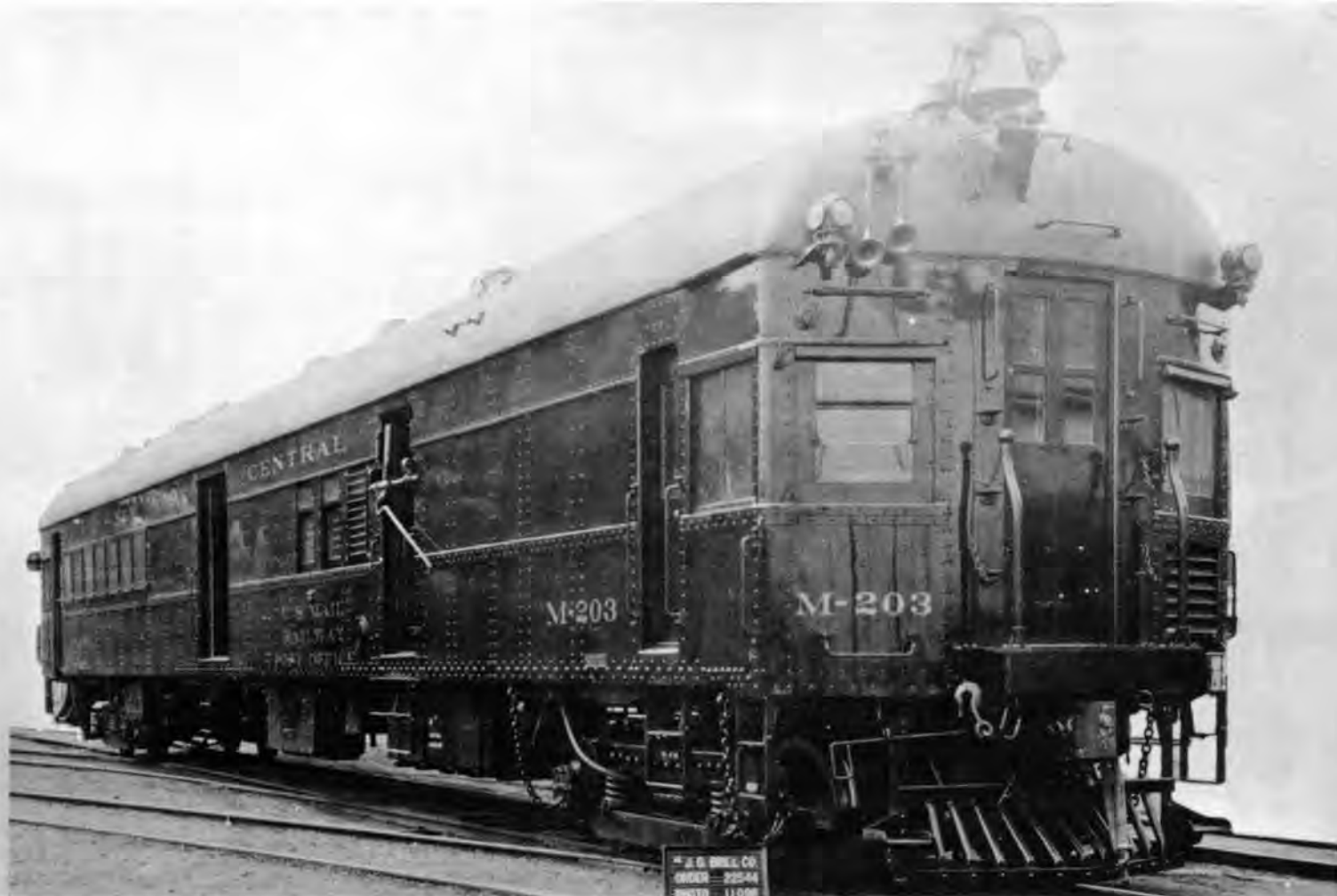


THE MOTOR CAR roster

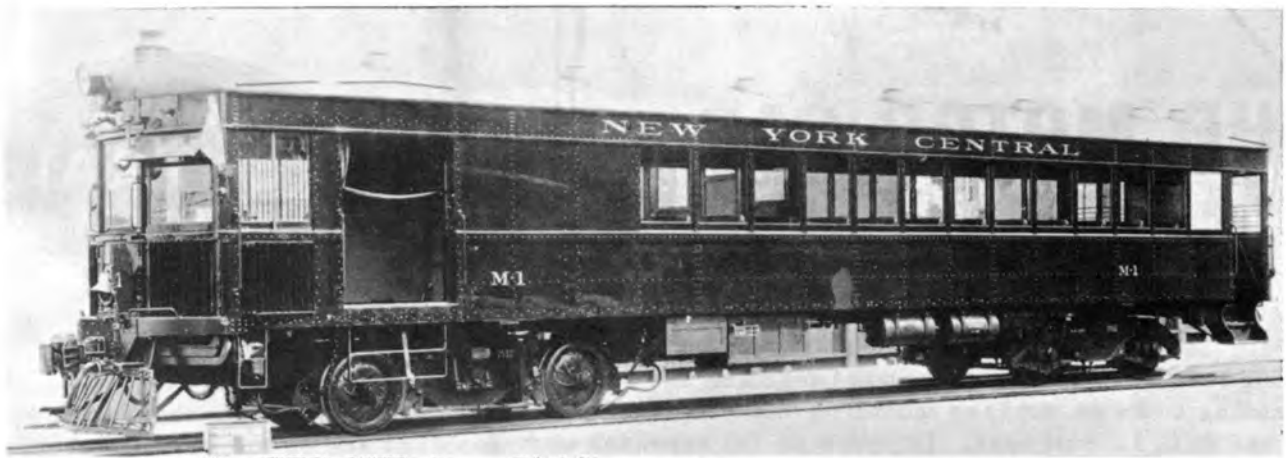
photos C. M. SMITH



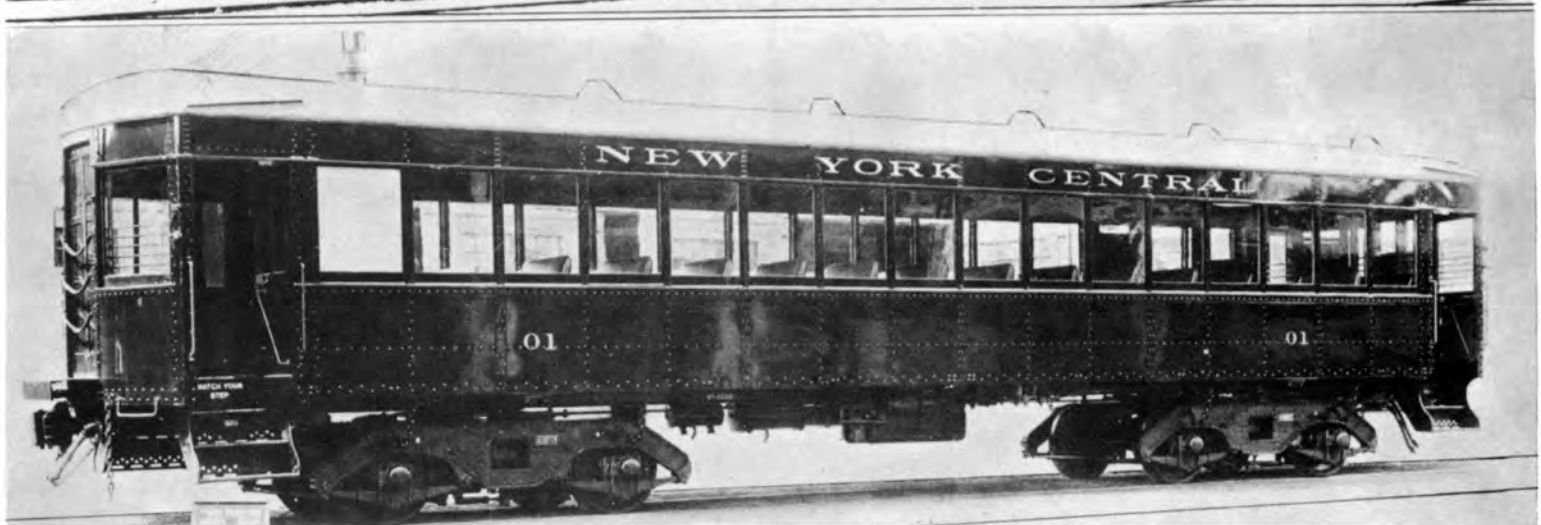
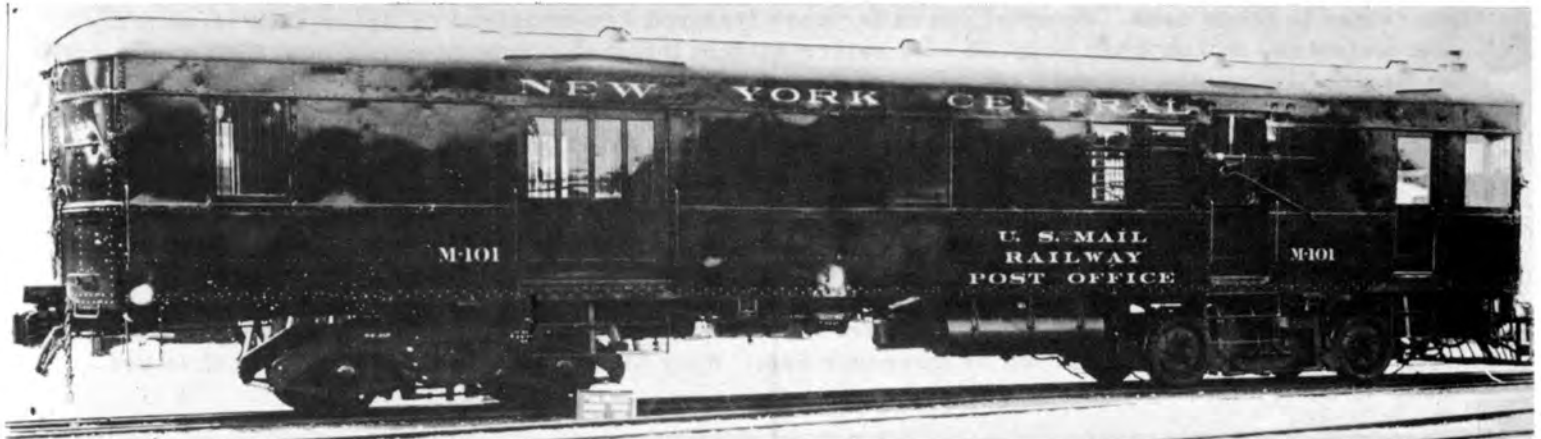
During the 1920's many railroads including the New York Central were being faced with rising operating costs as well as mounting competition from trucks and busses for short haul passenger and L. C. L. business. In order to cut expenses on branchline and on the shorter "plug" runs at various points across the system, the N. Y. C. ordered quite a variety of Gas Electric and Oil Electric Rail Cars. Many of these cars put in years of satisfactory service and were later converted to other uses. Some of the older cars featured a mechanical or "gear shift" type of transmission, which when coupled with rather ancient internal combustion engines, left much to be desired in reliability and maintenance. Not surprisingly the early rail car market was dominated by trolley and interurban car builders such as Brill and Osgood Bradley. Some rail cars were known to have been used on the N. Y. C. S. for such a short period of time that they were not even added to official rosters before they were removed from service. Try to imagine yourself as a "motorman" on one of these cars, after every stop that you made at a station or for signals, you would have to shift gears five times in order to reach operating speed with the gear shift lever fighting your efforts each time and while trying to stay in your seat in a rough riding car with a roaring, bellowing gas engine mounted just behind you. Some of the cars were failures due to their primitive state of the art engines and electrical systems. Others were eased out of the picture by still further highway competition or improper use. What follows is a roster of the N. Y. C. 's pre-Budd R. D. C. motor cars.



