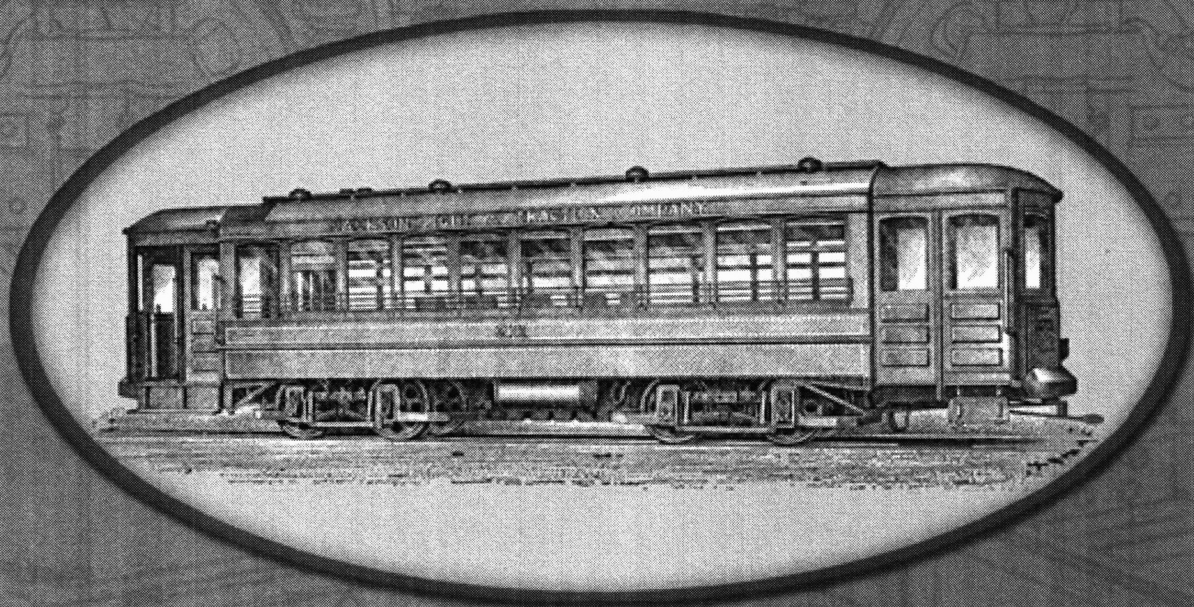


THE CLASSIC 1915 TROLLEY CAR
AND INTERURBAN RAILWAY BOOK



ELECTRIC RAILWAY ENGINEERING

By Francis H. Doane, A.M.B.

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Fairmont Mudge

**Gas-Electric Ditchers,
Shapers, Ballast Cleaners.**

Ballast Drainage Cars
M25 Light, M23 5-ton, scarifies
rock, discs gravel, blades both.

**Mowers, Weed Burners
Extinguisher Cars**

**Power Cars—Air, Electric
Paint Spray, Tie Tamping
Rail Coaches**

Inspection Motor Cars
M9—M19—59

Section Motor Cars
M14 (Light)—S2 (Standard)

B & B and Extra Gang Cars
A3, A5, A6 (4 Speeds Reverse)
ST2 (7-Speed)

**Motor Car Engines
Push Cars and Trailers
Roller Axle Bearings
Wheels and
Axles**

THE STORY OF *Fairmont*

The Fairmont Motor Car owes its existence to a tired railway section hand named Fred Mahlman Sr. Exhausted by daily trips using a handcar, Mahlman decided there must be a better way. He contacted a local machine shop and inquired about buying a two h.p. motor, and attempted to rig it on his handcar. His initial attempt failed, but he didn't give up on the concept. Eventually, he hired the machine shop to construct a purpose-built motorcar. The result was so successful that Mahlmann decided to write up a report on his car, and send it to all the major railroads in the United States. Within a very short time the Fairmont Machine Shop was overwhelmed with orders, and a business was born. The new Fairmont Railway Motors, Inc. enjoyed steady years of growth and became the industry standard for inspection cars, gang cars, and other railway utility vehicles. The company is now part of Harsco Rail, a division of Harsco Corporation, who owns the Fairmont name and copyrights.

This 1935 Fairmont Inspection Car handbook is for the classic M19. It features instructions on how to operate this vehicle, a parts list, and more.

Created for entertainment and historic purposes only. Operating a motor vehicle can be dangerous and may be subject to licensing requirements by a government or railway agency.

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