**New York City Subway Car Datasheet**

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

**Links:** [**NYCSCD Website**](http://nycscdatasheet.yolasite.com/datasheets.php) **(downloadable) /** [**The JoeKorNer**](http://www.thejoekorner.com/cars/NYC-Subway-Car-Datasheet.pdf) **/** [**NYC Transit Forums**](http://www.nyctransitforums.com/index.php?page=sdatasheet)

**If you have any questions or corrections, please contact me at** [**krisricky627@gmail.com**](mailto:krisricky627@gmail.com).

**Last updated on 08/25/11** (Updated – R32 retirements, G to CI Yard, Car Assignments)

**Car assignments are not set in stone and are constantly subject to change, depending on the needs of service.**

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| R32 - Budd Company (1964-Present; rebuilt 1988) |
| Since overhaul in 1988, R32s were divided into Phase I, Phase II and GE-Rebuilt cars. The R32s are distinct from other cars, as mismatched pairs are rather common (example - 3381-3832 instead of 3381-3380). R32s are based out of 207th St. Yard (C) and run on the C. If necessary, R32s also run on the A. Cars 3350-3351 have been preserved by the Railway Preservation Corp., while cars 3352-3353 have been preserved for the Transit Museum. All Phase II-rebuilt and GE-rebuilt cars have been retired, along with a few Phase I cars. R32s 3659 and 3668 were renumbered to 3348 and 3669, respectively. Former R32 3669 was scrapped. |

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| **Cars In Service** | | |
| **Car Numbers** | **Yard** | **Total** |
| 3354-3355, 3360-3361, 3376-3377, 3380-3381, 3383-3385, 3388-3389, 3394-3397, 3400-3401, 3404-3407, 3410-3411, 3414-3417, 3419, 3424-3433, 3436-3449, 3452-3455, 3460-3461, 3468, 3471-3473, 3476-3477, 3484-3485, 3488-3489, 3496-3497, 3500-3501, 3512-3515, 3518-3520, 3522-3523, 3548, 3550-3551, 3574-3575, 3578-3579, 3586-3587, 3590-3591, 3593, 3606-3607, 3610-3611, 3614-3615, 3618-3619, 3621, 3624-3625, 3628, 3644, 3646-3647, 3650, 3654-3655, 3658, 3660-3661, 3664-3665, 3669-3673, 3682-3683, 3688-3689, 3698-3699, 3706-3709, 3714-3719, 3726-3733, 3736-3740, 3767, 3770-3775, 3777-3783, 3792-3793, 3798-3799, 3804-3807, 3810-3811, 3818-3823, 3828-3829, 3834-3835, 3840-3841, 3856-3857, 3864-3865, 3870-3873, 3876-3879, 3886-3891, 3894-3897, 3900-3901, 3912-3913, 3924-3925, 3928-3929, 3932-3933, 3938-3939 | 207th St. | 222 |

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| **Status** | **Car Numbers** | **Number of Cars** |
| **In Service** | See Above | 222 |
| **Retired** | 3348, 3356-3359, 3362-3375, 3378-3379, 3382, 3386-3387, 3390-3393, 3398-3399, 3402-3403, 3408-3409, 3412-3413, 3418, 3420-3423, 3434-3435, 3450-3451, 3456-3459, 3462-3467, 3469-3470, 3474-3475, 3478-3483, 3486-3487, 3490-3495, 3498-3499, 3502-3511, 3516-3517, 3521, 3524-3547, 3549, 3552-3573, 3576-3577, 3580-3585, 3588-3589, 3592, 3594-3605, 3608-3609, 3612-3613, 3616-3617, 3620, 3622-3623, 3626-3627, 3629-3643, 3645, 3648-3649, 3651-3653, 3656-3657, 3659, 3662-3663, 3666-3668, 3674-3681, 3684-3687, 3690-3697, 3700-3705, 3710-3713, 3720-3725, 3734-3735, 3741-3766, 3768-3769, 3776, 3784-3791, 3794-3797, 3800-3803, 3808-3809, 3812-3817, 3824-3827, 3830-3833, 3836-3839, 3842-3855, 3858-3863, 3866-3869, 3874-3875, 3880-3885, 3892-3893, 3898-3899, 3902-3911, 3914-3923, 3926-3927, 3930-3931, 3934-3937, 3940-3949 | 374 |
| **Preserved** | 3350-3353 | 4 |
| **600 Cars Total** **(37% left in service)** | | |

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

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

<http://www.ttmg.org/mediawiki/index.php?title=MTA_Subway_Yard_Roster> (updated R32 retirements)

