

XMa

107500 - 107999

(500 cars)

40' 6" I.L., 50 ton capacity, 3898 CU.FT.
8' door

107500 - 107999 built 1948 under AFE #15769 by American Car & Foundry,
 for \$4,267.70 each ACF Lot #FC-3306

Longevity of XMa 107500-107999

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500  = January 1950.
497  = July 1953.
496  = July 1956.
496  = October 1957.
496  = April 1958.
491  = July 1960.
490  = July 1961.
488  = October 1962...125 sold to Chicago Leasing,
314  = July 1963.....
252  = January 1964...all rated for 50 ton.
  75  = April 1966..... 32 rated for 55 ton.
  21  = April 1969..... 15 rated for 55 ton.
  21  = January 1970.
  55  = April 1971.....all rated for 55 ton.
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Longevity of XMa 110000 - 110059

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57  = January 1970...13 retired in 12-  -70
 4  = January 1976...@ 55 ton capacity
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READING COMPANY FREIGHT CAR DATA, CLASS XMa, COMPILED BY JOHN W. HALL

In 1953 the American Can Company opened a new plant in Camp Hill, PA. Fifty 40' box cars were reconditioned and consigned to this company and stenciled "FOR LOADING TO READING COMPANY POINTS ONLY, WHEN EMPTY RETURN TO READING COMPANY, CAMP HILL, PA".

Cars used were class XMy 107000-107499, XMa 107500-107999 and class XMb 108000-108499. Later, an additional 25 cars were added, then another 25, then 16 more, totaling 116 cars. As of April, 1955 there were 100 cars assigned to Camp Hill, 39 XMy, 25 XMa and 36 XMb. As class XMv box cars were reconditioned in 1960, 100 in series 113000-113099 were slated to be placed in Camp Hill service to replace class XMa, XMb and XMy cars. As of June, 1961 there were 61 cars in Camp Hill service, of which 15 were in the 113000 series.

Cars stenciled for CAMP HILL: (see RDG CO drawing #36771-C)

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XMa      Stenciled      Stencil      ( * = on June 1961 list)
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*107523   10-12-55      2-19-63
107525
107541
107552     5-11-53
*107597
*107612     9-29-53
*107626
107634     5-11-53
*107643     5-14-53
*107651
*107657     5-13-53
107670
107717     5- 8-53      7- 5-61
*107730
107731     5- 8-53      8-15-57
*107734     5-14-53
107735     5-14-53
*107737
*107740
*107774                2- 1-62
107798     5-18-53
107799                4-19-60
*107805     9-26-55
*107814    10-24-55
*107837     5-18-53
107846                7- 7-60
107937     5-11-53
107944     5-12-53
107947     5-13-53
*107967
107974    10-27-55
*107982    11- 1-55
  
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READING COMPANY FREIGHT CAR DATA, CLASS XMa, COMPILED BY JOHN W. HALL

"FOR GROUND COAL LOADING
ONLY. RETURN WHEN EMPTY
TO READING COMPANY"

	stenciled	stencil removed
107512	5-26-58	
107681	5-28-58	
107966		6-29-61

200 Box Cars sold to Chicago Freight Car Leasing Company. (45 XMa)
repaired/released in April-May 1963.
(MEC number series includes 25 XMw box cars, 130 XMy boxcars)

107504 = 8730	5-24-63	107749 = 8753	5- 1-63
107511 = 8731	4-10-63	107772 = 8754	4-15-63
107517 = 8732	5-23-63	107779 = 8755	4- 8-63
107525 = 8733	4- 5-63	107791 = 8756	5- 9-63
107530 = 8734	4-12-63	107820 = 8757	4- 8-63
107531 = 8735	5- 7-63	107828 = 8758	4-15-63
107534 = 8736	5- 2-63	107829 = 8759	4-24-63
107535 = 8737	5- 3-63	107836 = 8760	4-29-63
107545 = 8738	4-10-63	107840 = 8761	5-13-63
107557 = 8739	4-23-63	107849 = 8762	4-16-63
107573 = 8740	5- 7-63	107859 = 8763	4-10-63
107584 = 8741	4-23-63	107870 = 8764	5-15-63
107623 = 8742	5-24-63	107874 = 8765	4-25-63
107641 = 8743	5-17-63	107880 = 8766	5-13-63
107642 = 8744	5- 9-63	107886 = 8767	5- 7-63
107644 = 8745	5- 1-63	107896 = 8768	5-16-63
107649 = 8746	5-13-63	107907 = 8769	5-15-63
107694 = 8747	4-23-63	107934 = 8770	5-21-63
107696 = 8748	4-19-63	107936 = 8771	5-10-63
107697 = 8749	5-15-63	107952 = 8772	4- 9-63
107705 = 8750	5-16-63	107965 = 8773	4-19-63
107707 = 8751	4-17-63	107977 = 8774	4-23-63
107747 = 8752	4-16-63		

60 XMa box cars refinanced, reclassified and renumbered from November 1963 -
January 1964, to number series 110000 - 110059, under AFE #22724.

READING COMPANY FREIGHT CAR DATA, CLASS XMa, COMPILED BY JOHN W. HALL

125 XMa sold to Chicago Freight Car Leasing Company...Leased to C&O,
reconditioned under AFE# 22154, Aug-Oct 1962, numbered C&O 29000-29299.
(C&O number series includes 125 XMa box cars, 175 XMy box cars)

