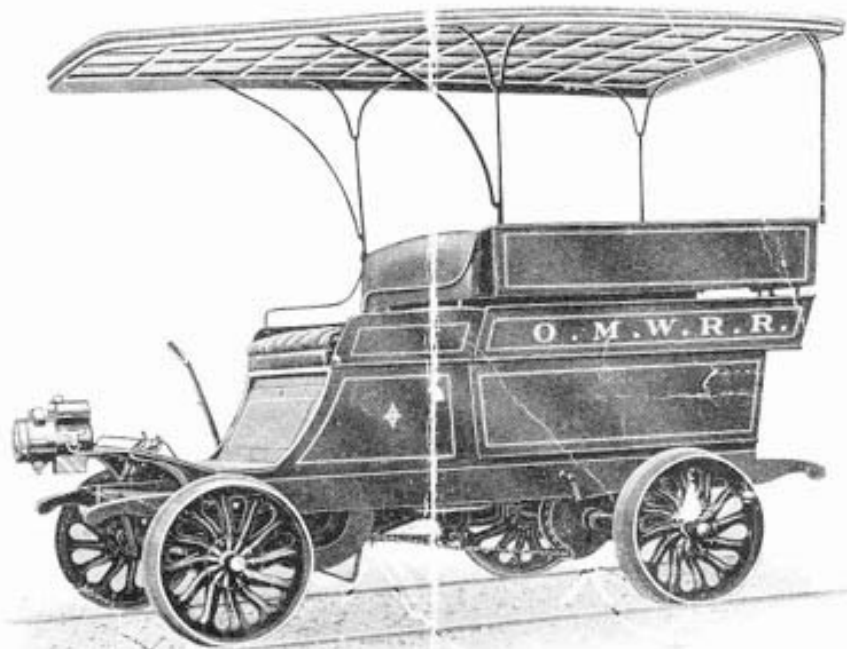


# Oldsmobile Railroad Inspection Car



MODEL No. 2-TONNEAU CAR

SOLD ONLY BY

## Railway Appliances Company

CHICAGO

NEW YORK

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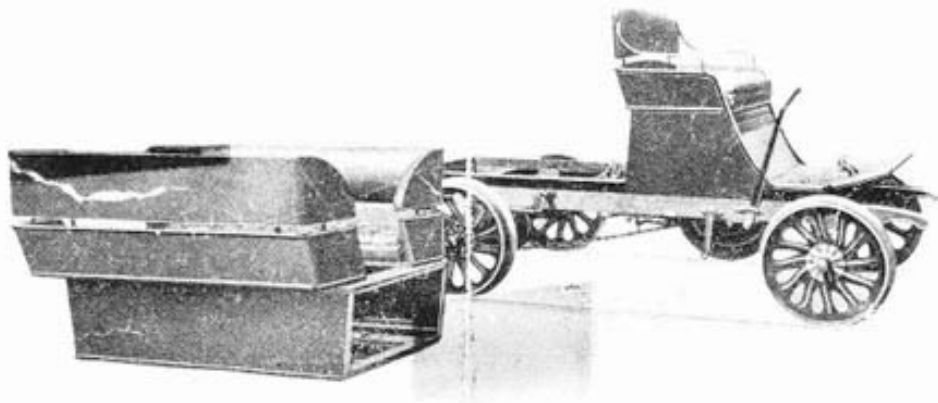
**Model No. 2 - Tonneau Car**

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*Oldsmobile Tonneau Railroad*  
*Inspection Car*

**S**INCE the issuance of our catalogue No. 112 we have brought out a larger type of Inspection Car, designed to carry comfortably six people and further designed so that by the removal of the tonneau this car can be utilized as a platform car for carrying tools and material when so desired. This car is known as our Model No. 2-Tonneau Car. It is fully described and illustrated in the following pages.

This design is the result of a study of the varying demands and conditions on the part of our patrons, it being our purpose to settle upon definite types of cars in order to manufacture them in quantity and place them on the market at the lowest cost.



MODEL NO. 2 INSPECTION CAR  
WITH TONNEAU REMOVED

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**Railway Appliances Company**

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## Model No. 2 - Tonneau Car

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### DIMENSIONS & SPECIFICATIONS

MODEL No. 2 OLDSMOBILE TONNEAU  
RAILROAD INSPECTION CAR

- DIMENSIONS** . Length over all, 111 inches. Width over all, 65 inches. Height over all, 80 inches. Wheel Base, 64 inches. Gauge, standard, 56½ inches. Can be made any gauge down to a minimum of 42 inches. Weight, 1200 lbs.
- MOTOR** . . . . Horizontal, 5x6 in., 7 h.p., being same motor as used in regular Olds 1904 runabouts, but is geared on a somewhat higher ratio to the rear axle. The driving sprocket on transmission has fourteen teeth while that on the differential has twenty-four. Transmission is of the planetary type, having two speeds forward and one reverse, all gears being encased and running in an oil bath. All parts of motor are easily accessible by means of doors located under seat cushion and heel-board.
- CAR BODY** . . . Comfortable design, highly finished in black with gold stripings, full leather upholstered seats and lazy-backs. The car is in three parts—main frame, including front seat—the tonneau, which is removable, and the platform or deck, which may be substituted in place of tonneau. Length of side seats in tonneau, 48 inches.
- FRAME** . . . . Pressed steel, reinforced by cross pieces. These are all of channel sections. Bolted on this frame are four frame supports which serve as guides for axles and also serve to contain the helical springs, which tend to relieve the shocks of the road when passing over frogs, crossings, etc. Oak handles for lifting car are bolted on each end of frame.