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| R42 - St. Louis (1969-Present; rebuilt 1988) |
| R42s are based out of East NY Yard (J, L, M, Z). They run on the J and Z lines. One set of R42s has been assigned to Pitkin Yard (A, Rockaway S) and has been running on the A as well in August 2011. Morrison-Knudsen (MK), now under Alstom, rebuilt R42s 4550-4839. The Coney Island Overhaul Shop rebuilt R42s 4840-4949. R40 4460 was paired to R42 4665, after the mates of both of these cars were involved in a crash on the Williamsburg bridge in 1995, and were scrapped. |

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| **Cars In Service** | | | |
| **Car Numbers** | **Yard** | **Total** |
| 4788-4789, 4792-4803, 4806-4817, 4828-4839 | East NY | 38 |
| 4790-4791, 4804-4805, 4822-4827 | Pitkin | 10 |

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| **Status** | **Car Numbers** | **Number of Cars** |
| **In Service** | See Above | 48 |
| **Retired** | 4550-4571, 4574-4787, 4818-4821, 4840-4949 | 350 |
| **Slated for Preservation** | 4572-4573 | 2 |
| **400 Cars Total (12% left in service)** | | | |

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| **Specifications** | |  |
| **Car Body** | Stainless steel with carbon steel chassis and underbody, fiberglass A-end bonnet |
| **Height** | 12.08 feet |
| **Width** | 10 feet |
| **Length** | 60 feet |
| **Braking System** | New York Air Brake Newtran (dynamic and friction),  A.S.F. Simplex unit cylinder clasp (tread) brake |
| **Doors Per Car** | 8 |
| **Platform Height** | 3.76 feet |
| **Maximum Speed** | 55 mph |
| **Weight** | 74,388.5 lbs |

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

<http://www.ttmg.org/mediawiki/index.php?title=MTA_Subway_Yard_Roster> (updated yard assignments)

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| R44 - St. Louis (1971-Present; rebuilt 1990) |
| R44s were built by St Louis Car Company in 1971 and overhauled in 1990. Prior to refurbishment, cars had side rollsigns, a blue stripe along the car body and a “raccoon mask” in the front of A cars. The blue stripe was painted over and the raccoon mask was done away with during overhaul. Additionally, the side rollsigns were replaced with LCD signs. The R44s were the first cars to have full width cabs and the door chime. All cars after this order have both full width cabs and the door chime. The R44s were also the first 75-foot cars in the entire system. Due to clearance constraints, they were unable to be used for service on the J, L, M and Z lines. This restriction applies to all 75-foot car orders. The NYC Subway cars were linked in 4-car sets, in ABBA form. A-cars were even numbers, and B cars were odd. The cars used for the Staten Island Railway are all singles. R44s were previously numbered 100-435, 436-466 (even). They were renumbered around the time they were overhauled. R44s are based out of Clifton Yard and run on the Staten Island Railway. All NYCT R44s have been retired as of September 2009. |

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

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

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| **Specifications** | |  |
| **Car Body** | Stainless steel with carbon steel chassis and underbody, fiberglass A-end bonnet |
| **Height** | 12.08 feet |
| **Width** | 10 feet |
| **Length** | 75 feet |
| **Braking System** | R44 NYCT: Westcode (dynamic and friction), WABCO tread brake unit  R44 SIR: WABCO RT-2, Cineston controllers |
| **Doors Per Car** | 8 |
| **Platform Height** | 3.76 feet |
| **Maximum Speed** | 55 mph |
| **Weight** | A Car: 88,950 lbs |
| B Car: 84,530 lbs |

Sources – <http://www.nycsubway.org/cars/r44.html> (R44 specs)

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| R46 - Pullman Company (1975-present; rebuilt 1989) |
| R46 cars were built by Pullman Standard Rail Company in 1975 and were refurbished in late 1989. During the refurbishment process, the trucks were removed, the blue stripe and the “raccoon mask” were removed, and LCD destination signs replaced the former side rollsigns. R46s are linked in 4-car sets, in ABBA form. A-cars are even numbers, and B-cars are odd. Though there are 752 cars now, there were initially 754 cars. The other two cars were scrapped due to accidents. Car numbers were originally 500-1227, 1228-1278 (even), but were renumbered around the time of their refurbishment. R46s are based out of Jamaica Yard (E, F, R) and Pitkin Yard (A, Rockaway S) and run on the A, F, R, and S lines. If necessary, R46s also run on the C. |

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| **Status** | **Car Numbers** | **Yard** | **Total** |
| **In Service** | 5482-5569, 5574-5673, 5678-5821 | Jamaica | 332 |
| 5570-5573, 5674-5677, 5822-6258 (6208-6258 even numbers only) | Pitkin | 420 |
| **752 Cars Total** | | | |

