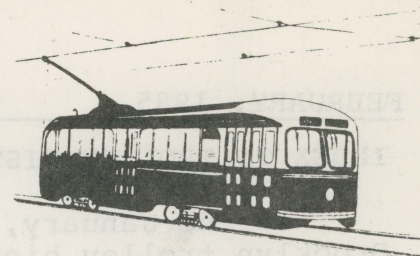


NEW YORK DIVISION BULLETIN



ELECTRIC RAILROADERS' ASSOCIATION

Volume 28, Number 2

February, 1985

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WHITE PLAINS STATION BUILDING

LAST R-14's AND R-15's RETIRED FROM PASSENGER SERVICE by Eric Oszustowicz and Raymond R. Berger

On December 10, 1984 the last cars of the R-14 and R-15 class passenger cars were taken out of service and sent to the scrap dealers. Thus, the last of the cars known to old-time IRT employees as "the Queens cars" retired.

There were a total of 350 "Queens cars", called that because they were first assigned to the #7-Flushing line. After World War II, the Board of Transportation began to modernize the older fleet of cars it inherited from the Interborough Rapid Transit Company at Unification on June 12, 1940.

First, there were one hundred R-12's with ogee roofs, outside door controls, Tucolith floors with a fancy design and three colors separated by brass strips, and soft longitudinal seats. To passengers, they represented the most modern advancement in amenities: they were the first IRT cars with fluorescent lights. These cars were built by American Car and Foundry in 1948.

Next came 150 R-14's identical to the R-12's except that they had plain Tucolith floors without brass strips. Then in 1950 one hundred R-15's came with an entirely new design. They were the first cars with a rounded roof, false ceiling and forced air ventilation. The R-15's were distinctive with their beige and maroon paint scheme and dual round port hole side door windows. All "Queens cars" were built by ACF in their Berwick, Pennsylvania plant.

The R-12's, R-14's and R-15's replaced IRT Steinway and World's Fair cars which were reassigned to the Lexington and Seventh Avenue lines. They were the key feature in the modernization of Queens service in 1949. At that time the Astoria line became an exclusive BMT service and the Flushing line became an exclusive IRT service. Passengers were given a free inter-divisional transfer at Queensboro Plaza for the first time.

Service on the Flushing line continued with R-12's, R-14's and R-15's until the Fall of 1963 when the first R-33's and R-36's were delivered for another modernization because of the impending World's Fair. At that time the cars were also transferred to the Lexington and Seventh Avenue lines, where they ran on the #1, #2, #3, #4, and #5. Fifty R-12's ran on the Third Avenue Elevated in The Bronx.

With the closure of the Third Avenue Elevated on April 29, 1973, fifty R-12's were converted to work service. Late in the summer of 1976, many R-14's were stored and gradually some of these also were converted to work service.

Finally, with the receipt of 325 R-62's from Kawasaki beginning in 1983, enough new cars were on the property to replace all the R-12's, R-14's and R-15's. It is believed that the last R-12's ran in passenger service sometime in September, 1981. A few R-14's and R-15's continued to run in order to allow newer R-17's, R-21's and R-22's, which were in very poor condition, to be scrapped. By December 10, 1984 there were 231 R-62's running on the #4 and the last dozen R-14's and two dozen R-15's ran their last passenger miles, ending 35 years of service to IRT riders.

INDEX TO TROLLEY HISTORIES AND TRACK PLANS

In the January, 1985 issue, we published the final installment of our Brooklyn trolley history and track plans. Following is an index to the longest series ever published in the "Bulletin".

