

**WORKING MODEL**  
**of Reading Company**  
**Passenger Locomotive**  
**Pacific Type G-1 sa**

**Built by Apprentices in Reading Company Shops**  
**Reading, Pa.**

ON DISPLAY  
 In Transportation Building



NEW YORK WORLD'S  
 FAIR — 1940

**READING RAILWAY SYSTEM**

General Offices: Reading Terminal, Philadelphia

**THE READING RAILWAY SYSTEM**

ON April 4th, 1833, the Legislature of Pennsylvania incorporated the Philadelphia & Reading Railroad Company with authority to construct and operate a line of Railway between the City of Philadelphia and the Borough of Reading, Pa., a distance of 58 miles. Its projectors had in view, primarily, the transportation of coal from the Schuylkill Region to Philadelphia.

On December 5th, 1839, the road was opened and the first train from Reading arrived in Philadelphia carrying 60 passengers and 240 tons of freight. The highest speed was 12 miles an hour and the 58-mile run required 9 hours.

Today the Reading operates over 3600 miles of track, and the equipment of the Reading consists of 728 locomotives, 813 passenger cars and over 33,000 freight cars.

The Reading offers shippers on its line Nationwide freight service through interchange of traffic with its various rail connections at 76 junction points. Its Port Richmond Terminal in Philadelphia is considered the largest single tide-water terminal in the country.

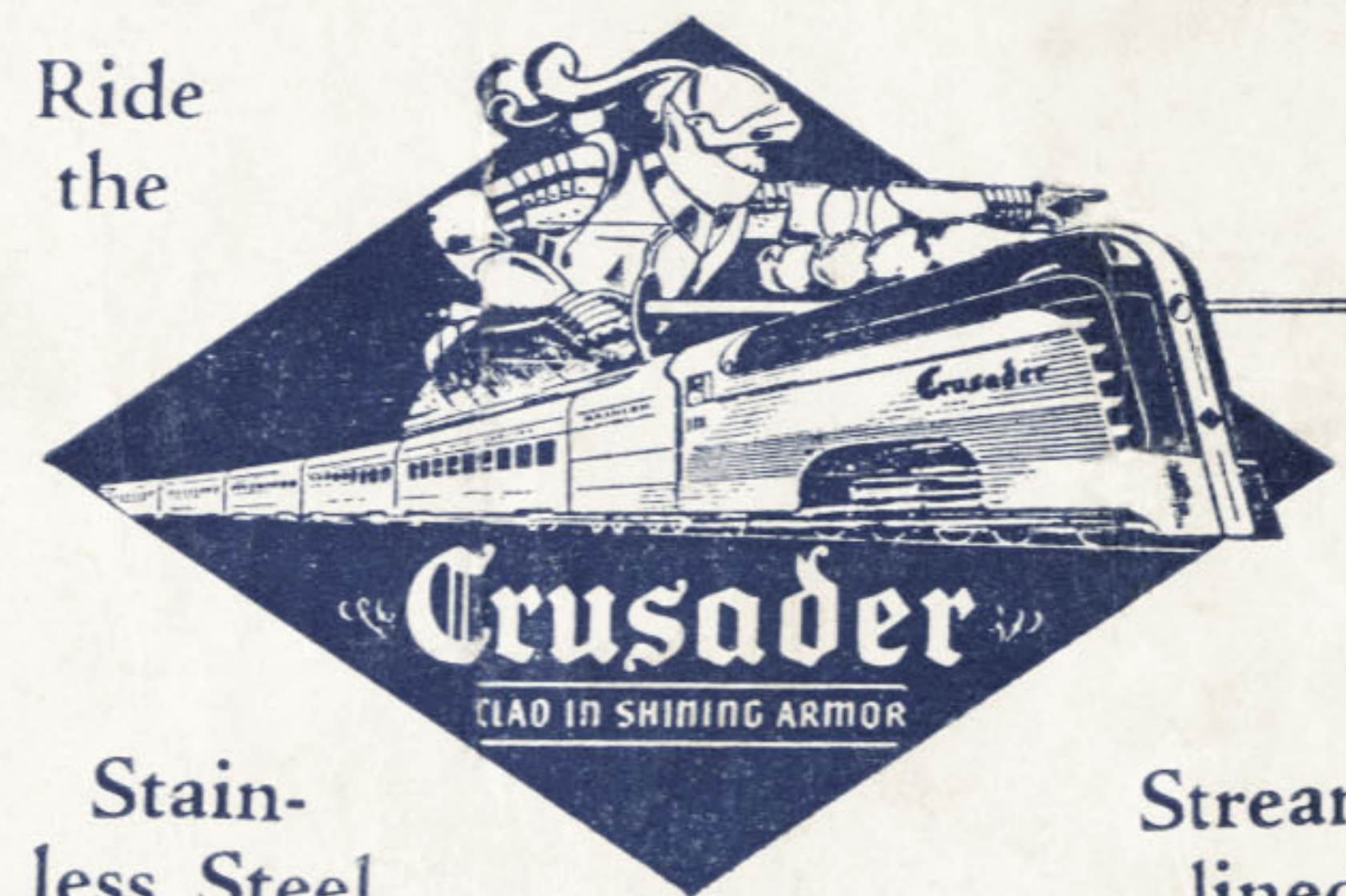
The Reading maintains through passenger service between Philadelphia and Wilkes-Barre, Scranton, Binghamton, Syracuse, Ithaca, Buffalo, Rochester, Niagara Falls and Toronto, with the Central Railroad of New Jersey, Lehigh Valley Railroad and the Canadian National Railways.

