



Reproduction of
The Official Railway Equipment Register
(Reading Co. Entry)
April, 1966 Edition

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Vol. LXXXI ... No. 4 ...

APRIL 1966

..... QUARTERLY

OF THE UNITED STATES, CANADIAN AND MEXICAN RAILROADS

Stamp here date received.

Showing by Car Numbers, the marked
Capacity, Length, Dimensions and Cubical
Capacity, of Cars used to transport Freight.

This publication does NOT set forth Gallonage of Tank Cars for Tariff purposes. (See note page ii.)

Description of Trailers in T.O.F.C. Service included in this issue on pages
following page 950. See separate index of Trailer registrations on page xxii.

ISSUED APRIL 10, 1966.

EFFECTIVE APRIL 20, 1966.

(Except as noted.)

"The form of this publication is authorized under special permission of the Interstate Commerce Commission No. 166822 of February 24, 1938 (amendment No. 6), beyond March 13, 1953, until further order of the Commission."

Issued on one day's notice, under authority of Rule 10 (j), Interstate Commerce Commission
Tariff Circular No. 20.

Issued on one day's notice under special authority of the Board of Transport Commissioners
for Canada No. 142 of May 12th, 1924.

(Also, both the form of this publication and its issuance on one day's notice are authorized by the respective State Commissions, as follows:)

| | | | | |
|--|----------------------------------|--|----|-------------------------------|
| ARKANSAS COMMERCE COMMISSION | AUTHORITY | Case No. 909 | OF | APRIL 19, 1937 |
| CALIFORNIA—PUBLIC UTILITIES COMMISSION, STATE OF | AUTHORITY | Rule 15.5, General Order No. 125 | OF | AUGUST 1, 1965 |
| COLORADO—THE PUBLIC UTILITIES COMMISSION OF THE STATE OF | AUTHORITY | No. 14921 | OF | MAY 18, 1965 |
| CONNECTICUT PUBLIC UTILITIES COMMISSION | AUTHORITY | SN-555 | OF | DECEMBER 2, 1943 |
| FLORIDA PUBLIC UTILITIES COMMISSION | AUTHORITY | RA-267 | OF | JULY 7, 1942 |
| ILLINOIS COMMERCE COMMISSION | SPECIAL PERMISSION | No. R-12565 | OF | JUNE 8, 1943 |
| INDIANA PUBLIC SERVICE COMMISSION | SPECIAL PERMISSION | T. B. 4429 | OF | APRIL 17, 1937 |
| MAINE PUBLIC UTILITIES COMMISSION | SPECIAL PERMISSION | R. R. 2957 | OF | JUNE 1, 1949 |
| MASSACHUSETTS DEPARTMENT OF PUBLIC UTILITIES | SPECIAL PERMISSION | P. S. C. 503-H | OF | SEPTEMBER 14, 1914 |
| MICHIGAN PUBLIC SERVICE COMMISSION | SPECIAL PERMISSION | No. 678 (Amendment of August 4, 1953) | OF | MAY 13, 1941 |
| MISSOURI PUBLIC SERVICE COMMISSION | (AUTHORITY) (SPECIAL PERMISSION) | Rule 10 (j) No. 5076 (Amendment No. 5) | OF | CIRCULAR NO. 42 JULY 30, 1953 |
| NEVADA PUBLIC SERVICE COMMISSION | AUTHORITY | No. 792 | OF | AUGUST 27, 1924 |
| NEW JERSEY BOARD OF PUBLIC UTILITY COMMISSIONERS | AUTHORITY | | OF | APRIL 21, 1938 |
| NEW YORK PUBLIC SERVICE COMMISSION | AUTHORITY | 16 NYCRR 941.11 (j) | | |
| OHIO PUBLIC UTILITIES COMMISSION | SPECIAL PERMISSION | 10,496 (Amendment) | OF | AUGUST 6, 1953 |
| PENNSYLVANIA PUBLIC UTILITY COMMISSION | SPECIAL PERMISSION | No. 20200 (Amendment of July 30, 1953) | OF | MAY 20, 1941 |
| UTAH PUBLIC SERVICE COMMISSION | SPECIAL PERMISSION | No. 5507 | OF | MARCH 20, 1951 |
| VIRGINIA STATE CORPORATION COMMISSION | SPECIAL PERMISSION | File 1083 | OF | JUNE 2, 1943 |
| WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION | AUTHORITY | LSN Order No. 9329 | OF | MAY 12, 1965 |
| WISCONSIN PUBLIC SERVICE COMMISSION | APPROVAL | No. RR-849 | OF | APRIL 21, 1937 |

ISSUED BY
THE RAILWAY EQUIPMENT AND PUBLICATION COMPANY, Agent.

E. J. McFARLAND, Issuing Officer.
424 West 33rd Street, New York, N. Y. 10001

SECOND CLASS POSTAGE PAID AT NEW YORK, N. Y.

Entered as Second Class Matter July 6, 1937 at the Post Office at New York, N. Y., under the Act of March 3, 1879

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READING COMPANY.

Railway Express Agency, Inc. operates over this line. Pullman Sleeping Car Co. operates over this line. Limit of load weight above marked capacity may be such that combined weight of car and loading will not exceed axle load limits in accordance with A. A. R. Interchange Rule 86, unless stenciling on car indicates a lesser load limit.

FREIGHT EQUIPMENT - Reporting Marks - "R D G"
The freight cars of this Company are numbered and classified as follows:

| EVEN NUMBERS. A. A. R. Mark. Designation | | | MARKINGS AND KIND OF CARS. | NUMBERS. | DIMENSIONS. | | | | | | | | | | | | | | | | | | CAPACITY. | | Number of Cars. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | INSIDE. | | | OUTSIDE. | | | | | | | | | DOORS. | | | | | | Cable Feet Level Full. | Pounds or Gallons. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Length | Width | Height | LENGTH | | WIDTH | | HEIGHT FROM RAIL. | | | | | SIDE. | | | END. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | ft. | in. | ft. | in. | ft. | in. | ft. | in. | ft. | in. | ft. | in. | ft. | in. | ft. | | in. | | ft. | in. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 FM Flat..... Note AA | | 9100 | 44 4 | 10 | | 47 10 | 10 | | 4 | 0 1/2 | | 5 10 5/8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* Denotes additions. * Denotes increase. * Denotes reduction. (See Page xviii.)

* Denotes large cars within Plate C dimensions.

READING COMPANY—CONTINUED.

FREIGHT EQUIPMENT—Continued.

