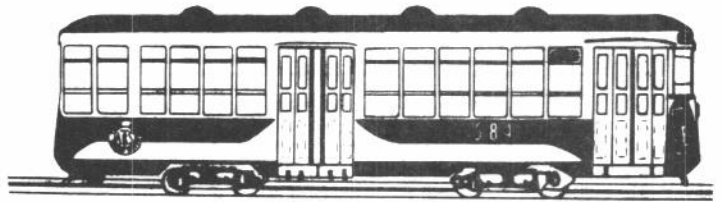


NEW YORK DIVISION BULLETIN



ELECTRIC RAILROADERS' ASSOCIATION

VOL. 14 - NO. 5

GPO Box 1892 New York, N.Y. 10001

OCTOBER 1971

PART 2 - THIRD AVENUE RAILWAY SYSTEM - BRONX LINES - BY BERNARD LINDER

FIRST 4 R-44'S DELIVERED, CRITICIZED

The first four R-44's were finally delivered about Sept 30, several months later than expected. On Oct 5, they were displayed briefly to officials at 57 St-6 Ave and were severely criticized by at least two councilmen, principally for their locked end doors and sealed windows. When 8 cars are ready for service, they will be used for one week on the "E", then on the "P", "A" and "D", one week each.

96 ST STATION ADDED TO SECOND AVE PLAN: UTICA AVE HEARING

After nearly every speaker at the Sept 15 hearing suggested a station at 96 St on the proposed Second Ave Subway, NY-MTA agreed to add that station to the plan. Many speakers also advocated a 4-track subway but the City vetoed MTA's original 4-track plan. However, there will be 4 tracks at United Nations-48 St, Midtown East-57 St and Lenox Hill-72 St stations.

On Oct 26, a public hearing will be held for the Utica Ave Subway. Proposed stations are: Winthrop St, Church Ave, Kings Hwy, Flatlands Ave (the foregoing all at Utica Ave), and Ave U & Flatbush Ave.

Bids are being asked for Sea Beach Line platform extensions.

METROPOLITANS IN SERVICE ON HARLEM DIVISION

The first of the Penn Central Metropolitans went into service on Sept 15. Since only the last 4 stations on the Harlem Div and 125 St and Grand Central have high-level platforms in service, they are only used on runs that make only these stops and are not used on weekends.

On Sept 17, the pre-war Central's M-U's made their last runs. The last train was scheduled to leave GCT at 6:12 and arrive Mt Vernon 6:51PM.

REFURBISHED R-1/9'S IN AND OUT OF SERVICE, OTHER CAR NOTES

Repainted "museum" cars 484-1208-800 were on the BMT Culver Shuttle briefly starting July 27, then 100-381-1440 Sept 2 to 7. Individual cars were seen on other lines and then together on the "M" and the "KK". ERA plans a fantrip in these cars on October 30.

R-27's were reported on the "AA" and "B" recently and there is an unconfirmed report of a 7-car train of Eastern Div R-9's on "RR" 4 Ave.

As of Sept 30, 132 R-9's, 245 R-10's, 201 R-12/14's (incl. 8 from 3 Ave El), 134 R-21's, 2 R-22's, 4 R-33's and 320 R-27/30's have been repainted.

R-16 6442 was damaged in a battery box fire recently and R-42 4565 was damaged in a collision. (This was one of those delayed in delivery due to damage on the trip from St Louis.)

IND R-1/9's are starting to receive windshield wiper guards.

Headlights are being installed on R-1 & R-4's. As of Sept 30, out of 441 remaining in active service, 246 have headlights. (Cars above 900, 8 in service do not have headlights and 3 others are out of service.)

The latest scraplist includes all cars listed in the APRIL BULLETIN, except R-40 #4200, plus the following: IND 1363, 1405, 1570, 1637, 1771, IRT 5815 and work cars: AL-469, AL-470(I), S-53, F-175, F-189, F-419 and LV-36. R-42's 4764-4765 are in Boulder, Colo. for US Dept of Transportation tests to develop instruments to test and improve riding qualities.