<u>Line</u>	<u>Issue</u>	<u>Line</u>	<u>Issue</u>
Avenue C	Apr., 1978	Greenpoint	Jul., 1982
Bay Ridge Avenue	Oct., 1978	Greenwood-Subway	Feb., 1978
Bergen Street	Sep., 1980	Hamilton Avenue	Oct., 1978
Bergen Street Depot	Aug., 1980	Hamilton-Bay Ridge	Oct., 1978
Bergen Beach Shuttle	Dec., 1976	Hamilton Ferry	Dec., 1977
Broadway	Feb., 1981	Hicks Street	Jun., 1978
Broadway Ferry Shuttle	Apr., 1981	Holy Cross Cemetery Shuttle	Apr., 1977
Brooklyn Bridge Local	Jun., 1978	Hoyt-Sackett Street	Jun., 1980
Bush Terminal (*)	Dec., 1984	Jamaica Avenue	Apr., 1981
Bushwick Avenue	Apr., 1983	Junction Boulevard	Sep., 1984
Calvary Cemetery	Jan., 1982	Knickerbocker Avenue	Nov., 1984
Canarsie Depot	Aug., 1980	Lorimer Street	Mar., 1982
Canarsie Shuttle	Dec., 1979	Marcy Avenue	Mar.-Apr., 1980
Church Avenue	Aug., 1979	Marine Railway (*)	Dec., 1984
Coney Island Avenue	Jun., 1977	Maspeth Depot	Jun., 1984
Crosstown	Oct., 1981	McDonald Avenue	Oct., 1977
Crosstown Depot	Dec., 1982	McDonald-Vanerbilt	Oct., 1977
Crosstown-Park Row	Jan., 1982	Meeker Avenue	Jun., 1980
Court Street	Feb., 1979	Meeker-Marcy	Jun., 1980
Cypress Hills	Apr., 1983	Metropolitan Avenue	Feb., 1984
DeKalb Avenue	Jan., 1985	Metropolitan Avenue Shuttle	Feb., 1984
DeKalb - Coney Island	Jan., 1985	Montague Street	Apr., 1978
DeKalb Shop	Aug., 1984	Myrtle Avenue	Feb., 1979
Downtown Brooklyn	Aug., 1978	Myrtle-Court	Feb., 1979
East New York Depot	Apr., 1981	Nassau Avenue	Mar., 1982
Eighth Avenue	Dec., 1978	New Lots Avenue	Jul., 1980
86th Street	Oct., 1978	Ninth Avenue Depot	Jun., 1978
Erie Basin Line	Jan., 1982	Ninth Street Shuttle	Jun., 1977
Fifteenth Street	Jun., 1977	Nortons Point	Feb., 1978
Fifth Avenue	Apr., 1979	Nortons Point Shuttle	Feb., 1978
58th Street Depot	Apr., 1979	Nostrand Avenue	Apr., 1977
52nd Street Dock	Aug., 1979	Nostrand Avenue Shuttle	Apr., 1977
Flatbush Avenue	Dec., 1976	Nostrand-Culver	Apr., 1977
Flatbush Depot	Jun., 1977	Nostrand-Prospect Park	Apr., 1977
Flatbush-Seventh Ave.	Dec., 1977	Ocean Avenue	Mar.-Apr., 1980
Flushing Avenue	Jun., 1984	Park Avenue	Jun., 1981
Flushing-Knickerbocker	Nov., 1984	Park Circle-Subway	Jun., 1978
Flushing-Ridgewood	Aug., 1984	Park Slope	Jun., 1978
Franklin Avenue	Apr., 1978	Putnam Avenue	Feb., 1983
Fresh Pond Depot	Apr., 1984	Ralph Avenue	Oct., 1979
Fulton Street	Nov.-Dec., 1980	Ralph-Rockaway	Oct., 1979
Fulton-Crescent	Nov.-Dec., 1980	Reid Avenue	Feb., 1977
Fulton Ferry Shuttle	Dec., 1977	Richmond Hill	Nov., 1983
Furman Street	Apr., 1978	Ridgewood Area	Dec., 1982
Gates-Prospect Park	Feb., 1983	Rockaway Parkway	Dec., 1979
Graham Avenue	May, 1982	Rogers Avenue	Mar.-Apr., 1980
Grand Street	Sep., 1984	St. Johns Place	Sep., 1980
Grand Street Shuttle	Sep., 1984	Sea Gate	Feb., 1978
Gravesend Avenue	Oct., 1977	Seventh Avenue	Dec., 1977
Greene & Gates Avenues	Feb., 1983	16th Avenue	Apr., 1978

INDEX TO TROLLEY HISTORIES AND TRACK PLANS (Continued from Page Two)

<u>Line</u>	<u>Issue</u>	<u>Line</u>	<u>Issue</u>
65th Street-Bay Ridge Ave.	Oct., 1978	Unionville Depot	Apr., 1979
65th Street-Fort Hamilton	Dec., 1978	Utica-Reid	Feb., 1977
63rd Street Dock	Apr., 1979	Utica Avenue Shuttle	Feb., 1977
Smith Street	Jun., 1977	Van Brunt Street-Erie Basin (*)	Oct., 1984
Smith-Coney Island	Jun., 1977	Vanderbilt Avenue	Oct., 1977
Sumner Avenue	Jul., 1980	Vanderbilt-Culver	Oct., 1977
Sumner-Sackett	Jul., 1980	Vanderbilt-Borough Hall	Oct., 1977
Third Avenue	Dec., 1978	West End	Jun., 1979
39th Street Line	Aug., 1979	Williamsburg Bridge Local	Apr., 1981
Tompkins Avenue	Apr., 1977	Wilson Avenue	Dec., 1979
23rd Street Depot	Apr., 1979	Wilson Avenue-Brooklyn Bridge	Jun., 1981
Union Avenue	Dec., 1983	Wyckoff Avenue	Apr., 1984
Union Street	Dec., 1977	Wyckoff Avenue Shuttle	Apr., 1984

(*) = Independent companies not owned by the BRT or BMT.