Lot 2050 Gas Electric Motor Car, Passenger - Baggage - Mail. - type.



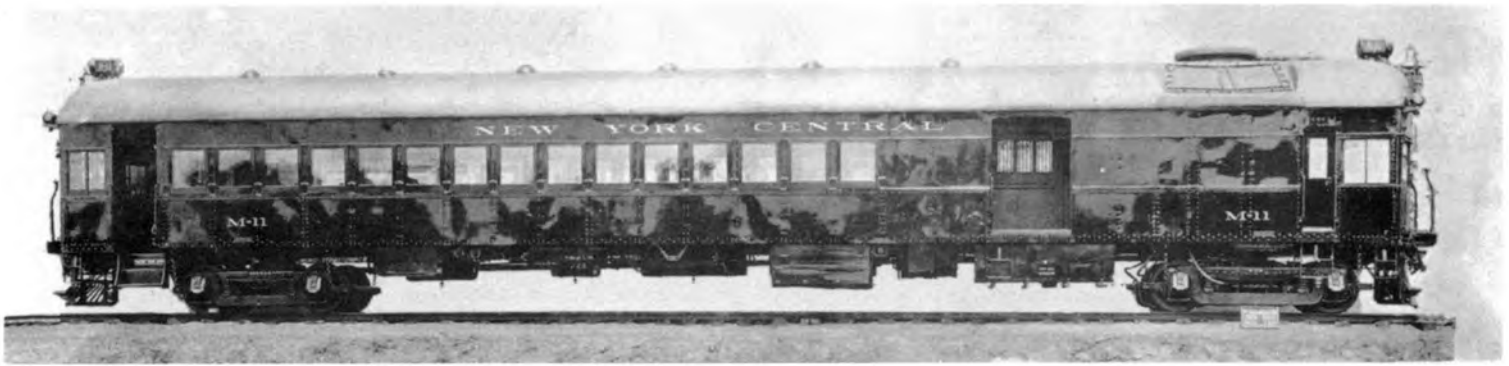
Lot 972 Gasoline Motor Rail Car, Passenger - Baggage type



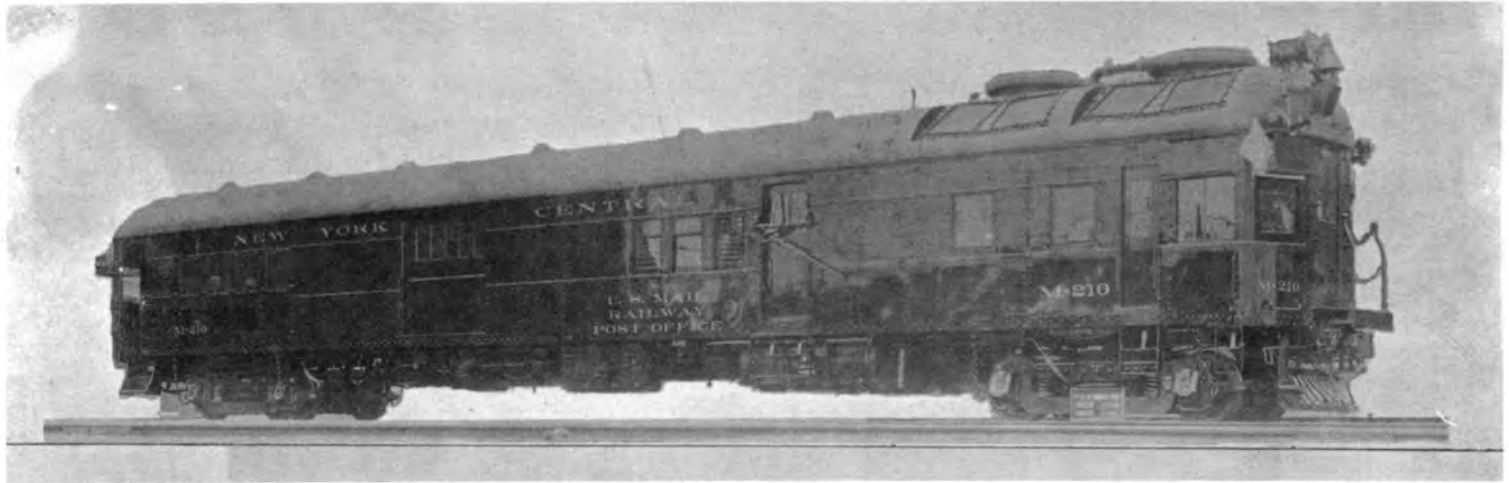
Lot 973 Gasoline Motor Rail Car, Baggage - Mail type and Passenger Trailer



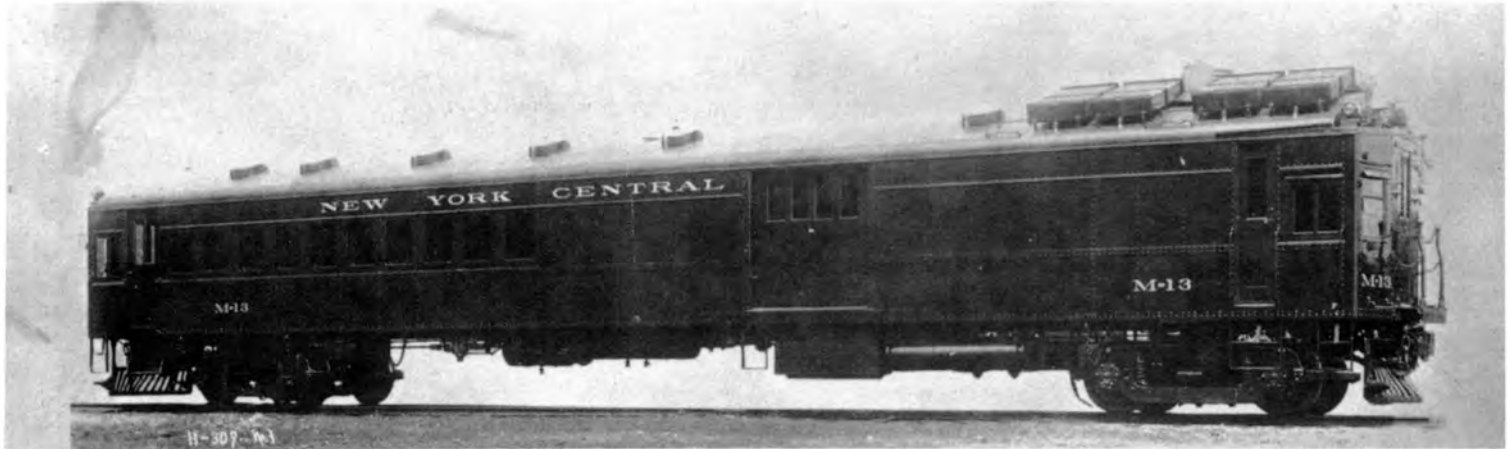
Lot 992 Gasoline Motor Rail Car, Passenger - Baggage type.



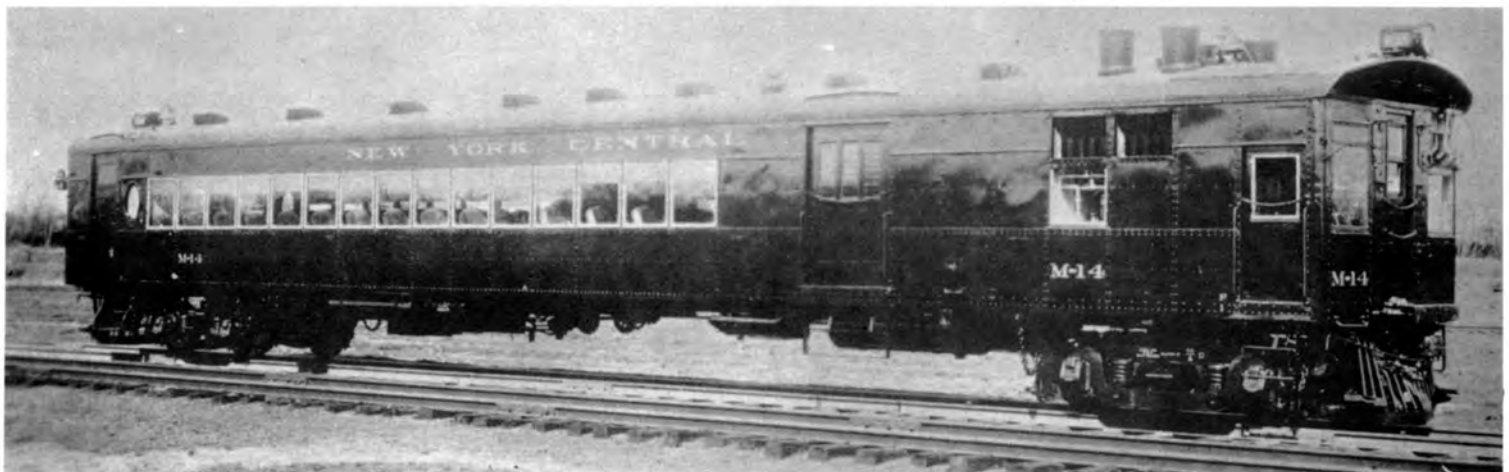
Lot 2054 Gas Electric Motor Car, Passenger - Baggage type.



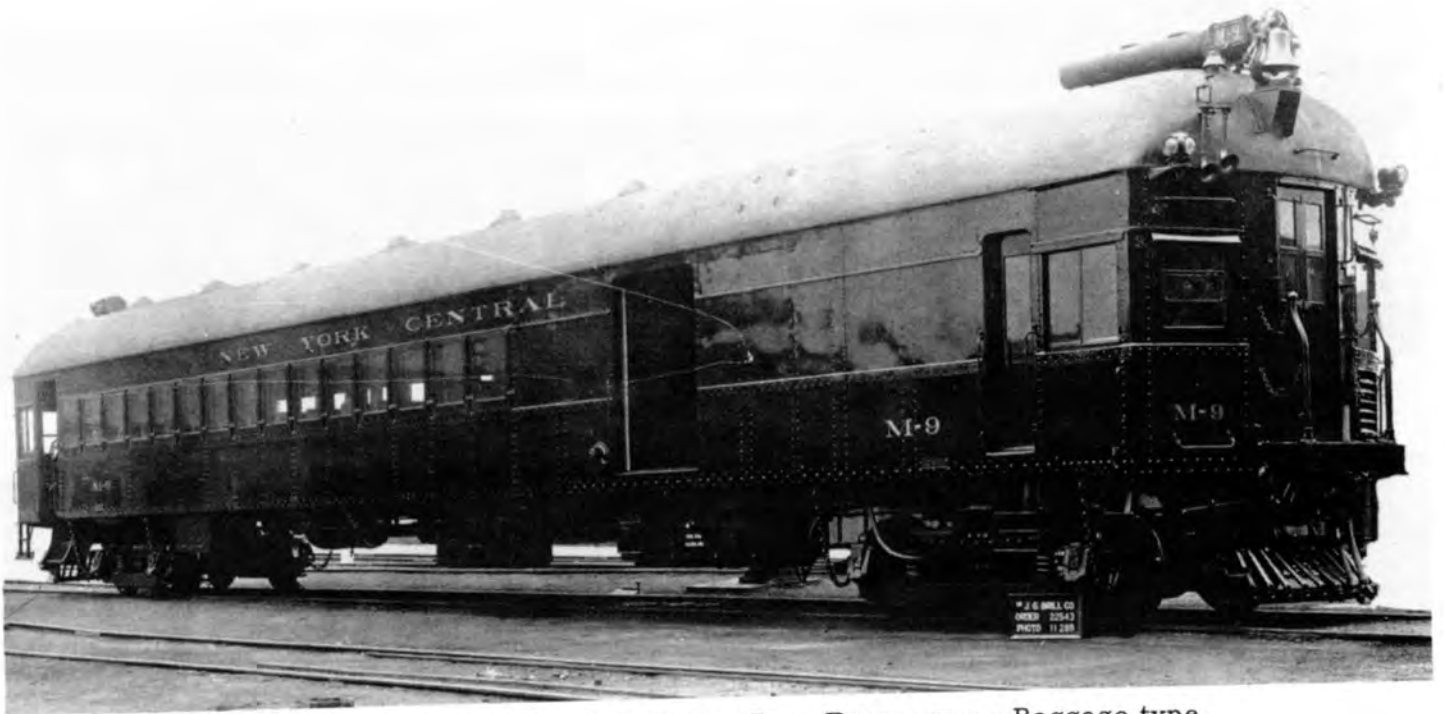
Lot 2055 Gas Electric Motor Car, Passenger - Baggage - Mail type.



