

**Long Island Rail Road
All-Time Steel and Composite
Passenger Car Roster**

Compiled by
Jeffrey B Erlitz
jefferlitz@gmail.com

November 28, 2023

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
1		P54D	ACF	3/1927				9/23/1972		41
2		P54D	ACF	3/1927		7002:1	1/1957			41
3		P54D	ACF	3/1927		7003:1	5/1956			41
4		P54D	ACF	3/1927		7004:1	10/1956			41
5		P54D	ACF	3/1927					6/29/1972	1,41
6		P54D	ACF	3/1927		7006:1	11/1956			41
7		P54D	ACF	3/1927					10/27/1972	1,41
8		P54D	ACF	3/1927		7008:1	6/1955			41
9		P54D	ACF	3/1927		7009:1	10/1957			41
10		P54D	ACF	3/1927					10/27/1972	1,41
11		P54D	ACF	4/1927		7011:1	8/1957			41
12		P54D	ACF	4/1927					10/27/1972	1,41
13		P54D	ACF	4/1927		7013:1	8/1955			41
14		P54D	ACF	4/1927		7014:1	5/1955			41
15		P54D	ACF	4/1927					6/29/1972	1,41
16		P54D	ACF	4/1927		7016:1	4/1957			41
17		P54D	ACF	4/1927		7017:1	4/1955			41
18		P54D	ACF	4/1927		7018:1	4/1955			41
19		P54D	ACF	4/1927					1/13/1972	1,41
20		P54D	ACF	4/1927				4/1969		41
21		P54D	ACF	6/1927					1/25/1971	41
22		P54D	ACF	6/1927					12/8/1971	1,41
23		P54D	ACF	6/1927		7023:1	12/1954			41
24		P54D	ACF	6/1927		7024:1	1/1958			41
25		P54D	ACF	6/1927		7025:1	5/1958			41
26		P54D	ACF	6/1927					6/29/1972	1,41
27		P54D	ACF	6/1927					4/19/1972	1,41
28		P54D	ACF	6/1927		7028:1	1/1956			41
29		P54D	ACF	6/1927		7029:1	4/1955			41
30		P54D	ACF	6/1927					10/27/1972	1,41
31		P54D	ACF	6/1927		7031:1	9/1955			41
32		P54D	ACF	6/1927					6/29/1972	1,41
33		P54D	ACF	6/1927					9/13/1972	1,41
34		P54D	ACF	6/1927					6/1968	4,41
35		P54D	ACF	6/1927		7035:1	8/1955			41
36		P54D	ACF	6/1927		7036:1	3/1957			41
37		P54D	ACF	6/1927		7037:1	8/1955			41
38		P54D	ACF	6/1927				9/29/1972	11/10/1972	1,41
39		P54D	ACF	6/1927					10/27/1972	1,41
40		P54D	ACF	6/1927		7040:1	4/1955			41
41		P54D	ACF	6/1927		7041:1	12/1954			41
42		P54D	ACF	6/1927		7042:1	12/1955			41
43		P54D	ACF	6/1927		7043:1	7/1955			41
44		P54D	ACF	6/1927		7044:1	3/1955			41
45		P54D	ACF	6/1927		7045:1	5/1955			41
46		P54D	ACF	6/1927		7046:1	12/1957			41
47		P54D	ACF	7/1927		7047:1	11/1955			41
48		P54D	ACF	7/1927		7048:1	5/1955			41
49		P54D	ACF	7/1927					9/13/1972	1,41
50		P54D	ACF	7/1927					10/3/1972	1,41
51		P54D	ACF	7/1927		1944				41
52		P54D	ACF	7/1927		1945				41
53		P54D	ACF	7/1927		1946				41
54		P54D	ACF	7/1927		1947				41
55		P54D	ACF	7/1927		1948				41
56		P54D	ACF	7/1927		1949				41
57		P54D	ACF	7/1927		1950				41

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
58		P54D	ACF	7/1927		1951				41
59		P54D	ACF	7/1927		1952				41
60		P54D	ACF	7/1927		1953				41
61		P54D	ACF	7/1927		1954				41
62		P54D	ACF	7/1927		1955				41
63		P54D	ACF	7/1927		1956				41
64		P54D	ACF	7/1927		1957				41
65		P54D	ACF	7/1927		1958				41
66		P54D	ACF	7/1927		1959				41
67		P54D	ACF	7/1927		1960				41
68		P54D	ACF	7/1927		1961				41
69		P54D	ACF	7/1927		1962				41
70		P54D	ACF	7/1927		1963				41
71		P54D	ACF	7/1927		1964				41
72		P54D	ACF	7/1927		1965				41
73		P54D	ACF	7/1927		1966				41
74		P54D	ACF	7/1927		1967				41
75		P54D	ACF	7/1927		1968				41
76		P54D	ACF	7/1927		1969				41
77		P54D	ACF	7/1927		1970				41
78		P54D	ACF	7/1927		1971				41
79		P54D	ACF	7/1927		1972				41
80		P54D	ACF	7/1927		1973				41
81		P54D	ACF	7/1927		1974				41
82		P54D	ACF	7/1927		1975				41
83		P54D	ACF	8/1927		1976				41
84		P54D	ACF	8/1927		1977				41
85		P54D	ACF	8/1927		1978				41
86		P54D	ACF	8/1927		1979				41
87		P54D	ACF	8/1927		1980				41
88		P54D	ACF	8/1927		1981				41
89		P54D	ACF	8/1927		1982				41
90		P54D	ACF	8/1927		1983				41
91		P54D	ACF	8/1927		7091:1	2/1958			41
92		P54D	ACF	8/1927		7092:1	12/1955			41
93		P54D	ACF	8/1927					7/31/1972	1,41
94		P54D	ACF	8/1927		7094:1	9/1956			41
95		P54D	ACF	8/1927		7095:1	12/1954			41
96		P54D	ACF	8/1927					7/20/1972	1,41
97		P54D	ACF	8/1927					6/26/1972	1,41
98		P54D	ACF	8/1927		7098:1	12/1954			41
99		P54D	ACF	8/1927		7099:1	7/1956			41
100		P54D	ACF	8/1927		138				41
101		P54D	ACF	8/1927		7101:1	6/1955			41
102		P54D	ACF	8/1927		7102:1	11/1955			41
103		P54D	ACF	8/1927					7/31/1972	1,41
104		P54D	ACF	8/1927					7/31/1972	1,41
105		P54D	ACF	8/1927					9/13/1972	1,41
106		P54D	ACF	8/1927		7106:1	10/1955			41
107		P54D	ACF	8/1927		7107:1	9/1955			41
108		P54D	ACF	8/1927		7108:1	12/1955			41
109		P54D	ACF	8/1927		7109:1	2/1955			41
110		P54D	ACF	9/1927		7110:1	8/1957			41
111		P54D	ACF	9/1927		7111:1	11/1956			41
112		P54D	ACF	9/1927		7112:1	7/1955			41
113		P54D	ACF	9/1927		7113:1	2/1956			41
114		P54D	ACF	9/1927		7114:1	12/1956			41

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
115		P54D	ACF	9/1927		7115:1	7/1955			41
116		P54D	ACF	9/1927		7116:1	9/1957			41
117		P54D	ACF	9/1927		7117:1	3/1955			41
118		P54D	ACF	9/1927		7118:1	7/1955			41
119		P54D	ACF	9/1927		7119:1	10/1955			41
120		P54D	ACF	9/1927					6/29/1972	1,41
121		P54D	ACF	9/1927					3/1967	4,41
122		P54D	ACF	9/1927					10/27/1972	1,41
123		P54D	ACF	9/1927		7123:1	9/1958			41
124		P54D	ACF	9/1927		7124:1	6/1956			41
125		P54D	ACF	9/1927					3/28/1969	2,41
126		P54D	ACF	9/1927					10/27/1972	1,41
127		P54D	ACF	9/1927		7127:1	12/1958			41
128		P54D	ACF	9/1927		7128:1	8/1958			41
129		P54D	ACF	9/1927		7129:1	1/1958			41
130		P54D	ACF	9/1927		7130:1	5/1958			41
131		P54D	ACF	9/1927					7/31/1972	1,41
132		P54D	ACF	9/1927		7132:1	1/1958			41
133		P54D	ACF	10/1927		7133:1	11/1957			41
134		P54D	ACF	10/1927		7134:1	11/1957			41
135		P54D	ACF	10/1927				9/29/1972	11/10/1972	1,41
136		P54D	ACF	10/1927		7136:1	3/1955			41
137		P54D	ACF	10/1927		7137:1	2/1955			41
138		P54D	ACF	8/1927	100	7138:1	4/1958			41
139		P54	ACF	1913					1956	4,39
140		P54	ACF	1912					1956	4,39
141		P54	ACF	5/1912					1956	4,39
142		P54	ACF	1912					1956	4,39
143		P54	ACF	1912					1956	4,39
144		P54	ACF	1914					1956	4,39
145		P54	ACF	1912					1956	4,39
146		P54	ACF	1912					6/22/1956	4,39
147		P54	ACF	1913					1956	4,39
148		P54	ACF	1912					1956	4,39
149		P54	ACF	1913					1956	4,39
150		P54	ACF	1913					1956	4,39
151		P54	ACF	1912					1956	4,39
152		P54	ACF	1913					1956	4,39
153		P54	ACF	1912					3/1961	4,39
154		P54	ACF	1913					1956	4,39
155		P54	ACF	1913					1956	4,39
156		P54	ACF	1913					1956	4,39
157		P54	ACF	1913					1956	4,39
158		P54	ACF	10/1913					1956	4,39
159		P54	ACF	1912					1956	4,39
160		P54	ACF	1912					1956	4,39
161		P54	ACF	1912					1932	39
162		P54	ACF	1912					6/22/1956	4,39
163		P54	ACF	1912					1956	4,39
164		P54	ACF	10/1912					1956	4,39
165		P54	ACF	1913					1956	4,39
166		P54	ACF	10/1913					1956	4,39
167		P54	ACF	1913					1956	4,39
168		P54	ACF	1911					1956	4,39
169		P54	ACF	1912					1956	4,39
170		P54	ACF	1913					1956	4,39
171		P54	ACF	7/1912					1956	4,39

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
172		P54	ACF	1913					6/22/1956	4,39
173		P54	ACF	11/1913					1956	4,39
174		P54	ACF	11/1913					1956	4,39
175		P54	ACF	1913					1956	4,39
176		P54	ACF	1913					6/22/1956	4,39
177		P54	ACF	1914					1956	4,39
178		P54	ACF	1914					6/22/1956	4,39
179		P58	ACF	1/1907				10/28/1949	11/1961	4,43
200		T62	PRR	8/1932				10/26/1971		70
201		T70	PRR	12/1937					8/18/1971	1,71
202		T70A	PRR	3/1947		1337				72
203		T70A	PRR	3/1947		1338				72
204		T70A	PRR	4/1947		1339				72
205		T70A	PRR	4/1947		1340				72
314		P54A	ACF	1911					1952	4,40
315		P54A	ACF	1911					1952	4,40
316		P54A	ACF	1911					1952	4,40
317		P54A	ACF	1911					1952	4,40
318		P54A	ACF	1911					1952	4,40
319		P54A	ACF	1911					1952	4,40
320		P54A	ACF	1911					1952	4,40
321		P54A	ACF	1911					1952	4,40
322		P54A	ACF	1911					1952	4,40
323		P54A	ACF	1911					1952	4,40
324		P54A	ACF	5/1911					3/28/1969	2,40
325		P54A	ACF	1911					1952	4,40
326		P54A	ACF	1911					10/4/1955	4,40
327		P54A	ACF	6/1911					10/1967	4,40
328		P54A	ACF	1911					6/10/1956	4,40
329		P54A	ACF	1911					6/10/1956	4,40
330		P54A	ACF	1911					1952	4,40
331		P54A	ACF	1911					1952	4,40
332		P54A	ACF	1911					9/1957	4,40
333		P54A	ACF	1911					6/10/1956	4,40
334		P54A	ACF	1911					1952	4,40
335		P54A	ACF	1911					6/1968	4,40
336		P54A	ACF	1911					1952	4,40
337		P54A	ACF	1911					10/4/1955	4,40
338		P54A	ACF	1911					10/1967	4,40
339		P54A	ACF	1911					10/4/1955	4,40
340		P54A	ACF	1911					1952	4,40
341		P54A	ACF	6/1911					1952	4,40
342		P54A	ACF	6/1911					12/1968	4,40
343		P54A	ACF	6/1911					1952	4,40
344		P54A	ACF	3/1912					1952	4,40
345		P54A	ACF	1912					1952	4,40
346		P54A	ACF	3/1912					3/28/1969	2,40
347		P54A	ACF	4/1912					4/3/1969	2,40
348		P54A	ACF	1912					1952	4,40
349		P54A	ACF	1912					10/4/1955	4,40
350		P54A	ACF	4/1912					1952	4,40
351		P54A	ACF	1912					1952	4,40
352		P54A	ACF	1912					6/22/1956	4,40
353		P54A	ACF	1912					1952	4,40
354		P54A	ACF	5/1912					1952	4,40
355		P54A	ACF	1912					1952	4,40
356		P54A	ACF	1912					6/22/1956	4,40

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
357		P54A	ACF	1912					1952	4,40
358		P54A	ACF	1912					1952	4,40
359		P54A	ACF	1914					1956	4,40
360		P54A	ACF	1914					1956	4,40
361		P54A	ACF	1914					1956	4,40
362		P54A	ACF	1914					1956	4,40
363		P54A	ACF	1914					1956	4,40
364		P54A	ACF	1914					1956	4,40
365		P54A	ACF	1914					1956	4,40
366		P54A	ACF	1914					1956	4,40
367		P54A	ACF	5/1914					1956	4,40
368		P54A	ACF	1914					1956	4,40
369		P54A	ACF	1914					6/22/1956	4,40
370		P54A	ACF	1914					1956	4,40
371		P54B	ACF	12/1916					1956	4,40
372		P54B	ACF	12/1916					1956	4,40
373		P54B	ACF	12/1916					1956	4,40
374		P54B	ACF	3/1918					2/28/1969	2,40
375		P54B	ACF	3/1918					1956	4,40
376		P54B	ACF	3/1918					3/17/1969	2,40
377		P54B	ACF	3/1918					1956	4,40
378		P54B	ACF	3/1918					1932	40
379		P54B	ACF	3/1918					10/28/1970	2,40
380		P54B	ACF	3/1918					4/3/1969	2,40
381		P54B	ACF	3/1918					1956	4,40
382		P54B	ACF	3/1918					1956	4,40
383		P54B	ACF	3/1918					1956	4,40
384		P54B	ACF	3/1918					1956	4,40
385		P54B	ACF	4/1918				11/5/1970		40
386		P54B	ACF	4/1918					2/28/1969	2,40
387		P54B	ACF	4/1918					1956	4,40
388:1		P54B	ACF	4/1918					1947	40
388:2		P54	ACF	1912					1956	4,39
389	Nassau:1	P54F	ACF	10/1913				11/9/1970	1/22/1971	1,42
390	South Shore:1	LP70A	ACF	10/1915		815:2				21
391	Oyster Bay:1	P54G	ACF	1916				12/1970	1/15/1971	2,42
392		P54D	SSC	2/1921		7392:1	1/1955			41
393		P54D	SSC	2/1921		7393:1	1/1955			41
394		P54D	SSC	2/1921		7394:1	1/1955			41
395		P54D	SSC	2/1921		7395:1	1/1955			41
396		P54D	SSC	2/1921		7396:1	1/1955			41
397		P54D	SSC	2/1921		7397:1	1/1955			41
398		P54D	SSC	2/1921		7398:1	1/1955			41
399		P54D	SSC	2/1921		7399:1	2/1955			41
400		P54D	SSC	2/1921		7400:1	3/1955			41
401		P54D	SSC	2/1921		7401:1	12/1954			41
402		P54D	SSC	2/1921					3/17/1969	2,41
403		P54D	SSC	2/1921		6403	7/1957			41
404		P54D	SSC	2/1921		6404	12/1956			41
405		P54D	SSC	2/1921					6/18/1970	2,41
406		P54D	SSC	2/1921					11/7/1968	4,41
407		P54D	SSC	2/1921					1958	4,41
408		P54D	SSC	2/1921		7408:1	12/1958			41
409		P54D	SSC	2/1921		7409:1	6/1958			41
410		P54D	SSC	2/1921					5/17/1970	2,41
411		P54D	SSC	2/1921		6411	3/1957			41
412		P54D	SSC	2/1921					3/28/1969	2,41

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
413		P54D	SSC	2/1921					1958	4,41
414		P54D	SSC	2/1921		7414:1	5/1958			41
415		P54D	SSC	2/1921					1958	4,41
416		P54D	SSC	2/1921		6416	9/1957			41
417		P54D	SSC	2/1921					1954	4,41
418		P54D	SSC	2/1921					5/17/1970	2,41
419		P54D	SSC	2/1921					1958	4,41
420		P54D	SSC	2/1921					5/21/1956	4,41
421		P54D	SSC	2/1921					4/17/1969	2,41
422		P54D	ACF	6/1922					11/6/1970	2,41
423		P54D	ACF	6/1922					11/8/1970	2,41
424		P54D	ACF	6/1922		7424:1	3/1959			41
425		P54D	ACF	6/1922		6425	11/1955			41
426		P54D	ACF	6/1922		7426:1	8/1955			41
427		P54D	ACF	6/1922					6/2/1969	2,41
428		P54D	ACF	6/1922		6428	8/1955			41
429		P54D	ACF	6/1922		6429	8/1955			41
430		P54D	ACF	6/1922		6430	2/1957			41
431		P54D	ACF	6/1922		6431	6/1955			41
432		P54D	ACF	5/1923		6432	5/1957			41
433		P54D	ACF	5/1923		7433:1	3/1958			41
434		P54D	ACF	5/1923					3/31/1969	2,41
435		P54D	ACF	5/1923		6435	8/1956			41
436		P54D	ACF	5/1923		7436:1	7/1958			41
437		P54D	ACF	5/1923		6437	6/1957			41
438		P54D	ACF	5/1923		6438	3/1955			41
439		P54D	ACF	5/1923		6439	6/1955			41
440		P54D	ACF	5/1923					6/2/1969	2,41
441		P54D	ACF	5/1923					1958	4,41
442		P54D	ACF	5/1923		6442	10/1956			41
443		P54D	ACF	6/1923					3/28/1969	2,41
444		P54D	ACF	6/1923		6444	10/1955			41
445		P54D	ACF	6/1923					12/29/1970	2,41
446		P54D	ACF	6/1923		6446	2/1963			41
447		P54D	ACF	6/1923					6/2/1969	2,41
448		P54D	ACF	6/1923		6448	2/1963			41
449		P54D	ACF	6/1923					5/17/1970	2,41
450		P54D	ACF	6/1923					12/29/1970	2,41
451		P54D	ACF	6/1923					3/1969	3,41
452		P54E	ACF	10/1923				8/1970	1/15/1971	2,40
453		P54E	ACF	10/1923					6/1973	3,40
454		P54E	ACF	10/1923					6/1973	3,40
455		P54E	ACF	10/1923		7455:1	6/1955			40
456		P54E	ACF	10/1923		7456:1	12/1957			40
457		P54E	ACF	10/1923					10/28/1970	2,40
458		P54E	ACF	10/1923					10/28/1970	2,40
459		P54E	ACF	10/1923					11/12/1971	1,40
460		P54E	ACF	10/1923					10/28/1970	2,40
461		P54E	ACF	10/1923					12/2/1971	1,40
462		P54D	ACF	4/1926		7462:1	1/1956			41
463		P54D	ACF	4/1926					9/13/1972	1,41
464		P54D	ACF	4/1926					12/2/1971	1,41
465		P54D	ACF	4/1926		7465:1	7/1958			41
466		P54D	ACF	4/1926					1964	41
467		P54D	ACF	4/1926		7467:1	10/1958			41
468		P54D	ACF	4/1926		7468:1	12/1957			41
469		P54D	ACF	4/1926		7469:1	11/1955			41

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
470		P54D	ACF	4/1926		7470:1	3/1958			41
471		P54D	ACF	4/1926		7471:1	6/1958			41
472		P54D	ACF	4/1926		7472:1	10/1957			41
473		P54D	ACF	4/1926					10/28/1970	2,41
474		P54D	ACF	4/1926		7474:1	10/1957			41
475		P54D	ACF	4/1926		7475:1	4/1958			41
476		P54D	ACF	4/1926					1/23/1972	1,41
477		P54D	ACF	4/1926					2/24/1972	1,41
478		P54D	ACF	4/1926		7478:1	7/1957			41
479		P54D	ACF	4/1926					1960	2,41
480		P54D	ACF	4/1926					11/12/1971	1,41
481		P54D	ACF	4/1926		7481:1	2/1957			41
482		T54B	ACF	4/1927					6/2/1969	2,69
483		T54B	ACF	4/1927		7483:1	4/1958			69
484		T54B	ACF	4/1927					2/1968	4,69
485		T54B	ACF	4/1927		7485:1	9/1958			69
486		T54B	ACF	4/1927					5/17/1970	2,69
487		T54B	ACF	4/1927		6487	9/1955			69
488		T54B	ACF	4/1927		6488	1/1957			69
489		T54B	ACF	4/1927		6489	9/1955			69
490		T54B	ACF	4/1927					11/6/1970	2,69
491		T54B	ACF	4/1927		6491	8/1957			69
492		T54B	ACF	4/1927					8/21/1969	2,69
493		T54B	ACF	4/1927				11/16/1970	1/6/1971	2,69
494		T54B	ACF	4/1927		6494	10/1955			69
495		T54B	ACF	4/1927		6495	4/1957			69
496		T54B	ACF	4/1927		6496	11/1956			69
497		T54B	ACF	4/1927		6497	8/1955			69
498		T54B	ACF	4/1927		6498	4/1955			69
499		T54B	ACF	4/1927					5/17/1970	2,69
500		T54B	ACF	4/1927					5/17/1970	2,69
501		T54B	ACF	4/1927					7/2/1969	2,69
502		T54B	ACF	4/1927					6/2/1969	2,69
503		T54B	ACF	4/1927		6503	10/1963			69
504		T54B	ACF	4/1927		6504	3/1963			69
505		T54B	ACF	4/1927					6/1968	2,69
506		T54B	ACF	4/1927		6506	4/1956			69
507		T54B	ACF	4/1927		7922	4/1965			69
508		T54B	ACF	4/1927		6508	12/1955	5/14/1971		69
509		T54B	ACF	4/1927		6509	8/1957			69
510		T54B	ACF	4/1927		6510	7/1957			69
511		T54B	ACF	4/1927		6511	7/1955			69
529		P80	Budd	1/1947					9/13/1972	1,57
530		P80	EGB	12/1941					7/9/1976	3,57
531		P80	PS	7/1946					10/3/1972	1,57
532		P80	PS	8/1946					10/3/1972	1,57
533		P80	PS	8/1946					10/27/1972	1,57
534		P80	PS	8/1946					9/13/1972	1,57
535		P80	PS	8/1946					8/3/1972	1,57
536		P80	PS	8/1946					8/3/1972	1,57
537		P80	PS	9/1946					8/3/1972	1,57
538		P80	PS	9/1946					9/13/1972	1,57
539		P80	PS	10/1946					10/3/1972	1,57
540		P80	PS	10/1946					10/3/1972	1,57
541		P80	PS	10/1946					10/3/1972	1,57
542		P80	PS	10/1946					8/3/1972	1,57
543		P80	PS	10/1946					8/3/1972	1,57

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
609		PB57	ACF	10/1927					1960	4,67
610		PB57	ACF	10/1927		7610:1	11/1958			67
611		PB57	ACF	10/1927		7611:1	10/1958			67
612		PB57	ACF	10/1927		7612:1	6/1958			67
613		PB57	ACF	10/1927		7613:1	4/1959			67
614		PB57	ACF	10/1927		7614:1	10/1958			67
615		PB57	ACF	10/1927		7615:1	7/1958			67
616		PB57	ACF	10/1927		7616:1	2/1958			67
617		PB57	ACF	10/1927		7617:1	8/1958			67
618		PB57	ACF	10/1927		7618:1	9/1958			67
619		PB54	ACF	1911					1952	4,66
620		PB54	ACF	1911					1952	4,66
621		PB54	ACF	1911					1958	4,66
622		PB54	ACF	1911					1952	4,66
623		PB54	ACF	1911					1958	4,66
624		PB54A	ACF	1914					1952	4,66
625		PB54A	ACF	1914					1952	4,66
626		PB54A	ACF	1914					1958	4,66
627		PB54B	ACF	1917					1960	4,66
628		PB54C	ACF	1927					1960	4,66
629		PB54C	ACF	1927					1960	4,66
630		PB54C	ACF	1927					1960	4,66
631		PB54C	ACF	1927					1960	4,66
641		B40	ACF	1916						5
642		B40	ACF	1916						5
643		B40	ACF	1916						5
644		B40	ACF	1916						5
645		B40	ACF	1916						5
646		B40	ACF	1916					1934	4,5
647		B40	ACF	1916					1938	4,5
648		B40	ACF	1916					1937	4,5
649		B40	ACF	1916						5
650		B40	ACF	1916						5
651		B40	ACF	1914						5
652		B40	ACF	1914						5
653		B40	ACF	1914						5
654		B40	ACF	1914						5
655		B40	ACF	1914						5
656		B40	ACF	1914						5
657		B40	ACF	1914						5
658		B40	ACF	1914					1963	5
659		B40	ACF	1914						5
660		B40	ACF	1914						5
661		B40	ACF	1914					1936	4,5
662		B40	ACF	1914						5
663		B40	ACF	1914						5
664		B40	ACF	1914						5
665		B40	ACF	1914						5
666		B40	ACF	1914					1936	4,5
667		B40	ACF	1914						5
668		B40	ACF	1914					1936	4,5
669		B40	ACF	1914					1936	4,5
670		B40	ACF	1914					1939	4,5
682		B62	ACF	1910					1950	4,9
683		B62	ACF	1910					1950	4,9
684		B62	ACF	1910					1950	4,9
685		B62	ACF	1910					10/4/1955	4,9

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
686		B62	ACF	1910					1950	4,9
687		B62	ACF	1910					1950	4,9
688		B62	ACF	1910					1950	4,9
689		B62	ACF	1910					10/4/1955	4,9
690		B62	ACF	1910					1950	4,9
691		B62	ACF	1910					1950	4,9
715		B60B	ACF	7/1928		7715	11/1955			6
716		B60B	ACF	7/1928		7716	11/1958			6
717		B60B	ACF	7/1928		7717	7/1958			6
718		B60B	ACF	7/1928					1960	4,6
719		B60B	ACF	7/1928		7719	2/1956			6
720		B60B	ACF	8/1928		7720	1/1957			6
721		B60B	ACF	8/1928		7721	3/1956			6
722		B60B	ACF	8/1928					1960	4,6
723		B60B	ACF	8/1928		7723	12/1955			6
724		B60B	ACF	8/1928		7724	10/1955			6
737		BM60	ACF	12/1928		7737	3/1957			11
738		BM60	ACF	12/1928		7738	10/1958			11
739		BM62	ACF	1911					1960	4,14
740		BM62	ACF	8/1911		7740	1956			14
741		BM62	ACF	1911					1953	4,14
742		BM62	ACF	1911					1961	4,14
743		BM62	ACF	8/1911		7743	4/1955			14
744		BM62A	ACF	1914					10/4/1955	4,15
745		BM62A	ACF	1914					10/4/1955	4,15
746		BM62A	ACF	1914					10/4/1955	4,15
747		BM62A	ACF	1914					1960	4,15
748		BM62B	ACF	1923					1958	4,15
749		BM62B	ACF	1923				1960	1/1961	4,15
809		PP70	ACF	11/1911					1/23/1970	1,68
810		PP70	ACF	2/1912				8/1970	1978	68
811		PP70	ACF	1/1912					8/1962	4,68
812		PP70	ACF	1/1912					6/18/1969	1,68
813		PP70	ACF	1/1912					6/18/1969	1,68
814		PP70	ACF	1/1912					5/16/1969	1,68
815:1		PP70	ACF	1/1912		2000:1				68
815:2		P70L	ACF	10/1915	390				5/1/1969	1,21
816		PP70	ACF	2/1912					5/1962	4,68
817		PP70	ACF	2/1912					5/16/1969	1,68
818		PP70	ACF	2/1912					5/1/1969	1,68
819		PP70	ACF	5/1913					5/1/1969	1,68
820		PP70	ACF	5/1913				4/1970	1/14/1971	1,68
821		PP70	ACF	5/1913				11/10/1970		68
822		PP70	ACF	5/1913					5/1/1969	1,68
823		PP70	ACF	5/1913					8/1/1966	4,68
824		PP70	ACF	6/1913					5/1/1969	1,68
825		PP70	ACF	6/1913					6/18/1969	1,68
826		PP70	ACF	6/1913					5/1/1969	1,68
827:1		T39	GCM	1888						69A
827:2		PP70	ACF	12/1916					5/16/1969	1,68
828:1		T39	GCM	1888						69A
828:2		PP70	ACF	12/1916					5/1962	4,68
829		T39	GCM	1888					8/1924	69A
830:1		T39	GCM	1888						69A
830:2		PP70	ACF	1/1917					1/23/1970	1,68
831:1		T39	GCM	1888						69A
831:2		PP70	ACF	2/1917					12/30/1970	1,68

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
832:1		T39	GCM	1888						69A
832:2		PP70	ACF	2/1917					1/22/1971	1,68
833:1		T39	GCM	1888						69A
833:2		PP70	ACF	3/1917					1/23/1970	1,68
834		T39	GCM	1888						69A
835		T39	GCM	1888						69A
836		T39	GCM	1888						69A
837:1		T39	GCM	1888						69A
837:2		T54B	ACF	7/1923		1014:2				69
838:1		T39	GCM	1888						69A
838:2		T54B	ACF	7/1923					7/2/1969	2,69
839:1		T39	GCM	1888						69A
839:2		T54B	ACF	7/1923					6/2/1969	2,69
840:1		T39	GCM	1888						69A
840:2		T54B	ACF	7/1923					6/2/1969	2,69
841:1		T39	GCM	1888						69A
841:2		T54B	ACF	7/1923					5/21/1956	4,69
842:1		T39	GCM	1888						69A
842:2		T54B	ACF	7/1923		6842	10/1954			69
843:1		T39	GCM	1888						69A
843:2		T54B	ACF	7/1923					3/5/1969	2,69
844:1		T39	GCM	1888						69A
844:2		T54B	ACF	7/1923					5/21/1956	4,69
845:1		T39	GCM	1888						69A
845:2		T54B	ACF	7/1923					5/21/1956	4,69
846:1		T39	GCM	1888						69A
846:2		T54B	ACF	7/1923					6/22/1956	4,69
847:1		T39	GCM	1888						69A
847:2		T54B	ACF	7/1923		6847	5/1955			69
848:1		T39	GCM	1888						69A
848:2		T54B	ACF	7/1923					11/8/1968	4,69
849:1		T39	GCM	1888						69A
849:2		T54B	ACF	7/1923					3/28/1969	2,69
850:1		T39	GCM	1888						69A
850:2		T54B	ACF	7/1923					3/28/1969	2,69
851:1		T39	GCM	1888						69A
851:2		T54B	ACF	7/1923				1969	12/29/1970	2,69
852:1		TB39	PPC	1898						69A
852:2		T54B	ACF	8/1923					4/14/1970	2,69
853:1		TB39	PPC	1898						69A
853:2		T54B	ACF	8/1923					5/21/1956	4,69
854:1		TB39	PPC	1898						69A
854:2		T54B	ACF	8/1923					5/17/1970	2,69
855:1		TB39	PPC	1898						69A
855:2		T54B	ACF	8/1923		6855	3/1963			69
856:1		TB39	PPC	1898						69A
856:2		T54B	ACF	8/1923					6/22/1956	4,69
857:1		TB39	PPC	1898						69A
857:2		T54A	ACF	7/1920					11/7/1968	4,69
858:1		TB39	PPC	1898						69A
858:2		T54A	ACF	7/1920					1960	4,69
859:1		TB39	PPC	1898						69A
859:2		T54A	ACF	7/1920					1/1955	4,69
860:1		TB39	PPC	1898						69A
860:2		T54A	ACF	7/1920					1954	4,69
861:1		TB39	PPC	1898						69A
861:2		T54A	ACF	7/1920					1960	4,69

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
862:1		TB39	PPC	1898						69A
862:2		T54A	ACF	7/1920					1960	4,69
862:2		T54A	ACF	7/1920					3/28/1969	2,69
863:1		T39A	PPC	1898						69A
864:1		T39A	PPC	1898						69A
864:2		T54A	ACF	7/1920					1960	4,69
865:1		T39A	PPC	1898						69A
865:2		T54A	ACF	7/1920					6/12/1969	2,69
866:1		T39A	PPC	1898						69A
866:2		T54A	ACF	7/1920		1012:2				69
867:1		T39A	PPC	1898						69A
867:2		T54A	ACF	7/1920					1960	4,69
868:1		T39A	PPC	1898						69A
868:2		T54A	ACF	7/1920		1015:2				69
869:1		T39A	PPC	1898						69A
869:2		T54A	ACF	7/1920					3/10/1969	2,69
870:1		T39A	PPC	1898						69A
870:2		T54A	ACF	7/1920					5/1966	4,69
871:1		T39A	PPC	1898						69A
871:2		T54A	ACF	7/1920					6/22/1956	4,69
872:1		T39A	PPC	1898						69A
872:2		T54A	ACF	7/1920					5/24/1970	2,69
873:1		T39A	PPC	1898						69A
873:2		T54A	ACF	7/1920					5/17/1970	2,69
874:1		T39A	PPC	1898						69A
874:2		T54A	ACF	7/1920					5/21/1956	4,69
875:1		T39A	PPC	1898						69A
875:2		T54A	ACF	7/1920					1960	4,69
876:1		T39A	PPC	1898						69A
876:2		T54A	ACF	7/1920					1960	4,69
877:1		T39A	WM	1899				12/17/1914		69A
877:2		T54A	ACF	7/1920					1/1955	4,69
878:1		T39A	WM	1899				12/17/1914		69A
878:2		T54A	ACF	7/1920					1/1955	4,69
879:1		T39A	WM	1899				12/17/1914		69A
879:2		T54A	ACF	7/1920					3/1969	4,69
880:1		T39A	WM	1899				12/17/1914		69A
880:2		T54A	ACF	7/1920					1960	4,69
881:1		T39A	WM	1899				12/17/1914		69A
881:2		T54A	ACF	7/1920					1960	4,69
882:1		T39A	WM	1899				12/17/1914		69A
882:2		T54A	ACF	7/1920					3/1964	4,69
883:1		T39A	WM	1899				12/17/1914		69A
883:2		T54A	ACF	7/1920					1960	4,69
884:1		T39A	WM	1899				12/17/1914		69A
884:2		T54A	ACF	7/1920					1960	4,69
885:1		T39A	WM	1899				12/17/1914		69A
885:2		T54A	ACF	1920					1960	4,69
886:1		T39A	WM	1899				12/17/1914		69A
886:2		T54A	ACF	8/1920					5/17/1970	2,69
887:1		T39A	WM	1899				12/17/1914		69A
887:2		T54A	ACF	8/1920					1960	4,69
888:1		T39A	WM	1899				12/17/1914		69A
888:2		T54A	ACF	8/1920					1960	4,69
889:1		T39A	WM	1899				12/17/1914		69A
889:2		T54A	ACF	8/1920					1960	4,69
890:1		T39A	WM	1899				12/17/1914		69A

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
890:2		T54A	ACF	8/1920					9/1970	2,69
891:1		T39A	WM	1899				12/17/1914		69A
891:2		T54A	ACF	8/1920		1013:2				69
892:1		T39A	WM	1899				12/17/1914		69A
892:2		T54A	ACF	8/1920					1960	4,69
893:1		T39A	WM	1899				12/17/1914		69A
893:2		T54A	ACF	9/1920				1969	3/3/1971	1,69
894:1		T39A	WM	1899				12/17/1914		69A
894:2		T54A	ACF	9/1920					5/4/1963	4,69
895:1		T39A	WM	1899				12/17/1914		69A
895:2		T54A	ACF	9/1920					1/1955	4,69
896:1		T39A	WM	1899				12/17/1914		69A
896:2		T54A	ACF	9/1920					11/6/1968	4,69
897:1		T39A	WM	1899				12/17/1914		69A
897:2		T54A	ACF	9/1920					3/10/1969	2,69
898:1		T39A	WM	1899				12/17/1914		69A
898:2		T54A	ACF	9/1920					1960	4,69
899:1		T39A	WM	1899				12/17/1914		69A
899:2		T54A	ACF	9/1920					1960	4,69
900:1		T39A	WM	1899				12/17/1914		69A
900:2		T54A	ACF	9/1920					6/6/1969	4,69
901:1		T39A	WM	1899				12/17/1914		69A
901:2		T54A	ACF	9/1920					1960	4,69
902:1		T39A	WM	1899				12/17/1914		69A
902:2		T54A	ACF	9/1920					11/8/1970	2,69
903:1		T39A	WM	1899				12/17/1914		69A
903:2		T54A	ACF	9/1920					4/10/1969	2,69
904:1		T39A	WM	1899				12/17/1914		69A
904:2		T54A	ACF	9/1920					7/2/1969	2,69
905:1		T39A	WM	1899				12/17/1914		69A
905:2		T54A	ACF	9/1920					11/8/1968	4,69
906:1		T39A	WM	1899				12/17/1914		69A
906:2		T54A	ACF	9/1920					7/2/1969	2,69
907		T54	SSC	6/1915					1960	4,69
908		T54	SSC	6/1915					1960	4,69
909		T54	SSC	6/1915					3/10/1969	2,69
910		T54	SSC	6/1915					3/5/1969	2,69
911		T54	SSC	6/1915					1960	4,69
912		T54	SSC	6/1915					12/29/1970	2,69
913		T54	SSC	6/1915					4/10/1969	2,69
914		T54	SSC	6/1915					1/1955	4,69
915		T54	SSC	6/1915					1/1955	4,69
916		T54	SSC	6/1915					1/1969	4,69
917		T54	SSC	6/1915		1016:2				69
918		T54	SSC	6/1915					1960	4,69
919		T54	SSC	6/1915					1960	4,69
920		T54	SSC	6/1915					1/1955	4,69
921		T54	SSC	6/1915		7921	10/1964			69
922		T54	SSC	6/1915					1960	4,69
923		T54	SSC	6/1915					1960	4,69
924		T54	SSC	6/1915					1960	4,69
925		T54	SSC	6/1915					1960	4,69
926		T54	SSC	6/1915					1960	4,69
927		T54A	SSC	5/1917					3/31/1969	2,69
928		T54A	SSC	5/1917					2/28/1969	2,69
929		T54A	SSC	5/1917					1960	4,69
930		T54A	SSC	5/1917					5/17/1970	2,69

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
931		T54A	SSC	5/1917					1960	4,69
932		T54A	SSC	5/1917					1960	4,69
933		T54A	SSC	5/1917					1960	4,69
934		T54A	SSC	5/1917					1960	4,69
935		T54A	SSC	5/1917					5/23/1969	2,69
936		T54A	SSC	5/1917					1960	4,69
937		T54A	SSC	5/1917					6/2/1969	2,69
938		T54A	SSC	5/1917					1/1955	4,69
939		T54A	SSC	5/1917					1960	4,69
940		T54A	SSC	5/1917					1960	4,69
941		T54A	SSC	5/1917					1960	4,69
942		T54A	SSC	5/1917					1/1955	4,69
943		T54A	SSC	5/1917					1960	4,69
944		T54A	SSC	6/1917					11/6/1968	4,69
945		T54A	SSC	6/1917					7/2/1969	2,69
946		T54A	SSC	6/1917					5/17/1970	2,69
947		T54A	SSC	6/1917					1960	4,69
948		T54A	SSC	6/1917					6/2/1969	2,69
949		T54A	SSC	1917					1960	4,69
950		T54A	SSC	1917					1960	4,69
951		T54A	SSC	1917					1960	4,69
952		T54A	PSC	1917					1/1955	4,69
953		T54A	PSC	1917					1960	4,69
954		T54A	PSC	1917					1960	4,69
955		T54A	PSC	2/1918					5/24/1970	2,69
956		T54A	PSC	1917					1960	4,69
957		T54A	PSC	1917					1960	4,69
958		T54A	PSC	1917					1960	4,69
959		T54A	PSC	11/1917					3/10/1969	2,69
960		T54A	PSC	11/1917					1960	4,69
961		T54A	PSC	11/1917					11/5/1968	4,69
962		T54A	PSC	11/1917					1960	4,69
963		T54A	PSC	11/1917					1960	4,69
964		T54A	PSC	11/1917					3/28/1969	2,69
965		T54A	PSC	11/1917					1960	4,69
966		T54A	PSC	11/1917					1/1955	4,69
967		T54A	PSC	11/1917					1960	4,69
968		T54A	PSC	11/1917					6/1968	4,69
969		T54A	PSC	11/1917					1960	4,69
970		T54A	PSC	11/1917					3/28/1969	2,69
971		T54A	PSC	11/1917					1960	4,69
972		T54A	PSC	11/1917					11/5/1968	4,69
973		T54A	PSC	11/1917					1960	4,69
974		T54A	PSC	11/1917					1960	4,69
975		T54A	PSC	11/1917					1960	4,69
976		T54A	PSC	11/1917					11/8/1970	2,69
977		T54A	PSC	11/1917					1960	4,69
978		T54A	PSC	11/1917					1960	4,69
979		T54A	PSC	11/1917					1960	4,69
980		T54A	PSC	11/1917				1969	10/27/1970	4,69
981		T54A	PSC	11/1917					4/17/1969	2,69
982		T54A	PSC	1917					1960	4,69
983		T54A	PSC	1917					1960	4,69
984		T54A	PSC	12/1917					1960	4,69
985		T54A	PSC	12/1917					1960	4,69
986		T54A	PSC	12/1917					1/1955	4,69
987		T54A	PSC	12/1917					1960	4,69

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
988		T54A	PSC	12/1917					6/6/1969	4,69
989		T54A	PSC	12/1917					1/1955	4,69
990		T54A	PSC	12/1917					3/1969	4,69
991		T54A	PSC	12/1917					3/1969	4,69
992		T54A	PSC	12/1917					5/1966	4,69
993		T54A	PSC	12/1917					2/17/1969	2,69
994		T54A	PSC	12/1917					2/1968	4,69
995		T54A	PSC	1/1918					5/24/1970	2,69
996		T54A	PSC	1/1918					1/1955	4,69
1000		MP41	ACF	1905					7/1927	4,26
1001:1		MP41	ACF	1905					12/1950	4,26
1001:2		MP54T	ACF	1912	1611				6/1956	4,27
1002:1		MP41	ACF	1905					12/1950	4,26
1002:2		MP54T	ACF	1914	1640				10/1958	4,27
1003:1		MP41	ACF	1905					12/1950	4,26
1003:2		MP54T	ACF	1914	1663				9/1959	4,27
1004:1		MP41	ACF	1905					12/1950	4,26
1004:2		MP54T	ACF	6/1913	1628				8/21/1969	2,27
1005:1		MP41	ACF	1905					12/1950	4,26
1005:2		MP54T	ACF	1910	1543				6/1956	4,27
1006:1		MP41	ACF	1905					12/1950	4,26
1006:2		MP54T	ACF	3/1912	1602				10/28/1970	2,27
1007:1		MP41	ACF	1905					12/1950	4,26
1007:2		MP54T	ACF	6/1913	1627				8/21/1969	2,27
1008:1		MP41	ACF	1905					12/1950	4,26
1008:2		MP54T	ACF	3/1912	1604				9/1959	4,27
1009:1		MP41	ACF	1905					12/1950	4,26
1009:2		MP54T	ACF	1911	1591				6/1956	4,27
1010:1		MP41	ACF	1905					12/1950	4,26
1010:2		MP54T	ACF	1910	1544				4/1956	4,27
1011:1		MP41	ACF	1905					12/1950	4,26
1011:2		MP54T	ACF	3/1912	1617				5/1969	2,27
1012:1		MP41	ACF	1905					12/1950	4,26
1012:2		MP54T	ACF	7/1920	866			4/10/1970	10/28/1970	2,69
1013:1		MP41	ACF	1905					12/1950	4,26
1013:2		MP54T	ACF	8/1920	891				6/6/1969	2,69
1014:1		MP41	ACF	1905					12/1950	4,26
1014:2		MP54T	ACF	7/1923	837				5/1969	2,69
1015:1		MP41	ACF	1905					12/1950	4,26
1015:2		MP54T	ACF	7/1920	868				8/25/1969	2,69
1016:1		MP41	ACF	1905					12/1950	4,26
1016:2		MP54T	SSC	1/1918	917				10/28/1970	2,69
1017:1		MP41	ACF	1905					12/1950	4,26
1017:2		MP54T	ACF	1908	1423				7/21/1955	4,27
1018		MP41	ACF	1905					1950	4,26
1019		MP41	ACF	1905					1950	4,26
1020		MP41	ACF	1905					1950	4,26
1021		MP41	ACF	1905					1950	4,26
1022		MP41	ACF	1905					1950	4,26
1023		MP41	ACF	1905					1950	4,26
1024		MP41	ACF	1905					1950	4,26
1025		MP41	ACF	1905					1950	4,26
1026		MP41	ACF	1905					1950	4,26
1027		MP41	ACF	1905					1950	4,26
1028		MP41	ACF	1905					1950	4,26
1029		MP41	ACF	1905					1950	4,26
1030		MP41	ACF	1905					1950	4,26

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
1031		MP41	ACF	1905					1950	4,26
1032		MP41	ACF	1905					1950	4,26
1033		MP41	ACF	1905					1950	4,26
1034		MP41	ACF	1905					1950	4,26
1035		MP41	ACF	1905					1950	4,26
1036		MP41	ACF	1905					1950	4,26
1037		MP41	ACF	1905					1950	4,26
1038		MP41	ACF	1905					1950	4,26
1039		MP41	ACF	1905					1950	4,26
1040		MP41	ACF	1905						4,26
1041		MP41	ACF	1905					1950	4,26
1042		MP41	ACF	1905					1950	4,26
1043		MP41	ACF	1905					1950	4,26
1044		MP41	ACF	1905					1950	4,26
1045		MP41	ACF	1905					1950	4,26
1046		MP41	ACF	1905					1950	4,26
1047		MP41	ACF	1905					1950	4,26
1048		MP41	ACF	1905					1950	4,26
1049		MP41	ACF	1905					1950	4,26
1050		MP41	ACF	1905					1950	4,26
1051		MP41	ACF	1905					1950	4,26
1052		MP41	ACF	1905					1950	4,26
1053		MP41	ACF	1905					1950	4,26
1054		MP41	ACF	1905					1950	4,26
1055		MP41	ACF	1905					1950	4,26
1056		MP41	ACF	1905					1950	4,26
1057		MP41	ACF	1905					1950	4,26
1058		MP41	ACF	1905					1950	4,26
1059		MP41	ACF	1905					1950	4,26
1060		MP41	ACF	1905					1950	4,26
1061		MP41	ACF	1905					1950	4,26
1062		MP41	ACF	1905					1950	4,26
1063		MP41	ACF	1905					1950	4,26
1064		MP41	ACF	1905					1950	4,26
1065		MP41	ACF	1905					12/1927	4,26
1066		MP41	ACF	1905					1950	4,26
1067		MP41	ACF	1905					1950	4,26
1068		MP41	ACF	1905					1950	4,26
1069		MP41	ACF	1905					1950	4,26
1070		MP41	ACF	1905					1950	4,26
1071		MP41	ACF	1905					1950	4,26
1072		MP41	ACF	1905					1950	4,26
1073		MP41	ACF	1905					1950	4,26
1074		MP41	ACF	1905					1950	4,26
1075		MP41	ACF	1905					1950	4,26
1076		MP41	ACF	1905					1950	4,26
1077		MP41	ACF	1905					1950	4,26
1078		MP41	ACF	1905					1950	4,26
1079		MP41	ACF	1905					1950	4,26
1080		MP41	ACF	1905					1950	4,26
1081		MP41	ACF	1905					1950	4,26
1082		MP41	ACF	1905					1950	4,26
1083		MP41	ACF	1905					1950	4,26
1084		MP41	ACF	1905					1950	4,26
1085		MP41	ACF	1905					1950	4,26
1086		MP41	ACF	1905					1950	4,26
1087		MP41	ACF	1905					1950	4,26

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
1088		MP41	ACF	1905					1950	4,26
1089		MP41	ACF	1905					1950	4,26
1090		MP41	ACF	1905					1950	4,26
1091		MP41	ACF	1905					1950	4,26
1092		MP41	ACF	1905					1950	4,26
1093		MP41	ACF	1905					1950	4,26
1094		MP41	ACF	1905					1950	4,26
1095		MP41	ACF	1905					1950	4,26
1096		MP41	ACF	1905					1950	4,26
1097		MP41	ACF	1905					1950	4,26
1098		MP41	ACF	1905					12/1927	4,26
1099		MP41	ACF	1905					1950	4,26
1100		MP41	ACF	1905					11/29/1950	4,26
1101		MP41	ACF	1905					11/29/1950	4,26
1102		MP41	ACF	1905					12/1927	4,26
1103		MP41	ACF	1905					1950	4,26
1104		MP41	ACF	1905					1950	4,26
1105		MP41	ACF	1905					1950	4,26
1106		MP41	ACF	1905					1950	4,26
1107		MP41	ACF	1905					1950	4,26
1108		MP41	ACF	1905					1950	4,26
1109		MP41	ACF	1905					1950	4,26
1110		MP41	ACF	1905					1950	4,26
1111		MP41	ACF	1905					1950	4,26
1112		MP41	ACF	1905					1950	4,26
1113		MP41	ACF	1905					1950	4,26
1114		MP41	ACF	1905					1950	4,26
1115		MP41	ACF	1905					1950	4,26
1116		MP41	ACF	1905					1950	4,26
1117		MP41	ACF	1905					1950	4,26
1118		MP41	ACF	1905					1950	4,26
1119		MP41	ACF	1905					1950	4,26
1120		MP41	ACF	1905					1950	4,26
1121		MP41	ACF	1905					1950	4,26
1122		MP41	ACF	1905					1950	4,26
1123		MP41	ACF	1905					1950	4,26
1124		MP41	ACF	1905					1950	4,26
1125		MP41	ACF	1905					1950	4,26
1126		MP41	ACF	1905					1950	4,26
1127		MP41	ACF	1905					1950	4,26
1128		MP41	ACF	1905					1950	4,26
1129		MP41	ACF	1905					1950	4,26
1130		MP41	ACF	1905					1950	4,26
1131		MP41	ACF	1905					1950	4,26
1132		MP41	ACF	1905					1950	4,26
1133		MP41	ACF	1905					1950	4,26
1135		MP54A1	ACF	9/1930		4135	9/1956			28
1136		MP54A1	ACF	9/1930		4136	1/1964			28
1137		MP54A1	ACF	9/1930		4137	4/1958			28
1138		MP54A1	ACF	9/1930		4138	1/1958			28
1139		MP54A1	ACF	9/1930		4139	3/1965			28
1140		MP54A1	ACF	9/1930		4140	5/1959			28
1141		MP54A1	ACF	9/1930		4141	4/1963			28
1142		MP54A1	ACF	9/1930		4142	12/1964			28
1143		MP54A1	ACF	9/1930		4143	9/1958			28
1144		MP54A1	ACF	9/1930		4144	5/1962			28
1145		MP54A1	ACF	9/1930		4145	11/1957			28