Because many readers would like to see more information on Brooklyn trolley cars, we will continue publishing the Brooklyn Trolley Album which features pictures of the cars.

INCREASED MORRIS & ESSEX SERVICE

As soon as the Morris and Essex re-electrification was completed, NJ Transit placed the Jersey Arrow III cars in service. These are faster and have higher acceleration than the cars they replaced. The Arrow III's are the fastest commuter rail equipment in the world, capable of running at more than 100 miles per hour.

The new schedules, which went into effect on September 10, 1984, feature increased service and faster running times. There are 36 additional weekday trains, including more morning and evening rush hour trains. Weekend service has been increased 82 percent, with 45 additional Saturday trains and 32 additional Sunday trains.

Under the previous schedule, non-rush hour trains were all locals. Dover trains ran every hour. Gladstone trains ran on an hour headway during midday and early weekday evenings. On Saturdays they operated every two to three hours and on Sundays they ran every three to four hours.

The September 16th schedule has been revised completely. During non-rush hours, locals operating on an hour headway stop at all stations between Hoboken and Summit with the exception of Grove Street, where very few trains stop. Non-rush hour Dover and Gladstone trains run express between Newark and Summit where passengers have only a short wait when transferring from locals to expresses. Dover trains and most weekday Gladstone trains run every hour. Saturday Gladstone trains are on a one to two-hour headway and Sunday Gladstone trains run every two hours. Operation of the new express service has enabled New Jersey Transit to provide much faster service to Summit and stations west of there. Here's a comparison of the old and new running times:

	<u>Previous Local</u>	<u>9/16/84 Schedule-Express</u>
Dover - Hoboken	75	60
Gladstone - Hoboken	88	71

Combination Dover-Gladstone trains still run. Westbound trains from Hoboken run express as described above to Summit, where the last two or four cars are uncoupled and run to Gladstone and the forward cars run to Dover. Eastbound trains, however, are not coupled on weekdays for the return to Hoboken. Dover and Gladstone trains continue to run eastward as separate express trains, and a third train runs local from Summit to Hoboken. On Saturdays and Sundays all Gladstone trains run as combination Dover-Gladstone trains in both directions. Naturally, separate trains run to either terminal to and from Hoboken during rush hours.

NEW WHITE PLAINS STATION BUILDING WILL REPLACE OLD LANDMARK BUILDING

by Bernard Linder and Neil Wotherspoon

The White Plains station building and waiting room, which was built in 1914 and designed by the architect who designed Grand Central, was torn down in 1983.

When the station platforms were adjacent to the waiting room, it was a busy place. In 1971, the high level platforms were built north of the old low level platforms and the waiting rooms became underused because the commuters preferred to wait where the trains stopped. They used the waiting room only to buy their tickets or to eat in the coffee shop. Unfortunately, undesireables congregated in the waiting room.

The Urban Renewal Agency bought the building from the city in 1969 so that it could sponsor future development there. Ten years later the agency reported a \$28,500 loss due to heating and maintenance costs, and it became apparent that the station was too expensive to operate. In June, 1980 the city reported that it was considering closing the station because it was losing more than \$30,000 a year.

White Plains has become a major urban center with \$200 Million development planned or under construction. This includes 1,000 luxury condominiums, a hotel-convention center, and several office buildings. Encouraged by this new construction, two Manhattan builders informed the Urban Renewal Agency on August 13, 1980 that they wanted to build an international hotel, office, and retail complex catering to foreign corporate business men on the site of the station building.

Nearly two years later the builders revealed that they planned a slope-shaped bronze, glass, and concrete hotel building with a restaurant, health club, and a 60' x 100' atrium on the south side of the property. A nine story office building north of the hotel would be connected by a 6,750 square foot ballroom that could accommodate 1,000 people.

When it became apparent that the builders were interested in the site of the old station building, the Urban Renewal Agency appropriated \$2,717,000 for a new station building on September 28, 1982. This building will be located on top of the embankment between the tracks with an elevator to the street level and a tunnel leading to the street. This appropriation was transferred to the New York State Department of Transportation which was accepting bids at that time. When the bids were opened in February, 1983, it was revealed that a Scarsdale company submitted a low bid of \$12 Million for construction of a new station, widening of the Hamilton Avenue underpass, a new Metro-North bridge over Hamilton Avenue, and the replacement of the highway bridge over the Bronx River Parkway.