107500 = 29277	107638 = 29243	107794 = 29201	107898 = 29228
107502 = 29244	107640 = 29232	107799 = 29290	107899 = 29198
107505 = 29251	107645 = 29268	107800 = 29266	107910 = 29258
107506 = 29200	107647 = 29248	107802 = 29259	107912 = 29247
107515 = 29214	107653 = 29215	107806 = 29252	107913 = 29296
107536 = 29237	107654 = 29205	107809 = 29222	107917 = 29197
107538 = 29191	107655 = 29192	107810 = 29187	107922 = 29175
107539 = 29293	107659 = 29273	107813 = 29274	107925 = 29235
107542 = 29283	107674 = 29280	107818 = 29281	107926 = 29288
107543 = 29193	107680 = 29203	107825 = 29208	107929 = 29181
107552 = 29184	107692 = 29221	107826 = 29216	107933 = 29188
107556 = 29176	107693 = 29186	107827 = 29204	107935 = 29179
107566 = 29240	107698 = 29202	107833 = 29224	107940 = 29271
107567 = 29227	107706 = 29223	107843 = 29218	107944 = 29233
107570 = 29295	107708 = 29254	107847 = 29238	107947 = 29185
107576 = 29285	107714 = 29245	107850 = 29282	107949 = 29229
107577 = 29210	107716 = 29272	107852 = 29195	107950 = 29297
107578 = 29206	107726 = 29287	107853 = 29249	107953 = 29234
107581 = 29256	107731 = 29230	107855 = 29262	107959 = 29226
107586 = 29217	107732 = 29239	107856 = 29294	107964 = 29189
107590 = 29276	107733 = 29207	107860 = 29196	107968 = 29298
107599 = 29242	107738 = 29231	107861 = 29209	107973 = 29299
107601 = 29213	107740 = 29190	107864 = 29183	107976 = 29265
107607 = 29246	107744 = 29275	107865 = 29264	107979 = 29284
107608 = 29291	107746 = 29260	107866 = 29177	107980 = 29225
107610 = 29241	107766 = 29269	107872 = 29279	107981 = 29178
107628 = 29180	107767 = 29212	107875 = 29250	107984 = 29236
107629 = 29219	107770 = 29211	107887 = 29199	107985 = 29292
107632 = 29270	107774 = 29257	107889 = 29194	107986 = 29286
107633 = 29182	107775 = 29253	107890 = 29289	107989 = 29263
107635 = 29261	107793 = 29278	107891 = 29267	107994 = 29220
			107995 = 29255

READING COMPANY FREIGHT CAR DATA, CLASS XMa, COMPILED BY JOHN W. HALL

80 XMa repaired and sold to Baltimore & Ohio Railroad in July-August 1964, to B&O class M-24a, number series 168500 - 168579.

(A total of 310 cars were sold to B&O, including 125 XMb and 105 XMy)

107508 = 168533	107660 = 168571	107735 = 168512	107869 = 168575
107522 = 168511	107663 = 168526	107748 = 168544	107882 = 168560
107526 = 168551	107667 = 168536	107760 = 168565	107892 = 168573
107527 = 168554	107671 = 168543	107761 = 168501	107893 = 168555
107551 = 168579	107675 = 168537	107762 = 168504	107895 = 168503
107569 = 168515	107678 = 168528	107777 = 168577	107901 = 168522
107574 = 168569	107679 = 168549	107783 = 168547	107909 = 168527
107585 = 168567	107688 = 168535	107784 = 168564	107915 = 168505
107588 = 168542	107689 = 168563	107787 = 168574	107921 = 168570
107591 = 168518	107690 = 168578	107792 = 168509	107948 = 168546
107592 = 168538	107691 = 168510	107808 = 168513	107951 = 168552
107594 = 168502	107699 = 168525	107817 = 168540	107955 = 168558
107600 = 168533	107701 = 168521	107822 = 168523	107960 = 168532
107606 = 168548	107709 = 168500	107830 = 168561	107969 = 168529
107620 = 168557	107715 = 168508	107832 = 168519	107970 = 168534
107625 = 168517	107723 = 168568	107837 = 168514	107972 = 168516
107627 = 168556	107724 = 168506	107838 = 168541	107975 = 168545
107630 = 168550	107725 = 168520	107844 = 168539	107978 = 168531
107637 = 168566	107727 = 168530	107851 = 168507	107987 = 168576
107652 = 168524	107729 = 168572	107867 = 168562	107990 = 168559

25 XMa reconditioned...to RBLb 19276 - 19300 August-Sept. 1965?

107520, 107560, 107... ???

25 XMa Reconditioned, Lengthened to 50'6", and equipped with DF-2 Loader Equipment for General Service, to class XMLc, number series 19301 - 19325, November-December 1965, and released to Plymouth, Michigan:

107519, 107541, 107553, 107562, 107564, 107593, 107612, 107631, 107650, 107657, 107664, 107669, 107676, 107717, 107734, 107759, 107771, 107773, 107786, 107797, 107815, 107824, 107928, 107939, 107967.

READING COMPANY FREIGHT CAR DATA, CLASS XMa, COMPILED BY JOHN W. HALL

40 XMa "stretched" to 50' class XMla, series 18110-18149 in 1965
under AFE #23528:

old #	new #	rebuilt	New Lt Wt	old #	new #	rebuilt	New Lt Wt
107512	to 18137	on	4- 5-65 45900#	107704	to 18146	on	4- 7-65 4....#
107518	to 18147	on	3-24-65 45600#	107718	to 18131	on	3-30-65 4....#
107521	to 18143	on	4- 6-65 45400#	107722	to 18110	on	3-16-65 4....#
107544	to 18116	on	3-18-65 46000#	107742	to 18123	on	3-22-65 4....#
107565	to 18121	on	3-22-65 45900#	107764	to 18120	on	3-19-65 4....#
107587	to 18128	on	3-25-65 45500#	107782	to 18138	on	4- 5-65 4....#
107598	to 18133	on	3-31-65 46000#	107790	to 18144	on	4- 6-65 4....#
107604	to 18134	on	3-31-65 45900#	107796	to 18118	on	3-18-65 4....#
107605	to 18132	on	4- 1-65 46000#	107798	to 18112	on	3-16-65 4....#
107609	to 18135	on	4- 1-65 46300#	107803	to 18126	on	3-24-65 4....#
107616	to 18125	on	3-24-65 45900#	107812	to 18124	on	3-24-65 4....#
107624	to 18148	on	3-24-65 45600#	107816	to 18122	on	3-22-65 4....#
107634	to 18129	on	3-25-65 45700#	107839	to 18141	on	4- 6-65 4....#
107636	to 18130	on	3-30-65 45900#	107923	to 18115	on	3-17-65 4....#
107656	to 18119	on	3-19-65 46000#	107924	to 18136	on	4- 5-65 4....#
107666	to 18142	on	4- 6-65 45800#	107942	to 18127	on	3-24-65 4....#
107668	to 18117	on	3-18-65 46000#	107963	to 18145	on	4- 7-65 4....#
107684	to 18140	on	4- 5-65 4....#	107988	to 18149	on	3-24-65 4....#
107685	to 18139	on	4- 6-65 46000#	107993	to 18114	on	3-17-65 4....#
107695	to 18113	on	3-17-65 45900#	107996	to 18111	on	3-16-65 4....#

50 XMa "stretched" to 50' class XMlh, series 19950-19999 in 1968
under AFE #24871:

10 XMa listed as Retired in July 1971 and Sold to Philadelphia National
Bank for \$1275 each, along with 30 XMy and 60 XMb (total of 100)
Presumably a "Buy-Back" Program.