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
1146		MP54A1	ACF	9/1930		4146	9/1956			28
1147		MP54A1	ACF	10/1930		4147	7/1962			28
1148		MP54A1	ACF	10/1930					9/14/1971	1,28
1149		MP54A1	ACF	10/1930		4149	6/1963			28
1150		MP54A1	ACF	10/1930		4150	8/1956			28
1151		MP54A1	ACF	10/1930		4151	3/1957			28
1152		MP54A1	ACF	10/1930		4152	5/1963			28
1153		MP54A1	ACF	10/1930		4153	12/1958			28
1154		MP54A1	ACF	10/1930		4154	5/1958			28
1155		MP54A1	ACF	10/1930		4155	1/1957			28
1156		MP54A1	ACF	10/1930		4156	3/1958			28
1157		MP54A1	ACF	10/1930		4157	8/1963			28
1158		MP54A1	ACF	10/1930		4158	3/1964			28
1159		MP54A1	ACF	10/1930		4159	11/1956			28
1160		MP54A1	ACF	10/1930		4160	6/1958			28
1161		MP54A1	ACF	10/1930		4161	6/1962			28
1162		MP54A1	ACF	10/1930		4162	3/1962			28
1163		MP54A1	ACF	11/1930		4163	4/1959			28
1164		MP54A1	ACF	11/1930					2/18/1971	3,28
1165		MP54A1	ACF	11/1930					6/1965	4,28
1166		MP54A1	ACF	11/1930		4166	5/1957			28
1167		MP54A1	ACF	11/1930		4167	2/1957			28
1168		MP54A1	ACF	11/1930		4168	10/1956			28
1169		MP54A1	ACF	11/1930					4/21/1970	2,28
1170		MP54A1	ACF	11/1930		4170	12/1963			28
1171		MP54A1	ACF	11/1930		4171	2/1958			28
1172		MP54A1	ACF	11/1930		4172	8/1956			28
1173		MP54A1	ACF	11/1930					8/26/1957	4,28
1174		MP54A1	ACF	11/1930		4174	10/1956			28
1175		MP54A1	ACF	11/1930					8/10/1970	2,28
1176		MP54A1	ACF	11/1930		4176	8/1958			28
1177		MP54A1	ACF	11/1930		4177	2/1964			28
1178		MP54A1	ACF	12/1930		4178	9/1962			28
1179		MP54A1	ACF	12/1930		4179	5/1959			28
1200		MB45	WM	1905				6/1934		24B
1201		MB45	WM	1905				6/1934		24B
1202		MB45	WM	1905				6/1934		24B
1203		MB45	WM	1905				6/1934		24B
1204		MB45	WM	1905				6/1934		24B
1205		MB62	ACF	8/1910		4205	10/1959			25
1206		MB62	ACF	8/1910		4206	5/1960			25
1207		MB62	ACF	8/1910		4207	10/1959			25
1208		MB62	ACF	8/1910		4208	10/1959			25
1209		MB62	ACF	8/1910		4209	3/1960			25
1210		MB62	ACF	8/1910		4210	6/1960			25
1211		MB62	ACF	8/1910					5/11/1963	4,25
1212		MB62	ACF	8/1910		4212	9/1955			25
1213		MB62	ACF	8/1910					10/1965	4,25
1214		MB62	ACF	8/1910					12/1965	4,25
1215		MB62	ACF	9/1910		4215	4/1960			25
1216		MB62	ACF	9/1910		4216	6/1960			25
1217		MB62	ACF	1910					10/4/1955	4,25
1218		MB62	ACF	1910					10/4/1955	4,25
1219		MB62	ACF	1910					10/4/1955	4,25
1287		MP70B	PRR	9/1948					1/22/1970	1,31
1288		MP70B	PRR	10/1948					11/29/1972	1,31
1289		MP70B	PRR	10/1948					5/16/1972	1,31

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
1290		MP70B	PRR	10/1948					4/19/1972	1,31
1291		MP70B	PRR	10/1948					5/1973	3,31
1292		MP70B	PRR	10/1948					4/1973	3,31
1293		MP70B	PRR	10/1948					3/29/1972	1,31
1294		MP70B	PRR	10/1948					11/29/1972	1,31
1295		MP70B	PRR	11/1948					8/18/1971	1,31
1296		MP70B	PRR	11/1948					10/3/1972	1,31
1297		MP70B	PRR	10/1948					1/13/1972	1,31
1298		MP70B	PRR	11/1948					1/13/1972	1,31
1299		MP70B	PRR	11/1948					5/1973	3,31
1300		MP70B	PRR	11/1948					6/15/1972	1,31
1301		MP70B	PRR	11/1948				2/29/1972	3/29/1972	1,31
1302		MP70B	PRR	11/1948					1/13/1972	1,31
1303		MP70B	PRR	11/1948					8/18/1971	1,31
1304		MP70B	PRR	11/1948					5/16/1972	1,31
1305		MP70B	PRR	11/1948					1/13/1972	1,31
1306		MP70B	PRR	11/1948					2/24/1972	1,31
1307		MP70B	PRR	12/1948					4/1973	3,31
1308		MP70B	PRR	11/1948					1/22/1970	1,31
1309		MP70B	PRR	12/1948					11/29/1972	1,31
1310		MP70B	PRR	12/1948					4/19/1972	1,31
1311		MP70B	PRR	12/1948					11/29/1972	1,31
1312		MP70B	PRR	12/1948					10/27/1970	3,31
1313		MP70B	PRR	12/1948					9/1/1971	1,31
1314		MP70B	PRR	12/1948					12/2/1971	1,31
1315		MP70B	PRR	12/1948					4/1973	3,31
1316		MP70B	PRR	12/1948					7/20/1972	1,31
1317		MP70B	PRR	1/1949					11/29/1972	1,31
1318		MP70B	PRR	12/1948					7/20/1972	1,31
1319		MP70B	PRR	12/1948					7/20/1972	1,31
1320		MP70B	PRR	12/1948					9/1/1971	1,31
1321		MP70B	PRR	12/1948					6/15/1972	1,31
1322		MP70B	PRR	2/1949					12/14/1971	3,31
1323		MP70B	PRR	1/1949					4/1973	3,31
1324		MP70B	PRR	1/1949					11/12/1971	1,31
1325		MP70B	PRR	1/1949					7/20/1972	1,31
1326		MP70B	PRR	1/1949					5/1973	3,31
1327		MP70B	PRR	1/1949					7/20/1972	1,31
1328		MP70B	PRR	1/1949					3/8/1972	1,31
1329		MP70B	PRR	1/1949					11/29/1972	1,31
1330		MP70B	PRR	2/1949					11/29/1972	1,31
1331		MP70B	PRR	2/1949					9/8/1971	1,31
1332		MP70B	PRR	1/1949					6/15/1972	1,31
1333		MP70B	PRR	2/1949					6/15/1972	1,31
1334		MP70B	PRR	2/1949					4/19/1972	1,31
1335		MP70B	PRR	3/1949					12/15/1971	3,31
1336		MP70B	PRR	3/1949					6/15/1972	1,31
1337		MP70A	PRR	3/1947	202				9/1/1971	1,72
1338		MP70A	PRR	3/1947	203				4/19/1972	1,72
1339		MP70A	PRR	4/1947	204				4/19/1972	1,72
1340		MP70A	PRR	4/1947	205				5/1973	3,72
1341		MP70A	PRR	4/1947					6/15/1972	1,31
1342		MP70A	PRR	4/1947					12/2/1971	1,31
1343		MP70A	PRR	4/1947					12/2/1971	1,31
1344		MP70A	PRR	4/1947					9/1/1971	1,31
1345		MP70A	PRR	4/1947					4/19/1972	1,31
1346		MP70A	PRR	5/1947					4/19/1972	1,31

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
1347		MP70	PRR	12/1937					8/18/1971	1,30
1348		MPB54	ACF	1912					1960	4,37
1349		MPB54	ACF	1912					1957	4,37
1350		MPB54	SSC	1910					6/30/1954	4,37
1351		MPB54	SSC	1910					1953	4,37
1352		MPB54	SSC	1910					6/30/1954	4,37
1353		MPB54	SSC	1910					1953	4,37
1354		MPB54	SSC	1910					1953	4,37
1355		MPB54	SSC	1910					9/9/1955	4,37
1356		MPB54	SSC	1910					1956	37
1357		MPB54	SSC	1910					7/6/1956	4,37
1358		MPB54	SSC	1910					6/20/1956	4,37
1359		MPB54	SSC	1910					1960	4,37
1360		MPB54	SSC	1910					6/30/1954	4,37
1361		MPB54	SSC	1910					1950	4,37
1362		MPB54	SSC	1910					1953	4,37
1363		MPB54	SSC	1910					7/1958	4,37
1364		MPB54	SSC	1910					1963	37
1365		MPB54	ACF	1912					5/25/1956	4,37
1366		MPB54	ACF	1912					1950	4,37
1367		MPB54	ACF	1912					1950	4,37
1368		MPB54	ACF	1912					6/30/1954	4,37
1369		MPB54	ACF	1912					8/1959	4,37
1370		MPB54	ACF	8/1913		4370	1/1960			37
1371		MPB54	ACF	8/1913		4371	5/1960			37
1372		MPB54	ACF	8/1913		4372	12/1959			37
1373		MPB54	ACF	8/1913					8/1959	4,37
1374		MPB54	ACF	8/1913		4374	2/1960			37
1375		MPB54	ACF	8/1913		4375	2/1960			37
1376		MPB54	ACF	8/1913		4376	12/1959			37
1377		MPB54	ACF	8/1913		4377	10/1959			37
1378		MPB54	ACF	8/1913					8/1959	4,37
1379		MPB54	ACF	8/1913		4379	4/1960			37
1380		MPB54	ACF	8/1913		4380	10/1959			37
1381		MPB54	ACF	8/1913		4381	11/1959			37
1382		MPBM54	ACF	1913					1960	4,38
1383		MPBM54	ACF	1913					1960	4,38
1384		MPBM54	ACF	1913					1959	4,38
1385		MPB54	ACF	5/1914		4385	11/1959			37
1386		MPB54	ACF	5/1914		4386	5/1960			37
1387		MPB54	ACF	5/1914		4387	4/1960			37
1388		MPB54	ACF	5/1914		4388	1/1960			37
1389		MPB54	ACF	5/1914		4389	1/1960			37
1390		MPB54	ACF	5/1914		4390	12/1959			37
1391		MPB54	ACF	5/1914		4391	12/1959			37
1392		MPB54	ACF	5/1914					2/20/1958	4,37
1393		MPB54	ACF	5/1914		4393	11/1959			37
1394		MPB54	ACF	5/1914		4394	11/1960			37
1395		MPB54	ACF	5/1914		4395	10/1959			37
1396		MPB54	ACF	5/1914		4396	10/1959			37
1397		MPB54	ACF	5/1914					6/1960	4,37
1398		MPB54	ACF	5/1914		4398	2/1960			37
1399		MPB54	ACF	5/1914				11/1956	10/1965	4,37
1401:1		P58	ACF	1/1907		1451				43
1401:2		MP54A	ACF	1909					1951	4,27
1402		MP54A	ACF	1909					11/8/1955	4,27
1403		MP54A	ACF	1909					7/12/1956	4,27

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
1404		MP54A	ACF	1909					4/16/1958	4,27
1405		MP54A	ACF	1909					6/21/1956	4,27
1406		MP54A	ACF	2/1909					5/22/1969	2,27
1407		MP54A	ACF	1909					9/19/1960	4,27
1408		MP54A	ACF	1909					6/30/1954	4,27
1409		MP54A	ACF	1909					1950	4,27
1410		MP54A	ACF	1909					7/10/1956	4,27
1411		MP54A	ACF	3/1909					5/22/1969	2,27
1412		MP54A	ACF	1909					7/3/1956	4,27
1413		MP54A	ACF	1909					1951	4,27
1414		MP54A	ACF	1909					7/9/1956	4,27
1415		MP54A	ACF	3/1909					3/4/1969	2,27
1416		MP54A	ACF	1909					1/1958	4,27
1417		MP54A	ACF	1909					5/24/1956	4,27
1418		MP54A	ACF	1909					11/2/1955	4,27
1419		MP54A	ACF	1909					7/16/1956	4,27
1420		MP54A	ACF	1909					6/30/1954	4,27
1421		MP54	ACF-W	11/1908					3/28/1969	2,27
1422		MP54	ACF-W	11/1908				5/1969		27
1423		MP54	ACF-W	1908		1017:2				27
1424		MP54	ACF-W	1908					1956	4,27
1425		MP54	ACF-W	1908					9/12/1955	4,27
1426		MP54	ACF-W	1908					7/13/1956	4,27
1427		MP54	ACF-W	1908					1955	4,27
1428		MP54	ACF-W	11/1908					3/28/1969	2,27
1429		MP54	ACF-W	11/1908					1960	4,27
1430		MP54	ACF-W	1908					12/2/1955	4,27
1431		MP54	ACF-W	1908					7/16/1956	4,27
1432		MP54	ACF-W	1908					11/22/1955	4,27
1433		MP54	ACF-W	12/1908					3/5/1969	2,27
1434		MP54	ACF-W	12/1908					4/3/1969	2,27
1435		MP54	ACF-W	1908					8/6/1956	4,27
1436		MP54	ACF-W	1908					7/23/1956	4,27
1437		MP54	ACF-W	12/1908					3/28/1969	2,27
1438		MP54	ACF-W	1908					10/6/1955	4,27
1439		MP54	ACF-W	12/1908					11/1966	4,27
1440		MP54	ACF-W	1908					1/20/1956	4,27
1441		MP54	ACF-W	1908					7/26/1956	4,27
1442		MP54	ACF-W	1908					1/22/1956	4,27
1443		MP54	ACF-W	1908					1951	4,27
1444		MP54	ACF-W	1908					1959	4,27
1445		MP54	ACF-W	1908					1958	4,27
1446		MP54	ACF-W	1908					1957	4,27
1447		MP54	ACF-W	1908					12/31/1954	4,27
1448		MP54	ACF-W	1908					10/6/1955	4,27
1449		MP54	ACF-W	1908					7/12/1955	4,27
1450		MP54	ACF-W	1/1909					5/23/1969	2,27
1451		P58	ACF	1/1907	1401:1					43
1452		MP54A	ACF	5/1910					1960	4,27
1453		MP54A	ACF	1910					7/2/1956	4,27
1454		MP54A	ACF	1910					10/24/1955	4,27
1455		MP54A	ACF	1910					2/11/1959	4,27
1456		MP54A	ACF	1910					3/3/1958	4,27
1457		MP54A	ACF	1910					12/2/1955	4,27
1458		MP54A	ACF	1910					1951	4,27
1459		MP54A	ACF	6/1910					1959	4,27
1460		MP54A	ACF	1910					1956	4,27

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
1461		MP54A	ACF	1910					6/30/1954	4,27
1462		MP54A	ACF	1910					7/25/1956	4,27
1463		MP54A	ACF	1910					1/22/1960	4,27
1464		MP54A	ACF	6/1910					8/1959	4,27
1465		MP54A	ACF	1910					8/11/1956	4,27
1466		MP54A	ACF	1910					7/9/1956	4,27
1467		MP54A	ACF	1910					11/1/1955	4,27
1468		MP54A	ACF	1910					9/15/1955	4,27
1469		MP54A	ACF	1910					1/20/1956	4,27
1470		MP54A	ACF	1910					11/18/1955	4,27
1471		MP54A	ACF	1910					12/3/1954	4,27
1472		MP54A	ACF	1910					7/26/1956	4,27
1473		MP54A	ACF	1910					5/1957	4,27
1474		MP54A	ACF	1910					8/1955	4,27
1475		MP54A	ACF	1910					7/13/1956	4,27
1476		MP54A	ACF	1910					9/13/1955	4,27
1477		MP54A	ACF	1910					1951	4,27
1478		MP54A	ACF	8/1910					6/1968	4,27
1479		MP54A	ACF	1910					1/17/1956	4,27
1480		MP54A	ACF	7/1910					7/1958	4,27
1481		MP54A	ACF	1910					3/23/1958	4,27
1482		MP54A	ACF	1910					2/1950	4,27
1483		MP54A	ACF	7/1910					10/1965	4,27
1484		MP54A	ACF	7/1910					6/1960	4,27
1485		MP54A	ACF	1910					9/12/1955	4,27
1486		MP54A	ACF	1910					3/1961	4,27
1487		MP54A	ACF	1910					8/26/1955	4,27
1488		MP54A	ACF	1910					1951	4,27
1489		MP54A	ACF	1910					6/30/1954	4,27
1490		MP54A	ACF	8/1910					6/1959	4,27
1491		MP54A	ACF	8/1910					3/1964	4,27
1492		MP54A	ACF	1910					3/1957	4,27
1493		MP54A	ACF	1910					1/13/1960	4,27
1494		MP54A	ACF	1910					1951	4,27
1495		MP54A	ACF	1910					8/26/1955	4,27
1496		MP54A	ACF	1910					8/11/1956	4,27
1497		MP54A	ACF	8/1910					3/1961	4,27
1498		MP54A	ACF	1910					9/1958	4,27
1499		MP54A	ACF	1910					4/1960	4,27
1500		MP54A	ACF	1910					6/1955	4,27
1501		MP54A	ACF	8/1910					5/1959	4,27
1502		MP54A	ACF	1910					11/1954	4,27
1503		MP54A	ACF	1910					1/23/1956	4,27
1504		MP54A	ACF	1910					1955	4,27
1505		MP54A	ACF	1910					1/1956	4,27
1506		MP54A	ACF	8/1910					6/1968	4,27
1507		MP54A	ACF	1910					9/23/1955	4,27
1508		MP54A	ACF	1910					10/1955	4,27
1509		MP54A	ACF	1910					7/12/1956	4,27
1510		MP54A	ACF	12/1910					8/1958	4,27
1511		MP54A	ACF	1910					7/1959	4,27
1512		MP54A	ACF	1910					7/12/1956	4,27
1513		MP54A	ACF	1910					10/6/1955	4,27
1514		MP54A	ACF	1910					7/19/1956	4,27
1515		MP54A	ACF	1910					9/10/1955	4,27
1516		MP54A	ACF	11/1910					12/1950	4,27
1517		MP54A	ACF	1910					3/1960	4,27

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
1518		MP54A	ACF	1910					12/1953	4,27
1519		MP54A	ACF	1910					8/29/1955	4,27
1520		MP54A	ACF	11/1910					3/10/1969	2,27
1521		MP54A	ACF	1910					10/27/1955	4,27
1522		MP54A	ACF	1910					7/24/1956	4,27
1523		MP54A	ACF	12/1910					12/1950	4,27
1524		MP54A	ACF	1910					11/2/1955	4,27
1525		MP54A	ACF	1910					7/9/1958	4,27
1526		MP54A	ACF	12/1910					6/1959	4,27
1527		MP54A	ACF	1910					6/23/1956	4,27
1528		MP54A	ACF	11/1910					5/1966	4,27
1529		MP54A	ACF	1910					12/18/1954	4,27
1530		MP54A	ACF	1910					6/18/1956	4,27
1531		MP54A	ACF	1910					7/12/1956	4,27
1532		MP54A	ACF	12/1910					3/28/1969	2,27
1533		MP54A	ACF	1910					2/1961	4,27
1534		MP54A	ACF	1910					10/7/1955	4,27
1535		MP54A	ACF	1910					7/27/1956	4,27
1536		MP54A	ACF	1910					7/16/1956	4,27
1537		MP54A	ACF	1910					12/1/1954	4,27
1538		MP54A	ACF	1910					1/23/1956	4,27
1539		MP54A	ACF	1910					12/1/1954	4,27
1540		MP54A	ACF	1910					3/19/1958	4,27
1541		MP54A	ACF	1910					7/9/1956	4,27
1542		MP54A	ACF	12/1910					4/1970	2,27
1543		MP54A	ACF	1910		1005:2				27
1544		MP54A	ACF	1910		1010:2				27
1545		MP54A	ACF	1910					2/11/1959	4,27
1546		MP54A	ACF	1910					5/1959	4,27
1547		MP54A	ACF	2/1911					4/1970	2,27
1548		MP54A	ACF	2/1911					6/5/1969	2,27
1549		MP54A	ACF	1910					12/1/1955	4,27
1550		MP54A	ACF	1910					6/15/1955	4,27
1551		MP54A	ACF	1910					1/15/1955	4,27
1552		MP54A	ACF	7/1911					4/1970	2,27
1553		MP54A	ACF	7/1911					12/1958	4,27
1554		MP54A	ACF	7/1911					3/17/1969	2,27
1555		MP54A	ACF	1911					4/1956	4,27
1556		MP54A	ACF	1911					3/3/1958	4,27
1557		MP54A	ACF	7/1911					5/17/1970	2,27
1558		MP54A	ACF	1911					1/1961	4,27
1559		MP54A	ACF	8/1911					3/4/1969	2,27
1560		MP54A	ACF	7/1911					3/5/1969	2,27
1561		MP54A	ACF	7/1911					8/1970	2,27
1562		MP54A	ACF	7/1911					4/3/1969	2,27
1563		MP54A	ACF	1911					5/1955	4,27
1564		MP54A	ACF	1911					9/23/1955	4,27
1565		MP54A	ACF	1911					3/3/1958	4,27
1566		MP54A	ACF	1911					10/1955	4,27
1567		MP54A	ACF	7/1911					3/28/1969	2,27
1568		MP54A	ACF	1911					10/27/1955	4,27
1569		MP54A	ACF	7/1911					5/23/1969	2,27
1570		MP54A	ACF	1911					7/18/1956	4,27
1571		MP54A	ACF	1911					10/28/1955	4,27
1572		MP54A	ACF	1911					7/3/1956	4,27
1573		MP54A	ACF	6/1911					2/28/1969	2,27
1574		MP54A	ACF	1911					12/18/1955	4,27

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
1575		MP54A	ACF	6/1911					6/1959	4,27
1576		MP54A	ACF	6/1911					10/1959	4,27
1577		MP54A	ACF	1911					10/1960	4,27
1578		MP54A	ACF	7/1911					8/1958	4,27
1579		MP54A	ACF	7/1911					3/28/1969	2,27
1580		MP54A	ACF	7/1911					7/2/1969	2,27
1581		MP54A	ACF	1911					10/29/1955	4,27
1582		MP54A	ACF	7/1911					5/17/1970	2,27
1583		MP54A	ACF	7/1911					4/10/1969	2,27
1584		MP54A	ACF	7/1911					3/28/1969	2,27
1585		MP54A	ACF	1911					6/1960	4,27
1586		MP54A	ACF	1911					9/1954	4,27
1587		MP54A	ACF	1911					12/1/1954	4,27
1588		MP54A	ACF	1911					5/28/1956	4,27
1589		MP54A	ACF	1911					1/20/1956	4,27
1590		MP54A	ACF	1911					11/1959	4,27
1591		MP54A	ACF	1911		1009:2				27
1592		MP54A	ACF	1911					12/14/1955	4,27
1593		MP54A	ACF	1911					10/19/1955	4,27
1594		MP54A	ACF	1911					2/1956	4,27
1595		MP54A	ACF	10/1911					3/4/1969	2,27
1596		MP54A	ACF	1911					8/1956	4,27
1597		MP54A	ACF	8/1911					7/2/1969	2,27
1598		MP54A	ACF	1911					7/1954	4,27
1599		MP54A	ACF	1911					8/1955	4,27
1600		MP54A	ACF	1911					1/1955	4,27
1601		MP54A	ACF	10/1911					4/1970	2,27
1602		MP54A	ACF	3/1912		1006:2				27
1603		MP54A	ACF	3/1912					6/5/1969	2,27
1604		MP54A	ACF	3/1912		1008:2				27
1605		MP54A	ACF	1912					11/1959	4,27
1606		MP54A	ACF	1912					1/17/1956	4,27
1607		MP54A	ACF	1912					11/23/1955	4,27
1608		MP54A	ACF	1912					8/1958	4,27
1609		MP54A	ACF	1912					1/17/1956	4,27
1610		MP54A	ACF	1912					6/28/1956	4,27
1611		MP54A	ACF	1912		1001:2				27
1612		MP54A	ACF	1912					7/1955	4,27
1613		MP54A	ACF	1912					1/30/1956	4,27
1614		MP54A	ACF	3/1912					1/1959	4,27
1615		MP54A	ACF	3/1912					1/5/1971	2,27
1616		MP54A	ACF	1912					9/1955	4,27
1617		MP54A	ACF	3/1912		1011:2				27
1618		MP54A	ACF	3/1912					3/5/1969	2,27
1619		MP54A	ACF	3/1912					4/10/1969	2,27
1620		MP54A	ACF	3/1912					8/1970	2,27
1621		MP54A	ACF	3/1912					3/28/1969	2,27
1622		MP54A	ACF	1913					1/16/1956	4,27
1623		MP54A	ACF	6/1913					5/17/1970	2,27
1624		MP54A	ACF	1913					10/23/1958	4,27
1625		MP54A	ACF	6/1913					3/28/1969	2,27
1626		MP54A	ACF	6/1913					8/9/1958	4,27
1627		MP54A	ACF	6/1913		1007:2				27
1628		MP54A	ACF	6/1913		1004:2				27
1629		MP54A	ACF	6/1913					3/1964	4,27
1630		MP54A	ACF	6/1913					5/17/1970	2,27
1631		MP54A	ACF	6/1913					10/1965	4,27

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
1632		MP54A	ACF	7/1913				11/16/1970		27
1633		MP54A	ACF	7/1913					3/28/1969	2,27
1634		MP54A	ACF	7/1913					5/22/1969	2,27
1635		MP54A	ACF	7/1913					3/4/1969	2,27
1636		MP54A	ACF	7/1913					8/21/1969	2,27
1637		MP54A	ACF	1914					2/11/1959	4,27
1638		MP54A	ACF	4/1914					3/28/1969	2,27
1639		MP54A	ACF	1914					2/1960	4,27
1640		MP54A	ACF	1914		1002:2				27
1641		MP54A	ACF	4/1914					3/17/1969	2,27
1642		MP54A	ACF	1914					3/1960	4,27
1643		MP54A	ACF	4/1914					11/11/1968	4,27
1644		MP54A	ACF	1914					12/1958	4,27
1645		MP54A	ACF	4/1914					4/1970	2,27
1646		MP54A	ACF	1914					2/11/1959	4,27
1647		MP54A	ACF	1914					8/1958	4,27
1648		MP54A	ACF	4/1914					2/28/1969	2,27
1649		MP54A	ACF	4/1914					3/28/1969	2,27
1650		MP54A	ACF	1914					3/1960	4,27
1651		MP54A	ACF	4/1914					4/10/1969	2,27
1652		MP54A	ACF	1914					6/1959	4,27
1653		MP54A	ACF	4/1914					4/21/1970	2,27
1654		MP54A	ACF	4/1914					6/1958	4,27
1655		MP54A	ACF	4/1914					1/5/1971	2,27
1656		MP54A	ACF	4/1914					4/1970	2,27
1657		MP54A	ACF	1914					2/1959	4,27
1658		MP54A	ACF	1914					7/1958	4,27
1659		MP54A	ACF	4/1914					3/28/1969	2,27
1660		MP54A	ACF	1914					7/1958	4,27
1661		MP54A	ACF	4/1914					3/28/1969	2,27
1662		MP54A	ACF	4/1914					3/10/1969	2,27
1663		MP54A	ACF	1914		1003:2				27
1664		MP54A	ACF	4/1914					3/10/1969	2,27
1665		MP54A	ACF	4/1914					5/23/1969	2,27
1666		MP54A	ACF	4/1914					2/28/1969	2,27
1667		MP54A	ACF	5/1914					4/1970	2,27
1668		MP54A	ACF	4/1914				2/24/1971	7/29/1971	1,27
1669		MP54A	ACF	4/1914					8/25/1969	2,27
1670		MP54A	ACF	1914					3/5/1959	4,27
1671		MP54A	ACF	4/1914					5/22/1969	2,27
1672		MP54A	ACF	4/1914					7/2/1969	2,27
1673		MP54A	ACF	1914					10/1960	4,27
1674		MP54A	ACF	1914					1/1961	4,27
1675		MP54A	ACF	5/1914					5/23/1969	2,27
1676		MP54A	ACF	1914					9/15/1959	4,27
1677		MP54A	ACF	10/1913				5/26/1971		27
1678		MP54B	ACF	10/1920		5678	8/1955			29
1679		MP54B	ACF	10/1920		5679	5/1957			29
1680		MP54B	ACF	10/1920		5680:1	5/1956			29
1681		MP54B	ACF	10/1920		5681	8/1956			29
1682		MP54B	ACF	10/1920		5682:1	10/1956			29
1683		MP54B	ACF	10/1920		4683	6/1957			29
1684		MP54B	ACF	10/1920		4684	8/1955			29
1685		MP54B	ACF	10/1920		5685	10/1955			29
1686		MP54B	ACF	10/1920		5686	6/1956			29
1687		MP54B	ACF	10/1920		5687	5/1957			29
1688		MP54B	ACF	10/1920		5688:1	7/1957			29

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
1689		MP54B	ACF	10/1920		5689	6/1957			29
1690		MP54B	ACF	10/1920		5690	10/1956			29
1691		MP54B	ACF	10/1920		4691	6/1956			29
1692		MP54B	ACF	10/1920		4692	6/1955			29
1693		MP54B	ACF	10/1920		5693	7/1955			29
1694		MP54B	ACF	12/1920		4694	8/1955			29
1695		MP54B	ACF	12/1920		5695	9/1955			29
1696		MP54B	ACF	12/1920		4696	11/1955			29
1697		MP54B	ACF	12/1920		4697	3/1955			29
1698		MP54C	ACF	8/1922		5698	6/1957			29
1699		MP54C	ACF	8/1922		5699	7/1957			29
1700		MP54C	ACF	8/1922		5700	3/1959			29
1701		MP54C	ACF	8/1922		4701	12/1954			29
1702		MP54C	ACF	8/1922		5702	2/1955			29
1703		MP54C	ACF	9/1922		5703	3/1959			29
1704		MP54C	ACF	9/1922					6/18/1970	2,29
1705		MP54C	ACF	9/1922					3/3/1971	1,29
1706		MP54C	ACF	9/1922		5706	12/1956			29
1707		MP54C	ACF	9/1922		5707	10/1959			29
1708		MP54C	ACF	9/1922					6/5/1969	2,29
1709		MP54C	ACF	9/1922		5709	4/1955			29
1710		MP54C	ACF	9/1922		5710	1/1956			29
1711		MP54C	ACF	9/1922		5711	3/1955			29
1712		MP54C	ACF	9/1922		5712	7/1956			29
1713		MP54C	ACF	9/1922		5713	6/1955			29
1714		MP54C	ACF	9/1922		5714	5/1955			29
1715		MP54C	ACF	9/1922		5715	2/1955			29
1716		MP54C	ACF	9/1922		5716	1/1958			29
1717		MP54C	ACF	9/1922					8/21/1969	2,29
1718		MP54C	ACF	9/1922		5718	6/1965			29
1719		MP54C	ACF	9/1922		5719	5/1956			29
1720		MP54C	ACF	9/1922		5720	10/1957			29
1721		MP54C	ACF	9/1922		5721	8/1957			29
1722		MP54C	ACF	9/1922		5722	9/1956			29
1723		MP54C	ACF	10/1922		5723	1/1957			29
1724		MP54C	ACF	10/1922		5724	12/1957			29
1725		MP54C	ACF	10/1922		5725	3/1955			29
1726		MP54C	ACF	10/1922		5726	10/1956			29
1727		MP54C	ACF	10/1922		5727	11/1964			29
1728		MP54C	ACF	10/1922					10/28/1970	2,29
1729		MP54C	ACF	10/1922		5729	10/1957			29
1730		MP54C	ACF	10/1922		5730	11/1956			29
1731		MP54C	ACF	10/1922					9/8/1971	1,29
1732		MP54C	ACF	12/1922		5732	9/1956			29
1733		MP54C	ACF	12/1922		5733	8/1956			29
1734		MP54C	ACF	12/1922		5734	3/1957			29
1735		MP54C	ACF	12/1922		4735	12/1954			29
1736		MP54C	ACF	12/1922		4736	8/1955			29
1737		MP54C	ACF	12/1922		4737	7/1955			29
1738		MP54C	ACF	9/1923		4738	6/1955			29
1739		MP54C	ACF	9/1923		4739	2/1955			29
1740		MP54C	ACF	9/1923		5740	9/1955			29
1741		MP54C	ACF	9/1923		5741	12/1957			29
1742		MP54C	ACF	9/1923		4742	10/1954			29
1743		MP54C	ACF	9/1923		5743	3/1956			29
1744		MP54C	ACF	9/1923		5744	11/1955			29
1745		MP54C	ACF	10/1923		5745	7/1956			29

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
1746		MP54C	ACF	10/1923					9/14/1971	1,29
1747		MP54C	ACF	10/1923		5747	8/1957			29
1748		MP54C	ACF	10/1923					5/1973	3,29
1749		MP54C	ACF	10/1923		5749	3/1955			29
1750		MP54C	ACF	10/1923		5750	6/1963			29
1751		MP54C	ACF	10/1923		5751	4/1956			29
1752		MP54C	ACF	10/1923		5752	3/1955			29
1753		MP54C	ACF	10/1923					8/21/1969	2,29
1754		MP54C	ACF	10/1923					3/8/1972	1,29
1755		MP54C	ACF	10/1923					2/18/1971	2,29
1756		MP54C	ACF	10/1923		5756	7/1955			29
1757		MP54C	ACF	10/1923		5757	5/1956			29
1758		MP54C	ACF	10/1923		5758	4/1957			29
1759		MP54C	ACF	11/1923		5759	2/1955			29
1760		MP54C	ACF	11/1923		5760	12/1956			29
1761		MP54C	ACF	11/1923		4761	12/1954			29
1762		MP54C	ACF	11/1923		5762	1/1957			29
1763		MP54C	ACF	11/1923		4763	1/1957			29
1764		MP54C	ACF	11/1923		5764	1/1956			29
1765		MP54C	ACF	11/1923		5765	4/1955			29
1766		MP54C	ACF	11/1923					5/24/1971	1,29
1767		MP54C	ACF	11/1923		5767	6/1957			29
1768		MP54C	ACF	11/1923		5768	5/1957			29
1769		MP54C	ACF	11/1923		5769	9/1955			29
1770		MP54C	ACF	11/1923		5770	4/1955			29
1771		MP54C	ACF	12/1923		5771	4/1955			29
1772		MP54C	ACF	12/1923		5772	3/1957			29
1773		MP54C	ACF	12/1923		5773	12/1955			29
1774		MP54C	ACF	12/1923		5774	6/1955			29
1775		MP54C	ACF	12/1923		4775	12/1954			29
1776		MP54C	ACF	12/1923					5/24/1971	1,29
1777		MP54C	ACF	12/1923		5777	6/1955			29
1778		MP54A	ACF	1912					5/16/1956	4,27
1779		MP54A	ACF	1912					1/19/1956	4,27
1780		MP54A	ACF	1912					6/29/1956	4,27
1781		MP54A	ACF	1912					6/30/1954	4,27
1782		MP54A	ACF	1912					4/20/1956	4,27
1783		MP54A	ACF	1912					12/10/1954	4,27
1784		MP54C	ACF	3/1924		4784	3/1957			29
1785		MP54C	ACF	3/1924		4785	5/1958			29
1786		MP54C	ACF	3/1924					7/2/1971	1,29
1787		MP54C	ACF	3/1924		4787	1/1958			29
1788		MP54C	ACF	3/1924					7/2/1971	1,29
1789		MP54C	ACF	3/1924		4789	10/1955			29
1790		MP54C	ACF	4/1924		4790	8/1955			29
1791		MP54C	ACF	4/1924		4791	5/1956			29
1792		MP54C	ACF	4/1924					4/3/1969	2,29
1793		MP54C	ACF	4/1924		4793	11/1958			29
1794		MP54C	ACF	4/1924		4794	9/1955			29
1795		MP54C	ACF	4/1924		4795	7/1956			29
1796		MP54C	ACF	4/1924		4796	3/1956			29
1797		MP54C	ACF	4/1924					12/2/1971	1,29
1798		MP54C	ACF	4/1924		4798	11/1954			29
1799		MP54C	ACF	4/1924		4799	6/1963			29
1800		MP54C	ACF	4/1924		4800	2/1957			29
1801		MP54C	ACF	4/1924					5/14/1971	1,29
1802		MP54C	ACF	4/1924		4802	4/1955			29

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
1803		MP54C	ACF	4/1924		4803	10/1957			29
1804		MP54C	ACF	4/1924		4804	11/1954			29
1805		MP54C	ACF	4/1924		4805	3/1957			29
1806		MP54C	ACF	4/1924		4806	5/1957			29
1807		MP54C	ACF	4/1924		4807	1/1957			29
1808		MP54C	ACF	4/1924		4808	12/1955			29
1809		MP54C	ACF	4/1924		4809	12/1957			29
1810		MP54C	ACF	4/1924		4810	7/1955			29
1811		MP54C	ACF	4/1924		4811	9/1957			29
1812		MP54C	ACF	4/1924		4812	6/1955			29
1813		MP54C	ACF	4/1924		4813	6/1956			29
1814		MP54C	ACF	4/1924		4814	5/1956			29
1815		MP54C	ACF	4/1924					12/8/1971	1,29
1816		MP54C	ACF	4/1924		4816	1/1957			29
1817		MP54C	ACF	5/1924		4817	2/1956			29
1818		MP54C	ACF	5/1924		4818	4/1957			29
1819		MP54C	ACF	5/1924		4819	4/1955			29
1820		MP54C	ACF	5/1924		4820	5/1956			29
1821		MP54C	ACF	5/1924		4821	12/1956			29
1822		MP54C	ACF	5/1924		4822	4/1956			29
1823		MP54C	ACF	5/1924					6/21/1971	1,29
1824		MP54C	ACF	5/1924		4824	5/1955			29
1825		MP54C	ACF	5/1924		4825	5/1955			29
1826		MP54C	ACF	5/1924		4826	7/1957			29
1827		MP54C	ACF	5/1924		4827	11/1955			29
1828		MP54C	ACF	5/1924		4828	2/1957			29
1829		MP54C	ACF	5/1924		4829	5/1955			29
1830		MP54C	ACF	5/1924					6/21/1971	1,29
1831		MP54C	ACF	5/1924		4831	5/1956			29
1832		MP54C	ACF	5/1924		4832	8/1957			29
1833		MP54C	ACF	5/1924		4833	9/1957			29
1834		MP54C	ACF	5/1924					5/24/1971	1,29
1835		MP54C	ACF	5/1924		4835	4/1956			29
1836		MP54C	ACF	5/1924					6/20/1972	1,29
1837		MP54C	ACF	6/1924		4837	11/1956			29
1838		MP54C	ACF	6/1924					11/7/1970	1,29
1839		MP54C	ACF	6/1924		4839	2/1958			29
1840		MP54C	ACF	6/1924		4840	5/1956			29
1841		MP54C	ACF	6/1924		4841	4/1958			29
1842		MP54C	ACF	6/1924		4842	4/1959			29
1843		MP54C	ACF	6/1924		4843	7/1956			29
1844		MP54C	ACF	3/1925		4844	6/1956			29
1845		MP54C	ACF	3/1925		4845	12/1954			29
1846		MP54C	ACF	3/1925		4846	5/1955			29
1847		MP54C	ACF	3/1925		4847	11/1954			29
1848		MP54C	ACF	3/1925		4848	8/1955			29
1849		MP54C	ACF	3/1925		4849	6/1956			29
1850		MP54C	ACF	3/1925		4850	9/1957			29
1851		MP54C	ACF	3/1925		4851	6/1964			29
1852		MP54C	ACF	3/1925		4852	4/1956			29
1853		MP54C	ACF	3/1925					12/29/1970	1,29
1854		MP54C	ACF	4/1925		4859	12/1956			29
1855		MP54C	ACF	4/1925		4855	3/1955			29
1856		MP54C	ACF	4/1925		4856	5/1955			29
1857		MP54C	ACF	4/1925		4857	5/1963			29
1858		MP54C	ACF	4/1925					12/2/1971	1,29
1859		MP54C	ACF	4/1925		4859	1/1955			29

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
1860		MP54C	ACF	4/1925					6/20/1972	1,29
1861		MP54C	ACF	4/1925		4861	12/1957			29
1862		MP54C	ACF	4/1925		4862	11/1955			29
1863		MP54C	ACF	4/1925		4863	11/1957			29
1864		MP54C	ACF	4/1925					3/17/1971	1,29
1865		MP54C	ACF	4/1925					7/29/1971	1,29
1866		MP54C	ACF	4/1925		4866	2/1956			29
1867		MP54C	ACF	4/1925		4867	11/1957			29
1868		MP54C	ACF	4/1925					10/28/1970	2,29
1869		MP54C	ACF	4/1925		4869	4/1955			29
1870		MP54C	ACF	4/1925		4870	6/1963			29
1871		MP54C	ACF	4/1925		4871	10/1957			29
1872		MP54C	ACF	4/1925		4872	4/1959			29
1873		MP54C	ACF	4/1925					3/17/1971	1,29
1874		MP54C	ACF	4/1925					10/28/1970	2,29
1875		MP54C	ACF	4/1925		4875	9/1959			29
1876		MP54C	ACF	4/1925		4876	10/1959			29
1877		MP54C	ACF	4/1925		4877	3/1955			29
1878		MP54C	ACF	4/1925		4878	1/1960			29
1879		MP54C	ACF	5/1925		4879	1/1956			29
1880		MP54C	ACF	5/1925		4880	10/1955			29
1881		MP54C	ACF	5/1925		4881	11/1954			29
1882		MP54C	ACF	5/1925		4882	7/1955			29
1883		MP54C	ACF	5/1925		4883	6/1955			29
1884		MP54C	ACF	4/1927		4884	3/1956			29
1885		MP54C	ACF	4/1927		4885	11/1956			29
1886		MP54C	ACF	4/1927		4886	4/1957			29
1887		MP54C	ACF	4/1927		4887	6/1955			29
1888		MP54C	ACF	4/1927					5/17/1970	2,29
1889		MP54C	ACF	4/1927					8/10/1970	2,29
1890		MP54C	ACF	4/1927		4890	5/1955			29
1891		MP54C	ACF	4/1927		4891	10/1955			29
1892		MP54C	ACF	4/1927		4892	12/1954			29
1893		MP54C	ACF	4/1927		4893	9/1963			29
1894		MP54C	ACF	4/1927		4894	7/1955			29
1895		MP54C	ACF	4/1927		4895	6/1958			29
1896		MP54C	ACF	4/1927		4896	4/1956			29
1897		MP54C	ACF	4/1927		4897	11/1955			29
1898		MP54C	ACF	4/1927					3/8/1972	1,29
1899		MP54C	ACF	5/1927					10/28/1970	2,29
1900		MP54C	ACF	5/1927		4900	2/1955			29
1901		MP54C	ACF	5/1927		4901	7/1956			29
1902		MP54C	ACF	5/1927		4902	2/1956			29
1903		MP54C	ACF	5/1927		4903	4/1957			29
1904		MP54C	ACF	5/1927		4904	9/1956			29
1905		MP54C	ACF	5/1927		4905	11/1957			29
1906		MP54C	ACF	5/1927		4906	3/1956			29
1907		MP54C	ACF	5/1927		4907	1/1956			29
1908		MP54C	ACF	5/1927		4908	5/1957			29
1909		MP54C	ACF	5/1927		4909	12/1955			29
1910		MP54C	ACF	5/1927		4910	7/1956			29
1911		MP54C	ACF	5/1927		4911	3/1958			29
1912		MP54C	ACF	5/1927		4912	12/1955			29
1913		MP54C	ACF	5/1927		4913	3/1965			29
1914		MP54C	ACF	5/1927		4914	5/1956			29
1915		MP54C	ACF	5/1927					5/14/1971	2,29
1916		MP54C	ACF	5/1927		4916	1/1956			29

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
1917		MP54C	ACF	5/1927		4917	9/1956			29
1918		MP54C	ACF	5/1927		4918	12/1955			29
1919		MP54C	ACF	5/1927					2/1950	4,29
1920		MP54C	ACF	5/1927		4920	8/1955			29
1921		MP54C	ACF	6/1927		4921	8/1956			29
1922		MP54C	ACF	6/1927		4922	9/1957			29
1923		MP54C	ACF	6/1927		4923	11/1954			29
1924		MP54C	ACF	6/1927		4924	8/1957			29
1925		MP54C	ACF	6/1927		4925	2/1956			29
1926		MP54C	ACF	6/1927		4926	1/1956			29
1927		MP54C	ACF	6/1927		4927	3/1956			29
1928		MP54C	ACF	6/1927		4928	8/1956			29
1929		MP54C	ACF	6/1927		4929	11/1957			29
1930		MP54C	ACF	6/1927		4930	4/1964			29
1931		MP54C	ACF	6/1927					6/21/1971	1,29
1932		MP54C	ACF	6/1927		4932	7/1956			29
1933		MP54C	ACF	6/1927		4933	11/1956			29
1934		MP54C	ACF	6/1927		4934	12/1954			29
1935		MP54C	ACF	6/1927		4935	10/1955			29
1936		MP54C	ACF	6/1927		4936	10/1955			29
1937		MP54C	ACF	6/1927		4937	7/1955			29
1938		MP54C	ACF	6/1927		4938	3/1955			29
1939		MP54C	ACF	6/1927		4939	6/1957			29
1940		MP54C	ACF	6/1927		4940	2/1958			29
1941		MP54C	ACF	6/1927		4941	7/1955			29
1942		MP54C	ACF	7/1927		4942	4/1957			29
1943		MP54C	ACF	7/1927		4943	3/1955			29
1944		MP54D1	ACF	7/1927	51	4944	4/1956			41
1945		MP54D1	ACF	7/1927	52	4945	11/1958			41
1946		MP54D1	ACF	7/1927	53	4946	12/1956			41
1947		MP54D1	ACF	7/1927	54	4947	2/1957			41
1948		MP54D1	ACF	7/1927	55	4948	8/1955			41
1949		MP54D1	ACF	7/1927	56	4949	5/1964			41
1950		MP54D1	ACF	7/1927	57	4950	3/1955			41
1951		MP54D1	ACF	7/1927	58	4951	3/1955			41
1952		MP54D1	ACF	7/1927	59	4952	4/1957			41
1953		MP54D1	ACF	7/1927	60				9/14/1971	1,41
1954		MP54D1	ACF	7/1927	61	4954	7/1958			41
1955		MP54D1	ACF	7/1927	62	4955	6/1955			41
1956		MP54D1	ACF	7/1927	63				10/28/1970	2,41
1957		MP54D1	ACF	7/1927	64				8/25/1969	2,41
1958		MP54D1	ACF	7/1927	65	4958	3/1957			41
1959		MP54D1	ACF	7/1927	66	4959	3/1957			41
1960		MP54D1	ACF	7/1927	67	4960	10/1963			41
1961		MP54D1	ACF	7/1927	68	4961	12/1956			41
1962		MP54D1	ACF	7/1927	69	4962	8/1964			41
1963		MP54D1	ACF	7/1927	70	4963	11/1955			41
1964		MP54D1	ACF	7/1927	71	4964	8/1956			41
1965		MP54D1	ACF	7/1927	72	4965	5/1959			41
1966		MP54D1	ACF	7/1927	73	4966	1/1956			41
1967		MP54D1	ACF	7/1927	74	4967	5/1959			41
1968		MP54D1	ACF	7/1927	75				5/14/1970	1,41
1969		MP54D1	ACF	7/1927	76	4969	1/1965			41
1970		MP54D1	ACF	7/1927	77	4970	9/1958			41
1971		MP54D1	ACF	7/1927	78	4971	3/1956			41
1972		MP54D1	ACF	7/1927	79				3/4/1969	2,41
1973		MP54D1	ACF	7/1927	80	4973	9/1959			41

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
1974		MP54D1	ACF	7/1927	81	4974	10/1958			41
1975		MP54D1	ACF	7/1927	82	4975	11/1963			41
1976		MP54D1	ACF	8/1927	83	4976	2/1955			41
1977		MP54D1	ACF	8/1927	84	4977	5/1959			41
1978		MP54D1	ACF	8/1927	85	4978	7/1958			41
1979		MP54D1	ACF	8/1927	86				11/7/1970	2,41
1980		MP54D1	ACF	8/1927	87	4980	7/1963			41
1981		MP54D1	ACF	8/1927	88				8/25/1969	2,41
1982		MP54D1	ACF	8/1927	89	4982	6/1959			41
1983		MP54D1	ACF	8/1927	90				6/21/1971	1,41
2000:1		BUS	ACF	1/1912	815:1			3/27/1968		68
2000:2	Amagansett:2	BUS	PS	7/1950						16
2001:1	Syosset:2	P74	P	6/1924			10/1957		5/18/1973	3,49
2001:2		PP72B	PS	6/1956	2016:2					34
2002:1	Oyster Bay:3	P74	P	2/1924			1/1958			49
2002:2		PP72B	PS	12/1955	2927					48
2003	South Shore:4	P74	P	3/1924			5/1958			49
2004	Locust Valley	P74A	P	1/1914	7500		10/1958			50
2005	Tuscarora Club	P74EL	P	8/1911		2037				56
2011:1	Montauk:2	P74C	PCM	2/1927					1/23/1970	1,53
2011:2		PP72B	PS	3/1956	2650					34
2012:1	Shinnecock:1	P74C	PCM	2/1927					1/23/1970	1,53
2012:2		PP72B	PS	6/1956	2664					34
2013:1	Peconic	P74D	PCM	5/1926				9/1968	4/1/1969	1,54
2013:2		PP72B	PS	6/1956	2667					34
2014:1	Amagansett:1	P74D	PCM	5/1926				9/1968	4/1/1969	1,54
2014:2		PP72B	PS	9/1955	2613					34
2015:1	Cutchogue	P74D	PCM	5/1926				9/1968	4/1/1969	1,54
2015:2		PP72B	PS	9/1955	2632					34
2016:1	Mattituck:1	P74D	P	5/1924				9/1968	4/1/1969	1,54
2016:2		PP72B	PS	6/1956	2663	2001:2				34
2017:1	Aquebogue:1	P74D	PCM	5/1926				6/1968	8/9/1968	3,54
2017:2		PP72B	PS	7/1956	2670					34
2018:1	Quogue	P74D	PCM	5/1925				9/1968	4/1/1969	1,54
2018:2		PP72B	PS	9/1955	2625					34
2019:1	Moriches:1	P74D	PCM	5/1926				9/1968	5/16/1969	1,54
2019:2		PP72B	PS	8/1955	2603					34
2020:1	Patchogue:1	P74D	PCM	5/1926					3/1967	4,54
2020:2		PP72B	PS	9/1955	2629					34
2021:1	Ronkonkoma	P74D	PCM	5/1925				6/1968	9/4/1968	3,54
2021:2		PP72B	PS	9/1955	2624					34
2022	Islip	P74D	PCM	5/1926				10/1968	1/16/1969	3,54
2023	Wyandanch:1	P74D	PCM	5/1926				9/1968	10/10/1968	3,54
2024	Copiague	P74D	PCM	5/1925				9/1968	4/1/1969	1,54
2025	Commack	P74D	PCM	5/1925				9/1968	4/1/1969	1,54
2026	Massapequa	P74D	PCM	5/1925				10/1968	1/16/1969	3,54
2027	Merrick:1	P74D	PCM	4/1925				10/1968	1/16/1969	3,54
2028	Wantagh:1	P74D	PCM	5/1925				10/1968	4/1/1969	1,54
2029	Manhasset:1	P74D	PCM	5/1926				10/1968	6/18/1969	1,54
2030	Mineola:1	P74D	PCM	5/1926				10/1968	4/1/1969	1,54
2031	Nissequogue	P74D	PCM	5/1926				8/1968	9/4/1968	3,54
2032	Cayuga Club	P74DL	PCM	3/1930				8/1968	11/1968	4,55
2033	Mohawk Club	P74DL	PCM	9/1930				8/1968	4/1/1969	1,55
2034	Seneca Club	P74DL	PCM	9/1930				8/1968	6/18/1969	1,55
2035	Onandaga Club	P74DL	PCM	9/1930				8/1968	6/18/1969	1,55
2036	Oneida Club	P74DL	P	6/1916				10/1968	4/1/1969	1,55
2037	Tuscarora Club	P74EL	P	8/1911	2005					56

