

FMe

9200 - 9249

(50 cars)

50' I.L., 70 ton capacity, Wood Floor, Duryea Cushion Underframe

9200 - 9249 built Nov-Dec. 1937 under AFE# 11357 Assembled by
Reading Company, welded underframes provided by AC&F.

Average Lt.Wt. 55,534

Longevity of FMe

Authorized Cost = \$148,761.50

cost per car = \$ 2,975.23

Actual Cost = \$144,823.60

per car = \$ 2,896.47

Final cost lower due to using
second hand wheels and axles.

50 = January 1940.
50 = January 1943.
50 = April 1945.
50 = April 1947.
50 = January 1950.
50 = July 1953.....note A.
49 = July 1956.....note A.
49 = January 1957....note B.
49 = October 1957....note B.
49 = April 1958.....note B.
49 = July 1960.....note B, C.
49 = July 1961.....note B, C.
49 = July 1963.....note B, C.
49 = January 1964....note B, C.
48 = April 1966.....note C, D.
46 = April 1969.....note E.
45 = January 1970.
39 = April 1971.....note F: all rated for 77 ton capacity.
2 = January 1974....# 9205, 9206 @ 77 ton capacity.
1 = April 1976.....# 9243 @ 77 ton capacity.

22 FMe Flat Cars converted to Welded Rail Train "Roller Cars" in March 1972.

All class FMe flat cars were equipped with AJAX hand brakes when built.

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

- * Note A: 4 cars equipped with Fixed Bulkheads to handle Plaster Board,
42' I.L. # 9204, 9212, 9230, 9233.
- * Note B: 10 cars equipped with Fixed Bulkheads to handle Plaster Board,
42' I.L. # 9200, 9204, 9209, 9216, 9217,
9225, 9232, 9233, 9237, 9245.
- * Note C: 2 cars equipped with End Blocking for bulkheads and carrying
20 Containers for the transportation of commodities not
under re Fridgeration: # 9206, 9218.
- * Note D: 16 cars rated for 70 ton capacity.
22 cars rated for 77 ton capacity: # 9201, 9202, 9205, 9207,
9209, 9210, 9215, 9221, 9225, 9218, 9221, 9222, 9225, 9229,
9230, 9233, 9235, 9237, 9238, 9240, 9243, 9247, 9248, 9249.
- * Note E: 12 cars rated for 70 ton capacity.
25 cars rated for 77 ton capacity:
9201, 9202, 9205, 9207, 9209, 9210, 9211, 9213, 9215, 9218,
9221, 9222, 9225, 9228, 9229, 9230, 9233, 9235, 9237, 9238,
9240, 9243, 9247, 9248, 9249.
9 cars rated for 70 ton and equipped with fixed bulkheads for
handling plasterboard, I.L. 42', I.W. 10', I.H. 6'6"...
9200, 9204, 9209, 9216, 9217, 9225, 9233, 9237, 9245.
- * Note F: 7 cars equipped with fixed bulkheads for handling plasterboard,
I.L. 42', I.W. 10', I.H. 6'6"...
9204, 9209, 9216, 9217, 9233, 9237, 9245.
1 car equipped with bulkhead and moveable side stakes to handle
flat plate steel, adjustable from width of 138" to 150".

AFE #18357: Equip 4 FMe flat cars with Bulkheads and Bracing Anchors.
===== Authorized 11-20-52 for \$2708 expenditure.
Started 11-12-52...completed 12- 9-52.
9204 9212 9230 9233

AFE #19870: Equip 6 FMe flat cars with Bulkheads and Bracing Anchors.
===== Authorized 5-17-56 for \$5190 expenditure.
Started 5-24-56...Completed 10- 4-56.
9200 9209 9217 9225 9237 9245

8 FMe retired in March 1971: 9206 9208 9224 9231 9233 9235 9237 9238

at least 10 of 50 FMe were wrecked (20% !)

unknown dispositions: (4) 9223 9226 9232 9242.

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

FMe	Length between Bulkheads

9200	42' 0"
9204	42' 0"
9209	42' 0"
9216	38' 0"
9217	42' 0"
9225	42' 0"
9232	38' 0"
9233	42' 0"
9237	42' 0"
9245	42' 0"

ALSO SEE FMm file, series 9275 - 9280
for 'new' GYPSUM flat cars.

