

New York City Subway Car Datasheet

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Special Thanks: Joseph Korman and Harry, for hosting this datasheet on their websites.

Links: [NYCSCD Website](#) (downloadable) / [The JoeKorNer](#) / [NYC Transit Forums](#)

For slower connections: [Google Docs](#) (Edited by Mike Kam)

If you have any questions or corrections, please contact me at krisricky627@gmail.com.

Last updated on 10/03/10 (Updated – R44 retirements, car assignments)

R32 - Budd Company (1964-Present; rebuilt 1988)


Since overhaul in 1988, R32s were divided into Phase I, Phase II and GE-Rebuilt cars. The R32s are distinct from other cars, as mismatched pairs are rather common (example - 3381-3832 instead of 3381-3380). R32s are based out of 207th St. Yard (A, C) and run on the C. 3350-3351 have been preserved by the Railway Preservation Corp., while cars 3352-3353 have been preserved for the Transit Museum. All Phase II-rebuilt and GE-rebuilt cars have been retired, along with a few Phase I cars. R32 3659 and 3668 were renumbered to 3348 and 3669, respectively. Former R32 3669 was scrapped.

Cars In Service		
Car Numbers	Yard	Total
3354-3355, 3360-3361, 3370-3371, 3376-3377, 3380-3381, 3383, 3384-3385, 3388-3389, 3394-3397, 3400-3401, 3404-3407, 3410-3411, 3414-3417, 3419, 3424-3433, 3436-3449, 3452-3455, 3460-3461, 3468, 3471-3473, 3476-3477, 3484-3485, 3488-3489, 3494-3497, 3500-3501, 3510-3511, 3512-3515, 3518-3520, 3522-3523, 3548, 3550-3553, 3574-3575, 3578-3579, 3586-3587, 3590-3591, 3593, 3606-3607, 3610-3611, 3614-3615, 3618-3619, 3621-3644, 3624-3625, 3628, 3630-3631, 3642-3643, 3646-3647, 3650, 3654-3655, 3658, 3660-3661, 3664-3665, 3669-3673, 3682-3683, 3688-3689, 3694-3695, 3698-3699, 3706-3709, 3714-3719, 3726-3733, 3736-3740, 3767, 3770-3775, 3777-3783, 3786-3787, 3792-3793, 3798-3799, 3804-3807, 3810-3811, 3818-3823, 3828-3829, 3834-3837, 3840-3841, 3856-3857, 3864-3865, 3870-3873, 3876-3877, 3878-3879, 3886-3891, 3894-3897, 3900-3901, 3912-3913, 3924-3925, 3928-3929, 3932-3933, 3938-3939	207 th St.	240

Status	Car Numbers	Number of Cars
In Service	See Above	240
Retired	3348, 3356-3359, 3362-3369, 3372-3375, 3378-3379, 3382, 3386-3387, 3390-3393, 3398-3399, 3402-3403, 3408-3409, 3412-3413, 3418, 3420-3423, 3434-3435, 3450-3451, 3456-3459, 3462-3467, 3469-3470, 3474-3475, 3478-3483, 3486-3487, 3490-3493, 3498-3499, 3502-3509, 3516-3517, 3521, 3524-3547, 3549, 3554-3573, 3576-3577, 3580-3585, 3588-3589, 3592, 3594-3605, 3608-3609, 3612-3613, 3616-3617, 3620, 3622-3623, 3626-3627, 3629, 3632-3641, 3645, 3648-3649, 3651-3653, 3656-3657, 3659, 3662-3663, 3666-3668, 3674-3681, 3684-3687, 3690-3693, 3696-3697, 3700-3703, 3710-3713, 3720-3725, 3734-3735, 3741, 3742-3766, 3768-3769, 3776, 3784-3785, 3788-3791, 3794-3797, 3800-3803, 3808-3809, 3812-3817, 3824-3827, 3830-3833, 3838-3839, 3842-3855, 3858-3863, 3866-3869, 3874-3875, 3880-3885, 3892-3893, 3898-3899, 3902-3911, 3914-3923, 3926-3927, 3930-3931, 3934-3937, 3940-3949	356
Preserved	3350-3353	4

600 Cars Total (40% left in service)

Specifications	
Car Body	Stainless Steel
Height	12.08 feet
Width	10 feet
Length	60 feet 3 inches
Braking System	WABCO SMEE braking system, A.S.F simplex unit cylinder clasp (tread) brake
Doors Per Car	8
Platform Height	3.76 feet
Maximum Speed	55 mph
Weight	79,930 lbs; 70,000 lbs before overhaul