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| **Specifications** | |  |
| **Car Body** | Stainless steel with carbon end bonnet |
| **Height** | 12.08 feet |
| **Width** | 10 feet |
| **Length** | 75 feet |
| **Braking System** | New York Air Brake Newtran, Tread Brake Unit Model D7587719 |
| **Doors Per Car** | 8 |
| **Platform Height** | 3.76 feet |
| **Maximum Speed** | 55 mph |
| **Weight** | A Car: 91,000 lbs |
| B Car: 86,670 lbs |

Sources – <http://www.nycsubway.org/cars/r46.html> (R46 specs)

<http://www.ttmg.org/mediawiki/index.php?title=MTA_Subway_Yard_Roster> (updated yard assignments)

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| R62 – Kawasaki Rail Car Inc. (1983-Present)  R62A – Bombardier (1984-Present) |
| The R62 is the first order in New York City Subway rolling stock history not built by a U.S.-based company. The R62 and R62A are built by Kawasaki and Bombardier, respectively. The R62s were the first stainless steel cars on the IRT lines. R62s are linked in 5-car sets, with the highest car in the set ending with 5 or 0, and the lowest ending in a 1 or 6. R62s are based out of Livonia Yard (3) and run on the 3 line. R62As 1651-1900 and 2156-2475 are linked in 5-car sets, while cars 1901-2155 are single units. R62As are based out of 240th St Yard (1), Corona Yard (7) and Livonia Yard (3, 42nd St. S) and run on the aforementioned lines. |

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| **Cars In Service** | | | |
| **Car Type** | **Car Numbers** | **Yard** | **Total** |
| **R62** | 1301-1365, 1371-1434, 1438, 1441-1625 | Livonia | 315 |
| **315 R62s In Service** | | |
| **R62A** | 1651-1825, 1831-1840, 1901-1908, 1910-1916, 1934, 1938-1939, 1942-1944, 1947-1949, 1954, 1957-2155 | Corona | 409 |
| 1826-1830, 1841-1900, 1917-1926, 2156-2475 | 240th St. | 395 |
| 1927-1933, 1935-1937, 1940-1941, 1945-1946, 1950-1953, 1955-1956 | Livonia | 20 |
| **824 R62As In Service** | | |

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

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

Sources - <http://www.nycsubway.org/cars/r62.html> (R62/R62A specs)

<http://www.ttmg.org/mediawiki/index.php?title=MTA_Subway_Yard_Roster> (updated yard assignments)

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| R68 - Westinghouse Amrail-ANF Industrie (1986-Present)  R68A - Kawasaki (1988-Present) |
| R68s were built by Westinghouse Amrail Company and ANF Industrie in 1986. Jeumont Schneider and Alstom also participated into the building of these cars. The R68As were built by Kawasaki in 1988. The R68s and R68As follow the same numbering system. They are linked in 4-car sets, in ABBA form. A-cars are even numbers, and B-cars are odd. R68s are based out of Concourse Yard (D) and Coney Island Yard (B, G, N, Q, Franklin S) and run on the B, D, G, N, and S lines. R68As are based out of Coney Island Yard (B, G, N, Q, Franklin S) and run on the B, G, and N lines. If necessary, R68As also run on the D line. |

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

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

Source - <http://www.nycsubway.org/cars/r68.html> (R68/R68A specs)

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| R142 – Bombardier (1999-Present)  R142A – Kawasaki (1999-Present) |
| The R142 class is the result of the New Technology Train Program. In the early 1990s, two prototype test trains were ordered: one for Division A (R110A/R130) and one for Division B (R110B/R131). Although structurally different, the R142 order inherited their amenities and features into its own design. The R142 cars feature strip maps, pre-recorded automatic announcements and new traction systems. The R142s and R142As follow the same numbering system. They are made in 5-car sets, consecutively ordered. The lowest numbered car in the set ends with a 1 or 6, and the highest ends with a 5 or 0. R142s are based out of 239th St. (2), Jerome Ave. (4) and Unionport (5) Yards and run on the aforementioned lines. R142As run out of Jerome Ave. (4) and Westchester Yard (6) and run on both lines. |

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| **Cars In Service** | | | |
| **Car Type** | **Car Numbers** | **Yard** | **Total** |
| **R142** | 6301-6510, 6516-6680 | 239th St. | 375 |
| 6681-6790, 6796-7070 | Unionport | 375 |
| 6511-6515, 6791-6795, 7061-7180, 1101-1250 | Jerome | 280 |
| **1,030 R142s In Service** | | |
| **R142A** | 7211-7670 | Westchester | 460 |
| 7671-7810 | Jerome | 140 |
| **600 R142As In Service** | | |
| **1,630 Cars Total** | | | |

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

Source - <http://www.nycsubway.org/cars/r142.html> (R142/R142A specs)

<http://www.ttmg.org/mediawiki/index.php?title=MTA_Subway_Yard_Roster> (updated yard assignments)

