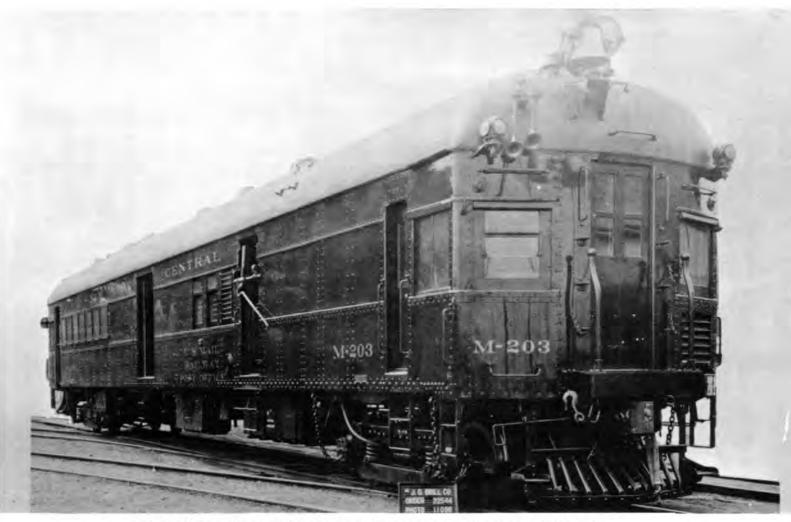
THE MOTOR CAR roster

photos C. M. SMITH



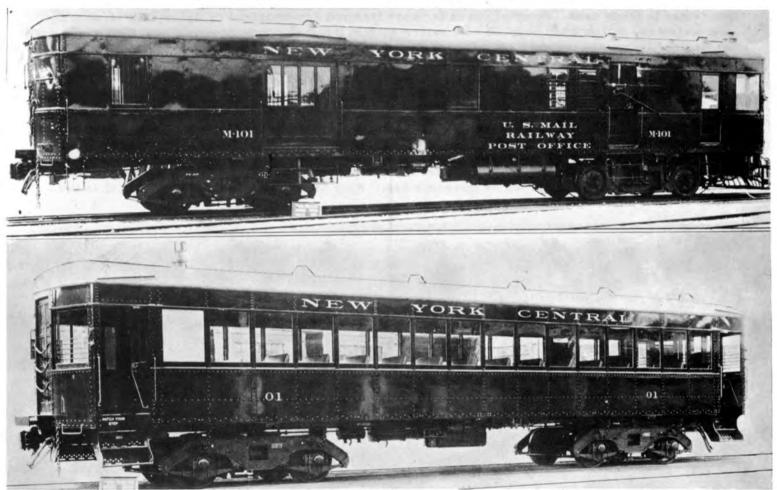
During the 1920's many railroads including the New York Central were being faced with rising operating costs as well as mounting competition from trucks and busses for short haul passenger and L. C. L. business. In order to cut expenses on branchline and on the shorter "plug" runs at various points across 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.



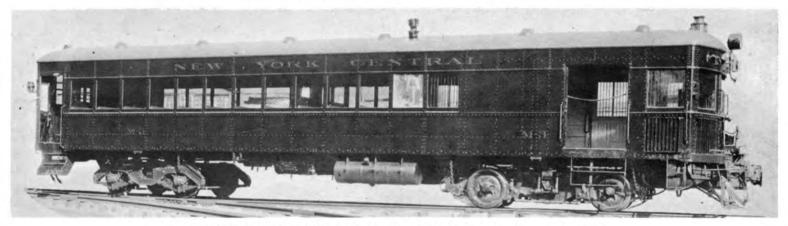
Lot 2050 Gas Electric Motor Car, Passenger - Baggage - Mail. - type.



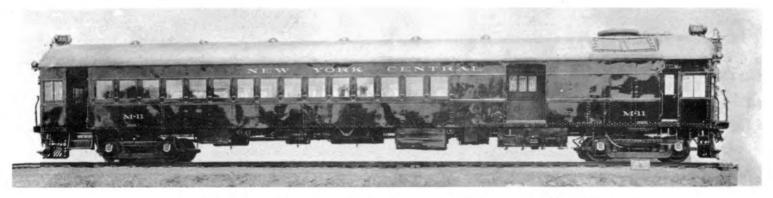
Lot 972 Gasoline Motor Rail Car, Passenger - Baggage type