Source – <http://www.nycsubway.org/cars/r32.html> (Info on R32 specs)


R42 - St. Louis (1969-Present; rebuilt 1988)

R42s are based out of East NY Yard (J, L, M, Z). They run on the J and Z lines. Morrison-Knudsen (MK), now under Alstom, rebuilt R42s 4550-4839. The Coney Island Overhaul Shop rebuilt R42s 4840-4949. R40 4460 was paired to R42 4665, after the mates of both of these cars were involved in a crash on the Williamsburg bridge in 1995, and were scrapped.

Cars In Service		
Car Numbers	Yard	Total
4788-4817, 4820-4839	East NY	50

Status	Car Numbers	Number of
In Service	See Above	50
Retired	4550-4787, 4818-4819, 4840-4949	350
Slated for Preservation	4572-4573	2
400 Cars Total (~12% left in service)		

Specifications	
Car Body	Stainless steel with carbon steel chassis and underbody, fiberglass A-end bonnet
Height	12.08 feet

Width	10 feet	
Length	60 feet	
Braking System	New York Air Brake Newtran (dynamic and friction), A.S.F. Simplex unit cylinder clasp (tread) brake	
Doors Per Car	8	
Platform Height	3.76 feet	
Maximum Speed	55 mph	
Weight	74,388.5 lbs	

Sources – <http://www.nycsubway.org/cars/r42.html> (R42 specs)

R44 - St. Louis (1971-Present; rebuilt 1990)

R44s were built by St Louis Car Company in 1971 and overhauled in 1990. Prior to refurbishment, cars had side rollsigns, a blue stripe along the car body and a “raccoon mask” in the front of A cars. The blue stripe was painted over and the raccoon mask was done away with during overhaul. Additionally, the side rollsigns were replaced with LCD signs. The R44s were the first cars to have full width cabs and the door chime. All cars after this order have both full width cabs and the door chime. The R44s were also the first 75-foot cars in the entire system. Due to clearance constraints, they were unable to be used for service on the J, L, M and Z lines. This restriction applies to all 75-foot car orders. The NYC Subway cars were linked in 4-car sets, in ABBA form. A-cars were even numbers, and B cars were odd. The cars used for the Staten Island Railway are all singles. R44s were previously numbered 100-435, 436-466 (even). They were renumbered around the time they were overhauled. R44s are based out of Clifton Yard and run on the Staten Island Railway. All NYCT R44s have been retired as of September 2009.

Cars In Service		
Car Numbers	Yard	Total
388-401, 403-435, 436-466 (even)	Clifton	63

Status	Car Numbers	Number of Cars
In Service	See Above	63
Retired	402, 5202-5479	279
342 Cars total (~18% left in service)		

Specifications	
Car Body	Stainless steel with carbon steel chassis and underbody. fiberglass A-end bonnet

Height	12.08 feet
Width	10 feet
Length	75 feet
Braking System	R44 NYCT: Westcode (dynamic and friction), WABCO tread brake unit R44 SIR: WABCO RT-2, Cineston controllers
Doors Per Car	8
Platform Height	3.76 feet
Maximum	55 mph
Weight	A Car: 88,950 lbs
	B Car: 84,530 lbs



Sources – <http://www.nycsubway.org/cars/r44.html> (R44 specs)
<http://www.nyctransitforums.com/forums/showthread.php?t=23673> (all NYCT R44s retired)

<h2>R46 - Pullman Company (1975-present; rebuilt 1989)</h2>
<p>R46 cars were built by Pullman Standard Rail Company in 1975 and were refurbished in late 1989. During the refurbishment process, the trucks were removed, the blue stripe and the “raccoon mask” were removed, and LCD destination signs replaced the former side rollsigns. They are currently undergoing SMS (Scheduled Maintenance Service). During this process, they are having their HVAC units replaced, their car ends painted, and their windows replaced along with receiving vandal-resistant screens. Some cars are receiving new black floors. R46s are linked in 4-car sets, in ABBA form. A-cars are even numbers, and B-cars are odd. Though there are 752 cars now, there were initially 754 cars. The other two cars were scrapped due to accidents. Car numbers were originally 500-1227, 1228-1278 (even), but were renumbered around the time of their refurbishment. R46s are based out of Jamaica Yard (E, F, G, R) and Pitkin Yard (A, C, Rockaway S) and run on the A, G, R, and S lines.</p>