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
2038	Setauket:1	BUS	P	4/1916		W99		7/11/1978		17
2039	Nesconset:1	P74D	PCM	8/1930				10/1968	5/16/1969	1,54
2040	Asharoken:1	P74D	PCM	6/1927				10/1968	6/18/1969	1,54
2041	Mastic	P74D	PCM	6/1924				10/1968	4/1/1969	1,54
2042	Sagtikos:1	P74D	PCM	6/1927				10/1968	6/18/1969	1,54
2043	Mattinicock:1	P74D	PCM	5/1925				10/1968	4/1/1969	1,54
2044	Noyack:1	P74D	PCM	6/1927				6/1968	8/17/1968	3,54
2045	Wauwepex:1	P74D	PCM	7/1927				10/1968	6/18/1969	1,54
2046	Onteora:1	P74D	PCM	6/1927				10/1968	6/18/1969	1,54
2047	Teckawitha	P74D	PCM	7/1927				10/1968	6/18/1969	1,54
2048	Manhasset:2	P80B	PS	5/1948				10/1975	10/1976	3,59
2049		P80B	PS	5/1948				10/1975	10/1976	3,59
2050		P80B	PS	5/1948				10/1975	10/1976	3,59
2051	Pantigo	P80A	PS	9/1940				10/1975	6/1976	3,58
2052	Patchogue:2	P80A	PS	9/1940				10/1975	7/1976	3,58
2053		P80A	PS	9/1940				11/1976		58
2054	Ponquogue	P80A	PS	9/1940				11/1976		58
2055	Wantagh:2	P80A	PS	8/1939				10/1975	7/1976	3,58
2056	Wauwepex:2	P80A	PS	7/1939				10/1975	6/1976	3,58
2057	Wickapogue	P80A	PS	7/1939				10/1975	6/1976	3,58
2058	Wunneweta	P80A	PS	8/1939				10/1975	6/1976	3,58
2059	Napeague	P80A	PS	7/1939				10/1975	6/1976	3,58
2060	Nesconset:2	P80A	PS	7/1939				10/1975	6/1976	3,58
2061	Noyack:2	P80A	PS	7/1939				10/1975	7/1976	3,58
2062	Wyandanch:2	P80A	PS	8/1939				10/1975	6/1976	3,58
2063	Poquott	P80A	PS	9/1940				11/1976		58
2064	Apaquogue	BUS	Budd	5/1947				9/1975		18
2065	Mattinicock:2	P80E	PS	1/1950				9/1975	4/1978	3,62
2066	Mattituck:2	P80E	PS	1/1950				9/1975		62
2067	Mecox	P80E	PS	1/1950				9/1976		62
2068	Merrick:2	P80E	PS	12/1949				9/1975	4/1978	3,62
2069	Mineola:2	P80E	PS	12/1949				9/1975		62
2070	Montauk:3	P80E	PS	1/1950				9/1975	4/1978	3,62
2071	Moriches:2	P80E	PS	12/1949				9/1976		62
2072	Tackapausha	P80F	ACF	7/1949				9/1976		63
2073	Tuckahoe	P80F	ACF	7/1949						63
2074		P80E	PS	12/1954					5/1973	3,62
2075	Sagtikos:2	P80E	PS	1/1955				9/1975		62
2076	Salonga	P80E	PS	11/1954				9/1975		62
2077	Sebonac	P80E	PS	11/1954				9/1975		62
2078	Setauket:2	P80E	PS	12/1954				9/1975	4/1978	3,62
2079	Shinnecock:2	P80E	PS	11/1954				9/1975	4/1978	3,62
2080	Speonk	P80E	PS	1/1950				9/1975	4/1978	3,62
2081	Aquebogue:2	P80G	Budd	10/1949						64
2082	Asharoken:2	P80G	Budd	10/1949						64
2101		BG72B	PS	9/1955	2610					34
2102		BG72B	PS	3/1956	2648					34
2103		BG72B	PS	8/1955	2601					34
2104		BG72B	PS	8/1955	2608					34
2180		P80H	ACF	1949					2/1978	3,65
2181		P80H	ACF	1949					2/1978	3,65
2182		P80H	ACF	1949						65
2183		P80H	ACF	1949						65
2184		P80H	ACF	1949						65
2185		P80H	ACF	1949						65
2186		P80J	PS	1949					2/1978	3,65
2187		P80J	PS	1949						65

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
2188		P80J	PS	1949						65
2190		P80J	PS	1949					11/1977	3,65
2191		P80J	PS	1949					11/1977	3,65
2192		P80J	PS	1949						65
2193		P80J	PS	1949					2/1978	3,65
2194		P80J	PS	1949						65
2501		MP72c	PS	7/1955		2885				33
2502		MP72c	PS	7/1955		2783				33
2503		MP72c	PS	7/1955		2869				33
2504		MP72c	PS	7/1955		2883				33
2505		MP72c	PS	7/1955		2873				33
2506		MP72c	PS	7/1955		2899				33
2507		MP72c	PS	7/1955		2887				33
2508		MP72c	PS	7/1955		2781				33
2509		MP72c	PS	7/1955		2875				33
2510		MP72c	PS	7/1955		2791				33
2511		MP72c	PS	7/1955		2777				33
2512		MP72c	PS	7/1955		2799				33
2513		MP72c	PS	7/1955		2855				33
2514		MP72c	PS	7/1955		2893				33
2515		MP72c	PS	8/1955		2897				33
2516		MP72c	PS	8/1955		2889				33
2517		MP72c	PS	8/1955		2851				33
2518		MP72c	PS	8/1955		2891				33
2519		MP72c	PS	8/1955		2881				33
2520		MP72c	PS	8/1955		2877				33
2521		MP72c	PS	8/1955		2787				33
2522		MP72c	PS	8/1955		2797				33
2525		MP75c	PS	1963		5525				35
2526		MP75c	PS	1963		2703				35
2527		MP75c	PS	1963		2705				35
2528		MP75c	PS	1963		2707				35
2529		MP75c	PS	1963		2709				35
2530		MP75c	PS	1963		5530				35
2531		MP75c	PS	1963		2713				35
2532		MP75c	PS	1963		5532				35
2533		MP75c	PS	1963		5533				35
2534		MP75c	PS	1963		2719				35
2535		MP75c	PS	1963		2721				35
2536		MP75c	PS	1963		5536				35
2601		MP72T	PS	8/1955		2103				34
2602		MP72T	PS	8/1955		2863				34
2603		MP72T	PS	8/1955		2019:2				34
2604		MP72T	PS	8/1955		2878				34
2605		MP72T	PS	8/1955		2779				34
2606		MP72T	PS	8/1955		2798				34
2607		MP72T	PS	8/1955		2884				34
2608		MP72T	PS	8/1955		2104				34
2609		MP72T	PS	8/1955		2857				34
2610		MP72T	PS	9/1955		2101				34
2611		MP72T	PS	8/1955		2784				34
2612		MP72T	PS	9/1955		2896				34
2613		MP72T	PS	9/1955		2014:2				34
2614		MP72T	PS	9/1955		2895				34
2615		MP72T	PS	9/1955		2796				34
2616		MP72T	PS	9/1955		2856				34
2617		MP72T	PS	9/1955		2853				34

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
2618		MP72T	PS	9/1955		2786				34
2619		MP72T	PS	9/1955		2871				34
2620		MP72T	PS	9/1955		2850				34
2621		MP72T	PS	9/1955		2852				34
2622		MP72T	PS	9/1955		2892				34
2623		MP72T	PS	9/1955		2785				34
2624		MP72T	PS	9/1955		2021:2				34
2625		MP72T	PS	9/1955		2018:2				34
2626		MP72T	PS	9/1955		2865				34
2627		MP72T	PS	9/1955		2845				34
2628		MP72T	PS	9/1955		2793				34
2629		MP72T	PS	9/1955		2020:2				34
2630		MP72T	PS	9/1955		2858				34
2631		MP72T	PS	9/1955		2848				34
2632		MP72T	PS	9/1955		2015:2				34
2633		MP72T	PS	9/1955		2860				34
2634		MP72T	PS	9/1955		2849				34
2635		MP72T	PS	10/1955		2859				34
2636		MP72T	PS	10/1955		2862				34
2637		MP72T	PS	10/1955		2864				34
2638		MP72T	PS	10/1955		2866				34
2639		MP72T	PS	10/1955		2854				34
2640		MP72T	PS	10/1955		2868				34
2641		MP72T	PS	10/1955		2870				34
2642		MP72T	PS	10/1955		2847				34
2643		MP72T	PS	3/1956		2794				34
2644		MP72T	PS	3/1956		2792				34
2645		MP72T	PS	3/1956		2846				34
2646		MP72T	PS	3/1956		2882				34
2647		MP72T	PS	3/1956		2867				34
2648		MP72T	PS	3/1956		2102				34
2649		MP72T	PS	3/1956		2890:1				34
2650		MP72T	PS	3/1956		2011:2				34
2651		MP72T	PS	3/1956		2795				34
2652		MP72T	PS	3/1956		2782				34
2653		MP72T	PS	3/1956		2780				34
2654		MP72T	PS	3/1956		W13				34
2655		MP72T	PS	3/1956		2886				34
2656		MP72T	PS	3/1956		2800				34
2657		MP72T	PS	3/1956		2879				34
2658		MP72T	PS	3/1956		2861				34
2659		MP72T	PS	6/1956		2872				34
2660		MP72T	PS	6/1956		2874				34
2661		MP72T	PS	6/1956		2888				34
2662		MP72T	PS	6/1956		2789				34
2663		MP72T	PS	6/1956		2016:2				34
2664		MP72T	PS	6/1956		2012:2				34
2665		MP72T	PS	6/1956		2898				34
2666		MP72T	PS	6/1956				1/1972	1/29/1979	3,34
2667		MP72T	PS	6/1956		2013:2				34
2668		MP72T	PS	6/1956		2880				34
2669		MP72T	PS	7/1956		2894				34
2670		MP72T	PS	7/1956		2017:2				34
2671		MP72T	PS	7/1956		2790				34
2672		MP72T	PS	7/1956		2876				34
2673		MP72T	PS	7/1956		2788				34
2674		MP72T	PS	7/1956		2890:2				34

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
2675		MP75T	PS	1963		5675				36
2676		MP75T	PS	1963		2704				36
2677		MP75T	PS	1963		2706				36
2678		MP75T	PS	1963		2708				36
2679		MP75T	PS	1963		2710				36
2680		MP75T	PS	1963		5680:2				36
2681		MP75T	PS	1963		2714				36
2682		MP75T	PS	1963		5682:2				36
2683		MP75T	PS	1963		2718				36
2684		MP75T	PS	1963		2720				36
2685		MP75T	PS	1963		2722				36
2686		MP75T	PS	1963		2724				36
2687		MP75T	PS	1963		2726				36
2688		MP75T	PS	1963		5688:2				36
2689		MP75T	PS	1963		2730				36
2690		MP75T	PS	1963		2732				36
2691		MP75T	PS	1963		2734				36
2692		MP75T	PS	1963		2736				36
2701		PT75	PS	1963	5525					35
2702		PT75A	PS	1963	5675					36
2703		PT75	PS	1963	2526					35
2704		PT75A	PS	1963	2676				8/25/1988	36
2705		PT75	PS	1963	2527					35
2706		PT75A	PS	1963	2677					36
2707		PT75	PS	1963	2528					35
2708		PT75A	PS	1963	2678					36
2709		PT75	PS	1963	2529					35
2710		PT75A	PS	1963	2679					36
2711		PT75	PS	1963	5530				8/25/1988	35
2712		PT75A	PS	1963	5680:2					36
2713		PT75	PS	1963	2531					35
2714		PT75A	PS	1963	2681					36
2715		PT75	PS	1963	5532					35
2716		PT75A	PS	1963	5682:2					36
2717		PT75	PS	1963	5533					35
2718		PT75A	PS	1963	2683					36
2719		PT75	PS	1963	2534					35
2720		PT75A	PS	1963	2684					36
2721		PT75	PS	1963	2535					35
2722		PT75A	PS	1963	2685					36
2723		PT75	PS	1963	5536					35
2724		PT75A	PS	1963	2686					36
2726		PT75A	PS	1963	2687					36
2728		PT75A	PS	1963	5688:2					36
2730		PT75A	PS	1963	2689					36
2732		PT75A	PS	1963	2690					36
2734		PT75A	PS	1963	2691					36
2736		PT75A	PS	1963	2692					36
2777		PT72C	PS	7/1955	2511					33
2779		PT72C	PS	8/1955	2605				7/2009	34
2780		PT72C	PS	3/1956	2653					34
2781		PT72C	PS	7/1955	2508					33
2782		PT72C	PS	3/1956	2652				7/2009	34
2783		PT72C	PS	7/1955	2502					33
2784		PT72C	PS	8/1955	2611					34
2785		PT72C	PS	9/1955	2623					34
2786		PT72C	PS	9/1955	2618					34

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
2787		PT72C	PS	8/1955	2521				7/2009	33
2788		PT72C	PS	7/1956	2673					34
2789		PT72C	PS	6/1956	2662					34
2790		PT72C	PS	7/1956	2671					34
2791		PT72C	PS	7/1955	2510					33
2792		PT72C	PS	3/1956	2644					34
2793		PT72C	PS	9/1955	2628					34
2794		PT72C	PS	3/1956	2643					34
2795		PT72C	PS	3/1956	2651					34
2796		PT72C	PS	9/1955	2615				7/2009	34
2797		PT72C	PS	8/1955	2522					33
2798		PT72C	PS	8/1955	2606					34
2799		PT72C	PS	7/1955	2512					33
2800		PT72C	PS	3/1956	2656					34
2801		T72	PS	10/1955						73
2802		T72	PS	10/1955						73
2803		T72	PS	10/1955						73
2804		T72	PS	10/1955						73
2805		T72	PS	10/1955						73
2806		T72	PS	10/1955						73
2807		T72	PS	10/1955						73
2808		T72	PS	10/1955						73
2809		T72	PS	10/1955						73
2810		T72	PS	10/1955						73
2811		T72	PS	10/1955						73
2812		T72	PS	10/1955						73
2813		T72	PS	11/1955						73
2814		T72	PS	11/1955						73
2815		T72	PS	11/1955						73
2816		T72	PS	11/1955						73
2817		T72	PS	11/1955						73
2818		T72	PS	11/1955						73
2819		T72	PS	11/1955						73
2820		T72	PS	11/1955						73
2821		T72	PS	11/1955						73
2822		T72	PS	11/1955						73
2823		T72	PS	11/1955						73
2824		T72	PS	11/1955						73
2825		T72	PS	11/1955						73
2826		T72	PS	11/1955						73
2827		T72	PS	11/1955					8/25/1988	73
2828		T72	PS	11/1955						73
2829		T72	PS	11/1955					7/1/2009	73
2830		T72	PS	11/1955						73
2831		T72	PS	11/1955						73
2832		T72	PS	11/1955						73
2833		T72	PS	12/1955						73
2834		T72	PS	12/1955						73
2835		T72	PS	12/1955						73
2836		T72	PS	12/1955						73
2837		T72	PS	12/1955						73
2838		T72	PS	12/1955						73
2839		T72	PS	12/1955						73
2840		T72	PS	12/1955						73
2841		T72	PS	12/1955						73
2842		T72	PS	12/1955						73
2843		T72	PS	12/1955						73

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
2844		T72	PS	12/1955						73
2845		PT72C	PS	9/1955	2627					34
2846		PT72C	PS	3/1956	2645					34
2847		PT72C	PS	10/1955	2642					34
2848		PT72C	PS	9/1955	2631					34
2849		PT72C	PS	9/1955	2634					34
2850		PT72C	PS	9/1955	2620					34
2851		PT72C	PS	8/1955	2517					33
2852		PT72C	PS	9/1955	2621					34
2853		PT72C	PS	9/1955	2617					34
2854		PT72C	PS	10/1955	2639					34
2855		PT72C	PS	7/1955	2513					33
2856		PT72C	PS	9/1955	2616					34
2857		PT72C	PS	8/1955	2609				7/2009	34
2858		PT72C	PS	9/1955	2630					34
2859		PT72C	PS	10/1955	2635					34
2860		PT72C	PS	9/1955	2633					34
2861		PT72C	PS	3/1956	2658					34
2862		PT72C	PS	10/1955	2636					34
2863		PT72C	PS	8/1955	2602					34
2864		PT72C	PS	10/1955	2637					34
2865		PT72C	PS	9/1955	2626					34
2866		PT72C	PS	10/1955	2638					34
2867		PT72C	PS	3/1956	2647					34
2868		PT72C	PS	10/1955	2640					34
2869		PT72C	PS	7/1955	2503					33
2870		PT72C	PS	10/1955	2641					34
2871		PT72C	PS	9/1955	2619					34
2872		PT72C	PS	6/1956	2659					34
2873		PT72C	PS	7/1955	2505					33
2874		PT72C	PS	6/1956	2660					34
2875		PT72C	PS	7/1955	2509					33
2876		PT72C	PS	7/1956	2672					34
2877		PT72C	PS	8/1955	2520					33
2878		PT72C	PS	8/1955	2604					34
2879		PT72C	PS	3/1956	2657					34
2880		PT72C	PS	6/1956	2668					34
2881		PT72C	PS	8/1955	2519					33
2882		PT72C	PS	3/1956	2646					34
2883		PT72C	PS	7/1955	2504					33
2884		PT72C	PS	8/1955	2607					34
2885		PT72C	PS	7/1955	2501					33
2886		PT72C	PS	3/1956	2655					34
2887		PT72C	PS	7/1955	2507					33
2888		PT72C	PS	6/1956	2661					34
2889		PT72C	PS	8/1955	2516					33
2890:1		PT72C	PS	3/1956	2649					34
2890:2		PT72C	PS	7/1956	2674					34
2891		PT72C	PS	8/1955	2518					33
2892		PT72C	PS	9/1955	2622					34
2893		PT72C	PS	7/1955	2514					33
2894		PT72C	PS	7/1956	2669					34
2895		PT72C	PS	9/1955	2614					34
2896		PT72C	PS	9/1955	2612					34
2897		PT72C	PS	8/1955	2515					33
2898		PT72C	PS	6/1956	2665					34
2899		PT72C	PS	7/1955	2506					33

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
2901		P72	PS	5/1955						48
2902		P72	PS	5/1955						48
2903		P72	PS	5/1955						48
2904		P72	PS	5/1955						48
2905:1		P72	PS	5/1955		2991				48
2905:2		P72	PS	3/1956	2979					48
2906		P72	PS	5/1955						48
2907		P72	PS	5/1955						48
2908		P72	PS	6/1955						48
2909		P72	PS	6/1955						48
2910		P72	PS	6/1955						48
2911		P72	PS	6/1955						48
2912		P72	PS	6/1955						48
2913		P72	PS	6/1955						48
2914		P72	PS	6/1955						48
2915		P72	PS	6/1955						48
2916		P72	PS	6/1955						48
2917		P72	PS	6/1955						48
2918		P72	PS	6/1955						48
2919		P72	PS	6/1955						48
2920		P72	PS	6/1955						48
2921		P72	PS	6/1955						48
2922		P72	PS	6/1955						48
2923		P72	PS	6/1955						48
2924		P72	PS	6/1955						48
2925		P72	PS	6/1955						48
2926		P72	PS	12/1955						48
2927		P72	PS	12/1955		2002:2				48
2928		P72	PS	12/1955						48
2929		P72	PS	12/1955						48
2930		P72	PS	12/1955						48
2931		P72	PS	12/1955						48
2932		P72	PS	12/1955						48
2933		P72	PS	12/1955						48
2934		P72	PS	12/1955						48
2935		P72	PS	1/1956						48
2936		P72	PS	1/1956						48
2937		P72	PS	1/1956						48
2938		P72	PS	1/1956						48
2939		P72	PS	1/1956						48
2940		P72	PS	1/1956						48
2941		P72	PS	1/1956						48
2942		P72	PS	1/1956						48
2943		P72	PS	1/1956						48
2944		P72	PS	1/1956						48
2945		P72	PS	1/1956						48
2946		P72	PS	1/1956						48
2947		P72	PS	1/1956						48
2948		P72	PS	1/1956						48
2949:1		P72	PS	1/1956		2970:2				48
2949:2		P72	PS	3/1956	2977					48
2950		P72	PS	1/1956						48
2951		P72	PS	1/1956						48
2952		P72	PS	1/1956						48
2953		P72	PS	1/1956						48
2954		P72	PS	2/1956						48
2955		P72	PS	2/1956						48

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
2956		P72	PS	2/1956						48
2957:1		P72	PS	2/1956		2992				48
2957:2		P72	PS	2/1956	2958:1					48
2958:1		P72	PS	2/1956		2957:2				48
2958:2		P72	PS	3/1956	2980					48
2959		P72	PS	2/1956						48
2960		P72	PS	2/1956						48
2961		P72	PS	2/1956						48
2962		P72	PS	2/1956						48
2963		P72	PS	2/1956						48
2964		P72	PS	2/1956						48
2965		P72	PS	2/1956						48
2966		P72	PS	2/1956						48
2967		P72	PS	2/1956						48
2968		P72	PS	2/1956						48
2969		P72	PS	2/1956						48
2970:1		P72	PS	2/1956		2990				48
2970:2		P72	PS	1/1956	2949:1					48
2971		P72	PS	2/1956						48
2972		P72	PS	2/1956						48
2973		P72	PS	2/1956						48
2974		P72	PS	3/1956						48
2975		P72	PS	3/1956						48
2976		P72	PS	3/1956						48
2977:1		P72	PS	3/1956		2949:2				48
2977:2		P72	PS	2/1956	2990					48
2978		P72	PS	3/1956						48
2979		P72	PS	3/1956		2905:2				48
2980		P72	PS	3/1956		2958:2				48
2990		P72	PS	2/1956	2970:1	2977:2				48
2991		P72	PS	5/1955	2905:1					48
2992		P72	PS	2/1956	2957:1					48
2993		P72	PS	3/1956	2978					48
3001		C1	TCC	1990				12/1999		19
3002		C1	TCC	1990				12/1999		19
3003		C1	TCC	1990				12/1999		19
3004		C1	TCC	1990				12/1999		19
3005		C1	TCC	1990				12/1999		19
3006		C1	TCC	1990				12/1999		19
3007		C1	TCC	1990				12/1999		19
3008		C1	TCC	1990				12/1999		19
3009		C1	TCC	1990				12/1999		19
3010		C1	TCC	1990				12/1999		19
3500		MP70T	PS	9/1953					3/29/1972	1,32
3501		MP70T	PS	9/1953					5/16/1972	1,32
3502		MP70T	PS	10/1953					4/19/1972	1,32
3503		MP70T	PS	10/1953					3/29/1972	1,32
3504		MP70T	PS	10/1953					4/1973	3,32
3505		MP70T	PS	10/1953					3/29/1972	1,32
3506		MP70T	PS	10/1953					3/1973	3,32
3507		MP70T	PS	10/1953		112				32
3508		MP70T	PS	10/1953					4/19/1972	1,32
3509		MP70T	PS	10/1953					4/19/1972	1,32
3510		MP70T	PS	11/1953					3/29/1972	1,32
3511		MP70T	PS	11/1953					7/20/1972	1,32
3512		MP70T	PS	11/1953					3/29/1972	1,32
3513		MP70T	PS	11/1953					5/16/1972	1,32

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
3514		MP70T	PS	11/1953					3/1973	3,32
3515		MP70T	PS	11/1953					11/29/1972	1,32
3516		MP70T	PS	11/1953					4/19/1972	1,32
3517		MP70T	PS	11/1953					4/1973	3,32
3518		MP70T	PS	12/1953					3/1973	3,32
3519		MP70T	PS	12/1953					3/29/1972	1,32
4001		C3	KRC	2/1999						20
4002		C3	KRC	6/1999						20
4003		C3	KRC	4/1999						20
4004		C3	KRC	4/1999						20
4005		C3	KRC	12/1998						20
4006		C3	KRC	12/1998						20
4007		C3	KRC	12/1998						20
4008		C3	KRC	10/1998						20
4009		C3	KRC	10/1998						20
4010		C3	KRC	10/1998						20
4011		C3	KRC	11/1998						20
4012		C3	KRC	10/1998						20
4013		C3	KRC	12/1999						20
4014		C3	KRC	2/1999						20
4015		C3	KRC	4/1999						20
4016		C3	KRC	10/1998						20
4017		C3	KRC	11/1999						20
4018		C3	KRC	11/1998						20
4019		C3	KRC	10/1999						20
4020		C3	KRC	4/2000						20
4021		C3	KRC	10/1999						20
4022		C3	KRC	12/1999						20
4023		C3	KRC	9/1999						20
4024		C3	KRC	12/1999						20
4025		C3	KRC	8/1999						20
4026		C3	KRC	3/1999						20
4027		C3	KRC	7/1999						20
4028		C3	KRC	4/1999						20
4029		C3	KRC	7/1999						20
4030		C3	KRC	3/1999						20
4031		C3	KRC	10/1998						20
4032		C3	KRC	10/1998						20
4033		C3	KRC	10/1998						20
4034		C3	KRC	10/1998						20
4035		C3	KRC	8/1999						20
4036		C3	KRC	11/1998						20
4037		C3	KRC	12/1998						20
4038		C3	KRC	12/1998						20
4039		C3	KRC	6/1999						20
4040		C3	KRC	2/1999						20
4041		C3	KRC	12/1998						20
4042		C3	KRC	12/1998						20
4043		C3	KRC	12/1998						20
4044		C3	KRC	2/1999						20
4045		C3	KRC	2/1999						20
4046		C3	KRC	12/1999						20
4047		C3	KRC	2/1999						20
4048		C3	KRC	8/1999						20
4049		C3	KRC	3/1999						20
4050		C3	KRC	9/1999						20
4051		C3	KRC	5/1999						20

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
4052		C3	KRC	7/1999						20
4053		C3	KRC	5/1999						20
4054		C3	KRC	8/1999						20
4055		C3	KRC	4/1999						20
4056		C3	KRC	7/1999						20
4057		C3	KRC	3/1999						20
4058		C3	KRC	12/1998						20
4059		C3	KRC	4/1999						20
4060		C3	KRC	11/1998						20
4061		C3	KRC	4/1999						20
4062		C3	KRC	8/1999						20
4063		C3	KRC	10/1999						20
4064		C3	KRC	7/1999						20
4065		C3	KRC	5/1999						20
4066		C3	KRC	7/1999						20
4067		C3	KRC	6/1999						20
4068		C3	KRC	8/1999						20
4069		C3	KRC	6/1999						20
4070		C3	KRC	9/1999						20
4071		C3	KRC	6/1999						20
4072		C3	KRC	12/1998						20
4073		C3	KRC	6/1999						20
4074		C3	KRC	8/1999						20
4075		C3	KRC	6/1999						20
4076		C3	KRC	12/1998						20
4077		C3	KRC	8/1999						20
4078		C3	KRC	12/1998						20
4079		C3	KRC	8/1999						20
4080		C3	KRC	12/1998						20
4081		C3	KRC	9/1999						20
4082		C3	KRC	12/1998						20
4083		C3	KRC	10/1999						20
4084		C3	KRC	2/1999						20
4085		C3	KRC	8/1999						20
4086		C3	KRC	2/1999						20
4087		C3	KRC	10/1999						20
4088		C3	KRC	2/1999						20
4090		C3	KRC	3/1999						20
4092		C3	KRC	3/1999						20
4094		C3	KRC	5/1999						20
4096		C3	KRC	4/1999						20
4098		C3	KRC	4/1999						20
4100		C3	KRC	4/1999						20
4102		C3	KRC	4/1999						20
4104		C3	KRC	5/1999						20
4106		C3	KRC	5/1999						20
4108		C3	KRC	6/1999						20
4110		C3	KRC	6/1999						20
4112		C3	KRC	6/1999						20
4114		C3	KRC	8/1999						20
4116		C3	KRC	6/1999						20
4118		C3	KRC	6/1999						20
4120		C3	KRC	7/1999						20
4122		C3	KRC	8/1999						20
4124		C3	KRC	8/1999						20
4126		C3	KRC	9/1999						20
4128		C3	KRC	9/1999						20

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
4130		C3	KRC	7/1999						20
4132		C3	KRC	8/1999						20
4134		C3	KRC	10/1999						20
4135		MP54A1c	ACF	9/1930	1135		9/1956		7/16/1971	1,28
4136		MP54A1c	ACF	9/1930	1136		1/1964		4/11/1970	3,28
4137		MP54A1c	ACF	9/1930	1137		4/1958	1971		28
4138		MP54A1c	ACF	9/1930	1138		1/1958		12/2/1971	1,28
4139		MP54A1c	ACF	9/1930	1139		3/1965		3/8/1972	1,28
4140		MP54A1c	ACF	9/1930	1140		5/1959		9/1/1971	1,28
4141		MP54A1c	ACF	9/1930	1141		4/1963		1/6/1971	2,28
4142		MP54A1c	ACF	9/1930	1142		12/1964		10/3/1972	1,28
4143		MP54A1c	ACF	9/1930	1143		9/1958		7/29/1971	1,28
4144		MP54A1c	ACF	9/1930	1144		5/1962		5/14/1971	1,28
4145		MP54A1c	ACF	9/1930	1145		11/1957		7/16/1971	1,28
4146		MP54A1c	ACF	9/1930	1146		9/1956		4/21/1970	2,28
4147		MP54A1c	ACF	10/1930	1147		7/1962		6/18/1970	2,28
4149		MP54A1c	ACF	10/1930	1149		6/1963	1971		28
4150		MP54A1c	ACF	10/1930	1150		8/1956		4/21/1970	2,28
4151		MP54A1c	ACF	10/1930	1151		3/1957		6/18/1970	2,28
4152		MP54A1c	ACF	10/1930	1152		5/1963		10/28/1970	2,28
4153		MP54A1c	ACF	10/1930	1153		12/1958	8/17/1971		28
4154		MP54A1c	ACF	10/1930	1154		5/1958		10/28/1970	2,28
4155		MP54A1c	ACF	10/1930	1155		1/1957		7/29/1971	1,28
4156		MP54A1c	ACF	10/1930	1156		3/1958		11/6/1970	2,28
4157		MP54A1c	ACF	10/1930	1157		8/1963		8/18/1971	1,28
4158		MP54A1c	ACF	10/1930	1158		3/1964		10/28/1970	2,28
4159		MP54A1c	ACF	10/1930	1159		11/1956		3/17/1971	1,28
4160		MP54A1c	ACF	10/1930	1160		6/1958		11/8/1970	2,28
4161		MP54A1c	ACF	10/1930	1161		6/1962		10/27/1972	1,28
4162		MP54A1c	ACF	10/1930	1162		3/1962		11/7/1970	2,28
4163		MP54A1c	ACF	11/1930	1163		4/1959		10/28/1970	2,28
4166		MP54A1c	ACF	11/1930	1166		5/1957		10/28/1970	2,28
4167		MP54A1c	ACF	11/1930	1167		2/1957		3/17/1971	1,28
4168		MP54A1c	ACF	11/1930	1168		10/1956		1/5/1971	2,28
4170		MP54A1c	ACF	11/1930	1170		12/1963		10/28/1970	2,28
4171		MP54A1c	ACF	11/1930	1171		2/1958		4/17/1969	2,28
4172		MP54A1c	ACF	11/1930	1172		8/1956		6/21/1971	1,28
4174		MP54A1c	ACF	11/1930	1174		10/1956		8/18/1971	1,28
4176		MP54A1c	ACF	11/1930	1176		8/1958		6/21/1971	1,28
4177		MP54A1c	ACF	11/1930	1177		2/1964		10/28/1970	2,28
4178		MP54A1c	ACF	12/1930	1178		9/1962		4/3/1973	3,28
4179		MP54A1c	ACF	12/1930	1179		5/1959		1/15/1971	2,28
4205		MB62c	ACF	1910	1205		10/1959		12/1965	4,25
4206		MB62c	ACF	1910	1206		5/1960		12/1965	4,25
4207		MB62c	ACF	1910	1207		10/1959		12/1965	4,25
4208		MB62c	ACF	1910	1208		10/1959		6/1962	4,25
4209		MBM62c	ACF	8/1910	1209		3/1960	6/18/1965		25
4210		MBM62c	ACF	8/1910	1210		6/1960	6/18/1965	8/21/1969	2,25
4212		MB62Ac	ACF	8/1910	1212		9/1955		12/1965	4,25
4215		MB62c	ACF	9/1910	1215		4/1960	6/18/1965		25
4216		MB62c	ACF	9/1910	1216		6/1960		6/1963	4,25
4370		MPB54c	ACF	8/1913	1370		1/1960		3/28/1969	2,37
4371		MPB54c	ACF	8/1913	1371		5/1960		6/18/1970	2,37
4372		MPB54c	ACF	8/1913	1372		12/1959		4/18/1970	2,37
4374		MPB54c	ACF	8/1913	1374		2/1960		6/5/1969	2,37
4375		MPB54c	ACF	8/1913	1375		2/1960		8/25/1969	2,37
4376		MPB54c	ACF	8/1913	1376		12/1959		4/1970	2,37

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
4377		MPB54c	ACF	8/1913	1377		10/1959		6/5/1969	2,37
4379		MPB54c	ACF	8/1913	1379		4/1960		7/30/1968	4,37
4380		MPB54c	ACF	8/1913	1380		10/1959		12/29/1970	2,37
4381		MPB54c	ACF	8/1913	1381		11/1959		6/18/1970	2,37
4385		MPB54c	ACF	5/1914	1385		11/1959		1/15/1971	2,37
4386		MPB54c	ACF	5/1914	1386		5/1960		12/29/1970	2,37
4387		MPB54c	ACF	5/1914	1387		4/1960		6/18/1970	2,37
4388		MPB54c	ACF	5/1914	1388		1/1960		8/1970	2,37
4389		MPB54c	ACF	5/1914	1389		1/1960		6/5/1969	2,37
4390		MPB54c	ACF	5/1914	1390		12/1959		5/17/1970	2,37
4391		MPB54c	ACF	5/1914	1391		12/1959	1969		37
4393		MPB54c	ACF	5/1914	1393		11/1959		6/18/1970	2,37
4394		MPB54c	ACF	5/1914	1394		11/1960		4/1970	2,37
4395		MPB54c	ACF	5/1914	1395		10/1959	8/1/1970	10/28/1970	2,37
4396		MPB54c	ACF	5/1914	1396	W6	10/1959	1969		37
4398		MPB54c	ACF	5/1914	1398		2/1960		5/17/1970	2,37
4683		MP54Bc	ACF	10/1920	1683		6/1957		5/16/1972	1,29
4684		MP54Bc	ACF	10/1920	1684		8/1955	10/27/1971	5/1973	3,37
4691		MP54Bc	ACF	10/1920	1691		6/1956		5/24/1971	1,29
4692		MP54Bc	ACF	10/1920	1692		6/1955		10/28/1970	2,29
4694		MP54Bc	ACF	12/1920	1694		8/1955		6/5/1969	2,29
4696		MP54Bc	ACF	12/1920	1696		11/1955		1/5/1971	2,29
4697		MP54Bc	ACF	12/1920	1697		3/1955	11/1969		29
4701		MP54Cc	ACF	8/1922	1701		12/1954		3/3/1971	1,29
4735		MP54Cc	ACF	12/1922	1735		12/1954		3/17/1971	1,29
4736		MP54Cc	ACF	12/1922	1736		8/1955		10/28/1970	2,29
4737		MP54Cc	ACF	12/1922	1737		7/1955		1/10/1971	2,29
4738		MP54Cc	ACF	9/1923	1738		6/1955		10/28/1970	2,29
4739		MP54Cc	ACF	9/1923	1739		2/1955		1/7/1971	2,29
4742		MP54Cc	ACF	9/1923	1742		10/1954		1/10/1971	2,29
4761		MP54Cc	ACF	11/1923	1761		12/1954		3/3/1971	1,29
4763		MP54Cc	ACF	11/1923	1763		1/1957		4/14/1973	3,29
4775		MP54Cc	ACF	12/1923	1775		12/1954		9/1/1971	1,29
4784		MP54Cc	ACF	3/1924	1784		3/1957		5/24/1971	1,29
4785		MP54Cc	ACF	3/1924	1785		5/1958		7/16/1971	1,29
4787		MP54Cc	ACF	3/1924	1787		1/1958		9/8/1971	1,29
4789		MP54Cc	ACF	3/1924	1789		10/1955		10/28/1970	2,29
4790		MP54Cc	ACF	4/1924	1790		8/1955		7/16/1971	1,29
4791		MP54Cc	ACF	4/1924	1791		5/1956		8/18/1971	1,29
4793		MP54Cc	ACF	4/1924	1793		11/1958		5/14/1971	1,29
4794		MP54Cc	ACF	4/1924	1794		9/1955		9/14/1971	1,29
4795		MP54Cc	ACF	4/1924	1795		7/1956		6/21/1971	1,29
4796		MP54Cc	ACF	4/1924	1796		3/1956		8/1970	2,29
4798		MP54Cc	ACF	4/1924	1798		11/1954		12/2/1971	1,29
4799		MP54Cc	ACF	4/1924	1799		6/1963		6/18/1970	2,29
4800		MP54Cc	ACF	4/1924	1800		2/1957		5/14/1971	1,29
4802		MP54Cc	ACF	4/1924	1802		4/1955		8/1970	2,29
4803		MP54Cc	ACF	4/1924	1803		10/1957		7/2/1971	1,29
4804		MP54Cc	ACF	4/1924	1804		11/1954		1/10/1971	2,29
4805		MP54Cc	ACF	4/1924	1805		3/1957		5/14/1971	1,29
4806		MP54Cc	ACF	4/1924	1806		5/1957		9/1/1971	1,29
4807		MP54Cc	ACF	4/1924	1807		1/1957		6/21/1971	1,29
4808		MP54Cc	ACF	4/1924	1808		12/1955		12/29/1970	2,29
4809		MP54Cc	ACF	4/1924	1809		12/1957		9/1/1971	1,29
4810		MP54Cc	ACF	4/1924	1810		7/1955		5/24/1971	1,29
4811		MP54Cc	ACF	4/1924	1811		9/1957		3/1/1973	3,29
4812		MP54Cc	ACF	4/1924	1812		6/1955		1/10/1971	2,29

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
4813		MP54Cc	ACF	4/1924	1813		6/1956		3/5/1969	2,29
4814		MP54Cc	ACF	4/1924	1814		5/1956		1/10/1971	2,29
4816		MP54Cc	ACF	4/1924	1816		1/1957		9/14/1971	1,29
4817		MP54Cc	ACF	5/1924	1817		2/1956		9/1/1971	1,29
4818		MP54Cc	ACF	5/1924	1818		4/1957		4/1/1973	3,29
4819		MP54Cc	ACF	5/1924	1819		4/1955		11/7/1970	2,29
4820		MP54Cc	ACF	5/1924	1820		5/1956		10/28/1970	2,29
4821		MP54Cc	ACF	5/1924	1821		12/1956		6/18/1970	2,29
4822		MP54Cc	ACF	5/1924	1822		4/1956		1/7/1971	2,29
4824		MP54Cc	ACF	5/1924	1824		5/1955		1/15/1971	2,29
4825		MP54Cc	ACF	5/1924	1825		5/1955			29
4826		MP54Cc	ACF	5/1924	1826		1/1957		11/8/1970	2,29
4827		MP54Cc	ACF	5/1924	1827		11/1955		5/14/1971	1,29
4828		MP54Cc	ACF	5/1924	1828		2/1957		5/24/1971	1,29
4829		MP54Cc	ACF	5/1924	1829		5/1955		12/13/1971	3,29
4831		MP54Cc	ACF	5/1924	1831		5/1956		5/24/1971	1,29
4832		MP54Cc	ACF	6/1924	1832		8/1957		1/17/1971	2,29
4833		MP54Cc	ACF	5/1924	1833		9/1957		9/14/1971	1,29
4835		MP54Cc	ACF	5/1924	1835		4/1956		9/8/1971	1,29
4837		MP54Cc	ACF	6/1924	1837		11/1956		10/28/1970	2,29
4839		MP54Cc	ACF	6/1924	1839		2/1958		6/21/1971	1,29
4840		MP54Cc	ACF	6/1924	1840		5/1956		3/17/1971	1,29
4841		MP54Cc	ACF	6/1924	1841		4/1958		10/28/1970	2,29
4842		MP54Cc	ACF	6/1924	1842		4/1959		12/29/1970	2,29
4843		MP54Cc	ACF	6/1924	1843		7/1956		5/14/1971	1,29
4844		MP54Cc	ACF	3/1925	1844		6/1956		12/2/1971	1,29
4845		MP54Cc	ACF	3/1925	1845		12/1954		3/17/1971	1,29
4846		MP54Cc	ACF	3/1925	1846		5/1955		11/7/1970	2,29
4847		MP54Cc	ACF	3/1925	1847		11/1954		8/18/1971	1,29
4848		MP54Cc	ACF	3/1925	1848		8/1955		9/1/1971	1,29
4849		MP54Cc	ACF	3/1925	1849		6/1956		7/16/1971	1,29
4850		MP54Cc	ACF	3/1925	1850		9/1957		11/2/1971	1,29
4851		MP54Cc	ACF	3/1925	1851		6/1964		12/8/1971	1,29
4852		MP54Cc	ACF	3/1925	1852		4/1956		10/28/1970	2,29
4854		MP54Cc	ACF	4/1925	1854		12/1956		9/8/1971	1,29
4855		MP54Cc	ACF	4/1925	1855		3/1955		6/21/1971	1,29
4856		MP54Cc	ACF	4/1925	1856		5/1955		9/1/1971	1,29
4857		MP54Cc	ACF	4/1925	1857		5/1963		1/10/1971	2,29
4859		MP54Cc	ACF	4/1925	1859		1/1955		11/8/1970	2,29
4861		MP54Cc	ACF	4/1925	1861		12/1957		5/14/1971	1,29
4862		MP54Cc	ACF	4/1925	1862		11/1955		1/10/1971	2,29
4863		MP54Cc	ACF	4/1925	1863		11/1957		8/18/1971	1,29
4866		MP54Cc	ACF	4/1925	1866		2/1956		7/16/1971	1,29
4867		MP54Cc	ACF	4/1925	1867		11/1957		6/20/1972	1,29
4869		MP54Cc	ACF	4/1925	1869		4/1955		6/21/1971	1,29
4870		MP54Cc	ACF	4/1925	1870		6/1963		3/17/1971	1,29
4871		MP54Cc	ACF	4/1925	1871		10/1957		10/28/1970	2,29
4872		MP54Cc	ACF	4/1925	1872		4/1959		5/24/1971	1,29
4875		MP54Cc	ACF	4/1925	1875		9/1959		3/17/1971	1,29
4876		MP54Cc	ACF	4/1925	1876		10/1959		10/28/1970	2,29
4877		MP54Cc	ACF	4/1925	1877		3/1955		2/18/1971	3,29
4878		MP54Cc	ACF	4/1925	1878		1/1960		1/16/1971	2,29
4879		MP54Cc	ACF	5/1925	1879		1/1956		6/21/1971	1,29
4880		MP54Cc	ACF	5/1925	1880		10/1955		5/14/1971	1,29
4881		MP54Cc	ACF	5/1925	1881		11/1954		6/21/1971	1,29
4882		MP54Cc	ACF	5/1925	1882		7/1955		7/29/1971	1,29
4883		MP54Cc	ACF	5/1925	1883		6/1955		3/17/1971	1,29

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
4884		MP54Cc	ACF	4/1927	1884		3/1956		5/24/1971	1,29
4885		MP54Cc	ACF	4/1927	1885		11/1956		3/13/1973	3,29
4886		MP54Cc	ACF	4/1927	1886		4/1957		4/1973	3,29
4887		MP54Cc	ACF	4/1927	1887		6/1955	10/29/1971	5/1973	3,29
4890		MP54Cc	ACF	4/1927	1890		5/1955		9/14/1971	1,29
4891		MP54Cc	ACF	4/1927	1891		10/1955		8/1970	2,29
4892		MP54Cc	ACF	4/1927	1892		12/1954		6/20/1972	1,29
4893		MP54Cc	ACF	4/1927	1893		9/1963		10/28/1970	2,29
4894		MP54Cc	ACF	4/1927	1894		7/1955		3/8/1972	1,29
4895		MP54Cc	ACF	4/1927	1895		6/1958		4/21/1970	2,29
4896		MP54Cc	ACF	4/1927	1896		4/1956		5/17/1970	2,29
4897		MP54Cc	ACF	4/1927	1897		11/1955		5/24/1971	1,29
4900		MP54Cc	ACF	5/1927	1900		2/1955	7/1971		29
4901		MP54Cc	ACF	5/1927	1901		7/1956		3/8/1972	1,29
4902		MP54Cc	ACF	5/1927	1902		2/1956		1/6/1971	2,29
4903		MP54Cc	ACF	5/1927	1903		4/1957		5/24/1971	1,29
4904		MP54Cc	ACF	5/1927	1904		9/1956		6/21/1971	1,29
4905		MP54Cc	ACF	5/1927	1905		11/1957		1/5/1971	2,29
4906		MP54Cc	ACF	5/1927	1906		3/1956		8/18/1971	2,29
4907		MP54Cc	ACF	5/1927	1907		1/1956		4/21/1970	2,29
4908		MP54Cc	ACF	5/1927	1908		5/1957		10/28/1970	2,29
4909		MP54Cc	ACF	5/1927	1909		12/1955		9/8/1971	1,29
4910		MP54Cc	ACF	5/1927	1910		7/1956		11/1970	3,29
4911		MP54Cc	ACF	5/1927	1911		3/1958		7/2/1969	2,29
4912		MP54Cc	ACF	5/1927	1912		12/1955		12/8/1971	1,29
4913		MP54Cc	ACF	5/1927	1913		3/1965		9/8/1971	1,29
4914		MP54Cc	ACF	5/1927	1914		5/1956		11/6/1970	2,29
4916		MP54Cc	ACF	5/1927	1916		1/1956		9/1/1971	1,29
4917		MP54Cc	ACF	5/1927	1917		9/1956		3/13/1973	3,29
4918		MP54Cc	ACF	5/1927	1918		12/1955		9/8/1971	1,29
4920		MP54Cc	ACF	5/1927	1920		8/1955		7/2/1971	1,29
4921		MP54Cc	ACF	6/1927	1921		8/1956		3/17/1971	1,29
4922		MP54Cc	ACF	6/1927	1922		9/1957		1/10/1971	2,29
4923		MP54Cc	ACF	6/1927	1923		11/1954		11/7/1970	2,29
4924		MP54Cc	ACF	6/1927	1924		8/1957		8/18/1971	1,29
4925		MP54Cc	ACF	6/1927	1925		2/1956		6/21/1971	1,29
4926		MP54Cc	ACF	6/1927	1926		1/1956		5/24/1971	1,29
4927		MP54Cc	ACF	6/1927	1927		3/1956		12/2/1971	1,29
4928		MP54Cc	ACF	6/1927	1928		8/1956		12/2/1971	1,29
4929		MP54Cc	ACF	6/1927	1929		11/1957		5/24/1971	1,29
4930		MP54Cc	ACF	6/1927	1930		4/1964		11/28/1970	2,29
4932		MP54Cc	ACF	6/1927	1932		7/1956	5/14/1971	6/12/1971	3,29
4933		MP54Cc	ACF	6/1927	1933		11/1956		6/21/1971	1,29
4934		MP54Cc	ACF	6/1927	1934		12/1954		4/21/1970	2,29
4935		MP54Cc	ACF	6/1927	1935		10/1955		10/28/1970	2,29
4936		MP54Cc	ACF	6/1927	1936		10/1955		5/1973	3,29
4937		MP54Cc	ACF	6/1927	1937		7/1955		9/8/1971	1,29
4938		MP54Cc	ACF	6/1927	1938		3/1955		5/16/1972	1,29
4939		MP54Cc	ACF	6/1927	1939		6/1957		6/21/1971	1,29
4940		MP54Cc	ACF	6/1927	1940		2/1958		6/21/1971	1,29
4941		MP54Cc	ACF	6/1927	1941		7/1955	6/10/1968	2/12/1969	2,29
4942		MP54Cc	ACF	7/1927	1942		4/1957		5/14/1971	1,29
4943		MP54Cc	ACF	7/1927	1943		3/1955		1/6/1971	2,29
4944		MP54D1c	ACF	7/1927	1944		4/1956		12/8/1971	1,41
4945		MP54D1c	ACF	7/1927	1945		11/1958		6/21/1971	1,41
4946		MP54D1c	ACF	7/1927	1946		12/1956		9/8/1971	1,41
4947		MP54D1c	ACF	7/1927	1947		2/1957		5/14/1971	1,41