107507	107523	107528	107532	107700
107814	107819	107916	107971	107999

READING COMPANY FREIGHT CAR DATA, CLASS XMa, COMPILED BY JOHN W. HALL

number	built	retired/reclassified	notes	XMa
107500	7- -48	9-14-62	became C&O 29277	
107501	7- -48			
107502	7- -48	10-11-62	became C&O 29244	
107503	7- -48	11-27-63	became RDG 110013	
107504	7- -48	5-24-63	became MEC 8730	
107505	7- -48	10- 3-62	became C&O 29251	
107506	7- -48	11-14-62	became C&O 29200	
107507	7- -48	7- -71	retired...sold to Phila Nat Bank for \$1275	
107508	7- -48	8-10-64	became B&O 168533, class M-24a	
107509	7- -48	1-31-64	became RDG 110059	
107510	7- -48			
107511	7- -48	4-10-63	became MEC 8731	
107512	7- -48	4- 5-65	rebuilt to XMa 18137	
107513	7- -48			
107514	7- -48			
107515	7- -48	11- 8-62	became C&O 29214...retired 10- -73 as XMa	
107516	7- -48	12-20-63	became RDG 110021	
107517	- -48	5-23-63	became MEC 8732	
107518	- -48	3-24-65	rebuilt to XMa 18147	
107519	- -48	11- 9-65	rebuilt to XMLc 19302	
107520	- -48	9-17-65	rebuilt to RBLb 19296	
107521	- -48	4- 6-65	rebuilt to XMa 18143	
107522	- -48	8- 4-64	became B&O 168511, class M-24a	
107523	8- -48	7- -71	retired...sold to Phila Nat Bank for \$1275	
107524	8- -48	1-25-65	retired	
107525	8- -48	4- 5-63	became MEC 8733	
107526	8- -48	8-13-64	became B&O 168551, class M-24a	
107527	8- -48	8-14-64	became B&O 168554, class M-24a	
107528	8- -48	7- -71	retired...sold to Phila Nat Bank for \$1275	
107529	8- -48	12-12-63	became RDG 110017	
107530	8- -48	4-12-63	became MEC 8734	
107531	8- -48	5- 7-63	became MEC 8735	
107532	8- -48	7- -71	retired...sold to Phila Nat Bank for \$1275	
107533	8- -48			
107534	8- -48	5- 2-63	became MEC 8736	
107535	8- -48	5- 3-63	became MEC 8737	
107536	8- -48	10-19-62	became C&O 29237	
107537	8- -48	3- -71	retired	
107538	8- -48	11-16-62	became C&O 29191...retired 5- -74 as XMa	
107539	8- -48	8-28-62	became C&O 29293	
107540	8- -48	1- 6-64	became RDG 110027	
107541	8- -48	12- 6-65	rebuilt to XMLc 19325	
107542	8- -48	9- 7-62	became C&O 29283	
107543	8- -48	11-16-62	became C&O 29193	
107544	8- -48	3-18-65	rebuilt to XMa 18116	
107545	8- -48	4-10-63	became MEC 8738	
107546	8- -48			
107547	8- -48	1- 7-64	became RDG 110031	
107548	8- -48	3- -71	retired	
107549	8- -48	1-31-64	became RDG 110058	

READING COMPANY FREIGHT CAR DATA, CLASS XMa, COMPILED BY JOHN W. HALL

number	built	retired/reclassified	notes	XMa
107550	8- -48			
107551	8- -48	8-19-64	became B&O 168579, class M-24a	
107552	8- -48	11-20-62	became C&O 29184	
107553	8- -48	11-16-65	rebuilt to XMLc 19307	
107554	8- -48	3- -71	retired	
107555	8- -48			
107556	8- -48	11-20-62	became C&O 29176	
107557	8- -48	4-23-63	became MEC 8739	
107558	8- -48	1-22-64	became RDG 110047	
107559	8- -48			
107560	8- -48	8-25-65	rebuilt to RBLb 19277	
107561	8- -48			
107562	8- -48	11-16-65	rebuilt to XMLc 19310	
107563	8- -48			
107564	8- -48	11-24-65	rebuilt to XMLc 19315	
107565	8- -48	3-22-65	rebuilt to XMLa 18121	
107566	8- -48	10-16-62	became C&O 29240	
107567	8- -48	10-30-62	became C&O 29227	
107568	8- -48	11- 5-63	became RDG 110000	
107569	8- -48	8- 5-64	became B&O 168515, class M-24a	
107570	8- -48	8-24-62	became C&O 29295	
107571	8- -48			
107572	8- -48	4- -59	wrecked	
107573	8- -48	5- 7-63	became MEC 8740	
107574	8- -48	8-18-64	became B&O 168569, class M-24a	
107575	8- -48	12-16-63	became RDG 110018	
107576	8- -48	9- 7-62	became C&O 29285	
107577	8- -48	11-12-62	became C&O 29210	
107578	8- -48	11-13-62	became C&O 29206	
107579	8- -48			
107580	8- -48			
107581	8- -48	9-27-62	became C&O 29256	
107582	8- -48	1-25-65	retired	
107583	8- -48	1-10-52	wrecked on Great Northern	
107584	8- -48	4-23-63	became MEC 8741	
107585	8- -48	8-18-64	became B&O 168567, class M-24a	
107586	8- -48	11- 7-62	became C&O 29217	
107587	8- -48	3-25-65	rebuilt to XMLa 18128	
107588	8- -48	8-11-64	became B&O 168542, class M-24a	
107589	8- -48	1-17-64	became RDG 110045	
107590	8- -48	9-14-62	became C&O 29276	
107591	8- -48	8- 6-64	became B&O 168518, class M-24a	
107592	8- -48	8-11-64	became B&O 168538, class M-24a	
107593	8- -48	11-16-65	rebuilt to XMLc 19306	
107594	8- -48	7-31-64	became B&O 168502, class M-24a	
107595	8- -48			
107596	8- -48	7- -50	wrecked	
107597	8- -48			
107598	8- -48	3-31-65	rebuilt to XMLa 18133	
107599	8- -48	10-15-62	became C&O 29242...retired 5- -74 as XMa	