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| R143 - Kawasaki (2001-Present) |
| R143 cars are built exclusively for service on the BMT Eastern Division lines. The R143 marks the first 60-foot car order the NYCT has ordered since the R42. Although structurally different, the R143 order inherited the R110A’s and R110B’s amenities and features into its own design (see R142/A). The R143 cars feature strip maps, pre-recorded automatic announcements and new traction systems. Additionally, they operate using CBTC (Communications-Based Train Control) and ATO (Automatic Train Operation). They are built into 4-car sets, consecutively ordered. Car 8277 was damaged in a bumper block incident at Canarsie Yard in 2006. Cars 8278-8280 are revenue inactive at 207th St. Yard. R143s are based out of East New York Yard (J, L, M, Z) and run on the L line. |

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

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

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

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| R160A – Alstom (2005-Present)  R160B – Kawasaki (2005-Present) |
| R160A-1s consist of cars 8313-8652 and 9943-9974, and are linked in 4-car sets (consecutively ordered) for the J, L, M, and Z lines. R160A-2s consist of cars 8653-8712 and 9233-9802, and are linked in 5-car sets for the rest of the B Division. R160As are equipped with Alstom ONIX AC Propulsion. R160B cars are numbered 8713-9232 and 9803-9942. Cars 8713-8842, 9103-9232, and 9803-9872 are equipped with Alstom ONIX AC Propulsion. R160B cars 8843-9102 are equipped with Siemens AC Propulsion. The lowest numbered car in an R160 5-car set ends with a 3 or 8, and the highest ends with a 7 or 2. R160s have FIND (Flexible Information and Notice Display) technology. R160s run out of Coney Island Yard (B, G, N, Q, Franklin S), East New York Yard (J, L, M, Z), and Jamaica Yard (E, F, R). They run on the E, F, J, L, M, N, Q, R, and Z lines. R160As 8313-8376 are equipped with CBTC for use exclusively on the L line. |

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| **Cars In Service** | | | |
| **Car Type** | **Car Numbers** | **Yard** | **Total** |
| **R160A (4-car sets)** | 8313-8652, 9943-9974 | East NY | 372 |
| **R160A (5-car sets)** | 8653-8712 | Coney Island | 60 |
| 9233-9802 | Jamaica | 570 |
| **1,002 R160As In Service** | | |
| **R160B** | 8713-9192 | Coney Island | 480 |
| 9193-9232, 9803-9942 | Jamaica | 180 |
| **660 R160Bs In Service** | | |
| **1,662 R160s In Service** | | | |

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

Sources – <http://www.nycsubway.org/cars/r160.html> (R160 specs)

**Car assignments are not set in stone and are constantly subject to change, depending on the needs of service.**

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| Car Assignment List (As of August 25th, 2011) | | | |
| **Line** | **Yard(s) Used** | **Cars Used** | **Notes** |
| **1** | 240th Street | R62A |  |
| **2** | 239th Street | R142 | Swaps trains with the 5 at Flatbush Avenue |
| **3** | Livonia, Lenox | R62 |  |
| **4** | Jerome | R142/R142A |  |
| **5** | Unionport | R142 | Swaps trains with the 2 at Flatbush Avenue |
| **6** | Westchester | R142A |  |
| **7** | Corona | R62A | Runs 11 cars; uses 1 5-car set and 6 single units per train.  Car 2009 has external speakers; expected to expand to the rest of the fleet |
| **42nd St. Shuttle** | Livonia | R62A |  |
| **A** | Pitkin, 207th St. | R46 |  |
| **B** | Coney Island | R68/R68A |  |
| **C** | 207th St. | R32 | Runs 8-car 480’ trains. |
| **D** | Concourse | R68 |  |
| **E** | Jamaica | R160 |  |
| **F** | Jamaica | R160 |  |
| **G** | Coney Island | R68/R68A | Runs 4-car 300’ trains |
| **Rockaway Park Shuttle** | Pitkin | R46 | Runs 4-car 300’ trains. During the summer weekends, full-length trains are used. |
| **J** | East New York | R42, R160A | Mostly R160A; runs 2-5 trains of R42s throughout the day |
| **L** | East New York | R143, R160A | Cars on the line run using ATO and CBTC at all times.  R160As 8313-8376 are equipped with CBTC. |
| **M** | East New York | R160A | Runs 4-car 240’ trains during weekends, using OPTO. |
| **N** | Coney Island | R68/R68A, R160 |  |
| **Q** | Coney Island | R160 |  |
| **R** | Jamaica | R46, R160 | Occasionally uses R160s during weekdays. |
| **Franklin Avenue Shuttle** | Coney Island | R68 | Uses R68 2-car 150’ trains |
| **Z** | East New York | R42, R160A |  |