

Anchorage, Alaska,
February 19, 1937.

Fairmont Railway Motors, Inc.,
Fairmont, Minnesota.

Gentlemen:

Replying to your letter of January 19th, I have to advise that the information you furnished on your 1100 Coach was sufficient for our needs.

However, we are not contemplating making a purchase of such equipment in the immediate future.

Yours very truly,

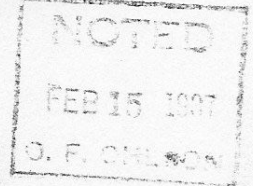
SIGNED J. T. CUNNINGHAM

J. T. Cunningham,
Acting General Manager.



GENERAL OFFICES AND FACTORY
Fairmont, Minnesota

January 19, 1937



Mr. J. T. Cunningham
Acting General Manager
The Alaska Railroad
Anchorage, Alaska

Dear Sir:

On December 1st we had the pleasure of furnishing you price and other information on our 1100 coach in answer to your letter of November 3rd, and we are wondering, Mr. Cunningham, if we have given you all the information you want.

For a low priced coach that will give you lasting satisfaction, we know of nothing that will quite equal our 1100 and are confident you will be well pleased with the safe, reliable, and economical service one of these cars will give you.

May we have the pleasure of hearing from you at your convenience as to what you think of our proposal and whether you will be in a position to order one of these cars? Thank you.

Yours very truly

FAIRMONT RAILWAY MOTORS, INC.

W. D. Brooks
W. D. Brooks
District Manager

WDB:O

Anchorage, Alaska,
November 3rd, 1936.

Fairmont Railway Motors, Inc.,
Fairmont, Minnesota.

Gentlemen:

In connection with your announcement of Fairmont
1100 coach, would be very glad to have you advise cost of
same with following extra equipment.

- Shatterproof glass.
- Heaters.
- Wall and roof insulation, good both in
hot and cold weather.
- Drawbar for trailers.
- Rail sweeps.

Yours truly,

SIGNED-J. T. CUNNINGHAM

J. T. Cunningham,
Acting General Manager.



The Most Popular
Railroad
Oct 20 1936
General Manager

GENERAL OFFICES AND FACTORY
Fairmont, Minnesota

October 16, 1936

Announcing a New Inspection
Coach by FAIRMONT

The enclosed bulletin No. 355 illustrates and describes the
FAIRMONT 1100 coach, which has been especially designed to
provide:

1. Economical inspection service with SAFETY not obtainable in converted automobile type inspection cars.
2. A satisfactory coach at low first cost without jeopardizing any factor of safety.
3. Roominess for its full capacity load that is not possible in the limited space of the standard auto body.

No doubt, you have at one time or another wished for a job like the FAIRMONT 1100. Further particulars will be gladly furnished upon request.

Very truly yours,

FAIRMONT RAILWAY MOTORS, INC.

