

## HEADLIGHTS ON OLDER SUBWAY CARS

Headlights have been installed on BMT Q-Type 1627 just below the roof line but are not in use. New B-Type 2434-2633-2435 has headlights below the anti-climber. The first IND car to have headlights is #467 and they are above the conductor's step. Certain IRT World's Fair cars have had headlights for quite awhile.

## EXPRESS TRACKS FOR 6TH AVENUE SUBWAY

Last January's issue of the BULLETIN carried the story of the 6th Avenue Subway. Since that time, construction has started on the deep-level express tracks between 9th St. and 31st St. The first section, 9th St. to 19th St., was started in April by McLean-Grove-Shepherd under a \$9,700,000 contract with the TA. They are now sinking a shaft in West 13th Street just west of 6th Ave. From there, they will tunnel east to the center of 6th Avenue and then will tunnel both north and south. Most of the tunneling will be in rock, but some compressed air will be needed at the south end of the job. Near 9th St., the existing H&M tunnel will have to be underpinned.

An \$8,000,000 contract for the second section, 19th St to 31st St., was just awarded jointly to the Cayuga Construction Corp. and Johnson, Drake and Piper, Inc. They have not yet started to work.

The 1962 Capital Budget is expected to include money to start the \$8,700,000 extension from 52nd St. to 57th St. to provide terminal and turn-around facilities for some of the trains coming from Brooklyn through the Chrystie St. subway.

## NYCTA CAR NOTES: MORE SCRAPPINGS

The following cars were on the scrap bid list of Nov. 14th:  
IRT (at 207 St.) 4028, 4050, 4084, 4113, 4133, 4149, 4658, 4770, 4780, 4782, 4997, 5072, 5086, 5088, 5148, 5231, 5243, 5259, 5643, 4530, 4882, 4935, 5385. (At 239 St.-W.P.Rd.): 4079, 4222, 4606, 4690, 5023, 5053, 5454, 5634, 4190, 4193, 4205, 4207, 4209, 4211, 4214, 4835, 4866, 4881, 4888, 4894, 4898, 4904, 4920, 4940, 4941, 4952 and 5313.  
BMT Cars: 2066-7-8, 2081-2-3, 2084-5-6, 2093-4-5, 2285-6-7, 4026, 29, -34.

Two BMT D-Types, 6004 & 6039 are out of service, One other, 6078, was scrapped after an accident a few years ago. (See p.4, June BULLETIN)

Snow cars 4642, 4781, 5470 and 5606 have been painted yellow and look like interurbans at a distance. The first two are at Coney Island. IRT cars 4588, 4603 and 4605 that had been in BMT service are slated to become snow clearing cars also.

BMT rebuilt trailer 4036 is to be used by South Brooklyn Railway as a work shack and was turned over to SBK on October 25th. It was the last of the BX units to enter C. I. shops for conversion to B's & BT's.

The R-11 is going back to Budd for rebuilding and the new contract number is R-34 so cars 8010-8019 may become known as R-34's.

Ex-South Brooklyn Ry. locomotives 4 & 5 have had their poles removed and the cars can now clear any BMT or IND subway.

BMT Locomotive 5000 has two types of braking, one when it is running alone and the other for operating with passenger cars. NYCTA has ordered that it be used with passenger cars when out on a line.

Loco 5000 has been seen lately on the IND with BMT B-Types.

#### NEW BMT SWITCH TOWER AT CITY HALL IN OPERATION

The BMT Switch Tower at the north end of the City Hall station was put into operation about November 5th. This tower, clearly visible from the station platform, will eventually control all Manhattan switches of the BMT Broadway Subway as well as those at Broad Street on the Nassau Street Line. The old interlocking signals that are being retained are having X-number plates attached, a practice never used on the old BMT system.

#### NEW ESCALATORS, PLATFORMS, LIGHTING

On October 30th, NYCTA opened the new escalator for passengers transferring between the IRT Lex-Jerome Line and the IND Concourse Line at 161st St.-River Ave.(Yankee Stadium). In August the stairways opened and paper transfers eliminated. The free transfer point was established in June 1940 as a substitute for Ninth Ave. El service up Jerome Ave.

Contracts will soon be awarded for new escalators at Lexington Ave. and 53rd St. on the IND. ...Also for concrete platforms on the IRT Flushing Line. Work is progressing on new platforms on Culver Line IND.

