

# **BAu**

**1550 - 1564      1678 - 1682      1701 - 1715      1772 - 1791**

(15 cars)                      (5 cars)                      (15 cars)                      (20 cars)

BAGGAGE      Steel, stub end....4 wheel trucks  
-----      63' over body,      four 5'6" wide doors  
                 4025 Cu.Ft. Capacity      Electric Lights

1550 - 1559      built November 1927      under AFE # \_\_\_\_\_ by American Car & Foundry  
   Berwick, PA.  
   average Lt.Wt. = 108,860

1560 - 1564      built Nov-Dec 1927      under AFE # 4369 by Bethlehem Steel Co.  
   Wilmington, DE.  
   average Lt.Wt. = 108,120

1678 - 1682      built July 1923      under AFE #13833 by American Car & Foundry  
   Berwick, PA.  
   for \$64,277.20 total...Trust Series "J", J.V. Hare Equipment  
   (\$12,855.44 each)      average Lt.Wt. = 107,400

1701 - 1715      built April 1926      under AFE # 2583 by American Car & Foundry  
   Berwick, PA.  
   average Lt.Wt. = 108,180

1772 - 1781      built January 1925      under AFE # 842 by American Car & Foundry  
   Berwick, PA.  
   Trust Series "K"

1782 - 1791      built February 1925      under AFE # 842 by American Car & Foundry  
   Berwick, PA.  
   Trust Series "L"

2 BAu (unknown numbers) were converted to BAux Tool Cars 90690 and 90797

BAu \_\_\_\_\_ was converted to BAux 90690 \_\_\_\_-\_\_-65 Tool Car, Relief Train

AFE #17076      Convert MBr 1725 from Baggage/Mail to BAu 1751 Baggage Car.  
-----      Authorized 2- 1-50 for \$4023 expenditure.  
                 Started 2- 1-50...completed 1- 9-51.

READING COMPANY PASSENGER CAR DATA, CLASS BAu, COMPILED BY JOHN W. HALL

\* The following 9 cars were transferred from Passenger Service to Freight Service in 1932 and 1933. Electrical equipment, including battery boxes, generator, and lighting were removed at that time. The inside brake wheel, desk, and letter racks were also removed. Original equipment was reinstalled in all 9 cars when they were returned to Passenger Service in 1944-1945. These cars were used only in passenger trains though, for "Fast Freight" deliveries between Reading and Jersey City. This service was inaugurated August 15, 1932. Cars were not repainted, only old lettering was painted over.

|      |         |         |       |            |             |          |            |
|------|---------|---------|-------|------------|-------------|----------|------------|
| 1702 | 8-12-32 | to XBau | 19994 | AFE #9631, | back to BAu | 10-31-44 | AFE #14335 |
| 1704 | 8-31-33 | to XBau | 19991 | AFE #9907, | back to BAu | 9-10-45  | AFE #14335 |
| 1706 | 8-12-32 | to XBau | 19996 | AFE #9631, | back to BAu | 7-23-45  | AFE #14335 |
| 1707 | 8-12-32 | to XBau | 19999 | AFE #9631, | back to BAu | 5- 4-45  | AFE #14335 |
| 1708 | 8-31-33 | to XBau | 19992 | AFE #9907, | back to BAu | 8-20-45  | AFE #14335 |
| 1711 | 8-12-32 | to XBau | 19998 | AFE #9631, | back to BAu | 3-23-45  | AFE #14335 |
| 1712 | 8-31-33 | to XBau | 19993 | AFE #9907, | back to BAu | 8-27-45  | AFE #14335 |
| 1713 | 8-12-32 | to XBau | 19997 | AFE #9631, | back to BAu | 3-30-45  | AFE #14335 |
| 1714 | 8-12-32 | to XBau | 19995 | AFE #9631, | back to BAu | 8-17-45  | AFE #14335 |

Lt Wt of BAu in 1932:

-----  
 1702 = 104,800  
 1706 = 105,000  
 1707 = 103,300  
 1711 = 104,300  
 1713 = 103,900  
 1714 = 104,600

AFE #14335: Restore nine **XBau** Baggage Express cars to Passenger Train cars,  
 ----- class **BAu**. Used 2 gallons of DUCO body paint #259-1374.  
 AFE #14335 was approved 6-20-44 for \$15,900.84.

BAu 1777 was wrecked in March, 1926...replaced in Trust Series by **BAm** 1671  
**BAm** 1671 was renumbered to 1777 in June 1926

DRAWINGS: at State Archives in Harrisburg!