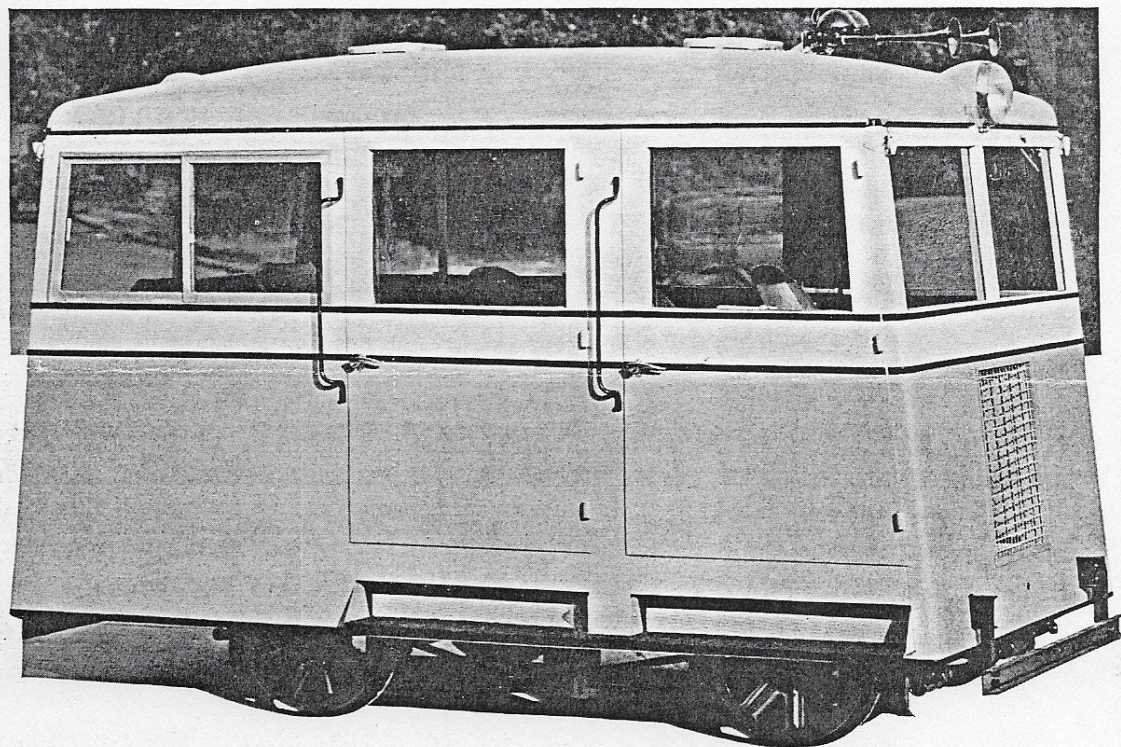
W. F. Kasper
W. F. Kasper
Vice President

WFK:J

NEW!

The Fairmont 1100

Inspection Rail Coach



COMFORT, safety, and ease of operation are provided in this 1100 smallest party coach at the lowest outlay consistent with modern design and durable construction.

Accommodating five persons besides driver, the deeply cushioned, genuine leather seats are particularly arranged for efficient inspection: two single ones close behind front window, one double seat at the rear end.

All but the secretary's seat are reversible, so visibility for inspection is equally good when the coach is running backward, which it does with all three transmission forward speeds and nearly equal convenience in driving.

Utmost safety is afforded by four doors, all opening toward the rear. Thus in normal forward travel the doors tend to swing open rather than shut when the vacuum brake is applied.

This eliminates another possible cause of injury, viz.: stepping off before coach stops, in which case forward-opening doors may knock passengers down upon the ballast.

POWER BRAKES like those on large autos, trucks and trailers are necessary on the 1100 for quick stops.

Safety is further increased by the vacuum adjustment of brake shoe pressure, which prevents sliding of wheels under varying rail conditions, such as dry—rain—snow—ice.

This Bendix B-K system ends the excessive driver-fatigue of leg-and-arm-pressure braking.

ECONOMY in initial cost, upkeep, and running expense is secured by adapting the same chassis now in production for the A6 Series B gang car, which has the rubber mounted 80 H.P. Ford V-8 engine.

The springs on this coach are surpassed in smoothness of ride only by those on our larger 3100, 4100 and 5100. Two Way Hydraulic shock absorbers which are standard equipment, "float" the 1100 in such a way that it would never be suspected of relationship to the A6.

The 1100 meets requirements of men not satisfied by automobiles with railroad wheels or flanged pneumatic tire devices. The jam-packed "sardine" effect is missing: there is plenty of room to stretch legs and move about; everyone can turn freely and see out in any direction.

Low steps and handy grab irons make getting on or off safe and convenient even where the ballast section is highest and the step down most difficult from a converted auto.