Fluorescent lights are now in service on the 2nd Ave., Delancey St., East Broadway and York St. stations of the IND Houston St. line, the High St.-Brooklyn Bridge IND station and are being installed at the IND Broadway-Nassau St. station. Since last month all stations in the open cut portion on the BMT Brighton Line have fluorescents and they are being installed in BMT Sea Beach stations and West End 9th Ave. sta.

#### NEW STOP MARKERS, CAR NOTES, OTHER NEWS

New enamel 6-R yellow stop markers have been installed on the Myrtle Ave. El., even the portion where only Q-Types are now in use. Conductors' Indicators Boards like the IND el and BMT R-27 type (White with black diagonals) with a "Q" instead of a number are also being used.

Damaged R-27 #8217 did not go to St. Louis Car Co. for rebuilding as scheduled but is at Coney Island yard. The story is that the railroads refused to ship it as dangerous in its present condition.

B-Types have been used exclusively the last few weeks on the Sat. Brighton-Franklin Local service to Brighton Beach.

The New York to Jersey City and Hoboken fare on the Hudson Tubes was increased to 30¢ on October 30th as scheduled. Two 15¢ tokens are used and are same size as NYCTA tokens. Both H&M and NYCTA have complained about receiving the other's tokens in their turnstiles.

Horn Construction Co. was the low bidder (\$2,700,000) on the IRT reconstruction job between the Atlantic Ave. and Nevins St. stations.

#### DANBURY AND GOLDENS BRIDGE TRACTION COMPANY

The uncertainty as to whether there actually existed any line of the Danbury and Goldens Bridge Traction Co. is cleared up in an issue of the Quarterly Bulletin of the Westchester County Historical Society by Mr. Otto A. Weiss. Little enough is known of the city service operated by the Danbury & Bethel Ry. & Lighting Co., but information on Danbury's interurban line was so scant as to cast doubt on its mere existence.

The Danbury & Goldens Bridge Traction began its construction from the Danbury end of its proposed line in 1901. For 14 miles southwestward from Danbury, it ran along the route originally laid out for the New York, Housatanic & Northern RR Co., a steam road started in 1869 to connect White Plains with Danbury, but never completed. The trolley Co. however, actually brought its construction to completion along the stretch from Danbury to Lake Kanosea where it built its car barn. This portion of the line was in active use. Beyond Lake Kanosea, the line was built to North Salem (New York, about 1 mile from the Conn. line), and work cars ran to that point. A single track roadbed was graded as far as three miles north of Cross River and here ended.

## IRT DIVISION

NUMBERS	BUILDER	YEAR	TYPE	WEIGHT		
4025-4036	Pressed Steel	1915	Steinway	Note 1	Motor	
4037-4160	Pullman	1915	Flivver	77,700	Motor	Note 2
4161-4214	Pullman	1915	Flivver	55,600	Trailer	Note 2
4215-4222	Pullman	1915	Steinway	74,970	Motor	Note 2
	(Ex. Flivver Trailers, converted to Motor -1929)					
4515-4554	Pullman	1916	L-V	56,200	Trailer	Note 2
4555-4576	Pullman	1916	Steinway	74,970	Motor	
	(Ex. L-V Trailers, converted to Motor - 1929)					
4577-4699	Pullman	1916	L-V	77,300	Motor	Note 2
4700-4770	Pullman	1916	Steinway	74,000	Motor	Note 3
4771-4810	Pullman	1916	L-V	77,300	Motor	Note 4
4811-4825	Pullman	1916	L-V	56,200	Trailer	
4826-4965	Pullman	1917	L-V	56,200	Trailer	Note 2
4966-5301	Pullman	1917	L-V	77,050	Motor	Note 5
5303-5402	Pullman	1922	L-V	61,052	Trailer	Note 6
5403-5502	A.C.&F. Co.	1924	L-V	78,730	Motor	
5503-5627	A.C.&F. Co.	1925	L-V	79,388	Motor	Note 2 & 7
5628-5652	A.C.&F. Co.	1925	Steinway	75,380	Motor	
5653-5702	St. Louis Car	1938	Steinway	75,130	Motor	Note 8

