

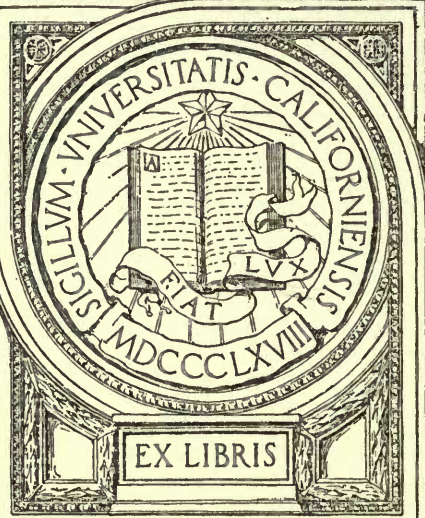
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LIST OF REFERENCES ON RAILWAY MOTOR CARS

Entries are arranged chronologically under the following headings:



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General- - - - -	1 -13
Electric - - - - -	-14 -15
Gasoline and mixed systems - - -	-16 -31
Cars for maintenance of way- - -	-32 -73 37

Prepared by the
Bureau of Railway Economics
Washington, D.C.

November 30, 1915

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The first electric trolley was built in 1835, in the city of London. It was a simple wooden cart, which was pulled by a horse. The cart was connected to a power source by a wire, and it was able to travel along a track. This was the first step towards the development of the electric trolley, and it was a great success. It was followed by other similar experiments in other parts of the world, but it was not until the late 1800s that the electric trolley really came into its own.

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(Railway and engineering review, v. 46: 99; Feb. 10, 1902.)
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The seventh McKeen car.

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(Railroad gazette, v.36:324-35; Apr.29, 1904.)
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(Railroad gazette, v.40:556-60; June 1, 1906.)
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Herzog, S.

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(Railroad gazette, v.41:266; Sept.28,1906.)

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(Railroad gazette, v.43:199-200; Aug.23,1907.)
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(Street railway journal, v.30; 947; Nov.9,1907.)
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A thirty-five passenger gasoline car, direct drive.

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Development of the McKeen cars.

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Trans gasoline-electric car performance.
(Railroad Gazette, v. 41:288; Sept. 22, 1906.)

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Motor car service on the Nantucket central, where steam trains were unprofitable.

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(Railway and engineering review, v.48:44; Jan.18,1908.)

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(Railway and engineering review, v.48:94; Feb.1,1908.)

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(Street railway journal, v.31:249; Feb.15,1908.)

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(Railroad gazette, v.44:292-93; Feb.28,1908.)

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(Railway and engineering review, v.48:263; Mar.28,1908.)

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The General electric company's car.

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The Strong gas-electric motor car. (Railway age, v. 45:258-59; Apr. 17, 1908.)

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La Traction par automotrices petrolés-electriques sur les chemins de fer d'Arad-Cashad (Hongrie).

(Génie civil, v.53:332-34; Sept.12,1908.)

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Motore a petrolio e ad oli pesanti, a combustione senza accensore, per automotrici ferroviarie, moderabile, invertibile e ad azione diretti sull' asse del Veicolo.

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(Railroad age gazette, v.46:81; Jan.8,1909.)

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(Electric railway journal, v.33:473; Mar.13,1909.)

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(Railway and engineering review, v.49:375; Apr.24,1909.)

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Frank, Frank.

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Gasoline motor cars for Waterloo, Cedar Falls and southern railway.

(Street railway Journal, v. 32:373-74; Jul. 23, 1908.)

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(Genie civil, v. 33:93-94; Sept. 12, 1908.)

Motor driven car on the Arad-Câmpulung railway.

Electric, service.

Motor à pétrole et à la traction électrique, à combustion interne, pour automotrices ferroviaires, motorisées, inversibles et à vitesse variable, avec des dispositifs.

(L'ingénieur électrique, v. 5:325-30; Oct. 15, 1908.)

Gasoline and oil engines for railway motor cars.

Railway motor car for 21 m.

(Engineer [London], v. 104:401; Dec. 4, 1908.)

A gasoline car.