| Form Number A.R. Mark. Reducible | MARKINGS AND KIND OF CARS. | NUMBERS. | DIMENSIONS. | | | | | | | | | | | | | | | | CAPACITY. | | Number of Cars. | | | | |
|-------------------------------------|----------------------------------|-----------------|-------------|-------|--------|--|------------------------|--|------------------------|--|----------------------------------|-------------------------|-----------------------|------------------------|-----------------------|------------------------|-----|------|-----------|-----|--------------------------------|--------------------------|------------|------------|-----|
| | | | INSIDE. | | | OUTSIDE. | | | | | | | | | | DOORS. | | | | | | | | | |
| | | | Length | Width | Height | LENGTH | | WIDTH | | HEIGHT FROM RAIL. | | | | | | SIDE. | | END. | | | | | | | |
| | | | | | | At Base or Top of Sides or Platform | To Extreme Width | At Base or Top of Sides or Platform | To Extreme Width | To Base or Top of Sides or Platform | To Top of Running Board | To Extreme Height | Width of Open'g | Height of Open'g | Width of Open'g | Height of Open'g | | | | | | | | | |
| | | | ft. | in. | ft. | in. | ft. | in. | ft. | in. | ft. | in. | ft. | in. | ft. | in. | ft. | in. | ft. | in. | Cable Fast Level Full | Pounds or Gallons. | | | |
| | Brought forward..... | | | | | | | | | | | | | | | | | | | | | | 1899 | | |
| 1 | Gen. Steel Fixed Ends | 29050 to 29099 | 52 | 6 | 9 | 6 | 6 | 10 | 4 | 10 | 9 | 6 | 11 | 9 | 11 | 12 | 5 | | | | | 2847 | 145000 lb. | 50 | |
| 2 | Gen. Steel Drop Ends | 30000 to 30199 | 61 | 7 | 8 | 3 | 3 | 8 | 3 | 8 | 3 | 8 | 3 | 7 | 7 | 7 | 2 | | | | | 1510 | 140000 lb. | 68 | |
| 3 | Note O 2 | | | | | | | | | | | | | | | | | | | | | | 154000 lb. | 112 | |
| 4 | Gen. Steel Fixed Ends | 30200 to 30399 | 65 | 5 | 7 | 9 | 8 | 6 | 10 | 11 | 8 | 0 | 9 | 5 | 4 | 7 | 4 | | | | | 1777 | 140000 lb. | 69 | |
| 5 | Note O 2 | | | | | | | | | | | | | | | | | | | | | | 154000 lb. | 70 | |
| 6 | Gen. Steel Drop Ends | 30400 to 30549 | 65 | 6 | 7 | 7 | 3 | 8 | 10 | 4 | 8 | 9 | 8 | 9 | 7 | 1 | 7 | 1 | | | | | 1748 | 140000 lb. | 150 |
| 7 | Gen. Steel Fixed Ends | 31000 to 31199 | 65 | 6 | 7 | 7 | 3 | 8 | 10 | 3 | 8 | 8 | 9 | 4 | 1 | 9 | 7 | 1 | | | | | 1748 | 140000 lb. | 191 |
| 11 | Note O 2 | | | | | | | | | | | | | | | | | | | | | | 154000 lb. | 8 | |
| 12 | Gen. Steel Fixed Ends | 31200 to 31699 | 65 | 6 | 7 | 7 | 3 | 8 | 10 | 3 | 8 | 8 | 9 | 4 | 1 | 9 | 7 | 1 | | | | | 1748 | 140000 lb. | 453 |
| 13 | Note O 2 | | | | | | | | | | | | | | | | | | | | | | 154000 lb. | 17 | |
| 14 | Gen. Steel Fixed Ends | 32000 to 32999 | 52 | 6 | 9 | 6 | 8 | 6 | 10 | 3 | 10 | 3 | 10 | 3 | 6 | 7 | 1 | | | | | 1748 | 140000 lb. | 805 | |
| 15 | Note O 2 | | | | | | | | | | | | | | | | | | | | | | 154000 lb. | 98 | |
| 16 | Gen. Steel Fixed Ends | 33000 to 33999 | 52 | 6 | 9 | 6 | 8 | 6 | 10 | 4 | 10 | 4 | 7 | 1 | 1 | 1 | | | | | | | 1748 | 140000 lb. | 811 |
| 17 | Note Z Z | | | | | | | | | | | | | | | | | | | | | | 154000 lb. | 9 | |
| 21 | Gen. Steel Fixed Ends | | | | | | | | | | | | | | | | | | | | | | 154000 lb. | 122 | |
| 24 | Note H H | | | | | | | | | | | | | | | | | | | | | | 140000 lb. | 2 | |
| 26 | Gen. Steel Fixed Ends | 34000 to 34499 | 52 | 6 | 9 | 6 | 3 | 6 | 10 | 4 | 10 | 4 | 7 | 1 | 1 | 1 | | | | | | | 1748 | 140000 lb. | 95 |
| 27 | Note J J | | | | | | | | | | | | | | | | | | | | | | | 4 | |
| 28 | Gen. Steel Fixed Ends | | | | | | | | | | | | | | | | | | | | | | | 2 | |
| 29 | Note M M | | | | | | | | | | | | | | | | | | | | | | | 1 | |
| 30 | Gen. Steel Fixed Ends | | | | | | | | | | | | | | | | | | | | | | | 8 | |
| 31 | Gen. Steel Fixed Ends | | | | | | | | | | | | | | | | | | | | | | | 7 | |
| 32 | Gen. Steel Fixed Ends | | | | | | | | | | | | | | | | | | | | | | | 5 | |
| 33 | Note O 2 | | | | | | | | | | | | | | | | | | | | | | | 58 | |
| 34 | Gen. Steel Fixed Ends | 35000 to 35399 | 52 | 6 | 9 | 6 | 3 | 6 | 10 | 3 | 10 | 3 | 10 | 3 | 7 | 1 | 7 | 1 | | | | | 1748 | 140000 lb. | 889 |
| 35 | Gen. Steel Fixed Ends | | | | | | | | | | | | | | | | | | | | | | | 10 | |
| 36 | Gen. Steel Fixed Ends | *35400 to 35999 | 52 | 6 | 9 | 6 | 4 | 6 | | | | | | | | | | | | | | | | 154000 lb. | 10 |
| 37 | Gen. Steel Drop Ends | 36000 to 36149 | 52 | 6 | 9 | 6 | 3 | 6 | 10 | 4 | 10 | 9 | 6 | 1 | 7 | 1 | | | | | | | | 154000 lb. | 138 |
| 41 | Note M M | | | | | | | | | | | | | | | | | | | | | | | 1 | |
| 42 | Gen. Steel Drop Ends | | | | | | | | | | | | | | | | | | | | | | | 9 | |
| 43 | Note O 2 | | | | | | | | | | | | | | | | | | | | | | | 100 | |
| 44 | Gen. Steel Fixed Ends | 36200 to 36299 | 52 | 6 | 9 | 6 | 3 | 6 | 10 | 4 | 10 | 9 | 6 | 1 | 7 | 1 | | | | | | | | 208 | |
| 45 | Note M M | | | | | | | | | | | | | | | | | | | | | | | 7 | |
| 46 | Gen. Steel Fixed Ends | | | | | | | | | | | | | | | | | | | | | | | 1 | |
| 47 | Gen. Steel Fixed Ends | | | | | | | | | | | | | | | | | | | | | | | 1 | |
| 48 | Note Q Q | | | | | | | | | | | | | | | | | | | | | | | 1 | |
| 51 | Gen. Steel Fixed Ends | | | | | | | | | | | | | | | | | | | | | | | 4 | |
| 52 | Gen. Steel Fixed Ends | 37000 to 37039 | 62 | 6 | 9 | 6 | 3 | 6 | 10 | 4 | 10 | 4 | 7 | 1 | 1 | 1 | | | | | | | | 40 | |
| 53 | Gen. Steel Drop Ends | 38000 to 38099 | 52 | 6 | 9 | 6 | 3 | 6 | 10 | 8 | 10 | 8 | 7 | 3 | 7 | 3 | | | | | | | | 100 | |
| 54 | Hopper, Steel | 40001 to 40400 | 45 | 9 | 9 | 9 | 9 | 10 | 8 | 10 | 8 | 11 | 1 | 1 | 1 | 1 | | | | | | | | 400 | |
| 55 | Gen. Steel Fixed Ends | 41000 to 41139 | 39 | 9 | 5 | 4 | 11 | 10 | 10 | 11 | 3 | 4 | 10 | 8 | 11 | 3 | | | | | | | | 120 | |
| 56 | Note O 2 | | | | | | | | | | | | | | | | | | | | | | | 13 | |
| 57 | Gen. Steel Fixed Ends | 60000 to 60699 | 46 | 8 | 9 | 7 | 4 | 10 | 6 | 10 | 6 | 10 | 9 | 10 | 8 | 10 | 9 | | | | | | | 912 | |
| 58 | Note O 2 | | | | | | | | | | | | | | | | | | | | | | | 80 | |
| 59 | Hopper, Steel | *64000 to 64999 | 33 | 10 | 5 | 6 | 10 | 6 | 10 | 6 | 11 | 1 | 1 | 1 | 1 | 1 | | | | | | | | 22 | |
| 60 | Gen. Steel Fixed Ends | 65000 to 65999 | 31 | 9 | 9 | 4 | 10 | 6 | 10 | 6 | 11 | 1 | 1 | 1 | 1 | 1 | | | | | | | | 206 | |
| 61 | Gen. Steel Fixed Ends | 66000 to 66999 | 31 | 9 | 9 | 4 | 10 | 6 | 10 | 6 | 11 | 1 | 1 | 1 | 1 | 1 | | | | | | | | 375 | |
| 62 | Note O 2 | | | | | | | | | | | | | | | | | | | | | | | 2 | |
| | Forward..... | | | | | | | | | | | | | | | | | | | | | | | 7873 | |

* Denotes additions.

◆ Denotes increase.

▲ Denotes reduction.

(See Page xviii.)

READING COMPANY—CONTINUED.

