

Reading Files For Reorganization ---

(See Article on Page 3)

NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER

P. O. BOX 7302, PHILADELPHIA, PA. 19101



Cinders

NOVEMBER - DECEMBER, 1971

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Christmas Greetings

AND BEST WISHES FOR THE NEW YEAR

SEASON'S GREETINGS!!!! It is with pleasure that the Staff of CINDERS sends along best wishes for a Merry Christmas and Happy Holiday Season to our members. It is our sincere desire and hope that 1972 will be a fruitful year for each of us individually, as well as a group. We would also ask that you remember the railroad saying, "SAFETY FIRST" during this busy season.

THIS ISSUE: It is our pleasure this issue, with the kind permission of Mr. Don Dover, Editor of Extra 2200 South, "The Locomotive Newsmagazine", that we are able to reprint the Reading Company motive power roster found on pages 5 through 8. We have included information about subscriptions to X2200S on page 4, and we sincerely invite you to take advantage of this excellent publication.

OUR DECEMBER MEETING: Will take place Friday evening, December 10, 1971, with dinner at 6 p.m., and our meeting at 8 p.m., at our usual location, the Engineers' Club, 1317 Spruce St., downtown Philadelphia. The program for the evening will feature Chapter member William J. Vigrass, who will take us on an extensive tour of railroad operations in South Africa, Rhodesia, Mozambique, and East Africa. See big time railroading on the slim gauge behind everything from Beyer-Garratt's to heavy-duty mainline electrification. We urge you to bring a friend out and acquaint him (or she) with the Philadelphia Chapter. Join your friends for dinner and start the Holiday Season in a railroading atmosphere. See you there.

Edward F. Luty, Jr.

at Baltimore, Md.

November Eleventh, 1971

EDWARD F. LUTY, JR.: It is with sorrow that we note the passing of Chapter member Edward F. Luty, Jr., who was fatally injured in an accident on Route 83 north of Baltimore, Maryland, on Thursday, November 11.

Ed was 31 years old, and had worked as a staff accountant with the Philadelphia Regional Office of the U. S. General Accounting Office since 1962. He was a graduate of LaSalle College, and was a Certified Public Accountant.

A moment of silence in observance of Ed's passing was observed at the November meeting, and the officers of the Chapter join the Staff of CINDERS in mourning at Ed's untimely departure. A copy of this issue of CINDERS will be sent to Ed's family.

NEW MEMBERS: It is with pleasure that we welcome the following new members to our Chapter. We hope that they will enjoy a long, beneficial association with us as we continue to grow and adjust to the changing rail world.

SZABO, Dennis K., 519 Tyson Avenue, Philadelphia, Pennsylvania 19111
COVAL, Thomas, 21 East Robin Road, Holland, Pennsylvania 18966
BALICK, Sanford E., 3256 N. Park Avenue, Philadelphia, Pennsylvania 19140

We also welcome back into the fold Stuart Palmer, R. D. #1, Columbus, NJ 08022 and are happy to have Stuart on board again.

We are continuing our Chapter membership drive, and it is hoped that each member will make a serious endeavor to bring at least one new person out to the meetings and familiarize them with our Chapter. We are hoping that 1972 will be a big year of growth for our Chapter. Your Officers have planned a big year of activities, and urge you to support and join in this effort.

Reading Deserved A Better Fate

by ROBERT L. EASTWOOD, JR.

The Reading Company filed a petition for reorganization under the Federal Bankruptcy Act in U. S. District Court in Philadelphia on November 23, 1971. Reading's action was due to its inability to meet a total of \$11 million in debts due on December 1st. There was a total of \$4 million in the cash box on November 19, and it was expected that receipts between that date and December 1 would amount to about \$5.5 million, still leaving RDG \$1.5 million short in cash. Among the debts facing the Company on December 1 would be \$5.1 million in interline freight charges, almost \$2 million in wages, \$2.7 million in state and local taxes, and \$1.5 million for materials and supplies.

Judge John P. Fullam, who is in charge of the Penn Central reorganization, has a new ward to look after, at least temporarily. The Reading has been placed under the Court's protection until December 6, when a hearing will be held, and a trustee(s) appointed to run the Railroad.

While Reading has been in a rather precarious financial position for some time, there can be no doubt that the coal miners' strike has hastened an action which many had felt would come in due time. The effect of the coal strike can be measured in the fact that Reading's net operating deficit for the first 9 months of 1971 was \$4.6 million, while in October alone it was a staggering \$1.8 million, and a \$2 million loss had been forecast for November.

Reading has been plagued with a rather unfortunate set of circumstances in the 1960's and early 1970's, which have further combined to speed the continuing decline of the Company's resources.

A major drain has been the bankruptcy of the Jersey Central Railroad. RDG lost many interline payments due it, as well as its investment in the railroad, which was written off in 1970. Reading had a 49% interest in CNJ.

Another obstacle has been Reading's inability to find a willing merger partner, primarily due to the Company's burdensome commuter service. SEPTA's contributions simply do not cover the cost of providing this service, and SEPTA's complete lack of any type of master plan for the rail commuter operations set-up in Philadelphia leaves little hope to prospective merger partners that RDG's commuter service can be put on at least a break-even basis within the next 5 or more years. A case in point is the Warminster electrification, which was supposed to have been placed in service as early as 1968, and on which construction has not even begun. SEPTA itself doesn't even know what is going on, so how can Reading, or prospective merger partners.

Reading has further suffered from the continuing rise in major strikes which is playing havoc with the economy of the entire Nation. The adverse effect has been to prevent any type of a normal traffic pattern or flow, and due to this the management cannot even predict with any great amount of accuracy what motive power requirements, crew requirements, etc., will be for the operation of the railroad. To have a relatively smooth flow of traffic would be beneficial to the executive branch of the railroad in controlling expenses.

There is a certain amount of initial "shock" felt by this writer at the announcement of the bankruptcy petition, no matter how well one would know that it was impending. But who could predict that times would fall hard upon the Reading, a proud institution for so many, many years.

(Continued on Page 4)

"READING DESERVED A BETTER FATE"(Continued from Page 3)

We feel some of the hurt which RDG's pride must feel, having been such a solid organization for so long. Unlike Penn Central, there can be no charges of gross mismanagement or anything of the kind - Reading has tried as hard as it knows how, and the simple fact remains that the cards were stacked against it.

It must be assumed that Reading will still continue to function as normal, and those of us who are dedicated, loyal fans "in the field" will probably notice little visible change. It is the most fervent hope of this writer that an effective plan of reorganization can be quickly put into force, and that RDG may be relieved of some of its unjust burdens to allow it to function as a competitive rail carrier once again. We know that we can expect the best effort in throwing the right switches to bring the route of "Fast, Friendly Service" to a clear home board once again.

R. L. E., Jr.

EXTRA
2200
South
 ↓
The Locomotive Newsmagazine

A Word About Our Special Feature

The Staff of CINDERS sends along the wishes for a Happy Holiday Season with an extra big issue of CINDERS, complete with a diesel motive power roster of the Reading

Company, reprinted through the kind courtesy of Mr. Don Dover, Editor and Publisher of Extra 2200 South, the Locomotive Newsmagazine. The last minute filing for reorganization by the Reading was not connected in any way with the presentation of this article.

We'd like to tell you a little bit about X2200S, for it truly is a fine publication, and of great value to the average rail enthusiast. It is published more or less every other month, is completely manned by volunteers, and is of the highest quality in reproduction. Our style of printing CINDERS tends to lose a fair amount of the value of photographs, but X2200S has to be rated tops in their photo reproduction.

The price for this work is quite reasonable.....\$7.00 for 12 issues, mailed Second Class. Add \$4.00 for 12 issues if First Class mail is desired. X2200S may be ordered through their Circulation Department, P. O. Box 41417, Cincinnati, Ohio 45241. We are indeed grateful to Don and his staff for their consenting to let us share this work with you, and we commend this fine publication to you as a real help to the serious rail enthusiast.

