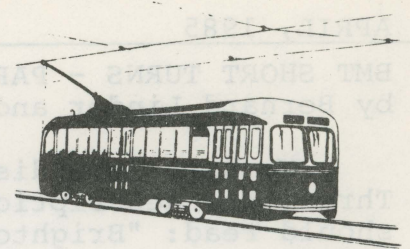


# NEW YORK DIVISION

# BULLETIN



## ELECTRIC RAILROADERS' ASSOCIATION

Volume 28, Number 4

April, 1985

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ROSTER OF R-14 CARS

### LIRR SCHEDULE CHANGES DURING PENN STATION TRACK RECONSTRUCTION

Long Island riders can look forward to increased rush hour service to Penn Station after the new 320 car storage yard west of Penn Station is placed in service. On March 18, 1985, the contractor started laying tracks in the new John D. Caemmerer West Side Yard whose track layout was published in the June, 1982 "Bulletin". The yard will eliminate the need to send empty trains to Long Island for cleaning and servicing, and will help move trains in and out of Penn Station much faster. It is anticipated that this work will be completed by May 12th.

Tracks leading to the new yard must be built through a small yard, called "B" Yard, which was taken out of service on March 12th. Because the Caemmerer Yard is twelve feet higher than Penn Station, the grade of the old "B" Yard must be adjusted to provide a gradual approach to the new yard.

During the construction, trains must be routed to the limited number of platforms where they can be turned. During this period there is no yard space available to lay up bad order trains or to store replacements for them.

New schedules, which went into effect on March 18, 1985, provide for 90% of normal rush hour service.

Port Washington line commuters were hardest hit because there is no way to divert these trains from Penn Station. Weekend service was reduced to an hour headway and six trains in each direction were cancelled. Under the previous schedule, trains ran every half hour for brief periods during midday and early evening. Several weekday trains were also cancelled (see list below).

Following is a summary of service changes and cancellations:

#### Diverted from Penn Station to Flatbush Avenue:

Weekday Morning Rush - 1 train from Long Beach  
- 1 train from East Williston  
Weekday Evening Rush - 1 train to Hicksville

Saturday & Sunday Mornings - 1 train from Babylon  
Saturday & Sunday Afternoons - 1 train from Babylon  
Saturday & Sunday Evenings - 1 train from Huntington

#### Cancelled West of Jamaica:

Weekday Afternoon & Evening Rush - 3 trains from Babylon  
Weekday Evening Rush - 1 train from Huntington  
- 1 train from Long Beach  
Weekday Midnights - 1 train from Long Beach  
Saturday & Sunday Mornings - 1 train to Huntington  
Saturday & Sunday Middays - 1 train to Babylon  
Saturday & Sunday Evenings - 2 trains to Huntington  
- 2 trains from Babylon

#### Cancelled:

Weekday Morning Rush - 1 train from Great Neck  
Weekday Evening Rush - 2 trains from Great Neck  
- 1 train from Port Washington  
- 2 trains to Port Washington

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## BMT SHORT TURNS - PART II

by Bernard Linder and William Zucker

We have just discovered an error in the August, 1966 "Bulletin". On Page Three, the description of the BMT November, 1949 service on lines 9 and 10 should read: "Brighton Expresses ran via bridge between Times Square and Brighton Beach on weekdays and Saturdays from early morning until early evening."

Following are omissions and corrections to Part I of this series, printed in the July, 1984 issue:

Page Four, lines 22 to 24 - Fourth Avenue Local - weekday should read: "After the evening rush, two trains from 95th Street to Times Square (one train after June 28, 1951) after which they returned as West End Expresses to Coney Island (revised May 2, 1957). This train operated from 95th Street to 57th Street and returned as a West End Express to Coney Island from May 2, 1957 to January 2, 1961.

Weekday Brighton Local - Effective April 27, 1950 - Two late evening rush hour Brighton Locals arriving at Coney Island became Sea Beach Expresses operating to Times Square (discontinued December 1, 1955)

Weekday Brighton Local - Effective June 26, 1952 - In the early evening, one tunnel train and one bridge train arriving at 57th Street were turned and operated light to Canal Street (revised December 10, 1953).

Saturday Brighton Local - Effective June 28, 1952 - In the early evening, two tunnel trains (one train after December 12, 1953) arriving at 57th Street were turned and operated light to Canal Street (discontinued May 4, 1957).

Weekday Brighton Local - Effective December 10, 1953 - Four early evening tunnel trains arriving at 57th Street were turned and operated light to Canal Street (revised December 1, 1955).

We now continue with our description of the short turns and unusual runs operated on the BMT.

