993-926-1297-988-S.

As of October 15, 1976, 453 R-6 to R-9s remained, which included the unused museum cars and about 100 dead surplus cars. Only the 1372-1802 group remained in service, with many of these already scrapped. As of November 20, 1976, 245 R-6 to R-9s remained in service, many of which operated on the J with very few trains in non-rush hour LL service. As of November 26,

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1976, 328 R-46s were in service.

On December 1, 1976, the last non-museum R-1 car left service. This was car number 1768, which was ex576, ex369. This was the longest-surviving non-museum passenger car in the entire R-1 to R-9 fleet. Holdout R-1 #2 was car 375, which ran as car 1333 until May 11, 1976. Holdout R-1 #3 was car 374, which ran as car 954 until March 29, 1976.

As of January 1, 1977, there were 204 R-7/9s in passenger service.

The last train to run on the LL ran on March 25, 1977, but this was not the last train to run on the system. The consist of the train was N (Eighth Avenue end)-1538-1689-1531-1687-1586-1506-1571-1514-S.

The last train to ever operate in regular service ran on March 31, 1977 on the J. After making its last run to Broad Street (leaving 168th Street-Jamaica at 8:01 AM and arriving at Broad Street at about 8:55 AM) as a skip-stop "A" train, the train would not return to East New York Yard, but instead would travel out of service to Coney Island for scrapping. Interested railfans were permitted to ride the non-revenue run via Fourth Avenue and then the Sea Beach Line. At Kings Highway, most of the railfans were discharged. The car numbers of this train were as follows: S-1676-1683-1416-1693-1584-1654-1497-1398 (ex722)-N.

It is ironic that the first place an R-1 to R-9 car ever traveled under its own power in service was on the Sea Beach Line in 1931. 46 years later, the last train traveled the same line. The first and last train operated on the BMT, not the IND.

Irony was already in play when the first cracked R-46 truck frames were found three days before the last train of R-1 to R-9s operated. Combined with the R-44 P-wire problems, many understood throughout the 1970s that the R-1 to R-9s were scrapped too quickly. By March 31, 1977, most of the R-1 to R-9s had already been scrapped. The R-44 and R-46 problems would persist into the 1980s, wreaking havoc on the B Division schedules, but that is another story.

On September 13, 1982, three days after the 50th an-

niversary of the IND, cars S-1802-800-381-1440-N picked up various dignitaries at 57th Street-Sixth Avenue for a ceremonial run to Second Avenue and back. On the return trip, the train malfunctioned climbing the hill into 34th Street. Nevertheless, the train operated from September 14-17 in Eighth Avenue local service between Chambers Street and 59th Street (relaying at 135th Street middle). This train would make five midday round trips each day.

During the 1980s, the museum fleet was under attack.

Four cars intended for the museum fleet but not yet restored were scrapped and one restored car was scrapped (car 1208). As a result, there is no existing example of a Pullman-Standard-built car. The original car 1575 was built by Pullman Standard, but the rebuilt car is from ACF. Two cars were rescued by sending them to out-of-state museums. Two others, not part of the museum fleet, were transferred to other museums.



R-4 877 in F express service at Smith-9th Street on September 12, 1968.

Douglas Grotjahn photograph

The most bizarre fate of an R-1 to R-9 was that of car 978. According to reliable sources, the management of the Staten Island Mall wanted an R-1 to R-9 car for use as a display or a diner. The designated car somehow made its way to the scrap line, and about 25% of the car was destroyed before it was realized the car was not to be scrapped. The remainder of the car (about 15 feet of one end missing) then became part of a restaurant at the Mall. During the 1980s, it was observed painted yellow on the exterior. There is seating inside the car and the service is quite good.

Car 1144 took a trip across the Atlantic Ocean. This detrucked car would serve as a restaurant in Buckinghamshire, England.

Other cars were saved from the welder's torch by removing them from City property and then returning them to the rails when conditions were more favorable. This was accomplished via the hard work of various forward-thinking individuals. These same persons and many others also help keep the official museum fleet running. Due to their many hours of diligent work, today we can all ride the cars described in this article. Thank them any time you can. Their endeavor to keep the museum fleet operational was a major inspiration to produce this article.

(Continued on page 17)

"Blizzard" of 2006

(Continued from page 42)

operating normally except for the Green Line between Branch Avenue and Suitland. No pun intended, but the

reason for this temporary suspension was that a tree fell onto the tracks. Bus service was provided between those stations. Metrobus service was only operating on major roads.

George Horn Passes Away

(Continued from page 1)

along came an ex-Kansas City PCC in Toronto paint scheme operated by an ex-Brooklyn Motorman, George Horn.)

George Horn also had a connected hobby, wanting to

be first at various openings of various transit and transportation facilities as well as at closings and sometimes operating the last car or train.

Sometimes the New York City Transit System took him off his job as Motorman to make movies about the subway system to be used as training or publicity films.

A History of the R-1 to R-9 Passenger Car Fleet

(Continued from page 16)



Restored car 484 at 190th Street on the Eighth Avenue Line in excursion service on August 24, 2003.

Eric Oszustowicz photograph



R-4 741 on a weekend layup at 20th Avenue on the BMT's West End Line on August 3, 1968.

Douglas Grotjahn photograph

(Continued on page 18)

A History of the R-1 to R-9 Passenger Car Fleet

(Continued from page 17)



Car 1009, which is actually renumbered R-4 823, at Coney Island in F service on June 29, 1973. The same number style appeared on some of the 2900-series R-10s, which were renumbered from the 1803-1852 series.

Douglas Grotjahn photograph



R-1 to R-9s at Broad Channel, May 10, 1969.

Bernard Linder photograph



Cars 1683 and 1642 on SS southbound (with an M front sign), approaching Seneca Avenue on August 27, 1972.

Steve Zabel photograph



R-1s 339 and 140 in D service at Avenue H on March 12, 1969.

Take note of the differences in the carbody underframes. Cars 100-144 did not have the additional metalwork under the door frames. Cars 145-399 had the metalwork under the two sets of center doors. The R-4s and up had the additional metal work under all the door frames.

Douglas Grotjahn photograph



R-1 346 in E service at Hudson Terminal on February 12, 1969.

Douglas Grotjahn photograph



R-1 210 leads a train on the BMT Astoria Line.

Bernard Linder collection

NEW YORK DIVISION BULLETIN - MARCH, 2006

R-1 TO R-9 CAR NUMBER LIST

CAR	DELIVERY DATE	OUT OF SERVICE DATE	SCRAP DATE		CAR	DELIVERY DATE	OUT OF SERVICE DATE	SCRAP DATE	
100	10/22/30			SEE NOTES-MUSEUM CAR	150	9/25/30	10/13/69	11/19/69	
101	8/8/30	11/21/69	11/25/69		151	9/25/30	3/29/68	8/31/68	
102	8/8/30	8/19/68	8/19/68		152	9/25/30	7/22/68	7/26/68	
103	8/8/30	11/21/69*	2/20/70*	EX385- SEE NOTES	153	9/25/30	7/22/68	7/31/68	
104	8/8/30	7/8/69	9/24/69		154	9/25/30	7/18/69	7/30/69	
105	8/8/30	11/21/69	12/8/69		155	10/22/30	7/27/69	8/4/69	
106	8/8/30	9/10/69	9/26/69		156	10/22/30	7/31/69	8/4/69	
107	8/8/30	11/21/69	11/28/69		157	10/22/30	8/19/68	8/19/68	
108	8/8/30	9/12/69	9/12/69		158	10/22/30	9/10/69	9/25/69	
109	8/8/30	11/21/69	11/24/69		159	10/22/30	7/24/68	7/24/68	
110	8/8/30	4/3/69	10/29/69		160	10/22/30	6/5/68	8/9/68	
111	8/21/30	11/21/69	11/24/69		161	10/22/30	7/24/68	7/24/68	
112	8/21/30	9/3/69	9/8/69		162	10/22/30	5/29/68	8/9/68	
113	8/21/30	9/10/69	9/19/69		163	10/22/30	10/13/69	1/2/70	
114	8/21/30	11/21/69	12/8/69		164	10/22/30	8/27/69	8/27/69	
115	8/21/30	4/3/69	11/13/69		165	10/22/30		10/30/80	SEE NOTES
116	8/21/30	7/8/69	9/12/69		166	10/22/30	10/13/69	7/30/70	
117	8/21/30	7/22/68	7/31/68		167	10/22/30	10/13/69	2/26/70	
118	8/21/30	11/21/69	12/5/69		168	10/22/30	10/13/69	11/18/69	
119	8/21/30	11/21/69	12/8/69		169	10/22/30	10/13/69	12/3/69	
120	8/21/30	3/29/68	8/31/68		170	10/24/30	9/19/69	9/19/69	
121	8/30/30	9/9/69	9/9/69		171	10/24/30	8/5/77	10/31/79	SEE NOTES
122	8/30/30	11/21/69	1/2/70		172	10/24/30	8/5/77	10/31/79	SEE NOTES
123	8/30/30	-	9/30/68		173	10/24/30	8/5/77	3/22/79	SEE NOTES
124	8/30/30	-	7/10/64		174	10/24/30	8/5/77	3/22/79	SEE NOTES
125	8/30/30	9/9/69	9/9/69		175	10/24/30	8/5/77		SEE NOTES
126	8/30/30	8/15/69	9/12/69		176	10/24/30	8/5/77	3/22/79	SEE NOTES
127	10/22/30	9/10/69	9/19/69		177	10/24/30	10/13/69	12/4/69	
128	8/30/30	11/11/69*	11/25/69*	EX384-SEE NOTES	178	10/24/30	10/13/69	2/26/70	
129	8/30/30	11/21/69	12/8/69		179	10/24/30	9/19/69	9/19/69	
130	8/30/30	11/21/69	11/28/69		180	11/20/30	7/8/68	7/8/68	
131	8/30/30	11/21/69	12/8/69		181	11/20/30	9/19/69	9/19/69	
132	9/13/30	7/8/69	9/4/69		182	11/20/30	6/7/68	7/3/68	
133	9/13/30	11/21/69	11/24/69		183	11/20/30	6/7/68	8/9/68	
134	9/13/30	-	9/30/68		184	11/20/30	10/13/69	1/5/70	
135	9/13/30	4/3/69	9/29/69		185	11/20/30	10/13/69	12/5/69	
136	9/13/30	11/19/69	12/2/69		186	11/20/30	7/22/68	7/31/68	
137	9/13/30	11/21/69	12/8/69		187	11/20/30	4/3/69	8/27/69	
138	9/13/30	11/21/69	11/28/69		188	11/20/30	7/22/68	7/26/68	
139	10/22/30	9/2/69	9/2/69		189	11/20/30	7/26/68	9/30/68	
140	9/13/30	11/21/69	11/28/69		190	11/20/30	6/5/68	8/9/68	
141	9/13/30	8/15/69	9/9/69		191	11/20/30	6/7/68	6/19/68	
142	9/13/30	-	9/30/68		192	11/20/30		10/30/80	SEE NOTES
143	10/22/30	9/26/69	10/30/69		193	11/20/30	-	6/9/66	SEE NOTES
144	10/22/30	11/21/69	12/8/69		194	11/30/30	-	9/30/68	
145	9/25/30	11/28/69	12/1/69		195	11/22/30	10/13/69	2/26/70	
146	9/25/30	-	8/2/67		196	11/22/30	10/13/69	12/5/69	
147	9/25/30	11/28/69	12/11/69		197	11/22/30	7/22/68	7/31/68	
148	9/25/30	11/28/69	12/4/69		198	11/22/30	9/2/69	9/2/69	
149	9/25/30	11/28/69	12/1/69		199	11/22/30	-	9/30/68	

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NEW YORK DIVISION BULLETIN - MARCH, 2006

R-1 to R-9 Car Number List

(Continued from page 19)

CAR	DELIVERY DATE	OUT OF SERVICE DATE	SCRAP DATE		CAR	DELIVERY DATE	OUT OF SERVICE DATE	SCRAP DATE	
200	11/20/30	11/21/69	12/8/69	SEE NOTES	250	12/24/30	11/11/69	11/19/69	
201	11/22/30	3/29/68	8/9/68	SEE NOTES	251	12/24/30	3/19/70	3/19/70	
202	11/20/30	9/26/69	10/10/69	SEE NOTES	252	12/24/30	4/3/69	8/27/69	
203	11/20/30	11/21/69	2/20/70	SEE NOTES	253	12/24/30	11/11/69*	11/25/69*	EX453-SEE NOTES
204	11/22/30	6/5/68	8/9/68	SEE NOTES	254	12/24/30	12/22/69	1/30/70	
205	11/22/30	11/28/69	2/13/70	SEE NOTES	255	12/24/30	12/22/69	1/7/70	
206	11/22/30	9/9/69	9/9/69	SEE NOTES	256	12/24/30	12/22/69	1/13/70	
207	11/22/30	11/28/69	12/4/69	SEE NOTES	257	12/24/30	3/19/70	3/19/70	
208	11/22/30	11/28/69	12/2/69	SEE NOTES	258	12/24/30	6/12/70	6/12/70	
209	11/22/30	11/28/69	12/8/69	SEE NOTES	259	12/24/30	4/3/69	9/19/69	
210	11/22/30	11/28/69	1/2/70	SEE NOTES	260	1/8/31	5/29/68	8/9/68	
211	11/20/30	4/24/69	11/18/80	SEE NOTES	261	1/8/31	11/19/69	11/26/69	
212	11/20/30	2/17/36	2/29/36	SEE NOTES	262	1/8/31	12/22/69	1/30/70	
213	11/22/30	11/28/69	12/4/69	SEE NOTES	263	1/8/31	11/21/69	12/6/69	
214	11/22/30	11/28/69	12/19/69	SEE NOTES	264	1/8/31	4/20/70	4/20/70	
215	11/22/30	4/3/69	11/11/69		265	1/8/31	12/22/69	12/22/69 ?	
216	11/22/30	3/29/68	8/9/68		266	1/8/31	8/15/69	9/23/69	
217	11/22/30	11/28/69	12/12/69		267	1/8/31	9/8/69	9/8/69	
218	11/22/30	8/9/68	8/9/68		268	1/8/31	3/23/70	3/23/70	
219	11/22/30	11/28/69	12/2/69		269	1/8/31	11/19/69	11/28/69	
220	12/11/30	12/22/69	1/9/70		270	1/8/31	7/22/68	7/31/68	
221	12/11/30	12/6/69	12/6/69		271	1/8/31	4/3/69	9/15/69	
222	12/11/30	3/23/70	3/23/70		272	1/8/31	11/21/69	12/4/69	
223	12/11/30	2/20/70	2/20/70		273	1/8/31	9/22/59		SEE NOTES
224	12/11/30	12/22/69	2/26/70		274	1/8/31	9/10/69	9/24/69	
225	12/11/30	11/6/69	2/20/70		275	1/8/31	12/10/69	12/19/69	
226	12/11/30	11/21/69	12/1/69		276	1/8/31	11/19/69*	11/19/69*	EX-428 SEE NOTES
227	12/11/30	5/29/68	8/9/68		277	1/8/31	5/29/68	8/9/68	
228	12/11/30	4/10/70	4/10/70		278	1/8/31	4/3/69	9/9/69	
229	12/11/30	4/3/69	10/2/69		279	1/8/31	3/23/70	3/23/70	
230	12/11/30	6/19/70	6/19/70		280	1/22/31	4/10/70	4/10/70	
231	12/11/30	12/6/69	12/6/69		281	1/22/31	11/19/69	12/6/69	
232	12/11/30	6/12/70	6/12/70		282	1/22/31	12/22/69	1/2/70	
233	12/11/30	9/4/69	9/4/69		283	1/22/31	8/15/69	9/19/69	
234	12/11/30	8/15/69	9/2/69		284	1/22/31	9/26/69	11/17/69	
235	12/11/30	12/22/69	12/26/69		285	1/22/31	6/12/70	6/12/70	
236	12/11/30	8/15/69	9/19/69		286	1/22/31	8/15/69	9/12/69	
237	12/11/30	12/22/69	1/8/70		287	1/22/31	11/21/69	12/8/69	
238	12/11/30	4/10/70	4/10/70		288	1/22/31	11/11/69	2/13/70	
239	12/11/30	3/23/70	3/23/70		289	1/22/31	4/20/70	4/20/70	
240	12/24/30	9/26/69	10/28/69		290	1/22/31	6/19/70	6/19/70	
241	12/24/30	7/24/68	7/24/68		291	1/22/31	12/22/69	1/14/70	
242	12/24/30	5/29/68	8/9/68		292	1/22/31	12/22/69	12/26/69	
243	12/24/30	6/12/70	6/12/70		293	1/22/31	12/22/69	1/2/70	
244	12/24/30	7/22/68	7/31/68		294	1/22/31	12/22/69	2/13/70	
245	12/24/30	4/3/69	11/11/69		295	1/22/31	3/6/70	3/6/70	
246	12/24/30	4/3/69	9/30/69		296	1/22/31	12/22/69	12/26/69	
247	12/24/30	4/3/69	9/12/69		297	1/22/31	11/19/69	11/26/69	
248	12/24/30	6/5/68	8/31/68		298	1/22/31	2/26/70	2/26/70	
249	12/24/30	3/6/70	3/6/70		299	1/22/31	12/22/69	12/22/69 ?	