On February 7, 1983, the Common Council selected a site for a temporary station which would be used for three years while a permanent station was built. It voted unanimously to allow the Urban Renewal Agency to sell the developer three parcels used by the station building, bus terminal and parking lots for \$600,000.

A 396 room hotel and a 106,000 square foot office complex was planned for the site of the old station building. The developer agreed to spend \$100,000 to build a temporary 96' x 7½' prefabricated station building with a ticket counter, newsstand, and vending machines which would sell refreshments. Meanwhile the owner of the coffee shop, who served his customers for many years, was unhappy that he would be forced out of business. It was obvious that his food was much tastier than the food that would be dispensed by a vending machine. He had no difficulty collecting signatures, and he presented a petition signed by 250 people requesting space for a coffee shop in the temporary station building. Fortunately, his request was granted; he's still serving food in the temporary building.

On March 21, 1983, the Common Council approved a temporary station without a 16' x 21' heated waiting room which would have added \$200,000 to the price of the temporary station.

When they realized that a landmark would be demolished, a group called "Citizens to Save the Station" filed a suit on September 20, 1983 to halt demolition of the station because it is historically significant. The group said that

(Continued on Page 5)

(Continued from Page 4)

the City of White Plains didn't check whether the 69-year old station qualified for inclusion on a National Register for Historic Landmarks. A summons to appear in Federal Court on September 23rd was served on the Urban Renewal Agency. Unfortunately, the group was unable to receive a restraining order and the building was demolished as rapidly as possible.

The developer received approval for a 17-story building, larger than originally planned, on a site bounded by Hamilton Avenue, Bank Street, Main Street, and Lexington Avenue, and he agreed to build \$2,000,000 worth of commuter facilities adjacent to the new station.

The track layout at White Plains has been changed several times in recent years before it received its permanent alignment. The high level platforms built about 1971 were demolished in mid-December, 1984 and the new island platform will soon be built in the middle of the embankment. The principal station entrance will be north of Hamilton Avenue, east of the embankment and at the bottom of a steep grade up to the street. At the present time passengers buy their tickets in a prefabricated building located east of the right of way and between Hamilton and Main. Temporary stairways now lead to the two wooden platforms on the outer edges of the embankment. The 1914 bridge over Main Street has four trackways and it spans four lanes of traffic. The northbound Track No. 1 has been moved over to the easterly trackway of this existing bridge. The old No. 1 track was then used for about six months for southbound rail service, but on the first week of December, 1984, it was abandoned when the southbound service was resumed on the westerly trackway. The reason for these changes was that the Hamilton Avenue bridge had to be widened and lengthened while maintaining both rail and road service. First the embankment was reconstructed from Main Street to the north to allow for a new alignment of track No. 1 about 20 feet to the east. A new railroad bridge spanning six lanes of future road traffic was built over Hamilton. In the spring of 1984, northbound track No. 1 was swung over to the easterly trackway of the Main Street bridge, and to the newly constructed bridge over Hamilton. Some months later, the southbound track No. 2 was rerouted on the disused center track (old No. 1) and the westerly trackway of the old Hamilton Avenue bridge was demolished. A new span identical to the northbound one was installed in the fall of 1984. Early in December, 1984 it went into service, and now the center platforms have been cleared from the embankment. All that remains to be done is to construct the stairways, elevator shafts, concrete platform with waiting room and to furnish the ticket office and commercial facilities in the station entrance which is below the embankment and about 10 feet below the grade of Hamilton Avenue.

Transferring from the railroad to local city buses has always been inconvenient and it will now become even more so. The original low-level station platforms and the original bus terminal were on opposite sides of Main Street. When the high level platforms were built north of Main Street, there was still no direct connection to the bus terminal. During the latter part of 1973, the bus terminal was relocated south of Main Street where it remained until November, 1984, when it was abandoned. The present temporary street terminal was set in the middle of North Lexington Avenue between Water Street and Hamilton Avenue, two blocks away from the railroad station. Future plans are to build a joint-use facility in a commercial structure on the north side of Hamilton Avenue between Ferris and Lexington. A superior location for a bus terminal would have been adjacent to the railroad between Main and Hamilton, where there would have been only a very short walk from the south end of the platform through a short tunnel under track No. 1 to the site of the present temporary railroad ticket office. The Westchester County Department of Transportation was in favor of this site, but they were overruled by the City of White Plains on the issue of the site for this "public convenience".