U.S. GYPSUM = 9204 9209 9216 9225 9232 9233 9237 9245
HOMASOATE = 9200 9217

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

number	built	retired/converted	class / number	FMe
9200	11-12-37	8-10-70	wrecked on Penn Central at Buffalo, NY	
9201	11-12-37	3- -72	convt to FMex 97xx, Welded Rail Train (CR 57525)	
9202	11-15-37	6- -71	retired failed on PC 5- 5-71 in Wilmington, DE	
9203	11-15-37	3- -72	convt to FMex 97xx, Welded Rail Train (CR 57516)	
9204	11-16-37	3- -72	convt to FMex 97xx, Welded Rail Train (CR 57517)	
9205	11-16-37	- -72	convt to FMex 96615 (Y+G)...now RCT&HS 96615.	
9206	11-17-37	3- -71	retired	
9207	11-17-37	3- -72	convt to FMex 97xx, Welded Rail Train (CR 57515)	
9208	11-18-37	3- -71	retired	
9209	11-18-37	3- -72	convt to FMex 97xx, Welded Rail Train (CR 57509)	
9210	11-19-37	3- -72	convt to FMex 97xx, Welded Rail Train (CR 57522)	
9211	11-19-37	7- -70	wrecked on Penn Central at Mingo Junction, Ohio	
9212	11-22-37	3- -72	convt to FMex 97xx, Welded Rail Train (CR 57512)	
9213	11-22-37	3- -72	convt to FMex 97xx, Welded Rail Train (CR)	
9214	11-22-37	3- -72	convt to FMex 97xx, Welded Rail Train (CR 57523)	
9215	11-23-37	3- -72	convt to FMex 97xx, Welded Rail Train (CR 57503)	
9216	11-23-37	3- -72	convt to FMex 97xx, Welded Rail Train (CR 57500)	
9217	11-23-37	3- 4-71	wrecked on Western Maryland at Indian Creek, PA	
9218	11-24-37	3- -72	convt to FMex 97xx, Welded Rail Train (CR 57510)	
9219	11-24-37	3- -72	convt to FMex 97xx, Welded Rail Train (CR 57504)	
9220	11-24-37	5-11-69	wrecked on Great Northern at Dean, Wash	
9221	11-26-37	3- -72	convt to FMex 97xx, Welded Rail Train (CR 57526)	
9222	11-26-37	3- -72	convt to FMex 97xx, Welded Rail Train (CR 57511)	
9223	11-26-37			
9224	11-29-37	3- -71	retired	
9225	11-29-37	10-20-70	wrecked on Belt Railway in Chicago, Illinois	
9226	11-29-37			
9227	11-30-37	3- -72	convt to FMex 97xx, Welded Rail Train (CR 57521)	
9228	11-30-37	6- -71	retired sold to Amherst Industries for \$1200.00	
9229	11-30-37	3- -72	convt to FMex 97xx, Welded Rail Train (CR 57524)	
9230	12- 1-37	2-23-71	wrecked on L&N at Nashville, Tenn and dismantled	
9231	12- 1-37	3- -71	retired	
9232	12- 1-37			
9233	12- 2-37	3- -71	retired	
9234	12- 2-37	2-22-71	wrecked on Penn Central at Gateway, Ohio	
9235	12- 2-37	3- -71	retired	
9236	12- 3-37	10- 9-69	wrecked on B&O at Bay View, Maryland	
9237	12- 3-37	3- -71	retired	
9238	12- 3-37	3- -71	retired	
9239	12- 6-37	2- -54	sold to Birdsboro Steel Foundry May 1954, \$1000	
9240	12- 6-37	7-26-71	wrecked on Burlington Northern	
9241	12- 6-37	3- -72	convt to FMex 97xx, Welded Rail Train (CR 57519)	
9242	12- 7-37			
9243	12- 7-37	11- -75	retired sold for \$1700.00	
9244	12- 7-37	3- -72	convt to FMex 97xx, Welded Rail Train (CR 57513)	
9245	12- 8-37	3- -72	convt to FMex 97xx, Welded Rail Train (CR 57518)	
9246	12- 8-37	3- -72	convt to FMex 97xx, Welded Rail Train (CR 57514)	
9247	12- 8-37	3- -72	convt to FMex 97xx, Welded Rail Train (CR 57502)	
9248	12- 9-37	10- 1-70	wrecked on Union Pacific at Medicine Bow, Wyoming	
9249	12- 9-37	7- -70	wrecked on B&O/C&O at East St. Louis, Illinois	