La traction par automotrices pétrole-électriques sur les chemins de

fer d'Arad-Câmpulung, Roumanie.

(L'ingénieur, Dec. 19, 1908.)

The 21 m. motor car on the Alton.

(Railroad age Gazette, v. 40:81; Jan. 8, 1908.)

An experimental car has been placed in service.

The McKean motor cars.

(Railroad age Gazette, v. 40:110-11; Jan. 15, 1908.)

An account of their development.

The McKean motor car for interurban service.

(Electric railway Journal, v. 33:232; Feb. 8, 1908.)

Progress in gasoline motor cars.

(Electric railway Journal, v. 33:473; Mar. 12, 1908.)

McKean motor car for the Alton, Toronto & Essex railway.

(Railway and engineering Review, v. 40:375; Apr. 24, 1908.)

Steam gasoline motor car.

(Railroad age Gazette, v. 42:215; Apr. 30, 1908.)

A twenty-six passenger car for branch line service on the

Rock Island.

Motor cars--23

New Stover motor car.

(Railway and engineering review, v.49:415; May 8, 1909.)

A twenty-five passenger car for the Rock Island.

A New gasoline motor car for Interurban service.

(Electric railway journal, v.33:910-11; May 15, 1909.)

A car for the Rock Island.

A New type of gasoline-electric car:

(Electric railway journal, v.33:983-84; May 29, 1909.)

The General electric company's car.

General electric gas-electric car.

(Railroad age gazette, v.46:1451-52; June 23, 1909.)

The Petrol-electric system of traction.

(Tramway and railway world, v.26:17-21; Jul. 8, 1909.)

Motor cars on the Continent.

Motor cars on the St. Joseph & Grand Island.

(Railroad age gazette, v.47:252; Aug. 6, 1909.)

McKeen cars.

McKeen motor cars.

(Railway and engineering review, v.49:718-19; Aug. 7, 1909.)

McKeen motor cars for Oregon short line railroad.

(Railway and engineering review, v.49:798; Sept. 4, 1909.)

Gasoline motor car for the Pennsylvania railroad.

(Railway and engineering review, v.49:946; Oct. 23, 1909.)

Built by Fairbanks-Morse.

Gasoline motor car for the Pennsylvania railroad.

(Electric railway journal, v.39:911-12; Oct. 23, 1909.)

A Fairbanks-Morse car for branch line service.

Gasoline-electric motor car for the Southern railway.

(Electric traction weekly, v.5:1236; Nov. 6, 1909.)

Built by the General electric company.

Fairbanks, Morse & company's motor car.

(Railroad age gazette, v.47:998; Nov. 19, 1909.)

Built for the Pennsylvania railroad.

McKeen motor car for the Norfolk & Southern.

(Railroad age gazette, v.47:1194; Dec. 17, 1909.)

Van Langendonck, C.

Railway motor car for Siam:

(Railroad age gazette, v.47:1194; Dec. 17, 1909.)

Fairbanks-Morse gasoline motor cars.

(Electric traction weekly, v.6:19; Jan. 1, 1910.)

New Hoover motor car.
(Railway and engineering review, v. 42: 412; May 5, 1909.)
A twenty-five passenger car for the Rock Island.

A new gasoline motor car for interurban service.
(Electric railway journal, v. 33: 910-11; May 15, 1909.)
A car for the Rock Island.

A new type of handling-electric car.
(Electric railway journal, v. 33: 923-24; May 22, 1909.)
The General Electric company's car.

General electric gas-electric car.
(Railroad and gazette, v. 46: 1451-52; June 23, 1909.)

The Petrol-electric system of traction.
(Tramway and railway world, v. 25: 17-21; Jul. 8, 1909.)
Motor cars on the Continent.

Motor cars on the St. Joseph & Grand Island.
(Railroad and gazette, v. 47: 252; Aug. 6, 1909.)
McKen cars.

McKen motor cars.
(Railway and engineering review, v. 48: 718-19; Aug. 7, 1909.)

McKen motor cars for Oregon short-line railroads.
(Railway and engineering review, v. 49: 798; Sept. 4, 1909.)