FREIGHT EQUIPMENT Continued.

| Date L. & M. Description | MARKINGS AND KIND OF CARS | NUMBERS. | DIMENSIONS. | | | | | | | | | | | | | | CAPACITY. | | Number of Cars. | | |
|-----------------------------|---------------------------------|------------------|-------------|-------|--------|---------------------------------|--------------------|------------------------|--|-------------------------|------------------------|-------------------------|------------------------|-------------------------|-------|------|------------|-------|-----------------|--|------|
| | | | INSIDE. | | | OUTSIDE. | | | | | | DOORS. | | | | | | | | | |
| | | | Length | Width | Height | Length | | Width | | Height from Rail | | Side | | End | | | | | | | |
| | | | | | | At End or Top of Platform | Between Windows | To Extreme Width | To Eaves or Top of Roof or Platform | To Extreme Height | Width of Opening | Height of Opening | Width of Opening | Height of Opening | | | | | | | |
| ft. | in. | ft. | in. | ft. | in. | ft. | in. | ft. | in. | ft. | in. | ft. | in. | ft. | in. | ft. | in. | ft. | in. | | |
| Brought forward | | | | | | | | | | | | | | | | | | | | | 7873 |
| 1 | Coal, Super. Steel | 87000 to 87338 | 31 | 9 | 0 3/4 | 35 | 5 | 10 | 0 3/4 | 10 | 0 3/4 | 11 | 0 3/4 | 11 | 0 3/4 | 2028 | 110000 lb. | 60 | | | |
| 2 | " " " " | 87339 to 87999 | 31 | 9 | 0 3/4 | 35 | 5 | 10 | 0 3/4 | 10 | 0 3/4 | 11 | 0 3/4 | 11 | 0 3/4 | 2028 | 110000 lb. | 238 | | | |
| 3 | Coal, Super. Steel | 79000 to 79083 | 27 | 9 | 0 3/4 | 34 | 5 | 10 | 1 | 10 | 0 3/4 | 10 | 0 3/4 | 11 | 0 3/4 | 1898 | 110000 lb. | 28 | | | |
| 4 | " " " " | " " " " | " | " | " | " | " | " | " | " | " | " | " | " | " | 1714 | " | 2 | | | |
| 5 | " " " " | " " " " | " | " | " | " | " | " | " | " | " | " | " | " | " | 1898 | 110000 lb. | 3 | | | |
| 6 | " " " " | 79084 to 79133 | 27 | 9 | 0 3/4 | 34 | 5 | 10 | 1 | 10 | 0 3/4 | 10 | 0 3/4 | 11 | 0 3/4 | 1898 | 110000 lb. | 22 | | | |
| 7 | " " " " | " " " " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | 1 | | | |
| 8 | Coal, Super. Steel | 79134 | 31 | 9 | 0 3/4 | 35 | 5 | 10 | 0 3/4 | 10 | 0 3/4 | 11 | 0 3/4 | 11 | 0 3/4 | 2028 | 110000 lb. | 1 | | | |
| 9 | " " " " | 79135 to 79169 | 31 | 9 | 0 3/4 | 35 | 5 | 10 | 0 3/4 | 10 | 0 3/4 | 11 | 0 3/4 | 11 | 0 3/4 | 1898 | 110000 lb. | 30 | | | |
| 10 | " " " " | *79170 to 79199 | 45 | 9 | 10 | 7 | 50 | 10 | 8 | 4 | 10 | 8 | 8 | 7 | 14 | 8 | 15 | 6 | 4050 | | |
| 11 | Coal, Super. Steel | 79200 to 79249 | 27 | 9 | 0 3/4 | 34 | 5 | 10 | 1 | 10 | 0 3/4 | 10 | 0 3/4 | 11 | 0 3/4 | 1898 | 110000 lb. | 15 | | | |
| 12 | " " " " | " " " " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | 27 | | | |
| 13 | " " " " | 79250 to 79349 | 27 | 9 | 0 3/4 | 34 | 5 | 10 | 1 | 10 | 0 3/4 | 10 | 0 3/4 | 11 | 0 3/4 | 1898 | 110000 lb. | 35 | | | |
| 14 | " " " " | " " " " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | 53 | | | |
| 15 | " " " " | 79350 to 79449 | 27 | 9 | 0 3/4 | 34 | 5 | 10 | 1 | 10 | 0 3/4 | 10 | 0 3/4 | 11 | 0 3/4 | 1898 | 110000 lb. | 58 | | | |
| 16 | " " " " | " " " " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | 32 | | | |
| 17 | " " " " | 79450 to 79549 | 27 | 9 | 0 3/4 | 34 | 5 | 10 | 1 | 10 | 0 3/4 | 10 | 0 3/4 | 11 | 0 3/4 | 1898 | 110000 lb. | 30 | | | |
| 18 | " " " " | " " " " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | 51 | | | |
| 19 | " " " " | 79550 to 79649 | 27 | 9 | 0 3/4 | 34 | 5 | 10 | 1 | 10 | 0 3/4 | 10 | 0 3/4 | 11 | 0 3/4 | 1898 | 110000 lb. | 73 | | | |
| 20 | " " " " | " " " " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | 21 | | | |
| 21 | " " " " | 79650 to 79899 | 27 | 9 | 0 3/4 | 34 | 5 | 10 | 1 | 10 | 0 3/4 | 10 | 0 3/4 | 11 | 0 3/4 | 1898 | 110000 lb. | 200 | | | |
| 22 | " " " " | *79900 to 79922 | 31 | 9 | 0 3/4 | 35 | 5 | 10 | 0 3/4 | 10 | 0 3/4 | 11 | 0 3/4 | 11 | 0 3/4 | 2028 | 110000 lb. | 43 | | | |
| 23 | " " " " | *79923 to 79999 | 45 | 9 | 10 | 7 | 53 | 10 | 8 | 4 | 10 | 8 | 8 | 7 | 14 | 8 | 15 | 6 | 4050 | | |
| 24 | Coal, Super. Steel | 80000 to 80999 | 31 | 9 | 0 3/4 | 35 | 5 | 10 | 0 3/4 | 10 | 0 3/4 | 11 | 0 3/4 | 11 | 0 3/4 | 2028 | 110000 lb. | 238 | | | |
| 25 | " " " " | 81000 to 81999 | 31 | 9 | 0 3/4 | 35 | 5 | 10 | 0 3/4 | 10 | 0 3/4 | 11 | 0 3/4 | 11 | 0 3/4 | 2028 | 110000 lb. | 70 | | | |
| 26 | " " " " | 82000 to 82749 | 31 | 9 | 0 3/4 | 35 | 5 | 10 | 0 3/4 | 10 | 0 3/4 | 11 | 0 3/4 | 11 | 0 3/4 | 2028 | 110000 lb. | 171 | | | |
| 27 | " " " " | 83000 to 83999 | 31 | 9 | 0 3/4 | 35 | 5 | 10 | 0 3/4 | 10 | 0 3/4 | 11 | 0 3/4 | 11 | 0 3/4 | 2028 | 110000 lb. | 3575 | | | |
| 28 | " " " " | " " " " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | 50 | | | |
| 29 | " " " " | 88000 to 88499 | 31 | 9 | 0 3/4 | 35 | 5 | 10 | 0 3/4 | 10 | 0 3/4 | 11 | 0 3/4 | 11 | 0 3/4 | 2028 | 110000 lb. | 414 | | | |
| 30 | " " " " | 89000 to 89499 | 31 | 9 | 0 3/4 | 35 | 5 | 10 | 0 3/4 | 10 | 0 3/4 | 11 | 0 3/4 | 11 | 0 3/4 | 2028 | 110000 lb. | 198 | | | |
| 31 | " " " " | 90700 to 90709 | 31 | 9 | 0 3/4 | 35 | 5 | 10 | 0 3/4 | 10 | 0 3/4 | 11 | 0 3/4 | 11 | 0 3/4 | 2028 | 110000 lb. | 2 | | | |
| 32 | " " " " | 90710 to 90739 | 31 | 9 | 0 3/4 | 35 | 5 | 10 | 0 3/4 | 10 | 0 3/4 | 11 | 0 3/4 | 11 | 0 3/4 | 2028 | 110000 lb. | 2 | | | |
| 33 | " " " " | 90798 | 31 | 9 | 0 3/4 | 35 | 5 | 10 | 0 3/4 | 10 | 0 3/4 | 11 | 0 3/4 | 11 | 0 3/4 | 2028 | 110000 lb. | 1 | | | |
| 34 | " " " " | 90810 to 90817 | 31 | 9 | 0 3/4 | 35 | 5 | 10 | 0 3/4 | 10 | 0 3/4 | 11 | 0 3/4 | 11 | 0 3/4 | 2028 | 110000 lb. | 2 | | | |
| 35 | " " " " | 90818 | 31 | 9 | 0 3/4 | 35 | 5 | 10 | 0 3/4 | 10 | 0 3/4 | 11 | 0 3/4 | 11 | 0 3/4 | 2028 | 110000 lb. | 1 | | | |
| 36 | " " " " | 90819 to 90821 | 31 | 9 | 0 3/4 | 35 | 5 | 10 | 0 3/4 | 10 | 0 3/4 | 11 | 0 3/4 | 11 | 0 3/4 | 2028 | 110000 lb. | 3 | | | |
| 37 | " " " " | 90822 to 90829 | 31 | 9 | 0 3/4 | 35 | 5 | 10 | 0 3/4 | 10 | 0 3/4 | 11 | 0 3/4 | 11 | 0 3/4 | 2028 | 110000 lb. | 100 | | | |
| 38 | " " " " | 94000 to 94074 | 31 | 9 | 0 3/4 | 35 | 5 | 10 | 0 3/4 | 10 | 0 3/4 | 11 | 0 3/4 | 11 | 0 3/4 | 2028 | 110000 lb. | 5 | | | |
| 39 | " " " " | 99000 to 99004 | 31 | 9 | 0 3/4 | 35 | 5 | 10 | 0 3/4 | 10 | 0 3/4 | 11 | 0 3/4 | 11 | 0 3/4 | 2028 | 110000 lb. | 1 | | | |
| 40 | " " " " | 99005 to 99007 | 31 | 9 | 0 3/4 | 35 | 5 | 10 | 0 3/4 | 10 | 0 3/4 | 11 | 0 3/4 | 11 | 0 3/4 | 2028 | 110000 lb. | 3 | | | |
| 41 | " " " " | 99008 to 99013 | 31 | 9 | 0 3/4 | 35 | 5 | 10 | 0 3/4 | 10 | 0 3/4 | 11 | 0 3/4 | 11 | 0 3/4 | 2028 | 110000 lb. | 5 | | | |
| 42 | " " " " | 99045 to 99049 | 31 | 9 | 0 3/4 | 35 | 5 | 10 | 0 3/4 | 10 | 0 3/4 | 11 | 0 3/4 | 11 | 0 3/4 | 2028 | 110000 lb. | 5 | | | |
| 43 | " " " " | 99050 | 31 | 9 | 0 3/4 | 35 | 5 | 10 | 0 3/4 | 10 | 0 3/4 | 11 | 0 3/4 | 11 | 0 3/4 | 2028 | 110000 lb. | 1 | | | |
| 44 | " " " " | 103000 to 103289 | 31 | 9 | 0 3/4 | 35 | 5 | 10 | 0 3/4 | 10 | 0 3/4 | 11 | 0 3/4 | 11 | 0 3/4 | 2028 | 110000 lb. | 18 | | | |
| 45 | " " " " | " " " " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | 10 | | | |
| 46 | " " " " | 104000 to 104699 | 31 | 9 | 0 3/4 | 35 | 5 | 10 | 0 3/4 | 10 | 0 3/4 | 11 | 0 3/4 | 11 | 0 3/4 | 2028 | 110000 lb. | 118 | | | |
| 47 | " " " " | " " " " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | 31 | | | |
| 48 | " " " " | 105000 to 105299 | 31 | 9 | 0 3/4 | 35 | 5 | 10 | 0 3/4 | 10 | 0 3/4 | 11 | 0 3/4 | 11 | 0 3/4 | 2028 | 110000 lb. | 1 | | | |
| 49 | " " " " | " " " " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | 7 | | | |
| 50 | " " " " | 105300 to 105499 | 31 | 9 | 0 3/4 | 35 | 5 | 10 | 0 3/4 | 10 | 0 3/4 | 11 | 0 3/4 | 11 | 0 3/4 | 2028 | 110000 lb. | 2 | | | |
| 51 | " " " " | " " " " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | 6 | | | |
| 52 | " " " " | " " " " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | 9 | | | |
| 53 | " " " " | " " " " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | 3 | | | |
| 54 | " " " " | " " " " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | 2 | | | |
| 55 | " " " " | " " " " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | 11 | | | |
| 56 | " " " " | " " " " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | 3 | | | |
| 57 | " " " " | " " " " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | 14283 | | | |