Each issue contains a number of rosters, and pages of locomotive news. It's easy to keep track of who's got what, scrappings, purchases, second-hand sales, through X2200S. Both the Editor and the Layout Editor are subscribers, and will be more than happy to show copies to members interested in subscribing.

Please mention the Philadelphia Chapter when ordering subscriptions.

THE CHAPTER AUCTION: Preliminary figures from the Chapter auction indicate a total of \$356.05 in railroadians changed hands, with the Chapter retaining \$35.40 for its treasury, plus a donation of \$10.00 extra from member Jim Dillon to the 'till, or a total of \$45.40 for your Treasury. Many fine items were auctioned off, and there were many happy people at the end of the long evening. It was a profitable evening for all concerned, and we're sure to repeat the event before too long.

(THE FOLLOWING IS REPRINTED WITH PERMISSION FROM
EXTRA 2200 SOUTH. SEE PRECEDING PAGE FOR DETAILS.)

by Larry Russell
Ken Douglas
Bert Pennypacker

READING RAILWAY SYSTEM

As of 9/1/70

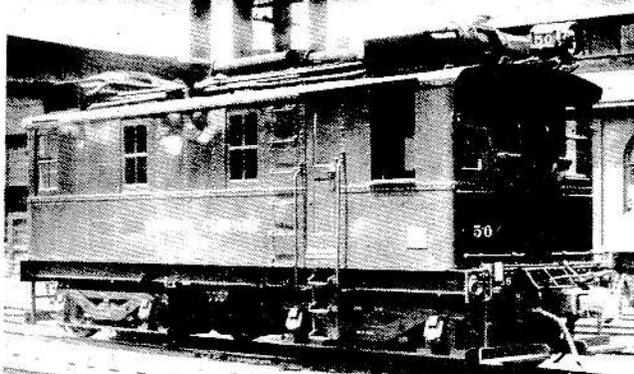


CLASS	R/N	MODEL	HP	AVG. WGT. IN LBS.	GEAR RATIO	B/N	B/D	NOTES
OE-3,13	10	SW/SW900M	600/660	230,700	68:16	629	11/37	REBUILT TO SW900M(660HP) IN 4/56
OE-3,15	11-15	SW/SW900M	600/660	230,700	68:16	701-705	11/37	REBUILT TO SW900M(660HP) IN 7,1,5,8,6/56 RESPECTIVELY
OE-5	16-18	SW1	600	200,040	62:15	871-873	3/39	SW900M'S 10-15 ARE SCHEDULED TO BE REBUILT TO 900HP
OE-5	19-22	SW1	600	198,220	62:15	1128-1131	8/40	USING PARTS FROM SW1'S 16-21 AND THEN # 1516-1521.
OE-5	23,24	SW1	600	199,480	62:15	1451,1452	11/41	
OE-10	26-33	DS44-1000	1000	242,000	68:14	72841-72848	4-10/47	26-39 WERE RETIRED; 28,29 TO F&W 360,361, THE REST,
OE-10	34,35	DS44-1000	1000	243,000	68:14	72232,72234	6/46	" " " 26,27,30-39 WERE TRADED IN TO EMD
OE-10	36,37	DS44-1000	1000	243,000	68:14	72793,72794	7/46	" " " FOR SW1500'S 2750-2760 IN 1/56
OE-10	38,39	DS44-1000	1000	243,500	68:14	72801,72802	8/46	" " " "
OE-4	40,41	HH900	900	233,500	?	69056,69057	12/37,1/38	RETIRED & SCRAPPED IN ABOUT 1962
OE-11	42,43	S2	1000	230,000	75:16	74497,74658	7/46	RETIRED & SOLD TO REPUBLIC STEEL 10/64 AS 335,336
OE-11	44,45	S2	1000	230,800	75:16	74789,74790	8/46	RETIRED & SCRAPPED IN 1964
OE-11	46,47	S2	1000	230,800	75:16	75246,75359	6,7/47	RETIRED & SOLD TO REPUBLIC STEEL 10/64 AS 337,338
OE-8	50-52	S1	660	194,000	75:16	69205-69207	9/40	RETIRED & SCRAPPED ABOUT 1964
OE-8	53,54	S1	660	198,000	75:16	69504,69505	8/41	RETIRED & SCRAPPED ABOUT 1964,53 SOLD TO W.A. SMITH CO.
OE-10	55-57	VO1000	1000	241,500	68:14	71948-71950	8/44	REBUILT BY EMD TO SW1200'S 2706,2708,2711 IN 2,3,4/59
OE-10	58,59	VO1000	1000	242,100	68:14	71956,71957	9/44	REBUILT BY EMD TO SW1200'S 2701,2709 IN 4,4/59
OE-7	60	PRE VO	660	194,700	?	62300	7/39	EX 36, REBUILT & # IN 6/45, NOW SCRAPPED, RET. C. 1961
OE-7	61-63	VO660	660	202,660	68:14	62399-62401	9-10/40	REBUILT TO SW900'S 1501,1505,1506 IN 7,8,8/61
OE-7	64-67	VO660	660	196,200	68:14	64190,92-94	9-10/41	REBUILT TO SW900'S 1504,1502,1507,1508 IN 8,7,9,9/61
OE-7	68-70	VO660	660	194,070	68:14	64390,91,99	7,7,9/42	REBUILT TO SW900'S 1503,1509,1510 IN 8,9,10/61
OE-10	71-73	VO1000	1000	237,100	68:14	67731-67733	6/43	72 SCRAPPED;71,73 REBUILT BY EMD TO SW1200'S 2712,04 4,2/59
OE-10	74,75	VO1000	1000	239,500	68:14	70110,70111	11/43	BOTH REBUILT TO SW1200'S BY EMD 2703,2705 IN 2,2/59
OE-10	76-79	VO1000	1000	240,900	68:14	70134-70137	1/44	76,77,79 SCRAPPED;78 RR BY EMD TO SW1200 2707 IN 2,2/59
OE-10	80,81	VO1000	1000	245,450	68:14	62402,62403	8/40	BOTH REBUILT BY EMD TO SW1200'S 2702,2701 IN 5/59
OE-10	82	VO1000	1000	245,450	68:14	64431	10/42	SCRAPPED
OE-10	83-85	VO1000	1000	236,300	68:14	67722,23,30	5,5,6/43	(ALL RR SW1200'S ARE 1000HP)
OE-10	86-88	VO1000	1000	241,500	68:14	70164-70166	3/44	SCRAPPED
OE-10	89	VO1000	1000	240,650	68:14	70138	1/44	86,87 SCRAPPED;88 REBUILT BY EMD TO SW1200 2713 IN 4/59
OE-9	90	NW2	1000	245,170	62:15	1132	8/40	89 REBUILT BY EMD TO SW1200 2714 IN 3/59
OE-9	91,92	NW2	1000	246,000	62:15	1454,1455	9,10/41	
OE-6	97 FM	CENTERCAB	600	218,200	?	? IF ANY	7/39	EX 35, SCRAPPED IN 1953; CARBODY BUILT BY ST LOUIS CAR,
OE-1	98	AGEIR 60 TON	300	130,000	?	66682,10025	6/26	EX 50, SCRAPPED IN 1949