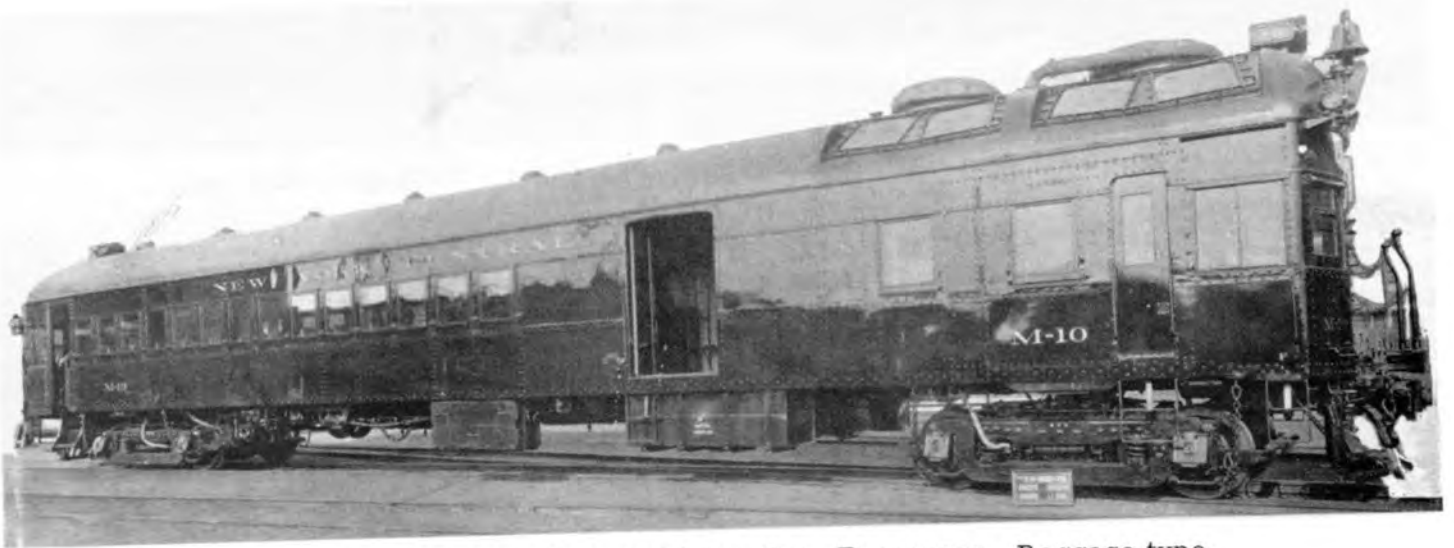
Lot 2056 Gas Electric Motor Car, Passenger - Baggage type.



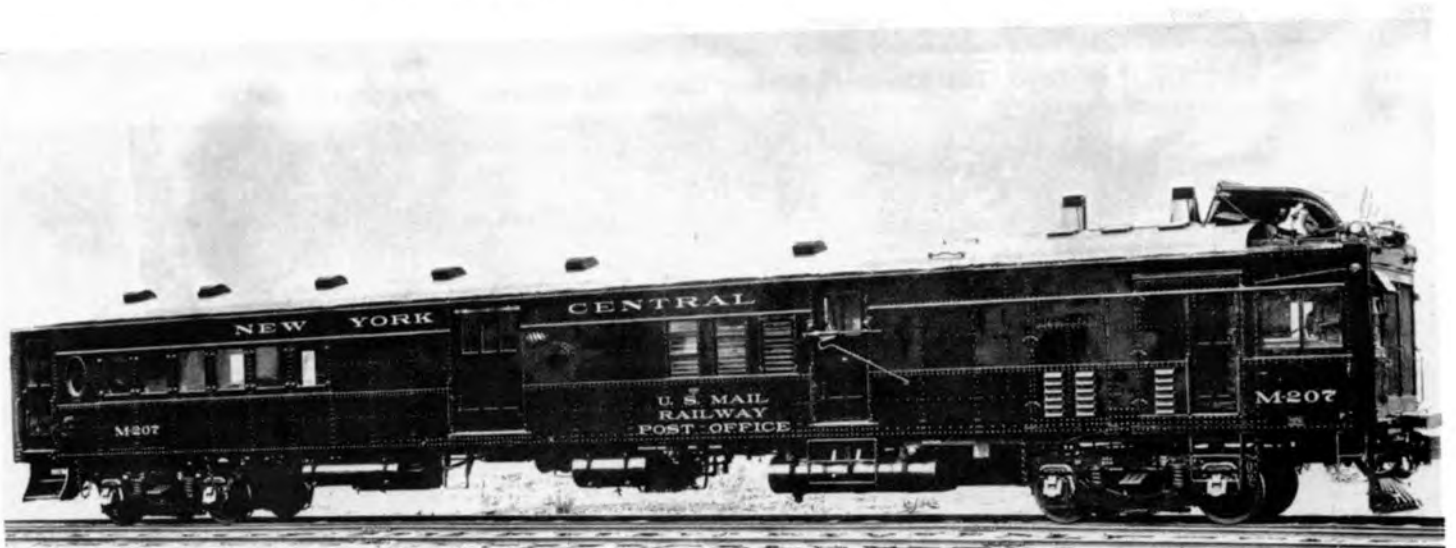
Lot 2079 Gas Electric Motor Car, Passenger - Baggage type.



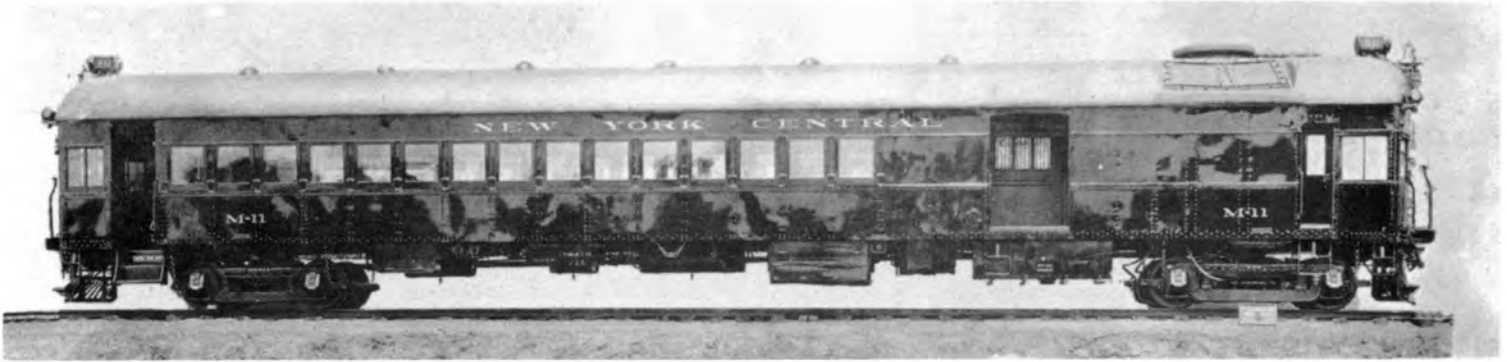
Lot 2051 Gas Electric Motor Car, Passenger - Baggage type.



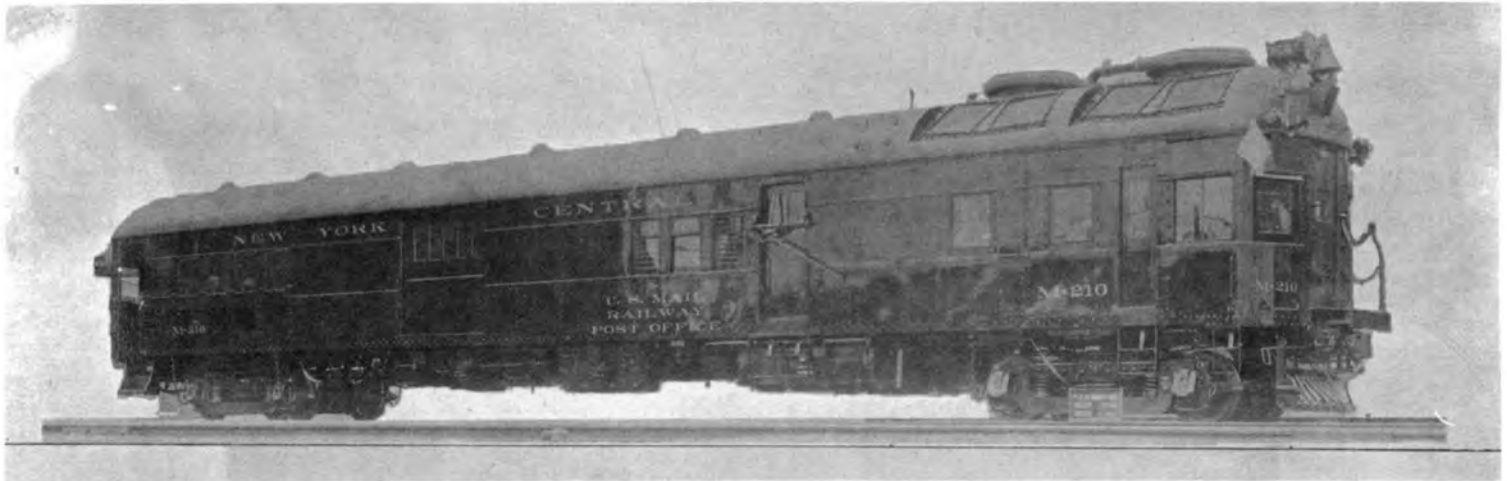
Lot 2052 Gas Electric Motor Car, Passenger - Baggage type.



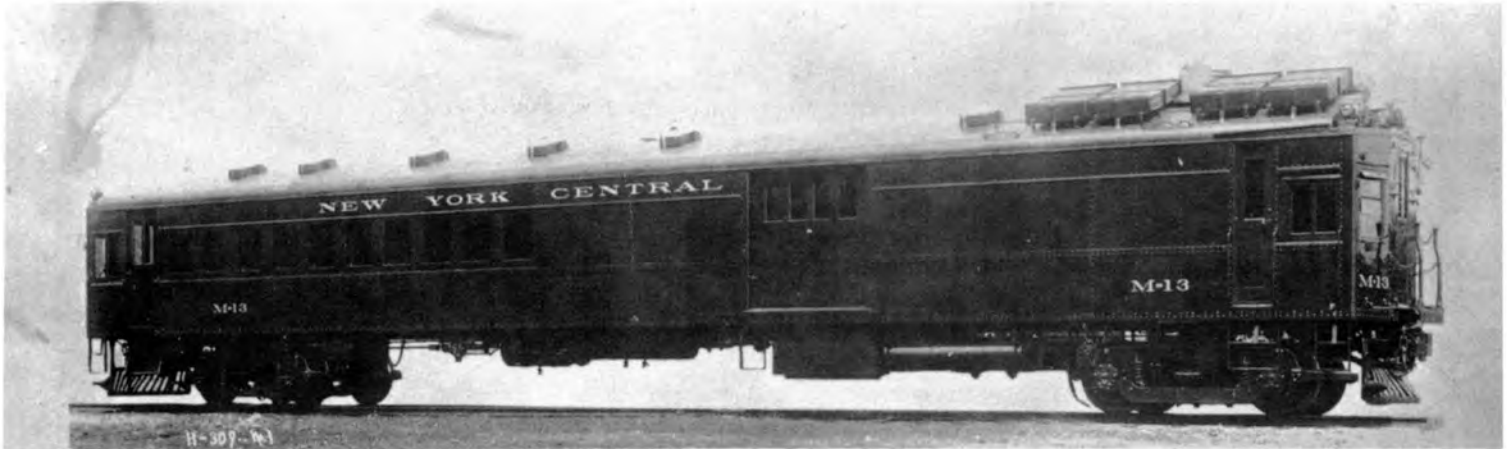
Lot 2053 Gas Electric Motor Car, Passenger - Baggage - Mail type.