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
4948		MP54D1c	ACF	7/1927	1948		8/1955		6/21/1971	1,41
4949		MP54D1c	ACF	7/1927	1949		5/1964		12/2/1971	1,41
4950		MP54D1c	ACF	7/1927	1950		3/1955		7/2/1971	1,41
4951		MP54D1c	ACF	7/1927	1951		3/1955		1/10/1971	2,41
4952		MP54D1c	ACF	7/1927	1952		4/1957		5/1973	3,41
4954		MP54D1c	ACF	7/1927	1954		7/1958		10/28/1970	2,41
4955		MP54D1c	ACF	7/1927	1955		6/1955		9/8/1971	1,41
4958		MP54D1c	ACF	7/1927	1958		3/1957		11/12/1971	1,41
4959		MP54D1c	ACF	7/1927	1959		3/1957			41
4960		MP54D1c	ACF	7/1927	1960		10/1963		10/28/1970	2,41
4961		MP54D1c	ACF	7/1927	1961		12/1956		6/20/1972	1,41
4962		MP54D1c	ACF	7/1927	1962		8/1964		7/16/1971	1,41
4963		MP54D1c	ACF	7/1927	1963		11/1955		8/18/1971	1,41
4964		MP54D1c	ACF	7/1927	1964		8/1956		9/1970	3,41
4965		MP54D1c	ACF	7/1927	1965		5/1959		7/16/1971	1,41
4966		MP54D1c	ACF	7/1927	1966		1/1956		6/5/1969	2,41
4967		MP54D1c	ACF	7/1927	1967		5/1959		12/2/1971	1,41
4969		MP54D1c	ACF	7/1927	1969		1/1965		5/24/1971	1,41
4970		MP54D1c	ACF	7/1927	1970		9/1958		10/28/1970	2,41
4971		MP54D1c	ACF	7/1927	1971		3/1956			41
4973		MP54D1c	ACF	7/1927	1973		9/1959		8/1/1970	2,41
4974		MP54D1c	ACF	7/1927	1974		10/1958		5/14/1971	1,41
4975		MP54D1c	ACF	7/1927	1975		11/1963		1/10/1971	2,41
4976		MP54D1c	ACF	8/1927	1976		2/1955		11/12/1971	1,41
4977		MP54D1c	ACF	8/1927	1977		5/1959		4/21/1970	2,41
4978		MP54D1c	ACF	8/1927	1978		7/1958		7/2/1971	1,41
4980		MP54D1c	ACF	8/1927	1980		7/1963		7/29/1971	1,41
4982		MP54D1c	ACF	8/1927	1982		6/1959		5/14/1971	1,41
5001		C3	KRC	12/1998						20
5002		C3	KRC	4/1999						20
5003		C3	KRC	5/1999						20
5004		C3	KRC	12/1998						20
5005		C3	KRC	11/1998						20
5006		C3	KRC	2/1999						20
5007		C3	KRC	12/1999						20
5008		C3	KRC	10/1998						20
5009		C3	KRC	10/1998						20
5010		C3	KRC	9/1999						20
5011		C3	KRC	12/1999						20
5012		C3	KRC	8/1999						20
5013		C3	KRC	7/1999						20
5014		C3	KRC	8/1999						20
5015		C3	KRC	3/1999						20
5016		C3	KRC	11/1998						20
5017		C3	KRC	10/1998						20
5018		C3	KRC	2/1999						20
5019		C3	KRC	5/1999						20
5020		C3	KRC	3/1999						20
5021		C3	KRC	12/1998						20
5022		C3	KRC	12/1998						20
5023		C3	KRC	2/1999						20
5525		CT75c	PS	1963	2525	2701				35
5530		CT75c	PS	1963	2530	2711				35
5532		CT75c	PS	1963	2532	2715				35
5533		CT75c	PS	1963	2533	2717				35
5536		CT75c	PS	1963	2536	2723				35
5675		T75A	PS	1963	2675	2702				36

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
5678		MP54BT	ACF	10/1920	1678		8/1955		9/1970	2,29
5679		MP54BT	ACF	10/1920	1679		5/1957		8/1970	2,29
5680:1		MP54BT	ACF	10/1920	1680		5/1956		9/8/1971	1,29
5680:2		T75A	PS	1963	2680	2712				36
5681		MP54BT	ACF	10/1920	1681		8/1956		7/29/1971	1,29
5682:1		MP54BT	ACF	10/1920	1682		10/1956		10/28/1970	2,29
5682:2		T75A	PS	1963	2682	2716				36
5685		MP54BT	ACF	10/1920	1685		10/1955		8/1970	2,29
5686		MP54BT	ACF	10/1920	1686		6/1956		9/1/1971	1,29
5687		MP54BT	ACF	10/1920	1687		9/1957		7/2/1969	2,29
5688:1		MP54BT	ACF	10/1920	1688		7/1957		8/25/1969	2,29
5688:2		T75A	PS	1963	2688	2728				36
5689		MP54BT	ACF	10/1920	1689		6/1957		8/21/1969	2,29
5690		MP54BT	ACF	10/1920	1690		10/1956		1/7/1971	2,29
5693		MP54BT	ACF	10/1920	1693		7/1955		3/4/1969	2,29
5695		MP54BT	ACF	12/1920	1695		9/1955		8/25/1969	2,29
5698		MP54CT	ACF	8/1922	1698		6/1957		5/1973	3,29
5699		MP54CT	ACF	8/1922	1699		7/1957		6/21/1971	1,29
5700		MP54CT	ACF	8/1922	1700		3/1959		9/14/1971	1,29
5702		MP54CT	ACF	8/1922	1702		2/1955		10/28/1970	2,29
5703		MP54CT	ACF	9/1922	1703		3/1959		8/18/1971	1,29
5706		MP54CT	ACF	9/1922	1706		12/1956		7/2/1969	2,29
5707		MP54CT	ACF	9/1922	1707		10/1959		5/22/1969	2,29
5709		MP54CT	ACF	9/1922	1709		4/1955		7/2/1969	2,29
5710		MP54CT	ACF	9/1922	1710		1/1956		10/25/1970	2,29
5711		MP54CT	ACF	9/1922	1711		3/1955		8/1970	2,29
5712		MP54CT	ACF	9/1922	1712		7/1956		11/6/1970	2,29
5713		MP54CT	ACF	9/1922	1713		6/1955		11/6/1971	2,29
5714		MP54CT	ACF	9/1922	1714		5/1955		3/13/1971	1,29
5715		MP54CT	ACF	9/1922	1715		2/1955		5/1973	3,29
5716		MP54CT	ACF	9/1922	1716		1/1958		5/17/1970	2,29
5718		MP54CT	ACF	9/1922	1718		6/1965		8/25/1969	2,29
5719		MP54CT	ACF	9/1922	1719		5/1956		3/17/1971	1,29
5720		MP54CT	ACF	9/1922	1720		10/1957		10/28/1970	2,29
5721		MP54CT	ACF	9/1922	1721		8/1957		5/22/1969	2,29
5722		MP54CT	ACF	9/1922	1722		9/1956		7/2/1969	2,29
5723		MP54CT	ACF	10/1922	1723		1/1957		5/14/1971	1,29
5724		MP54CT	ACF	10/1922	1724		12/1957		9/14/1971	1,29
5725		MP54CT	ACF	10/1922	1725		3/1955		5/22/1969	2,29
5726		MP54CT	ACF	10/1922	1726		10/1956		4/1973	3,29
5727		MP54CT	ACF	10/1922	1727		11/1964		5/23/1969	2,29
5729		MP54CT	ACF	10/1922	1729		10/1957		5/22/1969	2,29
5730		MP54CT	ACF	10/1922	1730		11/1956		3/17/1971	1,29
5732		MP54CT	ACF	12/1922	1732		9/1956		5/17/1970	2,29
5733		MP54CT	ACF	12/1922	1733		8/1956		12/8/1971	1,29
5734		MP54CT	ACF	12/1922	1734		3/1957		9/1/1971	1,29
5740		MP54CT	ACF	9/1923	1740		9/1955		9/14/1971	1,29
5741		MP54CT	ACF	9/1923	1741		12/1957		10/28/1970	2,29
5743		MP54CT	ACF	9/1923	1743		3/1956		12/2/1971	1,29
5744		MP54CT	ACF	9/1923	1744		11/1955		5/22/1969	2,29
5745		MP54CT	ACF	10/1923	1745		7/1956		5/22/1973	3,29
5747		MP54CT	ACF	10/1923	1747		8/1957		8/25/1969	2,29
5749		MP54CT	ACF	10/1923	1749		3/1955		3/17/1971	1,29
5750		MP54CT	ACF	10/1923	1750		6/1963		4/14/1973	3,29
5751		MP54CT	ACF	10/1923	1751		4/1956			29
5752		MP54CT	ACF	10/1923	1752		3/1955		5/22/1969	2,29
5756		MP54CT	ACF	10/1923	1756		7/1955		3/17/1971	1,29

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
5757		MP54CT	ACF	10/1923	1757		5/1956		1/10/1971	2,29
5758		MP54CT	ACF	10/1923	1758		4/1957		1/7/1971	2,29
5759		MP54CT	ACF	11/1923	1759		2/1955		3/17/1971	1,29
5760		MP54CT	ACF	11/1923	1760		12/1956		3/17/1971	1,29
5762		MP54CT	ACF	11/1923	1762		1/1957		1/7/1971	2,29
5764		MP54CT	ACF	11/1923	1764		1/1956		7/2/1971	1,29
5765		MP54CT	ACF	11/1923	1765		4/1955		5/17/1970	2,29
5767		MP54CT	ACF	11/1923	1767		6/1957		7/2/1971	1,29
5768		MP54CT	ACF	11/1923	1768		5/1957		5/14/1971	1,29
5769		MP54CT	ACF	11/1923	1769		9/1955		7/2/1971	1,29
5770		MP54CT	ACF	11/1923	1770		4/1955		4/17/1969	2,29
5771		MP54CT	ACF	12/1923	1771		4/1955		7/16/1971	1,29
5772		MP54CT	ACF	12/1923	1772		3/1957		5/17/1970	2,29
5773		MP54CT	ACF	12/1923	1773		12/1955		5/1973	3,29
5774		MP54CT	ACF	12/1923	1774		6/1955		10/28/1970	2,29
5777		MP54CT	ACF	12/1923	1777		6/1955		10/28/1970	2,29
6403		T54A	SSC	2/1921	403		7/1957		11/8/1970	2,41
6404		T54A	SSC	2/1921	404		12/1956		12/30/1970	2,41
6411		T54A	SSC	2/1921	411		3/1957		11/6/1970	2,41
6416		T54A	SSC	2/1921	416		9/1957		12/17/1970	2,41
6425		T54B	ACF	6/1922	425		11/1955		12/17/1970	2,41
6428		T54B	ACF	6/1922	428		8/1955		12/30/1970	2,41
6429		T54B	ACF	6/1922	429		8/1955		11/6/1970	2,41
6430		T54B	ACF	6/1922	430		2/1957		12/17/1970	2,41
6431		T54B	ACF	6/1922	431		6/1955		12/17/1970	2,41
6432		T54B	ACF	5/1923	432		5/1957		11/7/1970	2,41
6435		T54B	ACF	5/1923	435		8/1956		11/8/1970	2,41
6437		T54B	ACF	5/1923	437		6/1957		12/17/1970	2,41
6438		T54B	ACF	5/1923	438		3/1955		12/17/1970	2,41
6439		T54B	ACF	5/1923	439		6/1955		1/5/1971	2,41
6442		T54B	ACF	5/1923	442		10/1956		11/6/1970	2,41
6444		T54B	ACF	6/1923	444		10/1955		11/6/1970	2,41
6446		T54B	ACF	6/1923	446		2/1963		11/8/1970	2,41
6448		T54B	ACF	6/1923	448		2/1963		3/5/1969	2,41
6487		T54B	ACF	4/1927	487		9/1955		12/17/1970	2,69
6488		T54B	ACF	4/1927	488		1/1957		12/17/1970	2,69
6489		T54B	ACF	4/1927	489		9/1955		3/28/1969	2,69
6491		T54B	ACF	4/1927	491		8/1957		11/6/1970	2,69
6494		T54B	ACF	4/1927	494		10/1955		12/30/1970	2,69
6495		T54B	ACF	4/1927	495		4/1957		11/6/1970	2,69
6496		T54B	ACF	4/1927	496		11/1956		11/6/1970	2,69
6497		T54B	ACF	4/1927	497		8/1955		11/6/1970	2,69
6498		T54B	ACF	4/1927	498		4/1955		5/17/1970	2,69
6503		T54B	ACF	4/1927	503		10/1963		11/6/1970	2,69
6504		T54B	ACF	4/1927	504		3/1963		12/30/1970	2,69
6506		T54B	ACF	4/1927	506		4/1956		11/6/1970	2,69
6508		T54B	ACF	4/1927	508		12/1955	5/14/1971	8/18/1971	1,69
6509		T54B	ACF	4/1927	509		8/1957		12/30/1970	2,69
6510		T54B	ACF	4/1927	510		7/1957		12/30/1970	2,69
6511		T54B	ACF	4/1927	511		7/1955		12/6/1970	2,69
6842		T54B	ACF	7/1923	842		10/1954		11/8/1970	2,69
6847		T54B	ACF	7/1923	847		5/1955		11/8/1970	2,69
6855		T54B	ACF	8/1923	855		3/1963		12/30/1970	2,69
7001		M7	BT	3/2004						24
7002:1		P54D	ACF	3/1927	2		1/1957			41
7002:2		M7	BT	3/2004						24
7003:1		P54D	ACF	3/1927	3		5/1956			41

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
7003:2		M7	BT	12/2004						24
7004:1		P54D	ACF	3/1927	4		10/1956			41
7004:2		M7	BT	12/2004						24
7005		M7	BT	2/2003						24
7006:1		P54D	ACF	3/1927	6		11/1956		5/1973	3,41
7006:2		M7	BT	2/2003						24
7007		M7	BT	3/2003						24
7008:1		P54D	ACF	3/1927	8		6/1955		4/18/1973	3,41
7008:2		M7	BT	3/2003						24
7009:1		P54D	ACF	3/1927	9		10/1957		8/19/1974	3,41
7009:2		M7	BT	12/2002						24
7010		M7	BT	12/2002						24
7011:1		P54D	ACF	4/1927	11		8/1957		6/29/1972	1,41
7011:2		M7	BT	10/2002						24
7012		M7	BT	10/2002						24
7013:1		P54D	ACF	4/1927	13		8/1955		9/1974	3,41
7013:2		M7	BT	10/2002						24
7014:1		P54D	ACF	4/1927	14		5/1955			41
7014:2		M7	BT	10/2002						24
7015		M7	BT	10/2002						24
7016:1		P54D	ACF	4/1927	16		4/1957			41
7016:2		M7	BT	10/2002						24
7017:1		P54D	ACF	4/1927	17		4/1955		11/10/1972	1,41
7017:2		M7	BT	12/2002						24
7018:1		P54D	ACF	4/1927	18		4/1955			41
7018:2		M7	BT	12/2002						24
7019		M7	BT	12/2002						24
7020		M7	BT	12/2002						24
7021		M7	BT	2/2003						24
7022		M7	BT	2/2003						24
7023:1		P54D	ACF	6/1927	23		12/1954		6/29/1972	1,41
7023:2		M7	BT	1/2003						24
7024:1		P54D	ACF	6/1927	24		1/1958		8/3/1972	1,41
7024:2		M7	BT	1/2003						24
7025:1		P54D	ACF	6/1927	25		5/1958		8/1974	3,41
7025:2		M7	BT	1/2003						24
7026		M7	BT	1/2003						24
7027		M7	BT	1/2003						24
7028:1		P54D	ACF	6/1927	28		1/1956		5/1973	3,41
7028:2		M7	BT	1/2003						24
7029:1		P54D	ACF	6/1927	29		4/1955		8/1974	3,41
7029:2		M7	BT	1/2003						24
7030		M7	BT	1/2003						24
7031:1		P54D	ACF	6/1927	31		9/1955			41
7031:2		M7	BT	1/2003						24
7032		M7	BT	1/2003						24
7033		M7	BT	2/2003						24
7034		M7	BT	2/2003						24
7035:1		P54D	ACF	6/1927	35		8/1955			41
7035:2		M7	BT	2/2003						24
7036:1		P54D	ACF	6/1927	36		3/1957		8/1974	3,41
7036:2		M7	BT	2/2003						24
7037:1		P54D	ACF	6/1927	37		8/1955			41
7037:2		M7	BT	3/2003						24
7038		M7	BT	3/2003						24
7039		M7	BT	3/2003						24
7040:1		P54D	ACF	6/1927	40		4/1955		4/1973	3,41

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
7040:2		M7	BT	3/2003						24
7041:1		P54D	ACF	6/1927	41		12/1954		8/1974	3,41
7041:2		M7	BT	5/2003						24
7042:1		P54D	ACF	6/1927	42		12/1955			41
7042:2		M7	BT	5/2003						24
7043:1		P54D	ACF	6/1927	43		7/1955		8/1974	3,41
7043:2		M7	BT	4/2003						24
7044:1		P54D	ACF	6/1927	44		3/1955		4/1973	3,41
7044:2		M7	BT	4/2003						24
7045:1		P54D	ACF	6/1927	45		5/1955			41
7045:2		M7	BT	6/2003						24
7046:1		P54D	ACF	6/1927	46		12/1957		4/1973	3,41
7046:2		M7	BT	6/2003						24
7047:1		P54D	ACF	7/1927	47		11/1955		8/1974	3,41
7047:2		M7	BT	3/2003						24
7048:1		P54D	ACF	7/1927	48		5/1955		8/1974	3,41
7048:2		M7	BT	3/2003						24
7049		M7	BT	3/2003						24
7050		M7	BT	3/2003						24
7051		M7	BT	3/2003						24
7052		M7	BT	3/2003						24
7053		M7	BT	4/2003						24
7054		M7	BT	4/2003						24
7055		M7	BT	7/2003						24
7056		M7	BT	7/2003						24
7057		M7	BT	4/2003						24
7058		M7	BT	4/2003						24
7059		M7	BT	9/2003						24
7060		M7	BT	9/2003						24
7061		M7	BT	4/2003						24
7062		M7	BT	4/2003						24
7063		M7	BT	9/2003						24
7064		M7	BT	9/2003						24
7065		M7	BT	5/2003						24
7066		M7	BT	5/2003						24
7067		M7	BT	6/2003						24
7068		M7	BT	6/2003						24
7069		M7	BT	5/2003						24
7070		M7	BT	5/2003						24
7071		M7	BT	5/2003						24
7072		M7	BT	5/2003						24
7073		M7	BT	5/2003						24
7074		M7	BT	5/2003						24
7075		M7	BT	5/2003						24
7076		M7	BT	5/2003						24
7077		M7	BT	5/2003						24
7078		M7	BT	5/2003						24
7079		M7	BT	5/2003						24
7080		M7	BT	5/2003						24
7081		M7	BT	5/2003						24
7082		M7	BT	5/2003						24
7083		M7	BT	7/2003						24
7084		M7	BT	7/2003						24
7085		M7	BT	8/2003						24
7086		M7	BT	8/2003						24
7087		M7	BT	8/2003						24
7088		M7	BT	8/2003						24

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
7089		M7	BT	8/2003						24
7090		M7	BT	8/2003						24
7091:1		P54D	ACF	8/1927	91		2/1958			41
7091:2		M7	BT	8/2003						24
7092:1		P54D	ACF	8/1927	92		12/1955			41
7092:2		M7	BT	8/2003						24
7093		M7	BT	8/2003						24
7094:1		P54D	ACF	8/1927	94		9/1956			41
7094:2		M7	BT	8/2003						24
7095:1		P54D	ACF	8/1927	95		12/1954		8/1974	3,41
7095:2		M7	BT	7/2003						24
7096		M7	BT	7/2003						24
7097		M7	BT	8/2003						24
7098:1		P54D	ACF	8/1927	98		12/1954			41
7098:2		M7	BT	8/2003						24
7099:1		P54D	ACF	8/1927	99		7/1956			41
7099:2		M7	BT	8/2003						24
7100		M7	BT	8/2003						24
7101:1		P54D	ACF	8/1927	101		6/1955		8/1974	3,41
7101:2		M7	BT	8/2003						24
7102:1		P54D	ACF	8/1927	102		11/1955			41
7102:2		M7	BT	8/2003						24
7103		M7	BT	8/2003						24
7104		M7	BT	8/2003						24
7105		M7	BT	8/2003						24
7106:1		P54D	ACF	8/1927	106		10/1955		6/29/1972	1,41
7106:2		M7	BT	8/2003						24
7107:1		P54D	ACF	8/1927	107		9/1955			41
7107:2		M7	BT	9/2003						24
7108:1		P54D	ACF	8/1927	108		12/1955		11/10/1972	1,41
7108:2		M7	BT	9/2003						24
7109:1		P54D	ACF	8/1927	109		2/1955			41
7109:2		M7	BT	8/2003						24
7110:1		P54D	ACF	9/1927	110		8/1957		8/1974	3,41
7110:2		M7	BT	8/2003						24
7111:1		P54D	ACF	9/1927	111		11/1956		8/1974	3,41
7111:2		M7	BT	9/2003						24
7112:1		P54D	ACF	9/1927	112		7/1955		8/1974	3,41
7112:2		M7	BT	9/2003						24
7113:1		P54D	ACF	9/1927	113		2/1956			41
7113:2		M7	BT	5/2003						24
7114:1		P54D	ACF	9/1927	114		12/1956			41
7114:2		M7	BT	5/2003						24
7115:1		P54D	ACF	9/1927	115		7/1955			41
7115:2		M7	BT	9/2003						24
7116:1		P54D	ACF	9/1927	116		9/1957		4/1973	3,41
7116:2		M7	BT	9/2003						24
7117:1		P54D	ACF	9/1927	117		3/1955		5/1973	3,41
7117:2		M7	BT	6/2003						24
7118:1		P54D	ACF	9/1927	118		7/1955			41
7118:2		M7	BT	6/2003						24
7119:1		P54D	ACF	9/1927	119		10/1955		8/1974	3,41
7119:2		M7	BT	9/2003						24
7120		M7	BT	9/2003						24
7121		M7	BT	6/2003						24
7122		M7	BT	6/2003						24
7123:1		P54D	ACF	9/1927	123		9/1958		8/1974	3,41

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
7123:2		M7	BT	10/2003						24
7124:1		P54D	ACF	9/1927	124		6/1956		3/1973	3,41
7124:2		M7	BT	10/2003						24
7125		M7	BT	6/2003						24
7126		M7	BT	6/2003						24
7127:1		P54D	ACF	9/1927	127		12/1958			41
7127:2		M7	BT	10/2003						24
7128:1		P54D	ACF	9/1927	128		8/1958			41
7128:2		M7	BT	10/2003						24
7129:1		P54D	ACF	9/1927	129		1/1958			41
7129:2		M7	BT	6/2003						24
7130:1		P54D	ACF	9/1927	130		5/1958		8/1974	3,41
7130:2		M7	BT	6/2003						24
7131		M7	BT	9/2003						24
7132:1		P54D	ACF	9/1927	132		1/1958		4/1973	3,41
7132:2		M7	BT	9/2003						24
7133:1		P54D	ACF	10/1927	133		11/1957			41
7133:2		M7	BT	6/2003						24
7134:1		P54D	ACF	10/1927	134		11/1957		11/10/1972	1,41
7134:2		M7	BT	6/2003						24
7135		M7	BT	6/2003						24
7136:1		P54D	ACF	10/1927	136		3/1955			41
7136:2		M7	BT	6/2003						24
7137:1		P54D	ACF	10/1927	137		2/1955		11/10/1972	1,41
7137:2		M7	BT	10/2003						24
7138:1		P54D	ACF	8/1927	138		4/1958			41
7138:2		M7	BT	10/2003						24
7139		M7	BT	9/2003						24
7140		M7	BT	9/2003						24
7141		M7	BT	6/2003						24
7142		M7	BT	6/2003						24
7143		M7	BT	6/2003						24
7144		M7	BT	6/2003						24
7145		M7	BT	9/2003						24
7146		M7	BT	9/2003						24
7147		M7	BT	6/2003						24
7148		M7	BT	6/2003						24
7149		M7	BT	10/2003						24
7150		M7	BT	10/2003						24
7151		M7	BT	7/2003						24
7152		M7	BT	7/2003						24
7153		M7	BT	10/2003						24
7154		M7	BT	10/2003						24
7155		M7	BT	7/2003						24
7156		M7	BT	7/2003						24
7157		M7	BT	7/2003						24
7158		M7	BT	7/2003						24
7159		M7	BT	12/2003						24
7160		M7	BT	12/2003						24
7161		M7	BT	7/2003						24
7162		M7	BT	7/2003						24
7163		M7	BT	7/2003						24
7164		M7	BT	7/2003						24
7165		M7	BT	7/2003						24
7166		M7	BT	7/2003						24
7167		M7	BT	7/2003						24
7168		M7	BT	7/2003						24

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
7169		M7	BT	7/2003						24
7170		M7	BT	7/2003						24
7171		M7	BT	7/2003						24
7172		M7	BT	7/2003						24
7173		M7	BT	1/2004						24
7174		M7	BT	1/2004						24
7175		M7	BT	10/2003						24
7176		M7	BT	10/2003						24
7177		M7	BT	1/2004						24
7178		M7	BT	1/2004						24
7179		M7	BT	10/2003						24
7180		M7	BT	10/2003						24
7181		M7	BT	10/2003						24
7182		M7	BT	10/2003						24
7183		M7	BT	10/2003						24
7184		M7	BT	10/2003						24
7185		M7	BT	12/2003						24
7186		M7	BT	12/2003						24
7187		M7	BT	11/2003						24
7188		M7	BT	11/2003						24
7189		M7	BT	11/2003						24
7190		M7	BT	11/2003						24
7191		M7	BT	11/2003						24
7192		M7	BT	11/2003						24
7193		M7	BT	12/2003						24
7194		M7	BT	12/2003						24
7195		M7	BT	11/2003						24
7196		M7	BT	11/2003						24
7197		M7	BT	11/2003						24
7198		M7	BT	11/2003						24
7199		M7	BT	11/2003						24
7200		M7	BT	11/2003						24
7201		M7	BT	12/2003						24
7202		M7	BT	12/2003						24
7203		M7	BT	1/2004						24
7204		M7	BT	1/2004						24
7205		M7	BT	12/2003						24
7206		M7	BT	12/2003						24
7207		M7	BT	12/2003						24
7208		M7	BT	12/2003						24
7209		M7	BT	4/2003						24
7210		M7	BT	12/2003						24
7211		M7	BT	1/2004						24
7212		M7	BT	1/2004						24
7213		M7	BT	12/2003						24
7214		M7	BT	12/2003						24
7215		M7	BT	1/2004						24
7216		M7	BT	1/2004						24
7217		M7	BT	2/2004						24
7218		M7	BT	2/2004						24
7219		M7	BT	1/2004						24
7220		M7	BT	1/2004						24
7221		M7	BT	1/2004						24
7222		M7	BT	1/2004						24
7223		M7	BT	2/2004						24
7224		M7	BT	2/2004						24
7225		M7	BT	2/2004						24

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
7226		M7	BT	2/2004						24
7227		M7	BT	1/2004						24
7228		M7	BT	1/2004						24
7229		M7	BT	1/2004						24
7230		M7	BT	1/2004						24
7231		M7	BT	2/2004						24
7232		M7	BT	2/2004						24
7233		M7	BT	2/2004						24
7234		M7	BT	2/2004						24
7235		M7	BT	3/2004						24
7236		M7	BT	3/2004						24
7237		M7	BT	3/2004						24
7238		M7	BT	3/2004						24
7239		M7	BT	3/2004						24
7240		M7	BT	3/2004						24
7241		M7	BT	3/2004						24
7242		M7	BT	3/2004						24
7243		M7	BT	3/2004						24
7244		M7	BT	3/2004						24
7245		M7	BT	3/2004						24
7246		M7	BT	3/2004						24
7247		M7	BT	3/2004						24
7248		M7	BT	3/2004						24
7249		M7	BT	3/2004						24
7250		M7	BT	3/2004						24
7251		M7	BT	4/2004						24
7252		M7	BT	4/2004						24
7253		M7	BT	4/2004						24
7254		M7	BT	4/2004						24
7255		M7	BT	3/2004						24
7256		M7	BT	3/2004						24
7257		M7	BT	4/2004						24
7258		M7	BT	4/2004						24
7259		M7	BT	4/2004						24
7260		M7	BT	4/2004						24
7261		M7	BT	4/2004						24
7262		M7	BT	4/2004						24
7263		M7	BT	3/2004						24
7264		M7	BT	3/2004						24
7265		M7	BT	4/2004						24
7266		M7	BT	4/2004						24
7267		M7	BT	4/2004						24
7268		M7	BT	4/2004						24
7269		M7	BT	5/2004						24
7270		M7	BT	5/2004						24
7271		M7	BT	5/2004						24
7272		M7	BT	5/2004						24
7273		M7	BT	5/2004						24
7274		M7	BT	5/2004						24
7275		M7	BT	4/2004						24
7276		M7	BT	4/2004						24
7277		M7	BT	5/2004						24
7278		M7	BT	5/2004						24
7279		M7	BT	6/2004						24
7280		M7	BT	6/2004						24
7281		M7	BT	6/2004						24
7282		M7	BT	6/2004						24

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
7283		M7	BT	7/2004						24
7284		M7	BT	7/2004						24
7285		M7	BT	8/2004						24
7286		M7	BT	8/2004						24
7287		M7	BT	8/2004						24
7288		M7	BT	8/2004						24
7289		M7	BT	8/2004						24
7290		M7	BT	8/2004						24
7291		M7	BT	8/2004						24
7292		M7	BT	8/2004						24
7293		M7	BT	8/2004						24
7294		M7	BT	8/2004						24
7295		M7	BT	9/2004						24
7296		M7	BT	9/2004						24
7297		M7	BT	9/2004						24
7298		M7	BT	9/2004						24
7299		M7	BT	9/2004						24
7300		M7	BT	9/2004						24
7301		M7	BT	9/2004						24
7302		M7	BT	9/2004						24
7303		M7	BT	10/2004						24
7304		M7	BT	10/2004						24
7305		M7	BT	10/2004						24
7306		M7	BT	10/2004						24
7307		M7	BT	10/2004						24
7308		M7	BT	10/2004						24
7309		M7	BT	10/2004						24
7310		M7	BT	10/2004						24
7311		M7	BT	12/2004						24
7312		M7	BT	12/2004						24
7313		M7	BT	9/2004						24
7314		M7	BT	9/2004						24
7315		M7	BT	10/2004						24
7316		M7	BT	10/2004						24
7317		M7	BT	10/2004						24
7318		M7	BT	10/2004						24
7319		M7	BT	10/2004						24
7320		M7	BT	10/2004						24
7321		M7	BT	10/2004						24
7322		M7	BT	10/2004						24
7323		M7	BT	11/2004						24
7324		M7	BT	11/2004						24
7325		M7	BT	12/2004						24
7326		M7	BT	12/2004						24
7327		M7	BT	11/2004						24
7328		M7	BT	11/2004						24
7329		M7	BT	11/2004						24
7330		M7	BT	11/2004						24
7331		M7	BT	12/2004						24
7332		M7	BT	12/2004						24
7333		M7	BT	11/2004						24
7334		M7	BT	11/2004						24
7335		M7	BT	12/2005						24
7336		M7	BT	12/2005						24
7337		M7	BT	11/2004						24
7338		M7	BT	11/2004						24
7339		M7	BT	12/2004						24

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
7340		M7	BT	12/2004						24
7341		M7	BT	12/2004						24
7342		M7	BT	12/2004						24
7343		M7	BT	12/2004						24
7344		M7	BT	12/2004						24
7345		M7	BT	12/2004						24
7346		M7	BT	12/2004						24
7347		M7	BT	1/2005						24
7348		M7	BT	1/2005						24
7349		M7	BT	1/2005						24
7350		M7	BT	1/2005						24
7351		M7	BT	1/2005						24
7352		M7	BT	1/2005						24
7353		M7	BT	1/2005						24
7354		M7	BT	1/2005						24
7355		M7	BT	1/2005						24
7356		M7	BT	1/2005						24
7357		M7	BT	2/2005						24
7358		M7	BT	2/2005						24
7359		M7	BT	1/2005						24
7360		M7	BT	1/2005						24
7361		M7	BT	2/2005						24
7362		M7	BT	2/2005						24
7363		M7	BT	1/2005						24
7364		M7	BT	1/2005						24
7365		M7	BT	1/2005						24
7366		M7	BT	1/2005						24
7367		M7	BT	1/2005						24
7368		M7	BT	1/2005						24
7369		M7	BT	3/2005						24
7370		M7	BT	3/2005						24
7371		M7	BT	2/2005						24
7372		M7	BT	2/2005						24
7373		M7	BT	2/2005						24
7374		M7	BT	2/2005						24
7375		M7	BT	2/2005						24
7376		M7	BT	2/2005						24
7377		M7	BT	2/2005						24
7378		M7	BT	2/2005						24
7379		M7	BT	3/2005						24
7380		M7	BT	3/2005						24
7381		M7	BT	5/2005						24
7382		M7	BT	5/2005						24
7383		M7	BT	2/2005						24
7384		M7	BT	2/2005						24
7385		M7	BT	3/2005						24
7386		M7	BT	3/2005						24
7387		M7	BT	4/2005						24
7388		M7	BT	4/2005						24
7389		M7	BT	3/2005						24
7390		M7	BT	3/2005						24
7391		M7	BT	3/2005						24
7392:1		P54D	SSC	2/1921	392		1/1955		7/31/1972	1,41
7392:2		M7	BT	3/2005						24
7393:1		P54D	SSC	2/1921	393		1/1955			41
7393:2		M7	BT	3/2005						24
7394:1		P54D	SSC	2/1921	394		1/1955			41

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
7394:2		M7	BT	3/2005						24
7395:1		P54D	SSC	2/1921	395		1/1955		3/1973	3,41
7395:2		M7	BT	3/2005						24
7396:1		P54D	SSC	2/1921	396		1/1955		9/1974	3,41
7396:2		M7	BT	3/2005						24
7397:1		P54D	SSC	2/1921	397		1/1955		8/1974	3,41
7397:2		M7	BT	3/2005						24
7398:1		P54D	SSC	2/1921	398		1/1955		7/3/1972	1,41
7398:2		M7	BT	3/2005						24
7399:1		P54D	SSC	2/1921	399		2/1955			41
7399:2		M7	BT	4/2005						24
7400:1		P54D	SSC	2/1921	400		3/1955		6/24/1972	1,41
7400:2		M7	BT	4/2005						24
7401:1		P54D	SSC	2/1921	401		12/1954			41
7401:2		M7	BT	3/2005						24
7402		M7	BT	3/2005						24
7403		M7	BT	3/2005						24
7404		M7	BT	3/2005						24
7405		M7	BT	4/2005						24
7406		M7	BT	4/2005						24
7407		M7	BT	4/2005						24
7408:1		P54D	SSC	2/1921	408		12/1958		2/21/1973	41
7408:2		M7	BT	4/2005						24
7409:1		P54D	SSC	2/1921	409		6/1958		9/17/1974	3,41
7409:2		M7	BT	4/2005						24
7410		M7	BT	4/2005						24
7411		M7	BT	4/2005						24
7412		M7	BT	4/2005						24
7413		M7	BT	4/2005						24
7414:1		P54D	SSC	2/1921	414		5/1958		8/12/1974	3,41
7414:2		M7	BT	4/2005						24
7415		M7	BT	4/2005						24
7416		M7	BT	4/2005						24
7417		M7	BT	4/2005						24
7418		M7	BT	4/2005						24
7419		M7	BT	4/2005						24
7420		M7	BT	4/2005						24
7421		M7	BT	4/2005						24
7422		M7	BT	4/2005						24
7423		M7	BT	4/2005						24
7424:1		P54D	ACF	6/1922	424		3/1959		8/13/1974	3,41
7424:2		M7	BT	4/2005						24
7425		M7	BT	4/2005						24
7426:1		P54D	ACF	6/1922	426		8/1955			41
7426:2		M7	BT	4/2005						24
7427		M7	BT	5/2005						24
7428		M7	BT	5/2005						24
7429		M7	BT	5/2005						24
7430		M7	BT	5/2005						24
7431		M7	BT	5/2005						24
7432		M7	BT	5/2005						24
7433:1		P54D	ACF	5/1923	433		3/1958			41
7433:2		M7	BT	5/2005						24
7434		M7	BT	5/2005						24
7435		M7	BT	5/2005						24
7436:1		P54D	ACF	5/1923	436		7/1958			41
7436:2		M7	BT	5/2005						24

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
7437		M7	BT	6/2005						24
7438		M7	BT	6/2005						24
7439		M7	BT	5/2005						24
7440		M7	BT	5/2005						24
7441		M7	BT	5/2005						24
7442		M7	BT	5/2005						24
7443		M7	BT	5/2005						24
7444		M7	BT	5/2005						24
7445		M7	BT	6/2005						24
7446		M7	BT	6/2005						24
7447		M7	BT	5/2005						24
7448		M7	BT	5/2005						24
7449		M7	BT	6/2005						24
7450		M7	BT	6/2005						24
7451		M7	BT	6/2005						24
7452		M7	BT	6/2005						24
7453		M7	BT	6/2005						24
7454		M7	BT	6/2005						24
7455:1		P54E	ACF	10/1923	455		6/1955		2/24/1972	1,40
7455:2		M7	BT	6/2005						24
7456:1		P54E	ACF	10/1923	456		12/1957		5/13/1973	3,40
7456:2		M7	BT	6/2005						24
7457		M7	BT	6/2005						24
7458		M7	BT	6/2005						24
7459		M7	BT	6/2005						24
7460		M7	BT	6/2005						24
7461		M7	BT	7/2005						24
7462:1		P54D	ACF	4/1926	462		1/1956		8/12/1974	3,41
7462:2		M7	BT	7/2005						24
7463		M7	BT	7/2005						24
7464		M7	BT	7/2005						24
7465:1		P54D	ACF	4/1926	465		7/1958			41
7465:2		M7	BT	7/2005						24
7466		M7	BT	7/2005						24
7467:1		P54D	ACF	4/1926	467		10/1958			41
7467:2		M7	BT	7/2005						24
7468:1		P54D	ACF	4/1926	468		12/1957			41
7468:2		M7	BT	7/2005						24
7469:1		P54D	ACF	4/1926	469		11/1955		8/12/1974	3,41
7469:2		M7	BT	7/2005						24
7470:1		P54D	ACF	4/1926	470		3/1958		4/12/1973	3,41
7470:2		M7	BT	7/2005						24
7471:1		P54D	ACF	4/1926	471		6/1958		8/12/1974	3,41
7471:2		M7	BT	7/2005						24
7472:1		P54D	ACF	4/1926	472		10/1957			41
7472:2		M7	BT	7/2005						24
7473		M7	BT	7/2005						24
7474:1		P54D	ACF	4/1926	474		10/1957		10/27/1972	1,41
7474:2		M7	BT	7/2005						24
7475:1		P54D	ACF	4/1926	475		4/1958		8/12/1974	3,41
7475:2		M7	BT	7/2005						24
7476		M7	BT	7/2005						24
7477		M7	BT	7/2005						24
7478:1		P54D	ACF	4/1926	478		7/1957			41
7478:2		M7	BT	7/2005						24
7479		M7	BT	7/2005						24
7480		M7	BT	7/2005						24

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
7481:1		P54D	ACF	4/1926	481		2/1957		7/20/1972	1,41
7481:2		M7	BT	7/2005						24
7482		M7	BT	7/2005						24
7483:1		P54D	ACF	4/1927	483		4/1958			69
7483:2		M7	BT	8/2005						24
7484		M7	BT	8/2005						24
7485:1		P54D	ACF	4/1927	485		9/1958			69
7485:2		M7	BT	8/2005						24
7486		M7	BT	8/2005						24
7487		M7	BT	8/2005						24
7488		M7	BT	8/2005						24
7489		M7	BT	8/2005						24
7490		M7	BT	9/2005						24
7491		M7	BT	8/2005						24
7492		M7	BT	9/2005						24
7493		M7	BT	8/2005						24
7494		M7	BT	8/2005						24
7495		M7	BT	8/2005						24
7496		M7	BT	8/2005						24
7497		M7	BT	8/2005						24
7498		M7	BT	8/2005						24
7499		M7	BT	8/2005						24
7500:1		P74A	P	1/1914		2004	11/1958			50
7500:2		M7	BT	8/2005						24
7501:1		P74A	PCM	4/1925			4/1959		4/12/1973	3,50
7501:2		M7	BT	8/2005						24
7502:1		P74A	PCM	4/1925			3/1960		9/13/1972	1,50
7502:2		M7	BT	8/2005						24
7503:1		P74A	PCM	4/1925			5/1960		5/29/1972	3,50
7503:2		M7	BT	9/2005						24
7504:1		P74A	PCM	6/1927			6/1959		10/27/1972	1,50
7504:2		M7	BT	9/2005						24
7505:1		P74A	PCM	6/1927			4/1960		5/25/1973	3,50
7505:2		M7	BT	9/2005						24
7506		M7	BT	9/2005						24
7507		M7	BT	9/2005						24
7508		M7	BT	9/2005						24
7509		M7	BT	10/2005						24
7510		M7	BT	10/2005						24
7511		M7	BT	10/2005						24
7512		M7	BT	10/2005						24
7513		M7	BT	10/2005						24
7514		M7	BT	10/2005						24
7515		M7	BT	11/2005						24
7516		M7	BT	11/2005						24
7517		M7	BT	11/2005						24
7518		M7	BT	11/2005						24
7519		M7	BT	12/2005						24
7520		M7	BT	12/2005						24
7521:1		P74B	PS	3/1935			12/1958		6/1976	3,51
7521:2		M7	BT	12/2005						24
7522:1		P74B	PS	3/1935			12/1958	6/1977		51
7522:2		M7	BT	12/2005						24
7523:1		P74B	PS	3/1935			1/1959	6/1977	3/29/1979	3,51
7523:2		M7	BT	12/2005						24
7524:1		P74B	PS	3/1935			1/1959	12/1976		51
7524:2		M7	BT	12/2005						24

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
7525:1		P74B	PS	3/1935			1/1959	10/25/1978		51
7525:2		M7	BT	12/2005						24
7526:1		P74B	PS	3/1935		W85	1/1959	6/1977		51
7526:2		M7	BT	12/2005						24
7527:1		P74B	PS	3/1935			1/1959			51
7527:2		M7	BT	9/2005						24
7528:1		P74B	PS	3/1935			2/1959		6/1976	3,51
7528:2		M7	BT	9/2005						24
7529:1		P74B	PS	3/1935			2/1959		6/1976	3,51
7529:2		M7	BT	10/2005						24
7530:1		P74B	PS	3/1935		W21	2/1959			51
7530:2		M7	BT	10/2005						24
7531:1		P74B	PS	10/1937			2/1959			51
7531:2		M7	BT	10/2005						24
7532:1		P74B	PS	10/1937			2/1959	12/1976		51
7532:2		M7	BT	10/2005						24
7533:1		P74B	PS	11/1937			3/1959			51
7533:2		M7	BT	12/2005						24
7534:1		P74B	PS	11/1937			3/1959		4/17/1979	3,51
7534:2		M7	BT	12/2005						24
7535:1		P74B	PS	11/1937			6/1959			51
7535:2		M7	BT	12/2005						24
7536:1		P74B	PS	10/1937			6/1959			51
7536:2		M7	BT	12/2005						24
7537:1		P74B	PS	11/1937			6/1959			51
7537:2		M7	BT	12/2005						24
7538:1		P74B	PS	11/1937			6/1959		4/10/1970	3,51
7538:2		M7	BT	12/2005						24
7539:1		P74B	PS	9/1937			7/1959		6/1976	3,51
7539:2		M7	BT	12/2005						24
7540:1		P74B	PS	9/1937			7/1959		10/1976	3,51
7540:2		M7	BT	12/2005						24
7541:1		P74B	PS	9/1937			7/1959			51
7541:2		M7	BT	1/2006						24
7542:1		P74B	PS	11/1937			7/1959		6/1976	3,51
7542:2		M7	BT	1/2006						24
7543:1		P74B	PS	10/1937			8/1959			51
7543:2		M7	BT	1/2006						24
7544:1		P74B	PS	10/1937		W86	7/1959			51
7544:2		M7	BT	1/2006						24
7545:1		P74B	PS	9/1937			8/1959	11/23/1978		51
7545:2		M7	BT	11/2005						24
7546:1		P74B	PS	10/1937			8/1959			51
7546:2		M7	BT	11/2005						24
7547:1		P74B	PS	9/1937			8/1959	12/1976		51
7547:2		M7	BT	11/2005						24
7548:1		P74B	PS	10/1937			9/1959	9/3/1978		51
7548:2		M7	BT	11/2005						24
7549:1		P74B	PS	9/1937			9/1959			51
7549:2		M7	BT	11/2005						24
7550:1		P74B	PS	9/1937			9/1959	6/1977	3/15/1979	3,51
7550:2		M7	BT	11/2005						24
7551		M7	BT	12/2005						24
7552		M7	BT	12/2005						24
7553		M7	BT	11/2005						24
7554		M7	BT	11/2005						24
7555		M7	BT	12/2005						24

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
7556		M7	BT	12/2005						24
7557		M7	BT	12/2005						24
7558		M7	BT	12/2005						24
7559		M7	BT	12/2005						24
7560		M7	BT	12/2005						24
7561		M7	BT	3/2006						24
7562		M7	BT	3/2006						24
7563		M7	BT	12/2005						24
7564		M7	BT	12/2005						24
7565		M7	BT	1/2006						24
7566		M7	BT	1/2006						24
7567		M7	BT	1/2006						24
7568		M7	BT	1/2006						24
7569		M7	BT	1/2006						24
7570		M7	BT	1/2006						24
7571		M7	BT	1/2006						24
7572		M7	BT	1/2006						24
7573		M7	BT	1/2006						24
7574		M7	BT	1/2006						24
7575		M7	BT	2/2006						24
7576		M7	BT	2/2006						24
7577		M7	BT	1/2006						24
7578		M7	BT	1/2006						24
7579		M7	BT	2/2006						24
7580		M7	BT	2/2006						24
7581		M7	BT	2/2006						24
7582		M7	BT	2/2006						24
7583		M7	BT	2/2006						24
7584		M7	BT	2/2006						24
7585		M7	BT	2/2006						24
7586		M7	BT	2/2006						24
7587		M7	BT	2/2006						24
7588		M7	BT	2/2006						24
7589		M7	BT	2/2006						24
7590		M7	BT	2/2006						24
7591		M7	BT	3/2006						24
7592		M7	BT	3/2006						24
7593		M7	BT	2/2006						24
7594		M7	BT	2/2006						24
7595		M7	BT	3/2006						24
7596		M7	BT	3/2006						24
7597		M7	BT	3/2006						24
7598		M7	BT	3/2006						24
7599		M7	BT	3/2006						24
7600		M7	BT	3/2006						24
7601		M7	BT	3/2006						24
7602		M7	BT	3/2006						24
7603		M7	BT	3/2006						24
7604		M7	BT	3/2006						24
7605		M7	BT	3/2006						24
7606		M7	BT	3/2006						24
7607		M7	BT	4/2006						24
7608		M7	BT	4/2006						24
7609		M7	BT	3/2006						24
7610:1		PB57	ACF	10/1927	610		11/1958		7/31/1972	1,67
7610:2		M7	BT	3/2006						24
7611:1		PB57	ACF	10/1927	611		10/1958		4/10/1969	2,67

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
7611:2		M7	BT	3/2006						24
7612:1		PB57	ACF	10/1927	612		6/1958	9/11/1972	11/10/1972	1,67
7612:2		M7	BT	3/2006						24
7613:1		PB57	ACF	10/1927	613		4/1959		11/10/1972	1,67
7613:2		M7	BT	3/2006						24
7614:1		PB57	ACF	10/1927	614		10/1958		9/13/1972	1,67
7614:2		M7	BT	3/2006						24
7615:1		PB57	ACF	10/1927	615		7/1958		4/11/1970	4,67
7615:2		M7	BT	3/2006						24
7616:1		PB57	ACF	10/1927	616		2/1958		11/10/1972	1,67
7616:2		M7	BT	3/2006						24
7617:1		PB57	ACF	10/1927	617		8/1958		11/10/1972	1,67
7617:2		M7	BT	3/2006						24
7618:1		PB57	ACF	10/1927	618		9/1958		3/17/1969	2,67
7618:2		M7	BT	3/2006						24
7619		M7	BT	3/2006						24
7620		M7	BT	3/2006						24
7621		M7	BT	3/2006						24
7622		M7	BT	3/2006						24
7623		M7	BT	3/2006						24
7624		M7	BT	3/2006						24
7625		M7	BT	4/2006						24
7626		M7	BT	4/2006						24
7627		M7	BT	5/2006						24
7628		M7	BT	5/2006						24
7629		M7	BT	5/2006						24
7630		M7	BT	5/2006						24
7631		M7	BT	4/2006						24
7632		M7	BT	4/2006						24
7633		M7	BT	5/2006						24
7634		M7	BT	5/2006						24
7635		M7	BT	5/2006						24
7636		M7	BT	5/2006						24
7637		M7	BT	5/2006						24
7638		M7	BT	5/2006						24
7639		M7	BT	5/2006						24
7640		M7	BT	5/2006						24
7641		M7	BT	4/2006						24
7642		M7	BT	4/2006						24
7643		M7	BT	5/2006						24
7644		M7	BT	5/2006						24
7645		M7	BT	4/2006						24
7646		M7	BT	4/2006						24
7647		M7	BT	5/2006						24
7648		M7	BT	5/2006						24
7649		M7	BT	5/2006						24
7650		M7	BT	5/2006						24
7651		M7	BT	5/2006						24
7652		M7	BT	5/2006						24
7653		M7	BT	5/2006						24
7654		M7	BT	5/2006						24
7655		M7	BT	5/2006						24
7656		M7	BT	5/2006						24
7657		M7	BT	6/2006						24
7658		M7	BT	6/2006						24
7659		M7	BT	7/2006						24
7660		M7	BT	7/2006						24

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
7661		M7	BT	8/2006						24
7662		M7	BT	8/2006						24
7663		M7	BT	9/2006						24
7664		M7	BT	9/2006						24
7665		M7	BT	7/2006						24
7666		M7	BT	7/2006						24
7667		M7	BT	9/2006						24
7668		M7	BT	9/2006						24
7669		M7	BT	6/2006						24
7670		M7	BT	6/2006						24
7671		M7	BT	6/2006						24
7672		M7	BT	6/2006						24
7673		M7	BT	6/2006						24
7674		M7	BT	6/2006						24
7675		M7	BT	6/2006						24
7676		M7	BT	6/2006						24
7677		M7	BT	9/2006						24
7678		M7	BT	9/2006						24
7679		M7	BT	6/2006						24
7680		M7	BT	6/2006						24
7681		M7	BT	6/2006						24
7682		M7	BT	6/2006						24
7683		M7	BT	6/2006						24
7684		M7	BT	6/2006						24
7685		M7	BT	6/2006						24
7686		M7	BT	6/2006						24
7687		M7	BT	6/2006						24
7688		M7	BT	6/2006						24
7689		M7	BT	6/2006						24
7690		M7	BT	6/2006						24
7691		M7	BT	6/2006						24
7692		M7	BT	6/2006						24
7693		M7	BT	7/2006						24
7694		M7	BT	7/2006						24
7695		M7	BT	7/2006						24
7696		M7	BT	7/2006						24
7697		M7	BT	6/2006						24
7698		M7	BT	6/2006						24
7699		M7	BT	7/2006						24
7700		M7	BT	7/2006						24
7701		M7	BT	7/2006						24
7702		M7	BT	7/2006						24
7703		M7	BT	7/2006						24
7704		M7	BT	7/2006						24
7705		M7	BT	7/2006						24
7706		M7	BT	7/2006						24
7707		M7	BT	7/2006						24
7708		M7	BT	7/2006						24
7709		M7	BT	7/2006						24
7710		M7	BT	7/2006						24
7711		M7	BT	7/2006						24
7712		M7	BT	7/2006						24
7713		M7	BT	7/2006						24
7714		M7	BT	7/2006						24
7715:1		B60B	ACF	7/1928	715	W71	11/1955			6
7715:2		M7	BT	8/2006						24
7716:1		B60B	ACF	7/1928	716	W60	11/1958			6