Weekday West End Local - Effective December 10, 1953 - During the morning rush hour, one train from Bay Parkway to Chambers Street returned light to De Kalb Avenue, then became a Fourth Avenue Local operating to 95th Street (revised May 28, 1959).

Saturday Brighton Local - Effective December 12, 1953 - During the early morning, one train from 57th Street ran to Astoria. An early evening tunnel train (one) was turned at 57th Street and operated light to Canal Street (Both trains were discontinued on May 4, 1957).

Weekday Brighton Express - Effective October 28, 1954 - During the PM rush, one train ran from Canal Street to 57th Street (discontinued December 1, 1955).

Weekday Culver - Effective November 1, 1954 - Before the AM rush, two trains from Ditmas Avenue ran to Ninth Avenue, three trains from 9th Avenue to 36th Street, and three trains from Ninth Avenue ran to Ditmas Avenue. During the morning rush, three trains from 95th Street ran to Chambers Street, and returned as Culver Expresses to Ninth Avenue. One train from 95th Street ran to Chambers Street, returning as a Culver Express to Ditmas Avenue. After the morning rush, several locals and expresses from Chambers Street ran to Ninth Avenue, and several locals from Ninth Avenue ran to Ditmas Avenue. Before the evening rush, several locals ran from Ditmas Avenue to Ninth Avenue, and from Ninth Avenue to Chambers Street. At the start of the PM rush, the last local from Ditmas Avenue ran to Chambers Street and returned as a West End Local from Chambers Street. After the evening rush, one train from 95th Street ran light to 36th Street, carried passengers to Chambers Street, and returned as the first Culver Local to Ditmas Avenue. All of the above runs were discontinued on May 28, 1959.

Weekday Brighton Local - Effective December 1, 1955 - Before the AM rush, several trains operated from Canal Street to Continental Avenue. (discontinued January 3, 1961). After the AM rush, four trains from Continental Avenue ran to Whitehall Street, then light to Canal Street (discontinued May 28, 1959). In the evening rush, four trains from Canal Street ran to Continental Avenue. (discontinued January 3, 1961).

(Continued on Page 3)

## BMT SHORT TURNS - PART II (Continued from Page 2)

In the early evening the last eight tunnel trains from Coney Island were turned at 57th Street and operated light to Canal Street. (discontinued October 24, 1957)

Weekday Brighton Express - Effective December 1, 1955 - The first express from Canal Street was turned at Times Square and returned to Brighton Beach. (discontinued May 2, 1957). During the morning rush, one train from Canal Street ran to Astoria. (discontinued May 28, 1959). One morning rush hour Fourth Avenue Local ran from 95th Street to Astoria and returned as a Brighton Express to Brighton Beach. (discontinued May 28, 1959). After the morning rush, one light train from Astoria ran to Canal Street. (discontinued October 24, 1957). During the PM rush, one train from Canal Street ran to Astoria. (discontinued October 24, 1957).

Weekday West End Local - Effective December 1, 1955 - During the AM rush, one Culver Local from Ditmas Avenue operated to Chambers Street and returned as a West End Local to Bay Parkway at the start of the AM rush. (discontinued May 28, 1959). One West End Local from Ninth Avenue ran to Bay Parkway. (discontinued May 28, 1959). One Fourth Avenue Local ran from 95th Street to Chambers Street and returned as a West End Local to 62nd Street. (discontinued October 24, 1957).

Weekday 14th Street - Effective April 30, 1956 - During the morning rush, five trains from Eighth Avenue were turned at Atlantic Avenue. (discontinued August 23, 1956). Several trains ran from Atlantic Avenue to Eighth Avenue, (discontinued October 24, 1957), and two trains (one after August 23, 1956) ran from Eighth Avenue to Atlantic Avenue as put-ins and lay-ups. (discontinued January 3, 1961). During the evening rush, one train ran from Atlantic Avenue to Eighth Avenue (discontinued August 23, 1956), and three trains ran from Eighth Avenue to Atlantic Avenue. (two after August 23, 1956 and all were discontinued on October 24, 1957).

Weekday Broadway Brooklyn Local - Effective April 30, 1956 - One morning rush hour train from Canarsie (Crescent Street after May 2, 1957) ran to Canal Street, then returned to Jamaica (discontinued September 5, 1961).

Weekday Fourth Avenue Local - Effective November 15, 1956 - The 7:58 AM train from 95th Street carried passengers to 57th Street and then operated light to Jamaica Yard (discontinued September , 1958).

Weekday West End Local - Effective November 15, 1956 - During the morning rush, four trains from Bay Parkway or 62nd Street discharged passengers at Chambers Street and operated light to East New York Yard. (discontinued November 27, 1967).