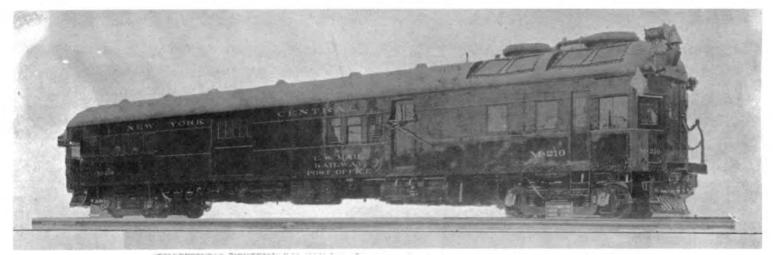
Lot 973 Gasoline Motor Rail Car, Baggage - Mail type and Passenger Trailer



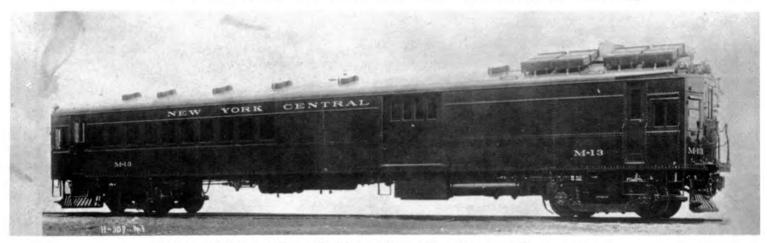
Lot 992 Gasoline Motor Rail Car, Passenger - Baggage type.



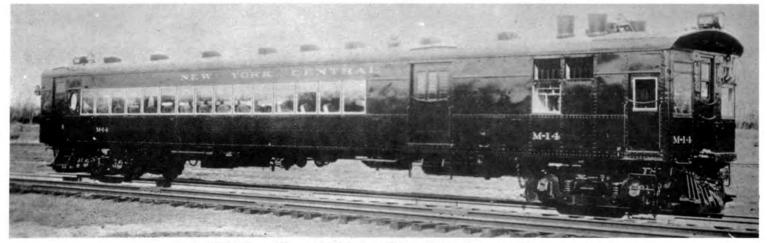
Lot 2054 Gas Electric Motor Car, Passenger - Baggage type.



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



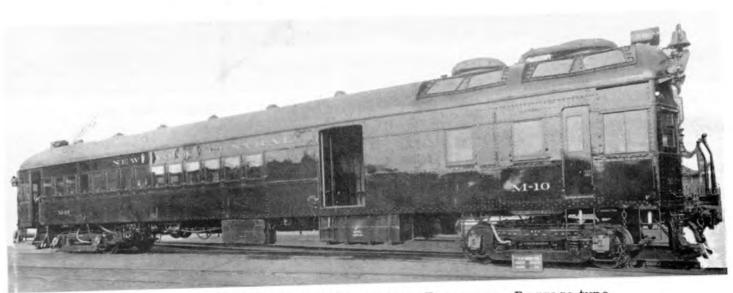
Lot 2056 Gas Electric Motor Car, Passenger - Baggage type.



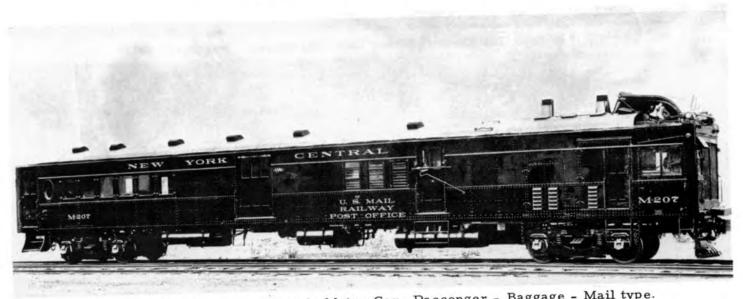
Lot 2079 Gas Electric Motor Car, Passenger - Baggage type.



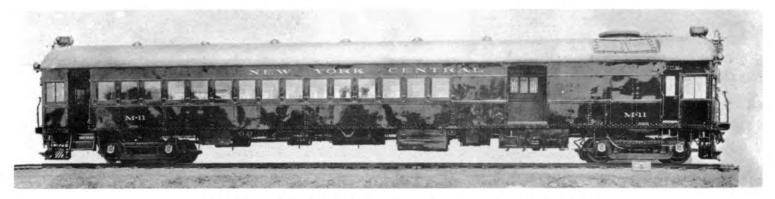
Lot 2051 Gas Electric Motor Car, Passenger - Baggage type.