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
7716:2		M7	BT	8/2006						24
7717:1		BM60B	ACF	7/1928	717	W56	7/1958			6
7717:2		M7	BT	8/2006						24
7718		M7	BT	8/2006						24
7719:1		B60B	ACF	7/1928	719	W94	2/1956			6
7719:2		M7	BT	8/2006						24
7720:1		B60B	ACF	8/1928	720		1/1957		3/1964	4,6
7720:2		M7	BT	8/2006						24
7721:1		B60B	ACF	8/1928	721	W72	3/1956			6
7721:2		M7	BT	8/2006						24
7722		M7	BT	8/2006						24
7723:1		B60B	ACF	8/1928	723		12/1955	1970		6
7723:2		M7	BT	8/2006						24
7724:1		B60B	ACF	8/1928	724		10/1955			6
7724:2		M7	BT	8/2006						24
7725		M7	BT	8/2006						24
7726		M7	BT	8/2006						24
7727		M7	BT	8/2006						24
7728		M7	BT	8/2006						24
7729		M7	BT	8/2006						24
7730		M7	BT	8/2006						24
7731		M7	BT	9/2006						24
7732		M7	BT	9/2006						24
7733		M7	BT	9/2006						24
7734		M7	BT	9/2006						24
7735		M7	BT	9/2006						24
7736		M7	BT	9/2006						24
7737:1		BM60	ACF	12/1928	737	W57	3/1957			11
7737:2		M7	BT	9/2006						24
7738:1		BM60	ACF	12/1928	738	W74	10/1958			11
7738:2		M7	BT	9/2006						24
7739		M7	BT	9/2006						24
7740:1		B62	ACF	1911	740		1956		4/1963	4,14
7740:2		M7	BT	9/2006						24
7741		M7	BT	9/2006						24
7742		M7	BT	9/2006						24
7743		BM62	ACF	8/1911	743		4/1955	6/18/1965	12/1965	4,14
7743		M7	BT	9/2006						24
7744		M7	BT	9/2006						24
7745		M7	BT	9/2006						24
7746		M7	BT	9/2006						24
7747		M7	BT	9/2006						24
7748		M7	BT	9/2006						24
7749		M7	BT	10/2006						24
7750:1		B70	P	1917			2/1958		9/6/1963	4,10
7750:2		M7	BT	10/2006						24
7751:1		BM60C	B&S	1914			6/1958		11/1965	4,12
7751:2		M7	BT	10/2006						24
7752:1		BM60C	B&S	1914			6/1958		11/1965	4,12
7752:2		M7	BT	10/2006						24
7753:1		BM60D	OB	1929			5/1959		11/1965	4,13
7753:2		M7	BT	10/2006						24
7754:1		B60D	OB	1929			5/1959		5/1963	4,8
7754:2		M7	BT	10/2006						24
7755:1		B60D	OB	1929			5/1959		9/6/1963	4,8
7755:2		M7	BT	10/2006						24
7756:1		B60C	OB	1922			6/1959		9/6/1963	4,7

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
7756:2		M7	BT	10/2006						24
7757:1		B60C	OB	1922			6/1959		5/1963	4,7
7757:2		M7	BT	10/2006						24
7758:1		B60C	OB	1922			6/1959		6/1962	4,7
7758:2		M7	BT	10/2006						24
7759		M7	BT	10/2006						24
7760		M7	BT	10/2006						24
7761		M7	BT	10/2006						24
7762		M7	BT	10/2006						24
7763		M7	BT	10/2006						24
7764		M7	BT	10/2006						24
7765		M7	BT	10/2006						24
7766		M7	BT	10/2006						24
7767		M7	BT	11/2006						24
7768		M7	BT	11/2006						24
7769		M7	BT	11/2006						24
7770		M7	BT	11/2006						24
7771		M7	BT	10/2006						24
7772		M7	BT	10/2006						24
7773		M7	BT	11/2006						24
7774		M7	BT	11/2006						24
7775		M7	BT	11/2006						24
7776		M7	BT	11/2006						24
7777		M7	BT	11/2006						24
7778		M7	BT	11/2006						24
7779		M7	BT	12/2006						24
7780		M7	BT	12/2006						24
7781		M7	BT	1/2007						24
7782		M7	BT	1/2007						24
7783		M7	BT	11/2006						24
7784		M7	BT	11/2006						24
7785		M7	BT	12/2006						24
7786		M7	BT	12/2006						24
7787		M7	BT	11/2006						24
7788		M7	BT	11/2006						24
7789		M7	BT	12/2006						24
7790		M7	BT	12/2006						24
7791		M7	BT	12/2006						24
7792		M7	BT	12/2006						24
7793		M7	BT	12/2006						24
7794		M7	BT	12/2006						24
7795		M7	BT	12/2006						24
7796		M7	BT	12/2006						24
7797		M7	BT	12/2006						24
7798		M7	BT	12/2006						24
7799		M7	BT	12/2006						24
7800		M7	BT	12/2006						24
7801		M7	BT	12/2006						24
7802		M7	BT	12/2006						24
7803		M7	BT	12/2006						24
7804		M7	BT	12/2006						24
7805		M7	BT	1/2007						24
7806		M7	BT	1/2007						24
7807		M7	BT	1/2007						24
7808		M7	BT	1/2007						24
7809		M7	BT	2/2007						24
7810		M7	BT	2/2007						24

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
7811		M7	BT	1/2007						24
7812		M7	BT	1/2007						24
7813		M7	BT	2/2007						24
7814		M7	BT	2/2007						24
7815		M7	BT	2/2007						24
7816		M7	BT	2/2007						24
7817		M7	BT	3/2007						24
7818		M7	BT	3/2007						24
7819		M7	BT	3/2007						24
7820		M7	BT	3/2007						24
7821		M7	BT	4/2007						24
7822		M7	BT	4/2007						24
7823		M7	BT	2/2007						24
7824		M7	BT	2/2007						24
7825		M7	BT	2/2007						24
7826		M7	BT	2/2007						24
7827		M7	BT	3/2007						24
7828		M7	BT	3/2007						24
7829		M7	BT	4/2007						24
7830		M7	BT	4/2007						24
7831		M7	BT	4/2007						24
7832		M7	BT	4/2007						24
7833		M7	BT	4/2007						24
7834		M7	BT	4/2007						24
7835		M7	BT	4/2007						24
7836		M7	BT	4/2007						24
7921		P54D	SSC	6/1915	921		10/1964	1972		69
7922		P54D	ACF	4/1927	507		4/1965		7/31/1972	1,69
8506		P71	OB	1924				7/1969	12/30/1969	1,47
8507		P71	OB	1924				1/1969	5/1/1969	1,47
8508		P71	OB	1924				1/1969	5/16/1969	1,47
8509		P71	OB	1924				7/1969	12/30/1970	1,47
8510		P71A	OB	1931				7/1969	1/14/1971	1,47
8511		P71A	OB	1931				1/1969	6/18/1969	1,47
8512		P71A	OB	1931				1/1969	5/1/1969	1,47
8513		P71A	OB	1931				7/1969	5/14/1971	1,47
8514		P63	BS	11/1922					5/1973	3,44
8515		P63	BS	3/1919					1/14/1971	1,44
8516		P63	BS	7/1914					1/14/1971	1,44
8517		P69	OB	1925					5/16/1969	1,45
8518		P69	OB	1926					12/30/1970	1,45
8519		P69	OB	1925					1/14/1971	1,45
8520		P69	OB	1925					7/20/1972	1,45
8521		P69	OB	1925					6/14/1973	3,45
8522		P69	OB	1925					9/13/1972	1,45
8523		P70D	PRR	1926					1/14/1971	1,46
8524		P70D	PRR	1926					4/1973	3,46
8525		P70D	PRR	1926					4/1973	3,46
8526		P70D	PRR	1926					9/14/1971	1,46
8527		P70D	PRR	1926					12/30/1970	1,46
8528		P70D	PRR	1926					9/14/1971	1,46
8551		P74B1	PS	10/1937			1/1963		5/1973	3,52
8552		P74B1	PS	10/1937			3/1963		9/13/1972	1,52
8553		P74B1	PS	10/1937			6/1963		5/1973	3,52
8554		P80C	ACF	11/1948				9/1975	6/1976	3,60
8555		P80C	ACF	11/1948				1/1972	5/1973	3,60
8556		P80C	ACF	12/1948				9/1975	10/1976	3,60

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
8557		P80C	ACF	12/1948				9/1975	10/1976	3,60
8558		P80C	ACF	8/1940				9/1975	10/1976	3,60
8559		P80C	ACF	8/1940				9/1975	10/1976	3,60
8560		P80C	ACF	8/1940				9/1975	10/1976	3,60
8561		P80C	ACF	8/1940				1/1972	5/1973	3,60
8562		P80C	ACF	8/1940				9/1975	10/1976	3,60
8563		P80C	ACF	8/1940				9/1975	6/1976	3,60
8564		P80C	ACF	8/1940				9/1975		60
8565		P80C	PS	6/1956				9/1975	6/1976	3,60
8566		P80C	PS	6/1956				9/1975	6/1976	3,60
8567		P80C	PS	6/1956				9/1975	6/1976	3,60
8568		P80C	PS	6/1956				9/1975	6/1976	3,60
8569	Boynton	P80D	EGB	6/1946				9/1974	10/1976	3,61
8570	Homestead	P80D	EGB	7/1946				9/1974	10/1976	3,61
8571	Bunnell	P80D	EGB	6/1946				9/1974	9/1976	3,61
8572	Titusville	P80D	EGB	6/1946				9/1974	10/1976	3,61
8573		P80C	ACF	11/1948				9/1975		60
9001:1		M1	Budd	1968						22
9001:2		M9	KRC	3/2019						24A
9002:1		M1	Budd	1968						22
9002:2		M9	KRC	6/2019						24A
9003:1		M1	Budd	1968				12/9/2003		22
9003:2		M9	KRC	2/2019						24A
9004:1		M1	Budd	1968				12/9/2003		22
9004:2		M9	KRC	2/2019						24A
9005:1		M1	Budd	1968				10/29/2003		22
9005:2		M9	KRC	10/2018						24A
9006:1		M1	Budd	1968				10/29/2003		22
9006:2		M9	KRC	10/2018						24A
9007:1		M1	Budd	1968				12/16/2003		22
9007:2		M9	KRC	6/2019						24A
9008:1		M1	Budd	1968				12/16/2003		22
9008:2		M9	KRC	3/2019						24A
9009:1		M1	Budd	1968				11/7/2003		22
9009:2		M9	KRC	12/2019						24A
9010:1		M1	Budd	1968				11/7/2003		22
9010:2		M9	KRC	12/2019						24A
9011:1		M1	Budd	1968				12/5/2003		22
9011:2		M9	KRC	1/2020						24A
9012:1		M1	Budd	1968				12/5/2003		22
9012:2		M9	KRC	1/2020						24A
9013:1		M1	Budd	1968						22
9013:2		M9	KRC	1/2020						24A
9014:1		M1	Budd	1968						22
9014:2		M9	KRC	1/2020						24A
9015:1		M1	Budd	1968						22
9015:2		M9	KRC	3/2019						24A
9016:1		M1	Budd	1968						22
9016:2		M9	KRC	3/2019						24A
9017:1		M1	Budd	1969				9/4/2003		22
9017:2		M9	KRC	4/2019						24A
9018:1		M1	Budd	1969				9/4/2003		22
9018:2		M9	KRC	4/2019						24A
9019:1		M1	Budd	1969				11/7/2003		22
9019:2		M9	KRC	7/2019						24A
9020:1		M1	Budd	1969				11/7/2003		22
9020:2		M9	KRC	7/2019						24A

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
9021:1		M1	Budd	1969						22
9021:2		M9	KRC	8/2019						24A
9022:1		M1	Budd	1969						22
9022:2		M9	KRC	8/2019						24A
9023:1		M1	Budd	1969				12/31/2004		22
9023:2		M9	KRC	9/2019						24A
9024:1		M1	Budd	1969				12/31/2004		22
9024:2		M9	KRC	9/2019						24A
9025:1		M1	Budd	1969				4/26/2005		22
9025:2		M9	KRC	9/2019						24A
9026:1		M1	Budd	1969				4/26/2005		22
9026:2		M9	KRC	9/2019						24A
9027:1		M1	Budd	1969				10/19/2004		22
9027:2		M9	KRC	9/2019						24A
9028:1		M1	Budd	1969				10/19/2004		22
9028:2		M9	KRC	9/2019						24A
9029:1		M1	Budd	1969				4/26/2005		22
9029:2		M9	KRC	10/2019						24A
9030:1		M1	Budd	1969				4/26/2005		22
9030:2		M9	KRC	10/2019						24A
9031:1		M1	Budd	1969				5/20/2003		22
9031:2		M9	KRC	10/2019						24A
9032:1		M1	Budd	1969				5/20/2003		22
9032:2		M9	KRC	10/2019						24A
9033:1		M1	Budd	1969				12/9/2004		22
9033:2		M9	KRC	10/2019						24A
9034:1		M1	Budd	1969				12/9/2004		22
9034:2		M9	KRC	10/2019						24A
9035:1		M1	Budd	1969				11/23/2004		22
9035:2		M9	KRC	11/2019						24A
9036:1		M1	Budd	1969				11/23/2004		22
9036:2		M9	KRC	11/2019						24A
9037:1		M1	Budd	1969						22
9037:2		M9	KRC	11/2019						24A
9038:1		M1	Budd	1969						22
9038:2		M9	KRC	11/2019						24A
9039:1		M1	Budd	1969				1/28/2005		22
9039:2		M9	KRC	11/2019						24A
9040:1		M1	Budd	1969				1/28/2005		22
9040:2		M9	KRC	11/2019						24A
9041:1		M1	Budd	1969				7/31/2003		22
9041:2		M9	KRC	5/2020						24A
9042:1		M1	Budd	1969				7/31/2003		22
9042:2		M9	KRC	5/2020						24A
9043:1		M1	Budd	1969						22
9043:2		M1	Budd	1969	9073:1			10/8/2003		22
9043:3		M9	KRC	7/2020						24A
9044:1		M1	Budd	1969				10/8/2003		22
9044:2		M9	KRC	7/2020						24A
9045:1		M1	Budd	1969				11/30/2004		22
9045:2		M9	KRC	8/2020						24A
9046:1		M1	Budd	1969				11/30/2004		22
9046:2		M9	KRC	8/2020						24A
9047:1		M1	Budd	1969				3/21/2005		22
9047:2		M9	KRC	12/2019						24A
9048:1		M1	Budd	1969						22
9048:2		M9	KRC	12/2019						24A

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
9049:1		M1	Budd	1969				7/24/2003		22
9049:2		M9	KRC	8/2020						24A
9050:1		M1	Budd	1969				7/24/2003		22
9050:2		M9	KRC	8/2020						24A
9051:1		M1	Budd	1969				6/29/2004		22
9051:2		M9	KRC	7/2020						24A
9052:1		M1	Budd	1969				6/29/2004		22
9052:2		M9	KRC	7/2020						24A
9053:1		M1	Budd	1969				12/3/2003		22
9053:2		M9	KRC	12/2019						24A
9054:1		M1	Budd	1969						22
9054:2		M9	KRC	12/2019						24A
9055:1		M1	Budd	1969				4/6/2005		22
9055:2		M9	KRC	1/2020						24A
9056:1		M1	Budd	1969				4/6/2005		22
9056:2		M9	KRC	1/2020						24A
9057:1		M1	Budd	1969				3/19/2005		22
9057:2		M9	KRC	1/2020						24A
9058:1		M1	Budd	1969						22
9058:2		M9	KRC	1/2020						24A
9059:1		M1	Budd	1969				7/3/2003		22
9059:2		M9	KRC	6/2020						24A
9060:1		M1	Budd	1969				7/3/2003		22
9060:2		M9	KRC	6/2020						24A
9061:1		M1	Budd	1969				6/4/2005		22
9061:2		M9	KRC	6/2020						24A
9062:1		M1	Budd	1969				6/4/2005		22
9062:2		M9	KRC	6/2020						24A
9063:1		M1	Budd	1969				2/8/2005		22
9063:2		M9	KRC	1/2020						24A
9064:1		M1	Budd	1969				2/8/2005		22
9064:2		M9	KRC	1/2020						24A
9065:1		M1	Budd	1969				7/8/2005		22
9065:2		M9	KRC	2/2020						24A
9066:1		M1	Budd	1969				7/8/2005		22
9066:2		M9	KRC	2/2020						24A
9067:1		M1	Budd	1969						22
9067:2		M9	KRC	5/2020						24A
9068:1		M1	Budd	1969						22
9068:2		M9	KRC	5/2020						24A
9069:1		M1	Budd	1969				7/3/2003		22
9069:2		M9	KRC	3/2020						24A
9070:1		M1	Budd	1969				7/3/2003		22
9070:2		M9	KRC	3/2020						24A
9071:1		M1	Budd	1969				7/31/2003		22
9071:2		M9	KRC	3/2020						24A
9072:1		M1	Budd	1969				7/31/2003		22
9072:2		M9	KRC	3/2020						24A
9073:1		M1	Budd	1969		9043:2				22
9073:2		M9	KRC	3/2020						24A
9074:1		M1	Budd	1969						22
9074:2		M9	KRC	3/2020						24A
9075:1		M1	Budd	1969						22
9075:2		M9	KRC	3/2020						24A
9076:1		M1	Budd	1969						22
9076:2		M9	KRC	3/2020						24A
9077:1		M1	Budd	1969						22

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
9077:2		M9	KRC	10/2020						24A
9078:1		M1	Budd	1969						22
9078:2		M9	KRC	10/2020						24A
9079:1		M1	Budd	1969						22
9079:2		M9	KRC	10/2020						24A
9080:1		M1	Budd	1969						22
9080:2		M9	KRC	10/2020						24A
9081:1		M1	Budd	1969				6/11/2004		22
9081:2		M9	KRC	4/2021						24A
9082:1		M1	Budd	1969				6/11/2004		22
9082:2		M9	KRC	4/2021						24A
9083:1		M1	Budd	1969				12/9/2003		22
9083:2		M9	KRC	7/2020						24A
9084:1		M1	Budd	1969				3/19/2005		22
9084:2		M9	KRC	7/2020						24A
9085:1		M1	Budd	1969						22
9085:2		M9	KRC	9/2020						24A
9086:1		M1	Budd	1969						22
9086:2		M9	KRC	9/2020						24A
9087:1		M1	Budd	1969				8/4/2004		22
9087:2		M9	KRC	10/2020						24A
9088:1		M1	Budd	1969				8/4/2004		22
9088:2		M9	KRC	10/2020						24A
9089:1		M1	Budd	1969				6/26/2003		22
9089:2		M9	KRC	9/2020						24A
9090:1		M1	Budd	1969				6/26/2003		22
9090:2		M9	KRC	9/2020						24A
9091:1		M1	Budd	1969				4/22/2005		22
9091:2		M9	KRC	11/2020						24A
9092:1		M1	Budd	1969				4/22/2005		22
9092:2		M9	KRC	11/2020						24A
9093:1		M1	Budd	1969				5/6/2005		22
9093:2		M9	KRC	6/2022						24A
9094:1		M1	Budd	1969				5/6/2005		22
9094:2		M9	KRC	6/2022						24A
9095:1		M1	Budd	1969				8/18/2003		22
9095:2		M9	KRC	7/2022						24A
9096:1		M1	Budd	1969				8/18/2003		22
9096:2		M9	KRC	7/2022						24A
9097:1		M1	Budd	1969						22
9097:2		M9	KRC	1/2021						24A
9098:1		M1	Budd	1969						22
9098:2		M9	KRC	1/2021						24A
9099:1		M1	Budd	1969						22
9099:2		M9	KRC	1/2021						24A
9100:1		M1	Budd	1969						22
9100:2		M9	KRC	1/2021						24A
9101:1		M1	Budd	1969						22
9101:2		M9	KRC	1/2021						24A
9102:1		M1	Budd	1969				7/1/2005		22
9102:2		M9	KRC	1/2021						24A
9103:1		M1	Budd	1969				7/1/2005		22
9103:2		M9	KRC	1/2021						24A
9104:1		M1	Budd	1969				7/1/2005		22
9104:2		M9	KRC	1/2021						24A
9105:1		M1	Budd	1969						22
9105:2		M9	KRC	2/2021						24A

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
9106:1		M1	Budd	1969						22
9106:2		M9	KRC	2/2021						24A
9107:1		M1	Budd	1969						22
9107:2		M9	KRC	2/2021						24A
9108:1		M1	Budd	1969						22
9108:2		M9	KRC	2/2021						24A
9109:1		M1	Budd	1969				6/27/2003		22
9109:2		M9	KRC	6/2021						24A
9110:1		M1	Budd	1969				6/27/2003		22
9110:2		M9	KRC	6/2021						24A
9111:1		M1	Budd	1969				4/21/2003		22
9111:2		M9	KRC	4/2021						24A
9112:1		M1	Budd	1969				4/21/2003		22
9112:2		M9	KRC	4/2021						24A
9113:1		M1	Budd	1969				9/30/2004		22
9113:2		M9	KRC	3/2021						24A
9114:1		M1	Budd	1969				9/30/2004		22
9114:2		M9	KRC	3/2021						24A
9115:1		M1	Budd	1969						22
9115:2		M9	KRC	2/2021						24A
9116:1		M1	Budd	1969						22
9116:2		M9	KRC	2/2021						24A
9117:1		M1	Budd	1969						22
9117:2		M9	KRC	3/2021						24A
9118:1		M1	Budd	1969						22
9118:2		M9	KRC	3/2021						24A
9119:1		M1	Budd	1969						22
9119:2		M9	KRC	11/2022						24A
9120:1		M1	Budd	1969				12/3/2003		22
9120:2		M9	KRC	11/2022						24A
9121:1		M1	Budd	1969						22
9121:2		M9	KRC	2/2023						24A
9122:1		M1	Budd	1969						22
9122:2		M9	KRC	2/2023						24A
9123:1		M1	Budd	1969				10/8/2003		22
9123:2		M9	KRC	3/2021						24A
9124:1		M1	Budd	1969				10/8/2003		22
9124:2		M9	KRC	3/2021						24A
9125:1		M1	Budd	1969						22
9125:2		M9	KRC	4/2023						24A
9126:1		M1	Budd	1969				3/9/2004		22
9126:2		M9	KRC	4/2023						24A
9127:1		M1	Budd	1969						22
9127:2		M9	KRC	7/2023						24A
9128:1		M1	Budd	1969						22
9128:2		M9	KRC	7/2023						24A
9129:1		M1	Budd	1969				3/9/2004		22
9129:2		M9	KRC	4/2021						24A
9130:1		M1	Budd	1969				3/9/2004		22
9130:2		M9	KRC	4/2021						24A
9131:1		M1	Budd	1969				11/26/2003		22
9131:2		M9	KRC	4/2021						24A
9132:1		M1	Budd	1969				11/26/2003		22
9132:2		M9	KRC	4/2021						24A
9133:1		M1	Budd	1969				6/24/2005		22
9133:2		M9	KRC	5/2021						24A
9134:1		M1	Budd	1969				6/24/2005		22

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
9134:2		M9	KRC	5/2021						24A
9135:1		M1	Budd	1969						22
9135:2		M9	KRC	5/2021						24A
9136:1		M1	Budd	1969						22
9136:2		M9	KRC	5/2021						24A
9137:1		M1	Budd	1969				4/28/2005		22
9137:2		M9	KRC	6/2021						24A
9138:1		M1	Budd	1969				4/28/2005		22
9138:2		M9	KRC	6/2021						24A
9139:1		M1	Budd	1969						22
9139:2		M9	KRC	6/2021						24A
9140:1		M1	Budd	1969						22
9140:2		M9	KRC	6/2021						24A
9141:1		M1	Budd	1969						22
9141:2		M9	KRC	7/2021						24A
9142:1		M1	Budd	1969						22
9142:2		M9	KRC	7/2021						24A
9143:1		M1	Budd	1969				6/22/2005		22
9143:2		M9	KRC	8/2021						24A
9144:1		M1	Budd	1969				6/22/2005		22
9144:2		M9	KRC	8/2021						24A
9145:1		M1	Budd	1969						22
9145:2		M9	KRC	8/2021						24A
9146:1		M1	Budd	1969						22
9146:2		M9	KRC	8/2021						24A
9147:1		M1	Budd	1969						22
9147:2		M9	KRC	8/2021						24A
9148:1		M1	Budd	1969						22
9148:2		M9	KRC	8/2021						24A
9149:1		M1	Budd	1969				6/3/2004		22
9149:2		M9	KRC	7/2022						24A
9150:1		M1	Budd	1969				6/3/2004		22
9150:2		M9	KRC	7/2022						24A
9151:1		M1	Budd	1969				9/10/2003		22
9151:2		M9	KRC	10/2021						24A
9152:1		M1	Budd	1969				9/10/2003		22
9152:2		M9	KRC	10/2021						24A
9153:1		M1	Budd	1969				2/2/2005		22
9153:2		M9	KRC	10/2021						24A
9154:1		M1	Budd	1969				2/2/2005		22
9154:2		M9	KRC	10/2021						24A
9155:1		M1	Budd	1969				4/29/2003		22
9155:2		M9	KRC	11/2022						24A
9156:1		M1	Budd	1969				4/29/2003		22
9156:2		M9	KRC	11/2022						24A
9157:1		M1	Budd	1969				4/30/2003		22
9157:2		M9	KRC	1/2023						24A
9158:1		M1	Budd	1969				4/30/2003		22
9158:2		M9	KRC	1/2023						24A
9159:1		M1	Budd	1969				8/27/2003		22
9159:2		M9	KRC	12/2021						24A
9160:1		M1	Budd	1969				8/27/2003		22
9160:2		M9	KRC	12/2021						24A
9161:1		M1	Budd	1969						22
9161:2		M9	KRC	12/2021						24A
9162:1		M1	Budd	1969						22
9162:2		M9	KRC	12/2021						24A

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
9163:1		M1	Budd	1969				3/7/2005		22
9163:2		M9	KRC	1/2023						24A
9164:1		M1	Budd	1969				3/7/2005		22
9164:2		M9	KRC	1/2023						24A
9165:1		M1	Budd	1969				2/23/2005		22
9165:2		M9	KRC	12/2021						24A
9166:1		M1	Budd	1969				2/23/2005		22
9166:2		M9	KRC	12/2021						24A
9167:1		M1	Budd	1969						22
9167:2		M9	KRC	1/2022						24A
9168:1		M1	Budd	1969						22
9168:2		M9	KRC	1/2022						24A
9169:1		M1	Budd	1969				1/28/2005		22
9169:2		M9	KRC	3/2023						24A
9170:1		M1	Budd	1969				1/28/2005		22
9170:2		M9	KRC	3/2023						24A
9171:1		M1	Budd	1969				6/13/2005		22
9171:2		M9	KRC	1/2022						24A
9172:1		M1	Budd	1969				6/13/2005		22
9172:2		M9	KRC	1/2022						24A
9173:1		M1	Budd	1969				5/11/2005		22
9173:2		M9	KRC	1/2022						24A
9174:1		M1	Budd	1969				5/11/2005		22
9174:2		M9	KRC	1/2022						24A
9175:1		M1	Budd	1969						3,22
9175:2		M1	Budd	1972						22
9175:3		M9	KRC	9/2023						24A
9176:1		M1	Budd	1969						3,22
9176:2		M1	Budd	1972						22
9176:3		M9	KRC	9/2023						24A
9177:1		M1	Budd	1969						22
9177:2		M9	KRC	1/2022						24A
9178:1		M1	Budd	1969						22
9178:2		M9	KRC	1/2022						24A
9179:1		M1	Budd	1969						22
9179:2		M9	KRC	4/2022						24A
9180:1		M1	Budd	1969						22
9180:2		M9	KRC	4/2022						24A
9181:1		M1	Budd	1969						22
9181:2		M9	KRC	2/2022						24A
9182:1		M1	Budd	1969						22
9182:2		M9	KRC	2/2022						24A
9183:1		M1	Budd	1969				12/20/2004		22
9183:2		M9	KRC	4/2022						24A
9184:1		M1	Budd	1969				12/20/2004		22
9184:2		M9	KRC	4/2022						24A
9185:1		M1	Budd	1969						22
9185:2		M9	KRC	5/2022						24A
9186:1		M1	Budd	1969						22
9186:2		M9	KRC	5/2022						24A
9187:1		M1	Budd	1969						22
9187:2		M9	KRC	6/2022						24A
9188:1		M1	Budd	1969						22
9188:2		M9	KRC	6/2022						24A
9189:1		M1	Budd	1969				6/28/2005		22
9189:2		M9	KRC	6/2022						24A
9190:1		M1	Budd	1969				6/28/2005		22

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
9190:2		M9	KRC	6/2022						24A
9191:1		M1	Budd	1969				10/8/2003		22
9191:2		M9	KRC	6/2023						24A
9192:1		M1	Budd	1969				10/8/2003		22
9192:2		M9	KRC	6/2023						24A
9193:1		M1	Budd	1969						22
9193:2		M9	KRC	7/2023						24A
9194:1		M1	Budd	1969						22
9194:2		M9	KRC	7/2023						24A
9195:1		M1	Budd	1969				3/31/2005		22
9195:2		M9	KRC							24A
9196:1		M1	Budd	1969				3/31/2005		22
9196:2		M9	KRC							24A
9197:1		M1	Budd	1969						22
9197:2		M9	KRC							24A
9198:1		M1	Budd	1969						22
9198:2		M9	KRC							24A
9199:1		M1	Budd	1969				5/20/2004		22
9199:2		M9	KRC							24A
9200:1		M1	Budd	1969				5/20/2004		22
9200:2		M9	KRC							24A
9201:1		M1	Budd	1969						22
9201:2		M9	KRC							24A
9202:1		M1	Budd	1969						22
9202:2		M9	KRC							24A
9203		M1	Budd	1969				5/11/2005		22
9204		M1	Budd	1969				5/11/2005		22
9205		M1	Budd	1969						22
9206		M1	Budd	1969						22
9207		M1	Budd	1969				12/16/2003		22
9208		M1	Budd	1969				12/16/2003		22
9209		M1	Budd	1969						22
9210		M1	Budd	1969						22
9211		M1	Budd	1969				7/1/2003		22
9212		M1	Budd	1969				7/1/2003		22
9213		M1	Budd	1969						22
9214		M1	Budd	1969						22
9215		M1	Budd	1969						22
9216		M1	Budd	1969						22
9217		M1	Budd	1969				3/31/2005		22
9218		M1	Budd	1969				3/31/2005		22
9219		M1	Budd	1969				11/25/2003		22
9220		M1	Budd	1969				11/25/2003		22
9221		M1	Budd	1969				2/2/2005		22
9222		M1	Budd	1969				2/2/2005		22
9223		M1	Budd	1969				4/21/2003		22
9224		M1	Budd	1969				4/21/2003		22
9225		M1	Budd	1969				7/11/2003		22
9226		M1	Budd	1969				7/11/2003		22
9227		M1	Budd	1969				3/7/2005		22
9228		M1	Budd	1969				3/7/2005		22
9229		M1	Budd	1969						22
9230		M1	Budd	1969						22
9231		M1	Budd	1969				6/13/2003		22
9232		M1	Budd	1969				6/13/2003		22
9233		M1	Budd	1969		9625:2				22
9234		M1	Budd	1969				7/19/1985		22

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
9235		M1	Budd	1969				11/3/2003		22
9236		M1	Budd	1969				11/3/2003		22
9237		M1	Budd	1969						22
9238		M1	Budd	1969						22
9239		M1	Budd	1969				11/10/2004		22
9240		M1	Budd	1969				11/10/2004		22
9241		M1	Budd	1969						22
9242		M1	Budd	1969						22
9243		M1	Budd	1969						3,22
9244		M1	Budd	1969						3,22
9245		M1	Budd	1969						22
9246		M1	Budd	1969						22
9247		M1	Budd	1970				9/30/2003		22
9248		M1	Budd	1970				9/30/2003		22
9249		M1	Budd	1970				7/1/2005		22
9250		M1	Budd	1970				7/1/2005		22
9251		M1	Budd	1970				8/23/2004		22
9252		M1	Budd	1970				8/23/2004		22
9253		M1	Budd	1970						22
9254		M1	Budd	1970						22
9255		M1	Budd	1970						22
9256		M1	Budd	1970						22
9257		M1	Budd	1970				7/14/2004		22
9258		M1	Budd	1970				7/14/2004		22
9259		M1	Budd	1970				12/3/2004		22
9260		M1	Budd	1970				12/3/2004		22
9261		M1	Budd	1970						22
9262		M1	Budd	1970						22
9263		M1	Budd	1970						22
9264		M1	Budd	1970						22
9265		M1	Budd	1970				1/28/2005		22
9266		M1	Budd	1970				1/28/2005		22
9267		M1	Budd	1970				4/15/2005		22
9268		M1	Budd	1970				4/15/2005		22
9269		M1	Budd	1970				9/30/2003		22
9270		M1	Budd	1970				9/30/2003		22
9271		M1	Budd	1970				3/7/2005		22
9272		M1	Budd	1970						22
9273		M1	Budd	1970				1/9/2004		22
9274		M1	Budd	1970				1/9/2004		22
9275		M1	Budd	1970						22
9276		M1	Budd	1970						22
9277		M1	Budd	1970				9/5/2003		22
9278		M1	Budd	1970				9/5/2003		22
9279		M1	Budd	1970						22
9280		M1	Budd	1970						22
9281		M1	Budd	1970				4/12/2005		22
9282		M1	Budd	1970				4/12/2005		22
9283		M1	Budd	1970				4/9/2005		22
9284		M1	Budd	1970				4/9/2005		22
9285		M1	Budd	1970						22
9286		M1	Budd	1970						22
9287		M1	Budd	1970						22
9288		M1	Budd	1970						22
9289		M1	Budd	1970						22
9290		M1	Budd	1970						22
9291		M1	Budd	1970						22

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
9292		M1	Budd	1970						22
9293		M1	Budd	1970				3/31/2005		22
9294		M1	Budd	1970				3/31/2005		22
9295		M1	Budd	1970				11/16/2004		22
9296		M1	Budd	1970				11/16/2004		22
9297		M1	Budd	1970				10/29/2003		22
9298		M1	Budd	1970				10/29/2003		22
9299		M1	Budd	1970						22
9300		M1	Budd	1970				3/19/2004		22
9301		M1	Budd	1970				5/24/2003		22
9302		M1	Budd	1970				5/24/2003		22
9303		M1	Budd	1970				4/30/2003		22
9304		M1	Budd	1970				4/30/2003		22
9305		M1	Budd	1970				4/6/2005		22
9306		M1	Budd	1970				4/6/2005		22
9307		M1	Budd	1970				12/3/2003		22
9308		M1	Budd	1970				12/3/2003		22
9309		M1	Budd	1970						22
9310		M1	Budd	1970						22
9311		M1	Budd	1970						22
9312		M1	Budd	1970				12/23/2004		22
9313		M1	Budd	1970						22
9314		M1	Budd	1970						22
9315		M1	Budd	1970						22
9316		M1	Budd	1970						22
9317		M1	Budd	1970				3/26/2004		22
9318		M1	Budd	1970				3/26/2004		22
9319		M1	Budd	1970				7/31/2003		22
9320		M1	Budd	1970				7/31/2003		22
9321		M1	Budd	1970				2/24/2004		22
9322		M1	Budd	1970				2/24/2004		22
9323		M1	Budd	1970				7/1/2005		22
9324		M1	Budd	1970						22
9325		M1	Budd	1970				10/17/2003		22
9326		M1	Budd	1970				10/17/2003		22
9327		M1	Budd	1970					1988	22
9328		M1	Budd	1970		9366:2				22
9329		M1	Budd	1970				5/23/2003		22
9330		M1	Budd	1970				5/23/2003		22
9331		M1	Budd	1970						22
9332		M1	Budd	1970						22
9333		M1	Budd	1970				2/14/2005		22
9334		M1	Budd	1970				2/14/2005		22
9335		M1	Budd	1970				8/7/2003		22
9336		M1	Budd	1970				8/7/2003		22
9337		M1	Budd	1970						22
9338		M1	Budd	1970						22
9339		M1	Budd	1970				3/21/2005		22
9340		M1	Budd	1970				3/21/2005		22
9341		M1	Budd	1970						22
9342		M1	Budd	1970						22
9343		M1	Budd	1970						22
9344		M1	Budd	1970						22
9345		M1	Budd	1970				8/7/2003		22
9346		M1	Budd	1970				8/7/2003		22
9347		M1	Budd	1970				3/26/2004		22
9348		M1	Budd	1970				3/26/2004		22

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
9349		M1	Budd	1970				8/18/2003		22
9350		M1	Budd	1970				8/18/2003		22
9351		M1	Budd	1970						22
9352		M1	Budd	1970						22
9353		M1	Budd	1970				4/6/2004		22
9354		M1	Budd	1970				4/6/2004		22
9355		M1	Budd	1970				6/26/2003		22
9356		M1	Budd	1970				6/26/2003		22
9357		M1	Budd	1970				10/30/2003		22
9358		M1	Budd	1970				10/30/2003		22
9359		M1	Budd	1970						22
9360		M1	Budd	1970				3/21/2005		22
9361		M1	Budd	1970				12/13/2002		22
9362		M1	Budd	1970				12/13/2002		22
9363		M1	Budd	1970						22
9364		M1	Budd	1970						22
9365		M1	Budd	1970				6/11/2003		22
9366:1		M1	Budd	1970				6/11/2003	8/25/88	22
9366:2		M1	Budd	1970	9328					22
9367		M1	Budd	1970				1/18/2005		22
9368		M1	Budd	1970				1/18/2005		22
9369		M1	Budd	1970				4/6/2004		22
9370		M1	Budd	1970				4/6/2004		22
9371		M1	Budd	1970				3/31/2003		22
9372		M1	Budd	1970				3/31/2003		22
9373		M1	Budd	1970				10/26/2004		22
9374		M1	Budd	1970				10/26/2004		22
9375		M1	Budd	1970				11/12/2004		22
9376		M1	Budd	1970				11/12/2004		22
9377		M1	Budd	1970						22
9378		M1	Budd	1970						22
9379		M1	Budd	1970						22
9380		M1	Budd	1970						22
9381		M1	Budd	1970				6/17/2004		22
9382		M1	Budd	1970				6/17/2004		22
9383		M1	Budd	1970				5/7/2004		22
9384		M1	Budd	1970				5/7/2004		22
9385		M1	Budd	1970						22
9386		M1	Budd	1970						22
9387		M1	Budd	1970				8/23/2004		22
9388		M1	Budd	1970				8/23/2004		22
9389		M1	Budd	1970				4/12/2005		22
9390		M1	Budd	1970				4/12/2005		22
9391		M1	Budd	1970				5/28/2005		22
9392		M1	Budd	1970				5/28/2005		22
9393		M1	Budd	1970				11/16/2004		22
9394		M1	Budd	1970				11/16/2004		22
9395		M1	Budd	1970				2/24/2004		22
9396		M1	Budd	1970				2/24/2004		22
9397		M1	Budd	1970						22
9398		M1	Budd	1970						22
9399		M1	Budd	1970				3/19/2004		22
9400		M1	Budd	1970						22
9401		M1	Budd	1970		E-401				22
9402		M1	Budd	1970				12/9/2003		22
9403		M1	Budd	1970				9/30/2003		22
9404		M1	Budd	1970				9/30/2003		22

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
9405		M1	Budd	1970						22
9406		M1	Budd	1970						22
9407		M1	Budd	1970				4/12/2005		22
9408		M1	Budd	1970				4/12/2005		22
9409		M1	Budd	1970				5/23/2003		22
9410		M1	Budd	1970				5/23/2003		22
9411		M1	Budd	1970						22
9412		M1	Budd	1970						22
9413		M1	Budd	1970				5/20/2003		22
9414		M1	Budd	1970				5/20/2003		22
9415		M1	Budd	1970						22
9416		M1	Budd	1970						22
9417		M1	Budd	1970						22
9418		M1	Budd	1970						22
9419		M1	Budd	1970						22
9420		M1	Budd	1970						22
9421		M1	Budd	1970						22
9422		M1	Budd	1970						22
9423		M1	Budd	1970						22
9424		M1	Budd	1970						22
9425		M1	Budd	1970				11/17/2003		22
9426		M1	Budd	1970				11/17/2003		22
9427		M1	Budd	1970				4/20/2004		22
9428		M1	Budd	1970				4/20/2004		22
9429		M1	Budd	1970						22
9430		M1	Budd	1970						22
9431		M1	Budd	1970						22
9432		M1	Budd	1970						22
9433		M1	Budd	1970				3/4/2004		22
9434		M1	Budd	1970				3/4/2004		22
9435		M1	Budd	1970						22
9436		M1	Budd	1970						22
9437		M1	Budd	1970				7/5/2005		22
9438		M1	Budd	1970				7/5/2005		22
9439		M1	Budd	1970				12/23/2003		22
9440		M1	Budd	1970				12/23/2003		22
9441		M1	Budd	1970						22
9442		M1	Budd	1970				7/6/2005		22
9443		M1	Budd	1970				8/7/2003		22
9444		M1	Budd	1970				8/7/2003		22
9445		M1	Budd	1970				8/22/2003		22
9446		M1	Budd	1970				8/22/2003		22
9447		M1	Budd	1970						22
9448		M1	Budd	1970						22
9449		M1	Budd	1970						22
9450		M1	Budd	1970						22
9451		M1	Budd	1970						22
9452		M1	Budd	1970						22
9453		M1	Budd	1970						22
9454		M1	Budd	1970						22
9455		M1	Budd	1970						22
9456		M1	Budd	1970						22
9457		M1	Budd	1970						22
9458		M1	Budd	1970						22
9459		M1	Budd	1970				3/16/2005		22
9460		M1	Budd	1970				3/16/2005		22
9461		M1	Budd	1970						22

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
9462		M1	Budd	1970						22
9463		M1	Budd	1970				6/18/2004		22
9464		M1	Budd	1970				6/18/2004		22
9465		M1	Budd	1970				4/3/2003		22
9466		M1	Budd	1970				4/3/2003		22
9467		M1	Budd	1970						22
9468		M1	Budd	1970						22
9469		M1	Budd	1970						22
9470		M1	Budd	1970						22
9471		M1	Budd	1970						22
9472		M1	Budd	1970						22
9473		M1	Budd	1970				12/18/2004		22
9474		M1	Budd	1970				12/18/2004		22
9475		M1	Budd	1970						22
9476		M1	Budd	1970						22
9477		M1	Budd	1971				5/24/2003		22
9478		M1	Budd	1971				5/24/2003		22
9479		M1	Budd	1971						22
9480		M1	Budd	1971						22
9481		M1	Budd	1971						22
9482		M1	Budd	1971				3/7/2005		22
9483		M1	Budd	1971						22
9484		M1	Budd	1971						22
9485		M1	Budd	1971				9/30/2003		22
9486		M1	Budd	1971				9/30/2003		22
9487		M1	Budd	1971				2/24/2004		22
9488		M1	Budd	1971				2/24/2004		22
9489		M1	Budd	1971						22
9490		M1	Budd	1971						22
9491		M1	Budd	1971				11/4/2004		22
9492		M1	Budd	1971				11/4/2004		22
9493		M1	Budd	1971				8/8/2003		22
9494		M1	Budd	1971				8/8/2003		22
9495		M1	Budd	1971						22
9496		M1	Budd	1971						22
9497		M1	Budd	1971				3/26/2004		22
9498		M1	Budd	1971				3/26/2004		22
9499		M1	Budd	1971						22
9500		M1	Budd	1971						22
9501		M1	Budd	1971						22
9502		M1	Budd	1971						22
9503		M1	Budd	1971						22
9504		M1	Budd	1971						22
9505		M1	Budd	1971						22
9506		M1	Budd	1971						22
9507		M1	Budd	1971						22
9508		M1	Budd	1971						22
9509		M1	Budd	1971						22
9510		M1	Budd	1971						22
9511		M1	Budd	1971				5/31/2003		22
9512		M1	Budd	1971				5/31/2003		22
9513		M1	Budd	1971						22
9514		M1	Budd	1971						22
9515		M1	Budd	1971				4/6/2005		22
9516		M1	Budd	1971				4/6/2005		22
9517		M1	Budd	1971				2/4/2004		22
9518		M1	Budd	1971				2/4/2004		22

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
9519		M1	Budd	1971						22
9520		M1	Budd	1971						22
9521		M1	Budd	1971						22
9522		M1	Budd	1971						22
9523		M1	Budd	1971						22
9524		M1	Budd	1971						22
9525		M1	Budd	1971				6/17/2005		22
9526		M1	Budd	1971				6/17/2005		22
9527		M1	Budd	1971				10/9/2004		22
9528		M1	Budd	1971				10/9/2004		22
9529		M1	Budd	1971						22
9530		M1	Budd	1971						22
9531		M1	Budd	1971						22
9532		M1	Budd	1971						22
9533		M1	Budd	1971						22
9534		M1	Budd	1971						22
9535		M1	Budd	1971				10/8/2003		22
9536		M1	Budd	1971				10/8/2003		22
9537		M1	Budd	1971						22
9538		M1	Budd	1971						22
9539		M1	Budd	1971				10/8/2003		22
9540		M1	Budd	1971				10/8/2003		22
9541		M1	Budd	1971				3/11/2003		22
9542		M1	Budd	1971				3/11/2003		22
9543		M1	Budd	1971				3/17/2004		22
9544		M1	Budd	1971				3/17/2004		22
9545		M1	Budd	1971				9/21/2004		22
9546		M1	Budd	1971				9/21/2004		22
9547		M1	Budd	1971						22
9548		M1	Budd	1971						22
9549		M1	Budd	1971				9/13/2004		22
9550		M1	Budd	1971				9/13/2004		22
9551		M1	Budd	1971				6/20/2005		22
9552		M1	Budd	1971				6/20/2005		22
9553		M1	Budd	1971						22
9554		M1	Budd	1971						22
9555		M1	Budd	1971						22
9556		M1	Budd	1971						22
9557		M1	Budd	1971				11/19/2004		22
9558		M1	Budd	1971				11/19/2004		22
9559		M1	Budd	1971						22
9560		M1	Budd	1971						22
9561		M1	Budd	1971						22
9562		M1	Budd	1971						22
9563		M1	Budd	1971						22
9564		M1	Budd	1971						22
9565		M1	Budd	1971				12/29/2004		22
9566		M1	Budd	1971				12/29/2004		22
9567		M1	Budd	1971				6/12/2003		22
9568		M1	Budd	1971				6/12/2003		22
9569		M1	Budd	1971						22
9570		M1	Budd	1971						22
9571		M1	Budd	1971						22
9572		M1	Budd	1971						22
9573		M1	Budd	1971						22
9574		M1	Budd	1971						22
9575		M1	Budd	1971				10/8/2003		22

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
9576		M1	Budd	1971				10/8/2003		22
9577		M1	Budd	1971				7/23/2003		22
9578		M1	Budd	1971				7/23/2003		22
9579		M1	Budd	1971						22
9580		M1	Budd	1971						22
9581		M1	Budd	1971						22
9582		M1	Budd	1971						22
9583		M1	Budd	1971				3/11/2003		22
9584		M1	Budd	1971				3/11/2003		22
9585		M1	Budd	1971						22
9586		M1	Budd	1971						22
9587		M1	Budd	1971						22
9588		M1	Budd	1971						22
9589		M1	Budd	1971				9/30/2003		22
9590		M1	Budd	1971				9/30/2003		22
9591		M1	Budd	1971		E-591				22
9592		M1	Budd	1971						22
9593		M1	Budd	1971				11/4/2004		22
9594		M1	Budd	1971				11/4/2004		22
9595		M1	Budd	1971						22
9596		M1	Budd	1971						22
9597		M1	Budd	1971				6/3/2004		22
9598		M1	Budd	1971				6/3/2004		22
9599		M1	Budd	1971				8/29/2003		22
9600		M1	Budd	1971				8/29/2003		22
9601		M1	Budd	1971						22
9602		M1	Budd	1971						22
9603		M1	Budd	1971				9/3/2003		22
9604		M1	Budd	1971				9/3/2003		22
9605		M1	Budd	1971				3/9/2004		22
9606		M1	Budd	1971						22
9607		M1	Budd	1971						22
9608		M1	Budd	1971						22
9609		M1	Budd	1971						22
9610		M1	Budd	1971						22
9611		M1	Budd	1971						22
9612		M1	Budd	1971						22
9613		M1	Budd	1971				7/6/2005		22
9614		M1	Budd	1971						22
9615		M1	Budd	1971				7/14/2004		22
9616		M1	Budd	1971				7/14/2004		22
9617		M1	Budd	1971						22
9618		M1	Budd	1971						22
9619		M1	Budd	1971				12/23/2004		22
9620		M1	Budd	1971						22
9621		M1	Budd-GE	1972				11/3/2003		22
9622		M1	Budd-GE	1972				11/3/2003		22
9623		M1	Budd-GE	1972				1/18/2005		22
9624		M1	Budd-GE	1972				1/18/2005		22
9625:1		M1	Budd-GE	1972					8/1984	22
9625:2		M1	Budd	1969	9233					22
9626		M1	Budd-GE	1972						22
9627		M1	Budd-GE	1972				2/23/2005		22
9628		M1	Budd-GE	1972				2/23/2005		22
9629		M1	Budd-GE	1972						22
9630		M1	Budd-GE	1972						22
9631		M1	Budd-GE	1972				6/11/2004		22

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
9632		M1	Budd-GE	1972				6/11/2004		22
9633		M1	Budd-GE	1972						22
9634		M1	Budd-GE	1972						22
9635		M1	Budd-GE	1972						22
9636		M1	Budd-GE	1972						22
9637		M1	Budd-GE	1972				11/23/2004		22
9638		M1	Budd-GE	1972				11/23/2004		22
9639		M1	Budd-GE	1972						22
9640		M1	Budd-GE	1972						22
9641		M1	Budd-GE	1972						22
9642		M1	Budd-GE	1972						22
9643		M1	Budd-GE	1972						22
9644		M1	Budd-GE	1972						22
9645		M1	Budd-GE	1972						22
9646		M1	Budd-GE	1972						22
9647		M1	Budd-GE	1972						22
9648		M1	Budd-GE	1972						22
9649		M1	Budd-GE	1972						22
9650		M1	Budd-GE	1972						22
9651		M1	Budd-GE	1972				9/14/2004		22
9652		M1	Budd-GE	1972				9/14/2004		22
9653		M1	Budd-GE	1972				4/20/2004		22
9654		M1	Budd-GE	1972				4/20/2004		22
9655		M1	Budd-GE	1972				2/2/2005		22
9656		M1	Budd-GE	1972				2/2/2005		22
9657		M1	Budd-GE	1972						22
9658		M1	Budd-GE	1972						22
9659		M1	Budd-GE	1972						22
9660		M1	Budd-GE	1972						22
9661		M1	Budd-GE	1972						22
9662		M1	Budd-GE	1972						22
9663		M1	Budd-GE	1972						22
9664		M1	Budd-GE	1972						22
9665		M1	Budd-GE	1972						22
9666		M1	Budd-GE	1972						22
9667		M1	Budd-GE	1972						22
9668		M1	Budd-GE	1972						22
9669		M1	Budd-GE	1972						22
9670		M1	Budd-GE	1972						22
9671		M1	Budd-GE	1972				6/22/2003		22
9672		M1	Budd-GE	1972				6/22/2003		22
9673		M1	Budd-GE	1972				2/5/2005		22
9674		M1	Budd-GE	1972				2/5/2005		22
9675		M1	Budd-GE	1972				3/9/2004		22
9676		M1	Budd-GE	1972				3/9/2004		22
9677		M1	Budd-GE	1972						22
9678		M1	Budd-GE	1972						22
9679		M1	Budd-GE	1972						22
9680		M1	Budd-GE	1972						22
9681		M1	Budd-GE	1972				12/26/2003		22
9682		M1	Budd-GE	1972				12/26/2003		22
9683		M1	Budd-GE	1972						22
9684		M1	Budd-GE	1972						22
9685		M1	Budd-GE	1972				5/6/2005		22
9686		M1	Budd-GE	1972				5/6/2005		22
9687		M1	Budd-GE	1972						22
9688		M1	Budd-GE	1972						22

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
9689		M1	Budd-GE	1972						22
9690		M1	Budd-GE	1972						22
9691		M1	Budd-GE	1972						22
9692		M1	Budd-GE	1972						22
9693		M1	Budd-GE	1972						22
9694		M1	Budd-GE	1972						22
9695		M1	Budd-GE	1972				8/27/2004		22
9696		M1	Budd-GE	1972				8/27/2004		22
9697		M1	Budd-GE	1972				12/16/2003		22
9698		M1	Budd-GE	1972				12/16/2003		22
9699		M1	Budd-GE	1972						22
9700		M1	Budd-GE	1972						22
9701		M1	Budd-GE	1972				6/17/2005		22
9702		M1	Budd-GE	1972				6/17/2005		22
9703		M1	Budd-GE	1972						22
9704		M1	Budd-GE	1972						22
9705		M1	Budd-GE	1972				8/22/2003		22
9706		M1	Budd-GE	1972				8/22/2003		22
9707		M1	Budd-GE	1972						22
9708		M1	Budd-GE	1972						22
9709		M1	Budd-GE	1972						22
9710		M1	Budd-GE	1972						22
9711		M1	Budd-GE	1972						22
9712		M1	Budd-GE	1972						22
9713		M1	Budd-GE	1972				12/9/2003		22
9714		M1	Budd-GE	1972				12/9/2003		22
9715		M1	Budd-GE	1972						22
9716		M1	Budd-GE	1972						22
9717		M1	Budd-GE	1972						22
9718		M1	Budd-GE	1972				6/24/2005		22
9719		M1	Budd-GE	1972				12/3/2003		22
9720		M1	Budd-GE	1972				12/3/2003		22
9721		M1	Budd-GE	1972						22
9722		M1	Budd-GE	1972						22
9723		M1	Budd-GE	1972						22
9724		M1	Budd-GE	1972						22
9725		M1	Budd-GE	1972				6/24/2005		22
9726		M1	Budd-GE	1972						22
9727		M1	Budd-GE	1972						22
9728		M1	Budd-GE	1972						22
9729		M1	Budd-GE	1972						22
9730		M1	Budd-GE	1972						22
9731		M1	Budd-GE	1972						22
9732		M1	Budd-GE	1972						22
9733		M1	Budd-GE	1972						22
9734		M1	Budd-GE	1972						22
9735		M1	Budd-GE	1972						22
9736		M1	Budd-GE	1972						22
9737		M1	Budd-GE	1972						22
9738		M1	Budd-GE	1972						22
9739		M1	Budd-GE	1972						22
9740		M1	Budd-GE	1972						22
9741		M1	Budd-GE	1972				9/29/2004		22
9742		M1	Budd-GE	1972				9/29/2004		22
9743		M1	Budd-GE	1972				6/20/2005		22
9744		M1	Budd-GE	1972				6/20/2005		22
9745		M1	Budd-GE	1972						22

**LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER**

Number	Name	Class	Builder	Date	Ex	New #	Modernized	Withdrawn from Service	Scrapped	Notes
9746		M1	Budd-GE	1972						22
9747		M1	Budd-GE	1972				1/12/2005		22
9748		M1	Budd-GE	1972				1/12/2005		22
9749		M1	Budd-GE	1972						22
9750		M1	Budd-GE	1972						22
9751		M1	Budd-GE	1972				3/19/2004		22
9752		M1	Budd-GE	1972				3/19/2004		22
9753		M1	Budd-GE	1972				6/24/2005		22
9754		M1	Budd-GE	1972				6/24/2005		22
9755		M1	Budd-GE	1972						22
9756		M1	Budd-GE	1972						22
9757		M1	Budd-GE	1972						22
9758		M1	Budd-GE	1972						22
9759		M1	Budd-GE	1972						22

THE LONG ISLAND RAIL ROAD
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER NOTES

GENERAL NOTES

Sources:

Robert M. Emery Long Island Rail Road Collection, Special Collections, Stony Brook University Libraries,
<https://www.stonybrook.edu/commcms/libspecial/collections/manuscripts/emery.php>
Long Island Rail Road Equipment Tabulation and Diagrams books, various dates.
The Pullman Project, Thomas C. Madden, <http://www.pullmanproject.com/>
Car Names Numbers and Consists, Robert J. Wayner, Wayner Publications, 1972

Duplicate car numbers and names:

When “:1”, “:2”, “:3” or “:4” is added to the end of a car number or car name, this denotes the first, second, third or fourth time the number or name has been assigned.