Weekday Brighton Nassau - Effective November 15, 1956 - Three evening rush hour trains from Eastern Parkway operated light to Chambers Street where they picked up passengers. (discontinued May 28, 1959).

Weekday Broadway Brooklyn Local - Effective May 2, 1957 - One morning rush hour train ran from Crescent Street to Canal Street then returned to Jamaica. (discontinued June 18, 1959).

Weekday Brighton Express - Effective May 2, 1957 - The first morning express ran from Canal Street to 57th Street and returned to Brighton Beach. (discontinued October 24, 1957).

Weekday West End Express - Effective May 2, 1957 - During the AM rush, three trains (two after October 24, 1957) ran light from 57th Street to Canal Street (revised May 28, 1959). In the PM rush, one train ran light from Canal Street to 57th Street. (discontinued August 7, 1958).

Weekday Sea Beach Express - Effective May 2, 1957 - In the morning rush, one train ran light from 57th Street to Canal Street, and in the evening rush, one train also ran light from Canal Street to 57th Street. (discontinued January 3, 1961).

Saturday Brighton - Effective May 4, 1957 - In the early morning, one Brighton Local ran from Coney Island to 57th Street via tunnel and returned as the first Brighton Express to Brighton Beach. (discontinued January 7, 1961).  
(Continued on Page 4)

## BMT SHORT TURNS - PART II (Continued from Page 3)

Saturday Brighton (Continued) In the early evening, the first 57th Street-Brighton Local via bridge was ahead of the last Chambers Street via tunnel local northbound and behind it southbound. The next train was an express from Brighton Beach via bridge to 57th Street returning as a Brighton Local via bridge to Coney Island. Following trains were locals from Coney Island via bridge to 57th Street. (discontinued October 26, 1957).

Saturday Brighton Local - Effective October 26, 1957 - Two early evening Brighton Expresses arriving at Brighton Beach were turned and operated as the first two locals via bridge to 57th Street and returning via bridge. (discontinued June 6, 1959). The first 57th Street via bridge local left Brighton Beach ahead of the last Brighton Express to Astoria and the last local to Chambers Street. Discontinued on June 6, 1959.

Weekday Brighton Local - Effective October 24, 1957 - Before the evening rush, one train from Brighton Beach ran to Continental Avenue. (discontinued May 28, 1959). After the evening rush, five trains ran from Coney Island to Canal Street. (discontinued January 3, 1961).

Weekday Brighton Nassau - Effective February 10, 1958 - (unofficially in 1956) - Trains stopped at Neck Road and Avenue U.

Weekday Fourth Avenue - Effective June 16, 1958 - Before the AM rush, one train ran from Canal Street to Astoria (discontinued January 3, 1961).

Weekday Fourth Avenue - Effective May 28, 1959 - Several southbound morning rush hour trains terminated at 36th Street and several evening rush hour trains were put in service at 59th Street. (revised November 27, 1967).

Weekday West End Express - Effective May 28, 1959 - At the end of the morning rush the last five trains, and one earlier train, ran light from 57th Street to Canal Street. (discontinued January 3, 1961). Before the evening rush, the first two 57th Street trains ran light from Canal Street to 57th Street before turning. (discontinued January 3, 1961).

Weekday Brighton Express - Effective May 28, 1959 - At the end of the morning rush, several trains ran from Brighton Beach to Queens Plaza (discontinued January 3, 1961). At the start of the evening rush, several trains started at Queens Plaza and ran to Brighton Beach. (discontinued January 3, 1961).

Weekday West End Local - Effective May 28, 1959 - In the morning rush, one train ran from Chambers Street to Ninth Avenue (discontinued January 3, 1961), and one light train ran from Chambers Street via bridge and the Sea Beach line to Coney Island Yard. (discontinued January 3, 1961). Five trains from Bay Parkway ran to Chambers Street, then returned to 95th Street. (discontinued November 27, 1967). In the evening rush, four trains ran light from East New York Yard to Chambers Street. (discontinued November 27, 1967). One train from Coney Island Yard ran light to Ninth Avenue and then carried passengers to Chambers Street. (discontinued January 3, 1961). Two trains from Bay Parkway returned as Brighton Nassau Express trains to Coney Island. (discontinued June 22, 1959).

Saturday Brighton Express - Effective June 6, 1959 - Four evening expresses from Brighton Beach operated to Astoria and returned as Brighton Locals via bridge to Coney Island. (discontinued January 7, 1961).