News Continued on Page Two

During one week this past Summer, 7 trains of R-9's were used on the Brighton-Jamaica "QJ" in the rush hour, with as many as 9 one day. At present, 3 or 4 R-9 trains and 1 or 2 R-32 trains are usually operated. Franklin "SS" usually has R-11 and R-32's, both mixed and in solid trains, with an occasional R-27. R-42's have not been seen since Summer 1970. R-38's are now very common on "GG" and provide most off-hour service.

A proposed car assignment with 240 R-44's in service, would assign all to the "F" (Queens-Culver) and merge the "EE" into the Sea Beach "N" with a reduction of approximately 50 cars required. Other plans assign the R-44's to "A", "D", "E" and "F". There is still some question as to whether there will be 240 or 300 R-44's. Wherever they are assigned, they are not to be rerouted for any reason because of clearance problems.

SERVICE CUT PLANNED, CONSTRUCTION NOTES, OTHER NEWS

A new schedule is to take effect Oct 31 on BMT and IND lines with weekend headways slashed as was the "E" and "F" on July 3. In addition the 4-minute rush-hour headway on "A", "D", "E" and "F" will last only approx. 45 minutes instead of the present $1\frac{1}{2}$ to 2 hours.

Bids are being received for BMT Sea Beach Line platform extensions.

On July 6, work started in the IRT Mosholu Yard (Jerome Ave Line) for construction of "Tracey Towers" over the yard. Various tracks will be out of service for various lengths of time during the construction. The nearby IND Concourse Yard is also having a building built over it.

Switches are being renewed south of Ditmas Ave on the IND Culver Line. New signals are being installed in the area of the Coney Island Terminal. Tracks in the station will be "chained" from the Sea Beach Line instead of the West End Line, thus new numbers will be about 20 numbers higher. On the IND Culver Line, new signals are replacing signals installed only last December when the switch arrangement was changed. The BMT Montague St Tunnel and Nassau St Line for Court St to Chambers will receive new signals.

Fluorescent lights were recently installed in IND Fulton St stations from Franklin Ave to Ralph Ave. They are now being installed in IND Queens Line stations from Grand Ave to Continental Ave-Forest Hills. In addition, various stations that had fluorescent lights on their platforms, are now receiving them in passageways.

The speed restriction on the IRT Broadway Line from 122 St to 135 St is slated to be further reduced from 15 MPH to 10 MPH.

The 23 St-Ely Ave IND Queens Station has recently been painted with a silver ceiling. The inside of the pillars is also now silver.

SIRTOA AND PATH NOTES

Staten Island platforms are to be lengthened to approximately 300 feet and contracts are ready for Old Town, Jefferson Ave, Nassau & Atlantic.

Within a few months, all stations on the PATH Tubes will accept cash fares only. The new WTC Hudson Terminal has never accepted tokens and Newark was converted to exact change only on Oct 4 with Hoboken to follow.

DELAYS, STRIKES & FLOODS
Heavy rains and flooding on Aug 27 ("Doria"), knocked out service on the IRT Lexington Ave Line north of Grand Central, the Pelham Line, and the entire IND Queens Line. "EE" trains were reportedly operated as "RR" trains between Astoria and 95 St(?). SIRT was out south of Great Kills and PATH Tubes was also seriously affected.

Sept 12 - SIRT flooded again, this time south of Pleasant Plains.

Sept 14 - IRT Pelham flooded between 125 St and Hunts Point,

Sept 23 - New Haven Div engineers struck on Sept 23, part of the day.

TRANSPORTATION BOND ISSUE

A \$2,500,000,000 Bond Issue for all of New York State will be on the ballot Nov 2. Half the amount is for highways, the other for subways and commuter railroads. It has caused much controversy.

THIRD AVE. RAILWAY SYSTEM

PART II

BY BERNARD LINDER

UNION RAILWAY COMPANY OF NEW YORK CITY

This company was incorporated July 5, 1892, as a consolidation of the Harlem Bridge, Morrisania, and Fordham Railway Company, The Melrose and West Morrisania Railroad Company, and the North Third Avenue and Fleetwood Park Railroad Company.