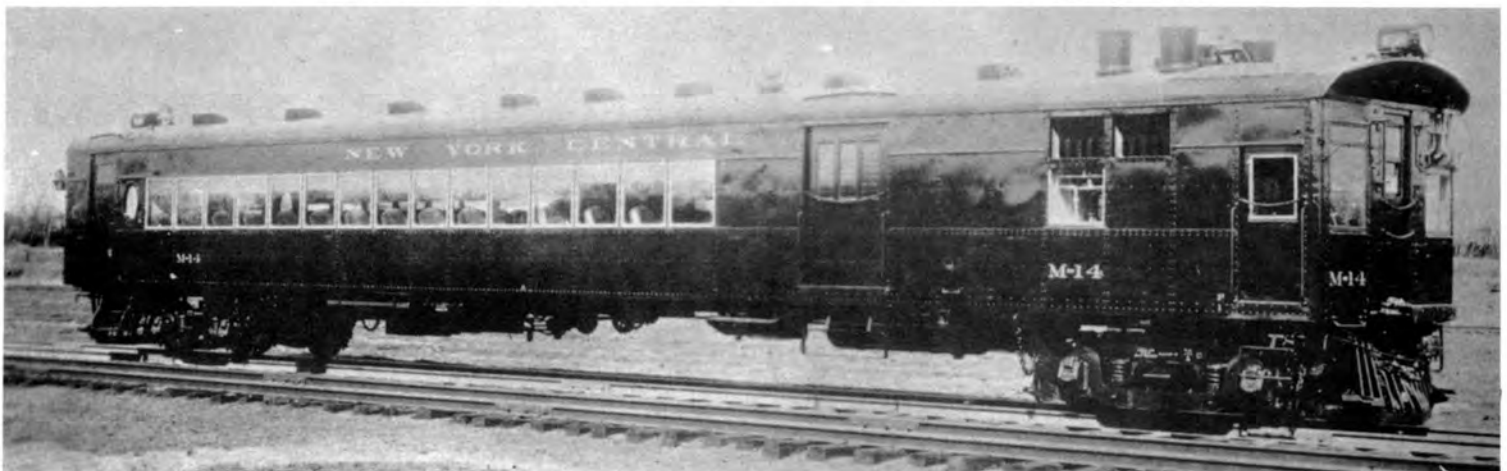
Lot 2054 Gas Electric Motor Car, Passenger - Baggage type.



Lot 2055 Gas Electric Motor Car, Passenger - Baggage - Mail type.



Lot 2056 Gas Electric Motor Car, Passenger - Baggage type.



Lot 2079 Gas Electric Motor Car, Passenger - Baggage type.

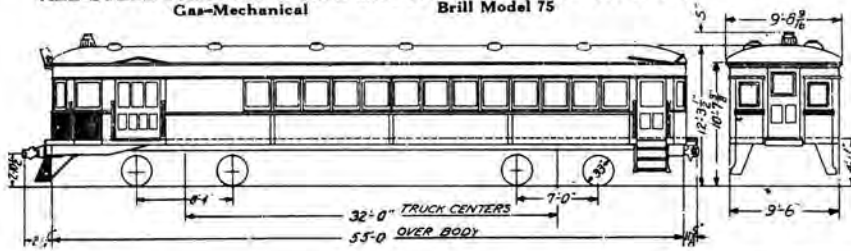
| Lot | Car No. | Road | Bldr | Blt | Mtr | Trlr | Re. No. | Type | Spec No. | Notes |
|------|-----------------------------------|-------|-------|------|-----|------|------------|----------|----------|-------|
| | MT 104, 105, 1212 | B/4 | SL | 1915 | | x | MT 7, 9, 8 | P | | 1, 2 |
| 82a | 08-012 | NYC | PSC | 1913 | | x | MT 2-6 | P | | |
| 972 | M 1 | NYC | JGB | 1925 | x | | | P-B | 723B | |
| 973 | M 101 01 | NYC | JGB | 1925 | x | | MT 1 | B-M P | 722C | |
| 974 | M 1201, 04, 06 MT 1202, 05, 07 | B/4 | Sykes | 1925 | x | | | B-M P | | |
| 975 | M 1203 | B/4 | Sykes | 1925 | x | | MT 1211 | P-B | | 3 |
| 976 | M 1, 3 MT 2, 4 | EI&TH | Sykes | 1925 | x | | | B-M P | | |
| 986 | M 100-03 | CN | EMC | 1925 | x | | M 201-03 | B-M | | 4 |
| 991 | M 1208 | B/4 | JGB | 1926 | x | | M 204 | B-M | | 5 |
| 992 | M 2-5 | NYC | JGB | 1925 | x | | | P-B | 723C | |
| 993 | M 6, 7 | NYC | JGB | 1925 | x | | | P-B | 723C | |
| 2028 | M 8 | NYC | NYC | 1927 | x | | | P-B | | 6 |
| 2050 | M 201-06 | NYC | JGB | 1928 | x | | M 400-05 | PBM | 726A | 7 |
| 2051 | M 9 | NYC | JGB | 1928 | x | | M 409 | PBM | 726A | |
| 2052 | M 10 | NYC | JGB | 1928 | x | | | P-B | 726A | 8 |
| 2053 | M 207-09 | NYC | OBC | 1928 | x | | M 406-08 | PBM | 726A | 9 |
| 2054 | M 11 | NYC | ACF | 1928 | x | | | P-B | 726A | 10 |
| 2055 | M 210 | NYC | ACF | 1929 | x | | M 409 | PBM | 726A | 11 |
| 2056 | M 12-13 | NYC | SSC | 1928 | x | | | P-B | 726A | 12 |
| 2079 | M 14 | NYC | OBC | 1927 | x | | | P-B | | 13 |
| 2111 | M 15 | NYC | SSC | 1928 | x | | | P-B | | 14 |
| 2122 | X 8015 | NYC | JGB | 1931 | x | | | D | | 15 |
| 2125 | M 1210 | B/4 | JGB | 1930 | x | | M 205 | B-M | | 16 |
| 2126 | M 1214-15 | B/4 | JGB | 1931 | x | | M 206-07 | B-M | | 16 |
| 2127 | M 70 | P&LE | P | 1928 | x | | | ? | | |
| 2246 | X 8016 | NYC | BG | 1955 | x | | | C | | 17 |

Notes: 1) 08-10 converted from MU cars 4188-90 at West Albany in 1929-30. 2) 011-012 converted from MU cars 4191-92 at West Albany in 1929-30. 3) Converted to trailer. 4) Winton Model 120 engine. 5) Brill - Westinghouse Model 250 engine. 6) Built as Diesel at West Albany. 7) Brill - Westinghouse Model 250 engine. 8) To Clearance Car Lot 2246. 9) Two Model Winton - EM 106A engines. 10) Winton Model 120 engines. 11) Sterling Viking Model TT-6 engine. 12) Purchased from Int. Mtr. Co. 13) Sterling Viking Model TT-6 engine. 14) Converted to Cat D-375 in 1955; Hall Scott Model 350 engine. 15) Brill Model 860 engine. 16) Converted to Diesel Cat D-375; rebuilt from Lot 2252. 17) Rebuilt in Beech Grove.



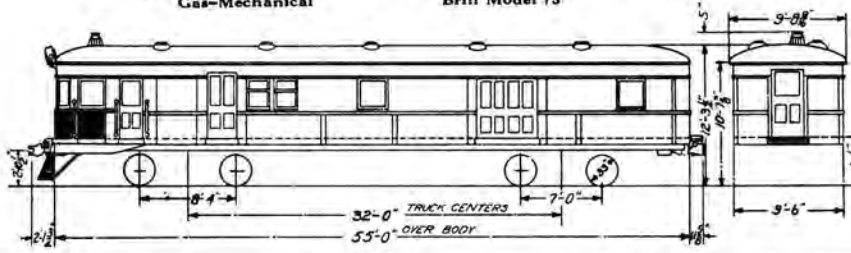
Lot 2111 Gas Electric Motor Car, Passenger - Baggage type.

ALL-STEEL PASSENGER AND BAGGAGE RAIL MOTOR CARS
Gas-Mechanical Brill Model 75



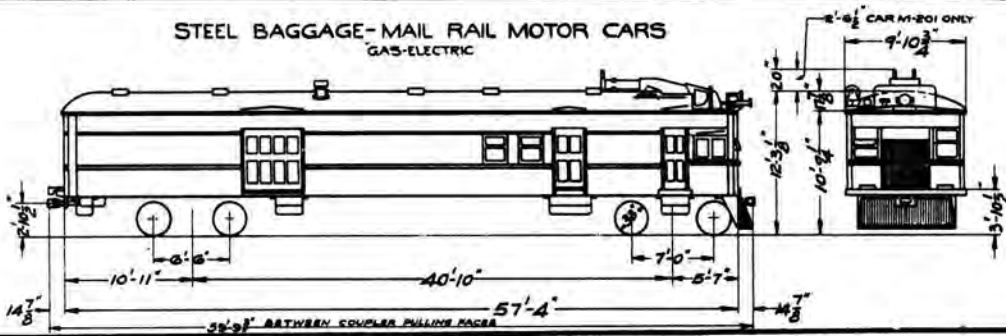
LOT NO. #972, 992, 993 N. Y. C. M-1 - M-7 Built by J. G. Brill Co.

ALL-STEEL BAGGAGE AND MAIL RAIL MOTOR CAR
Gas-Mechanical Brill Model 75



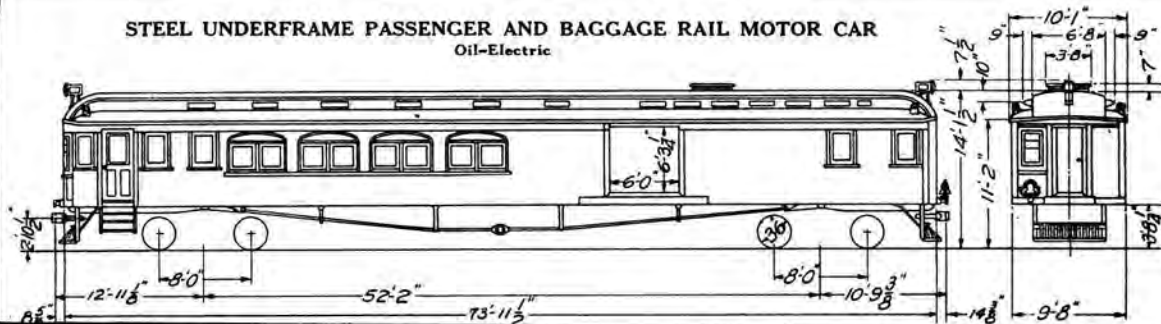
LOT #973 N. Y. C. M-101 Built by J. G. Brill Co.