Weekday Brighton Nassau - Effective June 22, 1959 - Two PM rush hour trains operated light from Coney Island Yard via Sea Beach line to 36th Street, after which they picked up passengers and operated via local track and tunnel to Chambers Street. (discontinued January 3, 1961).

Weekday Brighton Local - Effective January 3, 1961 - Several morning rush hour trains ran from Coney Island to Queens Plaza, and several evening rush hour trains ran from Queens Plaza to Coney Island. (discontinued November 27, 1967). One morning rush hour train ran from Astoria to Canal Street, which on March 15, 1961, was extended to Whitehall Street, and ran light back to Canal Street, was discontinued on November 27, 1967. One PM rush hour train from Canal Street ran to Astoria. (discontinued February 10, 1964). The last seven early evening locals via tunnel to Astoria return via bridge to Coney Island (discontinued November 27, 1967).

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## BMT SHORT TURNS - PART II (Continued from Page 4)

Weekday Brighton Nassau - Effective January 3, 1961 - One PM rush hour train ran light from Eastern Parkway to Chambers Street (discontinued March 12, 1962).

Weekday West End Local - Effective January 3, 1961 - Trains were no longer turned after the AM rush at 62nd Street. Seven trains after the AM rush and five trains before the PM rush turned at Ninth Avenue. (discontinued November 27, 1967).

Weekday Fourth Avenue - Effective January 3, 1961 - Before the AM rush, four trains (two after September 16, 1963) ran from Canal Street to Continental Avenue. (discontinued November 27, 1967). After the AM rush, one train ran from Continental Avenue to Whitehall Street, then light back to Canal Street, and one train ran from Continental Avenue to Canal Street (extended to Whitehall Street and light to Canal Street on March 15, 1961). Four trains operated from Continental Avenue to Whitehall Street and light to Canal Street after September 16, 1963. (discontinued November 27, 1967). In the PM rush, two trains (four after September 16, 1963) ran from Canal Street to Continental Avenue. (discontinued November 27, 1967). At the end of the PM rush, three trains ran from 95th Street to Canal Street. (discontinued November 27, 1967).

Weekday 14th Street - Effective January 3, 1961 - One train (two trains after January 2, 1973) run from Eighth Avenue to Eastern Parkway. (still operating).

Saturday Brighton - Effective January 7, 1961 - The last four early morning locals to Astoria returned as expresses to Coney Island. The last eight early evening expresses from Coney Island returned as locals. (discontinued April 21, 1962).

Weekday West End Express - Effective January 3, 1961 - Before the AM rush, two trains ran from Canal Street to Coney Island and four trains ran from Queens Plaza to Coney Island. At the end of the AM rush, six trains ran from Coney Island to Queens Plaza and four trains from Astoria to Canal Street. Before the evening rush, four trains ran from Canal Street to Astoria and seven trains ran from Queens Plaza to Coney Island. After the PM rush, four trains ran from Coney Island to Canal Street. (All of the above trains were discontinued on November 27, 1967).

Saturday West End Express - Effective January 7, 1961 - Four early morning trains ran from Canal Street to Coney Island. (Three trains from Canal Street to Coney Island and one train Canal Street to Astoria starting September 1, 1962). Four early evening trains ran from Coney Island to Canal Street. (Above service was revised September 21, 1963).

Weekday West End Express - Effective July 10, 1961 - After the evening rush, two trains (three trains after August 27, 1962) ran from Coney Island to Queens Plaza. (discontinued November 27, 1967).

Weekday Brighton Express - On about December 1, 1961 (observed data; not on schedule), two AM rush hour Brighton-Nassau Expresses operated light via bridge to DeKalb Avenue, after which they carried passengers as a Brighton Express to Brighton Beach and continued in Brighton Express service. (Probably discontinued in 1964).

Weekday Brighton Nassau Express - Effective March 12, 1962 - In the PM rush, one light train ran from Coney Island Yard via Sea Beach to Chambers Street. (discontinued November 27, 1967).

Saturday West End Express - Effective September 21, 1963 - Three early morning trains ran from Canal Street to Coney Island and three early evening trains from Coney Island ran to Canal Street. (discontinued December 2, 1967).

Weekday Brighton Local - Effective September 16, 1963 - In the AM rush, one Brighton Local ran from Coney Island to Continental Avenue and returned as a Fourth Avenue Local to 95th Street. (discontinued November 27, 1967).

## NYCTA CAR NOTES

The first new cars to be placed in service since December 20, 1984 went into service on March 7, 1985 on the #4 line. These were R-62 cars 1532, 1533, 1536, 1537, 1538, 1541, 1543, 1545, 1546, and 1551. R-62 cars 1341, 1336, 1503, and 1343 were in Corona Yard from February 28th to March 2, 1985, and then were returned to the #4 line. About two weeks later, R-62 cars 1302, 1308, 1309, and 1311 were seen in Corona Yard.