Union Railway purchased the Westchester Electric Railroad Co. in Sept., 1893, and the Yonkers Railroad Company in September, 1898. Third Avenue purchased the Union Railway in January, 1899. When Third Avenue purchased the Tarrytown, White Plains, and Mamaroneck Railway in April, 1899, it entrusted the operation to the Union Railway Company.

The company remained an operating subsidiary of Third Avenue Railway until it was merged into the Third Avenue Transit Corporation July 1, 1942.

SOUTHERN BOULEVARD RAILROAD COMPANY

The Southern Boulevard Railroad Company was incorporated on June 27, 1885, and was purchased by Third Avenue Railway about 1898. It remained an operating subsidiary of TARS until it was merged into the Third Avenue Transit Corporation on July 1, 1942.

UNION RAILWAY COMPANY OF NEW YORK CITY

BAILEY AVENUE LINE (-6/27/48)

Original route from 149 St via Webster Ave, Fordham Rd, Sedgwick Ave, Bailey Ave to 230 St.

10/13/13 Extended on 230 St to Broadway

About 1916 Name changed from Kingsbridge Line to Bailey Ave and south terminal cut back to Fordham Road & 3 Ave.

Route from 1916 to abandonment--From 3 Ave via Fordham Rd, Sedgwick Ave, Bailey Ave, 230 St to Broadway.

BOSTON ROAD LINE (-8/22/48)

Original route--From 128 St via 3 Ave, Boston Rd to West Farms Square.

? extended to Bronxdale Ave.

5/29/13 extended to Williamsbridge Rd.

11/30/16 cut back to Bronxdale Ave because of sewer construction. When construction was completed, the company refused to resume service to Williamsbridge Road because the area was sparsely populated.

6/3/18 Cut back to 138 St & 3 Ave. Night car continued to operate to 128 St.

9/24/23 Resumed service to Williamsbridge Road.

8/5/41 Night car cut back to 138 St.

Route from 1941 to abandonment--From 138 St & 3 Ave via 3 Ave, Boston Road, Tremont Ave, Morris Park Ave to Williamsbridge Road.

BRONX PARK LINE (8/15/09-11/29/10)

Route--Fordham Road from 3 Ave to Southern Blvd.

11/29/10 Name changed to 207 St Crosstown

CLASON POINT LINE (5/29/09-3/9/47)

An amusement park was located at the end of the line and sparsely settled territory was located on most of the line. As a result, riding fluctuated appreciably and the line was extended or shortened at different times. The cars usually operated from the foot of Sound View Ave (Clason Point Ferry) via Sound View Ave, Westchester Ave to Simpson Street. The mileage reports which were submitted to the Transit Commission indicate that the cars operated from Clason Point to the following terminals:

1909 - 128 St & 3 Ave

1910-1911 - Sound View & Westchester Ave.

1912-1913 - 128 St & 3 Ave
 1914-1915 - Sound View & Westchester Ave
 1916-1939 - Simpson Street

The company's records show that the line was cut back to Sound View & Westchester Ave on Nov 19, 1918, but doesn't mention the extension to Simpson St. Rush hour cars were extended to 150 St & 3 Ave on April 14, 1924, and again on June 6, 1925.

The Clason Point Ferry stopped running on April 29, 1939, the loop was discontinued, the line was shortened slightly, and a crossover was installed at the terminal.

FORDHAM AND WOODLAWN (-7/1/18)

Original route--From 128 St & 3 Ave via 3 Ave, Fordham Road, Webster Ave to McLean Ave.

? Cut back to Bedford Park Blvd.

3/1/06 - Cut back to Fordham Square(Fordham Rd & 3 Ave)

1909 or earlier -extended to Yonkers Ave and Bronx River Road

About 1916 - extended via Mt. Vernon Ave and Ave and West 1 St to 1 Ave, Mt Vernon(New Haven Station).

FORT SCHUYLER (4/5/02-5/4/23)

Route--Tremont Ave from Westchester Square to Eastern(Bruckner) Blvd.

HARLEM SHUTTLE (6/3/18-8/5/41)

Route--Third Ave from 138 St to 128 St.