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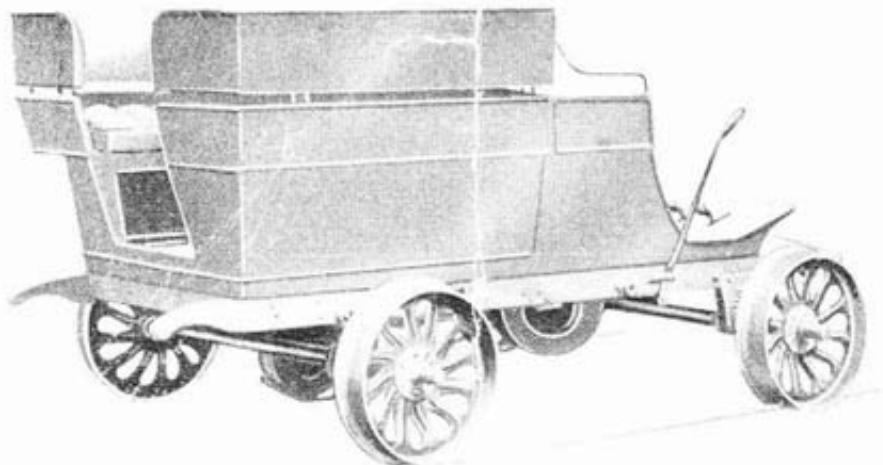
Railway Appliances Company

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**Model No. 2 - Tonneau Car**

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MODEL NO. 2-TONNEAU CAR  
WITHOUT CANOPY TOP

**SPECIFICATIONS—Continued**

- AXLES . . . . .** Cold rolled steel,  $\frac{1}{4}$  in., surrounded by casings of steel tubing which serve as a covering and at the same time retain the bearings which take weight of car. The axles are equipped with the Hyatt roller bearings, two bearings being used in front axle and three in rear.
- WHEELS . . . . .** Pressed steel, diameter 20 in., M. C. B. standard. Web of wheel comes directly over bearing part of wheel.
- BRAKES . . . . .** Internal expanding clutch type; are fitted on rear hubs, sufficiently powerful to stop the car or skid the wheels on any grade. Brakes are controlled by foot lever attached to foot-board.
- TANKS . . . . .** Ample capacity for gasoline, water and lubricating oil is provided for a run of over 100 miles. Where larger capacity is desired, same can be added at small expense.

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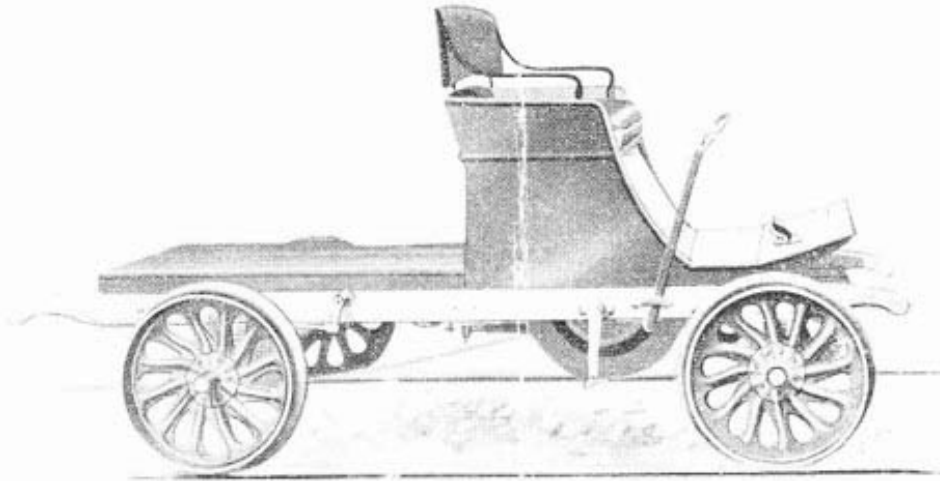
**Railway Appliances Company**

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**Model No. 2 - Tonneau Car**

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SHOWING CAR WITH TOOL DECK,  
TONNEAU REMOVED

**SPECIFICATIONS—Continued**

- COOLING . . . .** Cooling of engine is provided by water circulation around jacket. The radiator is of special design, but with the same general construction as used on Oldsmobile regular runabout.
- WEIGHT . . . .** The weight of this car insures its holding to the rails at high speed, it will safely take spring switches and frogs, and is therefore a safe car to operate.
- SPEED . . . . .** The speed of these cars is entirely flexible from one to thirty miles per hour, and is under instant and perfect control, from slow to fast and vice versa, and the fact that a reverse action may be quickly made adds greatly to the convenience and safety of these cars operating upon steam roads.