OE-2	99	AGEIR 60 TON	300	133,000	?	67107,10323	3/28	EX 51, SCRAPPED IN 1954
OE-9	100-104	NW2	1000	247,220	62:15	4940-4944	7/47	
DF-1	250A-259A	FTA	1350	230,500	62:15	2807-2816	1-2/45	ALL 10 TRADED IN ON GP30'S 5501-5520
DF-1	250B-259B	FTB	1350	227,200	62:15	2817-2826	1-2/45	ALL 10 TRADED IN ON GP30'S 5501-5520
DF-2	260A-265A	F3A	1500	246,100	62:15	6182-6187	11/48	ALL 6 TRADED IN ON GP35'S 6501-6506
DF-2	260B-265B	F3B	1500	246,100	62:15	6188-6193	11/48	ALL 6 TRADED IN ON GP35'S 3636-3655
DF-4	266A-283A	F7A	1500	247,400	62:15	9802-9819	5/50	ALL 18 TRADED IN ON GP35'S 3636-3655
DF-4	266B-271B	F7B	1500	247,400	62:15	9820-9825	5/50	ALL 6 TRADED IN ON GP35'S 3636-3655
DF-3	300A-305A	FA1	1500	246,150	74:18	75977-75982	6/48	ALL 6 TRADED IN ON C424'S 5201-5210
DF-3	300B-305B	FB1	1500	246,150	74:18	76032-76037	6/48	ALL 6 TRADED IN ON C424'S 5201-5210, EXCEPT 3048,3058
RS-1	444-450	RS3	1600	259,700	74:18	80552-80558	10/53	SOLD TO ALCO FOR LHR
RS-1a	460-472	RS3	1600	258,900	74:18	79866-79878	5/52	467 RETIRED & SOLD TO PEABODY 467 THROUGH G.R. SILCOTT
RS-1b	473-475	RS3	1600	258,900	74:18	79863-79865	4,5,5/52	473 RETIRED & SOLD TO ALCO FOR C630'S IN 1967?
RS-1	481-483	RS3	1600	247,300	74:18	80532-80534	8/53	481 RETIRED IN 1969 AND SCRAPPED
RS-1	484,485	RS3	1600	248,500	74:18	79943,79944	6/52	
RS-1	486-495	RS3	1600	248,500	74:18	80104-80113	6-7/52	
RS-1	496-499	RS3	1600	248,500	74:18	79859-79862	4/52	497 RETIRED & SOLD TO ALCO FOR C630'S IN 1967
RS-1	500-509	RS3	1600	248,500	74:18	78563-78572	4/51	505-509 RET., TO ALCO FOR C430/C630'S IN 1966
RS-1	510	RS3	1600	249,300	74:18	78918	7/51	502,508 RETIRED AND SOLD TO ALCO '66 RESOLD TO TC 248,249
RS-1	511-513	RS3	1600	249,300	74:18	78920-78922	7/51	511,513 RETIRED AND SOLD TO ALCO FOR C430/C630'S IN '66
RS-1	514,515	RS3	1600	249,300	74:18	78924,78925	7/51	504 (ABOVE) SOLD TO SAN MANUEL ARIZONA 8 IN 1969
RS-1	516,517	RS3	1600	249,300	74:18	78928,78929	8/51	516,517 RETIRED AND SOLD TO ALCO FOR C430/C630'S IN '66
RS-1	518-520	RS3	1600	249,300	74:18	78931-78933	8/51	518 SOLD TO ALCO FOR C430/C630'S IN 1966 THEN TO TC 250
RS-1	521-523	RS3	1600	249,300	74:18	78935-78937	8/51	520,521 TO SMA 9,10 IN 1969 ; 523 SOLD TO STJ&LC 202 IN
RS-1	524	RS3	1600	249,300	74:18	78939	8/51	(TC 248-250 # L&N 248-50)
RS-2	530-535	AS16	1600	248,500	68:15	75151-75156	7-9/51	530,31,33,35 RETIRED & SCR. BEFORE 1969,532,34 RET. 1969
RS-2	536-550	AS16	1600	248,500	68:15	75317-75331	9-11/51	536,8,40-8,50 " " " 1969,537,9,49 " 1969
RS-2	551-554	AS16	1600	261,600	68:15	75926-75929	10/53	ALL RETIRED AND SCRAPPED BEFORE 1969
RS-2b	560-563	AS16	1600	265,500	68:15	75157-75160	9/51	ALL RETIRED BEFORE 1969 AND SCRAPPED
RS-2	576-585	AS16	1600	260,200	68:15	75591-75600	6-7/52	ALL RETIRED BEFORE 1969 AND SCRAPPED
RS-2	586-589	AS16	1600	260,200	68:15	75715-75718	7/52	ALL RETIRED BEFORE 1969 AND SCRAPPED
RS-3	600	GP7	1500	247,100	62:15	16902	8/52	
RS-3	601-603	GP7	1500	247,100	62:15	16688-16690	7/52	
RS-3	604-608	GP7	1500	247,100	62:15	16903-16907	8/52	
RS-3	609-624	GP7	1500	246,400	62:15	18409-18424	5/53	
RS-3	625-636	GP7	1500	248,100	62:15	18740-18751	10/53	612 WAS RETIRED IN 1968
RS-3a	660-664	GP7	1500	246,600	62:15	16683-16687	6/52	
RS-3b	665,666	GP7	1500	246,600	62:15	16908,16909	6/52	663 WRECKED AND TRADED IN ON GP35 3656
OE-12	700-714	DS44-1000	1000	229,028	68:14	73774-73788	9-10/48	700-702,704-705,707,710-715,717-720,722-729 RET. & SCR.
OE-12	715-729	DS44-1000	1000	229,028	68:14	74601-74615	7-9/49	BEFORE 1969,703,6,8,21 RET & SCR. IN 1969,716 IN 1970
RS-4	800,801	H24-66	2400	385,900	68:15	241779,241780	9/53	801 RE# 201 ; 800 RET. & SCR BEF. 1969
RS-4	802-806	H24-66	2400	385,900	68:15	241795-241799	11/53	806 RE# 202 ; 804 RET. & SCR BEF. 1969 ; 802,3,5 RET & SCR IN 1969
RS-4	807,808	H24-66	2400	388,400	74:18	241906,241907	12/56	808 RE# 203 ; 807 RET. & SCR BEF. 1969
RS-4b	860,861	H24-66	2400	386,700	68:15	241781,241782	10/53	860 RE# 260 ; 861 RET. & SCR BEF. 1969
RS-4a	862	H24-66	2400	388,400	68:15	241865	11/55	862 RE# 261
RS-4b	863-865	H24-66	2400	388,400	68:15	241882-241884	11-12/55	863-865 RE# 262-264 ; 261,3,4,5,861,3,6 RETIRED 6/70 & SCR. BY LIPSETT STEEL
RS-4b	866,867	H24-66	2400	386,400	68:15	241863,241864	11/55	867 RE# 265