JEROME AVENUE (-9/3/21)

12/27/97 Started operating from 155 St & 8 Ave to City Line

6/1/11 - Extended to Yonkers Ave

6/4/14 - Extended to 155 St & Amsterdam Ave

Route from 1914 to 1919--From 155 St & Amsterdam Ave via 155 St, viaduct, Macombs Dam Bridge, Jerome Ave, Central Park Ave to Yonkers Ave(Yonkers).

4/28/19 Cut back to City Line.

MORRIS AVENUE (-1/1/41)

Original route--From 128 St & 3 Ave via 3 Ave, Morris Ave, 161 St, Jerome Ave, Boscobel Ave to Washington Bridge (University Ave).

10/14/13 rerouted via Morris Ave to 167 St

6/3/18 - cut back to 138 St

Route from 1918 to abandonment--From 138 St & 3 Ave via 3 Ave, Morris Ave to 167 St.

161 STREET (5/26/95-8/1/11)

2/2/96 Extended to Macombs Dam Road

7/25/97 Extended to Highbridge

1911 route--From 155 St & 8 Ave via Viaduct, Macombs Dam Bridge, 161 St to 3 Ave

163 ST CROSSTOWN (8/1/11 -6/27/48)

8/1/11 Name changed-formerly 161 St Line

12/1/12 Extended to Hunts Point

6/4/14 Extended to 155 St & Amsterdam Ave

4/6/30 Eastbound cars via 161 St and 3 Ave(formerly 161 St, Elton Ave, 163 St)

Route from 1930 to abandonment--From 155 St & Amsterdam Ave via 155 St, Viaduct, Macombs Dam Bridge, 161 St, Elton Ave(Westbound), 3 Ave(Eastbound), 163 St, Hunts Point Road to Hunts Point(Randall Ave).

167 ST CROSSTOWN (12/10/10-7/11/48)

12/10/10 Service begun from 167 St & Westchester Ave to Washington Bridge(University & Boscobel Ave).

7/28/12 Extended to 181 St & Broadway

11/3/30 Extended to Westchester & Colgate Ave

7/8/37 Cut back to 167 St & Westchester Ave

- Route from 1937 to abandonment--From 181 St & Broadway via 181 Street, Washington Bridge, Boscobel Ave (Edward L. Grant Highway), 167 Street, Webster Ave, 168 St, Franklin Ave, 169 St, 167 St to Westchester Ave.
- 138 STREET CROSSTOWN (5/7/94-7/11/48)**
 5/7/94 Extended on 135 St to 8 Ave
 10/27/95 Extended to Port Morris
 Route from 1918 to abandonment--From 135 St & 8 Ave via 135 St, Madison Ave, bridge, 138 St, Locust Ave to 134 St, also on 138 St from Locust Ave to East River.
- PELHAM BAY PARK LINE (6/16/12-8/17/40)**
 Route--Westchester Ave from Pelham Bay Station to Westchester Square.
 6/7/25 Extended to 138 St & 3 Ave
 ? Cut back to Westchester Square
- SAINT ANN'S AVENUE (6/3/11-7/11/48)**
 Original route--From 161 St & St Ann's Ave via St Ann's Ave, 138 Street, bridge, Madison Ave, 135 St to 8 Ave.
 9/5/12 Additional service from 161 St via St Ann's Ave, 133 St, Lincoln Ave, 136 St, 3 Ave to 128 St.
 6/3/18 Discontinued service on 3 Ave from 128 St to 138 St.
 6/23/18 Discontinued service to 135 St & 8 Ave. All cars to 138 St & 3 Ave (via St Ann's Ave, 133 St & Lincoln Ave).
 8/21/21 From 161 St & St Ann's Ave via St Ann's Ave, 133 St to 3 Ave 'L' Station (133 St).
 12/28/35 Cut back to 133 St & St Ann's Ave.
- SEDGWICK AVENUE (-6/27/48)**
 Original route--From 161 St & 3 Ave via 161 St, Jerome Ave, Sedgwick Ave, Cedar Ave, 179 St, Burnside Ave, University Ave, Burnside Ave, Valentine Ave, Webster Ave, Tremont Ave to 3 Ave.
 10/28/18 Cut back at both ends and ran from Burnside & University Ave to 161 St & Jerome Ave.
 10/3/20 Extended along Burnside Ave to Jerome Ave.
 9/8/21 Cut back again and ran from Jerome Ave & Burnside Ave via Burnside, University Ave, Burnside Ave, Cedar Ave to 177 St.
 7/8/25 East terminal cut back to Burnside & University Ave.
 9/14/25 Extended again to Jerome Ave. In latter years, the line was single track west of University Ave, the only one in the Bronx.
- TREMONT AVENUE (6/1/93-8/22/48)**
 6/1/93 Started operating on Tremont Ave from West Farms Square to Westchester Village (Westchester Square).
 4/15/97 Extended to 3 Ave.
 3/8/16 Extended to University Ave via Burnside Ave.
 7/16/22 Extended to Pelham Bay Park (probably during summer only)
 5/4/23 Extended to Eastern Blvd (Bruckner Blvd) and combined with Fort Schuyler Line which was discontinued.
 Route from 1923 to abandonment--From Burnside & University Ave via University Ave, Burnside Ave, Valentine Ave, Webster Ave, Tremont Ave to Eastern (Bruckner) Blvd.
- 207 STREET CROSSTOWN (11/29/10-1/25/48)**
 11/29/10 Started running from Southern Blvd via Fordham Road to Jerome Ave (Line was originally called Bronx Park and operated from Southern Blvd to 3 Ave)
 11/1/12 Extended to 207 St & Broadway
 Route from 1912 to abandonment-- From Southern Blvd & 189 St via Southern Blvd, Fordham Road, University Heights Bridge, 207 St to Broadway