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NEW YORK DIVISION BULLETIN - MARCH, 2006

R-1 to R-9 Car Number List

(Continued from page 20)

CAR	DELIVERY DATE	OUT OF SERVICE DATE	SCRAP DATE		CAR	DELIVERY DATE	OUT OF SERVICE DATE	SCRAP DATE	
300	2/5/31	-	8/31/68		350	3/11/31	11/21/69	11/28/69	
301	2/5/31	4/20/70	4/20/70		351	3/11/31	7/8/69	9/12/69	
302	2/5/31	9/26/69	10/10/69		352	3/11/31	12/22/69	3/10/70	
303	2/5/31	12/22/69	12/29/69		353	3/11/31	8/27/69*	8/27/69*	EX617-SEE NOTES
304	2/5/31	4/10/70	4/10/70		354	3/11/31	12/10/69	1/16/70	
305	2/5/31	4/3/69	9/18/69		355	3/11/31	11/21/69	12/10/69	
306	2/5/31	12/16/69	12/16/69		356	3/11/31	9/26/69	10/7/69	EX400-SEE NOTES
307	2/5/31	11/11/69*	11/25/69*	EX553-SEE NOTES	357	3/11/31	11/6/69	11/19/69	
308	2/5/31	10/13/69	11/18/69		358	3/11/31	12/22/69	12/22/69?	
309	2/5/31	12/22/69	1/15/70		359	3/11/31	10/13/69*	12/11/69*	EX579-SEE NOTES
310	2/5/31	11/21/69	12/5/69		360	3/11/31	7/8/69	9/19/69	
311	2/5/31	5/29/68	8/9/68		361	3/26/31	3/23/70	3/23/70	
312	2/5/31	6/7/68	8/9/68		362	3/26/31	12/18/69	12/18/69	
313	2/5/31	7/8/69	8/27/69		363	3/26/31	10/9/69*	11/18/69*	EX468-SEE NOTES
314	2/5/31	12/22/69	1/2/70		364	3/26/31	4/3/69	9/29/69	
315	2/5/31	12/22/69	1/2/70		365	3/26/31	8/15/69	9/19/69	
316	2/5/31	9/10/69	9/19/69		366	3/26/31	10/9/69*	10/9/69*	EX440-SEE NOTES
317	2/5/31	10/13/69	2/20/70		367	3/26/31	10/7/69*	10/7/69*	EX639-SEE NOTES
318	2/5/31	1/30/70	1/30/70		368	3/26/31	10/9/69*	10/29/69*	EX632-SEE NOTES
319	2/5/31	2/13/70	2/13/70		369	3/26/31	9/26/69*	10/3/69*	EX576-SEE NOTES
320	2/5/31	4/3/69	9/9/69		370	3/26/31	9/19/69*	9/19/69*	EX460-SEE NOTES
321	2/5/31	12/22/69	12/26/69		371	3/26/31	5/29/68	8/9/68	
322	2/5/31	12/22/69	1/8/70		372	3/26/31	9/19/69*	9/19/69*	EX465-SEE NOTES
323	2/5/31	12/22/69	12/26/69		373	3/26/31	8/15/69	10/30/69	
324	2/5/31	6/12/70	6/12/70		374	3/26/31	9/19/69*	9/19/69*	EX954-SEE NOTES
325	2/5/31	3/10/70	3/16/70		375	3/26/31	9/19/69*	9/19/69*	EX1333-SEE NOTES
326	2/5/31	9/9/69	9/9/69		376	3/26/31	7/19/84	8/28/84	SEE NOTES
327	2/5/31	3/6/70	3/6/70		377	3/26/31	7/19/84	9/10/84	SEE NOTES
328	2/5/31	7/22/68	7/26/68		378	3/26/31	2/17/36	2/29/36	SEE NOTES
329	2/5/31	11/21/69	12/1/69		379	3/26/31	7/19/84	9/10/84	
330	2/20/31	6/12/70	6/12/70		380	3/28/31	9/14/83	6/23/84	
331	2/20/31	12/22/69	12/26/69		381	3/28/31			SEE NOTES
332	2/20/31	7/24/68	7/24/68		382	3/28/31	7/19/84	9/10/84	SEE NOTES
333	2/20/31	12/22/69	3/10/70		383	3/28/31	7/19/84	9/10/84	SEE NOTES
334	2/20/31	11/21/69	12/6/69		384	3/28/31	7/19/84*	8/28/84*	EX342-SEE NOTES
335	2/20/31	9/8/69	9/8/69		385	3/28/31			EX103 SEE NOTES
336	2/20/31	12/22/69	1/5/70		386	3/28/31	7/19/84	8/28/84	SEE NOTES
337	2/20/31	11/21/69	12/5/69		387	3/28/31	4/3/69	8/27/69	
338	2/20/31	7/8/69	8/20/69		388	3/28/31	7/19/84	8/28/84	SEE NOTES
339	2/20/31	12/22/69	12/22/69?		389	3/28/31	5/29/68	8/9/68	
340	3/26/31	11/11/69	11/26/69		390	3/28/31	7/19/84	8/28/84	SEE NOTES
341	3/11/31	3/23/70	3/23/70		391	4/28/31	11/24/72	12/15/72	
342	3/11/31	1/7/70*	1/7/70*	SEE NOTES	392	4/28/31	12/1/72	12/8/72	
343	3/11/31	12/22/69	12/22/69?		393	4/28/31	12/10/69	7/3/70	SEE NOTES
344	3/11/31	12/22/69	12/26/69		394	4/28/31	12/27/72	1/20/73	
345	3/11/31	4/3/69	8/28/69		395	4/28/31	6/12/72	7/17/72	
346	3/11/31	11/11/69	11/26/69		396	4/28/31	10/20/72	10/27/72	
347	3/11/31	4/10/70	4/10/70		397	4/28/31	7/19/84	8/28/84	SEE NOTES
348	3/11/31	11/21/69	12/1/69		398	4/28/31	5/29/68	8/9/68	
349	3/11/31	11/11/69	11/25/69		399	4/28/31	7/19/84	9/24/84	SEE NOTES

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R-1 to R-9 Car Number List

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CAR	IN SERVICE DATE	OUT OF SERVICE DATE	SCRAP DATE		CAR	IN SERVICE DATE	OUT OF SERVICE DATE	SCRAP DATE	
400	3/18/33	4/9/73*	4/13/73*	EX356-SEE NOTES	450	3/28/33	4/3/69	10/2/69	
401	3/18/33	4/24/69		SEE NOTES	451	3/28/33	5/24/72	9/22/72	
402	3/16/33	7/8/69	2/26/70		452	3/22/33	5/24/72	7/21/72	
403	3/16/33	7/21/72	8/25/72		453	3/24/33	4/14/71*	6/1/72*	EX253-SEE NOTES
404	3/16/33	6/29/68	7/26/68	SEE NOTES	454	3/28/33	6/12/72	8/1/72	
405	3/20/33	1/3/73	1/27/73		455	3/24/33	8/21/72	10/13/72	
406	3/20/33	7/24/68	7/24/68		456	3/24/33	12/10/69	7/10/70	SEE NOTES
407	3/16/33	4/9/73	4/13/73		457	3/24/33	8/21/72	9/22/72	
408	3/20/33	1/3/73	1/20/73		458	3/24/33	3/5/73	3/16/73	
409	3/16/33	7/21/72	8/14/72		459	3/24/33	4/14/71	7/26/72	
410	3/16/33	7/21/72	8/11/72		460	3/24/33	10/20/72*	10/27/72*	EX370-SEE NOTES
411	3/16/33	7/21/72	8/8/72		461	3/23/33	4/9/73	4/13/73	
412	3/18/33	9/19/72	9/29/72		462	3/28/33	1/22/73	2/2/73 or 2/9/73	
413	3/17/33	3/6/73	3/16/73		463	3/23/33	4/18/73	4/22/73	
414	3/18/33	7/8/69	9/26/69		464	3/23/33	10/2/72	10/6/72	
415	3/9/33	1/18/73	2/2/73 or 2/9/73		465	3/23/33	4/14/71	7/26/72	EX372-SEE NOTES
416	3/16/33	6/12/72	7/17/72		466	4/10/33	7/19/84	8/28/84	SEE NOTES
417	3/18/33	4/9/73	4/13/73		467	4/11/33	10/2/72	10/6/72	
418	3/18/33	8/21/72	8/25/72		468	4/10/33	10/2/72*	10/6/72*	EX363-SEE NOTES
419	3/16/33	10/20/72	11/3/72		469	4/12/33	8/21/72	8/31/72	
420	3/9/33	8/21/72	9/15/72		470	4/10/33	8/5/77	3/23/79	SEE NOTES
421	3/18/33	8/21/72	9/22/72		471	4/10/33	10/20/72	11/2/72	
422	3/18/33	2/9/73	2/24/73		472	4/10/33	2/17/36	2/29/36	SEE NOTES
423	3/20/33	8/21/72	9/15/72		473	4/13/33	6/12/72	7/17/72	
424	3/20/33	8/21/72	9/15/72		474	4/10/33	7/19/84	9/10/84	SEE NOTES
425	3/9/33	6/15/72	8/8/72		475	4/11/33	7/19/84	8/28/84	SEE NOTES
426	3/9/33	8/21/72	9/15/72		476	4/12/33	7/19/84	8/28/84	SEE NOTES
427	3/9/33	8/21/72	9/1/72		477	4/10/33	7/19/84	9/10/84	SEE NOTES
428	3/9/33	10/20/72	10/20/72	EX276-SEE NOTES	478	4/11/33	7/19/84	10/22/84	SEE NOTES
429	3/9/33	7/21/72	8/4/72		479	4/10/33	7/19/84	8/28/84	SEE NOTES
430	3/20/33	7/21/72	8/18/72		480	4/10/33	7/17/84	8/28/84	SEE NOTES
431	3/9/33	4/9/73	4/13/73		481	4/11/33	7/19/84	8/28/84	SEE NOTES
432	4/10/33	8/21/72	9/15/72		482	4/11/33	12/10/69	8/24/70	
433	4/11/33	7/21/72	8/25/72		483	4/12/33	9/19/72	11/10/72	
434	3/23/33	12/10/69	8/24/70	SEE NOTES	484	4/10/33			SEE NOTES
435	3/22/33	9/19/72	10/6/72		485	4/10/33	9/19/72	10/27/72	
436	3/22/33	7/21/72	8/18/72		486	4/11/33	4/18/73	4/27/73	
437	3/22/33	8/21/72	9/8/72		487	4/10/33	7/21/72	8/18/72	
438	3/24/33	10/2/72	10/13/72		488	4/11/33	8/21/72	10/6/72	
439	3/28/33	7/21/72	8/14/72		489	4/12/33	11/14/72	11/17/72	
440	3/22/33	3/15/73	3/23/73	EX366-SEE NOTES	490	4/12/33	10/2/72	10/13/72	
441	3/23/33	10/2/72	10/13/72		491	4/10/33	7/21/72	8/8/72	
442	3/24/33	6/15/72	8/1/72		492	4/10/33	8/21/72	9/15/72	
443	3/22/33	1/22/73	2/24/73		493	3/12/33	7/19/84	8/28/84	SEE NOTES
444	3/22/33	10/2/72	10/20/72		494	4/11/33	10/20/72	11/3/72	
445	3/23/33	12/10/69	9/8/70		495	4/10/33	7/24/73	8/13/73	
446	3/23/33	8/21/72	8/25/72		496	4/10/33	3/7/73	3/31/73	
447	3/22/33	2/21/73	3/10/73		497	4/13/33	9/19/72	10/6/72	
448	3/23/33	6/12/72	7/21/72		498	4/13/33	11/24/72	12/8/72	
449	3/22/33	8/21/72	9/29/72		499	4/13/33	9/19/72	11/10/72	

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CAR	IN SERVICE DATE	OUT OF SERVICE DATE	SCRAP DATE		CAR	IN SERVICE DATE	OUT OF SERVICE DATE	SCRAP DATE	
500	3/1/33	4/18/73	4/27/73		550	2/14/33	12/10/69	10/10/70	
501	2/28/33	12/1/72	12/8/72		551	2/25/33	10/20/72	11/3/72	
502	3/1/33	4/20/73	5/11/73		552	2/27/33	4/3/69	8/27/69	
503	3/1/33	8/21/72	8/31/72		553	2/23/33	8/21/72*	8/29/72*	EX307-SEE NOTES
504	2/27/33	6/12/72	8/8/72		554	2/14/33	5/24/72	6/1/72	
505	3/2/33	10/2/72	10/13/72		555	2/14/33	6/8/73	6/8/73	
506	3/2/33	8/21/72	8/25/72		556	2/14/33	4/3/69	9/16/69	
507	3/2/33	3/7/73	3/31/73		557	2/27/33	1/3/73	1/27/73	
508	2/27/33	7/21/72	8/18/72		558	2/14/33	7/16/73	8/13/73	
509	2/28/33	7/21/72	8/14/72		559	3/1/33	6/12/72	9/29/72	
510	2/28/33	11/14/72	11/17/72		560	3/1/33	5/24/72	7/7/72	
511	2/28/33	10/20/72	10/27/72		561	2/14/33	12/27/72	1/20/73	
512	2/28/33	1/18/73	2/2/73 or 2/9/73		562	2/27/33	7/16/73	8/4/73	
513	3/1/33	11/14/72	11/17/72		563	2/23/33	8/21/72	9/15/72	
514	2/28/33	7/9/73*	7/28/73	EX1218-SEE NOTES	564	2/14/33	7/21/72	8/18/72	
515	2/28/33	12/1/72	12/8/72		565	2/27/33	4/30/73	6/8/73	
516	3/3/33	7/21/72	8/8/72		566	2/25/33	6/12/72	7/17/72	
517	2/28/33	8/21/72	9/15/72		567	2/25/33	5/24/72	7/26/72	
518	2/28/33	4/10/73	4/13/73		568	2/24/33	6/12/72	7/17/72	
519	3/1/33	8/21/72	9/15/72		569	2/14/33	10/20/72	11/3/72	
520	2/28/33	4/14/71	8/4/72		570	2/14/33	7/21/72	8/25/72	
521	3/1/33	5/24/72	7/7/72		571	2/14/33	10/2/72	10/6/72	
522	3/1/33	7/21/72	8/18/72		572	2/14/33	4/14/72	6/1/72	
523	2/14/33	9/19/72	10/20/72		573	2/14/33	8/17/73*	8/17/73*	EX1285-SEE NOTES
524	2/14/33	7/21/72	7/28/72		574	2/14/33	3/7/73	3/23/73	
525	3/1/33	7/21/72	7/28/72		575	2/14/33	7/21/72	8/8/72	
526	3/1/33	5/24/72	7/21/72		576	2/14/33	8/22/73*	8/27/73*	SEE NOTES
527	3/1/33	5/24/72	9/22/72		577	2/14/33	8/21/72	9/15/72	
528	2/24/33	4/20/73	5/4/73		578	2/14/33	5/24/72	6/1/72	
529	2/23/33	10/31/72	11/17/72		579	2/14/33	11/14/72*	11/17/72*	EX359-SEE NOTES
530	2/27/33	7/21/72	8/14/72		580	2/23/33	10/20/72	11/3/72	
531	3/1/33	6/12/72	7/7/72		581	2/27/33	5/24/72	7/26/72	SEE NOTES
532	2/28/33	9/19/72	10/13/72		582	3/2/33	9/19/72	10/27/72	
533	2/23/33	4/20/73	5/4/73		583	2/27/33	10/20/72	10/27/72	
534	2/27/33	4/20/73	5/11/73		584	2/27/33	8/21/72	8/29/72	
535	2/27/33	3/27/73	3/31/73		585	3/2/33	8/21/72	10/27/72	
536	3/1/33	10/2/72	10/6/72		586	2/28/33	11/14/72	12/1/72	
537	2/27/33	4/20/73	5/11/73		587	3/1/33	2/9/73	2/24/73	
538	2/14/33	10/20/72	10/27/72		588	3/2/33	1/10/73	2/2/73 or 2/9/73	
539	2/14/33	11/24/72	12/8/72		589	3/2/33	7/9/73*	8/13/73	EX1791-SEE NOTES
540	2/23/33	4/3/69	8/27/69		590	2/14/33	4/30/73	5/4/73	
541	2/23/33	10/31/72	11/24/72		591	2/14/33	4/30/73	5/28/73	
542	2/24/33	8/21/72	8/25/72		592	2/27/33	9/19/72	11/10/72	
543	2/23/33	11/24/72	12/8/72		593	3/2/33	12/1/72	12/15/72	
544	2/27/33	4/4/73	4/6/73		594	2/28/33	12/11/72	12/22/72	
545	2/27/33	11/24/72	12/8/72		595	2/27/33	10/20/72	11/3/72	
546	2/24/33	4/14/71	7/7/72		596	3/1/33	1/30/73	2/16/73	
547	2/23/33	7/16/73*	8/4/73*	EX1663-SEE NOTES	597	2/28/33	8/21/72	9/22/72	
548	2/24/33	7/21/72	8/11/72		598	2/27/33	7/21/72	8/25/72	
549	2/14/33	5/9/73	7/21/73		599	2/28/33	12/10/69	10/10/70	