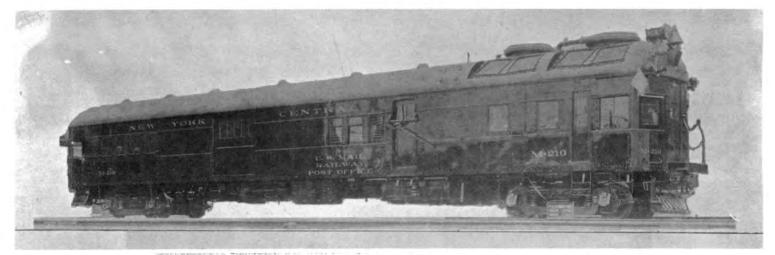
Lot 2052 Gas Electric Motor Car, Passenger - Baggage type.



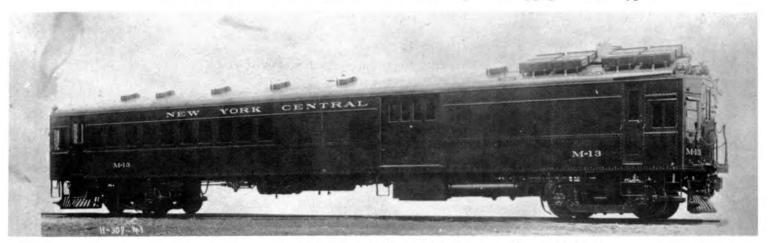
Lot 2053 Gas Electric Motor Car, Passenger - Baggage - Mail type.



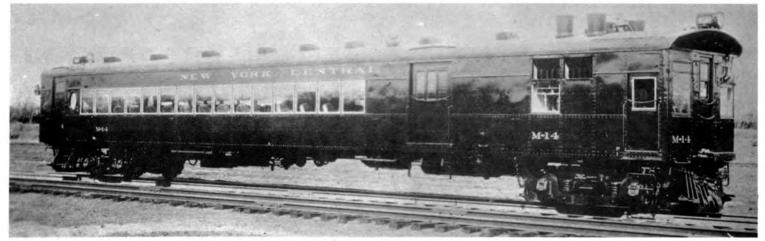
Lot 2054 Gas Electric Motor Car, Passenger - Baggage type.



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



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



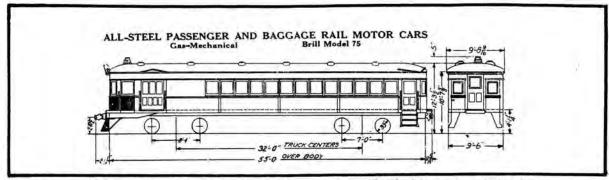
Lot 2079 Gas Electric Motor Car, Passenger - Baggage type.

Lot	Car No.	Road	Bldr	Blt	Mtr	Trlı	Re. No.	Type	Spec No.	Notes
	MT 104, 105, 1212	B/4	SL	1915		x	MT 7, 9, 8	P		1, 2
822	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	х	x	MT 1	B-M P	722C	
974	M 1201, 04, 06 MT 1202, 05, 07	B/4	Sykes	1925	х	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		1925	х	x		B-M P		
986	M 100-03	CN	EMC	1925	x	100	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	
	M 8	NYC	NYC	1927	×			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	х			P-B	726A	12
2079	M 14	NYC	OBC	1927	х			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	THE SECTION	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 Clearence 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.

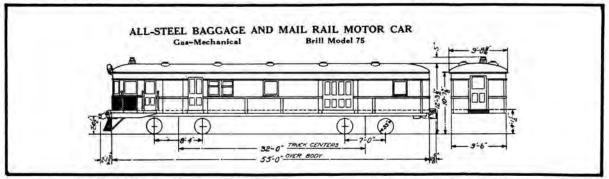


Lot 2111 Gas Electric Motor Car, Passenger - Baggage type.



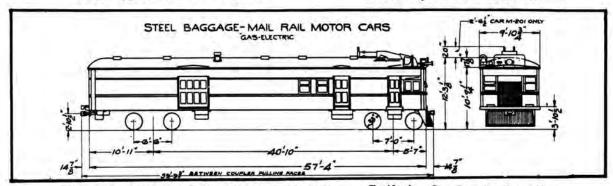
LOT NO. #972, 992, 993 N. Y. C. M-1 - M-7

Built by J. G. Brill Co.



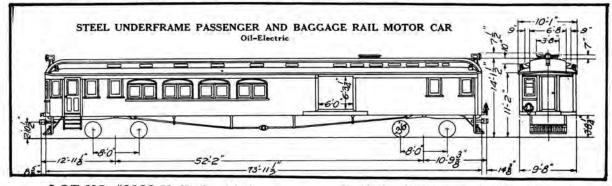
LOT #973 N.Y.C. M-101

Built by J. G. Brill Co.