The exteriors of cars 8838-8867 assigned to the #4, are being painted green. These will be used on the #4 to make a completely graffiti-free fleet of cars along with the 325 R-62 cars. The exteriors of cars 7754, 7783, 7796, 7937, 7949, and 7952, assigned to line #2, were painted white in Coney Island Yard. The seats and interior doors were painted bright red. Also painted in Coney Island Yard were cars 9604-5, 9676-7, 9680-1, 9716-7, and 9728-9 which were transferred from the #4 to the #7. These cars were painted a lighter shade of red than the fox red cars on the Flushing line. R-17 car 6743, assigned to the #7, was painted fox red with grey roof and black trim just as the R-33 and R-36 cars on that line. This is the first R-17 car painted in this paint scheme. RD-341, ex-7633, is a new rider car with light blue walls and orange doors.

The following cars will be scrapped: 6544, 7397, 7699, XC-875 ex-5781, and RD-318 ex-5420. Car 6707 should be deleted from the scrap list in the February, 1985 "Bulletin". Cars 6590, 5828, and 5851, which are yard offices in Westchester Yard, should also be deleted from a previous scrap list. Cars 6872 and 7448 have been stripped and are out of service.

Transferred from the #4 to the #7 were 6614-6620 (5 cars) on March 8, 1985 and 6623-6629 (5 cars) on March 12, 1985, temporary replacements for single unit R-33's which are being rebuilt.

The master door controller has been modified on cars 9382-3, 9388-9, 9700-1, 9372-3, 9768-9 and 9311. On February 24, 1985, this train operated light, making three round trips on the Flushing line with the conductor opening the doors on the side opposite the station platform. A thirty-day passenger test started on March 4, 1985. The door control was modified as follows: With conductor's switch at the "ON" position, doors can be opened and closed. When doors are locked, the conductor gets indication. He must turn the switch to "RUN" position so that the motorman gets indication. Switch must remain in "RUN" position between stations. Key can be removed only in "RUN" or "TERMINAL" positions. If a key is removed in the "TERMINAL" position, the doors will stay open. The red lamp illuminates to show that it is the conductor's operating position.

Cars 8658-9, operating on line #1, were damaged by fire during the week of March 11, 1985. Also damaged by fire was car 8963, operating southbound on #5, on February 12, 1985 near Borough Hall.

The first green R-10 train, composed of cars S-3176, 3011, 2961, 3003, 3021, 2960, 3107, 3047-N, was placed in service on the CC line on February 22, 1985. This train, which is scheduled to operate as the first or second Rockaway Park CC train each rush hour from Bedford Park Boulevard, makes one round trip and then is laid up in the Concourse Yard. The following additional R-10 cars are painted green: 2966, 3001, 3030, 3036, and 3173.

Car 6375 was painted silver with blue outside doors. Mismatched unit 8223-8422 was painted white. We found a typographical error in the March "Bulletin". It should read "The exterior (not interior) of 8358 was painted silver and blue". Also painted the same color was 8522. The sides of 156 and several others were painted all silver (no blue stripe).

In 1983, brakes were modified on cars 4754-5, 4760-1, 4838-9, and 4864-5. Because Westcode controllers on cars 4606, 4701, 4797, 4817, and 4874 are out of service, these cars must not be in the first, fourth, fifth, eighth or tenth car position in a train or on the open end of a train. Their mates have Westinghouse controllers which can be used on open ends.

(Continued on Page 7)

## NYCTA CAR NOTES (Continued from Page 6)

Car 4052, whose roof was damaged but is in otherwise good condition, will be scrapped.

Most mismatched R-32's, R-38's and slant R-40's are back in service with their mates, including the following: 3416-7, 3790-1, 4170-1 and 4196-7.

Couplers were damaged on R-44 cars 112(\*), 113(\*), 136(\*), 198, 199(\*), 209(\*), 210, 285, 289, and 300(\*). Cars marked with asterisk (\*) have body damage.

Effective March 14, 1985, two spares, 1216 and 1225, were removed from the JFK express assignment and placed in the general service. The other four spare cars, 1200, 1223, 1227, and 1248, must be kept together, available for JFK express service. If not needed they should run on the E line. (The JFK express car assignment was published in the February, 1985 "Bulletin").

To achieve the goal of operating graffiti-free cars on the E line by April 30, 1985, even numbered cars 500-722 and their mates have received blue stickers under their number plates. They are assigned to the E and will be washed and cleaned frequently.