WEBSTER & WHITE PLAINS AVE (8/12/01-6/27/48)

Original route--From 128 St & 3 Ave via 3 Ave, Melrose Ave, Webster Ave, Gun Hill Road, White Plains Road, West 1 St to 1 Ave, Mt Vernon (New Haven RR Sta).

1/2/09 Cut back to City Line (243 St)

6/3/18 Cut back to 138 Street

? Cut back to 149 Street

Route from about 1930 to abandonment--From 149 St via Melrose Ave, Webster Ave, Gun Hill Rd, White Plains Road to 243 Street.

WEST MOUNT VERNON (3/1/06-5/26/18)

From 128 St & 3 Ave to West Mt Vernon

WESTCHESTER AVENUE (-7/11/48)

9/5/95 Route--On Westchester Ave from Southern Blvd to 3 Ave.

? From 128 St & 3 Ave to Westchester Ave & Bronx River.

5/19/06 Extended to Westchester Village (Westchester Square).

6/3/18 Cut back to 138 St & 3 Ave.

1935 Cut back to Westchester & 3 Ave.

Route from 1935 to abandonment--From 3 Ave via Westchester Avenue to Westchester Square(Tremont Ave).

WILLIAMSBRIDGE (5/30/94-8/22/48)

Original route--From Tremont & 3 Ave via Tremont Ave, Morris Park Ave, White Plains Road, West 1 St to 1 Ave, Mt Vernon(New Haven Station).

5/1/19 West Farms Sq to Gun Hill Road.

1/12/30 Extended to Tremont & 3 Ave.

Route from 1930 to abandonment--From Tremont & 3 Ave via Tremont Ave, Morris Park Ave, White Plains Road to Gun Hill Road.

WILLIS AVENUE (-8/5/41)

1891 Electrified.

Original route--From 128 St & 3 Ave via 3 Ave, 136 St, Lincoln Ave, 133 St, Willis Ave to 149 Street.

4/5/16--From Fort Lee Ferry via 12 Ave, St Clair Place, 125 St, Willis Ave Bridge, Willis Ave, 3 Ave, Fordham Road, Webster Ave to McLean Ave.

3/5/20 Main line cars from Fort Lee Ferry to Fordham Rd & 3 Ave; Shuttles from Fordham Rd & 3 Ave to McLean Ave.

8/ /35 Shuttle replaced by buses over portion of route

SOUTHERN BOULEVARD RAILROAD COMPANY**SOUTHERN BLVD LINE (8/2/95-8/22/48)**

Original route--From 128 St & 3 Ave via 3 Ave, 136 St, Lincoln Ave, 133 St, Southern Blvd, Boston Road to West Farms Square(Tremont Ave).