* Denotes additions. ♦ Denotes increase. † Denotes reduction. (See Page xviii.)

Denotes large cars within Plate C dimensions.

READING COMPANY—CONTINUED.

FREIGHT EQUIPMENT—Continued.

| CITY. | Number of Cars. | MARKINGS AND KIND OF CARS. | NUMBERS. | DIMENSIONS. | | | | | | | | | | | | | | CAPACITY. | | Number of Cars. | | |
|-------|-----------------|----------------------------|------------------|-------------|-------|--------|----------|-------|--------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------------------------|------------------|-----------------|-------|-------|
| | | | | INSIDE. | | | OUTSIDE. | | | | | | DOORS. | | | | | Cubics Feet Level Full. | Tons or Gallons. | | | |
| | | | | Length | Width | Height | Length | Width | Height | From Rail | From Rail | From Rail | From Rail | From Rail | From Rail | From Rail | From Rail | | | | | |
| | | | | ft. | in. | ft. | in. | ft. | in. | ft. | in. | ft. | in. | ft. | in. | ft. | in. | ft. | in. | | | |
| | 7873 | Brought forward | | | | | | | | | | | | | | | | | | | | 14223 |
| | 29 | Box Steel Note AAA | 108000 to 108799 | 40 | 6 | 9 2 | 10 6 | 44 4 | 10 4 | 10 5 | 5 9 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 109 | | | |
| | 238 | " " Note Z B, AAA | " | " | " | " | " | " | 10 4 | " | " | 14 5 1/2 | " | " | " | " | " | 11000 lb. | 79 | | | |
| | 28 | " " Note MM | " | " | " | " | " | " | 10 4 | " | " | 14 5 1/2 | " | " | " | " | " | 10000 lb. | 2 | | | |
| | 3 | " " Wood Lining | 107000 to 107499 | 40 | 6 | 9 2 | 10 6 | 44 4 | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 85 | | | |
| | 23 | " " Note PP | " | " | " | " | " | " | 10 4 | " | " | 14 5 1/2 | " | " | " | " | " | " | 1 | | | |
| | 1 | " " Wood Lining | " | " | " | " | " | " | 10 5 | " | " | 14 5 1/2 | " | " | " | " | " | " | 1 | | | |
| | 1 | " " Wood Lining | " | " | " | " | " | " | 10 4 | " | " | 14 5 1/2 | " | " | " | " | " | 11000 lb. | 54 | | | |
| | 80 | " " Wood Lining | 107500 to 107999 | 40 | 6 | 9 2 | 10 6 | 44 4 | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 43 | | | |
| | 3 | " " Note Z B | " | " | " | " | " | " | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 32 | | | |
| | 15 | " " Wood Lining | 108000 to 108499 | 40 | 6 | 9 2 | 10 6 | 44 4 | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 151 | | | |
| | 27 | " " Note Z B | " | " | " | " | " | " | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 152 | | | |
| | 35 | " " Wood Lining | 108500 to 108999 | 40 | 6 | 9 2 | 10 6 | 44 4 | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 247 | | | |
| | 53 | " " Note Z B | " | " | " | " | " | " | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 41 | | | |
| | 58 | " " Steel | 109000 to 109499 | 40 | 6 | 9 2 | 10 6 | 44 4 | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 60 | | | |
| | 83 | " " Wood Lining | " | " | " | " | " | " | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 82 | | | |
| | 20 | " " Note Z B | " | " | " | " | " | " | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 81 | | | |
| | 51 | " " Steel | 110000 to 110499 | 40 | 6 | 9 2 | 10 6 | 44 4 | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 28 | | | |
| | 78 | " " Wood Lining | " | " | " | " | " | " | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 124 | | | |
| | 31 | " " Note Z B | " | " | " | " | " | " | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 37 | | | |
| | 290 | " " Steel | 111000 to 111499 | 40 | 6 | 9 2 | 10 6 | 44 4 | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 86 | | | |
| | 49 | " " Note Z B | " | " | " | " | " | " | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 72 | | | |
| | 23 | " " Steel | 111500 to 111999 | 40 | 6 | 9 2 | 10 6 | 44 4 | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 37 | | | |
| | 298 | " " Note Z B | " | " | " | " | " | " | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 61 | | | |
| | 76 | " " Steel | 112000 to 112499 | 40 | 6 | 9 2 | 10 6 | 44 4 | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 176 | | | |
| | 171 | " " Note Z B | " | " | " | " | " | " | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 59 | | | |
| | 3075 | " " Steel | 112500 to 112999 | 40 | 6 | 9 2 | 10 6 | 44 4 | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 78 | | | |
| | 50 | " " Note Z B | " | " | " | " | " | " | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 13 | | | |
| | 494 | " " Steel | 113000 to 113499 | 40 | 6 | 9 2 | 10 6 | 44 4 | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 30 | | | |
| | 198 | " " Note Z B | " | " | " | " | " | " | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 28 | | | |
| | 2 | " " Steel | 113500 to 113999 | 40 | 6 | 9 2 | 10 6 | 44 4 | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 68 | | | |
| | 1 | " " Note Z B | " | " | " | " | " | " | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 39 | | | |
| | 2 | " " Steel | 114000 to 114499 | 40 | 6 | 9 2 | 10 6 | 44 4 | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 19 | | | |
| | 1 | " " Note Z B | " | " | " | " | " | " | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 61 | | | |
| | 3 | " " Steel | 114500 to 114999 | 40 | 6 | 9 2 | 10 6 | 44 4 | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 176 | | | |
| | 106 | " " Note Z B | " | " | " | " | " | " | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 59 | | | |
| | 5 | " " Steel | 115000 to 115499 | 40 | 6 | 9 2 | 10 6 | 44 4 | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 78 | | | |
| | 66 | " " Note Z B | " | " | " | " | " | " | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 13 | | | |
| | 5 | " " Steel | 115500 to 115999 | 40 | 6 | 9 2 | 10 6 | 44 4 | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 30 | | | |
| | 5 | " " Note Z B | " | " | " | " | " | " | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 28 | | | |
| | 5 | " " Steel | 116000 to 116499 | 40 | 6 | 9 2 | 10 6 | 44 4 | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 12 | | | |
| | 1 | " " Note Z B | " | " | " | " | " | " | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 13 | | | |
| | 18 | " " Steel | 116500 to 116999 | 40 | 6 | 9 2 | 10 6 | 44 4 | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 13 | | | |
| | 10 | " " Note Z B | " | " | " | " | " | " | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 13 | | | |
| | 118 | " " Steel | 117000 to 117499 | 40 | 6 | 9 2 | 10 6 | 44 4 | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 13 | | | |
| | 31 | " " Note Z B | " | " | " | " | " | " | 10 4 | 10 5 | 5 8 | 14 5 1/2 | 15 | 15 | 8 | 9 10 | 880 | 10000 lb. | 13 | | | |
| | | Total | | | | | | | | | | | | | | | | | | | 16703 | |