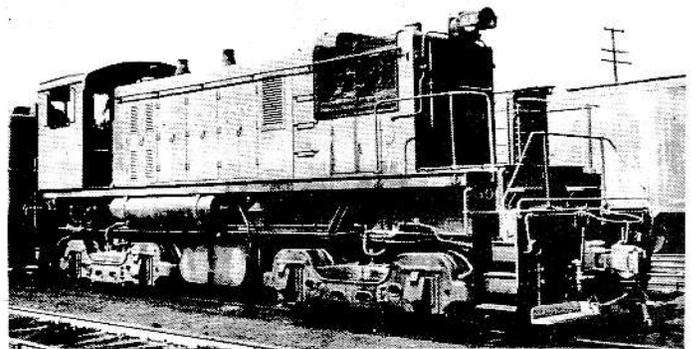
CLASS	R/N	MODEL	HP	WEIGHT	GEAR RATIO	B/N	B/D	NOTES
DP-1	900-905	FP7A	1500	255,100	58:19	11387-11392	5-6/50	904,905 SCRAPPED IN 1965-66 ; 901,907 TO EMD IN 1970.
DP-1	906,907	FP7A	1500	255,100	58:19	16681,16682	9/52	906 RETIRED AND TRADED IN TO EMD FOR A 9045 IN 1967
SWE-4	1501-1506	SW900M	900	221,700	68:14	26804-26809	7-8/61	RB FROM V0660's 61,5,8,4,2,3
SWE-14	1507-1510	SW900M	900	223,155	68:14	26810-26813	9-10/61	RB FROM V0660's 66,67,69,70
SWE-4	1511-1515	SW900	900	218,230	68:14	28417-28421	12/63	
SWE-1	2701,2702	SW1200M	1000	246,000	68:14	SEE OLD BLW #	5/59	RB FROM V01000's 81,80
SWE-1	2703-2713	SW1200M	1000	242,850	68:14	SEE OLD BLW #	2-4/59	RB FROM V01000's 74,73,75,55,78,56,59,58,57,71,88
SWE-14	2714	SW1200M	1000	242,850	68:14	SEE OLD BLW #	3/59	RB FROM V01000 89
SWE-14	2715-2719	SW1200	1200	246,120	68:14	28412-28416	11/63	
SWE-14	2750-2760	SW1500	1500	248,000	62:15	31708-31718	7-8/66	
SWE-14	2761-2770	SW1500	1500	253,650	62:15	35064-35073	6-7/69	DELIVERED IN 8/69
*GP30	3600-3619	GP30	2250	253,500	62:15	SEE NOTES	3-7/62	EX 5520,01-19; B/N'S ARE 27116,22,23,17,27,20,21,18,19, 27124,25,30,31,14,15,28,29,32,33,26 RESPECTIVELY
*GP35	3620-3625	GP35	2500	262,130	62:15	28633-28638	12/63	EX 6501-6506
*GP35	3626-3637	GP35	2500	262,130	62:15	29134-29145	8/64	
*GP35	3638-3655	GP35	2500	262,130	62:15	29571-29588	8-9/64	
*GP35	3656	GP35	2500	262,130	62:15	30458	5/65	
*C424	5201-5203	C424	2400	258,650	74:18	84560-84562	10/63	
C424	5204-5210	C424	2400	258,650	74:18	84733-84739	10-11/63	
*C430	5211,5212	C430	3000	278,280	81:22	3441-1-3441-3	7/66	5211 & 5212 ARE NAMED CATAWISSA II & OLD IRONSIDES II
*C630	5300-5306	C630	3000	390,837	81:22	3442-1-3442-7	6/66	5300 NAMED ROCKET II
*C630	5307-5311	C630	3000	393,960	74:18	3487-1-3487-5	9-10/67	HAVE NEW "HI-ADHESION" TRUCKS
*U30C	6300-6304	U30C	3000	403,534	74:18	36318-36322	6-7/67	
*SD45	7600-7604	SD45	3600	401,214	62:15	33175-33179	7/67	HAVE DUAL CONTROLS, AND CONSEQUENTLY "BUILT-OUT" WINDSHIELD
?	65	O/E CAR	125	23,400	?	?	11/32	ALL PASS.,47 SEAT,50',BUDD/MICHELEN, STAINLESS STEEL
?	4066	G/E CAR	(2)300	?	?	?	5/30	EX 66, PASS/BAGG/MAIL;30 SEATS
?	4067	G/E CAR	(2)250	?	?	?	5/29	EX 67, PASS/BAGG/MAIL;30 SEATS
?	4068,4069	G/E CAR	(2)250	?	?	?	5/29	EX 68,69,PASS/BAGG/MAIL;47 & 30 SEATS
?	4070	O/E CAR	(1)300	?	?	?	10/29	EX 70, PASS/BAGG/MAIL; 26 SEATS
?	4071,4072	G/E CAR	(3)135	?	?	?	5/29	EX 71,72,PASS/BAGG, 71 SEATS; MACK/INTERNATIONAL
?	4073	G/E CAR	(2)300	?	?	?	2/28	EX 73,PASS/BAGG/MAIL; 30 SEATS
?	4074	O/E CAR	(1)300	?	?	?	7/29	EX 74,PASS/BAGG/MAIL;41 SEATS (H# TOOK PLACE ABOUT 1943)
?	4075	G/E CAR	(1)250	?	?	?	8/28	EX 75,PASS/BAGG/MAIL; 39 SEATS (500/600HP CARS PULLED TRAILERS)
?	4076	G/E CAR	(3)120	?	?	?	8/28	EX 76,PASS/BAGG/MAIL; 39 SEATS
?	4077-4079	G/E CAR	(1)250	?	?	?	2/27	EX 77-79,PASS/BAGG/MAIL; 32 SEATS
?	4080	G/E CAR	(1)250	?	?	?	8/25	EX 80,PASS/BAGG, 50 SEATS
DUB1	9151,9152	RDC1	600	118,000	?	7011,7012	12/62	
DUB1	9153-9162	RDC1	600	118,000	?	7001-7010	11-12/62	
DUB1	9163	RDC1	600	118,000	?	5410	8/51	EX LEHIGH VALLEY 40, ACQUIRED 11/62
DUB1	9164	RDC1	600	118,000	?	6104	4/55	EX B&M 6109, ACQUIRED 10/65
DUB1	9165	RDC2	600	119,000	?	6008	2/55	EX B&M 6205, ACQUIRED 10/65, NOW HAS A SNACK BAR
DUB1	9166	RDC3	600	122,700	?	6819	2/58	EX B&M 6305, ACQUIRED 8/66, NOW HAS A SNACK BAR

* B&O/C&O CLASS IS USED FOR THE SECOND GENERATION POWER IN THE CLASS COLUMN, HOWEVER THEY DO HAVE RDG CLASSES AS FOLLOWS: ALL FMD UNITS ARE RSE-14 ALL ALCO UNITS ARE RSA-14 AND ALL GE UNITS ARE RSG-14.

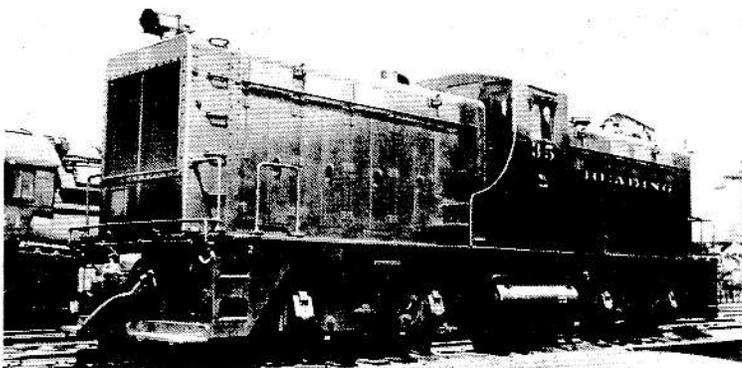
NOTE: THE FOLLOWING PERSONS SUPPLIED VALUABLE INFORMATION FOR THIS ROSTER: DENNIS TILLEY,TOM TRUMBAUER,STEVE TIMKO.



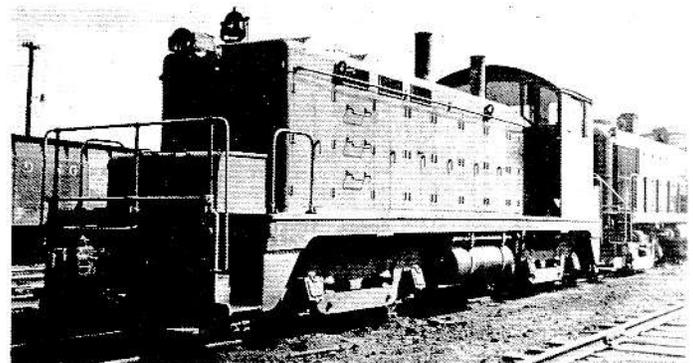
H. N. Proctor Collection
Reading #50, a class OE-1, 60T, 300 hp, AGEIR boxcab, was later r# 98 and scrapped in 1949.



(Louis A. Marre Collection) R. S. Short
RDG #60, a BLW pre-VO model of 660 hp, was built as an experiment between cast and fabricated frames (cast frames used until 1950), built 6/39 as #36, it was r# 60 probably in 1940.