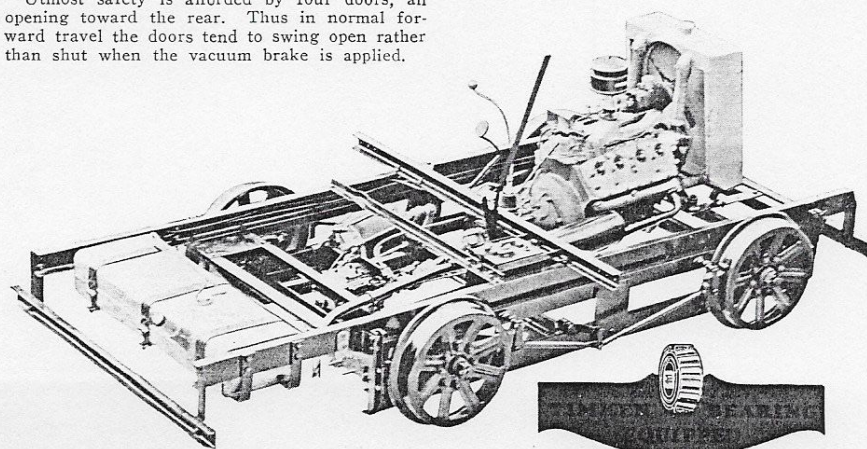
DIMENSIONS Over all length 11'-5 3/4"; width 7'-0"; height above rail 7'-4 1/2". Floor 24 1/2" above rail, length 10'-2 1/2". Inside height 60", width 71 1/2". Engine hood 26x43 3/4x23".

WHEEL BASE 66". Spring base 83".

TRACK GAUGE 56 1/2"; other gauges, (36" and up) special.

WEIGHT Coach with 5-passenger seating, 4170 lbs. Chassis only, no body, 2165 lbs.

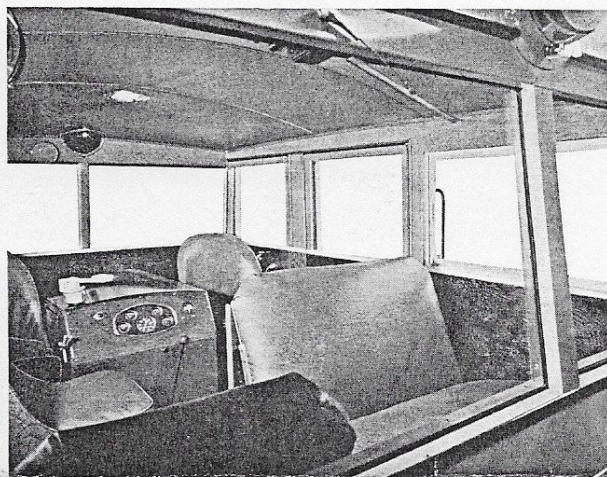
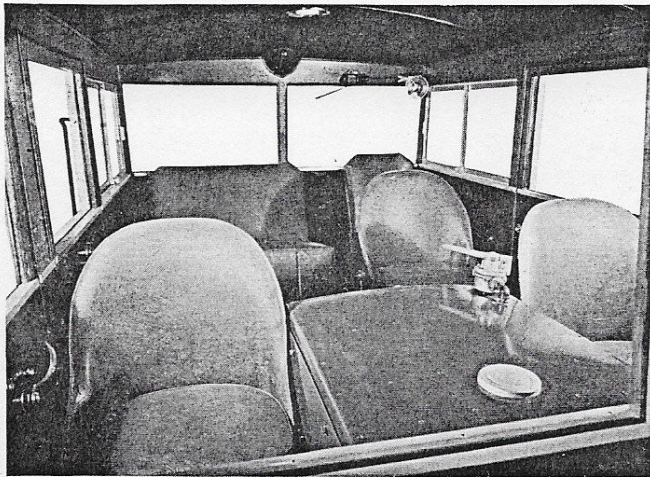
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FAIRMONT RAILWAY MOTORS, INC.
FAIRMONT, MINN.