Builder abbreviations:

ACF - American Car and Foundry Company (Berwick PA)
ACF-W - American Car and Foundry Company (Former Jackson and Sharp Company plant, Wilmington DE)
BS - Bethlehem Steel Company (Harlan Plant), Wilmington DE
B&S - The Barney and Smith Car Company, Dayton OH
BT - Bombardier Transportation, Plattsburgh NY
Budd - Budd Company, Philadelphia PA (1946-1978)
Budd-GE - Budd Company/General Electric, Philadelphia PA
EGB - Edward G Budd Manufacturing Company, Philadelphia PA (To 1946)
GCM - Gilbert Car Manufacturing Company, Troy NY
KRC - Kawasaki Rail Car Incorporated, Lincoln NE and Yonkers NY
OB - Osgood Bradley Car Company, Worcester MA
PRR - Pennsylvania Railroad Juniata Shops, Altoona PA
P - The Pullman Company, Chicago IL (1900-1924)
PCM - Pullman Car & Manufacturing Corporation, Chicago IL (1924-1934)
PPC - Pullman Palace Car Company, Chicago IL (1867-1900)
PS - Pullman-Standard Car Manufacturing Company, Chicago IL (1934-1981)
PSC - Pressed Steel Car Company, Chicago IL
SSC - Standard Steel Car Company, Butler PA
TCC - Tokyu Car Corporation, Yokohama, Japan
WM - Wason Manufacturing Company, Springfield MA

CAR NOTES

- 1-Scrapped by Naporano Iron and Metal Company, Newark NJ (adjacent to the Central Railroad Company of New Jersey's Brills Yard)
- 2-Scrapped by Sarnelli Brothers, Inc at the New York City Transit Authority's Coney Island Yard.
- 3-Scrapped by ? on the Whitestone Lead, Corona.
- 4-Scrapped by Newtown Iron & Steel at Holban Yard.

5-B40 DETAILS

Exterior

Arch-roof locomotive-hauled baggage-express car; no diaphragms; two windows per side; single baggage door in middle of each side; lightweight trucks on cars 641-650 and arch-bar trucks on cars 651-670.

Interior

Single sliding end doors with small windows; steam heat coils along car sides; two kerosene lamps hanging from the ceiling, one on either side of the doors.

Modifications

- 641 converted to chloride car 497100, 1934-35.
- 642 converted to chloride car 497101, 1934-35.
- 643 converted to chloride car 497102, 1934-35.
- 644 converted to chloride car 497103, 1934-35.
- 645 converted to chloride car 497104, 1934-35.
- 649 converted to brush car 498840, 1934-35.
- 650 converted to brush car 498841, 1934-35.

651 converted to brush car 498844, 1934-35.
652 converted to snow-scraper car 495745, 1934-35.
653 converted to snow-scraper car 495746, 1934-35.
654 converted to snow-scraper car 495772, 1934-35.
655 converted to brush car 498842, 1934-35.
656 converted to snow-scraper car 495773, 1934-35.
657 converted to brush car 498843, 1934-35.
659 converted to snow-scraper car 495744, 1934-35.
660 converted to snow-scraper car 495791, 1934-35.
662 converted to snow-scraper car 495792, 1934-35.
663 converted to brush car 498845, 1934-35.
664 converted to snow-scraper car 495793, 1934-35.
665 converted to brush car 498846, 1934-35.
667 converted to brush car 498847, 1934-35.

Dispositions

658 scrapped at Babylon Yard.

General

When these cars were used in express service they were sealed after loading at their western terminal, set out at their respective points and had their seals broken by the agents there. Photographs have shown these cars at various locations in and out of electrified territory in express service. Several of these cars were used to bring back barrels and crates of fish from Montauk, at least as late as 1935. Other uses included mail storage during heavy seasons, bicycle specials and what was known as the "Bean Train" from Greenport in harvest season. By 1932 their usefulness was about over. Many were stored in the Long Island City Passenger Yard.

Most of the B40s were transferred to the Maintenance of Way roster during 1934-35, as indicated in the modifications above. Car 658 was used on the Montauk Fisherman's Special from 1934 to 1941 as the iced-tray car for the fish on the westbound runs. From 1942 to 1946 it was used for additional baggage storage space at Hempstead for Mitchell Field personnel. From 1947 to 1955 it sat unused in the shop at Morris Park, still in faded Tuscan Red with "World's Fair" style Futura lettering. Finally, from 1955 to 1963 it was used as a storage car for the Track Department in Babylon Yard.

6-B60B DETAILS

Exterior

Balloon-roof locomotive-hauled baggage car; diaphragms; brake wheel on one outside end; no windows; four-wheel trucks.

Interior

Wooden floor; pipe-type load dividers suspended from the ceiling; 3'x3'x3' iron safe bolted to the floor.

Modifications

Safety chains replaced diaphragms on all cars in 1954-55.

717 rebuilt into a baggage-mail car, class BM60B, in 1953. A 15' RPO section was installed in one end, equipped with a toilet, wash basin and a water cooler. One baggage door per side was replaced with a small RPO door and a window.

7715 renumbered W71 in 1974 and transferred to the Maintenance of Way roster.

7716 converted to a tool and block car and renumbered W60 in 8/1970.

7717 renumbered W56 in 1974? and transferred to the Maintenance of Way roster.

7719 converted to a diesel-powered steam generator car and renumbered W94 in 11/1968.

7721 renumbered W72 in 1974 and transferred to the Maintenance of Way roster.

7737 converted to a wreck train car and renumbered W57 in 3/1966.

Modernization

New baggage doors with porthole windows; electric markers; removal of safes; renumbered into 7000s.

Dispositions

7720 wrecked at Water Mill, 2/1963.

7723 donated to Suffolk County, 12/1974, and moved to the Suffolk County Airport siding at Westhampton. Relocated to a siding west of Riverhead in 1979.

7737 donated to Railroad Museum of Long Island, Riverhead, NY.

General

These cars were used to bring out payrolls and carry back station revenue (ticket sales, express and LCL charges), which was the reason for the safes. The express messenger in charge of the car carried a gun while on duty. Both end and side doors had to be locked when not engaged in loading or unloading. Since the cars had no windows or ventilators, they were extremely hot in the summer. Sawdust usually covered the floor to absorb melted ice from perishables. Car 723 was used as an iced-tray car on Montauk Fisherman's Specials from 1946 to 1950.

7-B60C DETAILS

Exterior

Clerestory-roof locomotive-hauled baggage car; no diaphragms; four-wheel trucks.

Modernization

RPO section and diaphragms removed; electric markers installed.

General

7756 ex-Boston & Maine 3110

7757 ex-Boston & Maine 3112

7758 ex-Boston & Maine 3114

Built for the Boston & Maine as a baggage-mail car equipped with diaphragms. Purchased 5/1959 and not put into service until after modernization, during which they were repainted, relettered and renumbered.

8-B60D DETAILS

Exterior

Arch-roof locomotive-hauled baggage car; no diaphragms; four-wheel trucks.

Modernization

RPO section and diaphragms removed; electric markers installed.

General

7754 ex-Boston & Maine 3116

7755 ex-Boston & Maine 3121

Built for the Boston & Maine as a baggage-mail car equipped with diaphragms. Purchased 5/1959 and not put into service until after modernization, during which they were repainted, relettered and renumbered.

9-B62 DETAILS

Exterior

Clerestory-roof locomotive-hauled baggage car; no diaphragms; four windows with bars across them per side; one double and one single sliding baggage door per side.

Interior

Wooden floor with steel plates by the doors; steam heating coils along the sides.

General

None of the B62s was ever painted in the gray paint scheme.

10-B70 DETAILS

Exterior

Clerestory-roof locomotive-hauled baggage-express car; diaphragms; six-wheel trucks.

Modernization

Diaphragms removed and electric markers installed.

General

Ex-Western Maryland 186, purchased 5/1958. Used by the Railway Express Agency and also for mail storage.

11-BM60 DETAILS

Exterior

Balloon-roof locomotive-hauled baggage-mail car; diaphragms; one baggage and one RPO door per side; two RPO windows per side; brake wheel on one outside end; four-wheel trucks; multiple-unit jumpers.

Interior

45' baggage section; 15' RPO section equipped with a toilet, water cooler, wash basin and electric heaters.

Modifications

Safety chains replaced diaphragms 1954-55.

738 rebuilt into a baggage car, class B60, during modernization by removing the RPO section, partition and multiple-unit jumpers.

7737 converted to a wreck train car and renumbered W57, 4/1966. Donated to Railroad Museum of Long Island, Riverhead, NY, 19??

7738 renumbered W74 and transferred to the Maintenance of Way roster 1974.

Modernization

New baggage doors with porthole windows; electric markers; renumbered into the 7000s.

General

The BM60s had multiple-unit jumpers for electric heat in the RPO section when being hauled by multiple-unit cars between Jamaica and New York.

12-BM60C DETAILS

Exterior

Clerestory-roof locomotive-hauled baggage-mail car; no diaphragms; four-wheel trucks.

Modernization

Diaphragms removed; electric markers installed.

General

7751 ex-Boston & Maine 3134

7752 ex-Boston & Maine 3137

Purchased 6/1958 and not put into service until after modernization, during which they were repainted, relettered and renumbered.

13-BM60D DETAILS

Exterior

Arch-roof locomotive-hauled baggage-mail car; no diaphragms; six-wheel trucks.

Modernization

Diaphragms removed; electric markers installed.

General

7753 ex-Boston & Maine 3118

Purchased 5/1959 and not put into service until after modernization, during which it was repainted, relettered and renumbered.

14-BM62 DETAILS

Exterior

Clerestory-roof locomotive-hauled baggage-mail car; one baggage and one RPO door per side; four RPO windows per side; porthole windows in end sheets; no diaphragms; four-wheel trucks; multiple-unit jumpers on cars 739-741.

Interior

29' baggage section; 30' RPO section equipped with a toilet, water cooler and wash basin; 3' section on the RPO end of the car containing two windows and a hand brake; electric heating on cars 739-741, in addition to the steam heating.

Modifications

739 rebuilt into a baggage car, class B62, in 1953. The RPO section, partition and multiple-unit jumpers were removed, the RPO windows were blanked and the RPO doors were replaced with baggage doors.

740 rebuilt into a baggage car, class B62, during modernization. The RPO section, partition and multiple-unit jumpers were removed, the RPO windows were blanked, the RPO doors were replaced with baggage doors with porthole windows, electric markers were added and renumbered into the 7000s.

742 had its RPO section shortened 15' in 1954. Three out of four windows per side were blanked and multiple-unit jumpers and electric heating were installed.

743 modernized by adding multiple-unit jumpers, electric heating, electric markers and renumbering into the 7000s. A small undercar diesel engine was added to furnish heating and lighting in the RPO section when being hauled by the RDCs between Babylon and Patchogue.

General

The multiple-unit jumpers on cars 739-741 were for electric heating in the RPO section when being hauled by multiple-unit cars.

15-BM62A/BM62B DETAILS.....

Exterior

Clerestory-roof locomotive-hauled baggage-mail car; one baggage and one RPO door per side; three RPO windows per side; porthole windows in end sheets; no diaphragms on the BM62As; diaphragms on the BM62Bs; four-wheel trucks.

Interior

29' baggage section; 30' RPO section equipped with a toilet, water cooler and wash basin; 3' section on the RPO end of the car containing two windows and a hand brake.

Modifications

Safety chains replaced diaphragms on the BM62Bs in 1955.

744 had its RPO section shortened 15' in 1944 with two out of three RPO windows per side being blanked.

746, 747 had their RPO sections shortened 15' in 1946 with two out of three RPO windows per side being blanked.

748, 749 had their RPO sections shortened 15' in 1947 with two out of three RPO windows per side being blanked.

General

749 was the last car in Tuscan Red paint.

16-BUSINESS CAR DETAILS

Exterior

Lightweight, stainless-steel, locomotive-hauled, flat-end observation car; telephone antenna on roof; streamline four-wheel trucks.

Interior

30-seat, 5 double bedroom-buffet-lounge-observation; steam heat; electro-mechanical air conditioning.

Modifications

Converted into a club car and renamed Morris Park, 8/1980 to 5/1981, for use on the summer-only Greenport train. Steam heat and electro-mechanical air conditioning converted to all electric; 480 volt jumpers added; power supplied by either a power unit, bar-generator or under car diesel generator; stainless steel fluting replaced with smooth sheet steel; end windows blanked out.

Disposition

Donated to Blue Ridge Rail Restoration, Roanoke, VA, 1-2/1996.

General

Originally operated by Pullman as Chesapeake & Ohio 2502-Tidewater Club. Renamed Nappanee 3/2/1951. Sold to Baltimore & Ohio 7/19/1951, renumbered 7500 and leased to Pullman until withdrawn from lease, 3/2/1968. Sold to Long Island 8/5/1968 in exchange for RDC2 3121 and used in parlor car service. Damaged in a collision at Greenport on 8/9/1978 and temporarily withdrawn from service. Renamed Morris Park (Date?)

17-BUSINESS CAR DETAILS

Exterior

Clerestory-roof locomotive-hauled business car; open-end observation platform; six-wheel trucks; diaphragm; single headlights mounted under the observation platform.

Interior

30-seat business car; steam heat; ice air conditioning.

Disposition

Donated 7/14/1978 to the Long Island-Sunrise Trail Chapter of the National Railway Historical Society, Babylon, NY. Leased and moved to the Black River & Western RR, Ringoes, NJ for restoration where it was renumbered 100. Sold to current owner Porter C Collins in 1983: to Winchester & Western Railroad (VA) 1983; to West Jersey Railroad (Salem, NJ) 1991; to Cuyahoga Valley Scenic Railroad (Cleveland, OH) 1994; to Wheeling & Lake Erie Railway (Brewster, OH) 1996; to Ohi-Rail Corp (Minerva, OH) 1997. Acquired by William S Carney in 2008. Still stored at Minerva, OH in September 2014. Currently operational.

General

Originally Nevada Northern 100:2, it was built to Pullman Plan 2895, Lot 4378 for \$26,039.80. It was operated for the use of Solomon R Guggenheim, President of the Nevada Northern Rwy and its home was on the east coast, in Hackensack NJ. Sold to the Delaware, Lackawanna & Western in 1935, where it was renamed Anthracite. It was renamed Scranton sometime before 8/7/1937. Renumbered 3 sometime between 3/1947 and 1/1951. Renumbered 97 by 1/1954 and assigned to the General Superintendent. It was relettered Erie-Lackawanna shortly after the 10/17/1960 merger with the Erie. Purchased 10/25/1962 and repainted, relettered and renumbered Long Island in 5/1963. Used as a lounge-observation car on parlor car trains from 6/1963 to 9/1968. Also used on annual inspection trains from 1963 to 1970. Renumbered W99 and transferred to the Maintenance of Way roster in 1970. Renumbered 99:2 and renamed Jamaica:2 in 3/1971. Last used c1975.

18-BUSINESS CAR DETAILS

Exterior

Lightweight, stainless-steel, locomotive-hauled, flat-end observation car; telephone antenna on roof; diaphragm; streamline four-wheel trucks.

Interior

56-seat tavern-lounge-observation; no vestibule or toilet; steam heat; electro-mechanical air conditioning.

Disposition

Sold to Dennis Brawn/Tom McOwen/Robert Sarr/William F. Sprague, Cincinnati, OH, 5/1976. Leased to Railway Exposition Co., Cincinnati, OH.

General

Ex-Florida East Coast Lake Okeechobee. Purchased 1/1969 and operated in its FEC paint scheme until being repainted, relettered and renumbered Long Island 6/9/1971. The diaphragm was removed during repainting. Used as a lounge-observation car on parlor car trains.

19-C1 DETAILS

Exterior

Stainless steel, bi-level locomotive-hauled coach; semi-permanently coupled in pairs with a drawbar between; no cab; diaphragms; single sliding side doors; N2A automatic couplers on the ends of each pair; 480v heating/lighting/air conditioning system.

Interior

180-190 seat coach; vinyl flooring; 2/3 non-reversible vinyl seating in various color patterns (color(s)); one toilet per pair (?); no vestibules; hinged end doors; fluorescent lighting; air conditioned; public address system; door close warning bell.

Dispositions

Sold 1999 to Mid Atlantic Rail Car Co, Stewartstown PA. Stored in Torrington, CT in 2004.

Resold 2007 to Iowa Pacific Holdings LLC, Chicago IL, and assigned to San Luis & Rio Grande RR roster.
Iowa Pacific assigned them as follows:

<u>Number</u>	<u>Assigned to</u>
3001	?
3002	?
3003	Saratoga and North Creek Rwy, North Creek NY
3004	Saratoga and North Creek Rwy, North Creek NY
3005	Saratoga and North Creek Rwy, North Creek NY
3006	Saratoga and North Creek Rwy, North Creek NY
3007	Cape Cod Central RR, Hyannis MA
3008	Cape Cod Central RR, Hyannis MA
3009	Rio Grande Scenic RR, Alamosa CO
3010	Rio Grande Scenic RR, Alamosa CO

3005-3006 renumbered 3005A-3005B, repainted into a Delaware and Hudson inspired paint scheme and lettered Saratoga and North Creek.

3007-3008 renumbered 3007A-3007B, repainted and lettered Cape Cod Central.

3009-3010 repainted into an Illinois Central inspired paint scheme and lettered Rio Grande Scenic. Later relettered Eastern Flyer.

All ten cars moved 20?? to Ozark Mountain Railcar, Kirbyville MO, and listed for sale or release as of 1/1/2021.

3003-3010 sold 3/2022 to unknown purchaser.

General

These cars were an experiment in new car technologies for a future order to replace all of the 1955-56 Pullman-Standard cars. Commonwealth Engineering (Comeng), Budd's Australian licensee, did the design work on these cars. Comeng later sold the design to Mitsui who contracted with Tokyu Car Company to build them. They were ordered on October 7, 1988 at an estimated cost of \$22.4 million. There was no existing equipment (locomotives or power cars) to provide the 480v (?) required for these cars. Two METRA (Chicago) E8As (516 and 521) were leased to operate with them. After several months of testing, the C1s with the METRA E8As entered passenger service on 8/19/1991 on Port Jefferson-Hunterspoint Avenue trains #603 and #660. This was also the day Hurricane Bob passed through the New York metropolitan area. During the summer of 1991, retired FA2 #608 was converted into a power car and renumbered 3100, to supply the 480v (?) necessary to power the C1s. At the same time, GP38-2s 251 and 269 had their standard couplers replaced with N2A automatic couplers to haul the C1s and the power car. Less than two weeks later, the GP38-2s and power car took over and the METRA E8As were then returned to Chicago. When the ex-Metro North FL9s 300-302 arrived, they replaced the two GP38-2s and power car.

20-C3 DETAILS

Exterior

Stainless steel, bi-level locomotive-hauled coach (4001-4134) and cab coach (5001-5023); 85' car length; 9'10½" car width; 14'5½" car height; 145,284 lbs. car weight (4001-4087 odd numbers only); 142,197 lbs. car weight (4002-4134 even numbers only); 149,693 lbs. car weight (5001-5023); diaphragms; single-leaf side doors; light-emitting-diode side destination signs; lightweight welded frame trucks; radius arm primary suspension with coil springs; air spring secondary suspension; AAR Type-H couplers; 26-C type microprocessor-controlled brake system; roof-mounted air conditioning units.

Interior

137 seat (4001-4087 odd numbers only and 5001-5023) and 143 seat (4002-4134 even numbers only) coach; 2/2 two-tone blue non-reversible vinyl seating with head rests; side cantilevered seats; one accessible toilet (4001-4087 odd numbers only and 5001-5023); no vestibules; engineer's compartment on "F" end (5001-5023 only); hinged end doors and storm door (F end); fluorescent lighting; 3 phase 480 VAC electric system supplied from locomotive; baggage racks; fixed coat hooks; skid resistant floor material; air conditioned; automated announcements and light-emitting-diode displays; door close warning chime; emergency intercom system that allows riders to speak directly with train personnel; pay telephone located in wheelchair area opposite toilet.

General

These cars completely replaced the 1955-6 and 1963 Pullman-Standard push-pull fleet.

Modifications

Pay telephones removed by 2001? except for 4007.

4051, 4055, 4061, 4067 and 4071 modified for Hamptons Reserve service in 2000? Eight seats removed from the intermediate level on the west end to provide space for a bar area. Four seats removed from the center of the lower level on the north side to provide space for luggage shelves. Seating capacity reduced to 125. Two seats next to cab removed in 2018 to provide space for equipment installed to support the operation of Positive Train Control (PTC), reducing capacity to 135. During 2018-19, interior video surveillance cameras were

installed, 9 to a car (cab cars), 10 to a car (4001-4087 odd numbers only) or 12 to a car (4002-4134 even numbers only).

Dispositions

4011 damaged in Sheridan Car Shop at Morris Park, 2000 (?). Shipped to Kawasaki, Yonkers, NY, 3/10/2005 for repairs.

21-LP70A DETAILS

Exterior

Clerestory-roof locomotive-hauled club car; diaphragms; porthole windows in end sheets; end gates.

Interior

? seat club car; wicker chairs facing the aisle; window screens in summer; two flush toilets; water cooler; hinged end doors; water raising system.

Modifications

Converted to a 91-seat coach, class P70L, in 1917 by removing the wicker chairs and installing 2/2 plush seating. The car name was removed at this time also. Plush seating replaced with vinyl seating in 1951. Safety chains replaced the diaphragms and electric markers were installed in 1955. Renumbered 815:2 in 5/1961.

22-M1 DETAILS

Exterior

Lightweight, stainless steel, multiple-unit control motor coach with fiberglass cab ends; 85' car length; 10'8" car width; 12'10" car height; 90,750 lbs. car weight (odd numbers only); 93,520 lbs. car weight (even numbers only); semi-permanently coupled in pairs; dual headlights and taillights; diaphragm on "B" end; lightweight trucks; double sliding side doors; color-coded destination signs on front above engineer's window and side; passenger-operated door open button next to each door set.

Interior

120 seat (odd numbers only) and 124 seat (even numbers only) coach; tile floor (odd numbers only) and carpeted floor (even numbers only); 2/3 non-reversible vinyl seating in various color patterns; one toilet (odd numbers only); no vestibules; engineer's compartment on "F" end; hinged end door (B end) and storm door (F end); fluorescent lighting; eight incandescent lights turn on when power to fluorescent lights is removed; air conditioned; public address system; door close warning bell; passenger-operated door open button on windscreen.

Modifications

Destination signs removed about 1972 from all cars, glass eventually replaced with stainless steel blanks. Passenger-operated door open buttons removed about 1975. Tile floors in smoking cars and carpeting in non-smoking cars replaced with vinyl flooring in 1970s. Large vertical grab iron added to left of storm door on front ends, 2/1978 to 4/1978. Door close warning bell replaced with alarm-type warning sound in 1980s (?). All seats replaced with dark blue and burgundy seats in 1980s (?). "Egg crate" style light diffusers in doorways replaced with M3-style translucent plastic diffusers, early 1990s(?). 4 seats removed and 1 flip-down seat installed (even numbers only) on either side of the vestibule at the "B" end of the car for wheelchair use and wheelchair ramp storage locker, reducing seating capacity by 3, 1990s (?). FRA-mandated additional headlight added above storm door 1997-98. During 1999-2000, 132 cars were rebuilt under the Component Replacement Program. These cars received new trucks, new wheels, new or rebuilt traction motors, completely new computer controlled "Main [propulsion] Group", rebuilt and retrofitted "KM" propulsion group, rebuilt and retrofitted "Field Shunt" contactors, Converter/Inverter retrofit replaced Motor Alternator, US&S "Microcab" ATC package retrofit, rebuilt A/C units and new evaporator coil/overhead heat coil assembly, bathroom retrofit, new battery set, new air compressor, new door operator panels, and a host of other smaller rebuilds and modifications.

These cars were:

<u>Car</u>	<u>Car</u>	<u>Car</u>	<u>Car</u>	<u>Car</u>	<u>Car</u>	<u>Car</u>	<u>Car</u>	<u>Car</u>
9013	9198	9313	9436	9509	9581	9657	9689	9723
9014	9209	9314	9449	9510	9582	9658	9690	9724
9021	9210	9331	9450	9513	9607	9659	9691	9755
9022	9241	9332	9451	9514	9608	9660	9692	9756
9037	9242	9371	9452	9523	9609	9661	9697	
9038	9253	9372	9457	9524	9610	9662	9698	
9075	9254	9377	9458	9529	9611	9663	9699	
9076	9261	9378	9469	9530	9612	9664	9700	
9107	9262	9397	9470	9531	9625	9669	9703	
9108	9275	9398	9471	9532	9626	9670	9704	
9161	9276	9400	9472	9533	9633	9671	9709	
9162	9291	9405	9483	9534	9634	9672	9710	
9181	9292	9406	9484	9555	9639	9677	9715	
9182	9299	9431	9502	9556	9640	9678	9716	

9187	9309	9432	9503	9561	9641	9679	9721
9197	9310	9435	9504	9562	9642	9680	9722

Dispositions

9001 and 9002 out of service 12/28/2004 and stored in Morris Park for possible preservation. They were scrapped instead, 2015?

9043 destroyed by fire, 5/19/1976.

9074 destroyed by fire, 1977.

9175:1 and 9176:1 destroyed by fire, 6/29/1970, at Johnson Avenue Yard.

9243-9244 destroyed by fire.

9327 destroyed by fire, 1988, in West Side Yard.

9328 renumbered 9366:2, 6/1994.

9379-9380 destroyed by fire, 1971.

9048, 9058, 9193-94, 9272, 9359, 9481, 9592, 9717, 9726 out of service, stored at Calverton, until 8/15/2002, when they were disposed of.

9366 wrecked when hit by train #657 after it struck a disabled tractor-trailer on the Park Avenue grade crossing east of Huntington station and derailed, 8/25/1988.

9401 damaged by a fire in the cab, 12/15/2000. Converted into combination alcohol/sandite spray car and renumbered E-401, 8/2001.

9547-9548 donated to Railroad Museum of Long Island, Riverhead, NY.

9591 damaged in an accident with a work train, 5/17/2001. Converted into combination alcohol/sandite spray car and renumbered E-591, 8/2001.

9625 wrecked in the derailment of train #112 at Babylon, 8/24/1984, and cut up on the spot.

General

The even numbered cars were designated "A" units and were always the non-smoking car while the odd numbered cars were designated "B" units and were the smoking cars; the "A" unit is always on the east end of the pair. Cars 9175:2 and 9176:2 were ordered as replacements for the two that were destroyed by fire.

23-M3 DETAILS

Exterior

Lightweight, stainless steel, multiple-unit control motor coach with fiberglass cab ends; semi-permanently coupled in pairs; dual headlights and taillights; diaphragm on "B" end; lightweight trucks; double sliding side doors; one window on each side replaced with an intake air filter for cooling system; color-coded destination sign on front above engineer's window.

Interior

114 seat (odd numbers only) and 120 seat (even numbers only) coach; 2/3 dark blue and burgundy non-reversible vinyl seating; one toilet (odd numbers only); no vestibules; engineer's compartment on "F" end; hinged end door (B end) and storm door (F end); fluorescent lighting; six fluorescent fixtures remain lit when power is removed; air conditioned; public address system; door close warning alarm; two seats on either side of the vestibule at the "B" end flip up for wheelchair use (odd numbers only); space for two wheelchairs on either side of the vestibule at the "B" end (even numbers only).

Modifications

Destination signs never used and were removed from all cars soon after their delivery. FRA-mandated additional headlight added above storm door 1997-98. 9893-4 received a new interior during the summer and fall of 2004 as a test; gray speckled vinyl flooring with blue studded flooring in vestibules, light blue speckled lower wall panels and arm rests, white speckled upper wall panels, light violet wall panels around vestibules and car ends and blue and red vinyl seats; outshopped in 1/2005 (?). The following 80 cars equipped with Positive Train Control equipment in 2019-2020 and had five seats (two rows) removed from the "B" end of the odd-numbered car, opposite the lavatory:

9789-90, 9797-98, 9803-04, 9807-08, 9809-10, 9815-16, 9817-18, 9827-28, 9829-30, 9831-32, 9835-36, 9837-38, 9839-40, 9841-42, 9849-50, 9865-66, 9873-74, 9879-80, 9883-84, 9885-86, 9889-90, 9895-96, 9897-98, 9903-04, 9907-08, 9909-10, 9911-12, 9913-14, 9915-16, 9919-20, 9921-22, 9923-24, 9927-28, 9933-34, 9935-36, 9937-38, 9939-40, 9941-42, 9943-44, 9945-46.

These cars received additional antenna equipment on the roof of the "B" ends of each pair of cars.

9772/9869 have been mated due to permanent damage to their other halves.

Dispositions

9775 converted to alcohol/sandite spray car 2018 and renumbered E775.

9795-6 damaged in the derailment of train #98 in Brook Interlocking just east of Flatbush Avenue, 11/2/1989.

Stored at Morris Park (?) until 1997 when they were scrapped.

9932 converted to alcohol/sandite spray car 2018 and renumbered E932

General

The odd numbered car is always on the west end of the pair.

As a result of the 12/7/1993 tragedy at Merillon Avenue station, cars 9891-92 were renumbered in 12/1994.

24-M7 DETAILS

Exterior

Stainless steel, multiple-unit control motor coach; 85' car length; 10'6" car width; 12'11½" car height; semi-permanently coupled in pairs; triple headlights and dual taillights; diaphragm on "B" end; pantograph gates on car ends; outboard-bearing bolsterless fabricated trucks; single-leaf side doors; light-emitting-diode side destination signs; public address speakers; roof-mounted air conditioning units; three different antennas on roof for radio communication, data link and global positioning system.

Interior

101 seat (odd numbered cars) and 110 seat (even numbered cars) coach; vinyl flooring; 2/3 two-tone blue non-reversible vinyl seating with head rests; three seats flip down (odd numbered cars) or four seats flip down (even numbered cars) for wheelchair use; one accessible toilet (odd numbered cars); no vestibules; full-width engineer's compartment on "F" end with cab door that can be closed to form a smaller cab; hinged end door (B end), engineer's compartment door and storm door (F end); fluorescent lighting; lighting remains lit when power is removed; air conditioned; baggage racks; flip-down coat hooks; automated announcements and light-emitting-diode displays; door close warning chime; earliest cars delivered (up to 7017?) with one pay telephone installed in wheelchair area next to east vestibule (odd numbered cars); later cars (up to 7157?) delivered with provision for pay telephone.

Modifications

Pay telephones removed within the first year of service. Yaw dampers added to trucks to prevent excess swaying. The yaw dampers were part of the original design but were deleted before construction started. The first hundred or so cars delivered had them installed after a year or so of service. Later cars were built with them already installed. Threshold plates and loop steps replaced by Bombardier 2008-9 at the Arch Street Shops in Long Island City. The replacement threshold plates are 2 inches wider than the originals. This was done to reduce the gap between the cars and the platform edges of high-level platforms. During 2018-19, interior video surveillance cameras were installed, eight to a car. Also during 2018-19, additional antennas and equipment were installed to support the operation of Positive Train Control (PTC).

The following cars have been mated due to permanent damage to their other halves:

7043/7554, 7053/7088, 7087/7280, 7219/7624, 7279/7426, 7363/7020, 7375/7494, 7493/7376

General

The odd numbered car is always on the west end of the pair. These cars completely replaced the M1 electric car fleet.

Dispositions

7425 wrecked in grade crossing collision at School Street, Westbury, 2/26/2019.

24A-M9 DETAILS

Exterior

Stainless steel, multiple-unit control motor coach; 85' car length; 10'6" car width; 12'11½" car height; semi-permanently coupled in pairs; triple headlights and dual taillights; diaphragm on "B" end; pantograph gates on car ends; outboard-bearing bolsterless fabricated trucks; single-leaf side doors; light-emitting-diode front and side destination signs; public address speakers; roof-mounted air conditioning units; multiple antennas on roof for radio communication, data link, global positioning system and Positive Train Control.

Interior

101 seat (odd numbered cars) and 110 seat (even numbered cars) coach; vinyl flooring; 2/3 two-tone blue non-reversible vinyl seating with head rests; three seats flip down (odd numbered cars) or four seats flip down (even numbered cars) for wheelchair use; one accessible toilet (odd numbered cars); no vestibules; full-width engineer's compartment on "F" end with cab door that can be closed to form a smaller cab; push-button controlled sliding end door (B end), engineer's compartment door and storm door (F end); fluorescent lighting; lighting remains lit when power is removed; air conditioned; baggage racks; flip-down coat hooks; automated announcements and light-emitting-diode displays; door close warning chime.

24B-MB45 DETAILS

Exterior

Composite steel frame/wood body clerestory-roof multiple-unit control motor baggage car; 52'8" car length; 9'11" car width; 13'0" car height; four windows with bars across them (?) per side; one single-sliding (?) baggage door per side; MCB couplers; standard air hoses; square windows in end sheets and storm doors; two Westinghouse Model 113 traction motors per car; small round headlights; marker lights.

Interior

Wooden floors with steel plates next to the doors(?); engineer's cabs; electric heating along sides?

General

These cars were used between Brooklyn and Jamaica. Unlike the MP41 cars, these had MCB couplers to tow locomotive-hauled baggage cars.

25-MB62 DETAILS

Exterior

Clerestory-roof multiple-unit control motor baggage car; 64'5¼" car length; 9'11½" car width; 13'0" car height; 76,444 lbs. car weight; four windows with bars across them per side; one double-sliding and one single-sliding baggage door per side; porthole windows in end sheets; square windows in storm doors; safety chains; large brass whistles; four 225 hp Westinghouse Model 308 traction motors per car; large single headlight on ends of roof.

Interior

Wooden floors with steel plates next to the doors; engineer's cabs; electric heating along sides.

Modifications

1209, 1210 converted to baggage-mail cars, class MBM62, in 8/1925. RPO section installed in one third of car, separate side for the engineer's cab on the RPO end added and two traction motors removed.

1211-1214 had two traction motors removed 12/1925 and reclassified MB62A.

1217-1219 converted to locomotive-hauled cars, class B62A, about 1928 by removing head end controls, headlights, traction motors, markers, electric heating and wiring and installing steam heat.

1205-1216 reclassified MB62c, MB62Ac and MBM62c as automatic speed control equipment was installed in 1951.

Modernization

New baggage doors with porthole windows and new marker lights installed; renumbered into the 4000s.

Dispositions

4209 used at Dunton multiple-unit Shop as a switcher from 7/1965 to 7/1969. Used as a parts storage car at Dunton from 7/1969 to 1/1971. Donated to Suffolk County and moved to the Suffolk County Airport siding at Westhampton in 12/1974. Relocated to a siding west of Riverhead in 1979.

4210 used as a shop switcher at Dunton from 7/1965 to 7/1969.

4215 used as a parts storage car at Dunton from 7/1965 to 1/29/1971. Relocated to Carleton Avenue Yard on 2/1/1971.

General

Until about 1934 these cars also carried their numbers on the front ends below the windows.

26-MP41 DETAILS

Exterior

Clerestory-roof multiple-unit control motor coach; 51'4" car length; 8'8" car width; 12'1½" car height; 82,138 lbs. car weight; Van Horn couplers; standard air hoses; square windows in end sheets and storm doors; crank-operated manual side doors; safety chains; safety pantograph gates; two Westinghouse Model 113 traction motors per car; small round headlights; marker lights.

Interior

52-seat coach; "El car"-type non-reversible rattan seating (longitudinal and transverse); grooved wooden floors; standee straps; double sliding end doors; bare bulb lighting on ceiling.

Modifications

Van Horn couplers replaced by rapid transit type couplers. Large headlights replaced small ones on about 30 cars in the 1920s. Marker lights removed from most cars after 11/27/1932 discontinuation of marker light use. Pneumatic doors replaced manual doors on 1100 and 1101 about 1933. These cars were used on Mitchell Field shuttle from 1934 to 1950.

Dispositions

1000 wrecked at Rockaway Park and scrapped.

1040 converted to tool and block car 489527 in 1929.

1056 was used as a crew car at World's Fair 1939-40.

1065, 1098 and 1102 wrecked at Woodhaven, 5/21/1927.

27-MP54/MP54A DETAILS

Exterior

Clerestory-roof multiple-unit control motor coach; porthole windows in end sheets; square windows in storm doors; automatic air hose couplers; crank-operated manual side doors; safety chains; small round (rapid transit elevated car style) headlights; marker lights; two motors; large brass whistles.

Interior

72-seat (average) coach; 2/2 reversible rattan seats; one toilet; double sliding end doors; no baggage racks.

Modifications

Pneumatic doors replaced manual doors about 1923. Large headlights replaced small ones starting about 1925. Various seating arrangements were made by removing toilets and adding side seats at random during the 1930s, some resulting arrangements seating 86. Marker lights, or indication lights as the railroad referred to them, were either removed entirely or changed to red-only tail lights by blanking out the other three colors,

after 11/27/1932 discontinuation of marker light use. Marker lights remained on some cars as tail lights well into the 1940s.

1406, 1411, 1415, 1452, 1453, 1459, 1464, 1478, 1480, 1483, 1484, 1490, 1497, 1501, 1506, 1510, 1520, 1526, 1532, 1547, 1552-1554, 1559, 1560, 1562, 1567, 1569, 1573, 1575, 1576, 1578, 1580, 1582, 1583, 1595, 1597, 1614, 1618-1621, 1626, 1630, 1633, 1635, 1636, 1638, 1640, 1643, 1645, 1648, 1653, 1655, 1656, 1659, 1664, 1667-1669 and 1675 converted to blind motors, class MP54AT, in 1951 by removing head end controls and sealing headlights.

1421, 1422, 1428, 1429, 1433, 1434, 1437, 1439, and 1450 converted to blind motors, class MP54T, in 1951 by removing head end controls and sealing headlights.

1528, 1542, 1548, 1557, 1579, 1584, 1601, 1603, 1623, 1625, 1629, 1649, 1671 and 1672 converted to blind motors, class MP54AT, in 1951 by removing head end controls and sealing headlights on one end only. One set of controls remained intact for yard switching only.

1631, 1632, 1634, 1641, 1651, 1661, 1662, 1665 and 1666 reclassified MP54Ac as automatic speed control apparatus was installed in 1951.

1677 used as a coach until 6/9/1924. Converted to a control trailer club car, class CT54A, and named Rockaway, in 6/1924, by removing motors and coach seating and installing 44 wicker chairs facing the aisle, one additional toilet, electric clocks on the end walls and a water cooler. Hinged end doors replaced double sliding doors. Pneumatic doors replaced manual doors about 1933. Rockaway name removed 9/1942 and numbers reapplied to car sides. Reclassified CT54Ac when automatic speed control apparatus was installed in 1951. Third rail shoe equipped trucks replaced by Pennsylvania suburban trucks without shoe beams and pickups and leather seats replaced wicker, about 1955. Operated Monday to Saturday from Far Rockaway to New York via Valley Stream in the AM rush and back to Far Rockaway in the PM. It operated on the west end of the train.

General

All cars that didn't receive automatic speed control apparatus in 1951 were reclassified either MP54T or MP54AT regardless of whether a car was actually converted into a blind motor or not and was then prohibited from the ends of trains. After the 11/22/1950 Kew Gardens wreck, cars with thin collision posts, including cars 1401-1636, were restricted from the ends of multiple-unit trains also. In 3/1951 the Long Island decided to separate these cars into a new series numbered in the 1000s. Cars 1423, 1543, 1544, 1591, 1602, 1604, 1611, 1617, 1627, 1628, 1640 and 1663 were converted into blind motors, class MP54T, by removing head end controls and headlights and renumbered into this 1000 series. However, after these twelve cars were done all subsequent conversions kept their original numbers.

1595 first car painted in the light gray Tichy scheme, 11/1/1949.

1668 last MP54A in service.

Dispositions

1409 in collision of two New York-bound equipment trains just east of Harold tower, 12/22/1949.

1422 donated to Suffolk County and moved to Suffolk County Airport siding 12/1974. Relocated to Riverhead 1979.

1445 had its motors and trucks removed about 1949, carbody moved to Bay Ridge engine house area and used as a bunk car for New Haven train and engine crews. Body scrapped 1958.

1482 wrecked in head-on collision at Rockville Centre, 2/17/1950.

1516 (last car of train #780) and 1523 (first car of train #174) wrecked in rear-end collision east of Kew Gardens station in Richmond Hill, 11/22/1950.

1525 and 1526 involved in a wreck at College Point, 9/22/1913.

1632 stored until 3/22/1976. Repainted Tuscan Red and used on Heritage Train, 5/1976 to 9/1976.

1677 donated to Suffolk County and moved to Suffolk County Airport siding 12/1974. Relocated to Riverhead 1979 (?).

MP54A DETAILS (1778-1783 only)

Exterior

Clerestory-roof multiple-unit control motor coach; porthole windows in end sheets; heavy trucks; safety chains; pneumatic doors (an LIRR modification from manual upon arrival on the property).

Interior

68-seat coach; 2/2 reversible rattan seats; hinged end doors; one toilet; clustered lights on ceiling.

General

Purchased from the Pennsylvania, 2/1923. These cars had been used on Penn Station-Manhattan Transfer shuttles from 1912 to 1923. These cars were prohibited from the ends of trains after 12/1950.

1778 ex-Pennsylvania 202

1779 ex-Pennsylvania 204

1780 ex-Pennsylvania 206

1781 ex-Pennsylvania 203

1782 ex-Pennsylvania 205

1783 ex-Pennsylvania 201

28-MP54A1 DETAILS

Exterior

Clerestory-roof multiple-unit control motor coach; large headlights; safety chains; porthole windows in end sheets; large square windows in storm doors; one heavy roller bearing truck and one light Pennsylvania suburban type truck.

Interior

72-seat coach; 2/2 reversible rattan seats; six ceiling lights with glass shades; no toilets or baggage racks; single sliding end doors; baseboard and underseat heating.

Modifications

A few cars had their one light truck replaced with a heavy roller bearing truck. Reclassified MP54A1c as automatic speed control apparatus was installed in 1951.

Modernization

2/3 vinyl seating for 89; recessed lighting; one toilet installed; underseat heating removed; baggage racks installed; renumbered into 4000s. Some cars received new side and storm doors with porthole windows.

General

After ordering hundreds of arch-roof cars it is surprising to see this order with clerestory roofs again.

Apparently, when these cars were built in 1930, another 15 were built for the West Jersey & Seashore RR; both of these orders are very similar. It may have been a 60 car order for Pennsylvania-controlled lines.

1150 last MP54A1 in Tuscan Red, 4/1953.

Dispositions

1165 wrecked in collision at West Hempstead, 12/1964.

1173 wrecked in yard accident at Jamaica.

4137 donated to New England Electric Railway Historical Society, Kennebunkport, ME, 3/27/1972.

4149 donated to Central New York Chapter, National Railway Historical Society, Marcellus, NY, 6/1975 and renumbered back to 1149. On display at New York State Fairgrounds.

4153 last MP54A1c in service. Donated to Connecticut Electric Railway Association, Warehouse Point, CT, 1/12/1972.

29-MP54B/MP54C DETAILS

Exterior

Arch-roof multiple-unit control motor coach; five roof ventilators; heavy trucks (1884-1943 had roller bearing trucks); porthole windows in end sheets; small square windows in storm doors; recessed headlights and marker lights; safety chains; large brass whistles; pneumatic side doors.

Interior

78-seat coach; 2/2 reversible rattan seats; bare bulb lighting; under-seat heating; one toilet; single sliding end doors.

Modifications

During 1930-42 several cars received 3/2 reversible seating for about 95. Marker lights changed to red-only tail lights after 11/27/1932 discontinuation of marker light use. Reclassified MP54Bc and MP54Cc as automatic speed control apparatus was installed in 1951.

Modernization

3/2 vinyl seating for 89; recessed lighting; baseboard heating replaced under-seat heating; renumbered into the 4000s. Cars renumbered into the 5000s converted to blind motors, class MP54BT or MP54CT, by removal of head end controls and headlights.

General

1725 was the only car painted in experimental scheme of all aluminum with Tuscan Red lettering and trim, 12/17/1934, to determine if car would be cooler in summer. Apparently, results were not satisfactory since it was repainted back into Tuscan Red by 1937.

1742 was the first multiple-unit modernized.

4684 was the last MP54Bc in service.

4887 was the last MP54Cc in service.

4929 was the only MP54 of any type to receive the World's Fair (1964) gray/orange paint scheme.

Dispositions

1919 wrecked in head-on collision at Rockville Centre, 2/17/1950.

4697 converted to alcohol car W-84, 1/1970, and had its head end controls and motors removed.

4900 saved for preservation and stored until 4/1976. Repainted Tuscan Red, renumbered back to 1900, and used on Heritage Train from 5/1976 to 8/1976.

4911 wrecked at Far Rockaway, 3/31/1968.

5751 converted to instruction car I-11, 3/1970, for examining LIRR employees. Kept on stub track in Yard D, Jamaica, 3/1970 to 1/1975. Moved to Babylon Yard, 3/1975.

5770 wrecked at Far Rockaway, 3/31/1968.

30-MP70 DETAILS

Exterior

Balloon-roof double-deck multiple-unit control motor coach; eight roof ventilators; large headlight; porthole windows in end sheets; large, square window in storm door; safety chains; four motors; 80' 8³/₄" car length.

Interior

134-seat coach; 2/2 non-reversible leather seats; baggage racks; recessed lighting; no toilets; single sliding end doors.

Modifications

Reclassified MP70c when automatic speed control apparatus was installed in 1951. Converted to multiple-unit trailer, class T70, in 1958 by removing head end controls and headlights and windows in end sheets painted over.