RECAPITULATION OF CAR EQUIPMENT.

| CLASS X—Box Car Type. | | | | | | | | | | CLASS Y—Box Car Type. | | | | | | | | | |
|---|---------------|----------------|----------|--------------------|-----------------|-----------------|---------------|--------------|---------------|---|---------------|----------------|----------|--------------------|-----------------|-----------------|---------------|--------------|---------------|
| AGGREGATE AND AVERAGE | | | | | | | | | | AGGREGATE AND AVERAGE | | | | | | | | | |
| | Inside Length | Number of Cars | Capacity | Aggregate Capacity | Marked Capacity | Actual Capacity | Actual Length | Actual Width | Actual Height | | Inside Length | Number of Cars | Capacity | Aggregate Capacity | Marked Capacity | Actual Capacity | Actual Length | Actual Width | Actual Height |
| | ft. in. | | | | | | ft. in. | ft. in. | ft. in. | | ft. in. | | | | | | ft. in. | ft. in. | ft. in. |
| 1,000 lbs. | 40 5 | 347 | 347 | 1,395,177 | 1,395,177 | 1,395,177 | 40 5 | 10 6 | 9 2 | 58 | 40 5 | 347 | 347 | 1,395,177 | 1,395,177 | 1,395,177 | 40 5 | 10 6 | 9 2 |
| " | 40 5 | 41 | 2891 | 110,000 | 110,000 | 110,000 | 40 5 | 10 6 | 9 2 | 58 | 40 5 | 41 | 2891 | 110,000 | 110,000 | 110,000 | 40 5 | 10 6 | 9 2 |
| " | 40 5 | 158 | 3 1/2 | 569,400 | 100,000 | 100,000 | 40 5 | 10 6 | 9 2 | 58 | 40 5 | 158 | 3 1/2 | 569,400 | 100,000 | 100,000 | 40 5 | 10 6 | 9 2 |
| " | 40 5 | 56 | 3713 | 207,512 | 110,000 | 110,000 | 40 5 | 10 6 | 9 2 | 58 | 40 5 | 56 | 3713 | 207,512 | 110,000 | 110,000 | 40 5 | 10 6 | 9 2 |
| " | 40 5 | 158 | 3 1/2 | 569,400 | 100,000 | 100,000 | 40 5 | 10 6 | 9 2 | 58 | 40 5 | 158 | 3 1/2 | 569,400 | 100,000 | 100,000 | 40 5 | 10 6 | 9 2 |
| " | 40 5 | 91 | 3842 | 521,440 | 110,000 | 110,000 | 40 5 | 10 6 | 9 2 | 58 | 40 5 | 91 | 3842 | 521,440 | 110,000 | 110,000 | 40 5 | 10 6 | 9 2 |
| " | 40 5 | 158 | 3 1/2 | 569,400 | 100,000 | 100,000 | 40 5 | 10 6 | 9 2 | 58 | 40 5 | 158 | 3 1/2 | 569,400 | 100,000 | 100,000 | 40 5 | 10 6 | 9 2 |
| 1,000 lbs. | 40 5 | 414 | 3848 | 1,395,177 | 110,000 | 110,000 | 40 5 | 10 6 | 9 2 | 58 | 40 5 | 414 | 3848 | 1,395,177 | 110,000 | 110,000 | 40 5 | 10 6 | 9 2 |
| " | 40 5 | 46 | 4782 | 210,972 | 100,000 | 100,000 | 40 5 | 10 6 | 9 2 | 58 | 40 5 | 46 | 4782 | 210,972 | 100,000 | 100,000 | 40 5 | 10 6 | 9 2 |
| " | 40 5 | 42 | 4782 | 210,972 | 100,000 | 100,000 | 40 5 | 10 6 | 9 2 | 58 | 40 5 | 42 | 4782 | 210,972 | 100,000 | 100,000 | 40 5 | 10 6 | 9 2 |
| " | 40 5 | 158 | 3 1/2 | 569,400 | 100,000 | 100,000 | 40 5 | 10 6 | 9 2 | 58 | 40 5 | 158 | 3 1/2 | 569,400 | 100,000 | 100,000 | 40 5 | 10 6 | 9 2 |
| " | 40 5 | 158 | 3 1/2 | 569,400 | 100,000 | 100,000 | 40 5 | 10 6 | 9 2 | 58 | 40 5 | 158 | 3 1/2 | 569,400 | 100,000 | 100,000 | 40 5 | 10 6 | 9 2 |
| 1,000 lbs. | 40 5 | 61 | 4850 | 266,400 | 110,000 | 110,000 | 40 5 | 10 6 | 9 2 | 58 | 40 5 | 61 | 4850 | 266,400 | 110,000 | 110,000 | 40 5 | 10 6 | 9 2 |
| " | 40 5 | 70 | 4850 | 266,400 | 110,000 | 110,000 | 40 5 | 10 6 | 9 2 | 58 | 40 5 | 70 | 4850 | 266,400 | 110,000 | 110,000 | 40 5 | 10 6 | 9 2 |
| " | 40 5 | 77 | 4850 | 266,400 | 110,000 | 110,000 | 40 5 | 10 6 | 9 2 | 58 | 40 5 | 77 | 4850 | 266,400 | 110,000 | 110,000 | 40 5 | 10 6 | 9 2 |
| 14289 | 40 5 | 1 | 4782 | 4,782 | 100,000 | 100,000 | 40 5 | 10 6 | 9 2 | 58 | 40 5 | 1 | 4782 | 4,782 | 100,000 | 100,000 | 40 5 | 10 6 | 9 2 |
| Total | | | | | | | | | | Total | | | | | | | | | |
| 5,147 | | | | | | | | | | 5,147 | | | | | | | | | |
| 12,914,154 | | | | | | | | | | 12,914,154 | | | | | | | | | |
| Average actual capacity per car for commodity loadings..... | | | | | | | | | | Average actual capacity per car for commodity loadings..... | | | | | | | | | |
| 4104 | | | | | | | | | | 4104 | | | | | | | | | |
| Main Box XM— | | | | | | | | | | Main Box XM— | | | | | | | | | |
| Cars of 100,000 lbs. capacity..... | | | | | | | | | | Cars of 100,000 lbs. capacity..... | | | | | | | | | |
| 1,828 | | | | | | | | | | 1,828 | | | | | | | | | |
| Cars of 110,000 lbs. "..... | | | | | | | | | | Cars of 110,000 lbs. "..... | | | | | | | | | |
| 189 | | | | | | | | | | 189 | | | | | | | | | |
| Box (XNL)— | | | | | | | | | | Box (XNL)— | | | | | | | | | |
| Cars of 100,000 lbs. capacity..... | | | | | | | | | | Cars of 100,000 lbs. capacity..... | | | | | | | | | |
| 129 | | | | | | | | | | 129 | | | | | | | | | |
| Cars of 110,000 lbs. "..... | | | | | | | | | | Cars of 110,000 lbs. "..... | | | | | | | | | |
| 165 | | | | | | | | | | 165 | | | | | | | | | |
| Box (XMP)— | | | | | | | | | | Box (XMP)— | | | | | | | | | |
| Cars of 100,000 lbs. capacity..... | | | | | | | | | | Cars of 100,000 lbs. capacity..... | | | | | | | | | |
| 4 | | | | | | | | | | 4 | | | | | | | | | |
| Automobile (XAP)— | | | | | | | | | | Automobile (XAP)— | | | | | | | | | |
| Cars of 100,000 lbs. capacity..... | | | | | | | | | | Cars of 100,000 lbs. capacity..... | | | | | | | | | |
| 62 | | | | | | | | | | 62 | | | | | | | | | |
| Cars of 110,000 lbs. "..... | | | | | | | | | | Cars of 110,000 lbs. "..... | | | | | | | | | |
| 19 | | | | | | | | | | 19 | | | | | | | | | |
| Cars of 120,000 lbs. "..... | | | | | | | | | | Cars of 120,000 lbs. "..... | | | | | | | | | |
| 4 | | | | | | | | | | 4 | | | | | | | | | |
| Cars of 200,000 lbs. "..... | | | | | | | | | | Cars of 200,000 lbs. "..... | | | | | | | | | |
| 7 | | | | | | | | | | 7 | | | | | | | | | |
| Total Box Cars (Includes all class X and V cars)..... | | | | | | | | | | Total Box Cars (Includes all class X and V cars)..... | | | | | | | | | |
| 3,144 | | | | | | | | | | 3,144 | | | | | | | | | |