R-62A acceptance testing has been stopped again. The test train ran on the #4 line from March 2nd to March 11, 1985, and was transferred to the #2 where it ran from March 12th to March 22, 1985. It was taken out of service on the latter date, and as of March 27th testing has not resumed.

## BMT SOUTHERN DIVISION CAR SHIFT

Following is the March 16, 1985 car assignment: R-42's and R-40M's provide all service on the D. Two trains of R-32's, two trains of R-38's, and one train of R-27/30's remained on the D on March 16th. One train of R-38's was still running there on March 17th and 18th. Service on the M/QB is provided by R-27/30's with an occasional R-32 and R-42 train. Nearly all RR trains are composed of R-32's with an occasional R-27/30 and R-42 train appearing there. Service on the AA/B is provided by slant R-40's with an occasional R-32 and R-42 running there.

## LIRR SCHEDULE CHANGES DURING PENN STATION TRACK RECONSTRUCTION

(Continued from Page 1)

Cancelled:

Weekday Evening Rush

- 1 train to Great Neck
- 1 train to Long Beach
- 1 train from Hicksville

Sat. & Sun. Morning, Afternoon & Evenings

- 6 trains eastbound, Port Washington Line
- 6 trains westbound, Port Washington Line

Several trains make additional stops to accommodate passengers who normally use those trains that were either cancelled or diverted. Other trains were reduced in size because of their track assignment or equipment turns in Penn Station. To accommodate passengers whose trains were cancelled or diverted, cars were added to many trains.

The Transit Authority increased the morning rush hour service on the Lexington Avenue line to transport the commuters on the LIRR trains diverted from Penn Station to Flatbush Avenue.

Most commuters allowed a little extra time for their trip, but they were surprised that the trains were running at or close to schedule.

The "Bulletin" is a monthly publication of the New York Division, Electric Railroaders' Association, P.O. Box 3001, New York, NY 10008. Bernard Linder, Editor; William Zucker, News Editor; Edward B. Watson, Feature Editor; Raymond R. Berger, Chairman.

## LATE NEWS - J LINE TO CUT BACK TO 121st STREET ON APRIL 12th

We have just received a report that the Queens Boulevard terminal and Metropolitan Avenue station of the J line will close on April 12, 1985 so that work can begin to connect the J line tracks to the new Archer Avenue subway. J trains will terminate at the 121st Street station on the westbound side only.