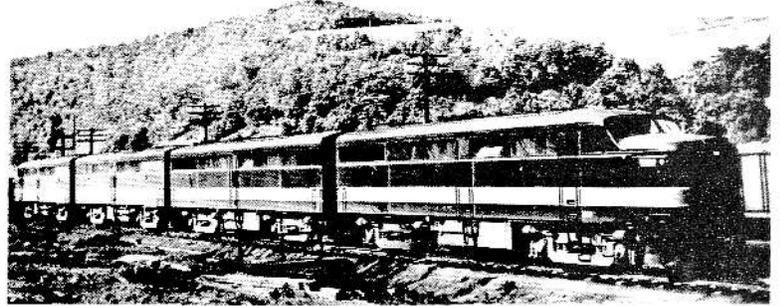
F. W. Trittenbach
This rare photo shows Reading #35, a 600 hp centercab built by FM-St. Louis Car, at Philadelphia 8/5/39 before r# to #97, and before scrapping in 1953.



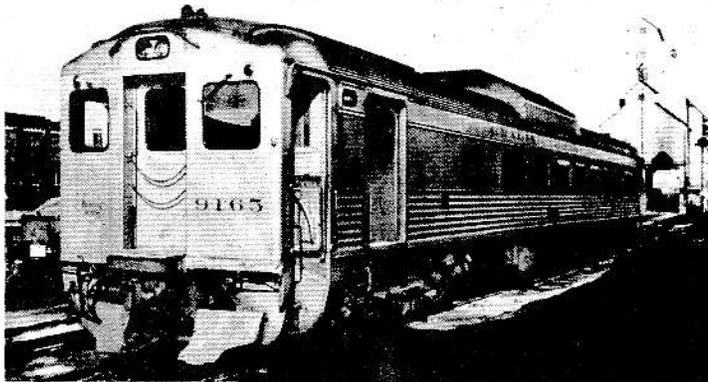
J. D. Hahn, Jr.
Winton-powered SW #11 (at Philadelphia 9/54), rebuilt two years later to an SW900m (660 hp), was recently modified to operate at 900 hp.



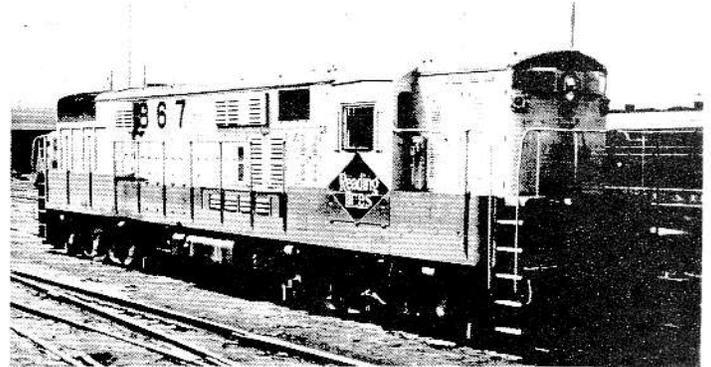
Ken Douglas
This dynamic brake equipped FT A/B set, #253 A/B, was retired 1962 and traded in for GP30's 5507, 5008.



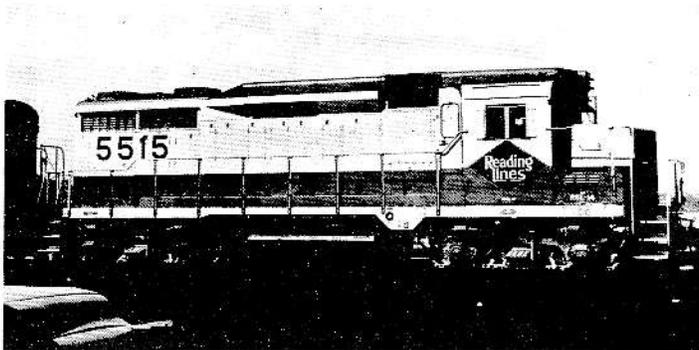
J. W. Hulsman
This handsome A-B-B-A, two-tone green set of FA/B1's (300A, B, 301A, B) take charge of a coal drag at Tamaqua, Pa., 8/48. RDG traded in ten FA/B's for C424's and sold the other two to Alco.



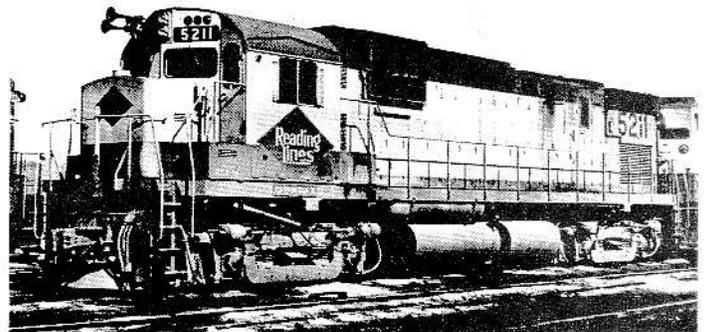
F. W. Trittenbach
Only RDC2 on the road is #9165 (nee B&M 6205), acquired 10/65.



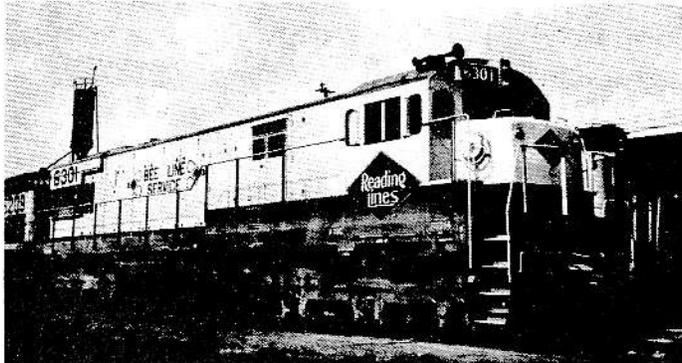
Collection of Stephen M. Timko, Jr.
The remaining (as of 1969) freight (#801, 6, 8) and passenger equipped (#860, 62-65, 67) H24-66's were r# in 1969 to #201-3 and #260-265 respectively.



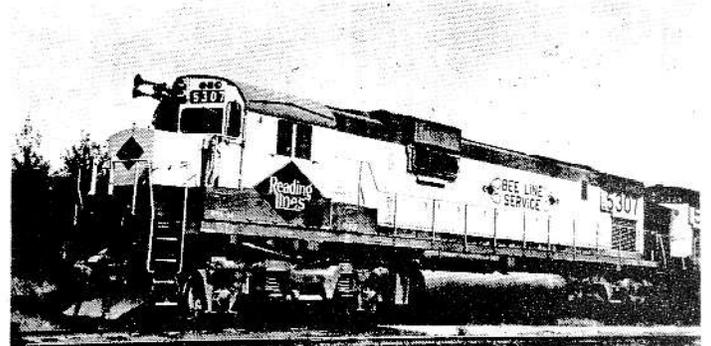
Ken Douglas
GP30 #5515, rebuilt from an FT, is shown near Chester, Pa., 10/5/63, about a year before it was r# to 3615.



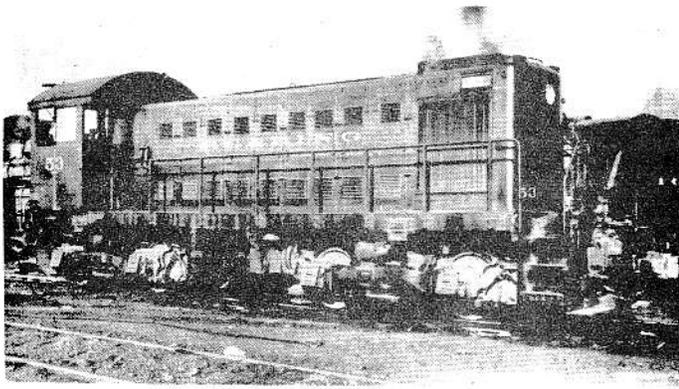
Ken Douglas
RDG #5211, 12, are the original C430's, built 7/66 before the demos and other 11 units. They are the only C430's on AAR trucks.