Performance
ON THE JOB
COUNTS

The Fairmont 1100



CHASSIS SPECIFICATIONS

Engine, transmission, propeller shaft, directional gear, axle bearings, wheels, and most frame parts are identical with the A6 chassis in bulletin 333 herewith. Thus a single small stock of spare parts services all the road's A6 large extra gang cars and 1100 coaches as well.

Principal variations are: body underframe side channels 33 $\frac{3}{4}$ " longer; fuel tank 20-gal.; bumpers; axles chrome molybdenum alloy; steel battery box set in chassis; Bendix B-K vacuum-suspended power brake cylinder coupled to A6 brake rigging. Ford 50 H.P. 4-cyl. Model B engine available where power requirements light. Space admits B or V-8 Ford engines only.

To purchasers building their own coach body, we furnish this chassis priced to include the well insulated engine hood, instrument panel and controls attached. We will also quote on any other fittings desired, whether or not listed here.

BODY CONSTRUCTION

Built in Fairmont shops by experts with years of training in this work, the body is fully as rugged as the larger 3100, 4100, and 5100.

All sills, posts, rails, fillers, cleats and framing are No. 1 clear, close grained and air-dried Southern White Ash, lead-painted before assembly. All joints are mortised or tenoned, white-leaded and screwed, reinforced with iron braces.

Outside of body below windows, is 22-gauge stretcher leveled silver finish steel sheet, joints covered by $\frac{3}{8}$ " half oval aluminum moulding screwed in place. An iron grille protects the radiator which is 9" behind it. Inside paneling, $\frac{1}{2}$ " Fir triple ply held by nickeled oval head screws and finishing washers.

ROOF

Arch type with 1 $\frac{1}{2}$ " No. 1 Spruce bows permanently fastened to frame. Sheathed with shiplapped Basswood $\frac{1}{2}$ "x2 $\frac{1}{4}$ ", edges planed to smooth roof curve after nailing. Felt

padded, and covered by 10-ounce white duck in one seamless sheet, waterproofed and heavily painted. Aluminum $\frac{3}{8}$ " waterdrip moulding securely screwed around entire roof.

FLOOR AND ENGINE HOOD INSULATED

Heat, cold, engine sounds and smells are kept out by carefully insulating both floor and engine housing. Steel sheathed 1" wood fiber under the floor, and 1" hair felt inside the hood, keep passengers unaware of engine operation.

Tongued and grooved edges of the Fir flooring are white-leaded during laying. Inspection and servicing are facilitated by insulated covers: two in hood and one in floor over the 17-plate 93 A.H. (20 hr.) plate locked battery. Hood is readily demountable for major overhauls or even removal of engine through floor and any door.

WINDOWS, DOORS AND STEPS

All glass $\frac{3}{8}$ " polished plate; front and rear set in rubber; side windows Adams & Westlake aluminum horizontal sliding sash. Four sedan type 2'7" doors with crank positioned glass, three 2" drop forged hinges; one outside key lock. Four grab irons. Four non-skid, raised diamond tread steel steps 8" wide, 12" above rail, set partly into body for improved appearance.

LIGHTS, MARKERS, ELECTRICAL ETC.

The headlights streamlined into front and rear ends of coach roof are 1936 Ford.

Four combination flag socket and light brackets (not shown) to hold oil lamps of purchaser are furnished unless requested otherwise. Optional (specify if preferred) are four electric marker lights, each with top adjustable by hand to display lenses of required color at front, sides and rear; separate flag sockets being then included.

Horn: Air-Electric matched pair two tone.

Two N-L combination dome lights and ventilators in roof. Four-gang toggle switch on wall.

Wired ready for heater which is extra as number and size vary with climate; write us.

Electric windshield wiper and fan at both ends.

INSTRUMENT PANEL

Includes an A. C. speedometer; ammeter; gauges for oil pressure, fuel tank, and water temperature.

Also on the dash are starter and horn buttons, choke, ignition and panel light switches, vacuum regulator, brake valve, throttle quadrant.