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CAR	IN SERVICE DATE	OUT OF SERVICE DATE	SCRAP DATE		CAR	IN SERVICE DATE	OUT OF SERVICE DATE	SCRAP DATE	
600	4/14/33	4/14/71	8/14/72		650	5/4/33	8/21/72	8/31/72	
601	4/20/33	4/4/73	4/6/73		651	4/28/33	12/10/69	7/17/70	
602	4/22/33	5/24/72	7/21/72		652	5/4/33	5/24/72	7/26/72	
603	4/20/33	11/14/72	11/17/72		653	4/29/33	6/12/72	7/17/72	
604	4/14/33	7/21/72	8/11/72		654	5/4/33	9/19/72	10/6/72	
605	4/22/33	7/21/72	7/28/72		655	5/4/33	10/2/72	10/6/72	
606	4/20/33	6/12/72	7/17/72		656	5/20/33	2/14/73	3/10/73	
607	4/20/33	10/2/72	10/13/72		657	4/29/33	7/21/72	8/4/72	
608	4/18/33	10/2/72	10/13/72		658	5/3/33	7/21/72	8/18/72	
609	4/18/33	4/14/71	8/14/72		659	5/4/33	10/20/72	11/3/72	
610	4/21/33	6/12/72	8/1/72		660	4/28/33	7/28/73*	7/28/73*	EX1250-SEE NOTES
611	4/29/33	11/24/72	12/1/72		661	5/3/33	10/20/72	10/27/72	
612	4/20/33	8/21/72	8/25/72		662	4/29/33	12/20/72	12/29/72	
613	4/14/33	4/3/69	8/27/69		663	5/4/33	12/10/69	9/22/70	
614	4/22/33	10/2/72	10/6/72		664	5/4/33	8/21/72	9/22/72	
615	4/22/33	4/30/73	5/18/73		665	5/3/33	10/2/72	10/20/72	
616	4/22/33	3/15/73	3/31/73		666	4/29/33	6/15/72	8/1/72	
617	4/22/33	2/21/73*	3/16/73*	EX353-SEE NOTES	667	5/3/33	4/3/69	8/27/69	
618	4/22/33	3/15/73	3/23/73		668	4/29/33	8/21/72	9/29/72	
619	4/22/33	7/9/73	7/28/73		669	4/29/33	10/20/72	11/3/72	
620	4/22/33	3/15/73	3/23/73		670	4/29/33	8/22/73*	8/27/73*	EX1744-SEE NOTES
621	4/20/33	12/20/72	1/12/73		671	5/4/33	8/21/72	9/22/72	
622	4/14/33	4/10/73	4/20/73		672	5/4/33	8/21/72	9/1/72	
623	4/22/33	6/7/65	3/17/73	SEE NOTES	673	5/4/33	3/15/73	3/23/73	
624	4/22/33	12/10/69	9/22/70		674	5/3/33	11/24/72	11/24/72	
625	4/20/33	6/8/73*	6/8/73*	EX1195-SEE NOTES	675	5/4/33	3/27/73	3/31/73	
626	4/20/33	7/9/73*	8/4/73*	EX1486-SEE NOTES	676	5/3/33	5/9/73	8/13/73	
627	4/14/33	12/10/69	9/22/70		677	4/29/33	9/19/72	10/20/72	
628	4/22/33	4/3/69	8/27/69		678	5/3/33	8/21/72	8/29/72	
629	4/20/33	7/16/73*	8/4/73*	EX1573-SEE NOTES	679	5/3/33	8/21/72	9/15/72	
630	4/22/33	7/24/73*	8/4/73*	EX1458-SEE NOTES	680	4/29/33	8/21/72	9/15/72	
631	4/22/33	12/1/72	12/8/72		681	4/28/33	7/21/72	8/4/72	
632	4/22/33	10/20/72*	10/27/72*	EX368-SEE NOTES	682	5/4/33	4/8/69	8/28/69	
633	4/20/33	8/22/73*	8/27/73*	SEE NOTES	683	5/3/33	6/12/72	8/1/72	
634	4/20/33	12/10/69	10/15/70		684	5/4/33	9/19/72	10/13/72	
635	4/20/33	4/4/73	4/6/73		685	5/4/33	4/30/73	5/18/73	
636	4/20/33	8/21/72	9/1/72		686	4/28/33	6/8/73	6/8/73	
637	4/20/33	4/8/69	8/28/69		687	5/4/33	4/30/73	5/18/73	
638	4/20/33	7/21/72	8/4/72		688	4/29/33	4/3/69	8/27/69	
639	4/18/33	4/10/73*	4/20/73*	EX367-SEE NOTES	689	5/4/33	8/17/73*	8/17/73*	EX1271-SEE NOTES
640	4/20/33	12/20/72	1/5/73		690	5/4/33	8/21/72	8/29/72	
641	4/22/33	2/26/73	3/16/73		691	4/29/33	4/3/69	8/27/69	
642	4/18/33	10/20/72	10/27/72		692	5/4/33	6/12/72	7/17/72	
643	4/18/33	1/18/73	2/2/73 or 2/9/73		693	4/29/33	10/20/72	10/27/72	
644	4/22/33	7/21/72	8/18/72		694	5/10/33	5/2/73	6/30/73	
645	4/22/33	8/21/72	9/15/72		695	5/12/33	10/20/72	11/3/72	
646	4/22/33	8/17/73	8/27/73		696	5/12/33	12/1/72	12/8/72	
647	5/12/33	12/10/69	7/17/70		697	5/12/33	12/1/72	12/8/72	
648	5/12/33	5/24/72	7/21/72		698	5/10/33	7/16/73	8/4/73	
649	5/12/33	12/11/72	12/22/72		699	5/12/33	9/19/72	10/6/72	

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CAR	IN SERVICE DATE	OUT OF SERVICE DATE	SCRAP DATE		CAR	IN SERVICE DATE	OUT OF SERVICE DATE	SCRAP DATE	
700	3/11/33	8/22/73*	8/27/73*	SEE NOTES	750	3/6/33	6/8/73*	6/8/73*	EX1564-SEE NOTES
701	3/11/33	6/12/72	7/7/72		751	3/3/33	10/31/72	11/17/72	
702	3/11/33	1/10/73	1/27/73		752	3/6/33	6/15/72	7/7/72	
703	3/11/33	4/8/69	9/25/69		753	3/3/33	4/3/69	9/30/69	
704	3/14/33	4/10/73	4/20/73		754	3/3/33	4/18/73*	6/30/73*	EX1236-SEE NOTES
705	3/14/33	4/20/73	5/4/73		755	3/6/33	5/24/72	7/21/72	
706	3/14/33	10/2/72	10/13/72		756	3/3/33	8/21/72	10/6/72	
707	3/14/33	7/21/72	8/11/72		757	3/1/33	7/21/72	8/18/72	
708	3/14/33	8/21/72	9/1/72		758	4/6/33	12/1/72	12/8/72	
709	3/14/33	12/11/72	12/15/72		759	4/6/33	8/21/72	9/8/72	
710	3/11/33	4/30/73	6/8/73		760	3/3/33	12/11/72	12/22/72	
711	3/11/33	2/14/73	3/3/73		761	3/3/33	10/2/72	10/13/72	
712	3/14/33	7/9/73	8/13/73		762	3/3/33	8/21/72	8/31/72	
713	3/11/33	8/21/72	9/8/72		763	3/3/33	5/9/73*	8/17/73*	EX1451-SEE NOTES
714	3/11/33	3/27/73	3/31/73		764	3/6/33	11/14/72	11/17/72	
715	3/7/33	12/10/69	9/22/70		765	3/3/33	3/5/73	3/16/73	
716	3/7/33	6/12/72	7/26/72		766	4/4/33	6/12/72	7/7/72	
717	3/6/33	8/21/72	9/15/72		767	4/6/33	4/30/73	5/25/73	
718	3/6/33	8/21/72	9/8/72		768	3/3/33	8/21/72	8/25/72	
719	3/6/33	8/21/72	8/25/72		769	4/6/33	9/19/72	9/29/72	
720	3/9/33	8/17/73*	8/17/73*	EX1728-SEE NOTES	770	4/4/33	1/22/73	2/16/73	
721	3/7/33	6/8/73*	6/28/73*	EX1593-SEE NOTES	771	4/4/33	3/27/73	4/6/73	
722	3/6/33	8/22/73*	8/27/73*	EX1398-SEE NOTES	772	4/4/33	8/28/69	8/28/69	
723	3/8/33	7/21/72	8/18/72		773	3/6/33	4/8/69	8/27/69	
724	3/7/33	3/27/73	4/6/73		774	3/11/33	6/12/72	7/17/72	
725	3/7/33	8/21/72	8/25/72		775	4/6/33	12/20/72	1/5/73	
726	3/6/33	5/2/73	6/8/73		776	4/6/33	12/20/72	1/20/73	
727	3/6/33	6/8/73	6/8/73		777	4/6/33	7/21/72	8/11/72	
728	3/6/33	7/21/72	8/11/72		778	4/6/33	3/15/73	3/23/73	
729	3/3/33	5/2/73*	7/21/73*	EX1437-SEE NOTES	779	4/10/33	3/5/73*	3/16/73*	EX1173-SEE NOTES
730	3/3/33	7/9/73	7/28/73		780	4/10/33	9/19/72	10/6/72	
731	3/3/33	12/20/72	12/29/72		781	4/10/33	12/1/72	12/8/72	
732	3/3/33	1/10/73	1/27/73		782	4/10/33	8/21/72	9/8/72	
733	3/3/33	10/2/72	10/13/72		783	4/10/33	5/2/73	6/30/73	
734	3/3/33	5/2/73	7/21/73		784	4/10/33	4/14/71	6/27/72	
735	3/6/33	1/18/73	2/2/73		785	4/10/33	10/31/72	11/17/72	
736	3/8/33	8/21/72	9/8/72		786	4/10/33	9/19/72	10/20/72	
737	3/7/33	4/3/69	12/16/69		787	4/10/33	10/31/72	11/10/72	
738	3/8/33	4/4/73	4/20/73		788	4/10/33	2/21/73*	3/10/73*	EX918-SEE NOTES
739	3/6/33	6/15/72	8/1/72		789	4/10/33	5/9/73*	6/30/73*	SEE NOTES
740	3/6/33	5/9/73*	7/21/73*	EX1260-SEE NOTES	790	4/10/33	11/24/72	12/1/72	
741	3/3/33	4/3/69	8/27/69		791	3/11/33	12/20/72	12/29/72	
742	3/3/33	10/31/72	11/24/72		792	3/11/33	5/24/72	6/1/72	
743	3/6/33	7/21/72	8/11/72		793	4/10/33	9/19/72	9/29/72	
744	3/3/33	2/9/73	3/3/73		794	4/10/33	10/2/72	10/6/72	
745	3/3/33	8/21/72	9/22/72		795	4/4/33	5/2/73*	6/30/73*	EX1503-NOTES
746	3/6/33	3/15/73	3/23/73		796	4/4/33	4/8/69	8/27/69	
747	3/3/33	12/10/69	8/24/70		797	4/4/33	8/21/72	8/25/72	
748	3/3/33	4/30/73	5/11/73		798	4/4/33	7/21/72	8/4/72	
749	3/3/33	9/19/72	10/27/72		799	4/4/33	11/24/72	12/1/72	