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READING COMPANY FREIGHT CAR DATA, CLASS XMa, COMPILED BY JOHN W. HALL

number	built	retired/reclassified	notes	XMa
107600	8- -48	8-13-64	became B&O 168553, class M-24a	
107601	8- -48	11- 9-62	became C&O 29213...wrecked 7-28-67 as C&O	
107602	8- -48	11-21-63	became RDG 110009	
107603	8- -48	9- 2-65	rebuilt to RBLb 19281	
107604	8- -48	3-31-65	rebuilt to XMa 18134	
107605	8- -48	4- 1-65	rebuilt to XMa 18132	
107606	8- -48	8-13-64	became B&O 168548, class M-24a	
107607	8- -48	10- 4-62	became C&O 29246...wrecked 12-30-68 as C&O	
107608	8- -48	8-30-62	became C&O 29291	
107609	8- -48	4- 1-65	rebuilt to XMa 18135	
107610	8- -48	10-16-62	became C&O 29241	
107611	8- -48	1-22-64	became RDG 110046	
107612	8- -48	12- 1-65	rebuilt to XMLc 19318	
107613	8- -48			
107614	8- -48	1- 8-64	became RDG 110033	
107615	8- -48			
107616	8- -48	3-24-65	rebuilt to XMa 18125	
107617	8- -48	1- 6-64	became RDG 110028	
107618	8- -48	12- 3-63	became RDG 110015	
107619	8- -48			
107620	8- -48	8-14-64	became B&O 168557, class M-24a	
107621	8- -48	12-20-63	became RDG 110022	
107622	8- -48	1-30-64	became RDG 110056	
107623	8- -48	5-24-63	became MEC 8742	
107624	8- -48	3-24-65	rebuilt to XMa 18148	
107625	8- -48	8- 5-64	became B&O 168517, class M-24a	
107626	8- -48	9-10-65	rebuilt to RBLb 19287	
107627	8- -48	8-14-64	became B&O 168556, class M-24a	
107628	8- -48	11-20-62	became C&O 29180	
107629	8- -48	11- 7-62	became C&O 29219	
107630	8- -48	8-13-64	became B&O 168550, class M-24a	
107631	8- -48	11- 9-65	rebuilt to XMLc 19301	
107632	8- -48	9-18-62	became C&O 29270...retired 3- -74 as XMa	
107633	8- -48	11-20-62	became C&O 29182...retired 12- -74 as XMa	
107634	8- -48	3-25-65	rebuilt to XMa 18129	
107635	8- -48	9-26-62	became C&O 29261...retired 10- -73 as XMa	
107636	8- -48	3-30-65	rebuilt to XMa 18130	
107637	8- -48	8-17-64	became B&O 168566, class M-24a	
107638	8- -48	10-15-62	became C&O 29243	
107639	8- -48			
107640	8- -48	10-24-62	became C&O 29232...retired 8- -73 as XMy	
107641	8- -48	5-17-63	became MEC 8743	
107642	8- -48	5- 9-63	became MEC 8744	
107643	8- -48			
107644	8- -48	5- 1-63	became MEC 8745	
107645	8- -48	9-19-62	became C&O 29268	
107646	8- -48	11-18-63	became RDG 110007	
107647	8- -48	10- 4-62	became C&O 29248...retired 12- -73 as XMa	
107648	8- -48			
107649	8- -48	5-13-63	became MEC 8746	

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READING COMPANY FREIGHT CAR DATA, CLASS XM_a, COMPILED BY JOHN W. HALL