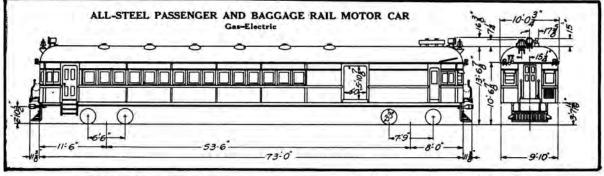
LOT NO. #986 N. Y. C. M-201 - M-203

Built by St. Louis Car Co.



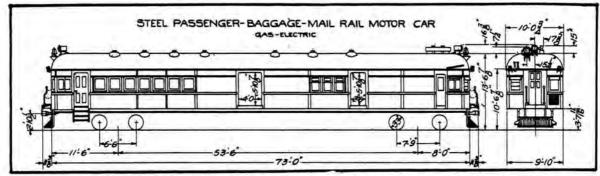
LOT NO. #2028 N. Y. C. M-8

Built by Barney & Smith Co.



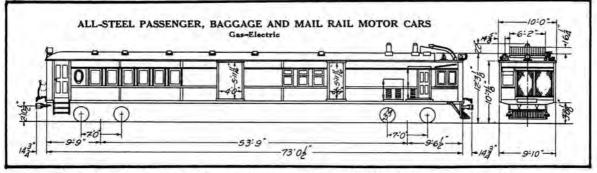
LOT NO. #2051 N. Y. C. M-9

Built by J. G. Brill Co.

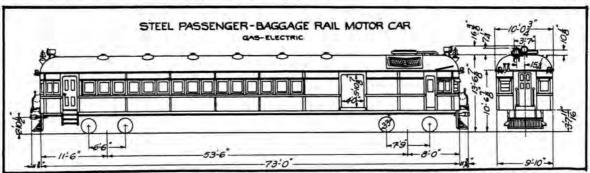


LOT NO. #2050 N. Y. C. M-400 - M-405

Built by J. G. Brill Co.

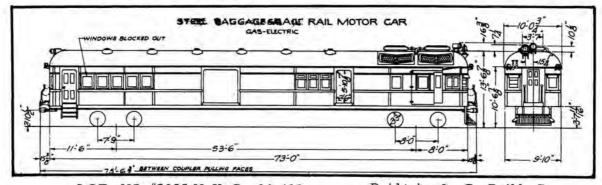


LOT NO. #2053 N.Y.C. M-207 - M-209 Built by Osgood Bradley Car Co.



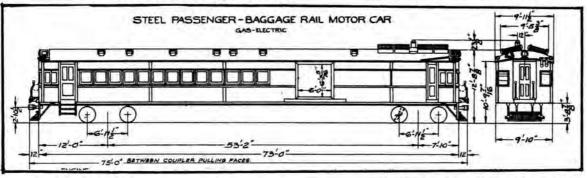
LOT NO. #2054 N. Y. C. M-11

Built by J. G. Brill Co.

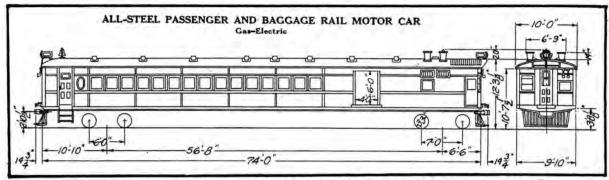


LOT. NO. #2055 N. Y. C. M-409

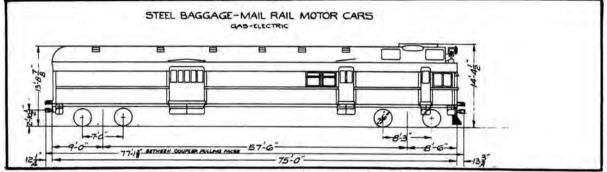
Built by J. G. Brill Co.



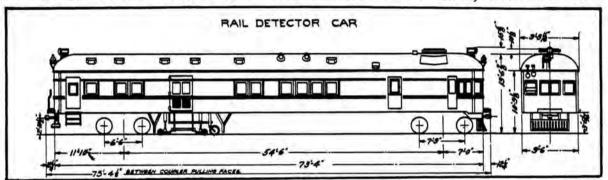
LOT NO. #2056 & 2111 N. Y. C. M-12 & M-15 Built by Standard Steel Car Co.



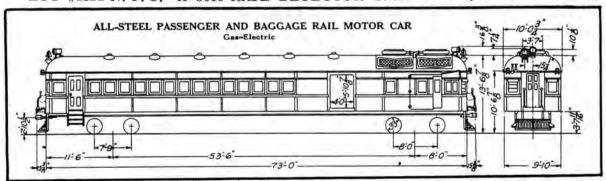
LOT NO. #2079 N. Y. C. M-14 Built by Osgood Bradley Car Co.