NYCTA CAR NOTES

The following additional cars will be scrapped: 6525, 6533, 6549, 6625, 6707, 7308, 7316, 7321, 7387, 7407, 7548, 7631, 7632, 7635, 7648, 7677, 7679, 7687 and 7132. Car 5976 was omitted from the December, 1984 "Bulletin".

On January 13th, cars 6545-6559 (10 cars) were transferred from the #1 to the #2, and 6570 to probably 6612 (20 cars) were shifted from the #4 to the #1.

R-12 car 5704, which was on the January, 1984 scrap list, was not scrapped, but it is used as the Yard Office in the 239th Street Yard.

Cars 9150-1 and 9210-1, the only overhauled R-33 main line cars, were painted white and their number plates were lowered slightly. They were placed in service on the #7 early in September, 1984 and transferred to the #6 in mid-December, 1984.

The regular cars assigned to the JFK express are 1201-1215, 1217-1222, and then even numbers to 1246. Alternate cars are 1200, 1216, 1223, 1225, 1227, 1248.

The mock-up for the modernization of the R-16 cars, car 6429, has been stripped completely in Coney Island Shop. An equipment contract, Class R-68, was assigned for the rehabilitation and modernization of the R-10 and R-16 cars. However, work never progressed beyond building the mock-up cars, as it was decided to built 225 new cars under contract R-68 instead. As you know, this contract was awarded to Westinghouse-Amrail.

As of December 20, 1984, car 1531 was the highest numbered R-62 class car in service. No additional cars were delivered in the next four weeks.

R-38 car 4144-5 were rebuilt by Toshiba with air conditioners in the roof.

The following R-10 cars were repainted dark green with silver roofs and black around the front signs: 2956, 2960, 2961, 2974, 3003, 3021, 3047, 3176, 3191, 3193, and 3198. The interior doors are dark green while the walls and floors are beige. A total of 110 R-10's will be painted and overhauled under this program.

As of mid-December, 1984, cars RD-311 ex-5335, RD-312 ex-5340, RD-314 ex-5312, and RD-317 ex-5303 were scrapped.

R-42 car 4535 had minor damage from a fire at Parkside Avenue (Brighton) on January 23, 1985.

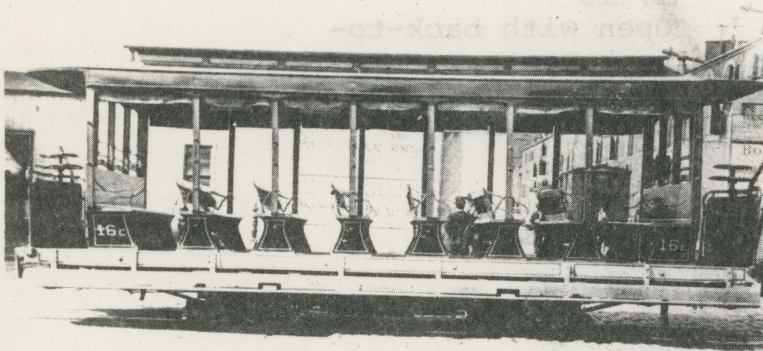
On about December 26, 1984, several cars were damaged while coupling in the 240th Street Yard (Broadway). Car 6549 is on the above scrap list and cars 8682-3 can be repaired. R-17 car 6526 has been painted all silver and mismatched unit 7913-7928 was seen on the 42nd Street Shuttle on January 23, 1985.