number	built	retired/reclassified	notes	XM _a
107650	8- -48	11-24-65	rebuilt to XMLc 19316	
107651	8- -48			
107652	8- -48	8- 7-64	became B&O 168524, class M-24a	
107653	8- -48	11- 9-62	became C&O 29215	
107654	8- -48	11-13-62	became C&O 29205	
107655	8- -48	11-16-62	became C&O 29192...retired 12- -74 as XM _a	
107656	8- -48	3-19-65	rebuilt to XM_{1a} 18119	
107657	8- -48	12- 1-65	rebuilt to XMLc 19321	
107658	8- -48	12- -62	wrecked on Long Island RR 11- 2-62	
107659	8- -48	9-17-62	became C&O 29273...wrecked 11-20-68 as C&O	
107660	8- -48	8-18-64	became B&O 168571, class M-24a	
107661	8- -48			
107662	8- -48			
107663	8- -48	8- 7-64	became B&O 168526, class M-24a	
107664	8- -48	11-24-65	rebuilt to XMLc 19312	
107665	8- -48	9- 2-65	rebuilt to RBLb 19282	
107666	8- -48	4- 6-65	rebuilt to XM_{1a} 18142	
107667	8- -48	8-11-64	became B&O 168536, class M-24a	
107668	8- -48	3-18-65	rebuilt to XM_{1a} 18117	
107669	8- -48	11- 9-65	rebuilt to XMLc 19303	
107670	8- -48	1-25-65	retired	
107671	8- -48	8-11-64	became B&O 168543, class M-24a	
107672	8- -48	12-18-63	became RDG 110019	
107673	8- -48	1-31-64	became RDG 110055	
107674	8- -48	9-12-62	became C&O 29280	
107675	8- -48	8-11-64	became B&O 168537, class M-24a	
107676	8- -48	11-24-65	rebuilt to XMLc 19313	
107677	8- -48	11-26-63	became RDG 110012	
107678	8- -48	8- 7-64	became B&O 168528, class M-24a	
107679	8- -48	8-13-64	became B&O 168549, class M-24a	
107680	8- -48	11-13-62	became C&O 29203...retired 5- -74 as XM _a	
107681	8- -48	1-25-65	retired	
107682	8- -48	9- 2-65	rebuilt to RBLb 19286	
107683	8- -48			
107684	8- -48	4- 5-65	rebuilt to XM_{1a} 18140	
107685	8- -48	4- 6-65	rebuilt to XM_{1a} 18139	
107686	8- -48	1-25-65	retired	
107687	8- -48	1-25-65	retired	
107688	8- -48	8-10-64	became B&O 168535, class M-24a	
107689	8- -48	8-17-64	became B&O 168563, class M-24a	
107690	8- -48	8-19-64	became B&O 168578, class M-24a	
107691	8- -48	8- 5-64	became B&O 168510, class M-24a	
107692	8- -48	11- 5-62	became C&O 29221...retired 12- -74 as XM _a	
107693	8- -48	11-19-62	became C&O 29186	
107694	8- -48	4-23-63	became MEC 8747	
107695	8- -48	3-17-65	rebuilt to XM_{1a} 18113	
107696	8- -48	4-19-63	became MEC 8748	
107697	8- -48	5-15-63	became MEC 8749	
107698	8- -48	11-14-62	became C&O 29202	
107699	8- -48	8- 7-64	became B&O 168525, class M-24a	

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READING COMPANY FREIGHT CAR DATA, CLASS XMa, COMPILED BY JOHN W. HALL

number	built	retired/reclassified	notes	XMa
107700	8- -48	7- -71	retired...sold to Phila Nat Bank for \$1275	
107701	8- -48	8- 6-64	became B&O 168521, class M-24a	
107702	8- -48	7- -61	retired	
107703	8- -48	1-29-64	became RDG 110051	
107704	8- -48	4- 7-65	rebuilt to XMa 18146	
107705	8- -48	5-16-63	became MEC 8750	
107706	8- -48	11- 1-62	became C&O 29223...retired 12- -74 as XMa	
107707	8- -48	4-17-63	became MEC 8751	
107708	8- -48	9-27-62	became C&O 29254	
107709	8- -48	7-31-64	became B&O 168500, class M-24a	
107710	8- -48			
107711	8- -48			
107712	8- -48			
107713	8- -48	5-28-63	retired...dism. 6-11-63 at Rutherford Car Shop	
107714	8- -48	10- 8-62	became C&O 29245...retired 10- -73 as XMa	
107715	8- -48	8- 4-64	became B&O 168508, class M-24a	
107716	8- -48	9-17-62	became C&O 29272	
107717	8- -48	11-16-65	rebuilt to XMLc 19309	
107718	8- -48	3-30-65	rebuilt to XMa 18131	
107719	8- -48	1-20-64	became RDG 110044	
107720	8- -48	9-17-65	rebuilt to RBLb 19294	
107721	8- -48	9-10-65	rebuilt to RBLb 19291	
107722	8- -48	3-16-65	rebuilt to XMa 18110	
107723	8- -48	8-17-64	became B&O 168568, class M-24a	
107724	8- -48	8- 4-64	became B&O 168506, class M-24a	
107725	8- -48	8- 6-64	became B&O 168520, class M-24a	
107726	8- -48	8-31-62	became C&O 29287	
107727	8- -48	8-10-64	became B&O 168530, class M-24a	
107728	8- -48	1- 7-64	became RDG 110030	
107729	8- -48	8-18-64	became B&O 168572, class M-24a	
107730	8- -48	11-12-63	became RDG 110003	
107731	8- -48	10-26-62	became C&O 29230...retired 12- -73 as XMy	
107732	8- -48	10-18-62	became C&O 29239	
107733	8- -48	11-13-62	became C&O 29207	
107734	8- -48	11-24-65	rebuilt to XMLc 19314	
107735	8- -48	8- 5-64	became B&O 168512, class M-24a	
107736	8- -48			
107737	8- -48			
107738	8- -48	10-29-62	became C&O 29231...wrecked 6-18-71 as XMa	
107739	8- -48	1- 2-64	became RDG 110025	
107740	8- -48	11-19-62	became C&O 29190	
107741	8- -48	9-10-65	rebuilt to RBLb 19288	
107742	8- -48	3-22-65	rebuilt to XMa 18123	
107743	8- -48			
107744	8- -48	9-18-62	became C&O 29275...retired 12- -73 as XMy	
107745	8- -48	1-31-64	became RDG 110054	
107746	8- -48	9-27-62	became C&O 29260	
107747	8- -48	4-16-63	became MEC 8752	
107748	8- -48	8-11-64	became B&O 168544, class M-24a	
107749	8- -48	5- 1-63	became MEC 8753	

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READING COMPANY FREIGHT CAR DATA, CLASS XMa, COMPILED BY JOHN W. HALL