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CAR	IN SERVICE DATE	OUT OF SERVICE DATE	SCRAP DATE		CAR	IN SERVICE DATE	OUT OF SERVICE DATE	SCRAP DATE	
800	5/12/33			SEE NOTES	850	6/1/33	1/3/73	1/20/73	
801	5/12/33	2/21/73	3/10/73	EX935-SEE NOTES	851	4 /10/33	4/14/71	7/7/72	
802	5/20/33	7/21/72	8/8/72		852	6/7/33	1/30/73*	2/24/73*	EX1100-SEE NOTES
803	5/12/33	8/21/72	9/1/72		853	4/10/33	4/14/71	8/14/72	
804	5/12/33	9/19/72	10/27/72		854	4/10/33	12/1/72	12/8/72	
805	5/12/33	2/14/73*	3/3/73*	EX1019-SEE NOTES	855	6/1/33	12/11/69	8/24/70	
806	5/12/33	4/3/69	8/27/69		856	6/1/33	6/15/72	8/1/72	
807	5/12/33	2/21/73*	6/30/73*	EX1715-SEE NOTES	857	6/1/33	8/21/72	8/31/72	
808	5/12/33	12/10/69	7/17/70		858	6/1/33	2/21/73*	6/30/73*	EX1788-SEE NOTES
809	5/26/33	7/21/72	7/28/72		859	5/29/33	12/20/72	1/12/73	
810	5/12/33	12/1/72	12/8/72		860	6/5/33	11/14/72	11/24/72	
811	6/8/33	10/2/72	10/13/72		861	5/29/33	8/21/72	10/27/72	
812	5/26/33	4/14/71	7/26/72		862	5/29/33	1/3/73	1/27/73	
813	5/24/33	8/21/72	9/1/72		863	6/7/33	11/14/72	11/17/72	
814	5/26/33	2/9/73	2/24/73		864	6/6/33	12/11/69	8/24/70	
815	5/26/33	4/10/73*	6/30/73*	EX1595-SEE NOTES	865	6/1/33	4/14/71	6/1/72	
816	5/26/33	2/14/73*	3/3/73*	EX960-SEE NOTES	866	6/1/33	6/12/72	7/21/72	
817	5/20/33	12/1/72	12/8/72		867	6/6/33	SEE NOTES	~8/10/64~	
818	5/20/33	2/21/73*	3/10/73*	EX1054-SEE NOTES	868	6/1/33	12/11/72	12/15/72	
819	5/20/33	2/21/73*	6/30/73*	EX1769-SEE NOTES	869	6/6/33	1/10/73	1/27/73	
820	5/20/33	9/21/76	5/26/77 SEE NOTES		870	6/3/33		8/2/67	SEE NOTES
821	5/20/33	9/19/72	10/20/72		871	6/3/33	7/21/72	8/8/72	
822	5/25/33	1/10/73	1/27/73		872	6/5/33	8/21/72	9/8/72	
823	5/25/33	1/30/73*	2/24/73*	EX1009-SEE NOTES	873	6/5/33	6/12/72	7/17/72	
824	5/20/33	12/11/72	12/22/72		874	6/6/33	3/27/73*	6/30/73*	EX1644-SEE NOTES
825	5/25/33	4/8/69**	9/12/69**	EX1677-SEE NOTES	875	6/6/33	12/11/69	7/17/70	
826	5/25/33	7/21/72	8/25/72		876	6/7/33	6/12/72	7/17/72	
827	5/26/33	9/19/72	10/20/72		877	6/6/33	7/21/72	8/18/72	
828	5/26/33	12/10/69	7/17/70		878	6/6/33	8/21/72	9/8/72	
829	5/25/33	10/31/72	11/10/72		879	6/7/33	9/19/72	10/27/72	
830	5/24/33	2/9/73*	3/3/73*	EX1112-SEE NOTES	880	6/7/33	11/24/72	12/1/72	
831	6/6/33	8/21/72	9/8/72		881	6/5/33	4/10/73	4/20/73	SEE NOTES
832	5/12/33	12/10/69	8/24/70		882	6/1/33	8/21/72	10/6/72	
833	6/6/33	1/30/73*	2/16/73*	EX1099-SEE NOTES	883	6/1/33	12/11/72	12/22/72	
834	5/24/33	2/14/73*	3/3/73*	EX1044-SEE NOTES	884	5/29/33	6/30/73*	6/30/73*	SEE NOTES
835	5/26/33	10/31/72	11/24/72		885	6/5/33	12/11/69	8/24/70	
836	5/20/33	4/3/69	9/17/69		886	6/5/33	6/12/72	7/21/72	
837	5/25/33	8/21/72	9/1/72		887	6/7/33	12/11/69	7/3/70	
838	5/25/33	4/3/69	8/27/69		888	6/5/33	12/11/69	8/24/70	
839	5/25/33	6/12/72	7/17/72		889	6/7/33	7/21/72	8/25/72	
840	5/25/33	7/21/72	8/25/72		890	6/5/33	9/19/72	9/29/72	
841	5/25/33	11/14/72	11/24/72		891	5/29/33	10/31/72	11/17/72	
842	5/26/33	12/1/72	12/8/72		892	6/5/33	9/19/72	11/10/72	
843	5/24/33	12/1/72	12/15/72		893	6/7/33	2/21/73*	7/21/73*	EX1609-SEE NOTES
844	6/7/33	2/14/73*	3/10/73*	EX1186-SEE NOTES	894	5/29/33	4/18/73*	6/30/73*	EX1430-SEE NOTES
845	6/7/33	8/21/72	9/15/72		895	5/24/33	10/31/72	11/17/72	
846	5/29/33	2/21/73*	6/30/73*	EX1200-SEE NOTES	896	5/24/33	8/21/72	9/1/72	
847	5/29/33	5/24/72	6/1/72		897	5/24/33	1/10/73	1/27/73	
848	5/29/33	8/21/72	9/15/72		898	5/24/33	1/30/73*	7/21/73*	SEE NOTES
849	5/29/33	4/14/71	9/29/72		899	5/24/33	7/21/72	7/28/72	

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CAR	IN SERVICE DATE	OUT OF SERVICE DATE	SCRAP DATE		CAR	IN SERVICE DATE	OUT OF SERVICE DATE	SCRAP DATE	
900	12/14/35	9/14/83	6/23/84	TO M900	950	1/21/36	10/29/76	3/1/77	
901	12/12/35	9/14/83	6/2/84	TO M901	951	1/21/36	8/3/76	12/7/76	
902	12/14/35	7/17/84	8/14/84	TO M902	952	1/21/36	7/30/76	12/3/76	
903	12/14/35	9/14/83	5/8/84	TO M903	953	1/21/36	9/27/76	10/8/76	
904	12/14/35	9/14/83	8/1/84	TO M904	954	1/21/36	3/29/76*	7/12/76*	EX374-SEE NOTES
905	12/14/35	5/16/78	4/9/79	TO M905	955	1/21/36	9/22/76	9/22/76	
906	12/14/35	9/14/83	6/13/84	TO M906	956	1/20/36	9/1/76	9/2/76	
907	12/14/35	9/14/83	5/26/84	TO M907	957	1/20/36	7/30/76	11/16/76	
908	12/14/35	9/14/83	4/30/84	TO M908	958	1/21/36	2/23/76	5/21/76	
909	12/14/35	9/14/83	6/23/84	TO M909	959	1/21/36	10/29/76	2/24/77	
910	12/14/35	9/14/83	5/12/84	TO M910	960	1/20/36	8/6/76*	9/17/76*	EX816-SEE NOTES
911	12/12/35		11/6/80	TO M911	961	1/20/36	9/1/76	9/2/76	
912	12/12/35	12/11/69	10/10/70		962	1/21/36	9/1/76	9/15/76	
913	12/14/35	9/14/83	5/19/84	TO M913	963	1/20/36	9/27/76	10/13/76	
914	12/14/35	9/14/83	6/13/84	TO M914	964	1/20/36	9/27/76	10/11/76	
915	12/12/35	7/19/84	10/14/84	TO M915	965	1/24/36	10/29/76	12/17/76	
916	12/12/35	9/14/83	6/2/84	TO M916	966	1/24/36	8/3/76	12/7/76	
917	12/12/35		1984	TO M917	967	1/24/36	9/1/76	9/17/76	
918	12/12/35	9/14/83	6/23/84	TO M918-SEE NOTES	968	1/24/36	9/1/76	9/20/76	
919	12/12/35	9/14/83	4/17/84	TO M919	969	1/24/36	10/29/76	12/27/76	
920	1/21/36	8/1/84	10/1/84	TO M920	970	2/12/36	9/27/76	10/13/76	
921	1/21/36	9/22/76	9/22/76		971	2/12/36	9/1/76	9/7/76	
922	1/21/36	12/11/69	8/24/70		972	2/12/36	2/23/76	5/7/76	
923	1/21/36			TO R247-SEE NOTES	973	2/12/36		1968	SEE NOTES
924	1/21/36	12/11/69	7/17/70		974	2/12/36	9/27/76	10/11/76	
925	1/21/36			TOR248-SEE NOTES	975	2/12/36	8/3/76	11/18/76	
926	1/21/36	10/29/76	3/9/77		976	2/12/36	8/20/76	9/15/76	
927	1/21/36	12/11/69*	7/17/70*	EX1547-SEE NOTES	977	2/12/36	2/23/76	5/21/76	
928	1/21/36	9/1/76	9/17/76		978	2/12/36	9/27/76		SEE NOTES
929	1/21/36	2/23/76	7/27/76		979	2/24/36	8/6/76	9/22/76	
930	1/21/36	2/23/76	12/7/76		980	2/12/36		1968	SEE NOTES
931	12/24/35	2/23/76	12/7/76		981	2/12/36	8/27/76	8/27/76	
932	1/21/36	2/23/76	5/21/76		982	2/12/36	10/29/76	3/16/77	
933	1/21/36	9/27/76	10/5/76		983	2/12/36	10/29/76	3/28/77	
934	1/21/36	9/1/76	9/7/76		984	2/12/36	9/21/76	11/16/76	
935	1/21/36	9/1/76*	9/20/76*	EX801-SEE NOTES	985	2/12/36	10/29/76	2/10/77	
936	12/24/35	8/27/76	3/4/77		986	2/12/36	9/14/70	6/27/72	SEE NOTES
937	12/24/35	10/29/76	12/16/76		987	2/12/36	2/23/76	5/21/76	
938	12/24/35	5/11/76	6/14/76		988	2/12/36	10/29/76	3/1/77	
939	12/24/35	2/23/76	12/10/76		989	2/12/36	9/1/76	9/20/76	
940	12/24/35	10/29/76	4/4/77		990	2/12/36	12/11/69	7/17/70	
941	12/24/35	9/27/76	9/27/76		991	2/12/36	7/30/76	11/16/76	
942	12/24/35	10/29/76	2/24/77		992	2/12/36	4/14/71	8/18/72	
943	12/24/35	8/20/76	12/3/76		993	2/12/36	10/29/76	3/15/77	
944	12/28/35	8/27/76	8/31/76		994	2/13/36	8/20/76	8/31/76	
945	1/21/36	9/1/76	9/20/76		995	2/15/36	8/20/76	8/24/76	
946	1/21/36	9/27/76	10/8/76		996	2/15/36	8/27/76	11/5/76	
947	1/21/36	10/13/76	10/13/76		997	2/15/36	10/29/76	3/7/77	
948	1/21/36	10/29/76	3/11/77		998	3/2/36	12/11/69	7/3/70	
949	1/21/36	9/27/76	2/4/77		999	2/15/36	4/8/69*	9/12/69*	EX1632-SEE NOTES

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CAR	IN SERVICE DATE	OUT OF SERVICE DATE	SCRAP DATE		CAR	IN SERVICE DATE	OUT OF SERVICE DATE	SCRAP DATE	
1000	2/15/36			SEE NOTES	1050	3/30/36	9/1/76	3/2/77	
1001	2/15/36	10/29/76	1/20/77		1051	3/30/36	10/29/76	3/16/77	
1002	2/15/36	2/23/76	10/13/76		1052	3/30/36	8/20/76	9/23/76	
1003	2/25/36	10/29/76	2/2/77		1053	3/30/36	9/27/76	10/13/76	
1004	2/15/36	10/29/76	12/16/76		1054	3/30/36	7/9/76*	8/16/76*	EX818-SEE NOTES
1005	2/15/36	8/20/76	8/20/76		1055	3/30/36	9/27/76	10/13/76	
1006	2/20/36	9/1/76	9/15/76		1056	3/30/36	7/9/76	10/11/76	
1007	2/20/36	9/27/76	10/5/76		1057	3/30/36	10/29/76	12/16/76	
1008	3/2/36	2/23/76	11/30/76		1058	3/30/36	9/27/76	10/1/76	
1009	3/2/36	6/22/76*	10/26/76*	EX823-SEE NOTES	1059	3/30/36	10/29/76	2/3/77	
1010	2/20/36	9/27/76	10/5/76		1060	3/30/36	7/30/76	10/20/76	
1011	2/20/36	12/11/69	10/3/70		1061	3/30/36	10/29/76	12/22/76	
1012	3/2/36	7/22/76	8/24/76		1062	3/30/36	8/6/76	10/20/76	
1013	3/2/36	10/29/76	3/9/77		1063	3/30/36	9/1/76	9/14/76	
1014	2/20/36	12/11/69	9/8/70		1064	3/30/36	9/27/76	10/17/76	
1015	3/2/36	7/30/76	2/17/77		1065	4/9/36	10/29/76	3/2/77	
1016	3/2/36	9/1/76	9/2/76		1066	4/9/36	3/22/76	8/18/76	
1017	3/2/36	9/27/76	10/5/76		1067	4/6/36	8/20/76	8/31/76	
1018	3/2/36	10/29/76	3/9/77		1068	4/6/36	4/15/71	10/20/80	SEE NOTES
1019	3/2/36	10/29/76*	3/24/77*	EX805-SEE NOTES	1069	4/6/36	10/29/76	2/4/77	
1020	3/2/36	10/29/76	2/2/77		1070	4/6/36	9/1/76	9/14/76	
1021	3/2/36	9/1/76	4/4/77		1071	4/6/36	8/3/76	9/2/76	
1022	3/2/36	5/26/76	7/15/76		1072	4/6/36	8/20/76	12/16/76	
1023	3/2/36	2/23/76	11/5/76		1073	4/6/36	9/27/76	10/5/76	
1024	3/2/36	2/23/76	11/30/76		1074	4/6/36	9/27/76	10/5/76	
1025	3/2/36	4/20/76	6/14/76		1075	4/9/36	9/27/76	10/11/76	
1026	3/2/36	8/27/76	2/28/77		1076	4/8/36	7/9/76	8/9/76	
1027	3/2/36	5/11/76	8/18/76		1077	4/8/36	8/20/76	11/16/76	
1028	3/6/36	7/8/85	6/19/86	SEE NOTES	1078	4/8/36	10/29/76	2/3/77	
1029	3/6/36	9/1/76	2/28/77		1079	4/8/36		7/58	SEE NOTES
1030	3/6/36	9/1/76	9/2/76		1080	4/9/36	10/29/76	1/13/77	
1031	3/6/36	8/20/76	10/26/76		1081	4/8/36	8/3/76	11/16/76	
1032	3/6/36	9/27/76	10/11/76		1082	4/8/36	9/1/76	9/17/76	
1033	3/6/36	10/29/76	2/16/77		1083	4/8/36	2/23/76	7/27/76	
1034	3/6/36	6/22/76	8/3/76		1084	4/8/36	8/3/76	11/16/76	
1035	3/6/36	3/29/76	5/13/76		1085	4/24/36	10/29/76	12/16/76	
1036	3/4/36	10/29/76	3/9/77		1086	4/24/36	12/11/69	7/17/70	
1037	3/6/36	9/27/76	10/11/76		1087	4/24/36	10/29/76	3/1/77	
1038	3/4/36	9/27/76	10/17/76		1088	4/24/36	7/30/76	12/3/76	
1039	3/4/36	2/23/76	5/18/76		1089	4/22/36	10/29/76	11/22/76	
1040	3/10/36	8/20/76	8/31/76		1090	4/22/36	9/27/76	10/1/76	
1041	3/11/36	12/11/69	7/17/70		1091	4/22/36	9/27/76	9/27/76	
1042	3/10/36	9/27/76	10/8/76		1092	4/22/36	8/3/76	11/16/76	
1043	3/10/36	9/1/76	9/7/76		1093	4/22/36	9/1/76	9/17/76	
1044	3/10/36	9/1/76*	9/14/76*	EX834-SEE NOTES	1094	4/22/36	10/29/76	3/2/77	
1045	3/10/36	10/29/76	2/15/77		1095	5/13/36	7/22/76	11/16/76	
1046	3/10/36	8/20/76	8/31/76		1096	5/13/36	7/30/76	2/17/77	
1047	3/10/36	9/27/76	10/13/76		1097	5/13/36	10/29/76	12/27/76	
1048	3/10/36	9/1/76	9/7/76		1098	5/13/36	6/9/76	7/15/76	
1049	3/11/36	4/14/71	8/1/72		1099	5/13/36	6/22/76*	7/26/76*	EX833-SEE NOTES

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NEW YORK DIVISION BULLETIN - MARCH, 2006