6/1/12 Extended from 174 St via Southern Blvd to Fordham Road. Discontinued portion of line on Boston Road from 174 St to West Farms Square.

6/3/18 Cut back to 138 St & 3 Ave. Night car continued running to 128 Street.

3/9/21 Night car cut back to 138 St & 3 Ave.

8/24/21 Cut back to 133 St Station of 3 Ave "L".

Summer 1932 Main line cars operated from Fordham Road to 138 Street.

Shuttles operated from 138 St to 133 St "L" Station.

9/24/32 Resumed through service to 133 St "L" Station.

12/30/35 Main line cars again operated from Fordham Road to 138 St and shuttles operated from 138 St to 133 St "L" Station.

12/27/37 Discontinued shuttles. All cars operated from Fordham Road to 138 Street.

Route from 1938 to abandonment--On Southern Blvd from 138 Street to Fordham Road.

NEW YORK CITY INTERBOROUGH RAILWAY COMPANY

This company, which was a subsidiary of the Interborough Rapid Transit Company, was incorporated on March 24, 1902. Third Ave bought a majority of the company's stock on July 2, 1912 and the company continued as an operating subsidiary until it was merged into the Third Avenue Transit Corporation on July 1, 1942.

BRONX & VAN CORTLANDT PARKS (11/1/08-1/25/48)

11/1/08 Service begun on Kingsbridge Road from Creston Ave to Fordham Rd.

1911 Service begun on Broadway from 238 St to 242 St.

5/24/12 Service begun on Broadway from 225 St to 230 Street.

11/17/12 Service begun on 225 St from Heath Ave to Broadway

Route from about 1914 to abandonment--From West Farms Square via Tremont Ave, Boston Road, 180 St, Southern Blvd, Fordham Road, Kingsbridge Road, 225 St, Broadway to 262 Street.

HUNTS POINT (8/1/11-12/1/12)

From Randall Ave via Hunts Point Road and 163 St to Intervale Ave.

12/1/12 Transferred to Union Railway and combined with 163 St Crosstown.

OGDEN AVENUE (9/1/07-10/26/47)

9/1/07 Service begun from Jerome & Ogden Ave to Ogden & University Ave (Washington Bridge).

8/ /12 Extended to 181 St & Broadway (Manhattan)

4/14/14 Extended on 155 St from 8 Ave to Amsterdam Ave.

Route from 4/14/14 to abandonment--From 155 St & Amsterdam Ave via 155 St & Amsterdam Ave via 155 St, Macomb's Dam Bridge, Jerome Ave, Ogden Ave, Washington Bridge, 181 Street to Broadway.

180 ST CROSSTOWN (-10/26/47)

The line was called CROSSTOWN until about 1915.

6/30/07 Running from 180 St & St Nicholas Ave to 180 St & 3 Ave.

2/15/08 Extended from 180 St & Southern Blvd to West Farms Square.

3/31/10 Extended from West Farms Sq to Unionport (177 St & Bruckner Blvd).

Route from about 1912 to abandonment--From 181 St & Broadway via 181 St, Washington Bridge, University Ave, Tremont Ave, Webster Ave, 180 Street, Boston Rd, Tremont Ave, 177 St to Unionport (Eastern (Bruckner) Blvd).

149 ST CROSSTOWN (10/21/11-8/17/47)

10/21/11 Service begun from Southern Blvd to Lenox Ave.

8/5/12 Service begun from Lenox Ave to Broadway

Route from 1912 to abandonment--From Southern Blvd via 149 St, bridge, 145 St to Broadway.

RANDALL AVENUE (3/17/12-7/15/21)

Route--From 149 St & Southern Blvd via Southern Blvd, Leggett Avenue, Randall Ave to Hunts Point Road.

Service was operated on Randall Ave from Hunts Point Road to the Bronx River for a short time.

UNIVERSITY AVENUE (-10/26/47)

This line was called Aqueduct Ave until about 1915.