Status	Car Numbers	Yard	Total
In Service	5482-5821	Jamaica	340
	5822-6258 (6208-6258 even numbers only)	Pitkin	412
752 Cars Total			

Specifications	
Car Body	Stainless steel with carbon end bonnet
Height	12.08 feet
Width	10 feet
Length	75 feet
Braking System	New York Air Brake Newtran, Tread Brake Unit Model D7587719
Doors Per Car	8
Platform Height	3.76 feet
Maximum	55 mph
Weight	A Car: 91,000 lbs



	B Car: 86,670 lbs	
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Sources – <http://www.nycsubway.org/cars/r46.html> (R46 specs)

<p>R62 – Kawasaki Rail Car Inc. (1983-Present) R62A – Bombardier (1984-Present)</p>
<p>The R62 is the first order in New York City Subway rolling stock history not built by a U.S.-based company. The R62 and R62A are built by Kawasaki and Bombardier, respectively. The R62s were the first stainless steel cars on the IRT lines. R62s are linked in 5-car sets, with the highest car in the set ending with 5 or 0, and the lowest ending in a 1 or 6. R62s are based out of Livonia Yard (3) and run on the 3 line. R62As are linked in 5-car sets. R62A cars 1901-2155 (255 cars) are singles and run on the 7. A 7 train runs a 5-car set on the south end and 6 single cars on the north end. R62As are based out of 240th St Yard (1), Corona Yard (7) and Jerome Yard (4, 42nd St. S) and run on the 1, 7 and S lines.</p>

Cars In Service			
Car Type	Car Numbers	Yard	Total
R62	1301-1365, 1371-1434, 1438, 1441-1625	Livonia	315
	315 R62s In Service		
R62A	1651-1825, 1831-1840, 1901-1904, 1906-1907, 1910-1911, 1913-1916, 1923, 1928, 1932, 1934, 1938-1939, 1942-1944, 1947-1949, 1954, 1957-2155	Corona	409
	1826-1830, 1841-1900, 1905, 1908, 1912, 1917-1921, 1925-1926, 2156-2475	240 th St.	395
	1922, 1924, 1927, 1929-1931, 1933, 1935-1937, 1940-1941, 1945-1946, 1950-1953, 1955-1956	Jerome	20
824 R62As In Service			

Status	Car Type	Car Numbers	Number of Cars
In Service	R62/R62A	See Above	1,139
Scrapped	R62	1366-1370, 1435-1437, 1439-1440	10
	R62A	1909	1
1,150 Cars Total			

Specifications	
Car Body	Stainless steel with fiberglass end bonnets
Height	11.89 feet
Width	8.6 feet R62 →
Length	51.04 feet
Traction System	R62: General Electric SCM 17KG1924A1 with 4 General Electric 1257E1 motors per car R62A: Adtranz E-Cam Propulsion with 4 Westinghouse 1447J motors per car
Braking System	R62: WABCO RT-2 Braking System, WABCO Tread Brake Unit R62A: NYAB GSX23 Newtran Braking System, NYAB Tread Brake Unit
Doors Per Car	6 R62A →
Platform Height	3.6458 feet
Maximum Speed	55 mph
Acceleration	2.5 mph/s
Weight (R62):	75,500 lbs
Weight (R62A):	A Car: 91,000 lbs
	B Car: 86,670 lbs



Source - <http://www.nycsubway.org/cars/r62.html> (R62/A specs)

R68 - Westinghouse Amrail-ANF Industrie (1986-Present) R68A - Kawasaki (1988-Present)

R68s were built by Westinghouse Amrail Company and ANF Industrie in 1986. Jeumont Schneider and Alstom also participated into the building of these cars. The R68As were built by Kawasaki in 1988. The R68s and R68As follow the same numbering system. They are linked in 4-car sets, in ABBA form. A-cars are even numbers, and B-cars are odd. R68s are based out of Concourse Yard (D) and Coney Island Yard (B, N, Q, Franklin S) and run on the B, D, N, and S lines. R68As are based out of Coney Island Yard (B, N, Q, Franklin S) and run on the B and N lines.