number	built	retired/reclassified	notes	XMa
107750	8- -48	1- 6-64	became RDG 110026	
107751	8- -48			
107752	8- -48	9-17-65	rebuilt to RBLb 19297	
107753	8- -48			
107754	8- -48	9-10-65	rebuilt to RBLb 19292	
107755	8- -48	1-29-64	became RDG 110050	
107756	8- -48	1- 8-64	became RDG 110032	
107757	8- -48			
107758	8- -48	11-22-63	became RDG 110010	
107759	8- -48	12- 1-65	rebuilt to XMLc 19319	
107760	8- -48	8-17-64	became B&O 168565, class M-24a	
107761	8- -48	7-31-64	became B&O 168501, class M-24a	
107762	8- -48	8- 4-64	became B&O 168504, class M-24a	
107763	8- -48			
107764	8- -48	3-19-65	rebuilt to XMLa 18120	
107765	8- -48	12- -59	retired	
107766	8- -48	9-19-62	became C&O 29269	
107767	8- -48	11- 9-62	became C&O 29212	
107768	8- -48	11-12-63	became RDG 110002	
107769	8- -48			
107770	8- -48	11-12-62	became C&O 29211	
107771	8- -48	12- 1-65	rebuilt to XMLc 19323	
107772	8- -48	4-15-63	became MEC 8754	
107773	8- -48	12- 1-65	rebuilt to XMLc 19317	
107774	8- -48	9-26-62	became C&O 29257...retired 5- -74 as XMa	
107775	8- -48	10- 2-62	became C&O 29253	
107776	8- -48			
107777	8- -48	8-18-64	became B&O 168577, class M-24a	
107778	8- -48	1-31-64	became RDG 110053	
107779	8- -48	4- 8-63	became MEC 8755	
107780	8- -48	12-27-63	became RDG 110024	
107781	8- -48			
107782	8- -48	4- 5-65	rebuilt to XMLa 18138	
107783	8- -48	8-11-64	became B&O 168547, class M-24a	
107784	8- -48	8-17-64	became B&O 168564, class M-24a	
107785	8- -48	1-10-64	became RDG 110034	
107786	8- -48	12- 1-65	rebuilt to XMLc 19322	
107787	8- -48	8-19-64	became B&O 168574, class M-24a	
107788	8- -48			
107789	8- -48	9-17-65	rebuilt to RBLb 19293	
107790	8- -48	4- 6-65	rebuilt to XMLa 18144	
107791	8- -48	5- 9-63	became MEC 8756	
107792	8- -48	8- 4-64	became B&O 168509, class M-24a	
107793	8- -48	9-13-62	became C&O 29278	
107794	8- -48	11-14-62	became C&O 29201...retired 4- -75 as XMa	
107795	8- -48	11-14-63	became RDG 110005	
107796	8- -48	3-18-65	rebuilt to XMLa 18118	
107797	8- -48	11-24-65	rebuilt to XMLc 19311	
107798	8- -48	3-16-65	rebuilt to XMLa 18112	
107799	8- -48	8-30-62	became C&O 29290	

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READING COMPANY FREIGHT CAR DATA, CLASS XMa, COMPILED BY JOHN W. HALL

number	built	retired/reclassified	notes	XMa
107800	8- -48	9-21-62	became C&O 29266	
107801	8- -48	5- -61	retired	
107802	8- -48	9-25-62	became C&O 29259...retired 10- -73 as XMa	
107803	8- -48	3-24-65	rebuilt to XMa 18126	
107804	8- -48	1-31-64	became RDG 110057	
107805	8- -48			
107806	8- -48	10- 2-62	became C&O 29252	
107807	8- -48	8-25-65	rebuilt to RBLb 19276	
107808	8- -48	8- 5-64	became B&O 168513, class M-24a	
107809	8- -48	11- 2-62	became C&O 29222...retired 3- -74 as XMa	
107810	8- -48	11-19-62	became C&O 29187...retired 10- -73 as XMa	
107811	8- -48	1-13-64	became RDG 110038	
107812	8- -48			
107813	8- -48	9-20-62	became C&O 29274	
107814	8- -48	7- -71	retired...sold to Phila Nat Bank for \$1275	
107815	8- -48	12- 6-65	rebuilt to XMLc 19324	
107816	8- -48	3-22-65	rebuilt to XMa 18122	
107817	8- -48	8-11-64	became B&O 168540, class M-24a	
107818	8- -48	9-10-62	became C&O 29281	
107819	8- -48	7- -71	retired...sold to Phila Nat Bank for \$1275	
107820	8- -48	4- 8-63	became MEC 8757	
107821	8- -48			
107822	8- -48	8- 6-64	became B&O 168523, class M-24a	
107823	8- -48	1- 7-64	became RDG 110029	
107824	8- -48	12- 1-65	rebuilt to XMLc 19320	
107825	8- -48	11-12-62	became C&O 29208	
107826	8- -48	11- 8-62	became C&O 29216...retired 4- -75 as XMa	
107827	8- -48	11-13-62	became C&O 29204...retired 4- -75 as XMa	
107828	8- -48	4-15-63	became MEC 8758	
107829	8- -48	4-24-63	became MEC 8759	
107830	8- -48	8-17-64	became B&O 168561, class M-24a	
107831	8- -48			
107832	8- -48	8- 6-64	became B&O 168519, class M-24a	
107833	8- -48	11- 1-62	became C&O 29224...retired 4- -75 as XMa	
107834	8- -48	1-13-64	became RDG 110036	
107835	8- -48	8- -58	sold	
107836	8- -48	4-29-63	became MEC 8760	
107837	8- -48	8- 5-64	became B&O 168514, class M-24a	
107838	8- -48	8-11-64	became B&O 168541, class M-24a	
107839	8- -48	4- 6-65	rebuilt to XMa 18141	
107840	8- -48	5-13-63	became MEC 8761	
107841	8- -48			
107842	8- -48			
107843	8- -48	11- 7-62	became C&O 29218	
107844	8- -48	8-11-64	became B&O 168539, class M-24a	
107845	8- -48			
107846	8- -48			
107847	8- -48	10-22-62	became C&O 29238	
107848	8- -48			
107849	8- -48	4-16-63	became MEC 8762	