STEEL BAGGAGE-MAIL RAIL MOTOR CARS
GAS-ELECTRIC



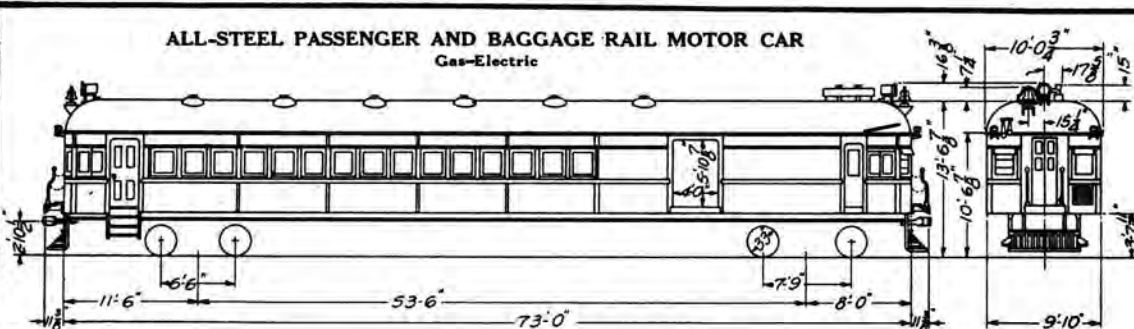
LOT NO. #986 N. Y. C. M-201 - M-203 Built by St. Louis Car Co.

STEEL UNDERFRAME PASSENGER AND BAGGAGE RAIL MOTOR CAR
Oil-Electric

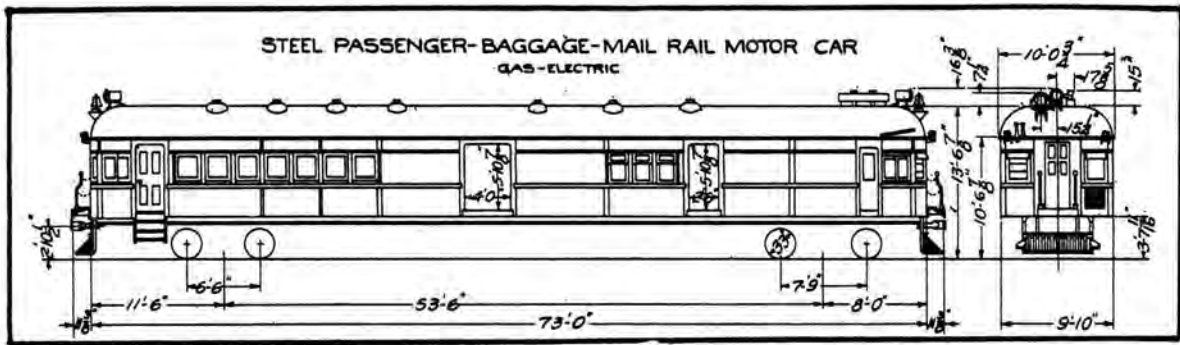


LOT NO. #2028 N. Y. C. M-8 Built by Barney & Smith Co.

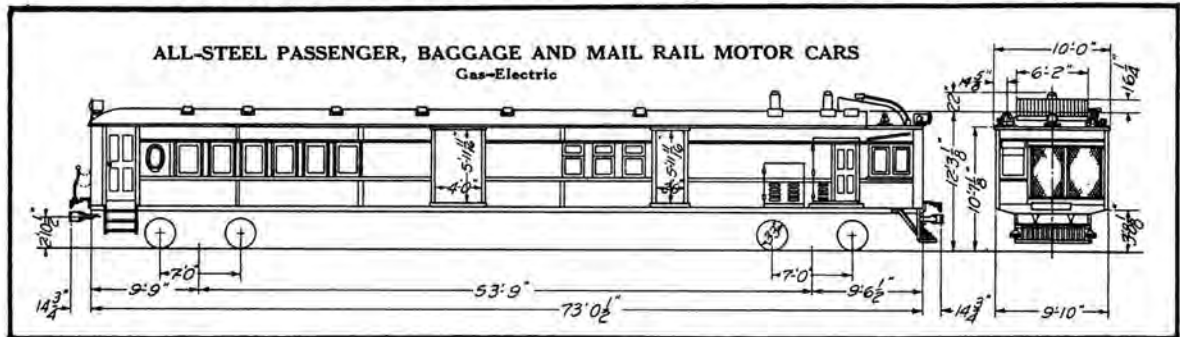
ALL-STEEL PASSENGER AND BAGGAGE RAIL MOTOR CAR
Gas-Electric



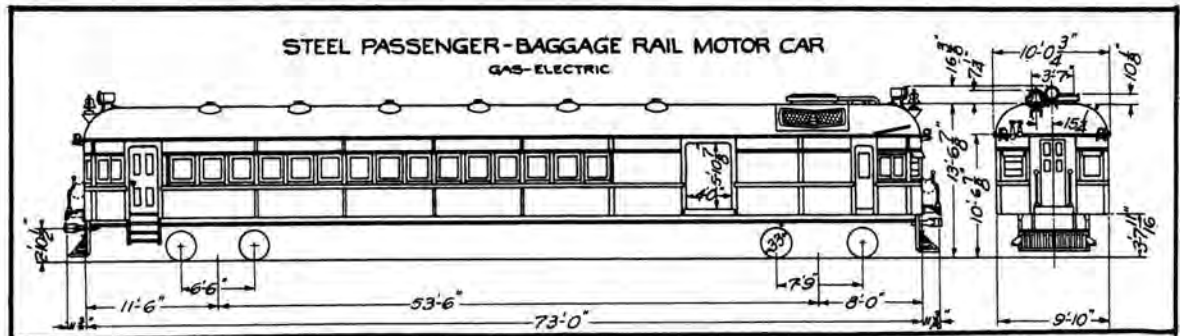
LOT NO. #2051 N. Y. C. M-9 Built by J. G. Brill Co.



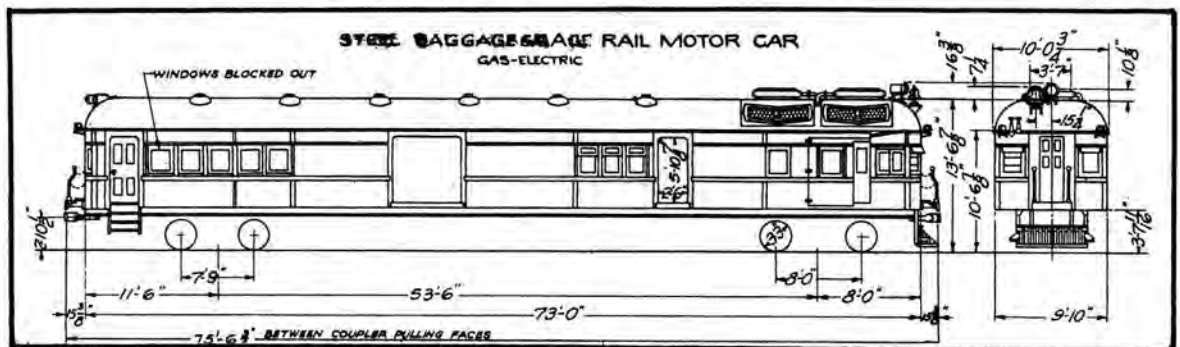
LOT NO. #2050 N. Y. C. M-400 - M-405 Built by J. G. Brill Co.



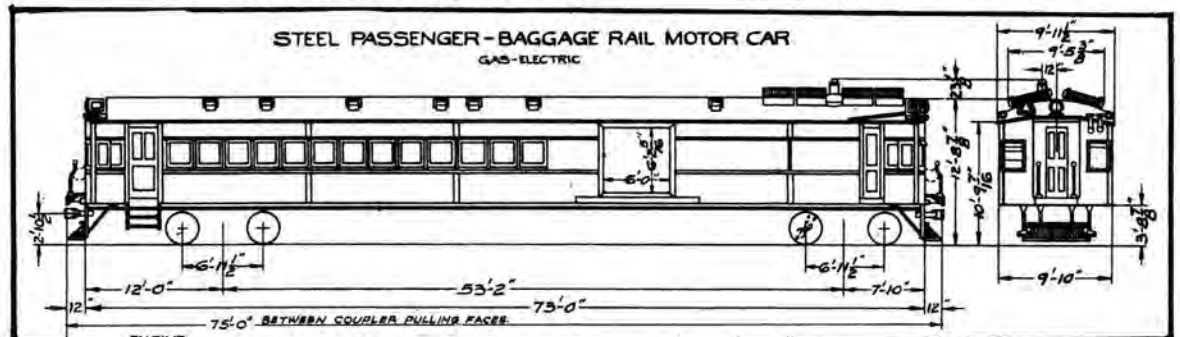
LOT NO. #2053 N. Y. C. M-207 - M-209 Built by Osgood Bradley Car Co.



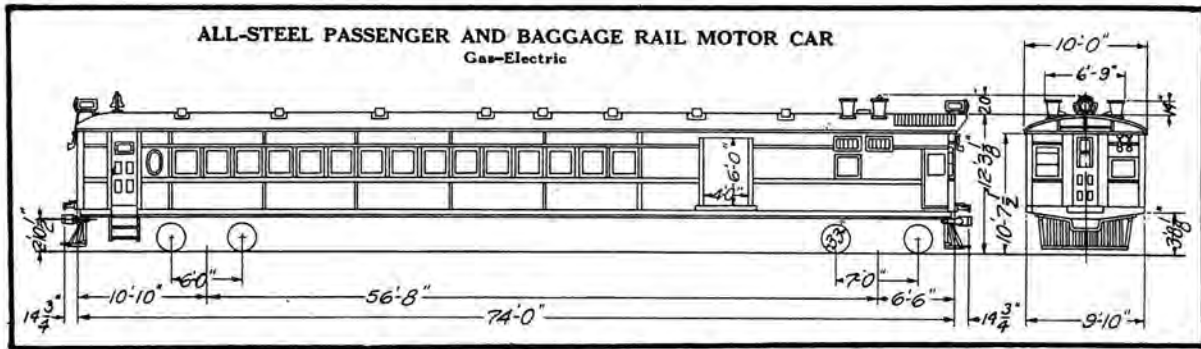
LOT NO. #2054 N. Y. C. M-11 Built by J. G. Brill Co.



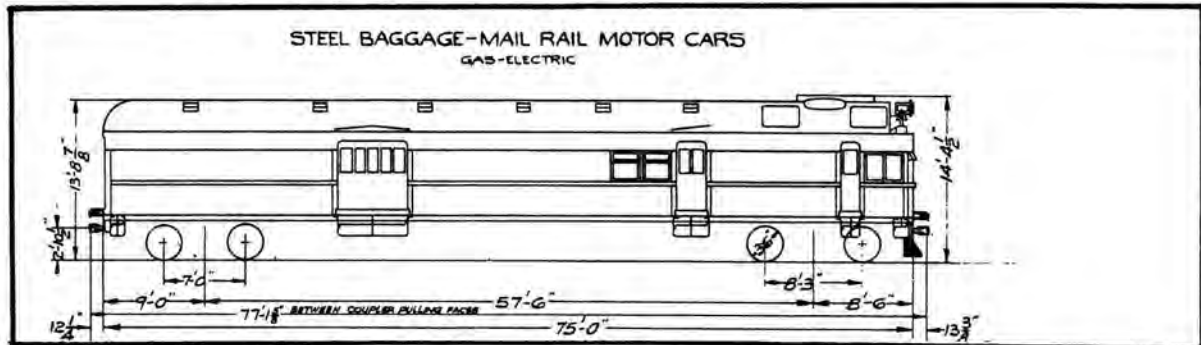
LOT. NO. #2055 N. Y. C. M-409 Built by J. G. Brill Co.