R-1 to R-9 Car Number List

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CAR	IN SERVICE DATE	OUT OF SERVICE DATE	SCRAP DATE		CAR	IN SERVICE DATE	OUT OF SERVICE DATE	SCRAP DATE	
1100	4/24/36	10/29/76*	1/26/77*	EX852-SEE NOTES	1150	2/11/36	6/9/76	6/23/76	
1101	5/13/36	7/9/76	8/16/76		1151	6/10/36	9/27/76	10/8/76	
1102	4/24/36	6/22/76	7/28/76		1152	6/10/36	12/11/69	7/17/70	
1103	4/24/36	4/8/69	8/27/69		1153	6/10/36	9/1/76	9/2/76	
1104	4/24/36	9/22/76	9/22/76		1154	6/10/36	10/29/76	2/24/77	
1105	5/7/36	3/22/76	5/18/76		1155	6/10/36	5/26/76	6/8/76	
1106	5/9/36	8/19/76	8/19/76		1156	6/10/36	2/23/76	12/10/76	
1107	5/9/36	10/29/76	1/26/77		1157	6/10/36	9/1/76	9/2/76	
1108	5/7/36	2/23/76	11/19/76		1158	6/10/36	10/29/76	2/2/77	
1109	5/7/36	9/21/76	2/24/77		1159	6/10/36	8/20/76	10/26/76	
1110	5/7/36	8/3/76	12/3/76		1160	6/10/36	10/29/76	12/15/76	
1111	5/7/76	4/14/71	6/1/72		1161	6/10/36	9/27/76	9/27/76	
1112	5/7/36	9/1/76*	2/28/77*	EX830-SEE NOTES	1162	6/12/36	9/27/76	10/1/76	
1113	5/7/36	6/9/76	7/15/76		1163	6/10/36	5/24/76	5/27/76	
1114	5/7/36	10/29/76	1/25/77		1164	6/23/36	5/24/76	6/23/76	
1115	5/9/36	9/27/76	9/27/76		1165	6/23/36	4/14/71	6/27/72	
1116	5/5/36	9/1/76	9/20/76		1166	6/23/36	12/11/69	6/26/70	
1117	5/9/36	9/27/76	10/8/76		1167	6/23/36	7/22/76	8/9/76	
1118	5/5/36	9/1/76	9/14/76		1168	6/20/36	5/26/76	6/14/76	
1119	5/5/36	12/11/69	10/3/70		1169	6/20/36	4/14/71	7/26/72	
1120	5/5/36	7/9/76	8/16/76		1170	6/20/36	9/27/76	9/27/76	
1121	5/5/36	9/1/76	2/28/77		1171	6/20/36	10/29/76	2/2/77	
1122	5/5/36	9/1/76	9/14/76		1172	6/23/36	6/9/76	6/16/76	
1123	5/5/36	2/23/76	11/30/76		1173	6/20/36	6/9/76*	6/23/76*	EX779-SEE NOTES
1124	5/5/36	9/22/76	9/22/76		1174	6/20/36	2/23/76	2/4/77	
1125	5/21/36	9/27/76	10/8/76		1175	6/23/36	2/23/76	5/21/76	
1126	5/21/36	10/29/76	2/16/77		1176	7/30/36	3/29/76	5/21/76	
1127	5/21/36	10/29/76	12/22/76		1177	7/30/36	12/11/69	7/17/70	
1128	5/21/36	6/22/76	7/28/76		1178	7/30/36	9/1/76	9/7/76	
1129	5/21/36	12/11/69	10/3/70		1179	7/30/36	9/27/76	10/8/76	
1130	5/21/36	10/29/76	12/15/76		1180	7/30/36	9/1/76	9/14/76	
1131	5/20/36	10/29/76	3/16/77		1181	7/30/36	7/9/76	8/27/76	
1132	5/20/36	10/29/76	12/16/76		1182	9/18/36	9/27/76	10/8/76	
1133	5/20/36	7/9/76	8/24/76		1183	2/3/36	9/27/76	10/20/76	
1134	5/20/36	2/23/76	10/26/76		1184	2/3/36	9/27/76	10/1/76	
1135	5/25/36	4/8/69	8/27/69		1185	2/3/36	4/14/71	9/15/72	
1136	5/23/36	10/29/76	1/25/77		1186	2/3/36	5/24/76*	8/3/76*	EX844-SEE NOTES
1137	5/23/36	7/9/76	8/24/76		1187	2/3/36	9/1/76	9/7/76	
1138	5/23/36	10/29/76	3/7/77		1188	2/3/36	7/9/76	8/27/76	
1139	5/23/36	7/9/76	8/16/76		1189	2/3/36	10/29/76	2/10/77	
1140	5/23/36	8/27/76	9/15/76		1190	2/3/36	7/22/76	8/9/76	
1141	5/23/36	9/27/76	10/20/76		1191	2/3/36	5/24/76	5/27/76	
1142	5/23/36	9/27/76	10/17/76		1192	2/3/36	5/15/48	8/58	SEE NOTES
1143	5/21/36	9/21/76	2/24/77		1193	2/3/36	10/29/76	11/19/76	
1144	5/21/36	8/20/76		SEE NOTES	1194	2/20/36	3/29/76	8/19/76	
1145	6/10/36	10/29/76	12/16/76		1195	2/20/36	6/9/76*	6/23/76*	EX625-SEE NOTES
1146	6/11/36	10/29/76	3/7/77		1196	2/20/36	5/24/76	8/3/76	
1147	6/11/36	10/29/76	2/4/77		1197	2/20/36	9/27/76	9/27/76	
1148	6/11/36	7/9/76	8/24/76		1198	2/20/36	5/26/76	6/8/76	
1149	6/10/36	7/9/76	8/24/76		1199	2/20/36	6/22/76	7/28/76	

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NEW YORK DIVISION BULLETIN - MARCH, 2006

R-1 to R-9 Car Number List

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CAR	IN SERVICE DATE	OUT OF SERVICE DATE	SCRAP DATE		CAR	IN SERVICE DATE	OUT OF SERVICE DATE	SCRAP DATE	
1200	2/20/36	10/29/76*	12/17/76	EX846-SEE NOTES	1250	4/17/36	3/17/76*	11/5/76	EX660-SEE NOTES
1201	2/21/36	5/26/76	6/8/76		1251	4/17/36	6/9/76	6/16/76	
1202	2/20/36	4/20/76	5/7/76		1252	4/17/36	3/29/76	12/10/76	
1203	2/21/36	2/23/76	10/11/76		1253	4/17/36	9/1/76	9/2/76	
1204	2/20/36	7/9/76	8/18/76		1254	5/1/36	3/29/76	6/14/76	
1205	2/20/36	6/9/76	6/16/76		1255	5/1/36	6/9/76	7/26/76	
1206	3/4/36	5/26/76	6/8/76		1256	5/1/36	3/29/76	8/18/76	
1207	3/2/36	6/22/76	8/3/76		1257	5/1/36	6/9/76	6/16/76	
1208	3/2/36		6/18/86	SEE NOTES	1258	5/1/36	3/29/76	7/15/76	
1209	3/2/36	5/26/76	6/8/76		1259	5/13/36	6/9/76	8/20/76	
1210	3/2/36	6/9/76	6/16/76		1260	5/13/36	3/29/76*	6/14/76*	EX740-SEE NOTES
1211	3/2/36	10/29/76	12/17/76		1261	5/13/36	5/26/76	5/21/76	
1212	3/4/36	7/22/76	8/9/76		1262	5/13/36	3/29/76	8/27/76	
1213	3/2/36	9/1/76	9/20/76		1263	5/1/36	3/29/76	8/27/76	
1214	3/4/36	9/21/76	12/2/76		1264	5/1/36	3/29/76	5/13/76	
1215	3/2/36	6/9/76	6/30/76		1265	5/1/36	7/22/76	8/31/76	
1216	3/4/36	6/22/76	7/28/76		1266	5/16/36	2/23/76	5/12/76	
1217	3/4/36	9/27/76	10/5/76		1267	5/16/36	5/24/76	6/16/76	
1218	3/16/36	3/29/76*	8/19/76*	EX514-SEE NOTES	1268	5/20/36	3/29/76	8/19/76	
1219	3/16/36	7/9/76	8/9/76		1269	5/20/36	8/20/76	9/23/76	
1220	3/16/36	3/17/76	5/21/76		1270	5/20/36	6/9/76	6/23/76	
1221	3/16/36	10/29/76	4/20/77		1271	5/20/36	10/29/76*	3/24/77*	EX689-SEE NOTES
1222	3/16/36	3/17/76	6/16/76		1272	5/16/36	3/29/76	12/2/76	
1223	3/16/36	8/6/76	8/31/76		1273	5/16/36	10/29/76	1/13/77	
1224	3/16/36	3/17/76	5/18/76		1274	5/16/36	6/9/76*	6/23/76*	SEE NOTES
1225	3/16/36	6/22/76	7/26/76		1275	5/16/36	8/3/76	12/7/76	
1226	3/16/36	2/23/76	2/4/77		1276	5/16/36	10/29/76	12/22/76	
1227	3/16/36	9/1/76	9/17/76		1277	5/16/36	10/29/76	3/1/77	
1228	3/16/36	3/17/76	5/27/76		1278	6/10/36	5/24/76	8/3/76	
1229	3/16/36	7/30/76	10/20/76		1279	6/10/36	5/26/76	6/8/76	
1230	4/3/36	3/17/76	4/20/77		1280	6/10/36	8/27/76	8/27/76	
1231	4/3/36	7/22/76	8/9/76		1281	6/10/36	2/23/76	5/7/76	
1232	4/3/36	3/17/76	5/27/76		1282	6/10/36	5/26/76	6/23/76	
1233	4/3/36	2/23/76	11/19/76		1283	7/8/36	10/29/76	12/27/76	
1234	4/3/36	3/17/76	8/3/76		1284	7/8/36	5/24/76	6/23/76	
1235	4/3/36	10/29/76	2/9/77		1285	7/8/36	5/24/76*	6/16/76*	EX573-SEE NOTES
1236	4/3/36	3/17/76*	8/3/76*	EX754-SEE NOTES	1286	7/8/36	6/22/76	7/28/76	
1237	4/3/36	7/22/76	8/24/76		1287	7/9/36	7/22/76	8/19/76	
1238	4/3/36	2/23/76	6/14/76		1288	7/8/36	11/22/76	11/22/76	
1239	4/3/36	2/23/76	5/7/76		1289	7/8/36	8/20/76	8/20/76	
1240	4/3/36	3/17/76	5/13/76		1290	7/8/36	10/29/76	3/24/77	
1241	4/3/36	5/24/76	5/27/76		1291	7/9/36	4/20/76	8/27/76	
1242	4/17/36	2/23/76	11/19/76		1292	7/9/36	7/22/76	10/20/76	
1243	4/17/36	6/9/76	8/20/76		1293	7/9/36	6/22/76	8/19/76	
1244	4/17/36	3/17/76	6/8/76		1294	7/8/36	10/29/76	12/27/76	
1245	4/17/36	5/26/76	6/14/76		1295	9/18/36	8/20/76	9/7/76	
1246	4/17/36	3/17/76	5/27/76		1296	9/18/36	7/9/76	10/11/76	
1247	4/17/36	9/1/76	9/17/76		1297	9/18/36	10/29/76	3/1/77	
1248	4/17/36	3/17/76	8/31/76		1298	9/18/36	9/27/76	9/27/76	
1249	4/17/36	7/30/76	12/15/76		1299	9/18/36	9/27/76	9/27/76	

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CAR	IN SERVICE DATE	OUT OF SERVICE DATE	SCRAP DATE		CAR	IN SERVICE DATE	OUT OF SERVICE DATE	SCRAP DATE	
1300	2/6/36			SEE NOTES	1350	4/28/36	10/29/76	2/9/77	
1301	2/6/36	10/29/76	3/11/77		1351	4/28/36	9/27/76	10/5/76	
1302	2/6/36	9/1/76	9/20/76		1352	4/27/36	9/27/76	10/17/76	
1303	2/6/36	9/22/76	9/22/76		1353	4/28/36	9/27/76	10/1/76	
1304	2/6/36	2/23/76	4/30/76		1354	4/28/36	10/29/76	2/15/77	
1305	2/6/36	10/29/76	11/22/76		1355	4/28/36	10/29/76	12/27/76	
1306	2/6/36	10/29/76	2/10/77		1356	4/27/36	8/20/76	8/31/76	
1307	2/6/36	7/22/76	8/9/76		1357	4/28/36	7/19/76	7/26/76	
1308	2/6/36	10/29/76	3/11/77		1358	4/28/36	10/29/76	3/9/77	
1309	2/6/36	6/9/76	8/19/76		1359	4/28/36	8/27/76	11/4/76	
1310	2/25/36	10/29/76	11/22/76		1360	5/11/36	8/3/76	11/18/76	
1311	2/25/36	7/22/76	8/9/76		1361	5/9/36		7/3-7/17/70?	
1312	2/25/36	5/11/76	6/14/76		1362	5/9/36	10/29/76	2/17/77	
1313	2/25/36	10/29/76	12/7/76		1363	5/9/36		12/1/72?	SEE NOTES
1314	2/25/36	10/29/76	12/16/76		1364	5/9/36	10/29/76	3/9/77	
1315	2/25/36	10/29/76	1/25/77		1365	5/11/36	10/13/76	10/17/76	
1316	2/25/36	6/22/76	8/3/76		1366	5/11/36	8/20/76	8/31/76	
1317	2/25/36	2/23/76	4/30/76		1367	5/11/36		9/28-10/3/70?	
1318	2/25/36	10/29/76	11/22/76		1368	5/11/36	7/28/76	7/28/76	
1319	2/25/36	10/29/76	2/3/77		1369	5/11/36	10/29/76	2/3/77	
1320	3/18/36	9/1/76	9/17/76		1370	5/26/36	9/1/76	9/7/76	
1321	3/18/36	9/1/76	9/14/76		1371	5/26/36	10/29/76	2/16/77	
1322	3/18/36	7/30/76	12/15/76		1372	5/26/36	10/29/76	12/2/76	
1323	3/18/36	10/29/76	1/25/77		1373	5/26/36	10/29/76	1/6/77	
1324	3/18/36	9/22/76	9/22/76		1374	5/26/36	12/15/76	1/1/77	
1325	3/18/36	7/30/76	12/15/76		1375	5/25/36		6/15-6/19/70?	
1326	3/18/36	8/20/76	8/24/76		1376	5/25/36	2/23/76	5/12/76	
1327	3/18/36		6/9/66	SEE NOTES	1377	5/25/36	2/9/77	2/9/77	
1328	3/18/36	10/29/76	11/22/76		1378	5/25/36	8/20/76	11/4/76	
1329	3/18/36	10/29/76	2/16/77		1379	5/26/36		7/3-7/17/70?	
1330	3/24/36	4/20/76	8/27/76		1380	6/11/36	3/31/77	4/18/77	
1331	3/24/36	9/1/76	9/20/76		1381	6/11/36	12/30/76	1/13/77	
1332	3/24/36	2/23/76	5/7/76		1382	6/11/36	2/23/76	5/18/76	
1333	3/24/36	5/11/76*	5/13/76*	EX375-SEE NOTES	1383	6/11/36		7/3-7/17/70*	EX1671-SEE NOTES
1334	3/24/36	3/22/76	5/12/76		1384	6/11/36	10/29/76	1/6/77	
1335	3/24/36	10/29/76	12/17/76		1385	6/12/36	3/31/77	3/31/77	
1336	3/24/36		1969		1386	6/12/36	6/22/76	7/28/76	
1337	3/24/36	10/29/76	3/7/77		1387	6/12/36	9/30/76	12/9/76	
1338	3/24/36	9/1/76	9/14/76		1388	6/12/36	1/24/77	1/24/77	
1339	3/24/36	9/22/76	9/22/76		1389	6/12/36	10/26/76	11/1/76	
1340	4/20/36		7/3-7/17/70?		1390	7/2/36	3/15/77	3/15/77	
1341	4/20/36	8/6/76	2/17/77		1391	7/2/36	4/1/77	4/22/77	
1342	4/20/36	10/29/76	3/15/77		1392	7/2/36	2/23/76	5/18/76	
1343	4/20/36	7/30/76	2/9/77		1393	7/2/36		6/15-6/19/70?	
1344	4/20/36	10/29/76	1/26/77		1394	7/2/36	3/31/77	4/12/77	
1345	4/20/36	10/29/76	4/4/77		1395	7/2/36	12/15/76	12/15/76	
1346	4/20/36	8/20/76	9/23/76		1396	7/2/36	3/22/76	7/27/76	
1347	4/20/36	10/29/76	4/4/77		1397	7/2/36		1970	
1348	4/20/36	9/27/76	10/17/76		1398	7/2/36	4/1/77*	4/12/77*	EX722-SEE NOTES
1349	4/20/36	9/27/76	10/1/76		1399	7/2/36	9/30/76	12/9/76	