## IRT TYPE CARS PURCHASED BY THE CITY OF NEW YORK AFTER UNIFICATION

5703-5752	W.H.	A.C.&F. Co.	1948	R-12	73,100	Motor	Note 2
5753-5802	G.E.	A.C.&F. Co.	1948	R-12	73,100	Motor	
5803-5877	G.E.	A.C.&F. Co.	1949	R-14	73,234	Motor	
5878-5952	W.H.	A.C.&F. Co.	1949	R-14	73,234	Motor	
5953-5976	W.H.	A.C.&F. Co.	1950	R-15	76,104	Motor	
5977-5999	G.E.	A.C.&F. Co.	1950	R-15	74,778	Motor	
6200-6225	W.H.	A.C.&F. Co.	1950	R-15	76,104	Motor	
6226-6252	G.E.	A.C.&F. Co.	1950	R-15	74,778	Motor	
6500-6699	G.E.	St. Louis	1955-6	R-17	78,426	Motor	Note 9
6700-6799	W.H.	St. Louis	1956	R-17	78,984	Motor	
6800-6809	W.H.	St. Louis	1956	R-17	80,064	Motor-Air Conditioned	
6810-6899	W.H.	St. Louis	1956	R-17	78,984	Motor	
7050-7174	G.E.	St. Louis	1957	R-21	77,607	Motor	
7175-7299	W.H.	St. Louis	1956-7	R-21	78,644	Motor	
7300-7524	W.H.	St. Louis	1958	R-22	77,625	Motor	Note 10
7525-7749	G.E.	St. Louis	1957-8	R-22	77,096	Motor	
7750-7803	G.E.	A.C.&F. Co.	1960	R-26	73,630	even No. Single End Mt	
					74,220	odd No. Single End Mtr	
7804-7859	W.H.	A.C.&F. Co.	1959-60	R-26	74,340	even No. Single End Mtr	
					77,880	odd No. Single End Mtr	
7860-7909	W.H.	A.C.&F. Co.	1960-61	R-28	74,592	even No. Single End Mtr	
					75,143	odd No. Single End Mtr	
7910-7959	G.E.	A.C.&F. Co.	1960	R-28	73,711	even No. Single End Mtr	
					74,362	odd No. Single End Mtr	

## MUSEUM CARS:

Car 3352 is at The Seashore Museum, Kennebunkport, Maine

A.C.&F. Co. 1904 Gibbs Motor H-V 85,780 lbs.

Car 3662 is at The Branford Trolley Museum

A.C.&F. Co. 1907 Deck Roof Motor H-V 83,780 lbs

NOTES:

- Note 1 - Cars; 4025,4029,4030,4034-36 W.H. 77,700 lbs.  
4026-4028,4031-4033 G.E. 72,678 lbs.
- Note 2 - Some of the cars in this series have been converted to work cars, for further information see work roster.
- Note 3 - car 4719 is a L-V car, converted from a Steinway
- Note 4 - car 4771 is a Steinway, converted from a L-V
- Note 5 - cars 5017,5300,5301 weigh 77,300 lbs
- Note 6 - cars 5315, 5352,5374,5375,5378-5402 weigh 59,690 lbs.
- note 7 - cars 5507,5542,5573 & 5587 weigh 78,888 lbs.
- Note 8 - This series of cars known as Worlds Fair Cars
- Note 9 - Car 6239 equipped with Air Conditioners at 207th St. Yard - 1958
- Note 10- R-22 type cars No. 7515-7524 are equipped with special interiors fiberglass seats, green speckled paint.

TYPES OF CARS:

L-V or Low Voltage Car - indicates Low-Voltage used in M-U circuits.

H-V or High Voltage Car- All H-V cars now scrapped, except for two museum cars. Indicates High or Full Voltage passing thru cars for M-U circuits. A 600 volt buss jumper connects each car.

Flivver- originally H-V cars, converted to low voltage cars, but retain manual controller.

Steinway - are L-V cars with special gears designed for use in the Steinway or Flushing Line, East River Tunnel.

L-V and Steinways have AMUE(Automatin Motor Universal Electric Feature) or ATUE(Automatic Trailer Universal Electric Feature) type brakes.

H-V and Flivvers have AMRE ( Automatic Motor R-tripple valve electric) or ATRE(Automatic Trailer R-tripple valve electric)brake

IRT WORK CARS:

- 4174 Pay & Collection Car - Pullman 1915 55,600 - Flivver Trailer rebuilt from passenger car - 1959
- 4216 Welding Car - Steinway Motor - used by Cars & Shops for road repair
- 4517 Pay & Collection car - used on 3rd Ave. El - L-V Trailer
- 4528 used as reach cars on IRT pump train and pump car 03 and Hose S-53
- 4529 " " " " " " " " " " " " " " " "
- 4551 " " " " " " " " " " " " " " " "
- 4954 see Speno rail grinder train
- 5302 Pay & Collection Car - Pullman - 1917 83,410 - L-V Motor
- 5606 Storm Service Car - equipped for snow removal on Dyre Ave. Line converted from passenger car 1960
- 5703 Pay & Collection Car- Flushing & Astoria Line R-12 type car.
- 4525, 4526 & 4532 transfered to BMT 5-16-61 for use on BMT pump train.
- 4642, 4785 & 5470 transfered to BMT 1-11-61 for storm service snow cars.