31-MP70A/ MP70B DETAILS

Exterior

Balloon-roof double-deck multiple-unit control motor coach; large headlight; porthole windows in end sheets; large, square window in storm door; safety chains; centralized door control; four motors.

Interior

132-seat coach; 2/2 non-reversible vinyl seats; air conditioned; public address system; baggage racks; recessed lighting; one toilet; single sliding end doors.

Modifications

Reclassified MP70Ac or MP70Bc as automatic speed control apparatus was installed in 1951.

1287-1289, 1291, 1334-1336 converted to blind motors, class MP70BT, in 1958-9 by removing controls and sealing headlights on one end only. One set of controls remained intact for yard switching.

1341 and 1345 converted to blind motors, class MP70AT, in 1958-9 by removing controls and sealing headlights on one end only. One set of controls remained intact for yard switching.

1301-1307, 1309, 1311 and 1312 rebuilt in 1967 with heavier air conditioning units and sealed, tinted windows.

General

1301 was the last double-deck in service, 2/29/1972.

1346 was the only double-deck painted into the MTA platinum mist/nordic blue paint scheme.

32-MP70T DETAILS

Exterior

Arch-roof multiple-unit blind motor coach; safety chains; eight vents along each side of roof; centralized door control; porthole windows in side doors.

Interior

128-seat coach; 3/2 back-to-back vinyl seating; four axiflow fans; no toilets, baggage racks or arm rests along aisle; recessed incandescent lighting; opening windows; single sliding end doors with porthole windows.

General

These cars were at first used with the double-deckers and then with the MP72s after 1955. The reason for these cars austere interiors was due to the fact that the railroad was in bankruptcy.

Dispositions

All withdrawn from service by 3/25/1972.

3507 converted to instruction car I-12, 5/1972. Kept on stub track in Yard D, Jamaica, until 1/1975, then moved to Johnson Avenue Yard. Destroyed by fire in 1980 and moved to Morris Park Shop Yard.

33-MP72c DETAILS

Exterior

Arch-roof multiple-unit control motor coach; recessed headlights; large brass whistles; porthole windows in end sheets, storm doors and side doors; safety chains; pneumatic side doors; centralized door control, square windows in end doors, sealed windows with window shades.

Interior

120-seat coach; 3/2 reversible vinyl seating; air conditioned; fluorescent lighting; baggage racks; baseboard heating; one toilet; single sliding end doors with square windows; sealed windows with window shades.

Modifications

Whistles on 2519 replaced by air horns from RDC1 3101, 1/1968. Converted to push-pull coaches, class PT72C, on dates listed below. Traction motors, third rail shoes and shoe beams, storm doors, head end controls and automatic speed control apparatus removed. Headlights, engineer's and fireman's windows blanked out. Heat, lighting and air conditioning provided by power units at 600v DC. Automatic air hose couplers replaced with standard hoses. New toilets installed, reducing seating to 118. Reversible seats were made stationary and window shades were removed.

<u>Car</u>	<u>Date</u>	<u>Car</u>	<u>Date</u>	<u>Car</u>	<u>Date</u>
2501	8/1979	2509	5/1979	2516	9/1979
2502	4/1980	2510	2/1980	2517	3/1976
2503	3/1978	2511	8/1980	2518	9/1979
2504	7/1979	2512	12/1979	2519	6/1979
2505	3/1979	2513	3/1977	2520	5/1979
2506	11/1979	2514	10/1979	2521	3/1980
2507	8/1979	2515	11/1979	2522	1/1980
2508	6/1980				

Dispositions

All cars sold to Mid Atlantic Rail Car Co, Stewartstown PA, 1998 and leased back until withdrawal from service.

2777

2781

2783

2787 scrapped by Hub Scrap Metals LLC at White Plains, MD.

2791

2797 shipped from Long Island 1/30/1999 to Greenville NJ for scrapping.

2799

2851

2855

2869

2873

2875

2877 shipped from Long Island 1/30/1999 to Greenville NJ for scrapping.

2881

2883

2885

2887

2889

2891

2893

2897

2899

34-MP72T DETAILS

Exterior

Arch-roof multiple-unit blind motor coach; porthole windows in side doors; safety chains; pneumatic side doors; centralized door control.

Interior

123-seat coach; 3/2 reversible vinyl seating; air conditioned; fluorescent lighting; baggage racks; baseboard heating; no toilet; single sliding end doors with square windows; sealed windows with window shades.

Modifications

2601, 2608, 2610 and 2648 converted to bar generator cars with no seats, class BG72B, during push-pull conversion, for supplying heating, lighting and air conditioning to push-pull cars in the absence of a power unit and renumbered into the 2100 series. All seating and window shades removed and diesel generator compartment and bar installed on one side of car. Windows by generator compartment replaced with air filters and grills. Traction motors, third rail shoes and shoe beams removed; automatic air hose couplers replaced with standard hoses; one toilet installed.

2603, 2613, 2624, 2625, 2629, 2632, 2650, 2663, 2664, 2667 and 2670 converted to 46-seat parlor cars, class PP72B, during push-pull conversion. Traction motors, third rail shoes, shoe beams and window shades removed; automatic air hose couplers replaced with standard hoses; original 3/2 reversible vinyl seating replaced with 2/1 vinyl/fabric movable lounge chairs; bar installed in middle of car on single seat side; carpeting installed on floor and lower portion of walls; one toilet installed.

2602, 2604, 2607, 2609, 2611, 2612, 2614, 2617, 2623, 2626-2628, 2630, 2631, 2633-2647, 2649, 2651-2662, 2665, 2668, 2669, 2671-2674 converted to push-pull coaches, class PT72C, by removing traction motors, third rail shoes, shoe beams and window shades. Automatic air hose couplers replaced with standard hoses and reversible seats were made stationary. 2602, 2609, 2617, 2626, 2627, 2634, 2642, 2647 and 2658 had one toilet installed, reducing seating to 118. 2622 and 2669 converted to 108-seat bar-coaches during conversion. Heating, lighting and air conditioning provided by power unit or bar-generator at 600 volts DC.

Push-pull conversion dates:

<u>Car</u>	<u>Date</u>	<u>Car</u>	<u>Date</u>	<u>Car</u>	<u>Date</u>

2601	7/1976	2625	7/1975	2649	8/1974
2602	7/1977	2626	2/1978	2650	3/1975
2603	5/1976	2627	10/1975	2651	1/1980
2604	11/1975	2628	2/1980	2652	3/1979
2605	5/1980	2629	5/1976	2653	3/1979
2606	8/1976	2630	8/1973	2655	5/1974
2607	5/1974	2631	7/1973	2656	11/1977
2608	12/1976	2632	5/1975	2657	5/1979
2609	4/1977	2633	9/1973	2658	6/1977
2610	3/1976	2634	2/1976	2659	9/1973
2611	3/1979	2635	5/1977	2660	10/1973
2612	9/1975	2636	12/1973	2661	8/1974
2613	6/1975	2637	12/1973	2662	2/1980
2614	10/1979	2638	12/1973	2663	5/1975
2615	9/1976	2639	11/1973	2664	4/1975
2616	7/1973	2640	8/1973	2665	2/1976
2617	5/1977	2641	12/1973	2667	5/1975
2618	3/1979	2642	12/1975	2668	7/1974
2619	3/1979	2643	10/1976	2669	8/1974
2620	8/1973	2644	11/1976	2670	7/1975
2621	8/1972	2645	5/1972	2671	3/1979
2622	8/1974	2646	5/1974	2672	12/1973
2623	5/1980	2647	2/1978	2673	3/1979
2624	6/1976	2648	5/1976	2674	7/1980

2016 converted to dual push-pull/non-push-pull operation, 3/1989, by adding a Weston undercar diesel engine and renumbered 2001:2.

Dispositions

2103 sold to ? and stored at the former Brooklyn Army Terminal, Bay Ridge NY

2104 sold to ? and stored at the former Brooklyn Army Terminal, Bay Ridge NY

2654 converted to storage car for Maintenance of Equipment Department, 3/1973, and moved to Long Island City Passenger Yard.

2656 converted to a school car.

2890 destroyed by fire, 4/5/1978, and stored in Morris Park.

All cars (except 2654, 2656 and 2890) sold to Mid Atlantic Rail Car Co, Stewartstown PA, 1998 and leased back until withdrawal from service.

2001:2 used on Indian Head Central Rwy, White Plains, MD. Stored at Culbertson, PA.

2011 stored at Landisville, PA.

2012 stored at Culbertson, PA.

2013 used on Indian Head Central Rwy, White Plains, MD. Converted to 50-seat bar car and sold to Rio Grande Pacific Corp. in 1999. Operated on New Orleans & Gulf Coast RR (?), Belle Chasse, LA until 5/2001. Transferred to Idaho Northern & Pacific RR, Horseshoe Bend, ID, 2002.

2014 used on Indian Head Central Rwy, White Plains, MD. Converted to concession car. Sold to Rio Grande Pacific Corp. in 1999 and operated on New Orleans & Gulf Coast RR (?), Belle Chasse, LA until 5/2001. Transferred to Idaho Northern & Pacific RR, Horseshoe Bend, ID, 2002.

2015 used on Indian Head Central Rwy, White Plains, MD. Sold to East Penn Scenic RR, Kutztown, PA, date? Sold to Delaware, Lackawaxen & Stourbridge RR, Honesdale PA, date?

2017 used on Indian Head Central Rwy, White Plains, MD. Stored at Culbertson, PA.

2018 used on Indian Head Central Rwy, White Plains, MD. Stored at Culbertson, PA.

2019 used on Indian Head Central Rwy, White Plains, MD. Stored at Culbertson, PA.

2020 used on Indian Head Central Rwy, White Plains, MD. Stored at Culbertson, PA.

2021 Sold to International Rail Road Systems, Fruitvale, BC.

2779 scrapped by Hub Scrap Metals LLC at White Plains, MD.

2782 scrapped by Hub Scrap Metals LLC at White Plains, MD.

2785 shipped from Long Island 1/30/1999 to Greenville NJ for scrapping.

2786 Sold to Railroad Passenger Car Alliance, named Good Vibrations and converted into a lounge car with club chairs and sofas facing the aisle.

2796 scrapped by Hub Scrap Metals LLC at White Plains, MD.

2857 scrapped by Hub Scrap Metals LLC at White Plains, MD.

2862 sold to New York Susquehanna & Western Rwy and renumbered 530. Fluorescent lighting replaced with compact fluorescent fixtures; multiple-unit door control equipment removed; sliding windows installed at

alternate positions; public address system installed; diaphragms installed; accessible bathroom installed reducing seating capacity to 99.

2865 Sold to Stone Mountain RR, Lithonia GA (date?) and renumbered 1865. Vestibules cut out to make open platforms. Sold? Moved 20?? to Ozark Mountain Railcar, Kirbyville MO, and listed for sale as of 5/1/2021.

2867 Sold to Stone Mountain RR, Lithonia GA (date?) and renumbered 1867. Vestibules cut out to make open platforms. Sold? Moved 20?? to Ozark Mountain Railcar, Kirbyville MO, and listed for sale as of 5/1/2021.

2868 sold to New York Susquehanna & Western Rwy and renumbered 531. Fluorescent lighting replaced with compact fluorescent fixtures; multiple-unit door control equipment removed; sliding windows installed at alternate positions; public address system installed; diaphragms installed. Sold to Stone Mountain RR, Lithonia GA (date?) and renumbered 1868. Vestibules cut out to make open platforms. Sold? Moved 20?? to Ozark Mountain Railcar, Kirbyville MO, and listed for sale as of 5/1/2021.

2871 Sold to Stone Mountain RR, Lithonia GA (date?) and renumbered 1871. Vestibules cut out to make open platforms. Sold? Moved 20?? to Ozark Mountain Railcar, Kirbyville MO, and listed for sale as of 5/1/2021.

2895 shipped from Long Island 1/30/1999 to Greenville NJ for scrapping.

35-MP75c DETAILS

Exterior

Low arch-roof multiple-unit control motor coach; 85' car length; 10'5½" car width; 13'0" car height; 114,060 lbs. car weight; recessed headlights; large brass whistles; square engineer's windows in end sheets (no fireman's window); square windows in storm doors and side doors; safety chains; pneumatic side doors; centralized door control; cast steel bar type trucks with roller bearings.

Interior

130-seat coach; 3/2 reversible vinyl seating; air conditioned; fluorescent lighting; baggage racks; baseboard heating; one toilet; single sliding end doors with square windows; tinted sealed windows; no window shades.

Modifications

2525, 2530, 2532, 2533 and 2536 converted to control trailers, class CT75c, 1/1972, by removing their traction motors and renumbering into the 5500s. All cars converted to push-pull coaches, class PT75, on dates listed below by removing traction motors (on remaining MP75c cars only), third rail shoes, shoe beams, storm doors, head end controls and automatic speed control apparatus. Headlights and engineer's windows were blanked out. Automatic air hose couplers replaced with standard air hoses. Heating, lighting and air conditioning provided by power unit or bar-generator at 600 volts DC. Reversible seats were made stationary and the toilets were removed, increasing seating capacity to 132.

<u>Car</u>	<u>Date</u>	<u>Car</u>	<u>Date</u>	<u>Car</u>	<u>Date</u>
5525	7/1973	2529	10/1973	5533	5/1973
2526	8/1973	5530	6/1973	2534	8/1972
2527	9/1973	2531	10/1973	2535	10/1972
2528	9/1973	5532	7/1973	5536	4/1973

Microphor toilet installed in 2707 and 2713 in 1977, reducing seating capacity to 128.

General

The MP75c and MP75T cars operated in three 10-car trains when first delivered but were split up when recurrent braking problems developed. Cars were nicknamed World's Fair cars or Zips.

Dispositions

All cars sold to Mid Atlantic Rail Car Co, Stewartstown PA, 1998 and leased back until withdrawal from service. 2701 sold to Cape Cod Central RR; arrived Quincy, MA 4/22/1999.

2703

2705 sold to Adrian & Blissfield RR, Adrian, MI but lost in transit. Sold (date?) to Blue Ridge Scenic Rwy, Blue Ridge GA.

2707 sold to Cape Cod Central RR; arrived Quincy, MA 4/22/1999; sold to Seminole Gulf Rwy, Fort Myers FL, 2006? and named Estero.

2709

2711 wrecked when train #657 struck a disabled tractor-trailer on the Park Avenue grade crossing east of Huntington and derailed, 8/25/1988.

2713

2715 sold to Cape Cod Central RR; arrived Quincy, MA 4/22/1999.

2717

2719

2721 sold to Cape Cod Central RR; arrived Quincy, MA 5/15/1999.

2723

36-MP75T DETAILS

Exterior

Low arch-roof multiple-unit blind motor coach; 85' car length; 10'5½" car width; 13'0" car height; square windows in side doors; safety chains; pneumatic side doors; centralized door control; cast steel bar type trucks with roller bearings.

Interior

133-seat coach; 3/2 reversible vinyl seating; air conditioned; fluorescent lighting; baggage racks; baseboard heating; no toilet; single sliding end doors with square windows; tinted sealed windows; no window shades.

Modifications

2676, 2677, 2679, 2682-2684, 2689 and 2692 converted to multiple-unit trailers, class T75A, by 1/1972, by removing their traction motors and adding a T suffix to their numbers that were on the bottom of their end sheets.

2682 was renumbered 5682:2 by 1/1973.

2675, 2680 and 2688 converted to multiple-unit trailers, class T75A, by 1/1972, by removing their traction motors and renumbering into the 5600s. All cars converted to push-pull coaches, class PT75A, on dates listed below by removing traction motors (on remaining MP75T cars only), third rail shoes and shoe beams.

Automatic air hose couplers replaced with standard air hoses. Heating, lighting and air conditioning provided by power unit or bar-generator at 600 volts DC. Reversible seats were made stationary.

<u>Car</u>	<u>Date</u>	<u>Car</u>	<u>Date</u>	<u>Car</u>	<u>Date</u>
5675	3/1973	2681	2/1973	2687	2/1973
2676	5/1973	5682:2	4/1973	5688:2	6/1972
2677	7/1972	2683	2/1973	2689	5/1973
2678	4/1973	2684	6/1973	2690	3/1973
2679	8/1972	2685	4/1972	2691	6/1972
5680:2	2/1973	2686	9/1972	2692	5/1973

General

The MP75c and MP75T cars operated in three 10-car trains when first delivered but were split up when recurring braking problems developed. Cars were nicknamed World's Fair cars or Zips.

Dispositions

All cars sold to Mid Atlantic Rail Car Co, Stewartstown PA, 1998 and leased back until withdrawal from service.
2702

2704 wrecked when train #657 struck a disabled tractor-trailer on the Park Avenue grade crossing east of Huntington and derailed, 8/25/1988.

2706

2708

2710

2712

2714

2716 sold to Cape Cod Central RR; arrived Quincy, MA 5/15/1999.

2718 sold to Cape Cod Central RR; arrived Quincy, MA 4/22/1999.

2720 sold to Cape Cod Central RR; arrived Quincy, MA 5/15/1999.

2722

2724 sold to Cape Cod Central RR; arrived Hyannis, MA 8/19/1999.

2726

2728 sold to Cape Cod Central RR; arrived Hyannis, MA 8/19/1999.

2730 sold to Cape Cod Central RR; arrived Quincy, MA 4/22/1999.

2732

2734

2736 sold to Cape Cod Central RR; arrived Hyannis, MA 8/19/1999. Repainted Cape Cod Central cranberry red with yellow stripes and black roofs:

101-Barnstable, ex-????

102-Sandwich, ex-????

103-Bourne, ex-????

37-MPB54 DETAILS (1348 and 1349 only)

Exterior

Clerestory-roof multiple-unit control motor combine; porthole windows in end sheets; square windows in storm doors; safety chains; pneumatic side doors.

Interior

52-seat baggage-coach; 2/2 reversible rattan seats; 18' baggage section; hinged end doors; one toilet; clustered lights on ceiling.

General

These cars were used on Penn Station-Manhattan Transfer shuttles from 1912 to 1923. Purchased 2/1923. Pneumatic doors were installed after arrival on property. They were not used on the ends of trains after 12/1950.

1348 ex-Pennsylvania 4513

1349 ex-Pennsylvania 4514

MPB54 DETAILS (Rest of the class)

Exterior

Clerestory-roof multiple-unit control motor combine; porthole windows in end sheets; square windows in storm doors; safety chains; large brass whistles; two 225 h.p. traction motors; crank-operated manual side doors; one baggage door per side.

Interior

53-seat baggage-coach; 2/2 reversible rattan seats; one toilet; double sliding end doors on vestibule end; hinged end door with no window on baggage end; baggage compartment had wooden floor and separate engineer's cab; underseat and baseboard heating.

Modifications

Pneumatic doors replaced manual about 1923.

1365-1381 and 1385-1399 reclassified MPB54c as automatic speed control apparatus was installed in 1951.

1359, 1360, 1368, 1391 and 1398 converted to baggage cars, same class, starting in 1950, by removing the partition between coach and baggage sections and all seats and blanking the windows.

1391 and 1398 converted back to combines during modernization.

Modernization

New baggage doors with porthole windows; double sliding end doors replaced by a hinged door; 3/2 vinyl seating for 65; underseat heating removed; recessed lighting installed.

General

Almost every non-rush hour train had a combine, usually on the east end. Newspapers, baggage pre-sorted mail and even corpses were carried over the years. After the 1950 accidents, 1350-1364 were prohibited from the ends of trains due to their thin collision posts. 4395 was the last MPB54c in service.

Dispositions

1356 had motors and head end controls removed in 1951 and was converted to an office-register car for Port Washington. It was used until 1956 and scrapped there.

1364 converted to an office-register car in 1951 for Hempstead. It was used until 1963 and scrapped there.

1371 wrecked at College Point, 9/22/1913.

1399 converted to a materiel car, 11/1956, class MB54, for carrying repair parts between Morris Park and Brooklyn Electric Car Shop until 7/1965.

4379 wrecked at Far Rockaway, 3/31/1968.

4391 was used as parts storage car for M1s at Dunton Shop, 1969 to 2/18/1971. Saved for preservation.

Repainted Tuscan Red and renumbered back to 1391 for use on Bicentennial Train 1975-76? Donated to Port Jefferson Station-Terryville Chamber of Commerce 19??, becoming a tourist information center at the intersection of State Highways 112 and 347, Terryville, NY.

4396 converted to radio repair car W6, 11/12/1970, located at Johnson Avenue Yard.

38-MPBM54 DETAILS

Exterior

Clerestory-roof multiple-unit control motor RPO-combine; porthole windows in end sheets; square windows in storm doors; safety chains; large brass whistles; two 225 h.p. traction motors; crank-operated manual side doors; one baggage and one RPO door per side; three barred RPO windows per side.

Interior

32-seat baggage-RPO-coach; 2/2 reversible rattan seats; one toilet; double sliding end doors on vestibule end; 20' RPO section; 12' baggage section with wooden floor and engineer's cab; coach and baggage sections connected by a walkway along one wall.

Modifications

Pneumatic doors replaced manual doors about 1923.

39-P54 DETAILS

Exterior

Clerestory-roof locomotive-hauled coach; porthole windows in end sheets; diaphragms; hinged side doors; Pennsylvania suburban-type trucks; window screens in summer.

Interior

68-seat coach; 2/2 reversible plush seats; hinged end doors; one toilet; water cooler; baseboard and underseat heating.

Modifications

Vinyl seats replaced plush seats 1950-52; some cars had electric marker lights installed 1951-52.

General

The P54s were purchased from the Pennsylvania in 1930 to replace P54Ds 51-90 which were converted to multiple-unit cars in that year. The P54s were made surplus by the Pennsylvania's AC electrification of the Philadelphia area. These cars, along with 314-389 and 452-461, furnished the base service to Speonk and Port Jefferson as of 1/1/1942. After 1946, they were used everywhere. They were nicknamed "Mainliners" by the train crews.

<u>Car</u>	<u>PRR #</u>	<u>Car</u>	<u>PRR #</u>	<u>Car</u>	<u>PRR #</u>
139	21	153	80	166	153
140	29	154	86	167	156
141	34	155	87	168	171
142	38	156	92	169	315
143	49	157	97	170	333
144	51	158	98	171	351
145	53	159	632	172	703
146	58	160	635	173	709
147	64	161	125	174	711
148	70	162	701	175	718
149	74	163	127	176	719
150	76	164	130	177	713
151	77	165	170	178	739
152	78				

Dispositions

153 used as an instruction car for Maintenance of Equipment Department personnel at Morris Park, 1959-60.

161 wrecked near MP114 (west of Montauk) 10/25/1932 and scrapped soon after.

388:2 ex-Pennsylvania 143, Purchased 3/1947 to replace 388:1.

40-P54A/P54B/P54E DETAILS

Exterior

Clerestory-roof locomotive-hauled coach; porthole windows in end sheets; diaphragms; Pennsylvania-type trucks (314-388); "Interurban"-type trucks (452-461).

Interior

69-seat coach (P54A), 68-seat coach (P54B) or 72-seat coach (P54E); 2/2 reversible plush seats; one toilet; water cooler; baggage racks; window screens in summer; double sliding end doors (314-358) or single sliding end doors (359-388 and 452-461).

Modifications

Vinyl seats replaced plush seats, 1950s; safety chains replaced diaphragms 1954-55.

Modernization

(P54E only) 3/2 vinyl seating for 88; recessed lighting in ceiling; five electric fans on ceiling; electric markers; modified heating.

General

The P54Bs and P54Es had heavy center sills and could be mixed with the P70 coaches. After the Kew Gardens wreck, 11/22/1950, P54As 314-358 were prohibited from the rear ends of trains since they lacked heavy collision posts. The remainder of the P54As and all P54Bs and P54Es had heavy collision posts and were used as rear cars. Some of these even got electric markers in the early 1950s.

Dispositions

378 wrecked near MP114 (west of Montauk) 10/25/1932 and scrapped soon after.

385 saved for preservation, donated to Central New York Chapter, N.R.H.S., 1/8/1976.

388:1 wrecked at Kings Park, 2/16/1947, and scrapped soon after.

41-P54D DETAILS

Exterior

Arch-roof locomotive-hauled coach; five roof ventilators; diaphragms; porthole windows in end sheets; lightweight trucks.

Interior

76-seat coach; 2/2 reversible rattan seats (1-50, 91-99, 101-138, 462-481); 2/2 reversible plush seats (rest of class); two toilets; baggage racks; baseboard and underseat heating; water cooler; single sliding end doors; 32v lighting system.

Modifications

392-421 converted to multiple-unit trailers, class T54A, and 422-451 converted to multiple-unit trailers, class T54B, in 1925 for the Babylon electrification. Safety chains replaced diaphragms, underseat electric heating replaced baseboard steam heating, bare bulb DC lights replaced 32v lighting, water cooler removed, and rattan seats replaced the plush seats in later years.

51-90 converted to multiple-unit control motors, class MP54D1, on dates listed below and renumbered 1944-1983, in sequence:

<u>Car</u>	<u>Date</u>	<u>Car</u>	<u>Date</u>	<u>Car</u>	<u>Date</u>
51	5/1930	65	4/1930	78	6/1930
52	5/1930	66	5/1930	79	5/1930
53	5/1930	67	5/1930	80	6/1930
54	6/1930	68	6/1930	81	4/1930
55	5/1930	69	5/1930	82	6/1930
56	6/1930	70	5/1930	83	6/1930
57	5/1930	71	5/1930	84	6/1930
58	6/1930	72	5/1930	85	5/1930
59	6/1930	73	6/1930	86	6/1930
60	5/1930	74	6/1930	87	6/1930
61	5/1930	75	5/1930	88	6/1930
62	6/1930	76	6/1930	89	7/1930
63	5/1930	77	6/1930	90	6/1930
64	6/1930				

These cars had recessed headlights installed, diaphragms replaced with safety chains, heavy roller bearing trucks replaced the lightweight trucks, rattan seats replaced plush with an increase in seating to 78, DC lighting replaced 32v system, electric underseat heating replaced baseboard and underseat steam heating. Cars reclassified MP54D1c as automatic speed control apparatus was installed in 1951.

All other cars had their diaphragms replaced by safety chains in 1953-54.

120-122, 125, 126, 131 and 135 had 3/2 leather seats installed in 1953 with no change in their heating systems.

Modernization

3/2 vinyl seating for 88; recessed lighting in ceiling; one toilet removed; new baggage racks; baseboard heating modified; underseat heating removed; renumbered into the 7000s.

403, 404, 411, 416, 425, 428-432, 435, 437-439, 442, 444, 446 and 448 received 3/2 vinyl seating for 91, otherwise same as above; renumbered into 6000s.

392-401, 408, 409, 414, 424, 426, 433 and 436 converted back into locomotive-hauled coaches, class P54D. Baseboard steam heat replaced underseat electric heat; 32v recessed lighting in ceiling replaced DC lighting; water cooler installed; 3/2 vinyl seating for 88; one toilet removed; renumbered into 7000s.

1944-1983 received 3/2 vinyl seating for 89; electric fans; recessed lighting; baseboard heat replaced underseat heat; one toilet removed; new side doors with porthole windows were installed on some cars; renumbered into 4000s.

General

Commuter traffic on the main line from Floral Park west was extremely heavy from 1925-30. Westbound 12-car multiple-unit trains were packed by the time they got to Jamaica. The 12-car multiple-units that started at Jamaica were packed after they left Forest Hills. The railroad knew traffic was going to decline abruptly from Queens Village west after the IND subway, which was under construction, opened up. Rather than buy more new multiple-units, which would not be needed after a few years, the railroad converted the locomotive-hauled coaches to multiple-units. P54Ds 1-137 enabled the railroad to retire the last of its wooden coaches in the summer of 1927. P54Ds 1-50, 91-99, 101-138 and 462-481 (117 cars), as of 1/1/1942, furnished base service on Patchogue-Babylon "Scoots", Jamaica-Ronkonkoma and Long Island City-Oyster Bay trains. They weren't normally used to Speonk and Port Jefferson. After 1946, however, they were used everywhere. 38 was the last unmodernized car in service.

Dispositions

1 saved for preservation, in storage at Richmond Hill Coach Yard. Current status unknown.

20 converted to W59, 4/1969.

21 wrecked in derailment at Pineaire, 1/24/1971, and scrapped on site.

34 wrecked in a yard collision at Speonk, 1/1968.

98 sold/donated to Central Islip State Hospital 19?? and renumbered 02.

100 renumbered 138 soon after delivery since wooden business car 100 was already on roster.

121 wrecked at Huntington, 11/27/1966.

125 wrecked in a yard collision in Richmond Hill Coach Yard, 1/2/1968.

466 wrecked at Brookhaven, 3/1964, and scrapped.

765 wrecked in derailment at Pineaire, 1/24/1971, and scrapped on site.

4959 wrecked in a derailment at C Tower, Penn Station, 3/1964, and scrapped.

4971 wrecked in Carleton Avenue Yard, 6/7/1970, and scrapped on site.

7002 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974. Refurbished in 1976 and named Thomas Chittenden for use on the Vermont Bicentennial Steam Expedition. Resold 19?? to Knox & Kane Railroad, Marienville PA; stored at Kane PA when railroad suspended service. Sold at auction 10/10/2008 to Arcade & Attica RR, Arcade NY and stored at Curriers station.

7003 wrecked in derailment at Winfield, 5/21/1973, and scrapped on site.

7004 sold to a shopping center in Boonton, NJ, 1/13/1975.

7014 sold to a shopping center in Boonton, NJ, 1/13/1975.

7016 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974. Moved to Scranton PA 1986?

7018 sold to a shopping center in Boonton, NJ, 1/13/1975. Resold to Steamtown Foundation, Bellows Falls, VT.

7031 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974. Resold 19?? to Knox & Kane Railroad, Marienville PA. Sold at auction 10/10/2008 to ?

7035 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974. Refurbished in 1976 and named Remember Baker for use on the Vermont Bicentennial Steam Expedition.

7037 sold to a shopping center in Boonton, NJ, 1/13/1975.

7042 sold to a shopping center in Boonton, NJ, 1/13/1975.

7045 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974. Resold to West Virginia Northern Railroad, Kingwood, WV. Donated to Chesapeake Railway Association by its owner (unknown), who then moved it to the Walkersville Southern Railroad, Walkersville, MD for restoration and operation, where it was renumbered 14. Renumbered back to 7045 20??. Currently (3/2021) lettered for Ligonier Valley RR.

7069 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974??? Resold 19?? to Knox & Kane Railroad, Marienville PA. Sold at auction 10/10/2008 Arcade & Attica RR, North Java NY?

7091 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974. Sold to Gettysburg Scenic RR, Gettysburg, PA and renumbered 709. Sold to Paul Kovalcik, moved to Walkersville Southern Railroad, Walkersville, MD, 2/2004 and renumbered back to 7091.

7092 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974. Moved to Scranton PA 1986?

7094 sold to a shopping center in Boonton, NJ, 1/13/1975.

7098 wrecked in a collision at Richmond Hill Coach Yard about 1961 and scrapped.

7099 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974. Rebuilt in 1976 into a diner, painted into a purple and tan paint scheme and named The Cephas Kent Inn for use on the Vermont Bicentennial Steam Expedition. By 1983, renamed Williams River Inn, converted into a café/snack shop car and repainted Tuscan Red with yellow pinstriping. Resold 1987 to Knox & Kane Railroad, Marienville PA, repainted orange and brown and half of the snack bar converted into a gift shop. Stored at Kane PA when railroad suspended service. Sold at auction 10/11/2008 to unknown scrapper. Almost immediately resold to Delta Railroad Construction. Moved 4/2009 (after conversion to roller bearing trucks) to Ashtabula, Carson & Jefferson RR, Jefferson OH, and stored on Norfolk Southern trackage. Sold 3/19/2017 to David Collison and moved to Walkersville Southern Railroad, Walkersville, MD.

7102 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974. Refurbished in 1976 and named Ira Allen for use on the Vermont Bicentennial Steam Expedition. Resold to Village Rail Excursions, Inc. (equipment dealer), 7/1987 and resold to Carthage, Knightstown & Shirley RR, Carthage, IN, for excursion service.

7107 sold to a shopping center in Boonton, NJ, 1/13/1975.

7109 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974. Refurbished in 1976 and named Captain Peleg Sunderland for use on the Vermont Bicentennial Steam Expedition. Resold 19?? to Knox & Kane Railroad, Marienville PA; stored at Kane PA when railroad suspended service. Sold at auction 10/10/2008 to ?

7113 sold to a shopping center in Boonton, NJ, 1/13/1975.

7114 sold to a shopping center in Boonton, NJ, 1/13/1975.

7115 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974.

7118 sold to a shopping center in Boonton, NJ, 1/13/1975.

7127 sold to Steamtown Foundation, Bellows Falls, VT, 3/29/1975.

7128 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974. Sold to Gettysburg Scenic RR, Gettysburg, PA and renumbered 709. Sold to Walkersville Southern Railroad, Walkersville, MD, 2/2004 and renumbered back to 7128.

7129 wrecked in derailment at Winfield, 5/21/1973.

7133 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974. Refurbished in 1976 and named Ann Story for use on the Vermont Bicentennial Steam Expedition. Resold to Village Rail Excursions, Inc. (equipment dealer), 5/1986. Sold to McDonald Steel, McDonald, OH for intra-plant tours. Sold or donated to Ashtabula, Carson & Jefferson RR, Jefferson, OH. Sold to Buffalo, Cattaraugus & Jamestown Scenic Rwy, Hamburg NY and moved 4/2016.

7136 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974. Rebuilt in 1976 into a bar car and named The Catamount Tavern for use on the Vermont Bicentennial Steam Expedition. Resold to Village Rail Excursions, Inc. (equipment dealer), 5/1986. Sold to McDonald Steel, McDonald, OH for intra-plant tours. Sold or donated to Ashtabula, Carson & Jefferson RR, Jefferson, OH. Sold to Buffalo, Cattaraugus & Jamestown Scenic Rwy, Hamburg NY and moved 4/2016.

7138 sold to a shopping center in Boonton, NJ, 1/13/1975.

7393 sold to Steamtown Foundation, Bellows Falls, VT, 3/29/1975.

7394 sold to Steamtown Foundation, Bellows Falls, VT, 3/29/1975.

7399 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974.

7401 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974.

7408 wrecked west of Port Jefferson, 1/19/1973, and scrapped on the siding at Setauket.

7409 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974? Sold 19?? to Knox & Kane Railroad, Marienville PA. Sold at auction 10/10/2008 to Coudersport Area Lions Club and moved 6/2009 (?) to Coudersport Arboretum, Coudersport PA.

7426 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974. Refurbished in 1976 and named General John Stark for use on the Vermont Bicentennial Steam Expedition.

7433 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974. Refurbished in 1976 and named Colonel Seth Warner for use on the Vermont Bicentennial Steam Expedition. Resold 19?? to Knox & Kane Railroad, Marienville PA. Sold at auction 10/10/2008 to Oyster Bay Railroad Museum, Oyster Bay NY, where it arrived on 6/9/2009.

7436 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974. Resold to West Virginia Northern Railroad, Kingwood, WV. Resold 20?? to Ronnie Baird, president of the Walkersville Southern Railroad, Walkersville, MD. Converted into a dining car, no number and named Southampton.

7467 sold to a shopping center in Boonton, NJ, 1/13/1975.

7468 sold to a shopping center in Boonton, NJ, 1/13/1975. Resold to Steamtown Foundation, Bellows Falls, VT.

7472 sold to Steamtown Foundation, Bellows Falls, VT, 3/29/1975.

7478 donated to Kentucky Railway Museum, Louisville, KY, 4/23/1976.

7483 sold to Steamtown Foundation, Bellows Falls, VT, 9/29/1975.

7485 sold to a shopping center in Boonton, NJ, 1/13/1975.

42-P54F/P54G DETAILS

Exterior

Clerestory-roof locomotive-hauled club cars; porthole windows in end sheets; diaphragms; window screens in summer.

Interior

Wicker chairs facing aisle; two toilets; water cooler; hinged end doors.

Modifications

Converted to 66-seat coach in 1917 with 2/2 plush seating and name removed. Vinyl seats replaced plush in 1951. Safety chains replaced diaphragms in 1954. Electric markers added in 1955.

43-P58 DETAILS

Exterior

Clerestory-roof locomotive-hauled coach; narrow vestibules and steps; wooden, hinged side doors; square windows in end sheets; diaphragms.

Interior

72-seat coach; wooden, hinged end doors; one toilet.

Modifications

Renumbered 1451, 12/17/1907, to vacate 1401 for new electric multiple-unit cars on order. Converted into a club car 6/9/1925 with no number but named Smithtown. Coach seating replaced with individual wicker chairs facing the aisle. Used as club car weekdays during summer season on rear of train #621 and head end of train #652. Converted back into a 72-seat coach, 10/1942, and renumbered 179. Rattan reversible coach seating replaced the wicker chairs. Withdrawn from revenue service 10/28/1949. Used as instruction car for Maintenance of Equipment personnel at Morris Park from 1949 to 1959. Stored from 1959 to 1961.

44-P63 DETAILS

Exterior

Heavyweight, arch-roof locomotive-hauled coach; diaphragms; four-wheel trucks.

Interior

84-seat (8514) or 78-seat (8515, 8516) coach; 2/2 seating; two toilets.

General

Purchased 6/1962. Diaphragms replaced by safety chains and electric markers installed shortly after arrival. 8514 ex-Reading 1238

8515 ex-Reading 1374

8516 ex-Reading 1458

45-P69 DETAILS

Exterior

Heavyweight, arch-roof locomotive-hauled coach; diaphragms; four-wheel trucks.

Interior

87-seat or 95-seat coach; 2/2 plush seating; one toilet.

Modifications

8520 converted into a 115-seat coach, 7/1964, by replacing the 2/2 seating with 3/2 vinyl seats. All others except 8518 had their plush seating covered with vinyl.

General

Originally built for the Boston & Albany and were numbered in the 300 series. Sold to the Delaware & Hudson about 8/1955. 348 renumbered 211 and 327 renumbered 219, others unknown. Purchased 8/1962.

Diaphragms were removed and safety chains and electric markers were installed shortly after arrival.

8517 ex-Delaware & Hudson 208

8520 ex-Delaware & Hudson 211

8518 ex-Delaware & Hudson 209

8521 ex-Delaware & Hudson 219

8519 ex-Delaware & Hudson 210

8522 ex-Delaware & Hudson 221

46-P70D DETAILS

Exterior

Heavyweight, clerestory-roof locomotive-hauled coach; diaphragms.

Interior

92-seat (8523) or 88-seat (8524-8528) coach; 2/2 plush seating; two toilets.

General

Purchased 4/1965. Plush seats replaced with vinyl and diaphragms replaced with safety chains.

8523 ex-Pennsylvania 821

8526 ex-Pennsylvania 822

8524 ex-Pennsylvania 845

8527 ex-Pennsylvania 1248

8525 ex-Pennsylvania 830

8528 ex-Pennsylvania 1003

47-P71/ P71A DETAILS

Exterior

Heavyweight, clerestory-roof locomotive-hauled coach; diaphragms; four-wheel trucks.

Interior

84-seat (P71) or 68-seat (P71A) coach; 2/2 plush seating; ice air conditioning; two toilets.

General

Purchased 6/1962. Diaphragms removed and safety chains and electric markers installed shortly after arrival.

Plush seats covered with vinyl.

8506 ex-Maine Central 218

8510 ex-Maine Central 262

8507 ex-Maine Central 219

8511 ex-Maine Central 263

8508 ex-Maine Central 220

8512 ex-Maine Central 264

8509 ex-Maine Central 221

8513 ex-Maine Central 265

48-P72 DETAILS

Exterior

Lightweight, arch-roof locomotive-hauled coach; manually operated side doors with porthole windows; safety chains; GM Model 30960 V6 undercar diesel generator; 150-gallon fuel tank; electric marker lights; four-wheel trucks.

Interior

120-seat coach; 3/2 reversible vinyl seating; air conditioned; fluorescent lighting; baggage racks; baseboard heating; single sliding end doors with square windows; one toilet, sealed windows with window shades.

Lighting and air conditioning provided by undercar diesel generator.

Modifications

Steam heat replaced by electric heat provided by undercar diesel generator. Toilets removed from some cars, 1/1975 to 2/1979, increasing seating capacity to 123.

2905:1, 2957:1, 2970:1 and 2978 converted to bar cars on date shown below, same class, by removing all seats and installing a bar on one side of car.

<u>Car</u>	<u>Date</u>
2905:1	12/1975
2957:1	10/1976
2970:1	11/1975
2978	6/1977

2918 converted into a 108-seat school car, 7/8/1977.

2949:1 renumbered 2970:2, 8/1976.

2958:1 renumbered 2957:2, 7/1977.
2977 renumbered 2949:2, 3/1978.
2979 renumbered 2905:2, 5/1978.
2980 renumbered 2958:2, 7/1977.
2990 renumbered 2977:2, 12/1987.
2927 converted to 44-seat push-pull parlor car 2002:2, class PP72B, 3/1989. Coach seating was replaced with 2/1 vinyl/fabric movable lounge chairs; bar installed in middle of car on single seat side; carpeting installed on floor and lower portion of walls.

Dispositions

All cars sold to Mid-Atlantic RailCar Company, PA, 1998 and leased back until withdrawal from service.
2002:2 used on Northern Central Rwy, New Freedom, PA. Stored at Landisville, PA.
2901 sold to New Orleans & Gulf Coast RR.
2902 shipped from Long Island 1/30/1999 to Greenville NJ for scrapping.
2903
2904
2905:2
2906
2907 converted into a Sandite car, 1998? Withdrawn from service 2001? Stored at Ronkonkoma.
2908
2909 converted into a Sandite car, 1998? Withdrawn from service 2001? Stored at Morris Park
2910 sold 1999 to Central New York Chapter, National Railway Historical Society, Marcellus NY. Maintained and operated by New York, Susquehanna & Western RR. Sold 2008 when the Susquehanna Railway stopped running excursion trains.
2911
2912 sold/donated to Gold Coast Railroad Museum, Miami, FL. Sold (date?) to Iowa Pacific Holdings LLC, Chicago IL and assigned to San Luis & Rio Grande RR. Stored at Gateway Rail Services, Inc., Madison IL and advertised for sale by bankruptcy court, 3/2021.
2913
2914
2915 Sold (date?) to Iowa Pacific Holdings LLC, Chicago IL and assigned to San Luis & Rio Grande RR. Stored at Alamosa (?) CO and advertised for sale by bankruptcy court, 3/2021.
2916 Moved 20?? to Ozark Mountain Railcar, Kirbyville MO, and listed for sale as of 5/1/2021.
2917
2918 sold to Walkersville Southern Railroad, Walkersville, MD. Not in service, 03/2004.
2919
2920 sold to Mount Hood RR, Hood River OR, same number and named Wahkeena Falls. Moved 20?? to Ozark Mountain Railcar, Kirbyville MO, and listed for sale or release as of 1/1/2021.
2921
2922
2923
2924 donated to Railroad Museum of Long Island, Riverhead, NY, 7/14/2000.
2925
2926 damaged in collision and stored in Yard A, Long Island City, 2000. Sold to Strates Shows, Inc. 2008 and retired from service 2013.
2928 held for non-payment of freight charges until 12/2004.
2929 sold (date?) to Blue Ridge Scenic Rwy, Blue Ridge GA. Converted into
2930
2931 sold to Rio Grande Pacific Corp. in 1999 and operated on New Orleans & Gulf Coast RR, Belle Chasse, LA until 5/2001. Transferred to Idaho Northern & Pacific RR, Horseshoe Bend, ID, 2002.
2932
2933 donated to Railroad Museum of Long Island, Greenport, NY, 7/14/2000.
2934
2935 donated to Friends of Locomotive #35 Inc., Garden City, NY, 7/14/2000.
2936
2937 sold to Hoosier Valley Railroad Museum, North Judson, IN, 2008.
2938
2939 sold/donated to Operation Toy Train (non-profit) date? and stored on New York & Greenwood Lake Rwy at Passaic NJ. Moved to Lackawaxen PA and stored on Delaware, Lackawaxen & Stourbridge RR, 10/3-4/2020. Moved 2021? to Ozark Mountain Railcar, Kirbyville MO, and listed for sale as of 10/1/2021.
2940 sold to New York & Atlantic Rwy, Glendale, NY.

2941 sold to Rio Grande Pacific Corp. in 1999 and operated on New Orleans & Gulf Coast RR, Belle Chasse, LA until 5/2001. Transferred to Idaho Northern & Pacific RR, Horseshoe Bend, ID, 2002 and named Horseshoe Bend.

2942

2943 sold to Newport Dinner Train, Newport, RI, 4/2000. Received 7/20/2000 and named Roberta G. Mosher. Rebuilt into a 26-seat diner-lounge, name removed and number 2943 reapplied, along with a modified LIRR World's Fair gray and orange paint scheme. Used as a stationary restaurant named Dashing Dan's Clam Car at Portsmouth RI.

2944

2945 sold to New Orleans & Gulf Coast RR.

2946

2947 sold 1999 to Central New York Chapter, National Railway Historical Society, Marcellus, NY. Maintained and operated by New York, Susquehanna & Western RR. Sold 2008 when the Susquehanna Railway stopped running excursion trains.

2948 sold to Mount Hood RR, Hood River OR, same number and named Bridal Veil Falls. Moved 20?? to Ozark Mountain Railcar, Kirbyville MO, and listed for sale or release as of 1/1/2021. Sold 3/2021 to ?

2949:2 Sold ???? To Saratoga & North Creek RR, North Creek NY. Sold/donated to Catskill Mountain RR, Kingston NY. Arrived Kingston 10/22/2014.

2950

2951

2952 sold to Georgia Southwestern RR, 11/2001, renumbered 2001 and named City of Miami. Coach seats and undercar generator removed, rewired for head-end power and converted into a lounge car with bar and open observation platform, normally seating 45; accessible restroom installed.

2953 sold to Rio Grande Pacific Corp. in 1999 and operated on New Orleans & Gulf Coast RR, Belle Chasse, LA until 5/2001. Transferred to Idaho Northern & Pacific RR, Horseshoe Bend, ID, 2002.

2954

2955 held for non-payment of freight charges until 12/2004.

2956 donated to Friends of Locomotive #35 Inc., Garden City, NY, 7/14/2000.

2957:2 sold to Adrian & Blissfield RR, Blissfield, MI

2958:2 Sold (date?) to Iowa Pacific Holdings LLC, Chicago IL and assigned RPCX (Railroad Passenger Car Numbering Bureau) reporting marks. Stored at Gateway Rail Services, Inc., Madison IL and advertised for sale by bankruptcy court, 3/2021.

2959 sold to Adrian & Blissfield RR, Blissfield, MI, converted into a dining car and named Hudson River

2960 Sold (date?) to Iowa Pacific Holdings LLC, Chicago IL and assigned RPCX (Railroad Passenger Car Numbering Bureau) reporting marks. Stored at Gateway Rail Services, Inc., Madison IL and advertised for sale by bankruptcy court, 3/2021.

2961 sold to New Orleans & Gulf Coast RR.

2962 sold to Walkersville Southern Railroad, Walkersville, MD. Not in service, 03/2004.

2963

2964

2965

2966 donated to New York Transit Museum, Brooklyn, NY, stored at Morris Park.

2967 Sold (date?) to Iowa Pacific Holdings LLC, Chicago IL and assigned RPCX (Railroad Passenger Car Numbering Bureau) reporting marks. Stored at Gateway Rail Services, Inc., Madison IL and advertised for sale by bankruptcy court, 3/2021.

2968

2969 sold to Rio Grande Pacific Corp. in 1999 and operated on New Orleans & Gulf Coast RR, Belle Chasse, LA until 5/2001. Transferred to Idaho Northern & Pacific RR, Horseshoe Bend, ID, 2002.

2970:2

2971

2972 sold to Heart of Dixie Railroad Museum, Calera, AL in 2005.

2973 sold 1999 to Central New York Chapter, National Railway Historical Society, Marcellus, NY. Maintained and operated by New York, Susquehanna & Western RR. Sold 2008 when the Susquehanna Railway stopped running excursion trains.

2974 sold to Mount Hood RR, Hood River OR, same number and named Oneonta Falls. Moved 20?? to Ozark Mountain Railcar, Kirbyville MO, and listed for sale or release as of 1/1/2021.

2975 Sold (date?) to Blue Ridge Scenic Rwy, Blue Ridge GA

2976 Sold (date?) to Iowa Pacific Holdings LLC, Chicago IL and assigned RPCX (Railroad Passenger Car Numbering Bureau) reporting marks. Stored at Gateway Rail Services, Inc., Madison IL and advertised for sale by bankruptcy court, 3/2021.

2977:2 sold 1999 to Central New York Chapter, National Railway Historical Society, Marcellus, NY. Maintained and operated by New York, Susquehanna & Western RR. Sold 2008 when the Susquehanna Railway stopped running excursion trains.

2991 held for non payment of freight charges until 12/2004.

2992

2993 sold to Jay Eichler (Long Island Railcar Company), Riverhead, NY, 1999.

49-P74 DETAILS

Exterior

Heavyweight, clerestory-roof locomotive-hauled club car; safety chains; six-wheel trucks; undercar diesel engine.

Interior

63-seat (2001), 60-seat (2002) or 55-seat (2003) club car; wicker chairs facing the aisle; air conditioned; porter's room, one toilet. Lighting and air conditioning provided by undercar diesel engine.

General

These cars were operated by the Pullman Company as 12 section-1 drawing room sleeping cars equipped with lounge, one toilet on each end and diaphragms. Conversion to Pullman Mechanical with Brine Auxiliary Tank air conditioning and modifications to the air conditioning were completed on the following dates:

<u>Car</u>	<u>Date</u>	<u>Air Conditioning Modified</u>
McEwen	5/18/1935	Brine tank bypassed 3/15/1949
Belfast	5/29/1935	Brine tank removed 5/10/1949
Waltersburg	6/7/1935	Not modified

All three cars were sold to the Pennsylvania 12/31/1948 and leased back to Pullman until their leases were withdrawn on 5/15/1957. The Pennsylvania assigned numbers as follows:

<u>Car</u>	<u>New #</u>
McEwen	8872
Belfast	8736
Waltersburg	8968

Waltersburg was renamed J. Finley Wilson 12/10/1952.

Purchased by the Long Island, 5/1957, and were intended to replace the aging P70s in club car service. J. Finley Wilson was pressed into service almost immediately to replace P70 #816 as the Syosset club car. The name "Pennsylvania" on the letterboards and the "Pullman" lettering near the doors were painted out in Tuscan Red and "Long Island" put on the letterboard in gold leaf, but the name remained. This lasted until 10/1957 when the intended new Syosset club car replaced it. The cars were converted into club cars by removing the sections, lounge/toilets and mechanical air conditioning and installing one small toilet and the undercar diesel engine. The drawing rooms were used as porter's rooms. Diaphragms were replaced with safety chains as soon after their arrival as possible.

McEwen was converted 10/1957 and replaced J. Finley Wilson as the Syosset club. Belfast was converted 1/1958, replacing P70 #811 and was used until 12/1976.