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



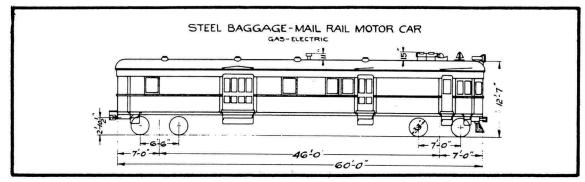
NYC M-203 stops at Clyde, O. on the Big 4 to pick up mail and an occasional passenger. As shown by the milepost in the foreground, Sandusky is 17 miles behind M-203.

Bob Lorenz Collection.

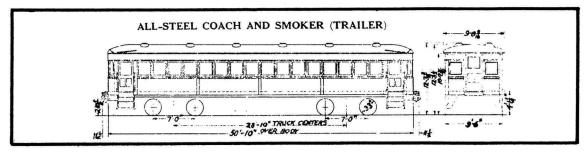


ost of the photos of Motor Cars that were in use during the 1920's and 1930's show these cars either as built or in the shops or stopped somewhere along the System due to some sort of mechanical or electrical failure. The reasons for this are quite easy to find since a look at the Motor Car Roster of 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

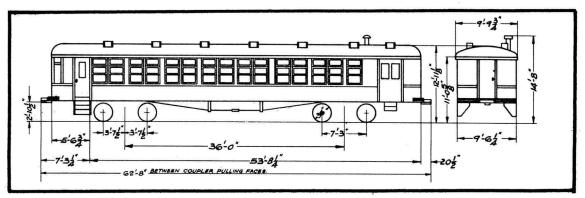
to this might be shop crews that were untrained in the care and feeding of these "doodlebugs". Given 20/20 hindsight, it is clear that the motor car was an idea that was plainly ahead of its time spot in history, cursed with "state of the art" equipment that was unable to work as well as its inventors 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.



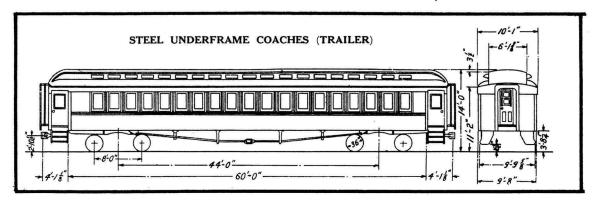
LOT NO. 991 N.Y.C. M-204 (Ex-M-1208) Built by J. G. Brill Co. in 1926



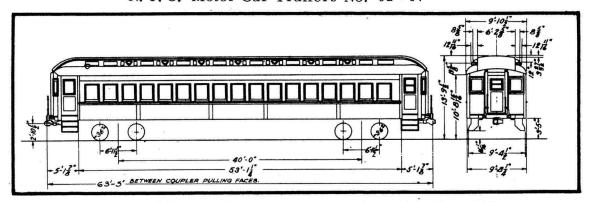
LOT NO. 973 N.Y.C. 01, Steel Motor Car Trailer Built by J.G. Brill Co. in 1925



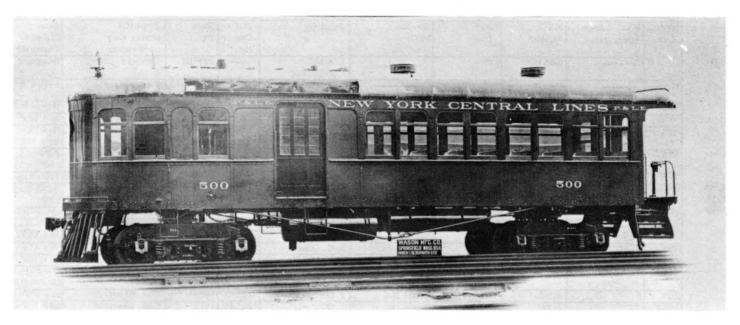
MT-7, MT-8, MT-9 & MT-200 Motor Car Trailers Built by St. Louis Car Co. in 191