Gasoline motor car for the Pennsylvania railroad.
(Railway and engineering review, v. 49: 646; Oct. 23, 1909.)
Built by Fairbanks-Morse.

Gasoline motor car for the Pennsylvania railroad.
(Electric railway journal, v. 39: 911-12; Oct. 23, 1909.)
A Fairbanks-Morse car for branch line service.

Gasoline-electric motor car for the Southern railway.
(Electric traction weekly, v. 5: 1238; Nov. 6, 1909.)
Built by the General Electric company.

Fairbanks, Morse & company's motor car.
(Railroad and gazette, v. 47: 928; Nov. 13, 1909.)
Built for the Pennsylvania railroad.

McKen motor car for the Norfolk & Southern.
(Railroad and gazette, v. 47: 1194; Dec. 17, 1909.)

Van Langendonck, O.
Railway motor car for Spain.
(Railroad and gazette, v. 47: 1194; Dec. 17, 1909.)

Fairbanks-Morse gasoline motor cars.
(Electric traction weekly, v. 6: 12; Jan. 1, 1910.)

Motor cars--24.

Armstrong, A. H

Recent electric railway progress.

(Electric railway journal, v.35:8-9; Jan.1,1910.)

Gasoline cars, p.9;

The development of gasoline-electric cars.

Gasoline passenger car, Toole valley railway.

(Railway and engineering review, v.50:1; Jan.1,1910.)

Built by Fairbanks-Morse.

McKeen motor cars.

(Railway and engineering review, v.50:41; Jan.8,1910.)

With list of roads ordering McKeen cars during 1909.

Large gasoline motor car for the Oregon short line railway.

(Engineering news, v.63:69-70; Jan.20,1910.)

Gas-electric motor car for the Southern railway.

(Railway and engineering review, v.50:89-90; Jan.22,1910.)

Built by the General electric company.

Gasoline-electric cars for Southern railway.

(Electric railway journal, v.35:202; Jan.29,1910.)

Built by the General electric company.

Gas-electric motor car for the Southern.

(Railway age gazette, v.48:285-86; Feb.4,1910.)

A General electric car.

H., G.M.

Local passenger traffic.

(Railway age gazette, v.48:937-38; Apr.8,1910.)

Gas-electric motor cars the thing for local service.

Gas-electric motor cars.

(Railway and engineering review, v.23:193; May,1910.)

Cars for the Southern railway, built by the General electric Co.

Beyer,

Benzol-elektrische triebwagen.

(Zeitschrift des vereines deutscher ingenieure, v.54:898-99; May 28, 1910.)

New cars for the Prussian state railways.

Gasoline passenger car.

(Railway age gazette, v.48:1609; June 17,1910.)

Fairbanks-Morse car for the St. Tammany & New Orleans railway.

Freight and passenger railway using gasoline motor cars.

(Engineering record, v.62:291-92; Sept.10,1910.)

The Charles City western railway, Canada. ?

Results with gasoline motor cars.

(Railway age gazette, v.49:974; Nov.18,1910.)

Account of their operation on the Northern Pacific.

Armstrong, A. H.

Recent electric railway progress.
(Electric railway journal, v. 33: 3-9; Jan. 1, 1910.)
Gasoline cars, p. 9.
The development of gasoline-electric cars.

Gasoline passenger car, Toole Valley railway.
(Railway and engineering review, v. 33: 1; Jan. 1, 1910.)
Built by Fairbanks-Morse.

McKeen motor cars.
(Railway and engineering review, v. 33: 1; Jan. 8, 1910.)
With list of roads ordering McKeen cars during 1909.

Large gasoline motor car for the Oregon short line railway.
(Engineering news, v. 53: 22-23; Jan. 20, 1910.)

Gas-electric motor car for the Southern railway.
(Railway and engineering review, v. 33: 22-23; Jan. 22, 1910.)
Built by the General Electric company.

Gasoline-electric cars for Southern railway.
(Electric railway journal, v. 33: 20; Jan. 29, 1910.)
Built by the General Electric company.

Gas-electric motor car for the Southern.
(Railway age gazette, v. 48: 25-26; Feb. 4, 1910.)
A General Electric car.