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CAR	IN SERVICE DATE	OUT OF SERVICE DATE	SCRAP DATE		CAR	IN SERVICE DATE	OUT OF SERVICE DATE	SCRAP DATE	CAR
1400	9/20/37	4/1/77	4/18/77		1450	11/27/37	3/18/77	3/18/77	
1401	9/20/37	1/24/77	1/26/77		1451	11/27/37	2/16/77*	2/16/77*	EX763-SEE NOTES
1402	9/20/37	3/31/77	3/31/77		1452	11/27/37	12/7/76	12/7/76	
1403	9/20/37	2/15/77	2/15/77		1453	12/4/37	10/29/76	12/7/76	
1404	9/20/37	10/29/76	11/22/76		1454	12/4/37	12/1/76	2/11/77	
1405	10/2/37		1972	SEE NOTES	1455	12/4/37	11/12/76	11/30/76	
1406	10/2/37	3/31/77	4/28/77		1456	12/4/37	10/29/76	3/7/77	
1407	10/2/37	2/23/76	11/30/76		1457	12/4/37	10/29/76	11/22/76	
1408	10/4/37	3/31/77	4/12/77		1458	12/4/37	3/31/77*	3/31/77	EX630-SEE NOTES
1409	10/2/37	2/11/77	2/11/77		1459	12/7/37	9/30/76	12/22/76	
1410	10/2/37	9/30/76	10/28/76		1460	12/7/37	9/30/76	12/27/76	
1411	9/28/37	10/26/76	11/9/76		1461	12/7/37	3/22/76	6/30/76	
1412	9/28/37	3/11/77	3/11/77		1462	12/7/37	9/30/76	10/28/76	
1413	9/28/37	10/26/76	12/28/76		1463	12/15/37	10/29/76	11/24/76	
1414	10/2/37	10/13/76	11/4/76		1464	12/15/37	4/1/77	4/18/77	
1415	10/13/37	1/11/77	1/28/77		1465	12/15/37	2/11/77	2/11/77	
1416	10/13/37	4/1/77	5/13/77		1466	12/15/37	11/4/76	1/13/77	
1417	10/13/37	11/4/76	12/2/76		1467	12/15/37	11/12/76	11/13/76	
1418	10/13/37	12/15/76	12/27/76		1468	12/16/37	3/22/76	5/27/76	
1419	10/13/37	4/1/77	6/28/77		1469	12/21/37	6/9/76	11/4/76	
1420	10/14/37	9/30/76	12/9/76		1470	12/21/37	12/30/76	3/4/77	
1421	10/14/37	2/16/77	2/16/77		1471	12/21/37	9/30/76	12/9/76	
1422	10/14/37	11/12/76?	11/12/76?		1472	12/21/37	4/1/77	6/28/77	
1423	10/14/37	10/29/76	11/18/76		1473	12/21/37	10/13/76	10/28/76	
1424	10/14/37	4/1/77	4/26/77		1474	12/21/37	12/1/76	1/3/77	
1425	10/30/37	1/11/77	1/28/77		1475	10/26/37	11/4/76	12/28/76	
1426	10/30/37	3/11/77	3/11/77		1476	10/26/37	10/29/76	1/24/77	
1427	10/30/37	2/11/77	2/11/77		1477	10/26/37	3/15/77	3/15/77	
1428	12/6/37	12/15/76	1/11/77		1478	10/26/37	2/24/77	2/24/77	
1429	12/6/37	9/21/76	10/1/76		1479	10/26/37	4/1/77	5/13/77	
1430	12/6/37	12/30/76*	2/11/77*	EX894-SEE NOTES	1480	10/28/37	12/30/76	1/24/77	
1431	11/1/37	11/4/76	12/22/76		1481	10/28/37	11/4/76	1/11/77	
1432	11/1/37	2/8/77	2/8/77		1482	10/28/37	9/30/76	2/25/77	
1433	11/1/37	3/15/77	3/15/77		1483	10/28/37	4/1/77	5/26/77	
1434	11/3/37	4/20/76	5/18/76		1484	10/30/37	3/22/76	4/30/76	
1435	11/3/37	4/1/77	5/17/77		1485	10/30/37	2/2/77	2/2/77	
1436	11/3/77	2/25/77	3/24/77		1486	11/1/37	4/1/77*	5/26/77*	EX626-SEE NOTES
1437	11/3/37	4/1/77*	4/26/77*	EX729-SEE NOTES	1487	10/30/37	9/30/76	1/3/77	
1438	11/6/37	12/15/76	2/8/77		1488	11/14/37	4/1/77	4/28/77	
1439	11/6/37	10/13/76	10/28/76		1489	11/14/37	11/4/76	1/13/77	
1440	11/12/37			SEE NOTES	1490	11/14/37	7/22/76	8/18/76	
1441	11/7/37	1/11/77	1/28/77		1491	11/16/37	2/24/77	3/24/77	
1442	11/7/37	4/1/77	6/1/77		1492	11/16/37	4/20/77	4/20/77	
1443	11/7/37	11/4/76	12/20/76		1493	11/16/37	11/19/76	12/20/76	
1444	11/13/37	10/13/76	12/2/76		1494	11/16/37	2/24/77	3/4/77	
1445	11/7/37	4/1/77	4/26/77		1495	11/16/37	10/29/76	1/24/77	
1446	11/24/37	11/19/76	1/5/77		1496	11/13/37	3/31/77	4/26/77	
1447	11/24/37	3/11/77	4/14/77		1497	11/17/37	4/1/77	5/13/77	
1448	11/26/37	4/1/77	4/22/77		1498	11/17/37	12/2/76	12/2/76	
1449	11/24/37	1/13/77	1/13/77		1499	11/17/37	12/30/76	2/4/77	

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R-1 to R-9 Car Number List

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CAR	IN SERVICE DATE	OUT OF SERVICE DATE	SCRAP DATE		CAR	IN SERVICE DATE	OUT OF SERVICE DATE	SCRAP DATE	
1500	11/17/37	9/30/76	12/21/76		1550	3/23/38		9/29/76	
1501	12/1/37	10/13/76	11/12/76		1551	3/24/38		9/29/76	
1502	12/1/37	12/31/84	5/21/85	SEE NOTES	1552	3/24/38	12/1/76	2/2/77	
1503	11/30/37	5/11/76*	5/27/76*	EX795-SEE NOTES	1553	3/24/38	1/24/77	1/26/77	
1504	12/1/37	4/1/77	4/18/77		1554	3/24/38	9/30/76	12/3/76	
1505	12/2/37	3/31/77	4/22/77		1555	3/25/38	10/29/76	12/28/76	
1506	12/2/37	4/1/77	6/28/77		1556	3/25/38	2/9/77	2/9/77	
1507	12/2/37	12/15/76	2/8/77		1557	3/25/38	10/29/76	12/7/76	
1508	12/1/37	12/15/76	12/27/76		1558	3/25/38	1/24/77	1/27/77	
1509	12/2/37	11/12/76	1/77??		1559	3/26/38	9/30/76	11/4/76	
1510	11/30/37	10/13/76	10/18/76		1560	3/26/38	10/13/76	11/4/76	
1511	12/11/37	12/15/76	1/3/77		1561	3/26/38	2/22/77	2/22/77	
1512	11/30/37	10/13/76	11/9/76		1562	3/26/38	2/25/77	3/24/77	
1513	12/1/37	11/4/76	1/26/77		1563	4/7/38	10/13/76	10/22/76	
1514	12/22/37	4/1/77	4/12/77		1564	4/7/38	6/9/76*	11/4/76*	EX750-SEE NOTES
1515	12/15/37	4/20/76	5/18/76		1565	4/7/38	2/18/77	2/18/77	
1516	12/15/37	9/30/76	10/22/76		1566	4/7/38	10/13/76	10/22/76	
1517	12/15/37	6/1/77	6/28/77		1567	4/8/38	9/30/76	1/11/77	
1518	12/16/37	12/30/76	2/25/77		1568	4/8/38	11/29/76	1/5/77	
1519	12/16/37	10/29/76	1/5/77		1569	4/8/38	11/19/76	1/6/77	
1520	12/16/37	3/22/76	4/30/76		1570	4/8/38		1972	
1521	12/20/37	9/30/76	11/22/76		1571	4/12/38	4/1/77	5/17/77	
1522	12/16/37	4/1/77	4/22/77		1572	4/12/38	3/1/77	3/1/77	
1523	12/16/37	11/12/76	11/12/76?		1573	4/12/38	2/2/77*	2/2/77*	EX629-SEE NOTES
1524	12/18/37	12/15/76	2/25/77		1574	4/12/38	11/22/76	1/6/77	
1525	1/6/38	1/24/77	2/8/77		1575	4/12/38			SEE NOTES
1526	12/22/37	4/1/77	4/28/77		1576	4/22/38	3/31/77	4/10/77	
1527	1/6/38	12/30/76	1/6/77		1577	4/22/38	2/15/77	2/15/77	
1528	1/6/38	10/13/76	10/18/76		1578	4/22/38	3/22/76	6/30/76	
1529	1/6/38	4/1/77	4/10/77		1579	4/22/38	9/30/76	11/1/76	
1530	1/7/38	3/31/77	4/18/77		1580	4/23/38	2/2/77	2/2/77	
1531	1/7/38	4/1/77	4/20/77		1581	4/23/38	4/1/77	6/28/77	
1532	1/7/38	10/13/76	11/9/76		1582	4/23/38	11/12/76	2/25/77	
1533	1/8/38	11/19/76	11/24/76		1583	4/23/38	2/2/77	2/2/77	
1534	1/8/38	10/13/76	11/24/76		1584	4/24/38	4/1/77	5/17/77	
1535	1/8/38	3/22/76	6/30/76		1585	4/24/38	3/31/77	3/31/77	
1536	1/10/38	1/11/77	1/13/77		1586	4/24/38	4/30/77	5/21/85	SEE NOTES
1537	1/13/38	2/15/77	2/15/77		1587	4/24/38	11/4/76	11/13/76	
1538	1/19/38	4/1/77	5/31/77		1588	5/6/38	10/13/76	11/12/76	
1539	2/14/38	4/1/77	4/22/77		1589	5/6/38	9/30/76	12/9/76	
1540	1/19/38	12/15/76	12/22/76		1590	5/6/38	1/11/77	1/26/77	
1541	1/19/38	3/11/77	3/11/77		1591	5/6/38	3/31/77	4/26/77	
1542	1/19/38	1/11/77	1/24/77		1592	5/7/38	3/29/76	5/12/76	
1543	2/4/38	12/15/76	1/26/77		1593	5/7/38	2/16/77*	2/16/77*	EX721-SEE NOTES
1544	1/17/38	3/31/77	4/28/77		1594	5/7/38	2/25/77	4/10/77	
1545	1/17/38	3/15/77	3/15/77		1595	5/7/38	11/4/76*	1/3/77*	EX815-SEE NOTES
1546	1/17/38	2/9/77	2/9/77		1596	5/8/38	10/13/76	10/28/76	
1547	1/18/38	2/9/77*	2/9/77*	EX927-SEE NOTES	1597	5/11/38	4/1/77	4/28/77	
1548	1/17/38	9/30/76	12/20/76		1598	5/8/38	4/1/77	5/31/77	
1549	1/18/38	10/29/76	1/5/77		1599	5/8/38	3/31/77	3/31/77	

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R-1 to R-9 Car Number List

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CAR	IN SERVICE DATE	OUT OF SERVICE DATE	SCRAP DATE		CAR	IN SERVICE DATE	OUT OF SERVICE DATE	SCRAP DATE	
1600	3/19/38	12/31/84	5/21/85		1650	3/23/40	3/22/76	6/30/76	
1601	3/19/38	12/30/76	1/11/77		1651	3/23/40	3/18/77	3/18/77	
1602	3/19/38	2/10/77	2/10/77		1652	3/23/40	11/22/76	12/22/76	
1603	3/19/38	3/22/76	4/30/76		1653	3/23/40	10/29/76	11/1/76	
1604	3/21/38	10/13/76	10/22/76		1654	3/23/40	4/1/77	5/13/77	
1605	3/21/38	2/22/77	2/22/77		1655	4/5/40	12/1/76	12/3/76	
1606	3/21/38	10/13/76	12/2/76		1656	4/5/40	3/22/76	5/12/76	
1607	3/21/38	9/30/76	1/11/77		1657	4/5/40	3/4/77	3/4/77	
1608	3/22/38	12/1/76	1/5/77		1658	4/5/40	10/13/76	12/2/76	
1609	3/22/38	11/4/76*	3/18/77*	EX893-SEE NOTES	1659	4/8/40	2/16/77	2/16/77	
1610	3/22/38	2/15/77	2/15/77		1660	4/8/40	10/13/76	11/12/76	
1611	3/22/38	9/30/76	10/26/76		1661	4/8/40	3/2/77	3/2/77	
1612	3/28/38	1/24/77	1/24/77		1662	4/8/40	3/1/77	3/1/77	
1613	3/23/38	1/24/77	1/26/77		1663	4/11/40	3/4/77*	3/14/77*	EX547-SEE NOTES
1614	3/28/38	11/4/76	11/30/76		1664	4/8/40	2/11/77	2/11/77	
1615	3/29/38	1/11/77	1/28/77		1665	4/29/40	11/22/76	11/24/76	
1616	3/29/38	9/30/76	11/12/76		1666	4/29/40	3/31/77	5/31/77	
1617	3/29/38	7/28/76	7/28/76		1667	4/29/40	2/11/77	2/11/77	
1618	3/29/38	1/24/77	1/26/77		1668	4/29/40	4/1/77	4/22/77	
1619	3/29/38	10/29/76	11/5/76		1669	4/29/40	12/30/76	3/1/77	
1620	3/29/38	11/2/76	11/2/76		1670	4/29/40	10/29/76	1/26/77	
1621	3/29/38	9/30/76*	10/18/76*	SEE NOTES	1671	4/29/40	10/29/76*	11/9/76*	EX1383-SEE NOTES
1622	4/12/38	3/4/77	3/4/77		1672	4/29/40	9/21/76	11/2/76	
1623	4/12/38	10/13/76	10/26/76		1673	4/29/40	9/30/76	10/20/76	
1624	4/12/38	2/25/77	5/26/77		1674	4/29/40	4/20/76	5/12/76	
1625	4/12/38	12/15/76	2/18/77		1675	5/7/40	9/30/76	12/20/76	
1626	4/13/38	1/11/77	1/28/77		1676	5/7/40	4/1/77	4/12/77	
1627	4/13/38	1/24/77	2/8/77		1677	5/7/40	4/1/77*		EX825-SEE NOTES
1628	4/13/38	3/31/77	3/31/77		1678	5/7/40	3/22/76	5/18/76	
1629	4/13/38	10/29/76	1/6/77		1679	5/7/40	6/1/77	6/28/77	
1630	4/13/38	5/11/76	6/30/76		1680	5/7/40	3/31/77	3/31/77	
1631	4/13/38	11/19/76	1/26/77		1681	5/7/40	3/22/76	5/13/76	
1632	4/26/38	10/13/76*	10/28/76*	EX999-SEE NOTES	1682	5/7/40	9/30/76	12/21/76	
1633	4/26/38	2/15/77	2/15/77		1683	5/7/40	4/1/77	4/12/77	
1634	4/26/38	10/29/76	11/18/76		1684	5/7/40	10/22/76	12/15/76	
1635	4/26/38		11/1/76		1685	6/10/40	4/1/77	4/28/77	
1636	4/27/38	11/5/76	11/13/76		1686	6/10/40	2/11/77	2/11/77	
1637	4/27/38		1972		1687	6/10/40	4/1/77	4/20/77	
1638	4/27/38	4/1/77	6/1/77		1688	6/10/40	3/31/77	4/26/77	
1639	5/11/38	11/12/76?	11/12/76?		1689	6/10/40	4/1/77		SEE NOTES
1640	4/27/38	3/31/77	4/12/77		1690	6/10/40	9/30/76	12/9/76	
1641	4/28/38	3/31/77	3/31/77		1691	6/10/40	2/24/77	2/24/77	
1642	4/30/38	9/22/76	9/23/76		1692	6/10/40	4/1/77	4/10/77	
1643	4/30/38	3/4/77	3/4/77		1693	6/10/40	4/1/77	4/12/77	
1644	4/30/38	10/13/76*	11/9/76*	EX874-SEE NOTES	1694	6/10/40	3/31/77	5/17/77	
1645	5/10/38	4/4/77	4/4/77		1695	6/10/40	4/1/77	4/10/77	
1646	5/10/38	1/11/77	1/28/77		1696	6/10/40	9/30/76	11/12/76	
1647	5/10/38	1/24/77	1/27/77		1697	6/12/40	12/30/76	1/3/77	
1648	5/10/38	2/24/77	2/24/77		1698	6/12/40	2/24/77	3/24/77	
1649	5/10/38	10/13/76	11/12/76		1699	6/12/40	1/3/77	1/3/77	