IRT COUPLERS:

- J type (jenny) used on L-V, Steinway, Flivver cars - manual unlocking
- MCB - (Master Car Builders) railroad knuckle coupler
- VD -(Van Dorn) link and pin type coupler.
- H-2-C Westinghouse Air Brake automatic coupler - used on all R type cars.
- H-2-A used on blind end of R-26 & R-28 cars.
- H-2-A not found on IRT Div. but used on BMT and IND Divisions.

THE FOLLOWING CARS ARE ASSIGNED AS WORK MOTORS:

number	coupler #1 end	coupler #2 end	NUMBER	coupler #1 end	coupler #2 end
4037	J	J	4099	J	J
4039	J	J	4100	J	J
4040	J	J	4102	J	J
4042	J	J	4103	J	J
4046	J	J	4106	J	J
4047	J	J	4107	J	VD
4049	J	J	4108	J	J
4050	J	J	4102	J	J
4051	J	J	4114	J	J
4053	J	J	4115	J	J
4059	J	J	4119	J	J
4062	J	J	4120	J	J
4063	VD	J	4121	J	J
4064	MCB	J	4125	J	J
4065	MCB	J	4126	J	VD
4067	J	J	4133	J	J
4068	J	J	4134	J	J
4070	H2C	J	4137	J	J
4071	H2C	J	4140	J	J
4072	J	H2C	4141	J	J
4075	J	J	4142	VD	J
4076	J	J	4144	J	J
4077	J	J	4147	J	J
4079	J	J	4150	J	J
4081	J	J	4151	J	J
4085	J	J	4153	J	J
4093	J	J	4154	J	J
4096	J	J	4155	VD	J
4097	J	J	4156	J	J
4098	J	J	4159	J	J
5505	VD	J	5551	J	J
5509	VD	J	5555	J	J
5519	MCB	J	5562	H2C	J
5520	J	MCB	5564	J	J
5526	MCB	J	5565	J	J
5527	MCB	J	5570	J	J
5530	J	J	5580	J	J
5541	H2C	J	5581	J	J
5542	H2C	J	5591	J	J
5545	J	J	5593	J	J
5550	J	J	5602	J	J

IRT CARS ASSIGNED TO IND DIVISION - EQUIPPED WITH FOUR TRIPS

5533	H2C	J	5578	J	J
5534	H2C	J	5579	J	J
5535	H2C	J	5583	J	J
5537	H2C	J	5584	J	J
5543	H2C	J	5587	J	J
5544	H2C	J	4598	J	J
5556	H2C	J	4599	J	J
5561	H2C	J	4600	J	J
5568	J	J	4601	J	J
5577	J	J	4602	J	J

The above cars assigned to the IND are used in the transfer of IRT cars from Concourse to 207th St. Yard for shopping.

IRT DIVISION WORK CARS:

- 03 Pump Car - Ex Composite #2135  
destroyed by fire 6-1-06  
rebuilt by IRT into pump-1907  
Weight 86,980  
2135 built Wason-Sept-1903
- 32 Steel Rail flat car 23,750  
Manhattan Ry-May 1836  
Rebuilt IRT-147Shop 1949
- 33 Steel rail flat car 34,600  
Manhattan Ry-Sept,1887  
rebuilt IRT 147St. shop 1949
- 34 Steel rail flat car 25,000  
Manhattan Ry-Nov.1890  
rebuilt IRT 147St. shop 1949
- 36 Steel flat car 26,600  
Gilbert & Bush - ?  
rebuilt IRT 1954
- 37 Steel rail flat car 35,480  
Manhattan Ry-March-April1900  
rebuilt IRT 147St. shop 1948
- 38 Steel rail flat car 27,400  
Manhattan Ry- March-April1900  
rebuilt IRT 1949
- 39 High Side Refuse car(wood)  
Interborough-Nov.1903  
weight 24,760
- 47 Steel rail flat car 25,000  
Interborough- Feb.1904  
rebuilt IRT 1949
- 49 High Side Refuse car(wood)  
Interborough-Feb.1904  
weight 24,760
- 51 Steel rail flat car 34,600  
Pressed Steel-May,1906  
rebuilt BMT C.I.Shop 1949
- 52 Steel rail flat car 34,600  
Pressed Steel-May,1906  
rebuilt BMT C.I.Shop 1949
- 53 Hose Car(Box) 57,740  
Pressed Steel-1906  
rebuilt from flat to box by  
IRT in 1915
- 57 Steel rail flat car 32,150  
Pressed Steel-May 1906  
rebuilt BMT C.I.Shop 1949
- 61 Steel rail flat car 34,600  
Pressed Steel-May 1906  
rebuilt IRT 147St.shop 1948
- 69 Steel rail flat car 34,600  
Ralston Steel-March-April1911  
rebuilt IRT 147St.shop 1946
- 70 Steel rail flat car 34,600  
Ralston Steel-March, April 1911  
rebuilt IRT 147St. shop 1948
- 71 Steel box car 40,540  
Ralston Steel - 1911  
rebuilt by IRT from flat to  
box in 1915
- 72 Steel rail flat car 34,600  
Ralston Steel-March, April 1911
- 73 Steel flat car 34,600  
Ralston Steel-March, April 1911  
converted to derrick 1946  
converted to flat and rebuilt  
by IRT - 1947
- 74 Steel rail flat car 34,600  
Ralston Steel- March, April 1911  
rebuilt by IRT 147St. shop 1947
- 76 Steel rail flat car 34,600  
Ralston Steel-March, April 1911  
rebuilt by IRT 147St. shop 1945
- 78 Steel rail flat car 34,600  
Ralston Steel-March, April 1911  
rebuilt by IRT 147St. shop 1948
- 79 Steel flat car 39,900  
Ralston Steel- Aug.1911  
converted to derrick 8-16-11  
derrick removed 6-11-40  
derrick reapplied 10-5-40  
derrick removed 3-30-54
- 81 Steel rail flat car 34,600  
Ralston Steel-April, May 1911  
rebuilt by IRT 147St. shop 1948
- 83 Steel rail flat car 34,600  
Ralston Steel-April, May 1911  
rebuilt by IRT 147St. Shop 1948
- 84 Steel flat car 30,000  
Palston Steel-April, May 1911  
converted to derrick 12-31-14  
derrick removed 6-7-51  
Transferred to BMT Div.-4-19-55  
for further information see  
BMT work roster
- 85 Steel rail flat car 34,600  
Ralston Steel-April, May 1911  
rebuilt by IRT 147St. shop-1947
- 86 Steel flat car 30,000  
Ralston Steel-April, May-1911  
converted to derrick 12-31-24  
derrick removed 3-30-54  
Transferred to BMT Division,  
on 4-19-55. for further infor-  
mation see BMT work roster.
- 89 Steel flat car 19,760  
Magor - Dec., 1914. rebuilt from  
Tr.dump to flat by IRT 12-17

90 Steel Flat Car 19,760 Magor Car Co. Dec. 1914 rebuilt from dump to flat-12-17	96 Steel Flat Car 19,760 Magor Car Co. Dec. 1914 rebuilt from dump to flat 12-17
91 Steel Flat Car 19,760 Magor Car Co. Dec. 1914 rebuilt from dump to flat 12-17	97 Steel Refuse Car 23,740 Magor Car Co. Dec. 1914 rebuilt from dump by LRT 1917
92 Steel Flat Car 19,760 Magor Car Co. Dec. 1914 rebuilt from dump to flat 12-17	98 Steel Refuse Car 23,740 Magor Car Co. Dec. 1914 rebuilt from dump by IRT 1917
93 Steel Flat Car 19,760 Magor Car Co. Dec. 1914 rebuilt from dump to flat ;2-17	101 Steel Crane Car 69,660 Differential July 1931
94 Steel Refuse Car 23,740 Magor Car Co. Dec. 1914 rebuilt from dump by IRT :1917	102 Steel Derrick Car 66,250 Interborough-147th Shop 1944 In service Nov. 8, 1944 Buss jumper removed and Third Rail shoes applied May 1960
95 Steel Refuse Car 23,740 Magor Car Co. Dec. 1914 rebuilt from dump by IRT :1917	