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

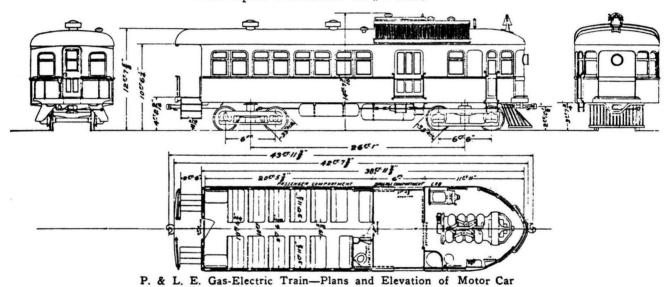


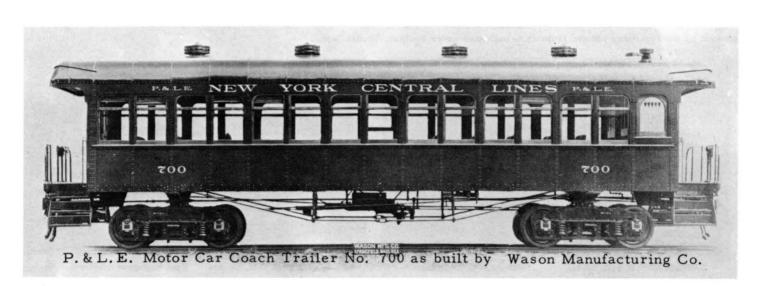
LOT NO. 822 N. Y. C. Motor Car Trailers No. 08 to 012



P. & L. E. Gas-Electric Car 500 as built by Wason Manufacturing Co.

Note open vestibule on #2 end.







MOTOR CAR roster



NYC	NYC Lines	NYC	Road	Re-No	Built by	Bld'r	Date	Type (G)	Body •
Lot	Spec. No.	"Line"	Nos.	1937		Order	Built	Motor Car	Style(A)
				NYC		No.		or Trailer	Capacity
LS-131		LS&MS	799		LS&MS		1907(1)	Gas -(?)	Baggage
					Collinwood				
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	Bag26P
972	723-B	NYC	Ml	Ml	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
11	11	II .	01	MT-1	11	22129	7/1925	Trailer	46 + 12P
974		CCC&St. L.			Sykes		1925	Gas-Mechanical	RPO-Bag.
11			M1202, '05, '07		rı .		11	Trailer	60P
975		CCC&St. L.		(5/29MT1211)(2)			1925	Gas-Mechanical(2)	
976		EI & TH	Ml, M3		Sykes		1925	Gas-Mechanical	RPO-Bag.
11		11	MT2, MT4		11		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		10/1925	Gas-Mechanical	37 + 15P-Bag.
993	723C Supl.1	NYC	M6-M7	Same Nos.	J.G. Brill	22260		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	11 11 11	NYC	M9	Same No.	J.G. Brill	22543	1928	Gas-Electric	61+10P-Bag.
2052	11 11 11	NYC	M10	Same No.	J.G. Brill	22545		Gas-Electric	53 + 10P-Bag.
2053	11 11 11	NYC	M207-M209	M406-M408	Osgood-Bradley	9375	1928	Gas-Electric	21 + 10P-B-17'RPO
2054	11 11 11	NYC	Mll	Same No.	J.G. Brill (B)	22547	1928	Gas-Electric	61+10P-Bag.
2055	11 11 11	NYC	M210	M409	A. C. F. Co. J. G. Brill Wks.	22546	1928	Gas-Electric	21+ 10P-B-RPO
2056	11 11 11	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	<u> </u>	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		1/1930	Gas-Electric	RPO-Bag.
2126		CCC&St. L.	M1214, M1215	M206, M207	J.G. Brill		11/1931	Gas-Electric	RPO-Bag.
2127		P&LE	M70	Same No.	PC&M		9/28/1928 (5)	Gas-Electric	72P-15'B.
2246		NYC		X8016	NYC B. G. Shop	_		Diesel-Electric	Clearance Car
None		P&LE	700		Wason Mfg.		9/6/1912		80P
_		NYC	02-07		NYC Shop		1927 H	Trailer	68P
_		CCC&St. L	MT1209		NYC Shop	_			54P
822				MT2-MT6	NYC WA Shop		1929/30H		66P
_		and the second second		MT7, MT8	NYC Shop			Trailer	38 + 16P
				MT9, MT200	NYC Shop		10/1929 н		38P
		Cin. Nor.	7				by 1929	Trailer	73p

A: Body Style P=Passenger. Numbers indicate seats in Non-Smoking and Smoking Compartments thus: 38+12P. B=Baggage, RPO=Railway Post B: Class Book 12-31-43 Shows ACF Builder, see Lot 2055; Winton Model 120 Engine 275HP @1100.

C: " " " Shows Engines as 290HP each.

Note

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.

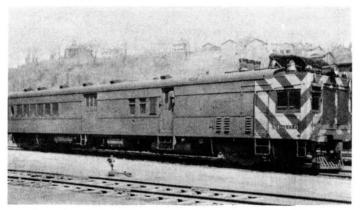
G: Type: Motor Cars: Gas=Gasoline Engine Motor Car, Diesel=Diesel Engine; Mechanical or Electrical denotes type of transmission.