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R-1 to R-9 Car Number List

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CAR	IN SERVICE DATE	OUT OF SERVICE DATE	SCRAP DATE		CAR	IN SERVICE DATE	OUT OF SERVICE DATE	SCRAP DATE	
1700	9/23/40	10/26/76	12/20/76		1750	8/5/40	1/11/77	2/4/77	
1701	9/23/40	6/14/77	10/29/80	SEE NOTES	1751	8/5/40	10/13/76	11/2/76	
1702	6/5/40	10/13/76	11/4/76		1752	8/28/40	1/11/77	1/27/77	
1703	6/5/40	11/12/76	11/13/76		1753	8/28/40	9/30/76	12/21/76	
1704	6/5/40	1/24/77	1/26/77		1754	8/28/40	6/22/76	7/26/76	
1705	6/5/40	11/2/76	11/2/76		1755	8/28/40	11/19/76	12/3/76	
1706	6/5/40		9/29/76		1756	8/31/40	11/5/76	11/30/76	
1707	6/5/40	3/31/77	6/28/77		1757	8/29/40	3/22/76	5/11/76	
1708	6/5/40	12/15/76	1/3/77		1758	8/29/40	2/24/77	3/24/77	
1709	6/5/40	12/15/76	1/26/77		1759	8/29/40	10/26/76	1/13/77	
1710	6/5/40	9/30/76	10/22/76		1760	8/29/40	10/29/76	11/24/76	
1711	6/5/40	12/1/76	1/11/77		1761	8/28/40	11/19/76*	1/5/77*	SEE NOTES
1712	6/22/40	1/11/77	1/28/77		1762	8/31/40	4/1/77	4/14/77	
1713	6/22/40	3/31/77	4/14/77		1763	8/31/40	8/6/76	10/26/76	
1714	6/22/40	11/5/76	11/18/76		1764	8/31/40	10/26/76	12/28/76	
1715	6/22/40	1/28/77*	1/28/77*	EX807-SEE NOTES	1765	8/31/40	4/20/76	5/12/76	
1716	6/26/40		10/22/76		1766	8/31/40	3/22/76	4/30/76	
1717	6/26/40	11/19/76	11/24/76		1767	8/31/40	3/31/77	4/14/77	
1718	6/26/40	11/5/76	11/18/76		1768	8/31/40	12/1/76	1/3/77*	SEE NOTES
1719	6/26/40	9/30/76	11/2/76		1769	9/3/40	2/4/77*	4/10/77*	EX819-SEE NOTES
1720	6/26/40	12/30/76	3/4/77		1770	9/4/40	3/7/77	3/7/77	
1721	6/26/40	3/31/77	4/12/77		1771	9/4/40		1972	
1722	7/9/40	11/19/76	11/30/76		1772	9/3/40	9/30/76	12/20/76	
1723	7/9/40	3/31/77	4/14/77		1773	9/13/40	12/15/76	2/18/77	
1724	7/9/40	9/30/76	10/28/76		1774	9/13/40	9/30/76?	12/9/76	
1725	7/9/40	12/1/76	12/3/76		1775	9/13/40	9/30/76?	11/24/76	
1726	7/9/40	4/1/77	5/26/77		1776	9/13/40	2/4/77*	5/23/77*	EX1727-SEE NOTES
1727	7/9/40	11/2/76*	11/2/76*	EX1776-SEE NOTES	1777	9/14/40	4/1/77	6/28/77	
1728	7/9/40	8/6/76*	8/19/76*	EX720-SEE NOTES	1778	9/14/40	4/1/77	4/18/77	
1729	7/9/40	2/22/77	2/22/77		1779	9/14/40	9/30/76?	10/18/76	
1730	7/9/40	9/30/76	11/2/76		1780	9/14/40	12/30/76	2/8/77	
1731	7/9/40	10/13/76	2/8/77		1781	9/16/40	10/29/76	1/24/77	
1732	7/18/40	2/8/77	2/8/77		1782	9/16/40	10/13/76	11/2/76	
1733	7/18/40	9/30/76	10/20/76		1783	9/27/40	11/14/76	11/18/76	
1734	7/18/40		9/29/76		1784	9/27/40	3/29/76	6/30/76	
1735	7/18/40	1/5/77	1/5/77		1785	9/27/40	9/30/76?	12/9/76	
1736	7/20/40	10/29/76	1/5/77		1786	9/27/40	1/11/77	1/27/77	
1737	7/23/40	3/31/77	4/14/77		1787	9/28/40	10/26/76	11/12/76	
1738	7/20/40	2/15/77	2/15/77		1788	9/28/40	12/15/76*	12/15/76*	EX858-SEE NOTES
1739	7/20/40	3/22/76	6/30/76		1789	9/28/40	2/18/77	2/18/77	
1740	7/20/40	1/11/77	2/4/77		1790	9/28/40	9/30/76?	12/20/76	
1741	7/20/40	10/13/76	10/22/76		1791	9/28/40	11/5/76*	12/20/76*	EX589-SEE NOTES
1742	8/5/40	1/24/77	1/26/77		1792	10/21/40	12/15/76	1/24/77	
1743	8/31/40	9/30/76	12/21/76		1793	10/21/40	2/22/77	2/22/77	
1744	8/5/40	11/12/76*	11/18/76*	EX670-SEE NOTES	1794	10/21/40	4/1/77	4/20/77	
1745	8/5/40	11/22/76	11/24/76	SEE NOTES	1795	10/21/40	11/22/76	1/6/77	
1746	8/5/40	9/30/76	10/18/76		1796	10/22/40	2/9/77	2/9/77	
1747	8/5/40	10/13/76	10/26/76		1797	10/22/40	9/30/76?	1/11/77	
1748	8/5/40	9/30/76	10/1/76		1798	10/22/40	9/30/76?	10/22/76	
1749	8/5/40	9/21/76	10/18/76		1799	10/22/40	2/2/77	2/2/77	

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R-1 to R-9 Car Number List

(Continued from page 35)

CAR	IN SERVICE DATE	OUT OF SERVICE DATE	SCRAP DATE	
1800	10/23/40	11/5/76	1/6/77	
1801	10/25/40			SEE NOTES
1802	10/23/40			SEE NOTES

R-1 TO R-9 FLEET INFORMATION

CONTRACT	CAR NUMBERS	BUILDER	TECHNICAL DATA	WEIGHT(POUNDS)
R-1	100-399	American Car & Foundry	Westinghouse Controls Westinghouse Motors	84,081
R-4	400-899	American Car & Foundry	Westinghouse Controls General Electric Motors	84,503
R-6-3	900-1149	American Car & Foundry	Westinghouse Controls General Electric Motors	83,963
R-6-2	1150-1299	Pullman Standard	General Electric Controls Westinghouse and General Electric Motors	84,333
R-6-1	1300-1399	Pressed Steel	Westinghouse Controls Westinghouse Motors	84,388
R-7	1400-1474	American Car & Foundry	Westinghouse Controls General Electric Motors	84,556
R-7	1475-1549	Pullman Standard	General Electric Controls Westinghouse Motors	84,750
R-7A	1550-1599*	Pullman Standard	General Electric Controls Westinghouse Motors	84,750
R-7A	1600-1649	American Car & Foundry	Westinghouse Controls General Electric Motors	84,556
R-9	1650-1701	American Car & Foundry	General Electric Controls Westinghouse and General Electric Motors	84,396
R-9	1702-1802	Pressed Steel	Westinghouse Controls Westinghouse and General Electric Motors	84,755

*Car 1575 was rebuilt by ACF in 1947 with an R-10-type body while retaining R-7A controls, trucks, and motors. This car only weighs 82,340 pounds.

NOTES TO R-1 THROUGH R-9 ROSTER

By Eric R. Oszustowicz with information
provided by Bernard Linder & Bill Zucker

As you can see on the roster, all 1,703 of the cars show their delivery date or in-service date. Since the R-1s were all delivered before the IND Subway opened, the delivery date is shown instead of the "in service" date. Most cars have definitive information regarding their disposition. In the few instances where questionable information is available, question marks are placed beside the date.

THE "EX" NOTES: During the last years of service many cars were renumbered. These renumberings involved the physical swap of the number plates between two cars and the changing of the car numbers shown inside the car.

Some of the oldest cars were in better condition than their newer counterparts. Rather than scrapping the newer cars and leaving gaps in the numbering system, car numbers were swapped. For example car 367 shows as being scrapped on October 7, 1969. The actual car body scrapped was that of car 639, since the cars swapped numbers. Car 639 shows as being scrapped on April 20, 1973. The car scrapped on this date is not an R-4, but is actually the car body of R-1 367.

Some cars were renumbered twice while in passenger service. Renumbered cars that later became work cars are listed separately. The list of these cars is shown below. For the cars that were only renumbered once, all information is shown on the main roster.

Conflicting information has been received regarding whether or not the following cars swapped numbers: 257 & 1177, 402 & 888, 465 & 490, 740 & 1694, 912 & 986, and 1401 & 1777. Due to this conflicting information, I have chosen not to include these possible number swaps in the main roster.

CARS RENUMBERED TWICE: 128ex384ex342; 700ex1274ex898; 881ex1761ex789; 884ex1621ex633; 1768ex576ex369

(Continued on page 37)

R-1 to R-9 Car Number List*(Continued from page 36)*

Following is an explanation of how the above cars were scrapped:

128 scrapped as 342; 700 scrapped as 1274; 789 scrapped as 1761; 342 scrapped as 384 (had been M526); 898 scrapped as 700; 881 scrapped as 789; 384 scrapped as 128; 1274 scrapped as 898; 1761 scrapped as 881; 633 scrapped as 1621; 369 scrapped as 1768; 884 scrapped as 633; 576 scrapped as 369; 1621 scrapped as 884; 1768 scrapped as 576

WORK CAR NOTES: A number of cars noted below were converted to work cars. These cars show scrap dates long after March 31, 1977, the last day of regular passenger service. When available, the date of conversion to work service is shown.

The R-3, R-8, and R-8A contracts are composed of work equipment delivered in 1931 (R-3), 1932 (R-3), and 1939 (R-8 and R-8A). The R-2 contract was for trucks and motors for the R-1 contract. The R-5 contract was for trucks and motors for the R-4 contract.

GENERAL CAR NOTES:**CAR#**

100	Currently part of the active museum fleet. At one time, numbered 100M(see car 103)
103	The original car 103 was renumbered to car 385. Car 385, which was renumbered to car 103, was scrapped. Later, the original car 103 received its proper number again and became part of the museum fleet. In later years, this R-1 ran in regular passenger service in a train solely composed of museum cars, which caused accounting problems because there was also an R44 of the same number running in service. R-44 car 103 continually showed running many more miles than expected due to the fact that R-1 car 103 miles were being included. To fix this anomaly, the museum cars with the duplicate numbers of regular service cars had a plastic "M" added to the number. R-1 car 103 became car 103M. This car has Sturtevant fans, lower headlining and damper controls. Currently, car is privately owned
124	Damaged at bumping block. Unknown location
142 & 146	Damaged in 1966 collision at Pitkin Yard
165	Converted to car XC675. This car was extended to 75 feet with exposed girders in preparation to test clearances for the R-44 cars
171-176	Converted to alcohol cars AL471-AL476 respectively for snowfighting service. Car 175 at Seashore Trolley Museum, Kennebunkport ME to be held for parts, not for operation
192	Converted to car XC575-see above notes for car 165. Formerly car 118
193	Damaged in collision with car 1327 in 1964. Scrapped June 9, 1966
200-201	To BMT on June 18, 1931. These and other cars were tested in passenger service on the BMT due to the fact that the original IND line was under construction. The cars were tested by Thomas F. Mullaney Engineering Corp. from June 29-July 9, 1931. The cars ran on the BMT until November 27, 1931
202-204	To BMT on June 17, 1931. See above notes for car 200
205	To BMT on June 19, 1931. See above notes for car 200
206	To BMT on June 18, 1931. " " "
207-209	To BMT on June 17, 1931. " " "
210	To BMT on June 18, 1931. " " "
211	To BMT on June 17, 1931. " " ". Converted to car XC775
212	To BMT on June 18, 1931. See above car notes for car 200. On February 17, 1936, this car was wrecked in an accident between the Fourth Avenue and Seventh Avenue stations on today's F line. The car was officially scrapped on February 29, 1936. Cars 378 and 472 suffered the same fate on February 17, 1936 and February 29, 1936
213	To BMT on June 18, 1931. See above notes for car 200
214	To BMT on June 17, 1931. " " "
263	Received R-7/9 storm doors after involvement in wreck that damaged car 1575
273	This car was damaged in a collision with a bumping block in Rockaway Park Yard on September 22, 1959 and was scrapped on or about August 8, 1961
293	Received R-7/9 storm doors after involvement in wreck that damaged car 1575
295	In 1932, this car was equipped with akustikos felt and perforated headlining for acoustical tests
376	Converted to work motor M520 in October, 1972. See note for car 1745
377	Converted to work motor M521

(Continued on page 38)

R-1 to R-9 Car Number List*(Continued from page 37)***CAR#**

378 See February 17, 1936 notes for car 212
 379 Converted to work motor M522 in October, 1972
 380 Converted to work motor M523
 381 To BMT on June 19, 1931. See car 200 notes. Became a museum car. In operable condition today
 382 To BMT on June 18, 1931. See car 200 notes. Converted to work motor M524
 383 Converted to work motor M525
 384 To BMT on June 18, 1931. See car 200 notes. Converted to work motor M526. Car 384 is ex342
 385 To BMT on June 19, 1931
 386 Converted to work motor M527
 387 To BMT on June 19, 1931. See car 200 notes.
 388 Converted to work motor M528
 390 Converted to work motor M529
 393 Damaged on November 28, 1969 in CC service at 161st Street
 397 Converted to work motor M501
 399 Converted to work motor M502
 401 Converted to school car SC491. Converted back to car 401. Operational today
 404 Damaged in collision at Church Avenue (IND) in 1967
 414 Received R-7/9 storm doors after involvement in wreck that damaged car 1575
 421 Used in the film "A Short Walk to Daylight." Scrapped after filming
 434 Damaged in collision on November 28, 1969 in CC service at 161st Street
 456 Damaged in collision on November 28, 1969 in CC service at 161st Street
 466 Converted to work motor M504 in December, 1969
 470 Converted to alcohol car AL470 in July, 1969 for snowfighting
 472 See February 17, 1936 notes for car 212
 474 Converted to work motor M503 in December, 1969
 475 Converted to work motor M554 in November, 1969
 476 Converted to work motor M553
 477 Converted to work motor M552 in November, 1969
 478 Converted to work motor M551 in November, 1969
 479 Converted to work motor M556 in 1970
 480 Converted to work motor M505 in December, 1969
 481 Converted to work motor M555 in November, 1969
 484 Currently part of museum fleet. Built with special interior. Has bulls eye lighting fixtures. Formerly had a public address system, which was installed in 1946
 493 Converted to work motor M506 in December, 1969
 581 Damaged in 1972 upon splitting switch in Concourse Yard
 597 Used in the film "A Short Walk to Daylight." Scrapped after filming
 623 Damaged in accident at Euclid Avenue on June 3, 1965. Scrapped on March 17, 1973
 634 Wrecked at 161st Street on CC line on November 28, 1969. Scrapped on October 15, 1970
 733 Car had axiflow fans (later replaced with standard fans) with a standard ceiling. Car had R-6 to R-9 light fixtures
 744 Same interior as car 484. As of March, 1961, the public address system, which was installed in 1946, was still visible. Car was converted back to a standard interior, although indentations for bullseye lighting were still visible. Car received R-6 to R-9 lighting fixtures. The portion of the ceiling just above the advertising panel protruded inward
 800 Became a museum car. At Seashore Trolley Museum, Kennebunkport ME
 820 Converted to stationary instruction car
 825 At Trolley Museum of New York, Kingston, New York. Had been renumbered 1677
 867 Damaged on June 3, 1964 in collision with a work train (BMT Standard 2237) south of the 15th Street-Prospect Park station. Scrapped on or about August 10, 1964
 870 Caught fire at Concourse Yard on May 7, 1966. Scrapped on August 2, 1967
 900-911 Converted to work motors M900-M911 respectively

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R-1 to R-9 Car Number List

(Continued from page 38)