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**Railway Appliances Company**

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**Model No. 2 - Tonneau Car**

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**SPECIFICATIONS -Continued**

- EQUIPMENT** . There is sent with each car a complete set of tools for making ordinary adjustments. Air compressor and whistle will be furnished in place of the usual automobile horn. Lamps or headlights are not included in equipment.
- CANOPY AND CURTAINS** . . . Cars may be fitted with canopy top and side curtains (detachable from tonneau), thus permitting complete enclosure of car and at the same time admit all occupants to carry on their inspection of the road through transparent celluloid windows, placed on all sides of the car.
- CAPACITY** . . . The car with tonneau will comfortably seat six persons. With tonneau removed, there is ample space for carrying necessary men, tools and materials required for ordinary railroad repair work.
- REPAIR PARTS** . . . . . Purchasers will be furnished with detail drawing showing each important part, duly named and numbered, to enable orders for repairs to be definitely placed and promptly and accurately filled.
- OPERATION** . Where practicable personal instructions are given to the persons who will operate these cars, but where that is impossible it has been found entirely feasible to impart the necessary information through a carefully prepared book of instruction that accompanies each machine.

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## Model No. 2 - Tonneau Car

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MICHIGAN CENTRAL RAILROAD COMPANY

CHIEF ENGINEER'S OFFICE

DETROIT, MICH., August 31, 1904.

“ MR. C. F. QUINCY,  
President Railway Appliances Company, Chicago, Ill.

DEAR SIR:

I beg to acknowledge receipt of your favor of the 26th inst., asking for my experience with the Auto-car manufactured by the Olds Motor Company, of Detroit, for track inspection.

I have made two or three trips with a car furnished me by the Olds Motor Works, the first one being from Detroit to Bay City, including inspection of some of the branches, amounting to about 125 miles. There were three or four in the party, and we made a complete inspection of the above mentioned mileage in one day without any difficulty whatsoever. Some of the grades on our Bay City Division exceed 1 per cent. We operated under train orders, having a conductor with us, and had a very comfortable trip. I made several experiments to determine whether or not the car could be given a uniform speed, and the results were very satisfactory.

Last week we made an inspection trip with the same car over the Canada Division. In two days we covered about 300 miles at a uniform rate of speed of about 20 miles per hour. We experienced no trouble with the car whatever, and not a moment's delay on account of repairing or adjusting parts. I might add in this connection, that during the Bay City Division trip of 125 miles we used about five gallons of gasoline. I was not advised of the amount consumed for the Canadian trip, but presume it would average about the same as the other trip. A test was made in Canada covering a distance of a trifle over 25 miles. The car was gauged for this rate of speed, and covered the distance between the two stations selected in exactly one hour. With me high speed is not as essential as steady running, and for this reason I did not make a test as to the maximum speed of the car, but am thoroughly satisfied that 30 miles an hour can be accomplished without any trouble.

On one part of the Canadian trip, over the Niagara Division, we climbed a 2 per cent grade thickly interspersed with sharp curves, and stopped the car on one of the steepest parts. When we were ready to proceed the car started without any trouble or inconvenience whatever, and within a very short distance attained a speed of 20 miles per hour.

I was more than pleased with the performance, and am thoroughly satisfied the car as now manufactured, with a few minor improvements for the convenience of occupants, will prove a very great success for close inspection of track. Uniform rate of speed is very desirable, and I found this could be obtained without difficulty and regulated at any rate between five and thirty miles per hour.

Yours truly,  
W. S. KINNEAR. ”

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Railway Appliances Company

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# *Railway Appliances Co.*

SUCCEEDING Q & C COMPANY

LIST OF DEVICES MANUFACTURED AND  
SOLD BY THE RAILWAY APPLIANCES CO.

Q & C Bonzan Rail Joint  
Oldsmobile Railroad Inspection Cars  
Gilman-Brown Emergency Knuckle  
Fewings Car and Engine Replacer  
Q & C Samson Rail Bender  
Q & C Priest Snow Flangers  
Ajax or "R. A." Diaphragms  
Globe Ventilators  
Q & C Rail Drill  
Q & C Brake Shoe Keys  
Q & C Portable Rail Saw  
American Guard Rail Fastener  
Q & C Standard Car Steps  
Q & C Metal Sawing Machines  
Dustless Road Bed  
Miscellaneous Knuckles  
Knuckle Pins  
Etc., Etc.

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*Old Colony Building :: Chicago*

New York Office: 114 Liberty St.

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Rank & Goodell, St. Paul  
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C. B. Kaufman, San Francisco