Cars In Service			
Car Type	Car Numbers	Yard	Total
R68	2500-2783	Concourse	284
	2784-2924	Coney Island	141
	425 R68s In Service		
R68A	5001-5200	Coney Island	200
	200 R68As In Service		
625 Cars Total			

Specifications	
Car Body	Stainless steel with fiberglass end bonnets
Height	12.08 feet
Width	10 feet R68 →
Length	75 feet
Braking System	R68: New York Air Brake GSX23 Newtran, NYAB tread brake rigging model TBU190 R68A: WABCO RT-2 (dynamic and friction), WABCO tread brake rigging model TBU GR90
Doors Per Car	8 R68A →
Platform Height	3.76 feet
Maximum Speed	55mph
Weight	92,720 lbs



Source - <http://www.nycsubway.org/cars/r68.html> (R68/A specs)

R142 – Bombardier (1999-Present) R142A – Kawasaki (1999-Present)

The R142 class is the result of the New Technology Train Program. In the early 1990s, two prototype test trains were ordered: one for Division A (R110A/R130) and one for Division B (R110B/R131). Although structurally different, the R142 order inherited their amenities and features into its own design. The R142 cars feature strip maps, pre-recorded automatic announcements and new traction systems. The R142s and R142As follow the same numbering system. They are made in 5-car sets, consecutively ordered. The lowest numbered car in the set ends with a 1 or 6, and the highest ends with a 5 or 0. R142s are based out of 239th St. (2), Jerome Ave. (4) and Unionport (5) Yards and run on the aforementioned lines. R142As run out of Jerome Ave. (4) and Westchester Yard (6) and run on both lines.

Cars In Service			
Car Type	Car Numbers	Yard	Total
R142	6301-6680	239 th St.	380
	6681-7070	Unionport	380
	7061-7180, 1101-1250	Jerome	270
1,030 R142s In Service			
R142A	7211-7670	Westchester	460
	7671-7810	Jerome	140
	600 R142As In Service		
1,630 Cars Total			

Specifications	
Car Body	Stainless steel; fiberglass blind end bonnets
Height	11.89 feet
Width	8.60 feet R142 →
Length	5.33 feet
Traction System	R142: Alstom ONIX Propulsion System AC Traction Motors Model 4LCA1640A R142A: Bombardier Propulsion System 3-Phase AC Traction Motor Model 1508C
Braking System	Dynamic Braking Propulsion System R142: WABCO RT-5 Tread Brake System R142A: WABCO RT-96 Tread Brake System
Doors Per Car	6 R142A →
Platform Height	3.6458 feet
Maximum Speed	55 mph
Acceleration	2.5 mph/s
Deceleration	2.5 mph/s (In service) 3.2 mph/s (Emergency)
Weight	R142 A Car: 72,000 lbs B Car: 66,300 lbs R142A A Car: 73,300 lbs B Car: 67,800 lbs




Source - <http://www.nycsubway.org/cars/r142.html> (R142/A specs)

R143 - Kawasaki (2001-Present)

R143 cars are built exclusively for service on the BMT Eastern Division lines. The R143 marks the first 60-foot car order the NYCT has ordered since the R42. Although structurally different, the R143 order inherited the R110A's and R110B's amenities and features into its own design (see R142/A). The R143 cars feature strip maps, pre-recorded automatic announcements and new traction systems. Additionally, they operate using CBTC (Communications-Based Train Control) and ATO (Automatic Train Operation). They are built into 4-car sets, consecutively ordered. Car 8277 was damaged in a bumper block incident at Canarsie Yard in 2006. Cars 8278-8280 are revenue inactive at 207th St. Yard. R143s are based out of East New York Yard (J, L, M, Z) and run on the L line.

Status	Car Numbers	Number of Cars
In Service	8101-8276, 8281-8312	208
Revenue Inactive	8277-8280	4
212 Cars Total		

Specifications	
Car Body	Stainless steel; fiberglass rear bonnets
Height	12.13 feet
Width	9.77 feet
Length	60.21 feet
Traction System	Bombardier Traction Motor Model 1508C
Braking System	WABCO RT-96 Tread Brake System Dynamic Braking System
Doors Per Car	8
Platform Height	3.76 feet
Maximum Speed	55 mph
Acceleration	2.5 mph/s
Deceleration	2.5 mph/s (In service) 3.2 mph/s (Emergency)
Weight	85,200 lbs