CAR#

912	Damaged during an incident in the Rockaways in 1969
913-920	Converted to work motors M913-M920 respectively. Car 918 is ex788
917	Converted to work motor M917. Unknown scrap date. (No later than 1984)
923	Converted to revenue car R247(2 nd). Renumbered R704, then became M923. Now privately owned
925	Converted to revenue car R248. Renumbered R708, then became M925. Now privately owned
973	Damaged in collision at Church Avenue (IND) in 1967. Scrap contract put up for bids on May 21, 1968
978	Became part of restaurant in Staten Island Mall, New York City. Approximately 75% of car body
980	Damaged in collision at Church Avenue (IND) in 1967. Scrap contract put up for bids on May 21, 1968
986	Severely damaged on July 17, 1970 in E service north of Hoyt-Schermerhorn Street
1000	Car currently at Coney Island Yard. Not operational. By early 1984, a SMEE compressor was installed in this car while at 207 th Street Shop by cutting a large hole in the floor. Apparently, compressor has been removed and the hole has been repaired
1019	Destroyed by fire in Coney Island Yard
1028	Became a yard office approximately 1972. Converted to a quality control car for Coney Island Yard
1068	Became a yard office approximately 1972. Converted to a new car engineering office at 207 th Street Yard
1079	On August 23, 1954, this car was wrecked on the 205 th Street relay tracks. Scrapped July, 1958
1144	Serves as a diner in Buckinghamshire, England. (Detrucked)
1186	Suffered electrical/mechanical damage while in service in 1972
1192	Damaged on May 15, 1948 in Concourse Yard. Scrapped August, 1958
1200	Suffered electrical/mechanical damage in 1972
1208	Tested with saran seating in 1940-41. Became a museum car. Scrapped on June 18, 1986. The only restored car to be scrapped
1236	This car was damaged in a wreck at Church Avenue in F service on February 12, 1973. The car was scrapped as car 754, which was renumbered 1236. This collision destroyed slant R-40s 4420 and 4421
1300	Museum car. Recently restored
1327	Damaged at Concourse Yard in collision with car 193. Scrapped June 9, 1966
1353	Tested with vellon seating in 1940-41
1363	Damaged at Coney Island Yard in collision with car 1405 in 1970
1405	Damaged at Coney Island Yard in collision with car 1363 in 1970
1430	Out of service for many years. Stored at bumping block in City Yard (F line yard at Coney Island Yard). Scrapped as 894, which was renumbered 1430
1440	Became a museum car. At Seashore Trolley Museum, Kennebunkport ME
1486	Suffered damage in 1972
1502	Museum car. Scrapped May 21, 1985
1509	Probably scrapped in December, 1976 or early 1977. No definite date available
1575	Wrecked in 1946. Rebuilt in 1947 with an R-10 body, but remained an R-7A operationally. In active museum fleet
1586	Became a museum car, but scrapped on May 21, 1985
1600	Museum car. Scrapped May 21, 1985
1689	At Shore Line Trolley Museum, East Haven CT. Operational with a trolley pole
1701	Museum car. Scrapped October 29, 1980
1715	Suffered damage in 1972
1745	Converted to work motor M520 (2 nd). Replaced original M520, which was formerly car 376
1761	Damaged in accident in East New York Yard. Ran through bumping block
1788	Damaged in accident in 1972
1791	Damaged in accident in 1973
1801	On display in Albany NY
1802	Museum car. Currently operational

All R-1 to R-9 passenger cars were built with two 190-horsepower motors per car with Westinghouse H-2-A couplers and arch bar trucks. Braking is AMUE (electro-pneumatic) with an ME-23 brake valve. Each car has 56 seats.

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R-1 to R-9 Car Number List

(Continued from page 39)

Each car is 60 feet 6 inches in length over the coupler. Each car is 10 feet wide.

Cars 100 and 190 had swapped numbers, apparently during the compressor experiment of 1964 (see main text), but this was reversed by 1968. In 1964, the following cars also swapped numbers: 115 & 196, 118 & 192, 119 & 191, and 139 & 185.

Cars 1492 and 1776 ex1727 were apparently to be set aside as museum cars due to their car numbers being significant dates in history. These cars were scrapped and cars 1586 and 1701 took their place as museum cars with the thought of saving a car from every sub-contract. The thought of painting car 1776 in a bicentennial paint scheme was apparently pondered, but never acted upon.

Cars 100-144 had no fish belly reinforcements under the doors. Cars 145-399 had the fish bellies under the two center door sets on each side added at some point. Cars 400-1802 were built with the fish bellies, which protruded lower than on the R-1s under all doors.

Cars 100-899 had a single sheet of glass in the storm doors. Cars 900-1802 had two pieces of glass in the storm doors, separated by a metal strip.

During the early-to-mid-1960s, stickers were placed under the number plates of certain cars to signify the cars' mechanical status. A green sticker signified the car had no motors (sometimes a yellow "X" was used). A red sticker signified the car had no compressor, and a yellow sticker signified the car had no motor generator.

Beginning with the R-4s, the roll sign boxes were mounted in the opposite direction. The R-1s and R-4s had square corners on the roll sign boxes, the R-6s through R-7As had rounded corners, and the R-9s had curved ends.

Beginning with the R-4s, depressions on the outside of side door panels were added in the event doors needed to be opened manually. The seat frames beginning with the R-4s were more rounded than on the R-1s. The R-4s through R-9s also had the protruding metal work on top of the window sills eliminated for a smoother appearance.

When new, the R-1s and R-4s were equipped with coasting clocks. These devices recorded the amount of time that a Train Operator was coasting as opposed to taking power or braking. Train Operators who saved power and reduced brake and motor wear by coasting as much as possible were rewarded. The following cars retained their coasting clock brackets until the day they were scrapped: 161, 172, 210, 220, 297, 455, 536, 595, 604, 624, 635, 641, 665, 676, 702, 725, 737, 750, 781, 800 (not scrapped), 811, and 860. The brackets were located in one of the car corners, opposite an operating cab. Car 598 had its coasting clock bracket located in the center of the car next to the vent opener on the ceiling.

The R-1s through R-6s had the "CITY OF NEW YORK" lettering in the center of the car below the window line. The R-7s through R-9s did not. All cars had the "CITY OF NEW YORK" lettering in the car interior.

Cars 853, 1068, 1189, 1212, and 1316 had additional paper numbers (one per side) stuck over one of the door pocket depressions in 1964.

Beginning with the R-6s, the clerestory roof was thickened. Also, the tips of the light fixtures were cut back to allow more of the light bulb to be exposed, causing better interior illumination.

The R-7s through R-9s had side door depressions and door pocket depressions of less depth for manual door opening in addition to redesigned side and front windows.

Brighter light bulbs were installed during 1953 and 1954 for better interior illumination.

Following are some interior paint scheme oddities during the World War II era:

Car 589 received a gray and blue scheme, car 633 received a two-tone blue paint scheme, 799 was painted light green on the tops of the walls and doors, and car 1473 had deep blue vents instead of gray. Cars 103, 484, 733, and 744 received the BMT-style light green and olive green paint scheme while they were experimental cars.

In the 1960s, car 608 received a speckled green scheme. Cars 890 and 1126 received an all-blue paint scheme, while the vents were green. Car 1741 received a dark blue and orange scheme.

Many cars assigned to East New York in the late 1960s and 1970s had the interior car number stenciled on the upper end bulkheads (in black or yellow). Car 1144 at Jamaica received the same type of interior numbers.

THE SILVER AND BLUE CARS

Following is the all-time list compiled by Douglas Grotjahn of R4 to R-9 passenger cars that received the silver and blue paint scheme. The accompanying date is the date that Mr. Grotjahn observed the car in this new paint scheme, not necessarily the exact date that the car emerged from the paint shops. Car 1776 was repainted in 1970 and later renumbered to car 1727. The

original car 1727 was never repainted. Cars that received "M" logo adhesive seals are denoted as such. Non-passenger cars are not included on this list. Information regarding one car which was also painted silver and blue, 1429, was provided by Bill Zucker and is not on the list below. Listed below are 142 cars. With car 1429, the grand total is 143 cars.

CAR	DATE OBSERVED	CAR	DATE OBSERVED	CAR	DATE OBSERVED	CAR	DATE OBSERVED	CAR	DATE OBSERVED
1433	12/13/72	1524	8/2/70	1614	9/12/70	1706	4/22/71	1787	2/7/71
1442	4/23/71	1525	3/30/71	1619	10/28/70	1709	1/24/71	1788M	1/29/72
1443	12/7/70	*1527M	12/3/72	1620	1/9/71	1712	8/26/70	1790	11/3/70
1446	3/30/71	1537	2/13/71	1621	5/24/71	1713	7/23/71	1797	10/14/70
1449	10/1/70	1539	3/12/71	1627	1/9/71	1715	2/28/71	1798	10/1/70
1450	9/19/70	1540	10/14/70	1629	10/1/70	1716	8/24/70	1799	2/7/71
1451	4/9/71	1541	2/12/71	1631	10/28/70	1722	9/19/70	1801	11/7/70
1453	8/14/71	1542	3/30/71	1640	6/5/71	1723	4/20/71		
1458	9/12/70	1543	10/24/70	1641	10/1/70	1724	9/12/70		
1459	11/6/71	1546	11/6/71	1644	2/12/71	1727EX 1776	8/24/76**	**Car 1776 was repainted in 1970 and renumbered to car 1727. Car 1677 was renumbered from R-4 825. This is the oldest passenger car ever to be repainted into the silver and blue scheme on the entire system and the only *R-4 to be repainted (*excluding work cars) Car 1547 was renumbered from R6-3 927. This was the only R-6 to be repainted *On car 1527, the "M" seals were not placed behind the operating cabs, instead being placed on the opposite ends	
1462	4/23/71	1547EX 927	9/12/70	1648	8/2/70	1729	10/20/70		
1466M	1/23/72	1548	10/1/70	1649	9/5/70	1735	9/12/70		
1468	8/25/70	1555	8/27/70	1650	8/29/70	1739	9/20/70		
1471	4/7/71	1559	10/3/70	1652	10/1/70	1741	7/11/71		
1472	2/19/71	1561	8/27/70	1653	8/29/70	1744	10/11/71		
1478	2/28/71	1562	11/7/70	1658	10/20/70	1745	8/4/70		
1480	9/19/70	1563	9/19/70	1660	8/4/70	1748	1/2/71		
1482	10/10/70	1565	7/15/71	1661	3/16/71	1754	4/12/71		
1484	8/4/70	1566	1/9/71	1665	8/26/70	1756	3/15/71		
1490	8/29/70	1569	4/10/71	1666	8/3/71	1757	1/4/71		
1491	7/18/71	1572	10/1/70	1669	11/30/70	1765	9/8/70		
1495	10/1/70	1573M	1/15/72	1670	11/3/70	1769	11/3/70		
1496	8/25/70	1574	9/3/70	1672	3/12/71	1770	6/24/71		
1498	2/7/71	1579	9/12/70	1674	9/16/70	1773	4/5/71		
1500	9/12/70	1581	3/16/71	1676	9/16/70	1774	7/11/71		
1501	8/27/70	1586	10/1/70	1677EX 825	12/13/70	1775	9/8/70		
1503	11/3/70	1587	2/12/71	1678	10/20/70	1776	12/13/70		
1509M	4/18/72	1598	10/1/70	1679	8/22/71	1777	10/1/70		
1510	10/29/70	1604	10/28/70	1682	3/21/71	1778	8/26/70		
1511M	12/7/71	1607	12/13/70	1684	10/28/70	1779	7/19/71		
1512	2/7/71	1610	9/12/70	1693	10/28/70	1780	8/22/71		
1515	10/10/70	1611	5/14/71	1697	4/25/71	1782	9/16/70		
1520	10/29/70	1612	4/24/71	1702	1/15/72	1783	6/5/71		
1523	8/26/70	1613	10/29/70	1703	10/8/71	1784	2/21/71		

The interiors of the above cars were painted light gray and light green.

Car numbers in bold were later replaced by non-repainted cars that assumed their numbers. See master list and notes.

In addition to the 143 cars mentioned above, car 1534 was repainted on the sides and not on the ends.



Repainted R-9 1716 on a weekend layup at Atlantic Avenue on May 6, 1971.

Steve Zabel photograph

“BLIZZARD” OF 2006 — FEBRUARY 11-12, 2006

by Randy Glucksman

Meteorologists began talking about the potential for a Nor'easter, several days before it actually arrived. The only thing that changed was the time that it would begin. At first it was early on Saturday afternoon. Then as Saturday grew closer, it became late-afternoon, and finally evening. At about 6 PM on Saturday, I went out to pick up dinner and the first flakes were falling. Before going to bed, I checked again and the snowfall was still light, with probably no more than 1-2 inches on the ground. However, when I woke up at 6 AM, there had been a significant amount of snow. By the time the storm was over, I had every bit of 20 inches. This year, I paid my snow plowing service for “the season.” Of the six snow events that took place, prior to this storm, the service only showed up once, because the amount of snow that fell on the other days was less than three-inch minimum required for him to plow.

For those living in New York City, the storm produced a record amount of snow – 26.9 inches, the most since record keeping began in Central Park in 1869. The previous record of 26.4 inches, which resulted from the “Blizzard of 1947,” had stood for over 58 years! However, thanks to temperatures that rose over the next few days to nearly 60 degrees, much of the snow became a memory.

MTA Metro-North Railroad (East)

Metro-North implemented its snow plan which calls for operation of diesel-trains. What started out as hourly service on the Harlem and New Haven Lines was soon reduced to a train every two hours. There was no branch service on the New Haven. The Hudson Line ran a regular Sunday schedule.

MTA Long Island Rail Road

As you will see, of the three commuter lines in the metropolitan area, the Long Island Rail Road was hit the hardest. There were delays all day, and at 3:30 PM, the railroad reported the following:

“The 1:42 PM train from Ronkonkoma to Penn Station is disabled east of Jamaica and is currently 45 minutes late.

“The 11:27 AM train from New York to Babylon is disabled east of Forest Hills and is currently 4 hours late.

“The 11:14 AM train from New York to Ronkonkoma is disabled west of Forest Hills and is currently 4 hours late.

“The 10:48 AM train from Penn Station to Long Beach is disabled west of Woodside and is currently 4 hours and 45 minutes late.

“The 10:22 AM train from Penn Station to Port Washington is disabled at Woodside and is currently 4 hours and 45 minutes late.

In addition, all eastbound and westbound service into and out of Penn Station was suspended. MTA New York

City Transit honored LIRR tickets at Penn Station, Woodside, Forest Hills, Kew Gardens, and Jamaica. Train service was also suspended on the Long Beach, Far Rockaway, and Port Washington branches. Port Washington did not come back until Monday afternoon.

For Monday morning, commuters were promised that trains could be delayed by at least 30 minutes. (In the morning, LIRR reported that there were some delays of about one hour.) A number of trains were also combined. Eastbound and westbound service in and out of Penn Station remained suspended. MTA New York City Transit continued to honor LIRR tickets. At 7:40 AM, LIRR reported that “limited” service had resumed into Penn Station. Normal service however, did not resume until the afternoon.

NJ Transit

The first reports on Sunday morning told of the following service modifications:

- Northeast Corridor Line – Hourly local service Trenton to NY Penn. Trains departed from Trenton at 11 minutes past the hour, and from NY Penn at either 13 or 14 past the hour
- North Jersey Coast Line – Service in two sections – Bay Head to Long Branch and Long Branch to Newark
- Raritan Valley Line service only to Newark. Passengers directed to PATH for Hoboken, which honored NJ Transit tickets
- Princeton Shuttle suspended. It did not return until Thursday morning, February 16. Passengers were bussed between Princeton and Princeton Junction
- Between 7:30 AM and 4 PM, all bus and Paratransit service was suspended, state-wide

Amtrak

Amtrak modified its service on Sunday, February 12, with disruptions primarily on the New York-Philadelphia-Washington segment of the Northeast Corridor. Some trains were delayed for several hours by downed trees and other problems caused by the heavy snow, including overnight services to Chicago (via West Virginia), New Orleans, and Miami. On Monday, February 13, at least hourly service was to be maintained on the most of the corridor. Six *Acela Express* & *Metroliner* trains were canceled. *Regional Service* operated on a modified schedule. Nine *Regional Service* trains were canceled. Six *Empire Service* trains and three *Keystone Service* trains were also canceled.

Miscellaneous

Westchester Bee Line buses were suspended Sunday until 4 PM.

Washington's Metrorail reported that all services were

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