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.

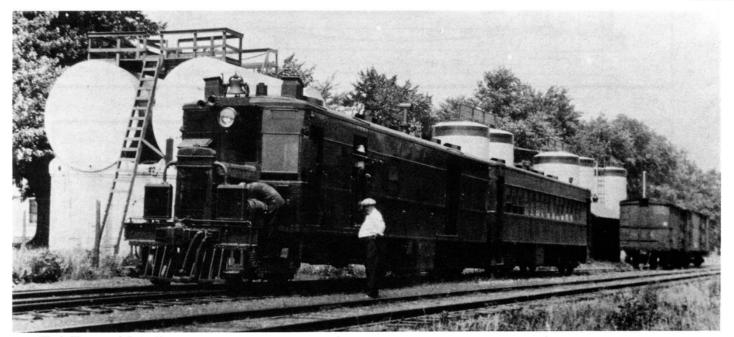
Two photos Al Shade Collection



MOTOR CAR roster

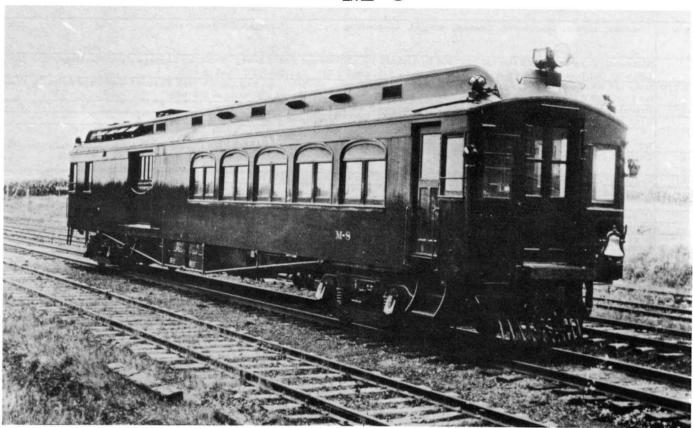


	Length	Builder, Model, Machinery, Control, Weight, Disposition etc., Numbered Notes., etc.
		v.
	61'	(1) Steel U. F. RPO LS&MS No. 738 blt. 1903 by LS&MS Ry. Collinwood Lot LS-62. Reblt. as Baggage Gasoline Motor Car 799 by
	lo.	LS&MS, Collinwood, Lot LS-131. Reblt. back to Bag. after 1912. Re-No. NYC 3849 in 1915.
	441-2-7/8	Body blt. Wason Mfg. Co. equip. GE; \$23,046.25,11-11" Mtr. Comp't., 6' Bag., 20'-5-7/8" Pass. 11 Rev's'ble Seats, 4 Fixed,
	111-21/0	Sold 10/8/1915 Hawkinsville & Florida Southern Ry. Co. (with Trailer P&LE 700) for \$10,000.
	42'-7"	Probably Brill Car Model 55, with Brill 4 cyl. engine. 68HP @1500 Single end control
	551	Brill Model 75. Engine, Brill 6 cyl. 6"x7" - 190HP @1300. Single end control.
	55'	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 Wt. 62100.
	41'	Wt. 43, 380 Sold
	49'-2"	Engine (?275HP Sterling)
	49'-2"	[
	43'-11''	Engine (?275HP Sterling) (2) 5/1929 Re-built as Trailer and Re No. MT-1211
	49'-2-1/2	
	49'-6"	
	57'-4"	(3) Body by St. Louis Car Co. Electro Motive Co. / Winton Model 120, 275HP @1000, GE Elec., 2 mtrs, single end. M200 Ret. by 5/3
	60'	Brill/Westinghouse Model 250 Engine, 250HP 2 motors.
	55'	Brill Model 75, Engine Brill 6 cyl. 6"x7" - 190HP @1300 Single end control. M3-M5 Sold
	55'	"" " " " " " " " " " All Sold
-	74'	200HP, Re-blt. from Steel UF, Wood sheathed Bagg,—Club #107. Originally built by Barney & Smith
	73'	Brill/Westinghouse Model 250 Engine, 250HP @1100, Double End Cont. 2 motors, Wt. 123660-124100
	1.0	M403 sold - W&OD 52, M402 - X24060, M400 Sold 1944 - Alaska R. R.
	73'	Brill/Westinghouse Model 250 Engine, 250HP @1100, 2 motors. Double end control. Wt. 119500
	73'	Two(2)Brill/Westinghouse Model 250, 250HP@1100, Total 500HP. Double end control. 4 mtrs. Wt. 159, 500 → 6/55 X-8016 Lot 2246
	731	Two(2)Winton/Electro-Motive Co. Model 106A, 220HP@1050, Total 440HP.GE Elec.; 4 mtrs, Single end control. Wt.147800
	73'	(B)Hall Scott Model 150, 275HP@1050.GE Elec.; 2 motors; Double end control. Wt. 123,100. Sold 4/48 to Sperry #136
	73'	(C)Two(2) Hall Scott Model 150, 275HP@1050, Total 550HP. GE Elec.; 4 motors. Single end control. Wt. 159,900