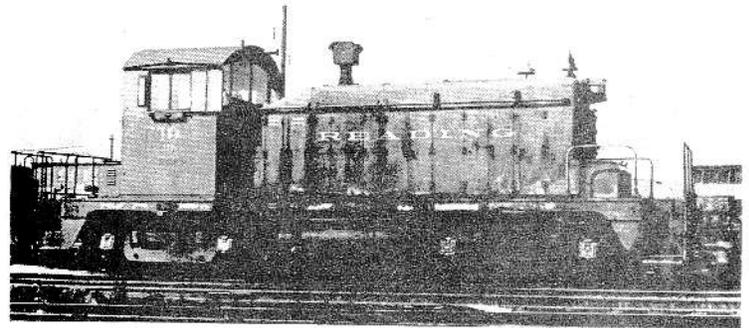
J. W. Hulsman
Newberry Jct., Pa., 10/68, #6301 is a late style U30C. The "Bee Line Service" motto is displayed on U30C's, SD45's and C630's.



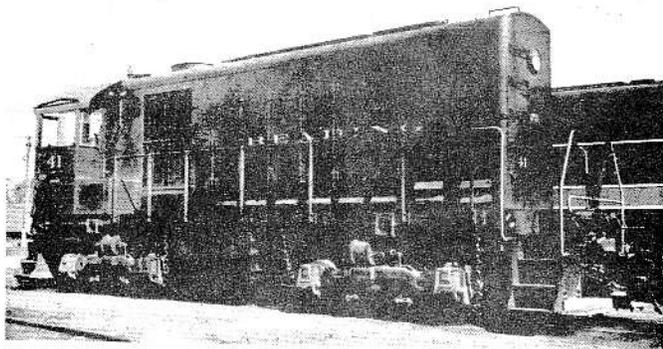
J. W. Hulsman
Of the "Big Three" C-C units, only the C630 was reordered, #5307 is from the second order, with hi-ad trucks. Note Reading's unique cab-mounted rain run-off strip.



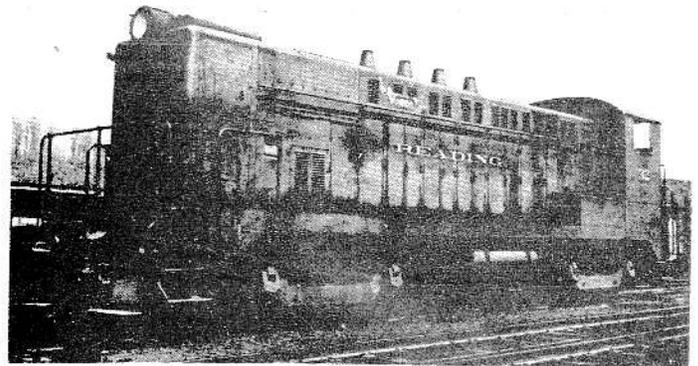
(H. N. Proctor Collection) F. R. Kern, Jr.
S1 #53 was a stranger among steam engines at Philadelphia, Pa., c. 1945.



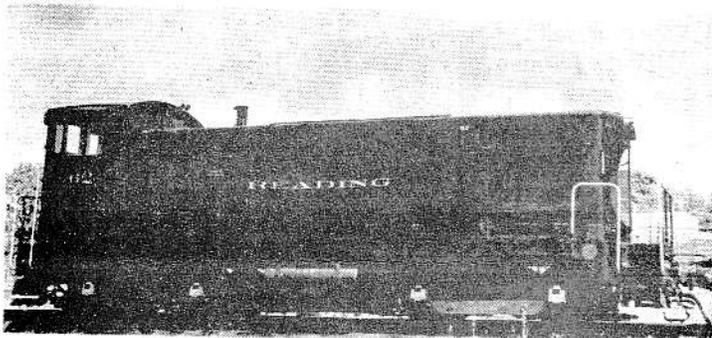
Ken Douglas
Some of RDG's pre-WWII SW1's may be used to rebuild the SW900m's (10-15) to 900 hp. #19, at Philadelphia 3/3/68, has been sold to Bethlehem Steel.



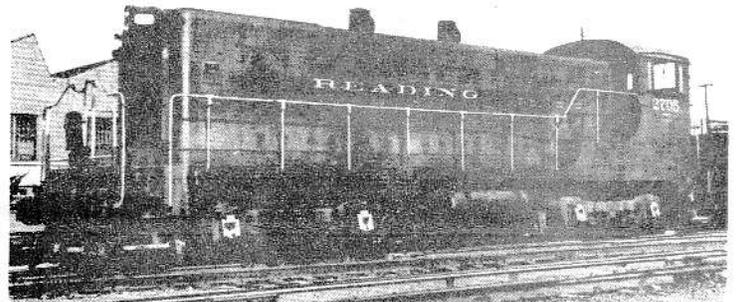
(H. N. Proctor Collection) F. R. Kern, Jr.
Reading's only HH's (HH900) #41 (at Philadelphia, Pa., 5/20/56) and #40, were retired and scrapped by ?



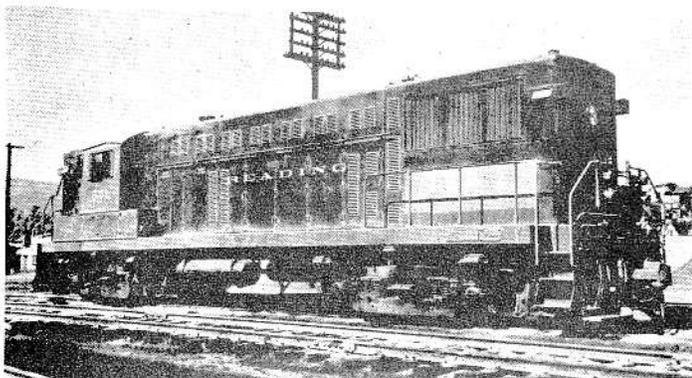
(H. N. Proctor Collection) J. Pickett
DS4-4-1000 #32 is one of 40 or 50 of that model built 1946-48, utilizing four stacks instead of the later, supercharged, 606SC single stack version.



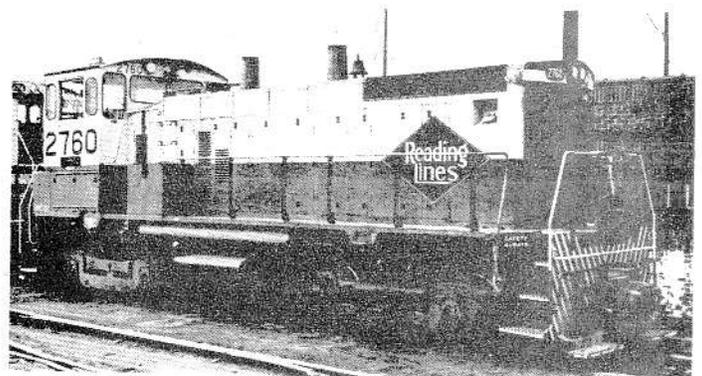
F. W. Trittenbach
The trucks from #62, an early (9-10/41) VO660 (at Rutherford, Pa., 5/24/61), were the only parts reused in rebuilding SW900 #1502 in 8/61.



F. W. Trittenbach
#2705, a class SWE-1 SW1200m, was rebuilt 2/28/59 from VO1000 #75, retaining the cab, trucks, and frame.