Source - <http://www.nycsubway.org/cars/r143.html> (R143 specs)

R160A – Alstom (2005-Present) R160B – Kawasaki (2005-Present)

R160A-1s consist of cars 8313-8652 and 9943-9974, and are linked in 4-car sets (consecutively ordered) for the J, L, M, and Z lines. R160A-2s consist of cars 8653-8712 and 9233-9802, and are linked in 5-car sets for the rest of the B Division. R160As are equipped with Alstom ONIX AC Propulsion. R160B cars are numbered 8713-9232 and 9803-9942. Cars 8713-8842, 9103-9232, and 9803-9872 are equipped with Alstom ONIX AC Propulsion. R160B cars 8843-9102 are equipped with Siemens AC Propulsion. The lowest numbered car in an R160 5-car set ends with a 3 or 8, and the highest ends with a 7 or 2. R160s have FIND (Flexible Information and Notice Display) technology. R160s run out of Coney Island Yard (B, N, Q, Franklin S), East New York Yard (J, L, M, Z), and Jamaica Yard (E, F, G, R). They run on the E, F, J, L, M, N, Q, R, and Z lines. R160As 8313-8376 are equipped with CBTC for use exclusively on the L line.

Cars In Service			
Car Type	Car Numbers	Yard	Total
R160A (4-car sets)	8313-8652, 9943-9974	East NY	372
R160A (5-car sets)	8653-8712	Coney Island	60
	9233-9802	Jamaica	570
	1,002 R160As In Service		
R160B	8723-9142	Coney Island	420
	8713-8722, 9143-9232, 9803-9942	Jamaica	240
	660 R160Bs In Service		
1,662 R160s In Service			

Specifications	
Car Body	Stainless steel; fiberglass rear bonnets

Height	12.13 feet	R160A →	
Width	9.77 feet		
Length	60.21 feet		
Traction System	R160A: Alstom ONIX AC Traction Motor R160B (8713-8842, 9103-9232, 9803-9942): Alstom ONIX AC Traction Motor R160B (8843-9102): Siemens AC Traction Motor		
Braking System	Dynamic Braking Propulsion System R160B → WABCO RT-5 Tread Brake System		
Doors Per Car	8		
Platform Height	3.76 feet		
Maximum Speed	55 mph		
Acceleration	2.5 mph/s		
Deceleration	2.5 mph/s (In service) 3.2 mph/s (Emergency)		
Weight	85,200 lbs		

Sources – <http://www.nycsubway.org/cars/r160.html> (R160 specs)
<http://www.youtube.com/watch?v=eIBVKQSJlbl> (R160Bs 8713-8722 in E service)

Car Assignment List (As of October 3rd, 2010)			
Line	Yard(s) Used	Cars Used	Notes
1	240 th Street	R62A	
2	239 th Street	R142	Swaps trains with the 5 at Flatbush Avenue
3	Livonia, Lenox	R62	
4	Jerome	R142/A	
5	Unionport	R142	Swaps trains with the 2 at Flatbush Avenue
6	Westchester	R142A	
7	Corona	R62A	Runs 11 cars; uses 1 5-car set and 6 single units per train. Car 2009 has external speakers; expected to expand to the rest of the fleet
42nd St. Shuttle	Jerome	R62A	
A	Pitkin, 207 th St.	R46	
B	Coney Island	R68/A	
C	207 th St.	R32	Runs 8-car 480' trains.
D	Concourse	R68	
E	Jamaica	R160	
F	Jamaica	R160	
G	Jamaica	R46	Runs 4-car 300' trains
Rockaway Park	Pitkin	R46	Runs 4-car 300' trains. During the summer weekends, full-length trains are used.

Shuttle			
J	East New York	R42, R160A	Mostly R160A; runs 2-5 trains of R42s throughout the day
L	East New York	R143, R160A	Cars on the line run using ATO and CBTC at all times. R160As 8313-8376 are equipped with CBTC.
M	East New York	R160A	Runs 4-car 240' trains during weekends, using OPTO.
N	Coney Island	R68/A, R160	
Q	Coney Island	R160	
R	Jamaica	R46, R160	Occasionally uses R160s during weekdays.
Franklin Avenue Shuttle	Coney Island	R68	Uses R68 2-car 150' trains
Z	East New York	R42, R160A	

Car Assignment Sources

<http://www.youtube.com/watch?v=xDC0JRxEalc> (R160s on the R)