	SERVEY.	
	73'	(D)Sterling Viking No. 11, 300HP @1100, Westinghouse Elec.; 2 mtrs. Double end control. Wt. 128, 600-128, 000(4) M12to 46 + 15P
	74'	(4)Acquired 3/27/1928 from International Motor Co. (Mack Trucks, Inc.) Blt. As "Mack" Model AQ Demonstrator #M200
		Ser. No. 161001, 2-"Mack" AP, 5"x 6" 120HP@1350; Westinghouse Elec. 95KW Gen.; 2-140HP(W) motors, Double end control.
		Wt. 116,200. Sold → W&OD45.
	73'	(E)Sterling Viking No. 11, 300HP@1100, Westinghouse Elec; 2 motors. Double end control. Wt. 129, 975
	73'-4"	Hall Scott Model 350, 300HP, Converted 1955 to CAT D-375 Diesel
	751	(F)Brill Model 860, 535HP@950. GE Elec. 4 motors. Wt. 149100
	751	(F) " " Wt, 148200
		(5) Acquired 4/27/1933 from International Motor Co. (Mack Trucks, Inc.) Blt. as "Mack" Model AR Demonstrator #2001, Ser. No.
	1	162001.3-"Mack" AP 5"x6" 120HP@1350; (?) Elec. Equip. 3-140HP motor (2 on front, 1 on rear truck) Double end
	1	control. Pur. for \$15,759.28. Sold 1/19/1940 to Monongahela Ry. M-70 for \$7250.00. Scr. 1951.
	73'	Re-blt. from NYC M10, Lot 2052, Cat. D-375, 250HP@1200, Westinghouse Elec. Equip. 2 Traction Mtrs. Double end control. Scr. 3/6
- ATPARTURE	38'-6"	Trailer for P&LE500, \$6216.14, 24 Reversible seats, 4 Fixed, Sold 10/8/1915 to Hawkinsville & Florida Southern Ry. Co. (with
		P&LE 500) for \$10,000,
	68'-3"	Conv. NYC S. U. Coaches 2234-39. Ex NYC&HR 60'Coaches:04-06, Harlan & Hollingsworth, 1900; 02, 03, 07, Lot 8, H&H, 1901.
		(6) Built 1923 by Unit Railway Car Co. as Steam Unit #100. Converted to Trailer by CCC&St. L. 10/1928
	70'	Converted from NYC MU Cars 4192, 4188-4191. Orig. blt. 1913 by Pressed Steel Car Co. Converted back to Coach 11/42, #722-726
	59'-3"	Converted from Michigan Elec. Ry. Steel Interurban Cars. Nos. 805, 801. Orig. blt. by St. Louis Car Co. 1915 BLW 87" WB Tks.
	59'-3"	
	601	Wood Coach originally blt. 1895. Converted to Trailer by 1929
	.61'-5"	Wood Coaches originally blt. 1904. Converted to Trailer by 1929

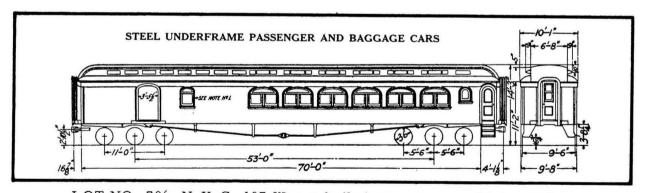


Probably one of the ugliest motor cars ever built, M-1206 has her troublesome power plant tinkered with while trying to get past Clyde, Ohio on the Big 4. If one radiator won't do the job, add two more. Bob Lorenz Collection.

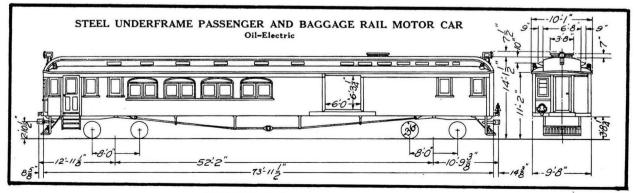
M-8



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