READING COMPANY-CONTINUED.

RECAPITULATION OF CAR EQUIPMENT-Continued.

| Class G—Gondola Car Type. | | | | | | Class F—Flat Car Type. | | | | | |
|--|-----------------------|----------------|------------------------|--------------------------|-----------------|-----------------------------|-----------------------|----------------|------------------------|--------------------------|-----------------|
| A.A.R. Mech. | Inside Length ft. in. | Number of Cars | Capacity of Cubic Feet | Marked Capacity (Pounds) | Weight (Pounds) | A.A.R. Mech. | Inside Length ft. in. | Number of Cars | Capacity of Cubic Feet | Marked Capacity (Pounds) | Weight (Pounds) |
| Design. | ft. in. | | | | | Design. | ft. in. | | | | |
| G1 .. 46 .. 6 .. 7 .. 1285 .. 140,000 | | | | | | F1 .. 52 11 .. 5 .. 875,000 | | | | | |
| G2 .. 46 .. 6 .. 17 .. 1285 .. 140,000 | | | | | | F2 .. 57 11 .. 1 .. 250,000 | | | | | |
| G3 .. 52 6 .. 2,255 .. 1745 .. 140,000 | | | | | | F3 .. 44 4 .. 1 .. 490,000 | | | | | |
| G4 .. 52 6 .. 495 .. 1745 .. 140,000 | | | | | | | | | | | |
| G5 .. 52 6 .. 69 .. 1510 .. 140,000 | | | | | | | | | | | |
| G6 .. 52 6 .. 112 .. 1510 .. 140,000 | | | | | | | | | | | |
| G7 .. 52 6 .. 674 .. 1745 .. 140,000 | | | | | | | | | | | |
| G8 .. 52 6 .. 175 .. 1745 .. 140,000 | | | | | | | | | | | |
| G9 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G10 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G11 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G12 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G13 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G14 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G15 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G16 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G17 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G18 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G19 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G20 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G21 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G22 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G23 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G24 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G25 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G26 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G27 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G28 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G29 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G30 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G31 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G32 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G33 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G34 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G35 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G36 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G37 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G38 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G39 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G40 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G41 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G42 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G43 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G44 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G45 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G46 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G47 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G48 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G49 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G50 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G51 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G52 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G53 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G54 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G55 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G56 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G57 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G58 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G59 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G60 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G61 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G62 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G63 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G64 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G65 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G66 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G67 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G68 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G69 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G70 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G71 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G72 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G73 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G74 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G75 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G76 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G77 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G78 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G79 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G80 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G81 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G82 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G83 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G84 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G85 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G86 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G87 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G88 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G89 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G90 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G91 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G92 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G93 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G94 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G95 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G96 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G97 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G98 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G99 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |
| G100 .. 52 6 .. 70 .. 1745 .. 140,000 | | | | | | | | | | | |

MAINTENANCE OF WAY EQUIPMENT.

This Company does not permit its Maintenance of Way car equipment to be used in Commercial Service.

Transportation—90001 to 93517, 95720 to 95612..... 153

Note—Covered hopper cars in series 93502 to 93521 stencilled for "Dry Sand Only" are assigned for loading Company Engine Sand on the Pennsylvania-Reading Seashore Lines.

Note A—Cars numbered 19270 to 19300 have DF-2 equipment and 9 Belt Rails. Cars numbered 19301 to 19325 have DF-2 equipment and 19 Belt Rails.

Note B—Cars in series 19106 to 19199, 19400 to 19440 and car numbered 19478 are equipped with perforated metal lining for auto body parts loading.

Note C—Individual numbers of cars in series 9200 to 9249 equipped with fixed bulkheads to handle plaster-board and differing in A. A. R. Mech. Designation and inside dimensions from other cars in same series; A. A. R. Mech. Designation FMS, inside length 42 ft., inside width 10 ft., inside height 6 ft. 6 in.: 9200 9204 9209 9216 9217 9225 9232 9238 9237 9245

Note D—Individual numbers of cars in series 79000 to 79033 inclusive, differing in cubical capacity from other cars in same series, capacity 1,714 cu. ft.: 79002 79003

Note E—Cars in series 18000 to 18109 and 19200 to 19275 are equipped with DF-1 Equipment. Cars numbered 19200 to 19204 have eight cross-member side rails and cars numbered 18035 to 18109, 19200 to 19244 and 19290 to 19295 have nine cross-member side rails. Cars numbered 19225 has thirteen cross-member side rails.

Note F—Opening 7 ft. 8 in. wide, 1 ft. 9 in. high, 25 ft. 2 in. long.

Note G—Opening 7 ft. 6 in. wide, 1 ft. 9 in. high, 25 ft. 2 in. long.

Note H—Car No. 90050 is equipped with steel loading floor and has 2 six-wheel trucks. Spacing between truck centers 41 ft.; between axles 4 ft. 6 in. Height above top of rail to center of gravity, 23 1/2 inches; light-weight 124,800 pounds.

Note J—Cars in series 99000 to 99004 are equipped with posts for handling steel plates from Coatesville, Pa. These cars have 2 four-wheel trucks. Spacing between truck centers 35 ft.; between axles 5 ft. 8 in. Height above top of rail to center of gravity, 30 1/2 inches; light-weight 72,800 pounds.