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READING COMPANY FREIGHT CAR DATA, CLASS XMa, COMPILED BY JOHN W. HALL

number	built	retired/reclassified	notes	XMa
107850	8- -48	9-10-62	became C&O 29282...retired 12-	-74 as XMa
107851	8- -48	8- 4-64	became B&O 168507, class M-24a	
107852	8- -48	11-15-62	became C&O 29195	
107853	8- -48	10- 2-62	became C&O 29249	
107854	8- -48	12-23-63	became RDG 110023	
107855	8- -48	9-24-62	became C&O 29262	
107856	8- -48	8-27-62	became C&O 29294 ... retired 9-	-72
107857	8- -48			
107858	8- -48	9-17-65	rebuilt to RBLb 19295	
107859	8- -48	4-10-63	became MEC 8763	
107860	8- -48	11-15-62	became C&O 29196	
107861	8- -48	11-12-62	became C&O 29209	
107862	8- -48	8-25-65	rebuilt to RBLb 19278	
107863	8- -48	1-17-64	became RDG 110042	
107864	8- -48	11-20-62	became C&O 29183	
107865	8- -48	9-25-62	became C&O 29264	
107866	8- -48	11-20-62	became C&O 29177...retired 10-	-73 as XMa
107867	8- -48	8-14-64	became B&O 168562, class M-24a	
107868	8- -48	11- 6-63	became RDG 110001	
107869	8- -48	8-18-64	became B&O 168575, class M-24a	
107870	8- -48	5-15-63	became MEC 8764	
107871	8- -48			
107872	8- -48	9-13-62	became C&O 29279	
107873	8- -48	11-15-63	became RDG 110006	
107874	8- -48	4-25-63	became MEC 8765	
107875	8- -48	10- 8-62	became C&O 29250...retired 10-	-73 as XMa
107876	8- -48			
107877	8- -48			
107878	8- -48			
107879	8- -48	12- 2-63	became RDG 110014	
107880	8- -48	5-13-63	became MEC 8766	
107881	8- -48			
107882	8- -48	8-14-64	became B&O 168560, class M-24a	
107883	8- -48	9-10-65	rebuilt to RBLb 19289	
107884	8- -48	12-20-63	became RDG 110020	
107885	8- -48	8-25-65	rebuilt to RBLb 19280	
107886	8- -48	5- 7-63	became MEC 8767	
107887	8- -48	11-14-62	became C&O 29199	
107888	8- -48	6- 1-55	wrecked on Chicago Burlington & Quincy	
107889	8- -48	11-16-62	became C&O 29194	
107890	8- -48	8-31-62	became C&O 29289	
107891	8- -48	9-21-62	became C&O 29267...retired 4-	-75 as XMa
107892	8- -48	8-18-64	became B&O 168573, class M-24a	
107893	8- -48	8-14-64	became B&O 168555, class M-24a	
107894	8- -48			
107895	8- -48	7-31-64	became B&O 168503, class M-24a	
107896	8- -48	5-16-63	became MEC 8768	
107897	8- -48	1-17-64	became RDG 110041	
107898	8- -48	10-31-62	became C&O 29228	
107899	8- -48	11-15-62	became C&O 29198	

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READING COMPANY FREIGHT CAR DATA, CLASS XMa, COMPILED BY JOHN W. HALL

number	built	retired/reclassified	notes	XMa
107900	8- -48	11-18-63	became RDG 110008	
107901	- -48	8- 6-64	became B&O 168522, class M-24a	
107902	- -48			
107903	- -48	6- 7-52	wrecked on Great Northern	
107904	- -48			
107905	- -48			
107906	- -48	9-10-65	rebuilt to RBLb 19290	
107907	- -48	5-15-63	became MEC 8769	
107908	- -48	9-21-65	rebuilt to RBLb 19299	
107909	- -48	8- 7-64	became B&O 168527, class M-24a	
107910	- -48	9-25-62	became C&O 29258...wrecked 1- 3-67 as C&O	
107911	9- -48	1-17-64	became RDG 110040...RCT&HS photo=Lt.Wt. 44500	
107912	9- -48	10- 4-62	became C&O 29247...retired 10- -73 as XMa	
107913	9- -48	8-20-62	became C&O 29296	
107914	9- -48	12- -59	retired	
107915	9- -48	7-31-64	became B&O 168505, class M-24a	
107916	9- -48	7- -71	retired...sold to Phila Nat Bank for \$1275	
107917	9- -48	11-15-62	became C&O 29197	
107918	9- -48	9-21-65	rebuilt to RBLb 19298	
107919	9- -48	12- 3-63	became RDG 110016	
107920	9- -48	9- 2-65	rebuilt to RBLb 19285	
107921	9- -48	8-17-64	became B&O 168570, class M-24a	
107922	9- -48	11-21-62	became C&O 29175...retired 4- -75 as XMa	
107923	9- -48	3-17-65	rebuilt to XMLa 18115	
107924	9- -48	4- 5-65	rebuilt to XMLa 18136	
107925	9- -48	10-22-62	became C&O 29235...retired 3- -74 as XMa	
107926	9- -48	8-31-62	became C&O 29288...retired 3- -74 as XMa	
107927	9- -48	9-21-65	rebuilt to RBLb 19300	
107928	9- -48	11-16-65	rebuilt to XMLc 19308	
107929	9- -48	11-20-62	became C&O 29181...retired 4- -75 as XMa	
107930	9- -48	1-20-64	became RDG 110043	
107931	9- -48	1-13-64	became RDG 110037	
107932	9- -48			
107933	9- -48	11-19-62	became C&O 29188	
107934	9- -48	5-21-63	became MEC 8770	
107935	9- -48	11-20-62	became C&O 29179	
107936	9- -48	5-10-63	became MEC 8771	
107937	9- -48	3- -71	retired	
107938	9- -48	1-13-64	became RDG 110035	
107939	9- -48	11- 9-65	rebuilt to XMLc 19304	
107940	9- -48	9-18-62	became C&O 29271...RETIRED 2- -73	
107941	9- -48	5-28-63	retired...dism. 6-11-63 at Rutherford Car Shop	
107942	9- -48	3-24-65	rebuilt to XMLa 18127	
107943	9- -48	11-13-63	became RDG 110004	
107944	9- -48	10-24-62	became C&O 29233	
107945	9- -48			
107946	9- -48	1-30-64	became RDG 110049	
107947	9- -48	11-20-62	became C&O 29185	
107948	9- -48	8-11-64	became B&O 168546, class M-24a	
107949	9- -48	10-29-62	became C&O 29229	