DEVIATIONS FROM CAR ASSIGNMENTS - BMT-IND

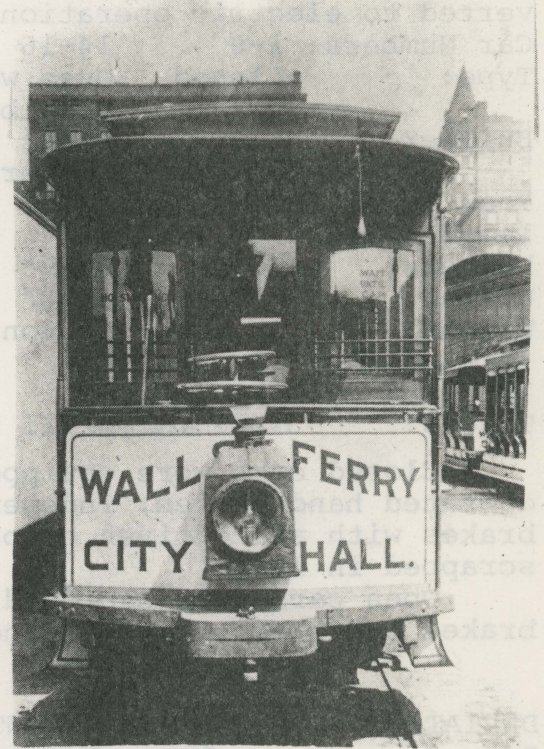
Date	Line	Type of Cars
12-31-84 (w)	J	Mixed train of R-27/30's and R-32's.
01-02-85	CC	Slant R-40.
01-07 to 01-12-85	D	R-27/30, (two trains on 01-11-85).
01-07-85	B	R-27/30.
01-09-85	LL	R-16.
01-09-85	M	R-42 assigned to D (all 4700's).
01-11-85	J	Mixed train of 6 R-32's and 2 R-27/30's.
01-12-85	D	R-42 (8 cars of this 10 car train assigned to AA/B).
01-16-85	J	See "Unusual Train"
01-16-85	N	R-27/30.
01-21-85	D	R-42 (all 10 cars of this train assigned to M/QB/J/LL).
01-22-85	N	Slant R-40.
01-22-85	A	R-46 (*).
01-23-85	D	R-46 (**).
01-23-85	B	R-27/30 (@).
01-22 & 01-23-85	D	Train composed of 8 R-32's & 2 R-38's signed up for QB.
01-23-85	M	R-42 composed of 4 D cars, 2 from AA/B and 2 M cars.