DRIVING CONTROLS

When backing up, the driver can ride sidewise, easily looking forward or backward while reaching all controls.

In normal driving, the right foot operates the clutch pedal; right hand, either brake valve or gear shifts; left, throttle.

The long ratchet lever holds coach while parked. The "stub" lever in floor reverses the rear axle when stopped, directs all transmission speeds either forward or backward.

INTERIOR FINISH Ceiling and window posts covered with Dupont Fabrikoid in brown Spanish finish, Locktite binding over ceiling laps. Window sills and inside rail above panels, one continuous aluminum moulding. Panels below windows, walnut finish lacquered plywood. Hard pressed wood engine housing, floor and Spanish leather seats, all brown.

OUTSIDE COLORS AND LETTERING

Orange yellow below belt line panel; light yellow up to roof; belt panel moulding, grab irons and steps, black: all high grade lacquer. Roof painted aluminum; chassis black. Other colors if ordered. Initials of railroad in belt panel.

TOOL KIT Same as A6 Series B car.

CODE WORD Standard 1100 coach, Mampk; chassis only, Ltwwn.

HOW TO ORDER

Specify 1100 coach, and track gauge if other than 56 $\frac{1}{2}$ ". If no body wanted, order 1100 chassis. Any of the following extras specified on order will be applied at factory without labor charge, for price of equipment only.

If net load averages over 1000 lbs., give figure (to set spring capacity for easiest ride).

To insure best satisfaction, state if altitude high, grades very stiff, trailers to be used, or service heavy on regular schedule.

Extra Equipment

If ordered before coach is built, the following are available at additional cost: (1) Shatterproof glass. (2) Heaters. (3) Wall and roof insulation, good both in hot and cold weather. (4) Drawbar for trailers. (5) Wood insect-proofed for tropical service. (6) Lettering in gold leaf. (7) Rail sweeps. (8) Turntable: hydraulic jack raises coach on pivot to turn around or push off track upon a motor car setoff or crossing.

SEATING AND DOOR ARRANGEMENT

Basic coach price covers only driver's seat, and doors as illustrated. An addition is made for other seats. Bucket type seat backs thickly padded, others spring cushioned. All seats illustrated have deep springs in lower cushion.

Different seating can be furnished, and doors located anywhere desired, at varying cost as ordered before coach construction starts.

Equipment below may be applied by purchaser at any time: (9) Storm windows. (10) Screens for side doors and windows.

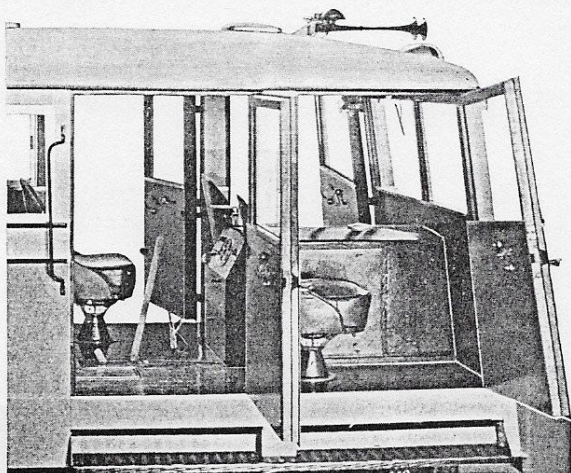
DAVIS STEEL WHEEL DEMOUNTABLE TIRES

Fit hubs on coach. Save money by outlasting $\frac{1}{8}$ " plate tires. Treads machined, 1" chrome manganese steel. Each tire M21383, 92-lb.

FAIRMONT RAILWAY MOTORS, INC.
Fairmont, Minn., U. S. A.

FAIRMONT RAILWAY MOTORS, LTD.
Toronto, Ont., Canada

Printed in U. S. A.



Fairmont Railway Motors, Inc., reserves the right to make changes in specifications or prices without incurring obligation to have same apply on equipment previously sold.

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