J. Finley Wilson was converted 5/1958, replacing P70 #828 and was used until 6/1976.

2001 ex-Pennsylvania 8872-McEwen

2002 ex-Pennsylvania 8736-Belfast

2003 ex-Pennsylvania 8968-J. Finley Wilson

Dispositions

2001 was heavily damaged in a rear end collision just west of Port Jefferson, 1/19/1973, and was withdrawn from service.

2002 donated to Union Center Venture, Inc., St. Louis, MO, 3/1978. Resold c.1990 to Tom Ellis, Napoleon, MI.

2003 sold to Leonard Weiss, Cincinnati, OH, 5/1977. Leased to Railway Exposition Co., Cincinnati, OH. Sold 1994 to The Railway Museum of Greater Cincinnati, Covington KY.

50-P74A DETAILS

Exterior

Heavyweight, clerestory-roof locomotive-hauled coach; safety chains; six-wheel trucks.

Interior

54-seat buffet-coach (7500) or 60-seat coach (7501-7505); 2/2 reclining seats; mechanical air conditioning; lounge/toilet at each end.

Modernization

Mechanical air conditioning replaced by undercar diesel generator which supplied electricity for air conditioning and lighting; reclining seats replaced with 3/2 vinyl, reversible seating for 118; heating system modified; both lounge/toilets replaced with one small toilet.

7500 converted into a 60-seat club car during modernization, renumbered 2004 and named Locust Valley; reclining seats replaced with wicker chairs facing the aisle; lounge/toilet on one end converted into a porter's room; mechanical air conditioning replaced with undercar diesel generator.

General

Built as 26-seat parlor cars for Pullman service on the Michigan Central, named Andrico, Pansy, Roxana, Stella, Flavia and Marie, but not numbered and were built with revolving parlor chairs and diaphragms. The Michigan Central was absorbed into the New York Central system about 1932. Originally not air conditioned, conversion to Pullman Mechanical air conditioning was completed on the following dates:

<u>Car</u>	<u>Date</u>	<u>Car</u>	<u>Date</u>
Andrico	2/17/1938	Stella	4/30/1935
Pansy	6/17/1935	Flavia	6/24/1934
Roxana	4/20/1935	Marie	2/21/1936

All six were sold to the New York Central on the following dates and were converted into reclining seat coaches, had their names removed and numbers applied as follows:

<u>Car</u>	<u>Date sold</u>	<u>New #</u>	<u>Car</u>	<u>Date sold</u>	<u>New #</u>
Andrico	9/18/1942	2800	Stella	11/30/1942	2813
Pansy	11/16/1942	2811	Flavia	11/24/1942	2819
Roxana	11/30/1942	2812	Marie	10/13/1942	2825

54 seats and a small buffet were installed in 2800. 60 seats were installed in 2811, 2812, 2813, 2819 and 2825. Sold to the Long Island 1/1958.

7500 ex-New York Central 2800	7503 ex-New York Central 2813
7501 ex-New York Central 2811	7504 ex-New York Central 2819
7502 ex-New York Central 2812	7505 ex-New York Central 2825

Diaphragms were replaced with safety chains and they were relettered and renumbered Long Island but were not repainted. New York Central on the letterboards were painted out in gray. All were repainted Long Island when modernized.

2004 was used weekdays on the head end of Oyster Bay-Long Island City trains #523 and #554 until 2/23/1973. Renamed Syosset:3 and used on Port Jefferson-Hunterspoint Avenue trains #621 and #652 from 6/21/1973 until 2/28/1975.

Dispositions

2004 donated to Long Island-Sunrise Trail Chapter, National Railway Historical Society, Babylon, NY, 5/1976. Leased and moved to the Black River & Western, Ringoes, NJ for storage and restoration. Sold 5/30/1992 to Keith A. Riley and moved to New Hope, PA.

51-P74B DETAILS

Exterior

Lightweight, arch-roof locomotive-hauled coach; large, square paired windows; diaphragms; four-wheel trucks.

Interior

84-seat coach; 2/2 reclining seats; mechanical air conditioning; recessed incandescent lighting; full length baggage racks; four toilets.

Modernization

2/2 reclining seats replaced with 3/2 vinyl reversible seating for 117; three toilets removed; safety chains replaced diaphragms; mechanical air conditioning replaced with undercar diesel generator; electric marker lights.

General

Built for the Boston & Maine for general long-distance service. Cars were delivered as follows:

<u>Car</u>	<u>ex-B&M</u>	<u>Date Received</u>	<u>Car</u>	<u>ex-B&M</u>	<u>Date Received</u>	<u>Car</u>	<u>ex-B&M</u>	<u>Date Received</u>
7521	4593	9/9/1958	7531	4602	1/23/1959	7541	4601	5/14/1959
7522	4586	9/9/1958	7532	4606	1/23/1959	7542	4614	5/14/1959
7523	4588	9/9/1958	7533	4610	1/23/1959	7543	4605	5/14/1959
7524	4585	9/9/1958	7534	4612	1/23/1959	7544	4608	5/14/1959
7525	4591	10/15/1958	7535	4613	5/2/1959	7545	4599	5/16/1959
7526	4590	10/15/1958	7536	4604	5/2/1959	7546	4607	7/18/1959
7527	4594	10/15/1958	7537	4611	5/2/1959	7547	4595	7/11/1959
7528	4589	10/15/1958	7538	4609	5/7/1959	7548	4603	7/24/1959
7529	4587	10/15/1958	7539	4597	5/7/1959	7549	4596	7/29/1959
7530	4592	9/9/1958	7540	4598	5/7/1959	7550	4600	8/11/1959

Last steam heated train on the Long Island, 3/8/1979, concurrent with last day of service for P74Bs. Consist was C420 #228, P74Bs #7546, 7537, 7536, 7530, 7525, 7541, 7549, P72s #2968, 2974 and 2911.

Modifications

After 1960, the conversion of many cars to bar-coaches proved very popular. The cars were not originally used in the morning peak period, but starting in 1962 juice, coffee and pastry were served on the morning inbound trips and liquor on the afternoon outbound trips. The morning service continued until 1971. Cars that were converted into bar-coaches had recessed incandescent lighting replaced with fluorescent lighting.

7521 converted to a 4-seat bar-coach, 1964.

7522 converted to a 33-seat bar-coach, 1964.

7522 converted to a 4-seat bar-coach, 1965.

7523 converted to a 33-seat bar-coach, 1960.

7523 converted to a 4-seat bar-coach, 1964.

7524 converted to a 4-seat bar-coach, 1965.

7525 converted to a 4-seat bar-coach, 1963.

7527 converted to a 53-seat bar-coach, 1961.

7528 converted to a 48-seat bar-coach, 1960.

7528 converted to a 4-seat bar-coach, 1963.

7530 converted to a 23-seat bar-coach, 1962.

7530 converted to a 4-seat bar-coach, 1964.

7531 converted to a 53-seat bar-coach, 1962.

7531 converted to a 4-seat bar-coach, 1964.

7536 converted to a 105-seat classroom car for Adelphi College, 9/1972, by removing 12 seats and installing a partition and teacher's room on one end. Partitions removed 11/1977 and remained in service as a 105-seat coach. Used on Montauk Branch.

7540 converted to a 28-seat bar-coach, 1960.

7540 converted to a 4-seat bar-coach, 1963.

7541 converted to a 80-seat bar-coach, 1960.

7541 converted to a 117-seat coach, 1964.

7542 converted to a 53-seat bar-coach, 1962.

7543 converted to a 4-seat bar-coach, 1963.

7544 converted to a 4-seat bar-coach, 1964.

7548 converted to a 105-seat classroom car for Adelphi College, 9/1971, by removing 12 seats and installing a partition and teacher's room on one end. Converted back to a 117-seat coach, 10/1977. Used on Port Jefferson Branch.

7550 converted to a 4-seat bar-coach, 1965

Dispositions

7522 converted to a storage car and moved to Yard A, 1977. Moved to Holban Yard 1982.

7524 sold to Red Caboose restaurant and moved to Smithtown, NY.

7526 converted to alcohol car W85, 9/1978. **Scrapped on the Tail Track east of Hunterspoint Avenue station, Long Island City, 6/2005. Which one?**

7530 moved from storage in Corona Meadows to Yard A, 10/29/1979.

7533 moved from storage in Corona Meadows to Yard A, 10/26/1979.

7538 destroyed by fire at Richmond Hill Coach Yard, 5/1968.

7544 converted to alcohol car W86, 9/1978. **Scrapped on the Tail Track east of Hunterspoint Avenue station, Long Island City, 6/2005. Which one?**

7527, 7541, 7545, 7548 and 7549 stored in Morris Park Shop Yard, 9/1980, awaiting disposition.

52-P74B1 DETAILS

Exterior

Lightweight, arch-roof locomotive-hauled buffet-coach; large, square paired windows; diaphragms; four-wheel trucks.

Interior

58-seat buffet-coach; 2/2 reclining seats; buffet on one end; ice air conditioning.

Modifications

Converted to 49-seat bar-coaches by removing buffet and reclining seats and installing a bar on one end and 3/2 vinyl seating in the rest of the car. Diaphragms replaced with safety chains. Undercar diesel generators were not installed, unlike the similar B&M cars, 32-volt system for lighting left intact.

General

Purchased 6/1962.

8551 ex-Bangor & Aroostook 150

8552 ex-Bangor & Aroostook 151

8553 ex-Bangor & Aroostook 152

53-P74C DETAILS

Exterior

Heavyweight, clerestory-roof locomotive-hauled parlor car; six-wheel trucks; safety chains.

Interior

28-seat, 1 drawing room parlor car, seating 33; ice air conditioning; 28 revolving parlor seats; two lounge/toilets.

Modifications

2011:1 was renamed Hamptons, (date?). Renamed back to Montauk:2, 5/1960. 2012:1 was renamed The Hampton, 5/1960. Renamed back to Shinnecock:1, 6/1961. Safety glass in sealed windows and wood paneling installed in both cars, 1965.

General

Originally operated by the Pullman Company in parlor car service with no air conditioning. Conversion to ice air conditioning was completed on the following dates:

<u>Car</u>	<u>Date</u>	<u>Car</u>	<u>Date</u>
Virginia Dare	4/12/1934	Julia Ward Howe	5/8/1934

Sold to the Delaware, Lackawanna & Western, 12/31/1945. Sold to Long Island 10/1958 and 11/1958, respectively. Diaphragms were removed and cars were relettered Long Island but not repainted. Repainted, renumbered and renamed Long Island, 5/1960. Used as parlor cars until 9/1969, then withdrawn from service.

2011 ex- Delaware, Lackawanna & Western Virginia Dare

2012 ex- Delaware, Lackawanna & Western Julia Ward Howe

54-P74D DETAILS

Exterior

Heavyweight, clerestory-roof locomotive-hauled parlor car; six-wheel trucks; safety chains; duplicate air brakes.

Interior

28-seat, 1 drawing room parlor car, seating 33; ice air conditioning; 28 revolving parlor seats; carpeted floors; large toilet at each end; individual seat lighting; double pane glass windows.

Modifications

2020 and 2029 received safety glass in sealed windows and wood paneling in 1965.

General

Originally operated by the Pullman Company in parlor car service, in Pennsylvania-standard Tuscan Red paint. Cars had no air conditioning but had four electric fans on the ceiling and cinder fins on the windows.

Conversion to ice air conditioning was completed on the following dates:

<u>Car</u>	<u>Date</u>	<u>Car</u>	<u>Date</u>
Alpha	8/8/1933	James Wilson	8/16/1933
Ames	7/19/1933	Kanty	8/10/1933
Besco	8/15/1933	Karns	8/11/1933
Burgner	5/21/1935	Lane	8/17/1933
Curtis Bay	4/27/1933	Ledy	5/15/1935
Dora	5/11/1935	Smock	7/26/1933
Eaton	8/11/1933	Markel	8/10/1933
Fenns	7/19/1933	Noel	4/11/1934
Glade	8/29/1933	Peck	5/10/1935
Glen Osborne	5/5/1933	Quaker Valley	5/31/1933
Greer	3/22/1934	Robert R. Livingston	5/17/1933
Grove	5/24/1934	Rolfe	8/1/1933
Haines	4/17/1934	Spring Meadow	5/31/1933
Hazel Dell	5/15/1933	Trindle Spring	7/31/1933

Karns was renamed Susan B. Anthony, 5/31/1938.

Peck was renamed Elizabeth Cady Stanton and Smock was renamed Lucretia Mott, 4/30/1940.

All cars sold to the Pennsylvania on 12/31/1945 and leased back to Pullman until their leases were withdrawn on 10/1/1956, except Hazel Dell, 7/26/1956. Rellettered Pennsylvania and numbers assigned in the 7000 series, but the Pullman Company names were kept, as follows:

<u>Car</u>	<u>New #</u>	<u>Car</u>	<u>New #</u>
Alpha	7054	Hazel Dell	7084
Ames	7055	James Wilson	7087
Besco	7060	Kanty	7089
Burgner	7065	Lane	7090
Curtis Bay	7067	Ledy	7091
Dora	7070	Lucretia Mott	7096
Eaton	7071	Markel	7097
Elizabeth Cady Stanton	7073	Noel	7100

Fenns	7074	Quaker Valley	7102
Glade	7079	Robert R. Livingston	7044
Glen Osborne	7080	Rolfe	7104
Greer	7081	Spring Meadow	7110
Grove	7082	Susan B. Anthony	7113
Haines	7083	Trindle Spring	7115

In 1961 the Pennsylvania began phasing out its ice air conditioned cars and the Long Island was able to purchase them for salvage prices. Cars 2013 to 2031 were purchased 3/1961, repainted, renumbered and renamed and were used as parlor cars from 5/1961 to 1968, then withdrawn from service. Cars 2039 to 2047 were purchased 3/8/1964, repainted, renumbered and renamed and were used as parlor cars from 5/1964 to 1968, then withdrawn from service.

2013 ex-Pennsylvania 7055-Ames	2027 ex-Pennsylvania 7087-James Wilson
2014 ex-Pennsylvania 7090-Lane	2028 ex-Pennsylvania 7113-Susan B. Anthony
2015 ex-Pennsylvania 7100-Noel	2029 ex-Pennsylvania 7091-Ledy
2016 ex-Pennsylvania 7065-Burgner	2030 ex-Pennsylvania 7096-Lucretia Mott
2017 ex-Pennsylvania 7074-Fenns	2031 ex-Pennsylvania 7097-Markel
2018 ex-Pennsylvania 7079-Glade	2039 ex-Pennsylvania 7044-Robert R. Livingston
2019 ex-Pennsylvania 7104-Rolfe	2040 ex-Pennsylvania 7067-Curtis Bay
2020 ex-Pennsylvania 7060-Besco	2041 ex-Pennsylvania 7070-Dora
2021 ex-Pennsylvania 7089-Kanty	2042 ex-Pennsylvania 7080-Glen Osborne
2022 ex-Pennsylvania 7054-Alpha	2043 ex-Pennsylvania 7083-Haines
2023 ex-Pennsylvania 7071-Eaton	2044 ex-Pennsylvania 7084-Hazel Dell
2024 ex-Pennsylvania 7073-Elizabeth Cady Stanton	2045 ex-Pennsylvania 7102-Quaker Valley
2025 ex-Pennsylvania 7081-Greer	2046 ex-Pennsylvania 7110-Spring Meadow
2026 ex-Pennsylvania 7082-Grove	2047 ex-Pennsylvania 7115-Trindle Spring

Dispositions

2020:1 Damaged in the derailment of train #4013 just east of East Hampton station at 7:06 AM on 11/6/1966 and scrapped.

55-P74DL DETAILS

Exterior

Heavyweight, clerestory-roof locomotive-hauled parlor-lounge car; six-wheel trucks; safety chains; duplicate air brakes.

Interior

Vestibule on one end only; ice air conditioning; carpeted floors; two toilets; individual seat lighting; double pane glass windows.

2032: 41-seat parlor-lounge-solarium; 12 revolving parlor seats on vestibule end; 29 lounge chairs facing the aisle; large windows on lounge end; large windows in lounge end sheet and door; observation railing on either side of lounge end door.

2033, 2034: 41-seat parlor-lounge; 12 revolving parlor seats; 29 lounge chairs facing the aisle.

2035: 38-seat parlor-lounge; 12 revolving parlor seats; 26 lounge chairs facing the aisle.

2036: 34-seat parlor-lounge; 20 revolving parlor seats; 14 lounge chairs facing the aisle and two tables in the middle.

General

Built for the Pullman Company with the same names and configuration as on the Pennsylvania, in Pennsylvania-standard Tuscan Red paint. Originally had no air conditioning but had four electric fans on the ceiling and cinder fins on the windows. Conversion to ice air conditioning was completed on the following dates:

<u>Name</u>	<u>Date</u>	<u>Name</u>	<u>Date</u>
Alexander Hamilton	4/26/1933	Thomas Jefferson	4/27/1933
John Adams	4/25/1933	Westdale	8/24/1933
Plymouth Rock	8/9/1933		

All cars sold to the Pennsylvania on 12/31/1945 and leased back to Pullman until their leases were withdrawn on 10/1/1956:

<u>Car</u>	<u>New #</u>	<u>Car</u>	<u>New #</u>
Alexander Hamilton	7021	Thomas Jefferson	7022
John Adams	7030	Westdale	7052
Plymouth Rock	7020		

Alexander Hamilton was renamed Cornelius Hendrickson 8/10/1951.

In 1961 the Pennsylvania began phasing out its ice air conditioned cars and the Long Island was able to purchase them for salvage prices. Purchased 3/1961, repainted, renumbered and renamed and were used as parlor cars from 5/1961 to 1968, then withdrawn from service.

2032 ex-Pennsylvania 7020-Plymouth Rock

2033 ex-Pennsylvania 7021-Cornelius Henrickson

2034 ex-Pennsylvania 7022-Thomas Jefferson

2035 ex-Pennsylvania 7030-John Adams

2036 ex-Pennsylvania 7052-Westdale

56-P74EL DETAILS

Exterior

Heavyweight, modernized, arch-roof locomotive-hauled dining car; picture windows; six-wheel trucks.

Interior

48-seat cafe-diner with kitchen, tables and movable chairs; mechanical and ice air conditioning; vestibule on one end only; no toilets.

General

Ex-Lehigh Valley 1000. Built as a clerestory-roof, 18-seat baggage-club car with buffet, lounge with ten movable leather chairs and a cafe section with seating for eight. Rebuilt in 1929 as a full club car. The baggage section and doors were removed and four windows per side were installed. The original ten leather chairs were removed, and 38 new chairs were installed facing the aisle. The original eight seat cafe section with tables remained. Rebuilt in 1953 as a 40-seat club-diner and modernized with an arch roof. Sold to the Long Island 8/16/1961 for use as a full diner on summer Montauk trains. Eight seats were added. Repainted, relettered and renumbered Long Island in 5/1962. Used as a diner from 5/1962 until 9/1964. Converted into a lounge car, 4/1965, by removing the kitchen and dining tables and moving chairs to the sides facing the aisle. Used as a lounge car from 5/1965 until 9/1969. Converted into a 25-seat parlor car and renamed Onteora:2, 3/1970, by removing the 48 chairs and installing revolving seats from a scrapped parlor car. Used as a parlor car from 5/1970 until 9/1970 only.

Disposition

Sold to an unknown person in Atlanta, GA, 1/1974. Installed on an isolated piece of track in front of the CSX Marietta, GA station as part of the American Flyer Café. Scrapped on location, 11/2009.

57-P80 DETAILS

Exterior

Lightweight, stainless steel locomotive-hauled coach; picture windows; safety chains; tight-lock couplers.

Interior

107-seat (529, 530) or 106-seat (531-543) coach; 3/2 reversible vinyl seating; mechanical air conditioning; vestibule at one end; one toilet.

Modifications

530 converted to a 24-seat bar-coach, 5/1968, with longitudinal seating and its toilet was removed.

General

These cars were sold about 6/1967 to the Pickens Railroad where they were rebuilt. Original reclining seats were replaced with high density seating, two of the three toilets were removed, end lounges were removed, and diaphragms were replaced with safety chains. The Long Island Purchased cars 2938, 3049, 3063, 3073, 3075, 3064, 3126, 3133, 3136 and 3149 in 10/1967. Cars 3005, 3067, 3101 and 3147 were Purchased 11/1967. Car 86-Samuel J. Tilden was Purchased 12/1967. These cars were nicknamed "Pickens cars" by Maintenance of Equipment personnel and "Silver Streak" by everyone else.

529 ex-New York Central 2938

530 ex-New York Central 86-Samuel J. Tilden

531 ex-New York Central 3005

532 ex-New York Central 3049

533 ex-New York Central 3063

534 ex-New York Central 3067

535 ex-New York Central 3073

536 ex-New York Central 3075

537 ex-New York Central 3064

538 ex-New York Central 3101

539 ex-New York Central 3126

540 ex-New York Central 3133

541 ex-New York Central 3136

542 ex-New York Central 3147

543 ex-New York Central 3149

58-P80A DETAILS

Exterior

Lightweight, smooth-side, locomotive-hauled sleeping car or sleeper-lounge; picture windows; four-wheel streamline trucks; safety chains; telephone antenna on roof (2051-2054, 2063).

Interior

32-seat 6 double bedroom-bar-lounge (2051-2054, 2063), 30-seat 4 double bedroom-4 compartment-2 drawing room sleeping car (2055-2058, 2062) or 13 double bedroom sleeping car (2059-2061); mechanical air conditioning; vestibule on one end.

General

Originally built for the Pullman Company. Sold to the Pennsylvania 7/1/1947 after court ordered cessation of parlor/sleeping car service. The Pennsylvania kept the same names on the cars and assigned numbers, but the numbers were never applied, being used for office use only. All were transferred to Penn Central, 2/1/1968, then sold to the Long Island 8/1968. They were pressed into service immediately as parlor cars, enabling the retirement of 13 heavyweight parlor cars. "Pennsylvania" on the letterboards were painted out with Tuscan Red paint in 12/1968 but the old names remained. Repainted and renumbered Long Island in 5-6/1970, but not renamed. Names were applied to cars on various dates, as follows:

<u>Car</u>	<u>Date Named</u>	<u>Car</u>	<u>Date Named</u>	<u>Car</u>	<u>Date Named</u>
2051	6/24/1971	2056	7/7/1971	2060	7/7/1971
2052	6/10/1971	2057	6/18/1971	2061	6/24/1971
2054	6/18/1971	2058	6/24/1971	2062	6/22/1971
2055	5/10/1972	2059	6/23/1971	2063	6/18/1971

Car 2053 was assigned the name Peconic:2 but never actually received it. Diaphragms were removed when cars were repainted, except 2058.

2051 ex-Pennsylvania 8140-Spruce Falls
2052 ex-Pennsylvania 8135-Juniper Falls
2053 ex-Pennsylvania 8133-Hemlock Falls
2054 ex-Pennsylvania 8187-Maple Falls
2055 ex-Pennsylvania 8019-Imperial View
2056 ex-Pennsylvania 8009-Imperial Lawn
2057 ex-Pennsylvania 8010-Imperial Mantle
2058 ex-Pennsylvania 8013-Imperial Path
2059 ex-Pennsylvania 8002-Hamilton County
2060 ex-Pennsylvania 8003-Jefferson County
2061 ex-Pennsylvania 8004-Lake County
2062 ex-Pennsylvania 8018-Imperial Trail
2063 ex-Pennsylvania 8139-Pine Falls

Dispositions

2053 donated to National Museum of Transport, Kirkwood, MO.
2054 sold to Railroad Passenger Cars, Inc., Baltimore, MD, 1980.
2063 sold to Naporano Iron and Metal Company, Newark, NJ, 6/16/1977. Resold to Donald Jilson, Lowman, NY, 1978 and moved to Owego, NY. Moved to Tioga Transportation Museum, Flemingville, NY, 1980. Moved to Ontario Midland RR, Sodus (?), NY. Donated to Rochester & Genesee Valley Railroad Museum, Industry, NY, 1985 and moved there in 1986.

59-P80B DETAILS

Exterior

Lightweight, smooth-side, locomotive-hauled sleeping car; picture windows; four-wheel streamline trucks; safety chains.

Interior

24-seat 14 roomette-4 double bedroom sleeping car; mechanical air conditioning; vestibule on one end.

General

Built for the Kansas City Southern's premier train, the Southern Belle. Sold to the Long Island 8/1968 and Long Island numbers applied to vestibules only. Cars repainted Long Island 5/1971 (2050), 6/1971 (2049) and 8/1971 (2048). Diaphragms removed upon repainting, except 2049. 2049 was assigned the name Massapequa:2 and 2050 was assigned Mastic:2, but they never actually received them.

2048 ex-Kansas City Southern Job Edson
2049 ex-Kansas City Southern Leonor Loree
2050 ex-Kansas City Southern William Edenborn

Dispositions

All sold to Eric Tuman Demolition & Salvage Co.

60-P80C DETAILS

Exterior

Lightweight, streamlined, locomotive-hauled coach; picture windows; four-wheel trucks; diaphragms; heavily riveted exterior.

Interior

60-seat (8555-8557, 8563-8568, 8573), 62-seat (8554) or 74-seat (8558-8562) coach; 2/2 reclining seats; mechanical air conditioning; fluorescent lighting; vestibule on one end; four toilets; tile floors.

Modifications

Diaphragms replaced with safety chains during repainting in 1970. 8561 and 8562 converted to 108-seat coaches in 1972 by removing 2/2 reclining seats and installing 3/2 reversible seating.

General

74-seat coaches 237-Alexandria and 238-Baton Rouge, built for the original Southern Belle in 1940, were renamed Beaumont and Port Arthur (retaining the original car numbers) in 1948 to vacate their original names for use on new cars delivered that year to re-equip the Southern Belle. 62-seat divided coach 239 and 60-seat coaches 241-244 were part of the postwar order to re-equip the Southern Belle.

Most Kansas City Southern lightweight coaches were renumbered as shown below, with named cars losing their names when renumbered:

<u>Car</u>	<u>Date</u>	<u>Ex</u>	<u>Car</u>	<u>Date</u>	<u>Ex</u>
251	11/1962	239-Kansas City	259	12/1963	237-Beaumont
252	12/1962	241-Shreveport	260	1/1964	242-Alexandria
253	11/1962	244-New Orleans	261	6/1964	247
254	11/1962	243-Baton Rouge	262	10/1964	246
255	9/1963	234-Pittsburg	263	6/1964	248
256	10/1963	235-Joplin	264	11/1964	245
257	8/1963	236-Texarkana	265	6/1965	250
258	8/1963	238-Port Arthur	266	6/1965	249

All sold to the Long Island 8/1968, except #260 which was sold 2/1969. Operated in Kansas City Southern Paint during 1968 and 1969. Long Island numbers applied only to inside of vestibule. Cars repainted and renumbered Long Island in 1970.

8554 ex-Kansas City Southern 251

8562 ex-Kansas City Southern 259

8555 ex-Kansas City Southern 252

8563 ex-Kansas City Southern 261

8556 ex-Kansas City Southern 253

8564 ex-Kansas City Southern 262

8557 ex-Kansas City Southern 254

8565 ex-Kansas City Southern 263

8558 ex-Kansas City Southern 255

8566 ex-Kansas City Southern 264

8559 ex-Kansas City Southern 256

8567 ex-Kansas City Southern 265

8560 ex-Kansas City Southern 257

8568 ex-Kansas City Southern 266

8561 ex-Kansas City Southern 258

8573 ex-Kansas City Southern 260

Dispositions

8564 sold to Charles Conrad, Raytown, MO, 1976. Leased to Smokey Hill Railway & Historical Society, Shawnee Mission, KS.

8573 stored in Morris Park Shop Yard, 9/1980, awaiting disposition.

61-P80D DETAILS

Exterior

Lightweight, stainless steel locomotive-hauled coach; picture windows; safety chains; four-wheel trucks.

Interior

50-seat (8570) or 56-seat (8569, 8571, 8572) coach; 2/2 reclining seats; mechanical air conditioning; vestibule at one end; two toilet/lounges.

General

Sold to the Long Island 1/1969. Diaphragms removed and safety chains installed upon arrival. Cars repainted Long Island 1970, names removed 3/1970 (8570), 2/1972 (8571) and 12/1972 (8569). Car 8572 kept its name until the end of service. These were the only named coaches ever operated by the Long Island.

8569 ex-Florida East Coast Boynton

8570 ex-Florida East Coast Homestead

8571 ex-Florida East Coast Bunnell

8572 ex-Florida East Coast Titusville

62-P80E DETAILS

Exterior

Lightweight, stainless steel locomotive-hauled sleeping car; picture windows; safety chains; four-wheel trucks.

Interior

22-seat 14 roomette-4 double bedroom (2065-2071) or 26-seat 6 section-6 roomette-4 double bedroom (2074-2080) sleeping car; mechanical air conditioning; vestibule on one end only.

General

Cars transferred to Penn Central 2/1/1969, sold to Long Island 9/1969. Operated in New Haven/Penn Central colors for 1970 summer season. Cars repainted, renumbered, renamed and diaphragms replaced with safety chains on various dates, as follows:

Cars 2069 and 2080 never had their roofs repainted from New Haven/Penn Central black to platinum mist. Car 2074 was never painted Long Island; it was kept at Morris Park for use as a parts car for the others. Car 2080 never had Long Island painted on letterboards.

2065 ex-New York, New Haven & Hartford 512-Manomet Point
2066 ex-New York, New Haven & Hartford 520-Race Point
2067 ex-New York, New Haven & Hartford 525-Stratford Point
2068 ex-Penn Central 4223-City Point, nee-NYNH&H 503-City Point
2069 ex-New York, New Haven & Hartford 518-Pond Point
2070 ex-New York, New Haven & Hartford 506-Goshen Point
2071 ex-Penn Central 4229-Long Point, nee-NYNH&H 509-Long Point
2074 ex-New York, New Haven & Hartford 532-Nantasket Beach
2075 ex-New York, New Haven & Hartford 536-Monument Beach
2076 ex-New York, New Haven & Hartford 527-Bailey's Beach
2077 ex-New York, New Haven & Hartford 529-Grove Beach
2078 ex-New York, New Haven & Hartford 531-Matunuck Beach
2079 ex-New York, New Haven & Hartford 528-Crescent Beach
2080 ex-New York, New Haven & Hartford 535-Rocky Neck Beach

Dispositions

2066 sold to Eric Tuman Demolition & Salvage Co., 6/1976, for scrap.
2067 sold to Naporano Iron and Metal Company, Newark, NJ, 7/6/1977, for scrap. Resold to Geoffrey Knees, Wilton, CT, 1980-81. Currently stored at Danbury Railway Museum, Danbury CT.
2069 sold to Ringling Brothers/Barnum & Bailey Circus Co., Venice, FL, 1976.
2071 sold to Naporano Iron and Metal Company, Newark, NJ, 7/6/1977, for scrap.
2075 sold to Ringling Brothers/Barnum & Bailey Circus Co., Venice, FL, 1976 and renumbered 243.
2076 sold to Eric Tuman Demolition & Salvage Co., 6/1976, for scrap. Resold to the Delaware Otsego System, 8/1977, no number, but renamed Lake Wallenpaupack.
2077 sold to Eric Tuman Demolition & Salvage Co., 6/1976, for scrap. Resold to Robert Rendelman for a residence in Silver Spring, MD. Donated to Nature Conservancy. Resold to Ken Bitten, Stewartstown, PA.

63-P80F DETAILS

Exterior

Lightweight, streamlined, locomotive-hauled lounge car; picture windows; four-wheel trucks; telephone antenna on roof; diaphragms.

Interior

50-seat lounge; venetian blinds on windows; mechanical air conditioning; two toilets; no vestibules.

Modifications

2072 had its diaphragms replaced with safety chains when repainted.

General

Built as club-lounge cars named Payette River (6207) and Weber River (6208). Names removed 3/1956. Remodeled to full lounge in 1959 by UP at Omaha, including conversion of barber shop and valet areas into card rooms. Sold to the Long Island 8/26/1969 and immediately put into parlor car service. 6207 repainted Long Island by 9/1970 but not renumbered or named. It was renumbered and renamed Long Island 7/6/1971. 6208 repainted, renumbered and renamed Long Island 4/9/1971.

2072 ex-Union Pacific 6207

2073 ex-Union Pacific 6208

Dispositions

2072 sold to Naporano Iron and Metal Company, Newark, NJ, 6/10/1977, for scrap.
2073 stored in Morris Park Shop Yard awaiting disposition, 9/1980 until 11/24/1984, presumed scrapped.

64-P80G DETAILS

Exterior

Lightweight, streamlined, locomotive-hauled, flat-end observation car; picture windows; four-wheel trucks; diaphragms; electric markers.

Interior

48-seat tavern-lounge-observation; mechanical air conditioning; vestibule on non-observation end; venetian blinds on windows.

General

Built for the Delaware, Lackawanna & Western for use on the "Phoebe Snow". Transferred to Erie-Lackawanna 10/30/1960 and sold to the Long Island 6/14/1970. Immediately put into parlor car service. Repainted, renumbered and renamed Long Island 3/7/1971 (789) and 7/7/1971 (790). Car 2081 was used as the South Shore Club car from 6/1976 to 11/14/1977.

2081 ex-Erie-Lackawanna 789
2082 ex-Erie-Lackawanna 790

Dispositions

Both cars transferred to Conrail's Metropolitan Region, 1/1981, for use on Harlem and Hudson Line trains. Transferred to Metro-North Commuter, 1/31/1983, after disposal of commuter operations by Conrail. Cars renumbered MN-1 and MN-2, respectively (?) and remain in Metro-North inspection train service to date.

65-P80H/P80J DETAILS

Exterior

Lightweight, smooth-side, locomotive-hauled coach; picture windows; four-wheel trucks; electric markers.

Interior

83-seat coach (68 reclining, 15 reversible); 2/2 seating; mechanical air conditioning; vestibule on one end; one toilet.

General

Built for the Delaware, Lackawanna & Western as 68-seat coaches with two toilet/lounges for "Phoebe Snow" and "Westerner-New Yorker" service. Transferred to Erie-Lackawanna, 10/30/1960, after merger with the Erie. Used by Erie-Lackawanna until end of passenger service, 1/4/1970. Sold to the Metropolitan Transportation Authority on dates shown below:

<u>PC #</u>	<u>EL #</u>	<u>DL&W #</u>	<u>Date Sold</u>	<u>PC #</u>	<u>EL #</u>	<u>DL&W #</u>	<u>Date Sold</u>
2180	1307	307	1/1971	2187	1317	317	1/1971
2181	1310	310	4/1971	2188	1318	318	1/1971
2182	1311	311	2/1971	2190	1320	320	1/1971
2183	1312	312	1/1971	2191	1321	321	1/1971
2184	1314	314	3/1971	2192	1323	323	1/1971
2185	1315	315	3/1971	2193	1324	324	2/1971
2186	1316	316	1/1971	2194	1325	325	4/1971

Operated by Penn Central, Metropolitan Region, for use on Upper Harlem Line and Upper Hudson Line trains. The MTA replaced the two toilet/lounges with one small toilet and added 15 seats (three rows of 3/2 vinyl reversible seats). Cars repainted, renumbered and relettered MTA with M/Central logos. Used from 1/1971 until 5/1974, when they were transferred to the Long Island. Cars were not renumbered for Long Island service. Used from 6/1974 until 5/1976. Only cars 2182 and 2194 were repainted Long Island.

Dispositions

- 2180 sold to Eric Tuman Demolition & Salvage Co., 12/17/1976.
- 2181 sold to Eric Tuman Demolition & Salvage Co., 12/17/1976.
- 2182 sold to Eric Tuman Demolition & Salvage Co., 12/17/1976. Resold to Railroad Passenger Cars, Inc., Baltimore, MD, 6/1977, and renumbered 8305.
- 2183 sold to Delaware & Hudson, 12/17/1976, and renumbered 35.
- 2184 sold to Eric Tuman Demolition & Salvage Co., 12/17/1976. Resold to Railroad Passenger Cars, Inc., Baltimore, MD, 1977, and renumbered 8303.
- 2185 sold to Railroad Passenger Cars, Inc., Baltimore, MD, 1976, and renumbered 8300.
- 2186 sold to Eric Tuman Demolition & Salvage Co., 12/17/1976.
- 2187 sold to Railroad Passenger Cars, Inc., Baltimore, MD, 1976, and renumbered 8301.
- 2188 sold to Eric Tuman Demolition & Salvage Co., 12/17/1976. Resold to Railroad Passenger Cars, Inc., Baltimore, MD, 1977, and renumbered 8302.
- 2190 sold to Eric Tuman Demolition & Salvage Co., 12/17/1976.
- 2191 sold to Eric Tuman Demolition & Salvage Co., 12/17/1976.
- 2192 sold to Eric Tuman Demolition & Salvage Co., 12/17/1976. Resold to Railroad Passenger Cars, Inc., Baltimore, MD, 6/1977, but wrecked in a derailment while in transit at Metuchen, NJ, 6/22/1977.
- 2193 sold to Eric Tuman Demolition & Salvage Co., 12/17/1976.
- 2194 sold to Railroad Passenger Cars, Inc., Baltimore, MD, 1976, and renumbered 8304

66-PB54/PB54A/PB54B/PB54C DETAILS

Exterior

Clerestory-roof locomotive-hauled combine; porthole windows in end sheets; diaphragm on coach end only (619-626) or both ends (627-631); standard P54-type trucks (619-627) or interurban-type trucks (628-631).

Interior

53-seat baggage-coach; 2/2 rattan reversible seats; one toilet; 18' baggage section; double sliding end doors (619-626) or single sliding end door (627-631); window screens in summer.

Modifications

619-626 converted into baggage cars in 1951, same class, by removing seats and baggage/coach section partition and covering windows with steel sheets.

Safety chains replaced diaphragms, 1954-55.

General

After 11/1950 Kew Gardens wreck, all PB54s and PB54As were prohibited from the ends of trains due to thin collision posts.

Dispositions

One car of this class sold/donated to Central Islip State Hospital 19?? and renumbered 01.

67-PB57 DETAILS

Exterior

Arch-roof locomotive-hauled combine; porthole windows in end sheets; five roof ventilators; diaphragms; lightweight trucks.

Interior

54-seat baggage-coach; 2/2 plush reversible seats; one toilet; single sliding end door; 19' baggage section with wooden floor and one window per side; aluminum baggage doors.

Modifications

Vinyl replaced plush seating in 1951. Diaphragms replaced with safety chains and electric markers installed, 1954-55.

Modernization

3/2 vinyl reversible seating for 64; recessed incandescent lighting; smaller roof vents; heavier baggage doors with porthole windows; four electric fans on ceiling; modified heating.

General

7612 was the last PB57 in regular service.

68-PP70 DETAILS (809-818)

Exterior

High, clerestory-roof locomotive-hauled parlor car; square windows in end sheets; diaphragms; heavy belt rails under windows; end gates; heavy center sills.

Interior

26-seat parlor car; individual revolving parlor seats; two large restrooms with flush toilets; water raising system; water cooler; porter's room next to men's room; hinged end doors; window screens in summer.

PP70 DETAILS (819-828, 830-833)

Exterior

Clerestory-roof locomotive-hauled club car; porthole windows in end sheets; diaphragms; regular size belt rails under windows; end gates; heavy center sills.

Interior

50-seat club car; wicker chairs facing the aisle; two large restrooms with flush toilets; water raising system; water cooler; porter's room next to men's room; hinged end doors; window screens in summer.

Modifications

Safety chains replaced diaphragms and electric markers added, 1953-54.

809, 810, 812-814 converted into 84-seat coaches, class P70A, in 1925-26 by removing the 26 revolving parlor seats and porter's room and installing plush 2/2 reversible coach seating. Square windows in end sheets blanked, 1930s and 1940s.

811, 816-818 converted into 50-seat club cars, class P70, in 6/1925 by removing the 26 revolving parlor seats and installing 50 wicker chairs, 25 per side, facing the aisle. The cars received names as follows:

811 Oyster Bay:2

817 Nassau:2

816 Syosset:1

818 South Shore:2

811 equipped with an ice air conditioning system about 1934 and was the first air-conditioned revenue car.

815-818 had the square windows in end sheets blanked, 1930s and 1940s.

817 and 818 converted into 84-seat coaches, 7/30/1942, by removing the 50 wicker chairs and porter's room and installing plush 2/2 reversible coach seating. Car names were removed, as well as from 811 and 816, and numbers were reapplied to sides of cars.

811 and 816 had their wicker chairs replaced with leather chairs in 1950.

815:1 converted into a business car, class BUS, in 12/1925 by completely rebuilding the interior with various rooms, adding an observation platform, renumbered 2000:1 and named Montauk:1. Four-wheel trucks replaced with six-wheel roller bearing trucks about 1934. Ownership transferred to the Pennsylvania 1/1941. Ice air conditioning installed at Altoona Car Shop 10/1941. Renumbered 7532 and name removed 7/30/1942. Purchased back from the Pennsylvania 7/8/1949 for \$26,434 and used as a business car again until 1961. Named Jamaica:1 and repainted light gray with white roof in 1952.

Repainted dark gray with black roof and light blue window stripe in 1962. Used as a 30-seat lounge-observation car on rear ends of Montauk parlor car trains during summer seasons from 1962 to 1967. 819-833 converted into 84-seat coaches, class P70B (819-826) or P70C (827-833), by removing the 50 wicker chairs and porter's room and installing plush 2/2 reversible coach seating. 818 converted back into a 50-seat club car, named South Shore:3 (name not applied to car sides), 6/1949, by removing coach seating, installing leather chairs facing the aisle and enlarging one toilet for a porter's room.

General

821 was the last P70 in service.

Dispositions

810 was saved for preservation but was scrapped at Richmond Hill Coach Yard.

821 donated to Kentucky Railway Museum, Louisville, KY, 4/23/1976.

2000:1 donated to Wantagh Historical Society, Wantagh, NY, 10/25/1967.

69-T54/T54A/T54B DETAILS

T54 Exterior

Arch-roof multiple-unit trailer coach; slightly higher than all other arch-roof cars; safety chains; five roof ventilators; lightweight trucks; manual side doors controlled from handles on collision posts; porthole windows in end sheets; automatic air hose couplers; multiple-unit jumpers.

T54 Interior

80-seat coach; 2/2 rattan seating; electric underseat heating; no baggage racks; no toilets; bare bulb lighting; no armrests on seats; single sliding end doors.

T54 Modifications

Pneumatic doors replaced manual doors in 1920s.

T54 Modernization

3/2 reversible vinyl seating for 88; baggage racks; one toilet installed; baseboard steam heating; pneumatic doors changed to manual.

T54A Exterior

Same as T54.

T54A Interior

Same as T54 except no heating or lighting.

T54A General

These cars were immediately put into locomotive-hauled service on troop trains to and from Camp Upton due to the serious coach shortage. There was no heat and only temporary kerosene lamps on the ceiling. About 1922 these cars were equipped with electric wiring and multiple-unit jumpers, bare bulb lighting, underseat heating and pneumatic side doors for their intended multiple-unit service. These were the first all steel locomotive-hauled cars on Long Island.

T54B Exterior

Arch-roof multiple-unit trailer coach; safety chains; five roof ventilators; lightweight trucks; pneumatic side doors; porthole windows in end sheets; automatic air hose couplers; multiple-unit jumpers.

T54B Interior

Same as T54.

T54B Modifications

507 converted into a locomotive-hauled coach, class P54D, during modernization by replacing electric d.c. lighting with 32-volt a.c., steam heat replaced electric and renumbered into the 7000 series.

837, 866, 868, 891 and 917 converted into blind motors, class MP54T, in 1951 using parts from scrapped or wrecked MP54A class cars. This conversion, and renumbering into the 1000 series, was done as an experiment to surplus multiple-unit trailers.

921 converted into a locomotive-hauled coach, class P54D, during modernization by replacing electric d.c. lighting with 32-volt a.c., steam heat replaced electric and renumbered into the 7000 series.

6508 converted into a 4-seat bar-coach with a counter, 1/1964, becoming the only multiple-unit bar car. (Originally a 32-seat bar-coach? It was 4-seat by 1969.)

T54B Modernization

3/2 reversible vinyl seating for 91; baggage racks; one toilet installed; baseboard heating replaced underseat heating; recessed incandescent lighting in ceiling.

T54B General

493 was the last unmodernized multiple-unit trailer in service. 507 was the last car modernized. 922 was the last car modernized (?). 1012:2 was the last MP54T in service.

Dispositions

980 wrecked at Central Islip, 1/1918.

7921 saved for preservation and stored until 4/1976. Repainted Tuscan Red with black roof and gold leaf lettering and renumbered back to 921 for use on Heritage Train from 5/1976 to 8/1976. Stored on Track 1, Flatbush Avenue from 8/1976. Donated to Long Island Convention and Visitor's Bureau, (date?), and moved to visitor information center on the south side of the Long Island Expressway between Exits 51 and 52 in Dix Hills, NY.

69A-T39/T39A/TB39 DETAILS

Exterior

Composite steel frame/wood body clerestory-roof rapid transit coaches; 46'5" length (T39) or 46'7" length (T39A and TB39); open end platforms with iron gates; one double sliding door in center of car (T39A and TB39 only).

Interior

48-seat (T39) and 56-seat (T39A and TB39) coaches; 2/2 rattan reversible seats.

Modifications (T39)

829 converted to club car, 1901. Converted for MU operation in 1908 with MP41 cars with vestibules, couplers, jumpers and head-end controls.

842 may have been converted to elevated baggage car and renumbered 976.

Modifications (TB39 and T39A)

Converted to electric operation in 1905 at Morris Park Shops for use with MP41s with vestibules, couplers and jumpers added.

876 may have been converted to elevated baggage car and renumbered 977.

Dispositions (T39)

All cars except 829 and 842 sold to the Transit Equipment Company of New York, a Brooklyn Rapid Transit Company subsidiary, date?.

Dispositions (TB39)

All sold (except 876) 1917 to Washington, Baltimore & Annapolis RR and renumbered 301-324.

Dispositions (T39A)

All sold 1917 to Washington, Baltimore & Annapolis RR and renumbered 325-354.

70-T62 DETAILS

Exterior

Balloon-roof double deck multiple-unit trailer coach; two rows of seven roof ventilators; safety chains; Pennsylvania-type suburban trucks; 68' car length.

Interior

120-seat coach; 2/2 plush stationary seating; recessed incandescent lighting; baggage racks; single sliding end doors; no toilet.

General

This was the first all-aluminum railroad car produced.

Disposition

Saved for preservation and stored. Donated to Suffolk County, 12/1974, and moved to Suffolk County Airport siding at Westhampton. Relocated to Riverhead, 1979. Donated to Railroad Museum of Long Island, Riverhead, NY, 1990.

71-T70 DETAILS

Exterior

Balloon-roof double deck multiple-unit control trailer coach; large, single headlight; porthole windows in end sheets; large, square window in storm door; eight roof ventilators; safety chains; double-deck trucks with third rail shoes; no motors; motor-generator set for lighting; 80' 8³/₄" car length.

Interior

132-seat coach; 2/2 plush stationary seating; recessed incandescent lighting; public address system; centralized door control; baggage racks; one toilet.

Modifications

Converted to multiple-unit trailer, same class, in 1958 by removing head end controls and headlights and windows in end sheets painted over.

72-T70A DETAILS

Exterior

Balloon-roof double deck multiple-unit control trailer coach; large, single headlight; porthole windows in end sheets; large, square window in storm door; eight roof ventilators; safety chains; double-deck trucks with third rail shoes; no motors; motor-generator set for lighting; 80' 8³/₄" car length.

Interior

132-seat coach; 2/2 plush stationary seating; recessed incandescent lighting; air conditioned; public address system; centralized door control; baggage racks; one toilet.

Modifications

Converted to control motors, class MP70A, in 1948 and renumbered 1337-1340. Reclassified MP70Ac as automatic speed control apparatus was installed in 1951. 1337, 1338 and 1340 converted to blind motors, class MP70AT, in 1958 by removing head end controls and headlights.

General

These cars were delivered without motors due to a strike at Westinghouse.

73-T72 DETAILS

Exterior

Arch-roof multiple-unit trailer coach; porthole windows in side doors; safety chains; pneumatic side doors; centralized door control.

Interior

123-seat coach; 3/2 reversible vinyl seating; air conditioned; fluorescent lighting; baggage racks; baseboard heating; no toilet; single sliding end doors with square windows; window shades.

Modifications

Converted to push-pull coaches, class T72A, on dates listed below. Third rail shoes and shoe beams removed, automatic air hose couplers replaced with standard hoses, reversible seating made stationary and window shades were removed. Heating, lighting and air conditioning provided by power unit at 600 volts d.c..

Reclassified PT72 and then PT72A.

<u>Car</u>	<u>Date</u>	<u>Car</u>	<u>Date</u>	<u>Car</u>	<u>Date</u>
2801	5/1972	2816	11/1971	2831	6/1971
2802	3/1972	2817	9/1971	2832	9/1971
2803	5/1972	2818	7/1971	2833	6/1971
2804	5/1971	2819	7/1971	2834	11/1971
2805	9/1972	2820	6/1971	2835	5/1971
2806	10/1971	2821	10/1971	2836	4/1971
2807	2/1972	2822	5/1971	2837	6/1971
2808	8/1972	2823	8/1971	2838	7/1971
2809	9/1972	2824	5/1971	2839	10/1971
2810	11/1971	2825	8/1971	2840	4/1971
2811	9/1971	2826	6/1971	2841	6/1971
2812	7/1971	2827	8/1971	2842	5/1971
2813	12/1971	2828	7/1971	2843	11/1971
2814	5/1971	2829	9/1971	2844	9/1971
2815	10/1971	2830	5/1971		

2836 was the first car outshopped.

2801, 2803, 2805, 2807, 2809, 2811, 2813, 2815, 2819, 2821, 2823, 2825, 2827, 2829, 2831, 2833, 2835, 2837, 2839, 2841 and 2843 had one toilet installed, reducing seating capacity to 118.

Cars 28??, 28??, 28??, 28?? and 28?? had public address systems installed, 9/1980, as an experiment, operated by a standard door key.

2840 converted to a 63-seat bar-coach, 1976. Converted back to 123-seat coach, 1980s?.

2829 and 2833 converted to bar cars on date shown below, same class, by removing all seats and installing a bar on one side of car.

<u>Car</u>	<u>Date</u>	<u>Car</u>	<u>Date</u>
2829	7/1985	2833	10/1985

All cars (except 2812) had their former reversible seats replaced with M1-style seats, 1980s.

Dispositions

All cars sold to Mid Atlantic Rail Car Co, Stewartstown PA, 1998 and leased back until withdrawal from service.

2804 sold to New Hope & Ivyland RR, New Hope, PA.

2805 sold to New Hope & Ivyland RR, New Hope, PA.

2816 sold to New Hope & Ivyland RR, New Hope, PA.

2817 sold to New Hope & Ivyland RR, New Hope, PA.

2820 sold to New Hope & Ivyland RR, New Hope, PA.

2826 sold to New Hope & Ivyland RR, New Hope, PA.

2827 wrecked when train #657 struck a disabled tractor-trailer on the Park Avenue grade crossing east of Huntington Station and derailed, 8/25/1988.

2829 scrapped by Hub Scrap Metals LLC at White Plains, MD.

2832 shipped from Long Island 1/30/1999 to Greenville NJ for scrapping.

2834 sold to New Hope & Ivyland RR, New Hope, PA.