

# RESTORATION DISCOVERIES

## TWO CARS IDENTIFIED BY HIDDEN MARKINGS

### BY MIKE SIERS

#### WMRY 62

When I purchased my first car, I was told that it might have been a Western Maryland car (with the windshield mounted in front of the bars); the two issues were that the car number plates were gone, and the engine had been swapped. WMRY 62 had also been disassembled by a previous owner in preparation for a restoration, and it had then changed hands a few times.

One saving grace was that the front still had its road number painted on it, but everywhere else on the car had been painted over multiple times. My goal was to restore it back to “railroad condition”. During some of the work I started sanding on the side panels of the engine and noticed some lettering starting to come through the paint. I switched over to a finer pad on the sander and a lot lighter touch with the sander. Gradually “Western Maryland Railway Co.” became visible. A second line was unreadable.

(I took pictures of the lettering so it could be recreated later; ruler was used for scale.)

After asking around on one of the Facebook Groups, I was put in contact with Dick Ray who also has a WMRY M9; he put me in contact with Bryan who had a copy of the WMRY equipment list. This gave me a car number. The car number was sent to Fairmont /Martin County Historic Society for the “Birth Papers.” The birth papers matched up with the windshield (51349) and the upper line of the stencils. The info from the birth papers gave me what I needed to have reproduction tags made that are engraved with the car’s info.



Car Class	M9-G-1	Car No.	635
Trans. Type		Trans. No.	
Sold to	Western Maryland Railway		
Address	Baltimore, Maryland		
Shipped to	E. K. L. Muse, Sig. & Tel. Eng'r.		
Address	Hagerstown, Maryland		
Date shipped	9-14-49	via	C&NW
RR Order No.	6-622	Invoice No.	54957-S
Paint color	Area Yellow T&P Yellow (T&P Yellow)		
Spec. Lettering	Stencil "Western Maryland Railway Co. Signal & Teleph		
Spec. Equipment			
	51349	alum. windshield	(applied)
	49739E	No Bat. Gen. Hd. & t. l. ass.	"
Net Wt.	635*	Handle Wt.	
Inspected By	[Signature]	Date	9/14
Record additional information on back side.			

WMRY 62 went from a “it might be a Western Maryland car” to being identified as a Western Maryland Car. I was able to get the previous owner to write down his knowledge of its history and I have added to it as well.



### SAL No 1

I received a message on one day about a parts car that might help me with completing WMRY62. I drove down to Maryland to take a look. The car was complete, but the engine was stuck, and some wood parts were rough to say the least.



When I was checking out the car, I came across some tags that were attached with safety wire. The car was numbered SCL 1, but one of the tags had SAL No. 1 on it along with who I am assuming it was assigned to. The second tag showed it still being used in 1987. The car had been overhauled on June 29, 1981 according to the paint stencils.



(Asset tags with the first operator and assuming the last operator before the car was sold off in Hamlet, NC)

Originally, I had not intended to take this car too far but decided to after I sanded through the floorboard. When I dismantled it, I took each of the panels that might have been marked originally but painted over, and did a slow sand through the many layers of paint. Note that there are three different stencils on here.





The big moment came when I was working on the small toolbox mounted in the rear. It had so many coats of paint on it that I put it in my E-tank to try and loosen the paint.

*(See The SETOFF Mar/Apl 2021 for an article on Mike's reverse electrolysis paint removal method. -Ed.)*

The next day I took it out to scrub it and noticed something coming through the paint, after a little sanding I found "SAL. NO 1" on the toolbox on the first layer of paint on the box.

The original lettering was measured and a new stencil created for use during the repaint, see work in process photo below.

I am happy that this "parts" car was saved so it can get back out on the rails. My encouragement to all of you is to be observant when restoring an old motorcar. Take your time when refinishing. Look for numbers and original markings underneath those faded layers of paint. You just might discover a bit of history.