IRT CARS ASSIGNED TO BMT DIVISION:

Number	Date to BMT	Number	Date to BMT	Number	Date to BMT
4581	7-7-59	4590	7-7-59	4598	7-29-59
4583	7-7-59	4591	7-22-59	4599	7-2-59
4584	7-8-59	4592	7-22-59	4600	7-29-59
4585	7-8-59	4593	7-22-59	4601	6-20-59
4586	6-19-59	4594	7-29-59	4602	7-1-59
4587	6-30-59	4595	7-29-59	4603	6-30-59
4588	7-1-59	4596	7-22-59	4604	7-2-59
4589	6-19-59	4597	6-19-59	4605	7-1-59

Cars 4591, 4593 & 4595 returned to IRT 2-24-61 and placed in service.  
 Cars 4598 to 4602 assigned to IND as work motors on 2-24-61  
 Car 4584 scrapped by BMT 9-1-61  
 The remaining 15 cars assigned to the BMT were placed in work service.

The following cars from the active IRT roster have been scrapped:

4041	4109	4164	4178	4199	4555	4787	4992	5204	5463
4044	4110	4165	4179	4200	4582	4791	5002	5282	5468
4045	4116	4166	4180	4202	4584	4822	5037	5295	5536
4057	4117	4167	4181	4203	4612	4823	5040	5329	5648
4069	4118	4168	4182	4206	4637	4853	5043	5338	6673
4073	4129	4169	4183	4208	4650	4856	5051	5348	6786
4074	4135	4170	4184	4210	4654	4878	5117	5350	
4086	4136	4171	4186	4212	4659	4896	5137	5355	
4087	4138	4172	4187	4213	4661	4897	5154	5365	
4089	4160	4173	4189	4515	4665	4899	5164	5366	
4095	4161	4175	4191	4516	4677	4924	5179	5372	
4101	4162	4176	4197	4522	4693	4933	5185	5399	
4104	4163	4177	4198	4538	4698	4988	5193	5449	

Transferred to BMT 10-8-60 & scrapped by BMT: 4536, 4544, 4549, 4814, 4816  
 4826, 4829, 4830, 4852, 4873.

In order to bring this and previous rosters up to date, the following additions and corrections are being given.

- June Bulletin
- Page 3..... 2900-2924 SIRT cars - all scrapped  
 7004-7013 M-S cars - all scrapped  
 7014-7028 M-S cars - all scrapped  
 4000-4049 BX Trailers - with the exception of 4036, which is being used by the South Brooklyn RR, all cars out of service & scrapped.  
 -Qtype cars rebuilt from 1200 & 1400 series BU's not 1200 & 1300.
- Page 4.....-Renumberings: The following are the correct renumberings; 2472 ex 2771, 2473 ex 2753, 2753 ex 2743, 2771 ex 2775, 2755 ex 2472. Additional renumbering; 7017B ex 7028B, 7028B ex 7017B.  
 -All SIRT Motors scrapped.  
 -2925 ex SIRT 504 not 508.  
 -2000 to 2017 no longer in work service, now ready to be scrapped.  
 -SIRT trailers 500 & 503 scrapped
- Page 5.....-All SIRT and Multi-section cars scrapped. SIRT cars had ME-30 brake valve, not the standard ME-23.
- Page 6.....-Work Cars 1309, 1324, 1326, 1335, 1635 to 1640 and 1642 scrapped.  
 -1362 sold to BERA museum.  
 -IRT Drivers 4064 & 4126 returned to IRT 6-15-61  
 -3064S has crane on one end only, applied on 7-28-58.
- Page 7.....-R-20 work cars: \*indicates special equipment applied by NYCTS.

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This concludes the roster of equipment of the New York City Transit System. It has been issued in three sections, IND in March, BMT in June and the IRT in this issue. It must be noted, that this is not, by any means, an all time roster. Those interested in an all time roster are urged to consult future issues of "ELECTRIC RAILROADS".

The Compiler of this roster would like to thank the following gentlemen for information and assistance in preparing this roster.

Mr. Edward B. Watson  
 Mr. Arthur J. Lonto  
 Mr. Henry T. Raudenbush

Readers of the Bulletin are urged to consult future issues to keep this roster up to date. It should be noted that the New York City Transit System has been giving thought to renumbering many work cars. If this comes to pass, all renumberings will be listed. A roster of South Brooklyn Railroad locomotives and cars appeared in the March issue of HEADLIGHTS.