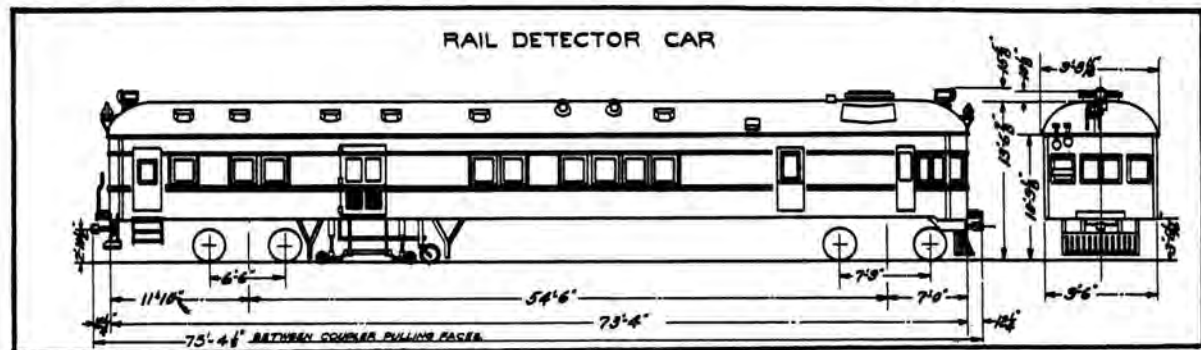
LOT NO. #2056 & 2111 N. Y. C. M-12 & M-15 Built by Standard Steel Car Co.



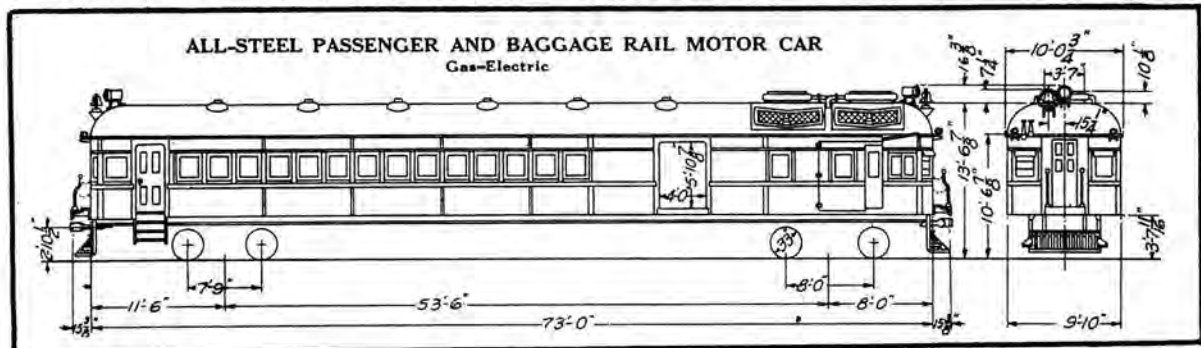
LOT NO. #2079 N. Y. C. M-14 Built by Osgood Bradley Car Co.



LOT NO. #2125 & 2126 N. Y. C. M-205, M-206, M-207 Built by J. G. Brill Co.



LOT #2122 N. Y. C. X-8015 RAIL DETECTOR CAR Built by J. G. Brill Co.



LOT NO. #2052 N. Y. C. M-10 Built by J. G. Brill Co.

While many of the early Gas Electric and Gas Mechanical cars faded from the N. Y. C. System rather quickly, others held on for a very long time. Brill built M-10, for example, was converted into a clearance car (See Feb. 1973 issue of CENTRAL "HEADLIGHT" for the X-8016 story) and another car, also built by Brill, was built new as a rail detector car and was in frequent use at least as late as the P. C. merger. Although not always successful, these early motor cars must be remembered, not only for their own appeal, but for fostering the ideas that led to the later R. D. C. cars that may have been more comfortable to ride in, but were not able to save the short haul passenger service either.





N.Y.C.S. MOTOR CARS



Data; W. D. Edson & H. L. Vail, Jr.

Part Two



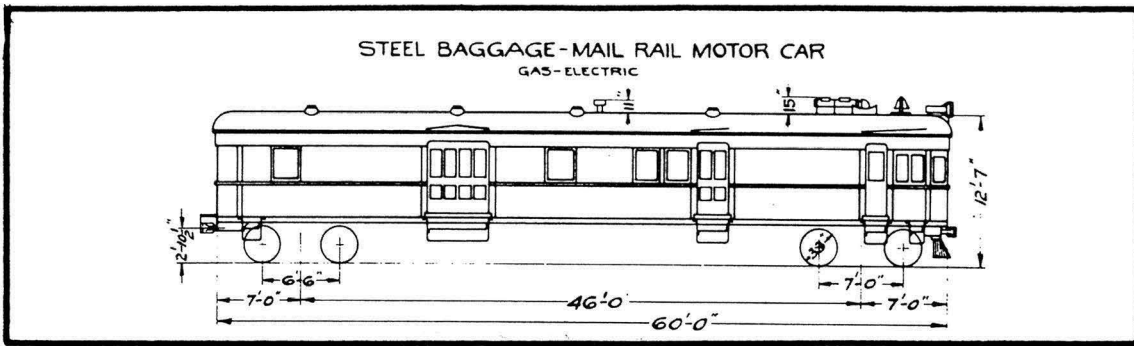
NYC M-203 stops at Clyde, O. on the Big 4 to pick up mail and an occasional passenger. As shown by the milepost in the foreground, Sandusky is 17 miles behind M-203.

Bob Lorenz Collection.

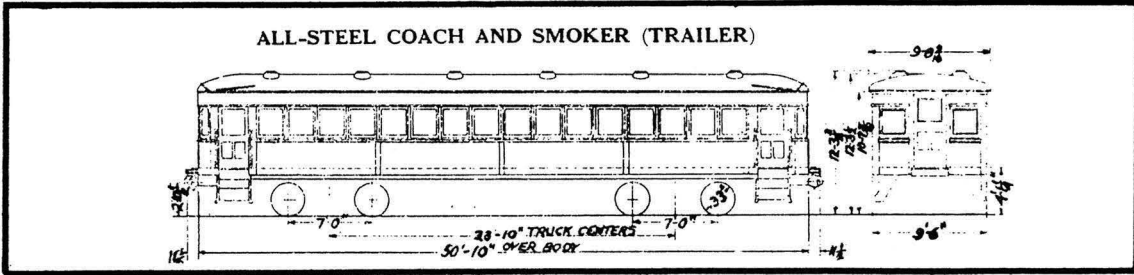


Most of the photos of Motor Cars that were in use during the 1920's and 1930's show these cars either as built or in the shops or stopped somewhere along the System due to some sort of mechanical or electrical failure. The reasons for this are quite easy to find since a look at the Motor Car Roster of N. Y. C. will show many different types and makes of motor cars with still further differences in power plants and/or electrical equipment. Added

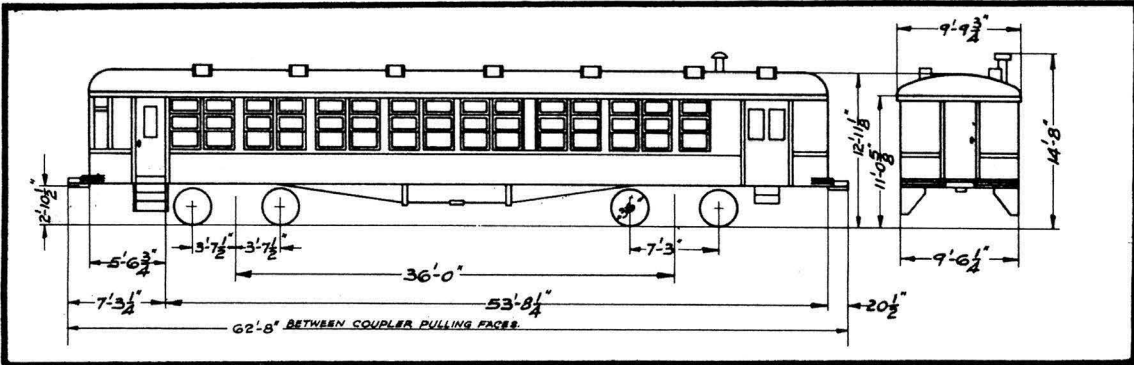
to this might be shop crews that were untrained in the care and feeding of these "doodlebugs". Given 20/20 hindsight, it is clear that the motor car was an idea that was plainly ahead of its time spot in history, cursed with "state of the art" equipment that was unable to work as well as its inventors and planners intended that it should and by an unofficial attitude among most railroaders that would rather see "old reliable" steam in the saddle anyway, the early motor cars never really had a chance.



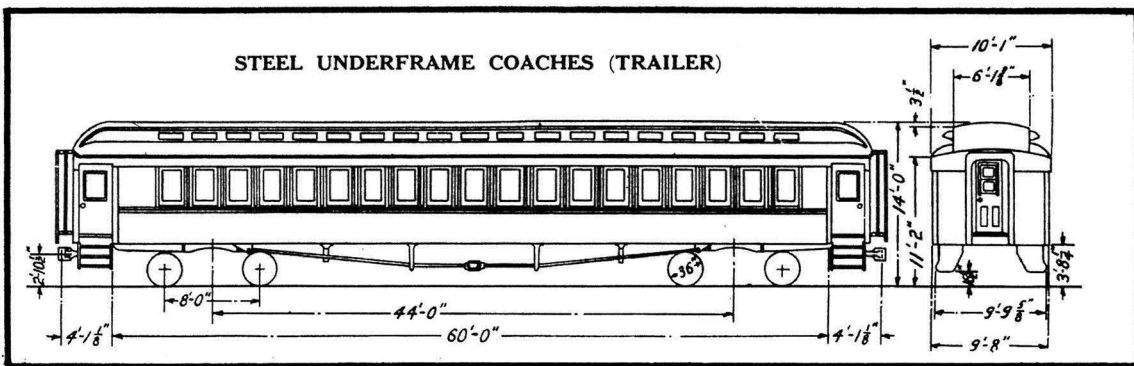
LOT NO. 991 N. Y. C. M-204 (Ex-M-1208) Built by J. G. Brill Co. in 1926



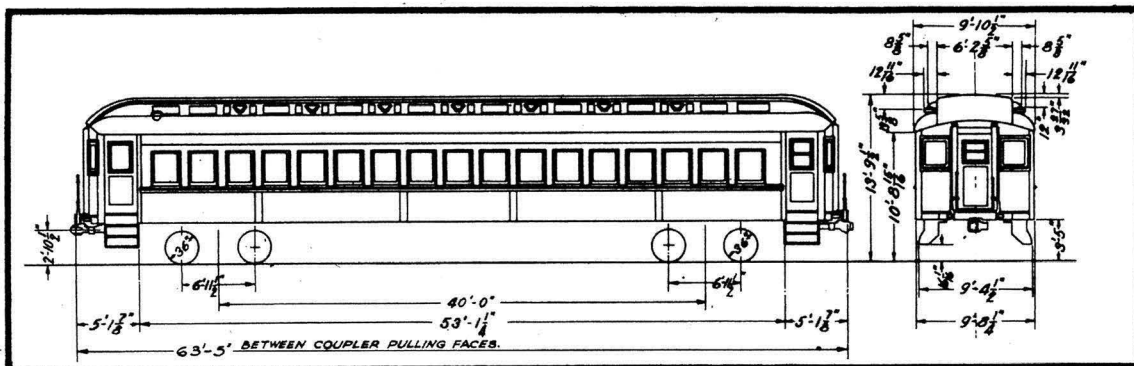
LOT NO. 973 N. Y. C. 01, Steel Motor Car Trailer Built by J. G. Brill Co. in 1925