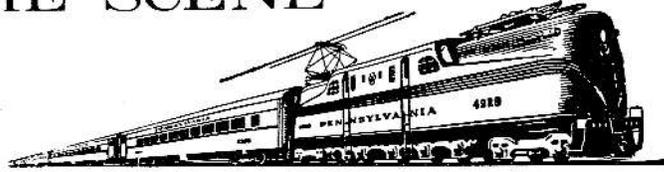


J. W. Hulsman
At Tamaqua, Pa., 7/59, is AS16 #551 illustrating the late BLH roadswitcher carbody. The 551-554 group had dynamic brakes and could not be mu'ed with other AS16's.



(Stephen M. Timko, Jr. Collection) Martin Stanley Zak
Reading's only order in the last two years was SW1500's #2761-70 (8/69). What is the box on the walkway in front of the cab of #2760?

"ON THE SCENE"



with El Simon

.....In this area, as all around the Nation, AMTRAK initiated new schedules on November 14. The Northeast Corridor was the scene of by-far the greatest changes, but equipment is being rotated around the AMTRAK system now.....The net effect is to add one Washington-New York GGI train and 3 Metroliner trips, plus one more round-trip from Philadelphia to New York. In addition, through service to Boston was increased by 4 more trains from Washington and one more train from Philadelphia, as well as one (two later) through trains now run from Washington to Springfield.Around the country, practically every non-PC train now has at least a dome coach assigned and dome sleepers are assigned to the Floridian, Coast Starlight, the City of San Francisco, and the North Coast Hiawatha (ex-CALIFORNIA ZEPHYR sleeper-observation).....BN parlor-observation-domes are now assigned to the Abraham Lincoln and the Twin Cities Hiawatha, and SCL tavern-observations are now on the City of San Francisco. Unfortunately, the Silver Meteor's lounge car now operates mid-train and is no longer on the rear of the train.....Santa Fe high level coaches have been added to the Sunset Limited and a San Diego-Los Angeles round trip.....As for PC, AMTRAK has reportedly identified 176 PC cars they wish to acquire - many on the condition that they continue to operate the 200-series Philadelphia-New York trains. 110 coaches, 18 snack bar-coaches, 15 sleepers, 29 parlors, and 4 baggage-lounge cars are involved. AMTRAK has plans to transfer 79 SCL coaches to Boston-Washington, New York-Buffalo, New York-Pittsburgh trains and has already put perhaps 25 coaches into the pool.....SCL single-unit diners will replace PC cars eventually, including the twin-unit diners still in service on the Broadway Limited. Perhaps 20 UP coaches and 30 UP sleepers have been assigned to PC East-West trains; 4 diners are assigned to Boston-Washington service - they are temporarily PC but should be assigned SCL cars in the future.....SCL is reported to be in line for SP Sunset class Budd cars to bolster their fleet for the winter (and, incidentally, assign leg-rest coaches to Florida trains for the first time). The Florida Special will make its first winter trip December 18.....12 Metroliners purchased from Budd (built originally for SEPTA Harrisburg service several years ago), are being overhauled at Wilmington Shops. For the moment, eight 4-car sets of Metroliners are scheduled and the new cars may permit some longer trains to be scheduled again.....Equipment-wise, PC is still operating 12 P70's on trains 254/263 between New York and Philly. Also, perhaps ten reclining-seat P70's are used on any train which requires them. Additionally, perhaps six prewar streamlined coaches are still in use and it is assumed these 28 coaches will be the first to be replaced by SCL cars.....Budd has started delivery on a 200 car M-1 order for the MTA in New York. First to come will be PC 8280-8327, and the 152 Long Island cars (9620-9771) will then come and the order should be completed by June, 1972.....CNJ refurbished ten additional heavyweight coaches for a total of 52 in all, including all 38 push-pull cars. The latest batch have very distinctive bright orange seat covers.....Mexico is reportedly shopping in the U.S. for a large number of streamlined cars AMTRAK didn't buy. The total they may purchase may reach as high as 600 cars, as I'm certain NdeM knows this is their last opportunity to purchase used equipment.....The latest batch of ex-Santa Fe coaches being rebuilt for North Jersey Coast service is slowly trickling into service, with four of 16 cars noted to date. They will replace 1600-series P70's which may go to Boston.....

(CONTINUED ON PAGE 10)

"ON THE SCENE" (Continued)

.....Boston continues to be the backwater of all PC commuter operations - only 8 RDC's remain in service and all of the 65 coaches at Boston are at least pre-war and only a portion are in PC green. Power is a mix of Alco RS3's, NH GP9's, and Pennsy E8's.....GM&O is getting Milwaukee Road E9's to supplant its aged fleet of 1945 E7's on the Chicago-St. Louis line(actually, both trains now operate through to Milwaukee).....The Reading has continued to slowly repaint MU's and the program has included 42 cars with one more to go in the current program. This should be all for the foreseeable future.....PATH has 46 cars on order to lengthen the trains from World Trade Center to Newark (to eight cars) and to Hoboken (to seven cars). These trains are very crowded in rush hours and development of the Trade Center can only increase these loads.....the PC no longer schedules any old coaches or MU's on the Hudson and Harlem Divisions, but sometimes old ex-NYC coaches turn up anyway. The New Haven line will continue to use prewar coaches and MU's until the arrival of 144 new MU's next year.....Philadelphia apparently has ordered a full 144 cars for PC(130) and Reading (14). The PC cars will replace most of PC's MP54's while Reading's cars will be net additions. They will be combined 25/60 cycle cars and spend their rush hours on the Norristown line (which would be converted to 60 cycle commercial current). New Jersey ordered a full 70 cars for North Jersey service to replace all of their old MU's.....As a matter of interest, the Pennsy's Class MP54E5 (now MA9E) was rebuilt in the early 1950's. There are 50 cars but only 25 got modern trucks. The others look externally like earlier E2 class cars while the 25 cars with new trucks look like the ultimate rebuilt cars - the E6's. However, the E5's have two motors while the E6's have four per car. The cars are split between New York and Philadelphia.....GM&O has received the seven SCL center-lounge coaches (5265-71), but the two identical RF&P cars (861-862) are still in Florida service.....C&O diners are running through on the George Washington-James Whitcomb Riley to Boston. Four cars are required and #1921-22, 1924, and 1925 were the first cars to operate. The Crescent's diner changes at Washington and therefore two PC diners are assigned-one on each side.....Auto-Train has 7 Western Pacific dome coaches and 13 Santa Fe full dome-lounge cars. Additional cars, including sleepers, have been acquired. Each train will have 13 bi-level enclosed auto-rack cars and eleven passenger cars, as follows: 2 sleepers, 2 buffet-movie cars, 1 night club, 4 full dome coaches, and 2 low level dome coaches.....

That's all for this issue - Merry Christmas & we'll see you in January.
- El Simon

BELOW ARE LISTED VARIOUS ADDITIONS AND CORRECTIONS TO THE READING COMPANY ROSTER ON PAGES 5-8. THESE WERE PUBLISHED IN LATER ISSUES OF EXTRA 2200 SOUTH. THIS UPDATED THE ROSTER.

Reading Ry Roster (Aug-Sep 70 issue)

- RDC Weights: 9151, 52, 121900#; 9153-82, 120800#; 9163, 116720#; 9164, 65, 118500#; 9166, 130350#.
- Gear Ratios: #60 - 76:16; #98, 99 - 82:14.
- 804, 703 now cut up.
- 516, 473 scr at RDG 4/68 because of wreck damage.
- 612, 804 retired 3/18/68 because of Gettysburg fire damage.
- 901, 907 to EMD (PECO) for the PC.
- 904, 905 to Alco in 1966 for C630's.
- 261A, 263A-265A, 260B, 261B trade-ins for 6501-6506.
- 1511-1515 rb from VO1000's #82, 76, 86, 84, 83.
- 2715-2719 rb from VO1000's #77, 79, 87, 85, 72.
- RDC class is RDB-13
- Gas Electric Car Data:

Class	r/n	wt.	Gear Ratio	Seats
OEC	4077-4079	52T, 55T	58:19	32
OEd	4067, 4069	86T	52:19	27
OEE	4071, 4072	73T, 72T	52:18	69
OEF	4068	84T	52:19	42

- Only C630's 5307-5311 have "Bee Line" slogan.