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READING COMPANY FREIGHT CAR DATA, CLASS XMa, COMPILED BY JOHN W. HALL

number	built	retired/reclassified	notes	XMa
107950	9- -48	8-20-62	became C&O 29297	
107951	9- -48	8-13-64	became B&O 168552, class M-24a	
107952	9- -48	4- 9-63	became MEC 8772	
107953	9- -48	10-22-62	became C&O 29234...wrecked 3- -73 as XMa	
107954	9- -48			
107955	9- -48	8-13-64	became B&O 168558, class M-24a	
107956	9- -48	3- -71	retired	
107957	9- -48	2- -59	wrecked	
107958	9- -48	9- 2-65	rebuilt to RBLb 19283	
107959	9- -48	10-30-62	became C&O 29226...retired 5- -74 as XMa	
107960	9- -48	8-10-64	became B&O 168532, class M-24a	
107961	9- -48	10- -61	retired...dismantled 2- 1-62	
107962	9- -48	1-30-64	became RDG 110052	
107963	9- -48	4- 7-65	rebuilt to XMLa 18145	
107964	9- -48	11-19-62	became C&O 29189	
107965	9- -48	4-19-63	became MEC 8773	
107966	9- -48	8-25-65	rebuilt to RBLb 19279	
107967	9- -48	11- 9-65	rebuilt to XMLc 19305	
107968	9- -48	8-17-62	became C&O 29298	
107969	9- -48	8- 7-64	became B&O 168529, class M-24a	
107970	9- -48	8-10-64	became B&O 168534, class M-24a	
107971	9- -48	7- -71	retired...sold to Phila Nat Bank for \$1275	
107972	9- -48	8- 5-64	became B&O 168516, class M-24a	
107973	9- -48	8-17-62	became C&O 29299....RETIRED 1- -73	
107974	9- -48	11-25-63	became RDG 110011	
107975	9- -48	8-11-64	became B&O 168545, class M-24a	
107976	9- -48	9-24-62	became C&O 29265...retired 4- -75 as XMa	
107977	9- -48	4-23-63	became MEC 8774	
107978	9- -48	8-10-64	became B&O 168531, class M-24a	
107979	9- -48	9-10-62	became C&O 29284...retired 3- -74 as XMa	
107980	9- -48	11- 2-62	became C&O 29225	
107981	9- -48	11-21-62	became C&O 29178	
107982	9- -48			
107983	9- -48	1-29-64	became RDG 110048	
107984	9- -48	10-23-62	became C&O 29236	
107985	9- -48	8-29-62	became C&O 29292	
107986	9- -48	9- 5-62	became C&O 29286	
107987	9- -48	8-19-64	became B&O 168576, class M-24a	
107988	9- -48	3-24-65	rebuilt to XMLa 18149	
107989	9- -48	9-26-62	became C&O 29263...CR 107989 class BR40E	
107990	9- -48	8-14-64	became B&O 168559, class M-24a	
107991	9- -48			
107992	9- -48	1-17-64	became RDG 110039	
107993	9- -48	3-17-65	rebuilt to XMLa 18114	
107994	9- -48	11- 6-62	became C&O 29220...retired 4- -75 as XMa	
107995	9- -48	9-27-62	became C&O 29255	
107996	9- -48	3-16-65	rebuilt to XMLa 18111	
107997	9- -48			
107998	9- -48	9- 2-65	rebuilt to RBLb 19284	
107999	9- -48	7- -71	retired...sold to Phila Nat Bank for \$1275	

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READING COMPANY FREIGHT CAR DATA, CLASS XMa, COMPILED BY JOHN W. HALL

number	built	retired/reclassified	notes	XMa
110000	11- 5-63	- -76	sold to Luria Brothers	
110001	11- 6-63	3- -72	retired	
110002	11-12-63	1- -73	retired	
110003	11-12-63	1- -73	retired	
110004	11-13-63	3- -72	retired	
110005	11-14-63			
110006	11-15-63	3- -72	retired	
110007	11-18-63	3- -72	retired	
110008	11-18-63	12- -70	retired	
110009	11-21-63			
110010	11-22-63			
110011	11-25-63			
110012	11-26-63	- -	became CR 110012, class BR40E (as of 4-9-91)	
110013	11-27-63	12- -70	retired	
110014	12- 2-63			
110015	12- 3-63			
110016	12- 3-63	4- -70	retired	
110017	12-13-63	10- 8-70	wrecked on Seaboard Coast Line at Hamlet, NC	
110018	12-16-63	4- -70	retired	
110019	12-18-63	4- -70	retired	
110020	12-20-63	4- -70	retired	
110021	12-20-63			
110022	12-20-63	3- -71	retired	
110023	12-23-63	12- -70	retired	
110024	12-27-63	12- -70	retired	
110025	1- 2-64	12- -70	retired	
110026	1- 6-64			
110027	1- 6-64			
110028	1- 6-64			
110029	1- 7-64			
110030	1- 7-64			
110031	1- 7-64	7- -70	retired...wrecked on GM&O in Union, Miss	
110032	1- 8-64	3- -72	retired	
110033	1- 8-64	3- -72	retired	
110034	1-10-64	12- -70	retired	
110035	1-13-64	11- -72	retired	
110036	1-13-64	12- -70	retired	
110037	1-13-64			
110038	1-13-64	12- -70	retired	
110039	1-17-64	12- -70	retired	
110040	1-17-64	9- -72	retired	
110041	1-17-64	12-12-68	wrecked on ATSF at Stockton, CA	
110042	1-17-64	9- -71	retired	
110043	1-20-64			
110044	1-20-64			
110045	1-17-64	9- -72	retired	
110046	1-22-64	12-23-70	wrecked on B&M at Wachusett, Maine	
110047	1-22-64	7- -73	retired	
110048	1-29-64	12- -70	retired	
110049	1-30-64	4- -70	retired	

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number	built	retired/reclassified	notes	XMa
110050	1-29-64			
110051	1-29-64	4-25-69	wrecked	on B&O/C&O at Birch Run, Mich
110052	1-30-64	12- -70	retired	
110053	1-31-64	3- -72	retired	
110054	1-31-64	4- -70	retired	
110055	1-31-64	12- -70	retired	
110056	1-30-64	4- -70	retired	
110057	1-31-64	4- -70	retired	
110058	1-31-64	12- -70	retired	
110059	1-31-64			