Between Philadelphia and New York, the Reading in conjunction with the Central Railroad of New Jersey sets new standards of service. The "Crusader," one of the most beautiful trains in the world, is leader of a fleet of fast, frequent trains between these metropolitan centers. Terminals in New York are at Liberty Street and West 23rd Street.

*The Hit of the Fair — "Railroads On Parade" — Don't Miss It!*

**A Thrill Awaits You!**

Ride  
 the



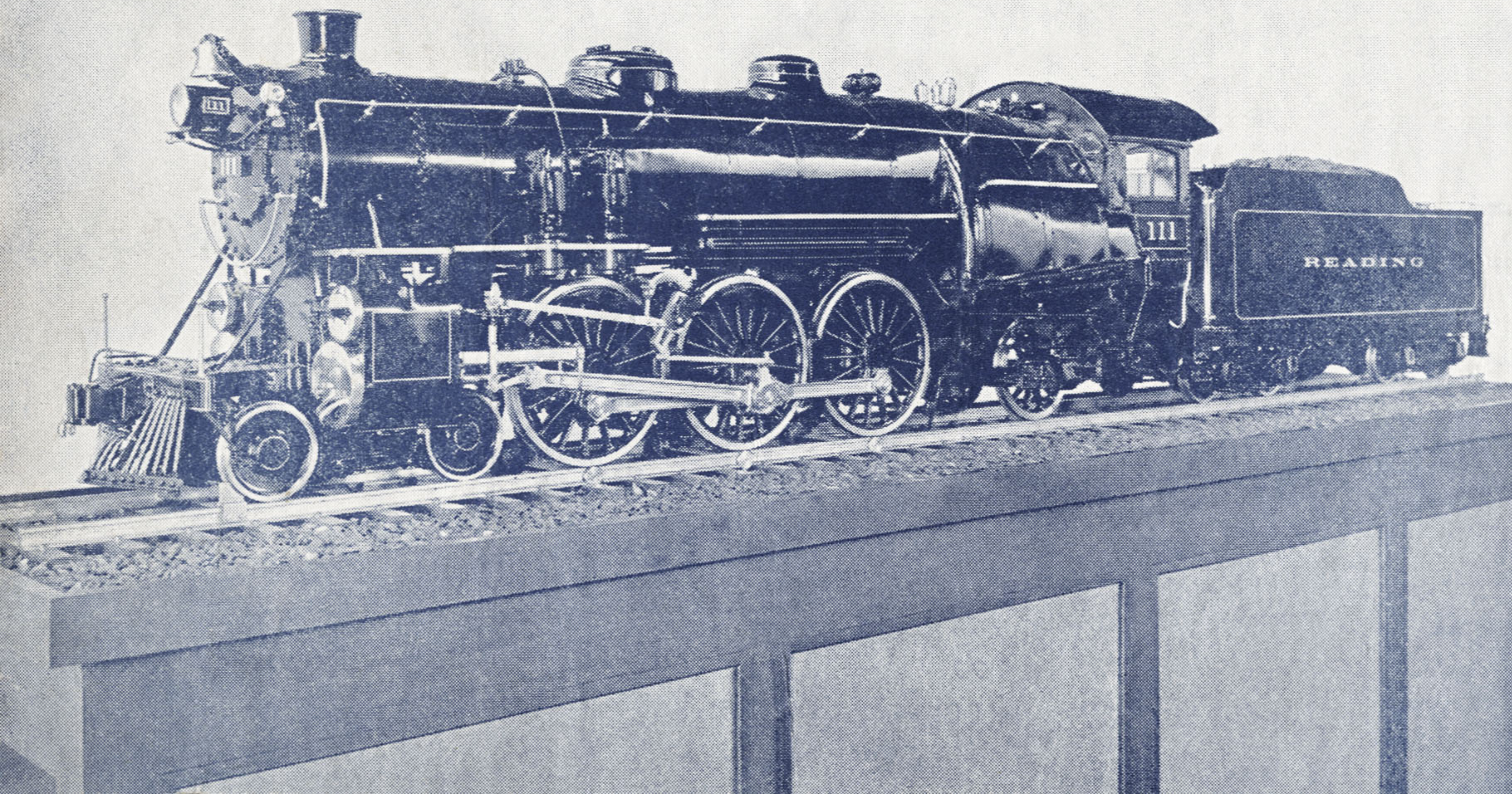
Stain-  
 less Steel

Stream-  
 lined

BETWEEN

**NEW YORK and PHILADELPHIA**

Enjoy the luxury of the most modern appointments — Individual Reclining Seat Coaches, Observation Car, Dining Car with Cocktail Lounge. Every conceivable up-to-the-minute comfort and convenience, all at the regular coach fare!



## COMPARISON OF THE MODEL WITH THE ORIGINAL DESIGN

Scale— $\frac{1}{8}$  inch equals 1 inch

<i>Item</i>	<i>Original</i>	<i>Model</i>
Cylinders	25" x 28"	3 $\frac{1}{8}$ " x 3 $\frac{1}{2}$ "
Driving wheels	80 in.	10 in.
Boiler pressure	220 lbs.	40 lbs.
Tractive power	40,900 lbs.	116 lbs.
Total weight of engine	273,600 lbs.	1,712 lbs.
Total weight of tender	183,700 lbs.	279 lbs.
Total weight of engine and tender	457,300 lbs.	1,991 lbs.
Total heating surface	2,984 sq. ft.	47.3 sq. ft.
Grate surface	94.5 sq. ft.	1.48 sq. ft.
Total wheel base	71' 8 $\frac{1}{2}$ "	8' 11 $\frac{5}{8}$ "
Length overall	81' 0 $\frac{3}{4}$ "	10' 1 $\frac{1}{2}$ "

*The original locomotive is the same type as that used on the  
Reading's Streamlined Train "Crusader."*

## BUILDING THE MODEL

The Reading Company Junior Boosters organization, composed of Reading Company apprentices, undertook the construction of a model locomotive, on their own time, with the approval of the Management.

It was decided to construct an exact one-eighth scale model of the Reading Pacific type passenger locomotive, Class G-1-sa. They followed this plan faithfully, and the finished locomotive now on exhibition is the result of their perseverance in the work of developing this model. The apprentices made their own drawings from the original designs and the model is in every respect one-eighth actual size.

Fifty-two apprentices did active work on the model, such as making the drawings, patterns, machining parts, building the boiler complete and assembling the parts, so that the result is a complete working model of a modern Pacific type passenger locomotive.