## ROSTER OF R-14 CLASS CARS

by Eric Oszustowicz and Raymond R. Berger

Car Number	Delivery Date	Acceptance Date	Scrapped	Other than Scrapped; Remarks
5803	08-11-49	08-23-49		06-84 became Work Motor 35803; four trips
5804	08-11-49	08-23-49		10-76 became Work Motor 35804; four trips
5805	08-11-49	08-23-49		(#) became Revenue Collector R-704 12-77
5806	08-11-49	08-23-49		10-76 became Work Motor 35806; four trips
5807	08-11-49	08-23-49	1983	in Storage 10-76
5808	08-11-49	08-23-49		(#) became Revenue Collector R-708 12-77
5809	08-11-49	08-23-49	1984	(#)1981 became Yard Office - 239 Street Yard
5810	08-11-49	08-23-49	1983	in Storage 10-76; became Work Motor 08-78
5811	08-11-49	08-25-49	08-84	in Passenger Service until 08-84
5812	08-11-49	08-25-49		in Storage 10-76; became Rider RD-324 in mid 1981.
5813	08-11-49	08-25-49	07-84	in Passenger Service until 07-84
5814	08-11-49	08-25-49	1983	in Storage 10-76
5815	08-11-49	08-25-49	06-72	Wrecked 12-29-69
5816	08-11-49	08-25-49	1983	in Storage 10-76; became Work Motor in 08-78
5817	08-11-49	09-01-49		10-76 became Work Motor 35817; four trips
5818	08-11-49	09-01-49		in Storage 09-78
5819	08-11-49	09-01-49	1983	in Storage 10-76
5820	08-11-49	09-01-49	1983	in Storage 10-76; became Work Motor in 08-78
5821	08-11-49	09-01-49	1983	in Storage 10-76
5822	08-11-49	09-01-49	1983	in Storage 10-76
5823	08-18-49	09-01-49		in Storage 09-78; became Rider RD-328 in 10-81
5824	08-18-49	09-01-49	1983	in Storage 10-76
5825	08-18-49	09-13-49	06-84	(#); became Work Motor
5826	08-18-49	09-07-49	1983	in Storage 10-76
5827	08-18-49	09-07-49		(#); became C.O.R.E. Field Office 239 St Yd
5828	08-18-49	09-07-49		(#)became Work Motor; became Yard Office W'chester Yd
5829	08-18-49	09-09-49	09-84	(#) in Storage 01-84 at Corona Yard
5830	08-18-49	09-07-49		10-76 became Work Motor 35830; four trips
5831	08-18-49	09-07-49		(#); became Rider Car RD-326 in 1981.
5832	08-18-49	09-09-49	12-80	in Storage 10-76 to 10-80
5833	08-18-49	09-01-49		in Storage 10-76; became Rider RD-332 in mid '83
5834	08-18-49	09-09-49	1983	in Storage 10-76
5835	08-18-49	09-01-49	1983	(@) in Storage 10-76; became Work Motor 35835 in '79
5836	08-18-49	09-09-49		(#) became Work Motor 35836; o/s 07-84
5837	09-22-49	10-05-49	1983	(&) in Storage 10-76; became Work Motor 35837 in 9-80
5838	08-18-49	09-09-49	10-84	in Passenger Service until 10-84
5839	08-18-49	09-09-49	1983	(&) in Storage 10-76; became Work Motor 35839 in 9-80
5840	08-18-49	09-13-49	1983	in Storage 10-76
5841	08-18-49	09-13-49	1983	in Storage 10-76
5842	08-18-49	09-13-49		in Storage 10-76; became Rider RD-322 in '81
5843	08-18-49	09-16-49		in Storage 10-76; became Rider RD-325 in '81
5844	09-22-49	10-05-49		in Storage 10-76; became Rider RD-321 in '81
5845	09-22-49	10-05-49	1983	in Storage 10-76
5846	09-22-49	10-07-49	1983	in Storage 10-76
5847	09-22-49	10-07-49	1983	(&) in Storage 10-76; became Work Motor 35847 in 9-80
5848	09-22-49	10-07-49	1983	in Storage 10-76; Detrucked in late 1981
5849	09-22-49	10-07-49	1983	in Storage 10-76
5850	09-22-49	10-07-49	1983	in Storage 10-76; Detrucked in late 1981
5851	09-22-49	10-11-49		(#); became RCI Office Westchester Yd 1-83
5852	09-22-49	10-11-49	1983	in Storage 10-76; detrucked in mid-1982

(Continued on Page 9)



## ROSTER OF R-14 CLASS CARS (Continued from Page 8)

Car Number	Delivery Date	Acceptance Date	Scrapped	Other than Scrapped; Remarks
5853	10-06-49	10-14-49	1983	(&) in Storage 10-76; became Work Motor 35853 in 9-80
5854	10-06-49	10-14-49		10-76 became Work Motor 35854
5855	10-06-49	10-14-49	1983	in Storage 10-76; detrucked in mid-1982
5856	10-06-49	10-11-49	1983	in Storage 10-76
5857	10-06-49	10-11-49		in Storage 10-76; became Rider RD-330 in '80
5858	10-20-49	10-25-49	1983	in Storage 10-76
5859	10-20-49	10-25-49	1983	(&)(#); became Yard Office or rubbish coll. car
5860	10-20-49	10-27-49	1983	in Storage 10-76
5861	10-20-49	10-27-49		in Storage 10-76; became Rider RD-329 in '81
5862	10-20-49	10-27-49	12-80	in Storage 10-76 to 10-80
5863	10-20-49	11-01-49	1983	in Storage 10-76; detrucked early 1982
5864	10-20-49	11-01-49		(#)08-78 became Track Geometry Car 35864
5865	10-20-49	11-01-49	1983	in Storage 10-76
5866	10-20-49	11-04-49	10-84	in Passenger Service until 10-84
5867	10-20-49	11-01-49	1983	(@) in Storage 10-76; became Work Motor 35867 in '79'
5868	10-20-49	11-01-49	1983	in Storage 10-76
5869	10-20-49	11-03-49	1983	(&) in Storage 10-76; became Work Motor 35869 in 9-80
5870	10-20-49	11-01-49	1983	in Storage 10-76
5871	10-20-49	11-01-49		(@)(#); became M/W fire school car - Coney Island Yard
5872	10-20-49	11-03-49	1983	in Storage 10-76 (*)
5873	10-20-49	11-04-49	1983	in Storage 10-76
5874	10-20-49	11-03-49	1983	in Storage 10-76
5875	10-20-49	11-03-49		in Storage 10-76; became Rider RD-327 in '81
5876	10-20-49	11-03-49	1984	in Storage 10-76; became Yard Office in '83
5877	12-15-49	01-06-50		in Storage 10-76; became Rider RD-323 in '81
5878	09-22-49	09-29-49	12-84	
5879	09-22-49	09-29-49	12-84	
5880	09-22-49	09-29-49	12-84	
5881	09-22-49	09-29-49	09-84	became work motor in 1983
5882	09-22-49	09-29-49	12-84	
5883	09-22-49	09-29-49	12-84	
5884	09-22-49	10-05-49	08-84	
5885	09-22-49	10-05-49	04-76	
5886	09-22-49	10-05-49	12-84	
5887	09-22-49	10-05-49	12-84	
5888	10-06-49	10-14-49	08-84	
5889	10-06-49	10-14-49	12-84	
5890	10-06-49	10-18-49	12-84	
5891	10-06-49	10-18-49	11-84	
5892	10-06-49	10-18-49	12-84	
5893	10-06-49	10-18-49	12-84	
5894	10-06-49	10-18-49	12-84	
5895	10-06-49	10-21-49		became Rider RD-333
5896	10-06-49	10-21-49	12-84	
5897	10-06-49	10-21-49	10-84	
5898	10-06-49	10-21-49	12-84	
5899	10-06-49	10-25-49	11-84	
5900	10-06-49	10-25-49	12-84	
5901	10-06-49	10-25-49	12-84	
5902	10-06-49	10-27-49	12-84	