Reading Ry Roster (Aug-Sep 70 issue)

- C430 5211, 5212 have b/n's 3441-1, -2.
- #28, 29 to P&BR 360, 361, then rb w/EMD eng. & r# 144, 145.
- #27 to P&BR 359.
- #702 to P&BR 334. #712, 717 to P&BR for parts.
- Locomotive retirements during 1970 have eliminated all remaining FM units and reduced BLW ownership to a single unit, #716 DS4-4-10 (class OE12) which is now the Reading Shops loco. Retired on 4/21/70
- 19, SW1, Cl. OE5 Sold to PB&NE RR, Bethlehem, Pa. Generator and traction motors removed for use in rebuilding 13 to 1519 during 1971.
- 901, 907, FP7A, Cl. DP1 Sold to Precision Eng., Mt. Vernon, Ill.
- 201, H24-66, Cl. RS4, Sold to Luria, Modena, Pa.
- 203, 260, H24-66, Cl. RS4, Sold to Naporano Iron & Metal Co., Newark, N.J.
- Retired 5/27/70 and sold to Luria, Modena, Pa.
- 261-265 (Cl. RS4) and 866 (Cl. RS4b); all H24-66 Retired 9/15/70
- 462, 474, 500, 501, 512, RS3 (Cl. RS1) All sold to Mexico 9/4/70 Retired 11/11/70
- 16, 17, SW1 (Cl. OE5) Parts to be used in upgrading of OE13.
- Rebuilds:
- 17 OE5 + 11 OE13 SW900m (600hp) to 1517 900 hp 6/12/70*
- 18 OE5 + 12 OE13 SW900m (600hp) to 1518 900 hp 7/30/70
- 20 OE5 + 14 OE13 SW900m (600hp) to 1520 900 hp 12/2/70
- *this unit not renumbered until 1/7/71, others r# when rebuilt. (Bert Pennypacker)

General Railroad & Transit News:

HOOSAC TUNNEL & WILMINGTON: Is no more. On August 24, 1971, HT&W issued an embargo against all traffic due to poor track conditions. A few days later, the ICC permitted the 11-mile line to abandon all operations.

DELAWARE & HUDSON'S BIG FOUR: Have gone their separate ways. On October 26, PA's 17 and 19 arrived at GE's Erie, Pa., plant as trade-ins for some new U36C's. Meanwhile, 16 and 18 have gone to Greenbrier Railroad and have performed their first duties there. Let's hope someone will be successful in saving 17 and 19.

PENN CENTRAL: Has offered for sale its Weehawken, N.J. terminal. Covering 335 acres, it extends for nearly two miles along the Hudson River waterfront. PC would relocate those facilities necessary to its continuing operations.

PORT OF NEW YORK AUTHORITY: Has issued a new edition of the New York Harbor Terminals Map. It shows steamship piers, railroads, bridges, tunnels, major highways, railroad freight and passenger stations, plus other transportation facilities. It's free, and may be obtained by writing: Port of New York Authority, 111 8th Ave., New York, N. Y. 10011.

MORE MAPS: Philadelphia area railroad facilities map showing freight stations and yards, passenger stations, etc. Price, \$2.00. Order from Traffic and Transportation Council, Greater Philadelphia Chamber of Commerce, 1528 Walnut Street, Philadelphia, PA 19102.

"SOUTHERN" NORFOLK SOUTHERN??: The 10,200 mile Southern and the 624-mile Norfolk Southern are conducting exploratory talks that could lead to the takeover of NS by SOU. Southern would then gain direct access to Norfolk, Va. NS is a relatively profitable line, earning net income of \$413,000 for the first six months of 1971.

CANADIAN PACIFIC: CP Rail has sent to Angus Shops in Montreal three FM C-Liner 1600 hp "B" units, Nos. 4449, 4452, and 4454, from British Columbia. The prime movers and traction motors have been removed and the units are to become mid-train control units for additional unit coal trains in western Canada on CP.

PENN CENTRAL: Has dedicated and placed into service its new Metropark station at Woodbridge, N.J. Dedication was 11/11, and service started 11/15.

SOUTHERN: Will take over the Live Oak, Perry and Gulf Railroad in Florida, and has received ICC approval.

ERIE LACKAWANNA: Additional trains and faster service have been made on EL's Pascack Valley line and the Gladstone Branch. Key to improvement are the new locomotives and coaches in EL commuter service.

BUSH TERMINAL: The ICC has recommended allowing the Bush Terminal Railroad to abandon their entire line on the Brooklyn waterfront, as well as BT's carfloat operation between Brooklyn and New Jersey. Bush Terminal operates four early model H3-1 GE-Ingersoll Rand diesels, all built in 1931. They also have two GE 80-tonners. Save those GE-IR's, please.

CLINCHFIELD ELECTRIC(?): Results of a study on the electrification of the Clinchfield were turned over to the 277-mile line recently. The study was conducted by American Electric Power Co., Duke Power Co., TVA, and GE. Results will be evaluated, further studies authorized if warranted.

NEW ZEALAND: Has gone the way of the United States and Canada, by eliminating all of its railway post office services (although we still have two trains here). The last Travelling Post Office in New Zealand ran from Wellington to Auckland on September 6, 1971. The American Postal Workers Union here is attempting to get Amtrak to place some mail service back on the rails again, but with little luck.

Due to the length of this issue, the news feature has been shortened a bit this issue. We have presented on the back page a few clippings of old which ought to bring back some memories to some of our members, to be sure. MERRY CHRISTMAS!!!

Memories.....

Why



TUSSLE WITH TRAFFIC?

Choose the peaceful way—the new Monon streamliners. Ride restfully, and avoid that tired feeling from traffic strain. Let our engineers do the driving. Be sociable, with freedom to move about, in homelike comfort. Eat famous Hoosier meals. Arrive refreshed, relaxed and ready to go—for business or pleasure. Go Monon—the worry-free way.

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CHICAGO, INDIANAPOLIS AND LOUISVILLE RAILWAY COMPANY

Over Thanksgiving WAR TRAVEL GETS FIRST PLACE ON The Reading



Please remember that if you're planning a trip this week, you may have to stand. Your train may be late or so crowded you cannot get on. Customary extra holiday sections of trains will not be operated. It's almost certain that your Thanksgiving trip won't be as comfortable as it used to be, or as we should like it to be.

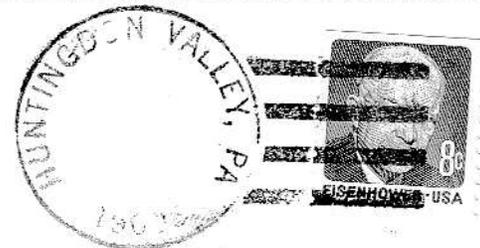
Remember that in addition to greatly increased travel, due to war industry, troop movements and furloughs, we are also carrying additional traffic that formerly moved over the highways.

If you **must** travel over the Thanksgiving Holiday, we will bend every effort to take care of you. But our War job comes first—over Thanksgiving and always—and nothing must interfere with it. So we ask you to understand and to cooperate with us. *Don't travel unless your trip is really necessary.*

Reading Railway System

11-23-42 LRt A.L.S.

ROBERT L. EASTWOOD, JR.,
POST OFFICE BOX 41
HUNTINGDON VALLEY, PA. 19006



POSTMASTER: ADDRESS CORRECTION REQUESTED

THIRD CLASS



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18th and the Parkway
PHILADELPHIA, PA. 19103