Note K—Individual numbers of cars in series 26100 to 26399, and 34400 to 34499 equipped with 12 controlled discharge containers and differing in A. A. R. Mech. Designation from other cars in same series; A. A. R. Mech. Designation LG:

K1 K3 34079 34330 34458
36710 34010 34130 34399 34437

Note M—Individual numbers of cars in series 34000 to 34499, 36000 to 36149 and 36500 to 36734 equipped with cradles to handle coiled sheet steel, and differing in A. A. R. Mech. Designation from other cars in same series; A. A. R. Mech. Designation GBS:

M1 34000 M3 36504 36561 36603
34056 36036 36534 36539 36642 36673

Note N—Individual numbers of cars in series 105000 to 105299, 105300 to 105499 and 110200 to 110299 equipped to handle automobile cushion springs and differing in A. A. R. Mech. Designation from other cars in same series; A. A. R. Mech. Designation XAP:

N1 105001 105300 105287 N3 105281 105416 105488 N5 110200
105201 105416 105407 105292 105340 105394 105433 110217 110234

Note O—Individual numbers of cars in series 36100 to 36399, 36000 to 36199, 36200 to 36399, 31000 to 31199, 31200 to 31699, 32000 to 32999, 33000 to 33999, 34000 to 34499, 35000 to 35299, 35300 to 36149, 36500 to 36734, 41000 to 41199, 42000 to 42999, 79200 to 79249, 79250 to 79349, 79350 to 79449, 79450 to 79499, 79500 to 79549 and 79600 to 79699 differing in pounds capacity from other cars in same series; capacity 154,000 pounds:

O1 26723 30021 30058 30063 30129 30165 O3 30244 30295 30306
30114 30244 30024 30060 30064 30131 30167 30200 30216 30236 30370
30132 30247 30028 30068 30068 30132 30169 30217 30237 30307 30371
30130 30781 30068 30064 30101 30133 30170 30203 30252 30307 30372
30400 30833 30021 30067 30101 30133 30170 30203 30252 30307 30372
30424 30838 30023 30070 30104 30133 30170 30203 30252 30307 30372
30462 30838 30027 30071 30107 30140 30179 30213 30266 30326 30391
30505 O5 30208 30073 30149 30181 30214 30266 30326 30391
30512 30001 30040 30074 30110 30144 30182 30215 30270 30327 30392
30509 30003 30041 30077 30112 30147 30183 30217 30272 30328 30393
30536 30042 30042 30115 30149 30186 30219 30270 30329 30390
30601 30007 30045 30080 30116 30154 30188 30223 30270 30329 30393
30605 30009 30047 30080 30117 30155 30192 30225 30270 30329 30393
30615 30012 30049 30083 30121 30158 30192 30225 30270 30329 30393
30624 30015 30051 30083 30121 30158 30192 30225 30270 30329 30393
30629 30016 30053 30087 30125 30162 30195 30224 30269 30329 30393
30701 30018 30053 30088 30127 30164 30196 30229 30270 30329 30393
30713 30019 30057 30091 30128 30164 30197 30233 30270 30329 30393

Note O—Continued.

| | | | | | |
|-------|-------|-------|-------|-------|-------|
| 31042 | 32514 | 32106 | 32510 | 34141 | 35317 |
|-------|-------|-------|-------|-------|-------|

READING COMPANY—CONTINUED.

Note VV—Cars in series 17100 to 17149 are equipped with 10 ft. Plug Doors, Load Dividers and Side Fillers.

Note XX—Individual number of car in series 105300 to 105499 equipped with modified "DP" Loaders, to handle floor tile between Kankakee, Ill. and Lancaster, Pa. and differing in A. A. R. Mech. Designation and pounds capacity from other cars in same series: A. A. R. Mech. Designation XMI, capacity 110,000 pounds; 105377

Note ZZ—Individual numbers of cars in series 33000 to 33099 equipped with permanent metal posts for Diagonal Steel Plates Loading and differing in A. A. R. Mech. Designation and pounds capacity from other cars in same series: A. A. R. Mech. Designation GBS, capacity 154,000 pounds; 33051 33083 33105 33194 33267 33333 33553 33575 33692

Note AAA—Individual numbers of cars in series 100000 to 100599 equipped with plywood bulkheads for doorway protection: 100307 100374 100620

FREIGHT CONNECTIONS AND JUNCTION POINTS.

Numbers in parenthesis indicate miles from Philadelphia, Pa.

| | | | | |
|--|--|--|--|--|
| Baltimore & Ohio— Edinburg, Pa. (4)..... Eldystown, Pa. (4)..... Elamers Junction, Del..... Philadelphia, Pa..... Wilmington, Del. (11)..... | Ironton— Catawquus, Pa. (97)..... Lehigh & New England— Tamaqua, Pa. (68)..... Lehigh Valley— Allentown, Pa. (68)..... Bethlehem, Pa. (54) (Note 2)..... Catasauqua, Pa. (69)..... Manville (Port Reading Junction), N. J. (54)..... New York Central— Newberry Jct., Pa. (202)..... | Pennsylvania—Continued. Coatesville, Pa. (79)..... Columbia, Pa. (104) (Note 2)..... Conshohocken, Pa. (13)..... Downingtown, Pa. (38) (Note 2)..... Gettysburg Jct. (Carlisle), Pa. (139)..... Gray's Ferry, Pa. (Phila.) (4) (Note 1)..... Harrisburg, Pa. (119)..... Lancaster, Pa. (100) (Note 2)..... Landisville, Pa. (Note 1)..... Lebanon, Pa. (96)..... Milton, Pa. (170) (Note 2)..... Montgomery, Pa. (125) (Note 2)..... Newberry Jct., Pa. (202)..... North Philadelphia, Pa. (22nd St.) (13) (Note 1)..... Philadelphia (Kensington-Richmond Jct.) (Pa. 74)..... | Pennsylvania—Continued. Reading, Pa. (Note 2)..... Shippensburg, Pa. (153)..... Summerdale, Pa. (Note 2)..... Thurlow Chester, Pa. (19)..... Trenton, N. J. (54)..... Williamsport, Pa. (Note 2)..... Wilmington, Del. (113)..... Penn. Reading Seaboard Lines— Camden (Basson St.), N. J..... Philadelphia Belt— Philadelphia, Pa..... Philadelphia, Bethlehem & New England— Bethlehem, Pa. (54)..... Stanton & Highspire— Steelton, Pa..... | Trenton - Princeton Traction Co.— Trenton, N. J. (95)..... Upper Merion & Plymouth— Conshohocken, Pa..... Swedeland, Pa..... West Conshohocken, Pa..... Western Maryland— Gettysburg, Pa. (160)..... Lurgan, Pa. (153)..... Shippensburg, Pa. (153)..... Note 1 —Track connection but not used as a regular interchange point. Note 2 —Switching only; not used as interchange point on road-haul traffic. <i>Apr., 1966.</i> |
|--|--|--|--|--|

Reading Company *TRC April 1966*

TRAILER, CONTAINER AND CHASSIS EQUIPMENT.

The Trailers, Containers or Chassis of this Company are marked "Reading" and "Reading Lines" and are numbered and classified as follows:

| ITEM NUMBER A. A. R. Road Designation | TYPE OF TRAILERS, CONTAINERS OR CHASSIS | NUMBERS | State in which licensed | DIMENSIONS | | | | | | DOORS | | | CAPACITY | | Light Weight Pounds | Type of Tie-downs | Brakes - "A" or "V" | Axles - "S" or "T" | Electrical System (Volts) | King Pin Setting (Inches) | Spring deflection under Capacity Load (Inches) | Tire Size and Type of Wheel "B" or "D" | Total Trailers, Containers or Chassis | | | | | | | |
|--|---|------------------------|-------------------------|------------|-------|--------|---------|--------------------|----------------------------------|-----------------------|------------------------|---------------|----------|-----|---------------------------|-------------------|---------------------|--------------------|---------------------------|---------------------------|---|--|--|----|----|----|-------------|-------------|-------------|----|
| | | | | INSIDE | | | OUTSIDE | | | Width of Open'g | Height of Open'g | Cubic Feet | Pounds | | | | | | | | | | | | | | | | | |
| | | | | Length | Width | Height | Length | Width at Top | Ex- trance Height Empty | | | | | | | | | | | | | | | | | | | | | |
| | | | | ft. | in. | ft. | in. | ft. | in. | ft. | in. | ft. | in. | | | | | | | | | | | | | | | | | |
| | TRAILERS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | Open Top, Frameless, Wood Fl., Side Door (Frachauf), Note A | 33-OT-8, 33-OT-9 Pa. | | 32 | 9 | 7 | 5 | 6 | 8 | 33 | 9 | 7 | 11 | 12 | 1 | 6 | 11 | (Open Top) | 1619 | 29105 | 10685 | ① | A | T | 12 | 36 | 1 | 10:00 x 20D | 1 | |
| 3 | Flat Bed, Frame, Wood Floor (Richtsmann) | 35-F-4 to 35-F-13 Pa. | | 35 | ... | 8 | ... | 4 | 8 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 29600 | 10400 | ① | A | T | 12 | 36 | 1 | 10:00 x 20D | 1 | | |
| 8 | Open Top, Frameless, Wood Floor, Side Door (Strick), Note A | 35-OT-1 to 35-OT-9 Pa. | | 34 | ... | 7 | 8 | 6 | 8 | 35 | ... | 8 | ... | 11 | 2 | 6 | 11 | (Open Top) | 1657 | 29625 | 10475 | ② | A | T | 12 | 36 | 1 | 10:00 x 20D | 1 | |
| 4 | Flat Bed, Frame, Wood Floor (Frachauf), Note A | 40-F-1 to 40-F-4 Pa. | | 40 | ... | 8 | ... | 4 | 9 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 48050 | 11850 | ③ | A | T | 12 | 36 | 1 | 10:00 x 20D | 4 | | |
| 5 | Flat Bed, Frame, Wood Floor (Trailco), Note A | 40-F-5 to 40-F-12 Pa. | | 40 | ... | 8 | ... | 4 | 8 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 48200 | 11800 | ② | A | T | 12 | 36 | 1 | 10:00 x 20D | 4 | | |
| 6 | Van, Frameless, Wood Fl., (Gindy) Side Door. | 131 to 165 Pa. | | 34 | 6 | 7 | 9 | 7 | 11 | 35 | ... | 8 | ... | 12 | 6 | 7 | 8 | 7 | 6 | 2116 | 29400 | 10600 | ② | A | T | 12 | 36 | 1 | 10:00 x 20D | 25 |
| 7 | Open Top, Frameless, Wood Floor, Side Door, (Strick) | 3200 to 3203 Pa. | | 31 | 9 | 7 | 4 | 6 | 8 | 32 | 11 | 8 | ... | 11 | ... | 6 | 11 | 6 | ... | 1550 | 29700 | 10300 | ① | A | T | 12 | 36 | 1 | 10:00 x 20D | 4 |
| 11 | Van, Frameless, Wood Fl., (Strick) Side Door. | 3567 to 3596 Pa. | | 34 | 6 | 7 | 9 | 7 | 11 | 35 | ... | 8 | ... | 12 | 6 | 7 | 8 | 7 | 8 | 2116 | 29580 | 10680 | ② | A | T | 12 | 36 | 1 | 10:00 x 20D | 25 |
| 12 | " | 4001 to 4030 Pa. | | 39 | 6 | 7 | 9 | 7 | 11 | 40 | ... | 8 | ... | 12 | 6 | 7 | 8 | 7 | 8 | 2423 | 28960 | 11010 | ② | A | T | 12 | 36 | 1 | 10:00 x 20D | 25 |
| 18 | " (Trailmobile) | 4031 to 4050 Pa. | | 38 | 11 | 7 | 8 | 8 | ... | 40 | ... | 8 | ... | 12 | 6 | 7 | 8 | 7 | 8 | 2424 | 28400 | 11510 | ② | A | T | 12 | 36 | 1 | 10:00 x 20D | 25 |
| 14 | " | 4081 to 4090 Pa. | | 38 | 11 | 7 | 8 | 8 | ... | 40 | ... | 8 | ... | 12 | 6 | 7 | 8 | 7 | 8 | 2424 | 28400 | 11510 | ② | A | T | 12 | 36 | 1 | 10:00 x 20D | 25 |
| 15 | " (Gindy) | 4091 to 4100 Pa. | | 39 | 1 | 7 | 8 | 8 | 1 | 40 | ... | 8 | ... | 12 | 6 | 7 | 7 | 7 | 8 | 2424 | 29000 | 11000 | ② | A | T | 12 | 36 | 1 | 10:00 x 20D | 25 |
| 16 | " | 4051 to 4080 Pa. | | 39 | 6 | 7 | 9 | 7 | 11 | 40 | ... | 8 | ... | 12 | 6 | 7 | 8 | 7 | 6 | 2423 | 28960 | 11370 | ② | A | T | 12 | 36 | 1 | 10:00 x 20D | 25 |
| 17 | Van, Frameless, Wood Fl., Side Dr. (Highway) | 85118 to 35126 Pa. | | 34 | 6 | 7 | 9 | 7 | 11 | 35 | ... | 8 | ... | 12 | 6 | 7 | 7 | 7 | 6 | 2116 | 28650 | 10650 | ... | A | T | 12 | 36 | 1 | 10:00 x 20D | 25 |
| 21 | Van, Frameless, Wood Floor, Side Door (Trailmobile) | 200001 to 200103 Pa. | | 39 | 5 | 7 | 8 | 7 | 11 | 40 | ... | 8 | ... | 12 | 6 | 7 | 8 | 7 | 11 | 2282 | 48250 | 11750 | ② | A | T | 12 | 36 | 1 | 10:00 x 20D | 25 |
| 22 | Open Top, Frameless, Wood Floor (Trail- mobile), Note A | 400001 to 400024 Pa. | | 30 | 5 | 7 | 8 | 7 | 7 | 40 | ... | 8 | ... | 12 | 6 | 7 | 8 | 7 | 2 | 2202 | 48900 | 11100 | ② | A | T | 12 | 36 | 1 | 10:00 x 20D | 25 |
| | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

① Trailers in series 33-OT-8, 33-OT-9, are equipped with tie-down attachments, snubbers, chains and supporting jacks for tie-down with "ACF" retractable trailer hitch.

② Trailers in series 35-OT-1 to 35-OT-9, 35-F-4 to 35-F-13, 3567 to 3596 are equipped for tie-down with "ACF" retractable hitch.

Loading ramps are located at Harrisburg, Pa., Hershey, Pa., Lancaster, Pa., Philadelphia, Pa., Port Reading, N. J., Reading, Pa., Swedeland, Pa., and Temple, Pa.

Note A—Trailers numbered 33-OT-8, 33-OT-9, 35-OT-1 to 35-OT-9, 40-F-1 to 40-F-12 and 400001 to 400024 are equipped with chains and binders. Cubic capacity shown for these trailers is capacity to top of rub rail.

Report movements to, send mileage and per diem reports to, and for balances covering trailers remit to or draw on J. P. Ascher, Supt. Car Service, 550 Reading Terminal, Philadelphia Pa. 19107.

Send bills for repairs, requisitions for material for repairs and all reports of trailers reightweighed and stencilled to F. G. Fisher, Chief Mech. Office, Reading, Pa. 19601.

Apr., 1966.

Maine Central Railroad Company

TRAILER, CONTAINER AND CHASSIS EQUIPMENT.

The Trailers, Containers or Chassis of this Company are marked "Maine Central R. R. Co." or "MECZ" and are numbered and classified as follows:

| ITEM NUMBER A. A. R. Road Designation | TYPE OF TRAILERS, CONTAINERS OR CHASSIS | NUMBERS | State in which licensed | DIMENSIONS | | | | | | | | DOORS | | CAPACITY | | Light Weight Pounds | Type of Tie-downs | Brakes - "A" or "V" | Axles - "S" or "T" | Electrical System (Volts) | King Pin Setting (Inches) | Spring deflection under Capacity Load (Inches) | Tire Size and Type of Wheel "B" or "D" | Total Trailers, Containers or Chassis | | | |
|--|--|----------------|-------------------------|------------|-------|--------|--------|--------------------|-----------------------------------|-----|-----|--------------------|---------------------|---------------|--------|---|-------------------|---------------------|--------------------|---------------------------|---------------------------|---|--|--|-----|------------|-----|
| | | | | INSIDE | | | | OUTSIDE | | | | Width of Open'g | Height of Open'g | Cubic Feet | Pounds | | | | | | | | | | | | |
| | | | | Length | Width | Height | Length | Width at Top | Knee- truss Height Empty | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | ft. | in. | | | | | | | | | | | | | | ft. | in. | ft. |
| 81 ... | TRAILERS Van, Closed, Insulated, Remed. Aluminum (Note A) | 750001, 750002 | Me. | 34 | 1 | 7 | 1 | 7 | 2 | 35 | ... | 8 | ... | 12 | 1 | (End 7 1 7 8 R. Side 8 8 6 10) | 1735 | 35600 | 12300 | .. | A | T | 12 | 36 | 3/4 | 10:00 x 20 | 2 |
| | Total..... | | | | | | | | | | | | | | | | | | | | | | | | | | |

Loading ramps are located at following points: Bangor, Me.; Dixfield, Me.; Lewiston, Me.; Machias, Me.; Portland, Me.; Rockland, Me.; Waterville, Me.

Note A—Trailers No. MECZ 750001 and 750002 are equipped with "Cargo-Guard" 2,000 B. T. U. per hour heaters and four 30 pounds gas supply tanks. Capacity of trailers with heaters 1,730 cu. ft.

Report movements and send mileage and per diem reports covering trailers to E. K. Goddard, Mgr., Car Acct. & Stat., Portland, Me.

For balances remit to or draw on H. N. Foster, Treasurer, Portland, Me.

Send bills for repairs to trailers to J. Michaels, Aud. Disb., Portland, Me.

Send requisitions for material to repair trailers to T. F. Roche, Gen. Supt. Kpr., Portland, Me.

All reports of trailers reightweighed and stencilled should be sent to B. E. Baker, Vice Pres., Mech. and Stores, Portland, Me.

Apr., 1966.