7/15/07 Extended from Fordham Rd to Kingsbridge Rd & Aqueduct (University) Avenue.

5/29/09 Extended to 238 St & Broadway.

Route from 1909 to abandonment--From 181 St & Broadway via 181 Street, Washington Bridge, University Ave, Kingsbridge Road, Sedgwick Ave, Fort Independence St, 238 St to Broadway.

PELHAM PARK RAILROAD COMPANY
CITY ISLAND RAILROAD COMPANY

Both companies were incorporated on Aug 30, 1884 and the horses and cars were owned by the Pelham Park Railroad Company. The Interborough Rapid Transit Company purchased the stock of both companies on March 14, 1902. The companies went into receivership on December 11, 1911 and were reorganized into the Pelham Park and City Island Railway Company, Inc. The new company was incorporated on May 10, 1913 and began operation on July 1, 1913. Third Avenue purchased the company on July 9, 1914, and operated the line until service was discontinued on August 9, 1919.

Through service was operated from Bartow Station (NY, NH&H RR) via City Island Road to Belden Point (East end of City Island).

A monorail was constructed between Bartow Station and Marshall's Corner (East end of Pelham Bay Park). Unfortunately the construction was so flimsy that it collapsed during the trial run on July 17, 1910. The monorail was never rebuilt and a bus was temporarily substituted. Battery cars, which started running on August 17, 1914, furnished service until the line was discontinued on August 9, 1919.

THE NEXT ISSUE WILL CONTAIN THE HISTORY OF TARS LINES IN WESTCHESTER COUNTY.

NYCTS WORK CAR ROSTER (Supplement)

LOCOMOTIVES		WELDING CARS (LOW-V's)				75-FOOT TEST CARS	
Nos.	Contract	Present	Previous	Earlier	Original	Present	Previous
50-53	R-37	W-301	30503	20503	5518	XC-575	192(ex-118)
54-59	R-41	W-302	30325	20325	5566	XC-675	165 (R-1's)
60-62	R-43	ALCOHOL CARS (Q-TYPES)				XC-775	211
63-66	R-45	AL-469	A-30504	20504	1612C		
		AL-470(I)	Q-30505	20505	1631	LOW-V WORK MOTORS	
4-MOTOR LOW-V's		Original		ALCOHOL CARS(R-1/4's)		Present	Previous
Present	Previous			Present	Original	20271	5434
Numbers	Numbers	Numbers				20283	5586
LV-31	20275	5439		AL-470(II)	470	20306	5412
LV-32	20357	5425		AL-471	171	20316	5615
LV-33	20355	5456		AL-472	172	20317	5596(ex-5235)
LV-34	20279	5554		AL-473	173	20318	5480(ex-5208)
LV-35	20323	5485		AL-474	174	20319	5419(ex-5223)
LV-36	20254	5457		AL-475	175	20320	5406(ex-5255)
CRANE CARS (EX-FLAT CARS)				AL-476	176	20382	5464
C-150	F-150	20600 (R35)		4-MOTOR R-1/4's		20383	5277
C-159	F-159	20609 "		Present	Previous	4-MOTOR R-1/4's TOW CARS	
C-160	F-160	20610 "		M-501	397	Present	Previous
MODIFIED REVENUE COLL. CARS				M-502	399	M-551	478
R-241	20182	5602		M-503	474	M-552	477
R-242	20356	5524		M-504	466	M-553	476
R-243	20316	5615		M-505	480	M-554	475
R-244	20312	5622		M-506	493	M-555	481
R-245	20331	5432		DUMP CARS (EX-FLAT CARS)		M-556	479
R-246		5488		PRESENT	PREVIOUS	ORIG	
R-247		5462		D-205	F-192	S-95	
R-925	R-248	925(R6)		D-206	F-193	S-98	
R-707	R-249	5707(R12)		NOTE: * R-1's 376-7, 379, 380, 382-4, 386, 388 & 390 are to become reg. 2-motor work cars with letter M prefixed.			
R-923	R-250	923(R6)					

NOTE:- Most IRT World's Fair cars (5653-5702) are now work motors with the 3 prefixed to car number, as: 35653, etc.

-Bill Zucker