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 45249-C Combination End Sill  
 45324-A Side Frame and Details  
 45371-B General Arrangement  
 45522 Hood Details  
 45523 End Details  
 45753 Stanchion Arrangement  
 46096 Floor Plates

READING COMPANY PASSENGER CAR DATA, CLASS BAu, COMPILED BY JOHN W. HALL

| number | built   | retired/converted | class / number | BAu                         |
|--------|---------|-------------------|----------------|-----------------------------|
| 1550   | 11- -27 | 7- -63            | retired        |                             |
| 1551   | 11- -27 | 7- -63            | retired        |                             |
| 1552   | 11- -27 | 7- -63            | retired        |                             |
| 1553   | 11- -27 | 7- -63            | retired        |                             |
| 1554   | 11- -27 | 7- -63            | retired        |                             |
| 1555   | 11- -27 |                   |                |                             |
| 1556   | 11- -27 |                   |                |                             |
| 1557   | 11- -27 | 7- -63            | retired...sold |                             |
| 1558   | 11- -27 | 7- -63            | retired        |                             |
| 1559   | 11- -27 | 7- -63            | retired        |                             |
| 1560   | 11- -27 |                   |                |                             |
| 1561   | 12- -27 | 7- -63            | retired        |                             |
| 1562   | 12- -27 | 7- -63            | retired        |                             |
| 1563   | 12- -27 | 7- -63            | retired        |                             |
| 1564   | 12- -27 | 7- -63            | retired        |                             |
| 1678   | 7-11-23 |                   |                |                             |
| 1679   | 7-14-23 |                   |                |                             |
| 1680   | 7-14-23 | 7- -63            | retired        | became PRR B62 7940 5- 7-64 |
| 1681   | 7-19-23 | 7- -63            | retired        |                             |
| 1682   | 7-19-23 | 7- -63            | retired        |                             |

READING COMPANY PASSENGER CAR DATA, CLASS BAu, COMPILED BY JOHN W. HALL

| number | built   | retired/converted | class / number  | BAu                              |
|--------|---------|-------------------|---|----------------------------------|
| 1701   | 4- -26  | 10- -62           | retired   |                                  |
| 1702 * | 4- -26  | 7- -63            | retired   |                                  |
| 1703   | 4- -26  |                   |   |                                  |
| 1704 * | 4- -26  | 7- -63            | retired   |                                  |
| 1705   | 4- -26  | 7- -63            | retired   |                                  |
| 1706 * | 4- -26  |                   |   |                                  |
| 1707 * | 4- -26  | 7- -63            | retired   |                                  |
| 1708 * | 4- -26  |                   |   |                                  |
| 1709   | 4- -26  | 7- -63            | retired   |                                  |
| 1710   | 4- -26  | 7- -63            | retired...sold  |                                  |
| 1711 * | 4- -26  |                   |   |                                  |
| 1712 * | 4- -26  | 7- -63            | retired   |                                  |
| 1713 * | 4- -26  | 7- -63            | retired   | became PRR B62 7941 5- 6-64      |
| 1714 * | 4- -26  | 7- -63            | retired   |                                  |
| 1715   | 4- -26  |                   |   |                                  |
| 1725   | 1- 9-51 | 7- -63            | retired...rebuilt from MBr 1725 after wreck at Port Carbon under AFE #17076 |                                  |
| 1772   | 1-27-25 | 7- -63            | retired   | Lt.Wt. 107,160                   |
| 1773   | 1-27-25 | 10- -62           | retired   | Lt.Wt. 107,160                   |
| 1774   | 1-27-25 | 7- -63            | retired   | Lt.Wt. 107,160 sold to PRR #7944 |
| 1775   | 1-27-25 | 7- -63            | retired   | Lt.Wt. 107,160 sold to PRR #7945 |
| 1776   | 1-27-25 | 7- -63            | retired   | Lt.Wt. 107,160 sold to PRR #7946 |
| 1777   | 1-27-25 | 3- -26            | wrecked...replaced in Trust Series by BAm 1671                              |                                  |
| 1778   | 1-27-25 | 7- -63            | retired   | Lt.Wt. 107,160 sold to PRR #7947 |
| 1779   | 1-27-25 | 7- -63            | retired   | Lt.Wt. 107,160 sold to PRR #7948 |
| 1780   | 1-27-25 | 7- -63            | retired   | Lt.Wt. 107,160 sold to PRR #7949 |
| 1781   | 1-27-25 | 7- -63            | retired   | Lt.Wt. 107,160                   |
| 1782   | 2- -25  | 7- -63            | retired   | Lt.Wt. 106,500 sold to PRR #7950 |
| 1783   | 2- -25  | 7- -63            | retired   | Lt.Wt. 106,500                   |
| 1784   | 2- -25  | 7- -63            | retired   | Lt.Wt. 106,500 sold to PRR #7951 |
| 1785   | 2- -25  | 10- -62           | retired   | Lt.Wt. 106,500                   |
| 1786   | 2- -25  | 7- -63            | retired   | Lt.Wt. 106,500 sold to PRR #7952 |
| 1787   | 2- -25  | 10- -62           | retired   | Lt.Wt. 106,500                   |
| 1788   | 2- -25  | 7- -63            | retired   | Lt.Wt. 106,500 sold to PRR #7953 |
| 1789   | 2- -25  | 7- -63            | retired   | Lt.Wt. 106,500                   |
| 1790   | 2- -25  |                   |   | Lt.Wt. 106,500                   |
| 1791   | 2- -25  |                   |   | Lt.Wt. 106,500                   |