H. G. M.

Local passenger traffic.
(Railway age gazette, v. 48: 237-28; Apr. 8, 1910.)
Gas-electric motor cars the thing for local service.

Gas-electric motor cars.
(Railway and engineering review, v. 33: 193-194; May, 1910.)
Cars for the Southern railway, built by the General Electric Co.

Byer,

Benzol-elektrische Triebwagen.
(Zeitschrift des Vereins deutscher Ingenieure, v. 54: 998-99; May 26, 1910.)
New cars for the Prussian state railways.

Gasoline passenger car.
(Railway age gazette, v. 48: 160; June 14, 1910.)
Fairbanks-Morse car for the St. Tammany & New Orleans railway.

Freight and passenger railway using gasoline motor cars.
(Engineering record, v. 33: 231-23; Sept. 10, 1910.)
The Charles City western railway, Canada.

Results with gasoline motor cars.
(Railway age gazette, v. 48: 204; Nov. 18, 1910.)
Account of their operation on the Northern Pacific.

Motor cars--25

Direct drive gasoline car.

(Electric railway journal, v.37:641; Apr.8, 1911.)

Patented by Louis B. May, New York.

Gas-electric car for Buffalo, Rochester & Pittsburgh.

(Railway age gazette, v.50:1091-92; May 5, 1911.)

Built by the General electric company.

Gas-electric car for Buffalo, Rochester & Pittsburgh airrailway.

(Electric railway journal, v.37:307; May 6, 1911.)

Built by the General electric company.

Gasoline motor car for Tulsa, Oklahoma.

(Electric railway journal, v.37:926; May 27, 1911.)

McKeen car for the Sand Springs interurban railway.

Gasoline motor car for Alaska.

(Electric railway journal, v.37:984; June 3, 1911.)

Fairbanks - Morse car for the Alaska northern railroad.

Messer, M.

Selbstfahrender benzin-elektrischer beleuchtungswagen.

(Elektrische kraftbetriebe und bahnen, v.9:329-34; June 14, 1911.)

Benzine-electric car used for lighting tunnel and night work.

Gasoline electric motor car.

(Railway age gazette, v.50:1623; June 21, 1911.)

The General electric company's car.

Potter, W. B.

Gas-electric cars.

(Electric railway journal, v.38:41; Jul.1, 1911.)

Abstract of paper before the Street railway association of the state of New York, June 27-28, 1911.

Drake, Francis E.

Gasoline-electric traction in Europe.

(Electrical world, v.58:217-19; Jul.22, 1911.)

Large gas-electric motor cars.

(Electric railway journal, v.38:163; Jul.22, 1911.)

General electric company's cars on the Frisco system.

Seventy-foot gas-electric motor cars.

(American engineer and railroad journal, v.85:353-54; Sept.1911.)

Cars for the Frisco system, built by the General electric company.

Petrol-electric railway motor car.

(Engineer [London], v.112:32-33; Aug.4, 1911.)

Thomas system car built for use in South Africa.

Gas-electric car for San Francisco railroad.

(Electric railway journal, v.38:287-88; Aug.12, 1911.)

General Electric company's cars on the Frisco system.

The Log of a gasoline-electric car. Complete operating and transportation statistics of a New York city experiment with this type of self-contained car.

(Electric railway journal, v.38:490-92; Sept.23,1911.)

Editorial comment, p.484.

Gasoline car for Dutch West Indies.

(Electric railway journal, v.38:673; Oct.7,1911.)

Built by Sidney, Straker & Squire, London.

New gasoline car.

(Electric railway journal, v.38:668; Oct.7,1911.)

Built by the Railway motor car corporation for the Schuylkill & Dauphin traction company.

Gasoline car number two at Point Shirley.

(Electric railway journal, v.38:959; Oct.28,1911.)

Designed by H.N.Ridgley.

Gasoline-electric cars in Europe.

(Electric railway journal, v.38:1002; Nov.4,1911.)

Built by the British Westinghouse company.

Gasoline motor car.

(Railway age gazette, v.51:1281-92; Dec.22,1911.)