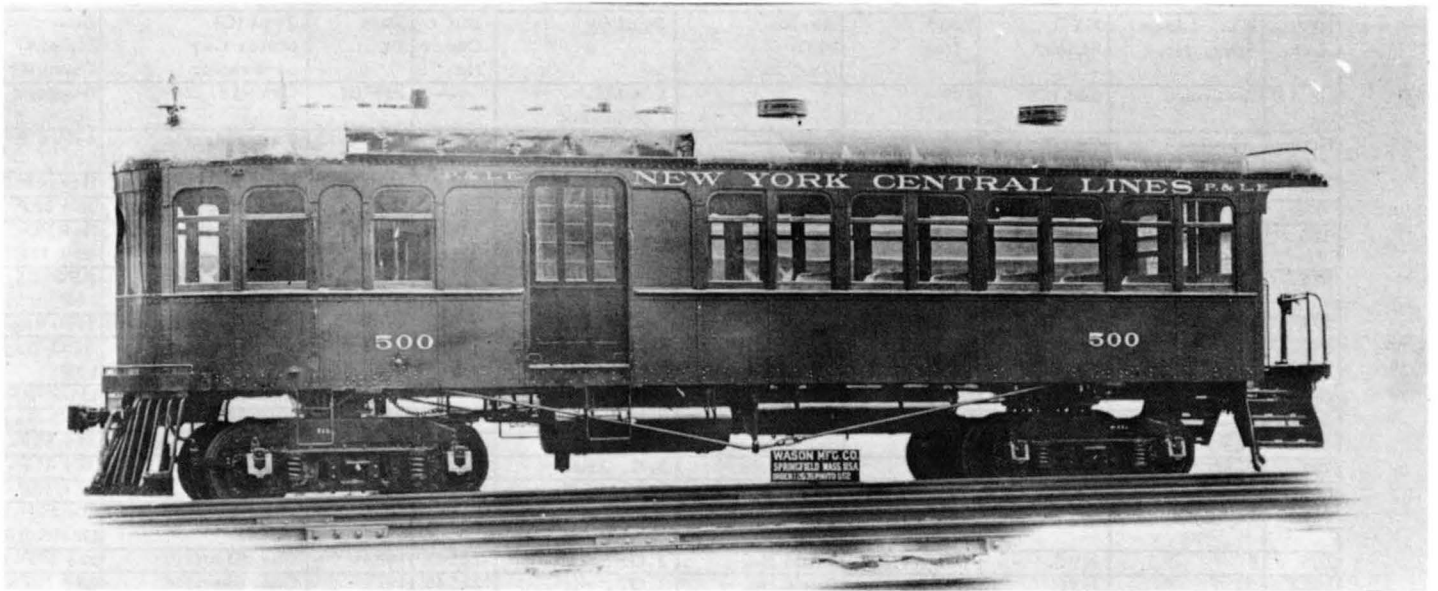
MT-7, MT-8, MT-9 & MT-200 Motor Car Trailers Built by St. Louis Car Co. in 191



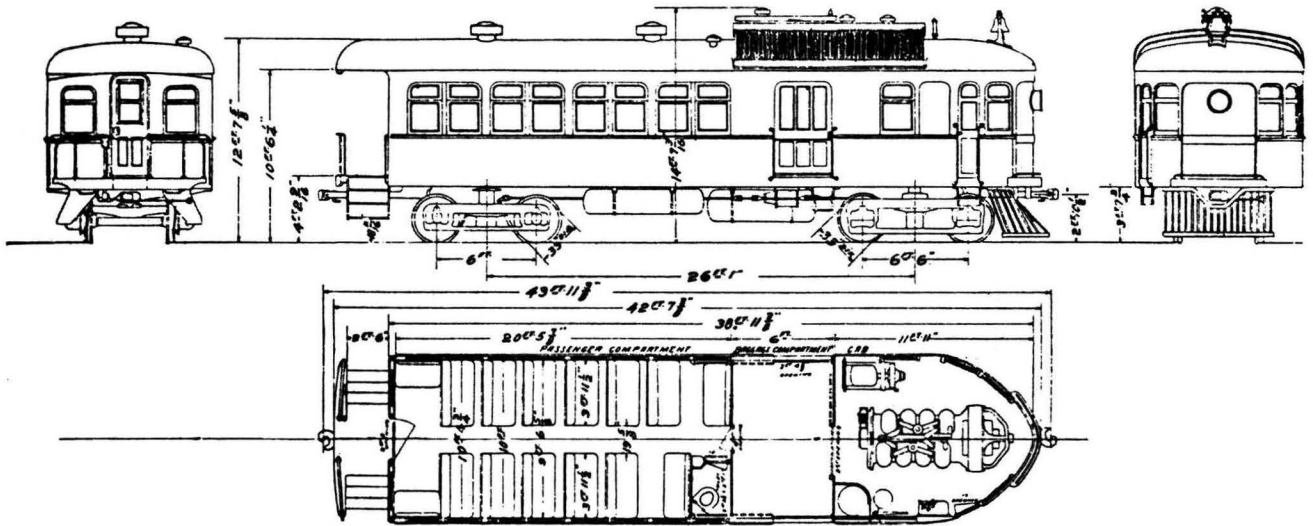
N. Y. C. Motor Car Trailers No. 02 - 07



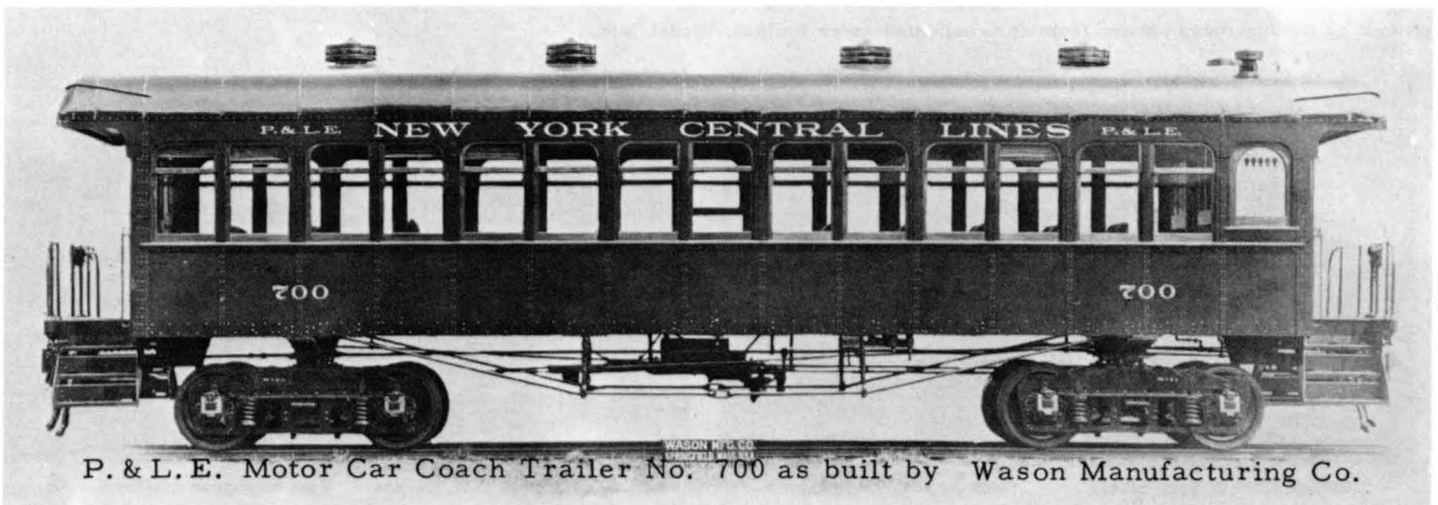
LOT NO. 822 N. Y. C. Motor Car Trailers No. 08 to 012



P. & L. E. Gas-Electric Car 500 as built by Wason Manufacturing Co.
 Note open vestibule on #2 end.



P. & L. E. Gas-Electric Train—Plans and Elevation of Motor Car



P. & L. E. Motor Car Coach Trailer No. 700 as built by Wason Manufacturing Co.



MOTOR CAR roster



| NYC Lot | NYC Lines Spec. No. | NYC "Line" | Road Nos. | Re-No 1937 NYC | Built by | Bld'r Order No. | Date Built | Type (G) Motor Car or Trailer | Body Style(A) Capacity |
|---------|---------------------|------------|----------------|-----------------|----------------------------------|-----------------|------------------|-------------------------------|----------------------------|
| LS-131 | --- | LS&MS | 799 | --- | LS&MS Collinwood | --- | 1907(1) | Gas -(?) | Baggage |
| None | --- | P&LE | 500 | --- | GE(Sch'y) | --- | 11/7/1912 | Gas-Electric | 43P-6'B |
| --- | --- | CCC&St. L. | M1200 | --- | J. G. Brill | --- | 1923 | Gas-Mechanical | Bag. -26P |
| 972 | 723-B | NYC | M1 | M1 | J. G. Brill | 22127 | 7/1925 | Gas-Mechanical | 38+ 12P |
| 973 | 722-C | NYC | M101 | --- | J. G. Brill | 22128 | 7/1925 | Gas-Mechanical | B-RPO |
| " | " | " | 01 | MT-1 | " | 22129 | 7/1925 | Trailer | 46 + 12P |
| 974 | --- | CCC&St. L. | M1201, '04,'06 | --- | Sykes | --- | 1925 | Gas-Mechanical | RPO-Bag. |
| " | --- | CCC&St. L. | M1202, '05,'07 | --- | " | --- | " | Trailer | 60P |
| 975 | --- | CCC&St. L. | M1203 | (5/29MT1211)(2) | Sykes | --- | 1925 | Gas-Mechanical(2) | 30P-Bag. |
| 976 | --- | EI & TH | M1, M3 | --- | Sykes | --- | 1925 | Gas-Mechanical | RPO-Bag. |
| " | --- | " | MT2, M14 | --- | " | --- | 1925 | Trailer | 60P |
| 986 | --- | Cin. Nor. | M100-M103 | M200-M203 | St. Louis Car(3) | --- | 1925 | Gas-Electric | 15'-2" RPO-Bag. |
| 991 | --- | CCC&St. L. | M1208 | M204 | J. G. Brill | --- | 1925 | Gas-Electric | RPO-Bag. |
| 992 | 723C Supl. 1 | NYC | M2-M5 | Same Nos. | J. G. Brill | 22259 | 10/1925 | Gas-Mechanical | 37+ 15P-Bag. |
| 993 | 723C Supl. 1 | NYC | M6-M7 | Same Nos. | J. G. Brill | 22260 | 1925 | Gas-Mechanical | 32+ 15P-Bag. |
| 2028 | --- | NYC | M8 | Same No. | NYC WA Shop. | --- | 1927 | Diesel-Electric | 38+ 10P-Bag. |
| 2050 | 726A, Supl. 1-5 | NYC | M201-M206 | M400-M405 | J. G. Brill | 22544 | 1928 | Gas-Electric | 21+ 10P-Bag. 17'-1" RPO |
| 2051 | " " " | NYC | M9 | Same No. | J. G. Brill | 22543 | 1928 | Gas-Electric | 61+ 10P-Bag. |
| 2052 | " " " | NYC | M10 | Same No. | J. G. Brill | 22545 | 1928 | Gas-Electric | 53+ 10P-Bag. |
| 2053 | " " " | NYC | M207-M209 | M406-M408 | Osgood-Bradley | 9375 | 1928 | Gas-Electric | 21+ 10P-B-17' RPO |
| 2054 | " " " | NYC | M11 | Same No. | J. G. Brill (B) | 22547 | 1928 | Gas-Electric | 61+ 10P-Bag. |
| 2055 | " " " | NYC | M210 | M409 | A. C. F. Co. J. G. Brill Wks. | 22546 | 1928 | Gas-Electric | 21+ 10P-B-RPO |
| 2056 | " " " | NYC | M12, M13 | Same No. | SSC. Co. | P-3230 | 1928 | Gas-Electric | 36+ 10P-Bag. (4) |
| 2079 | --- | NYC | M14 | Same No. | Osgood-Bradley | 9115 | 1927(4) | Gas-Electric | 57+ 18P-15'B. |
| 2111 | --- | NYC | M15 | Same No. | SSC. Co. | --- | 1928 | Gas-Electric | 36+ 10P-B |
| 2122 | --- | NYC | X-8015 | Same No. | J. G. Brill | 22871 | 1931 | Gas-Electric | Rail Detector |
| 2125 | --- | CCC&St. L. | M1210 | M205 | J. G. Brill | 22861 | 1/1930 | Gas-Electric | RPO-Bag. |
| 2126 | --- | CCC&St. L. | M1214, M1215 | M206, M207 | J. G. Brill | 22937 | 11/1931 | Gas-Electric | RPO-Bag. |
| 2127 | --- | P&LE | M70 | Same No. | PC&M | Lot No 6171 | 9/28/1928 (5) | Gas-Electric | 72P-15'B. |
| 2246 | --- | NYC | --- | X8016 | NYC B. G. Shop | --- | 6/1955 H | Diesel-Electric | Clearance Car |
| None | --- | P&LE | 700 | --- | Wason Mfg. | --- | 9/6/1912 | Trailer | 80P |
| --- | --- | NYC | 02-07 | --- | NYC Shop | --- | 1927 H | Trailer | 68P |
| --- | --- | CCC&St. L. | MT1209 | --- | NYC Shop | --- | 10/1928H | Trailer | 54P |
| 822 | --- | NYC | 08-012 | MT2-MT6 | NYC WA Shop | --- | 1929/30H | Trailer | 66P |
| --- | --- | Cin. Nor. | MT104, '05 | MT7, MT8 | NYC Shop | --- | 10/1929 H | Trailer | 38 + 16P |
| --- | --- | CCC&St. L. | MT1212, '13 | MT9, MT200 | NYC Shop | --- | 10/1929 H | Trailer | 38P |
| --- | --- | Cin. Nor. | 7 | --- | --- | --- | by 1929 | Trailer | 73p |
| --- | --- | Cin. Nor. | 8, 9, 15, 18 | --- | --- | --- | by 1929 | Trailer | 70p |

