

BRi

1565 - 1590

(15 cars)

MILK CAR: Composite, steel underframe....4 wheel DIAMOND trucks
----- 38'3" over body, 7500 # capacity
29' 7" between Ice Boxes 1864 Cu.Ft between Ice Boxes

rebuilt 1927 from class RMg Refrigerator Cars
under AFE #4293 by Reading Company
upgraded in 1930...

1567 - 1583 Rebuilt July-August 1927 from RMg Refrigerator Cars,
numbers 19389 - 19399. Cars had Steam Line, Signal Line,
and High Speed Reducing Valves applied for Passenger Service.
Average Lt.Wt. = 57,959#

July 1933 = 14 cars in service

BRi 1566 converted from RMg 19361

BRi 1566 was equipped with "double tier loading racks and drainage pipes" on 4- 1-30 with a new LT.WT. of 60,900 # Car had a capacity of 75,000 #, and was already equipped with Steam Line, Signal Line, and High Speed Reducing Valve for operation in passenger trains.

BRi 1569 was equipped with "double tier loading racks and drainage pipes" on 5- 1-30 with a new LT.WT. of 61,200 # Car had a capacity of 75,000 #, and was already equipped with Steam Line, Signal Line, and High Speed Reducing Valve for operation in passenger trains.

BRi 1571 was equipped with "double tier loading racks and drainage pipes" on 11-14-29 with a new LT.WT. of 60,500 # Car had a capacity of 75,000 #, and was already equipped with Steam Line, Signal Line, and High Speed Reducing Valve for operation in passenger trains.

BRi 1576 was equipped with "double tier loading racks and drainage pipes" on 1-22-30 with a new LT.WT. of 59,800 # Car had a capacity of 75,000 #, and was already equipped with Steam Line, Signal Line, and High Speed Reducing Valve for operation in passenger trains.

BRi 1577 was equipped with "double tier loading racks and drainage pipes" on 2-28-30 with a new LT.WT. of 60,000 # Car had a capacity of 75,000 #, and was already equipped with Steam Line, Signal Line, and High Speed Reducing Valve for operation in passenger trains.

BRi 1578 was equipped with "double tier loading racks and drainage pipes" on 10-23-30 with a new LT.WT. of 61,500 # Car had a capacity of 75,000 #, and was already equipped with Steam Line, Signal Line, and High Speed Reducing Valve for operation in passenger trains.
(memo states "old and new class = BRi")

BRi 1579 was equipped with "double tier loading racks and drainage pipes" on 3-22-30 with a new LT.WT. of 62,000 # Car had a capacity of 75,000 #, and was already equipped with Steam Line, Signal Line, and High Speed Reducing Valve for operation in passenger trains.

BRi 1580 was equipped with "double tier loading racks and drainage pipes" on 3-21-30 with a new LT.WT. of 61,000 # Car had a capacity of 75,000 #, and was already equipped with Steam Line, Signal Line, and High Speed Reducing Valve for operation in passenger trains.

BRi 1581 was equipped with "double tier loading racks and drainage pipes" on 4- 1-30 with a new LT.WT. of 60,500 # Car had a capacity of 75,000 #, and was already equipped with Steam Line, Signal Line, and High Speed Reducing Valve for operation in passenger trains.

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

BRi 1582 was equipped with "double tier loading racks and drainage pipes" on 4-17-30 with a new LT.WT. of 61,800 # Car had a capacity of 75,000 #, and was already equipped with Steam Line, Signal Line, and High Speed Reducing Valve for operation in passenger trains.
*** (memo states "old and new class = BRi") ***

BRi 1583 was equipped with "double tier loading racks and drainage pipes" on 2-11-30 with a new LT.WT. of 61,000 # Car had a capacity of 75,000 #, and was already equipped with Steam Line, Signal Line, and High Speed Reducing Valve for operation in passenger trains.

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

number	built	retired		Bri
1565	- -	5- -35	retired	(11-27-29)
1566	4- 1-30	5- -35	retired	
1567	- -	5- -35	retired	
1569	5- 1-30	5- -35	retired	
1571	11-14-29	5- -35	retired	Lt.Wt. 59,500 as of 12-31-33
1576	1-22-30	5- -35	retired	
1577	2-28-30	3- -35	retired	
1578	5-23-30	5- -35	retired	
1579	3-22-30	9- -35	retired	
1580	3-21-30	5- -35	retired	Lt.Wt. 59,700 as of 12-31-33
1581	4- 1-30	5- -35	retired	
1582	4-17-30	5- -35	retired	
1583	2-11-30	5- -35	retired	Lt.Wt. 61,100 as of 12-31-33
1586	- -	5- -35	retired	(11-22-29)
1590	- -	5- -35	retired	(2-11-30)