BROOKLYN TROLLEY ALBUM

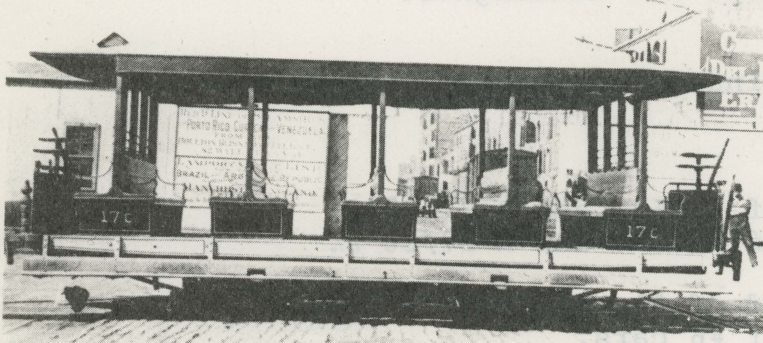
MONTAGUE STREET CABLE CARS



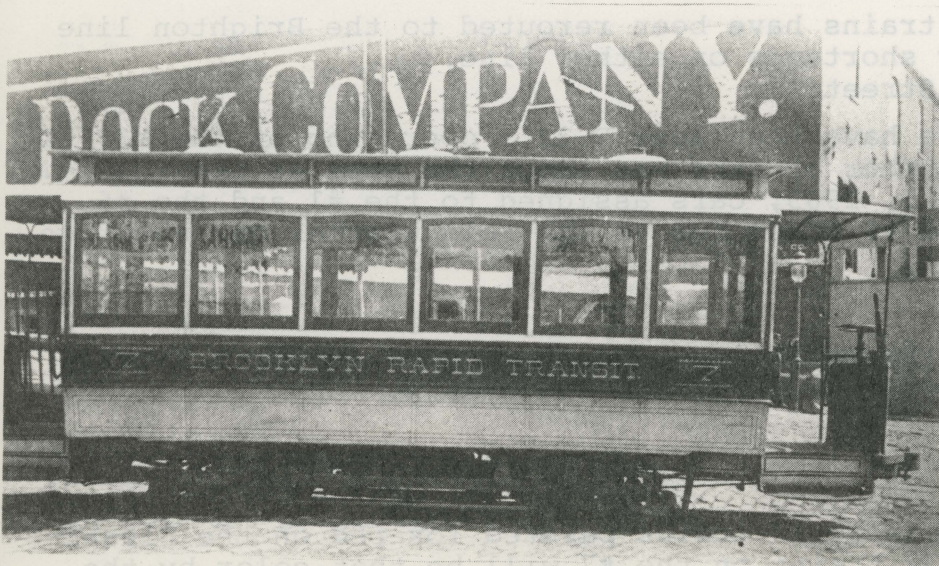
Open cars with reversible seats



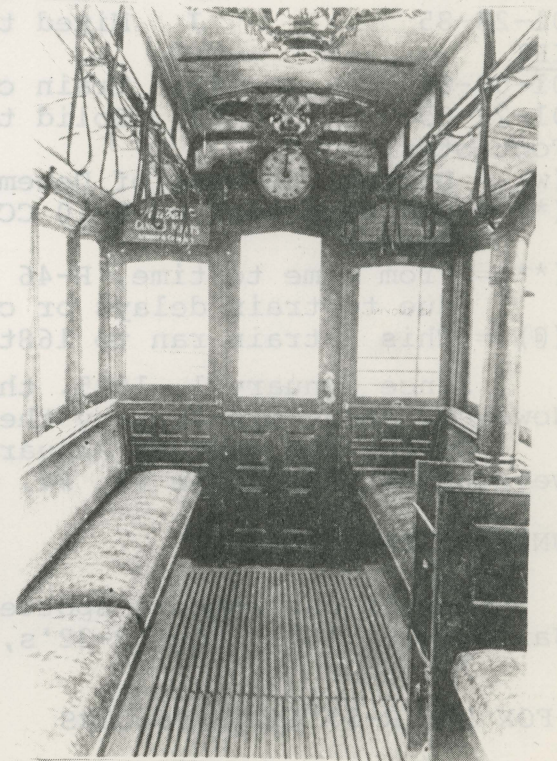
Front view of closed car



Open cars with back-to-back seats



Closed car



Interior of closed car with coal stove on right side

BROOKLYN TROLLEY ALBUM

Here's additional data about the Montague Street cable cars which were converted to electric operation in 1909.

Car Numbers:	1-8	14-16	17-19
Type:	Closed	Open with re- versible seats	Open with back-to- back seats
Builder:	Lewis & Fowler	Lewis & Fowler	Jones Car Company (ex-horse cars)
Year Built:	1890	1875	1890
Length over bumpers:	26'3"	24'9"	24'9"
Width:	7'0½"	7'4½"	7'4½"
Weight:	3½ tons	6½ tons	6½ tons
Seat capacity:	10	45	45
Full load cap:	25	60	60
Trucks:	Brill #21	Brill #21	Brill #21

Closed cars were equipped with cable grips operated by wheel control, wheel operated hand brakes, independent lever operated emergency brake, standard air brakes with axle driven compressor, and oil lamps and headlights. Cars were scrapped in 1924.

Open cars were equipped with cable grips operated by wheel control, hand brakes operated by wheel, and oil lamps and headlights.

DEVIATION FROM CAR ASSIGNMENTS (Continued from Page 6)

Date	Line	Type of Cars
01-25-85	D	Slant R-40.
01-25-85	LL	R-16.
01-28-85	LL	Mixed train of R-16's and R-27/30's.
01-28-85	J	Mixed train of R-32's and R-27/30's.
<u>IRT</u>		
01-08-85	#2	Train composed of #1, #2, and #4 cars.
01-22-85	#3	Solid train of #6 cars.

Footnotes:

(w) = During the week of December 31, 1984.

(*) = Due to a stalled R-10 CC train, two R-46 E and F trains were diverted to 207th Street

(**) = From time to time, R-46 F trains have been rerouted to the Brighton line due to train delays or car shortages on either line.

(@) = This B train ran to 168th Street.

Since January 1, 1985, there have been less R-32's operating on the M/J/LL. However, about mid-January the number of cars was about the same as previously.

During the week of January 21, 1985, cars assigned to the #1 and the #6 were operating on the #2, #4, and #5 lines due to the cold weather car shortage.

UNUSUAL TRAIN

One of our members spotted the following unusual consist on the J line on January 16, 1985: four R-32's, two R-27/30's, and two R-16's.

FOX RED R-33 AND R-36 CARS

As of January 27, 1985 there were 17 trains painted fox red on the Flushing line. It is expected that all 32 trains on the #7 will be that color by the end of the year. Special maintenance teams still keep these cars graffiti-free and clean.