Hall-Scott car for the Nevada copper belt.

McKeen, W. R., jr.

Motor cars in collision.

(Railway age gazette, v.51:1267; Dec.22,1911.)

Results of collision of two McKeen cars.

Gasoline motor cars for the Victorian railways, Australia.

(Electric railway journal, v.38:1285; Dec.23,1911.)

Built by the McKeen motor car company.

Steel motor cars in collision.

(Railway and engineering review, v.51:1129; Dec.30,1911.)

Head-on collision between two McKeen cars.

Gasoline-electric car for Prussian state railways.

(Electric railway journal, v.39:34-35, Jan.6,1912.)

Pail motor cars in Canada and the United States.

(Railway and engineering review, v.52:520; Mar.2,1912.)

Brief description of the principal types in use.

Petrol-electric car for suburban traffic, Great central railway.

(Railway gazette [London], Apr.12,1912.)

A New gas-electric car.

(Canadian engineer, v.22:577-78; Apr.25,1912.)

Built by the General electric company for the Canadian Northern.

The use of a gas-insulated car. Complete operating and transportation
station of a new type of experiment with this type of self-
contained car.
(Electric railway journal, v. 38: 50-51; Sept. 22, 1911.)
Editorial comment, p. 492.

Gasoline car for British West Indies.
(Electric railway journal, v. 38: 871; Oct. 7, 1911.)
Editorial comment, p. 872.

Gasoline car.
(Electric railway journal, v. 38: 888; Oct. 7, 1911.)
Built by the Railway motor car corporation for the Schuykill
a traction company.

Gasoline car number 5 at Point Shirley.
(Electric railway journal, v. 38: 889; Oct. 28, 1911.)
Designed by H. H. Higgins.

Gasoline-electric cars in Europe.
(Electric railway journal, v. 38: 1002; Nov. 4, 1911.)
Built by the British Traction company.

Gasoline motor car.
(Railway and motor, v. 21: 1281-82; Dec. 22, 1911.)
Built for the Nevada copper belt.

McKen, W. R. 1911.
Motor cars in collision.
(Railway age, v. 21: 1281; Dec. 22, 1911.)
Results of collision of two McKen cars.

Gasoline motor cars for the Victorian railways, Australia.
(Electric railway journal, v. 38: 1188; Dec. 22, 1911.)
Built by the McKen motor car company.

Steel motor cars in collision.
(Railway and engineering review, v. 21: 1122; Dec. 30, 1911.)
Head-on collision between two McKen cars.

Gasoline-electric car for Hawaiian state railways.
(Electric railway journal, v. 38: 126-27; Jan. 6, 1912.)

Rail motor cars in Canada and the United States.
(Railway and engineering review, v. 21: 820; Nov. 3, 1911.)
Brief description of the principal types in use.

Patrol-electric car for suburban traffic, Great central railway.
(Railway Gazette, London, Nov. 11, 1911.)

A new gasoline car.
(Canadian engineer, v. 25: 77-78; Nov. 25, 1911.)
Built by the General Electric company for the Canadian Northern

Motor cars--27

Heller, A.

Benzolelektrische eisenbahn-motorwagen.

(Zeitschrift des vereinos deutscher ingenieure, v.52:660-67;
Apr.27,1912.)

A new type of car for the Prussian railways.

Dodd, S. T.

General electric company's gas-electric motor car.

(Electric railway journal, v.39:746-47; May 4,1912.)

Gas-electric cars for the Frisco.

(Railway age gazette, v.52:1128-29; May 17,1912.)

Built by the General electric company.

Gas-electric motor cars for the Frisco system.

(Electric railway journal, v.39:837; May 18,1912.)

Built by the General electric company.

Gasoline-electric motor cars for the Frisco system.

(Railway and engineering review, v.52:521; June 8,1912.)

Built by the General electric company.

Gas-electric motor car.

(Railway age gazette, v.52:1324-25; June 13,1912.)

Built by the General electric company.

Gas-electric car for Frisco line.

(Electric railway journal, v.39:1046; June 15,1912.)

Built by the General electric company.

Motor car for heavy grades.