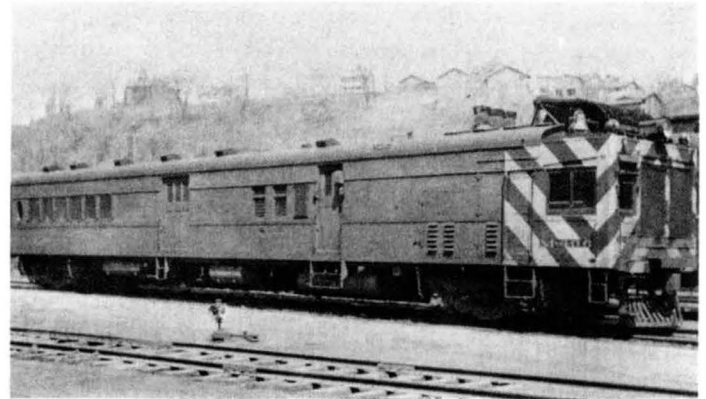
Note

- A: Body Style P=Passenger. Numbers indicate seats in Non-Smoking and Smoking Compartments thus:38+ 12P. B=Baggage, RPO=Railway Post Office.
- B: Class Book 12-31-43 Shows ACF Builder, see Lot 2055; Winton Model 120 Engine 275HP @1100.
- C: " " " " " Shows Engines as 290HP each.
- D: " " " " " Shows Sterling Viking Model TT-6 Engine; Westinghouse Model 181 Generator rather than YG-11 indicated 5/1939.
- E: " " " " " Shows Sterling Viking Model TT-6 Engine, 6 cyl. 8" x 9", 350HP @1100.
- F: " " " " " Shows 2 GE #279-A Motors rather than 4 as of 5/1939.
- G: Type: Motor Cars: Gas=Gasoline Engine Motor Car, Diesel=Diesel Engine; Mechanical or Electrical denotes type of transmission. Trailer Cars: So designated, not motorized.
- H: Rebuilt by NYC on dates shown, from cars indicated under Builder, Model, etc.



LOT NO. #2050 N. Y. C. M.-403

Built by J. G. Brill Co.

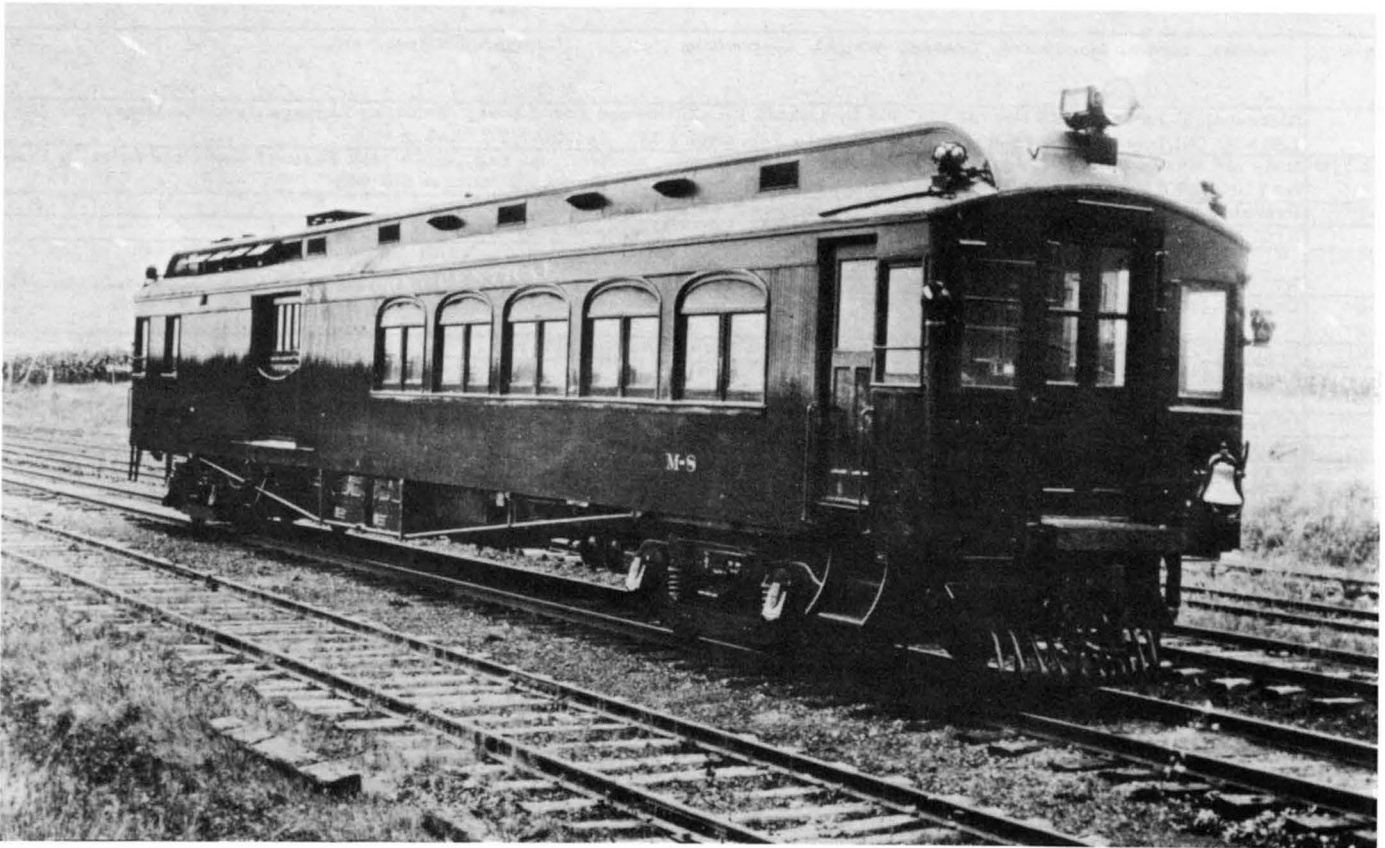


LOT NO. #2053 N. Y. C. M.-406

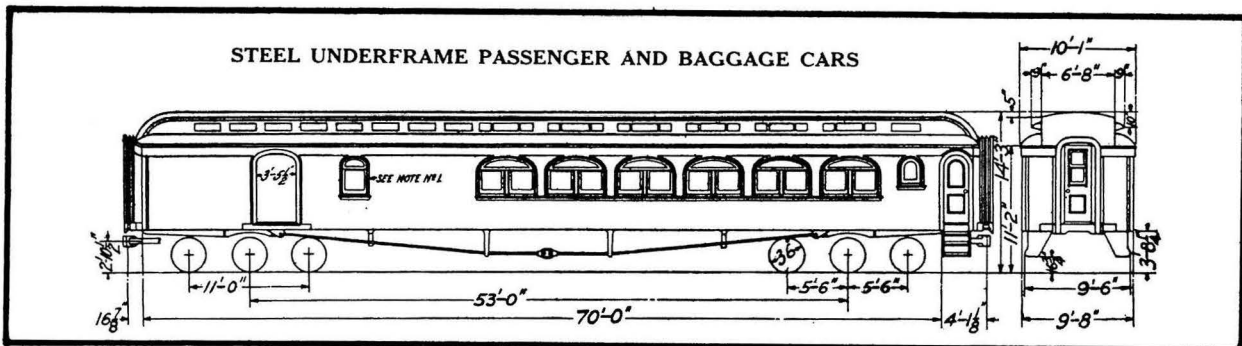
Built by Osgood Bradley Car Co.

Two photos Al Shade Collection

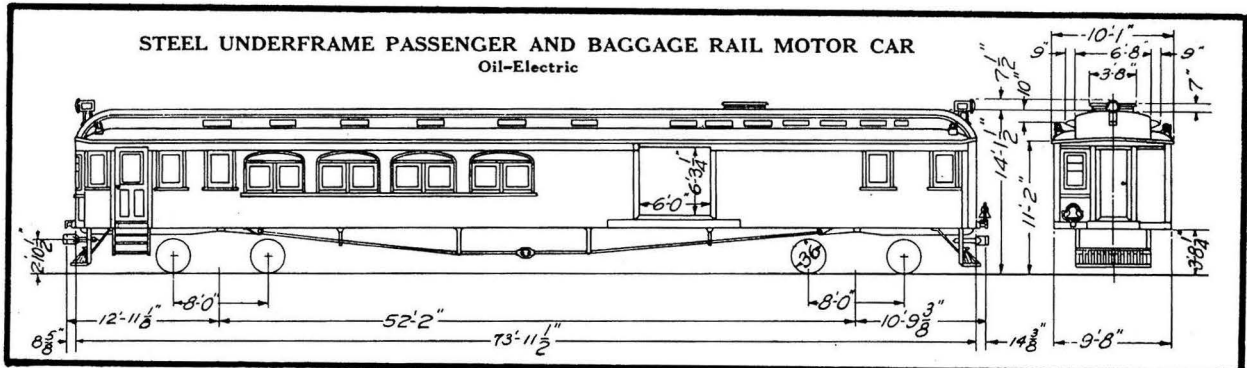
M-8



Built new in 1906 by Barney & Smith Co. as passenger and baggage combine No. 107, N. Y. C. M-8 begins a new life after rebuilding at the West Albany, N. Y. shops in 1927 as a motor car. Power was supplied by a McIntosh & Seymour V-8 diesel engine rated at 200HP. Two G. E. 260-B traction motors were used. Seating capacity permitted 38 in the coach section, 10 in the smoking section with a 6000 lb. baggage compartment at the "motor" end of the car. Bob Lorenz Collection.



LOT NO. 706 N. Y. C. 107 Was rebuilt into motor car M-8 in 1927



NYC M-8 Combine-Motor Car