(Continued on Page 10)

## ROSTER OF R-14 CLASS CARS (Continued from Page 9)

Car Number	Delivery Date	Acceptance Date	Scrapped	Other than Scrapped; Remarks
5903	10-20-49	10-25-49	08-84	
5904	11-17-49	11-23-49	08-84	
5905	11-17-49	11-26-49	12-84	
5906	11-17-49	11-23-49	12-84	
5907	11-17-49	11-23-49	12-84	
5908	11-17-49	11-23-49	12-84	
5909	11-17-49	11-30-49	12-84	
5910	11-17-49	11-26-49	10-84	
5911	11-17-49	11-26-49	12-84	
5912	11-17-49	12-06-49	07-84	
5913	11-17-49	11-30-49	11-84	
5914	11-17-49	11-26-49	12-84	
5915	11-17-49	11-30-49	08-84	
5916	11-17-49	12-08-49	12-84	
5917	11-17-49	11-30-49	12-84	
5918	11-17-49	11-30-49	10-83	
5919	11-17-49	12-27-49	12-84	
5920	12-01-49	12-06-49	08-84	
5921	12-01-49	12-06-49	12-84	
5922	12-01-49	12-06-49	12-84	
5923	12-01-49	12-06-49	08-84	
5924	12-01-49	12-16-49	12-84	
5925	12-01-49	12-08-49	12-84	
5926	12-01-49	12-08-49	12-84	
5927	12-01-49	12-12-49	08-84	
5928	12-01-49	12-08-49	12-84	
5929	12-01-49	12-12-49	12-84	
5930	12-01-49	12-12-49	12-84	
5931	12-01-49	12-16-49	12-84	
5932	12-01-49	12-12-49	11-84	
5933	12-01-49	12-12-49	12-84	
5934	12-15-49	12-21-49	08-84	
5935	12-15-49	12-21-49	08-84	
5936	12-15-49	12-22-49	12-84	
5937	12-15-49	12-21-49	12-84	
5938	12-15-49	12-21-49	12-84	
5939	12-15-49	12-21-49	11-84	
5940	12-15-49	12-27-49	12-84	
5941	12-15-49	01-04-50	07-84	
5942	12-15-49	12-27-49	10-84	
5943	12-15-49	12-27-49	12-84	
5944	12-15-49	12-27-49		became Rider RD-340
5945	12-15-49	12-29-49	12-84	
5946	12-15-49	12-29-49	12-84	
5947	12-15-49	01-04-50	12-84	
5948	12-15-49	12-29-49	12-84	
5949	12-15-49	12-29-49	08-84	
5950	12-15-49	12-29-49		became Rider RD-337
5951	12-15-49	01-06-50	12-84	
5952	12-15-49	01-06-50	12-84	

(\*) = Car 5872 is in Storage. R-12 Car 5782 was renumbered 5872.

(#) = indicates in storage as of 10-76.

(@) = 5835, 5867 and 5871 became IRT rubbish collection cars 35835, 35867, and 35871 in 1979. 5871 became fire school car in 1983; others scrapped in '83.

(&) = 5837, 5839, 5847, 5853, 5859, and 5869 became BMT rubbish collection cars 35837, 35839, 35847, 35853, 35859, and 35869 in 1980. 5839 was converted at an unknown later date. All were scrapped in 1983. Conflicting notes claim car 5859 as both a yard office and a rubbish collection car.