ROSTER OF FL-9a's

<u>Original NHRR #</u>	<u>EMD#</u>	<u>Built</u>	<u>Penn C. (CR) #</u>	<u>Amtrak 1984 #</u>	<u>Metro North 1983 #</u>	<u>Metro North 1984 #</u>
2000	21946	10/56	5000	-	(501)	2025
2001	21947	10/56	5001	-	-	-
2002	21948	7/57	5002	-	-	-
2003	21949	7/57	5003	-	502	2001
2004	21950	8/57	5004	-	-	-
2005	21951	8/57	5005	-	(503)	2002 (NH Paint)
2006	21952	8/57	5006	-	-	-
2007	21953	8/57	5007	-	(504)	2026
2008	21954	9/57	5008	-	-	-
2009	21955	9/57	5009	-	-	-
2010	21956	9/57	5010	485	-	-
2011	21957	9/57	5011	-	-	-
2012	21958	9/57	5012	-	-	-
2013	21959	9/57	5013	486	-	-
2014	21960	9/57	5014	487	-	-
2015	21961	10/57	5015	-	(505)	2027
2016	21962	10/57	5016	488	-	-
2017	21963	10/57	5017	-	(506)	2003
2018	21964	10/57	5018	-	(507)	2028
2019	21965	10/57	5019	-	(508)	2029
2020	21966	10/57	5020	-	509	2004
2021	21967	10/57	5021	489	-	-
2022	21968	10/57	5022	-	(510)	-
2023	21969	10/57	5023	-	-	-
2024	21970	10/57	5024	-	(511)	2005
2025	21971	10/57	5025	-	-	-
2026	21972	11/57	5026	-	(512)	2006 (NH Paint)
2027	21973	11/57	5027	-	(513)	2030
2028	21974	11/57	5028	-	-	-
2029	21975	11/57	5029	491	-	-
2030	21976	7/60	5030	-	-	-
2031	21977	8/60	5031	-	(514)	2007
2032	21978	8/60	5032	-	-	-
2033	21979	8/60	5033	-	(515)	2008
2034	21980	8/60	5034	-	(516)	2009
2035	21981	8/60	5035	-	-	-
2036	21982	8/60	5036	-	-	-
2037	21983	9/60	5037	-	(517)	2010
2038	21984	9/60	5038	-	(518)	2011
2039	21985	9/60	5039	-	519	2012
2040	21986	9/60	5040	-	(520)	2013
2041	21987	9/60	5041	-	521	2014
2042	21988	9/60	5042	-	-	-
2043	21989	9/60	5043	-	(522)	2015
2044	21990	9/60	5044	-	(523)	2016
2045	21991	10/60	5045	-	(524)	2017
2046	21992	10/60	5046	-	-	-
2047	21993	10/60	5047	-	(525)	-
2048	21994	10/60	5048	-	(526)	2018
2049	21995	10/60	5049	-	(527)	2019 (NH Paint)

Original NHRR #	EMD#	Built	Penn C. (CR)#	Amtrak (1984)#	Metro North 1983 #	Metro North 1984 #
2050	21996	10/60	5050	-	-	-
2051	21997	10/60	5051	-	-	-
2052	21998	10/60	5052	-	528	2031
2053	21999	10/60	5053	-	(529)	2020
2054	22000	10/60	5054	-	530	2021
2055	22001	11/60	5055	-	(531)	2022
2056	22002	11/60	5056	-	532	2032
2057	22003	11/60	5057	-	(533)	2023 (NH Paint)
2058	22004	11/60	5058	-	534	2024
2059	22005	11/60	5059	-	(535)	2033

Notes:

- 1) When Penn Central assumed control of the New Haven R.R. all FL-9a's were renumbered from the 2000 series to the 5000 series by changing the first digit. In 1976 Conrail retained Penn Central's 5000 number series.
- 2) In 1976, Amtrak assumed ownership of PC FL-9a's 5001,5004,5006, 5008,5009,5010,5013,5014,5016,5021,5025,5029. The units were renumbered, respectively, from 231 through 242. The units were later renumbered from 480 through 491 as not to conflict with any of Amtrak's F-40-PH's. Amtrak FL-9a's 485 through 489 and 491 have been rebuilt by Morrison-Knudsen. All other Amtrak FL-9a's are now off the roster.
- 3) Within a few months FL-9a's 2002,2006,2019,2023 (former NH 2005, 2026,2049,2057) will be running in full New Haven Paint. The units are being rebuilt by Chrome Crankshaft in Silvis, Illinois.

Metro North's Other Diesels (and Three Electrics)

GE E10B Electrics

401 ex CR 4750, ex Niagara Jct. R.R.
 402 ex CR 4751, ex Niagara Jct. R.R.
 403 ex CR 4752, ex Niagara Jct. R.R.

EMD GP-8

543 ex CR 5432

ALCO RS-3m "Dewitt Geep"

605 ex CR 9905

EMD GP-9

750 ex CR 7508

GE B-23-7

801 ex CR 1903 805 ex CR 1907
 802 ex CR 1904 806 ex CR 1908
 803 ex CR 1905 807 ex CR 1909
 802 ex CR 1906

FL-9a roster and Metro North roster has been compiled by David Kelly and was published in the November edition of the Narragansett Newsletter and in the January, 1985 issue of Jersey Central News.