(Railway age gazette, v. 53:123-24; Jul.19,1912.)

A Fairbanks-Morse car.

Motor car service on the Pittsburgh & Lake Erie.

(Railway age gazette, v.53:798-99; Oct.25,1912.)

Built by the General electric company.

Gas-electric train for Pittsburgh suburban service.

(Electric railway journal, v.40:887-88; Oct.19,1912.)

Discussion, p.778-836.

Cars on the Pittsburgh & Lake Erie, built by the General electric company.

Gas-electric cars for Missouri, Oklahoma & Gulf.

(Railway age gazette, v.53:928-29; Nov.12,1912.)

Built by the Drake railway automotrice company.

Drake gasoline-electric car in Oklahoma.

(Electric railway journal, v.40:1035-36; Nov.16,1912.)

For the Missouri, Oklahoma & Gulf railway.

Gas-electric motor cars.

(Railway and engineering review, v.52:1102-03; Nov.30,1912.)

General Electric
Benzolelectric engine
(Electric Railway Journal, v. 33: 500-501, Apr. 27, 1912.)
A new type of car for the Prussian railways.

Don, E. T.
General Electric company's gas-electric motor car.
(Electric Railway Journal, v. 33: 448-449, May 4, 1912.)

Gas-electric cars for the Prisco.
(Railway age gazette, v. 52: 1228-231; May 12, 1912.)
Built by the General Electric company.

Gas-electric motor cars for the Prisco system.
(Electric Railway Journal, v. 32: 837; May 12, 1912.)
Built by the General Electric company.

Gasoline-electric motor cars for the Prisco system.
(Railway and engineering review, v. 12: 321; June 8, 1912.)
Built by the General Electric company.

Gas-electric motor car.
(Railway age gazette, v. 52: 1224-225; June 12, 1912.)
Built by the General Electric company.

Gas-electric car for Prisco line.
(Electric Railway Journal, v. 32: 1048; June 12, 1912.)
Built by the General Electric company.

Motor car for heavy grades.
(Railway age gazette, v. 52: 1233-24; Jul. 19, 1912.)
A Fairbanks-Morse car.

Motor car service on the Pittsburgh & Lake Erie.
(Railway age gazette, v. 52: 758-59; Oct. 22, 1912.)
Built by the General Electric company.

Gas-electric train for Pittsburgh suburban service.
(Electric Railway Journal, v. 40: 287-88; Oct. 19, 1912.)
Discussion, p. 778-830.

Cars on the Pittsburgh & Lake Erie, built by the General Electric company.
Gas-electric cars for Missouri Oklahoma & Gulf.
(Railway age gazette, v. 52: 928-29; Nov. 12, 1912.)
Built by the Prisco railway automobile company.

Truck gasoline-electric car in Oklahoma.
(Electric Railway Journal, v. 40: 1032-33; Nov. 12, 1912.)
For the Missouri, Oklahoma & Gulf railway.

Gas-electric motor car.
(Railway and engineering review, v. 52: 1102-03; Nov. 30, 1912.)

Motor cars--28

Exhibition run of Drake gas-electric car.

(Railway age gazette, v.53:1221; Dec.20,1912.)

Test run of automotrice.

(Electric railway journal, v.40:1246; Dec.21,1912.)

Trial run of a Drake car from St.Louis to Chicago.

Hegelbacher, Marcel.

Automotrices pétroléo-électriques, système H. Pieper.

(Génie civil, v.62:201-03; Jan.11,1913.)

The Pieper motor car.

Narrow-gage gasoline cars for Australia.

(Electric railway journal, v.41:158-59; Jan.25,1913.)

Built by the McKeen motor car company.

McKeen narrow gage motor cars for the Queensland railways, Australia.

(Railway and engineering review, v.53:100; Feb.1,1913.)

Narrow-gage gasoline motor cars:

(Railway age gazette, v.54:242-43; Feb.7,1913.)

McKeen cars for the Queensland government railways, Australia.

Gas-electric motor cars for the Chicago, Milwaukee & Puget Sound railway.

(Electric railway journal, v.41:295; Feb.15,1913.)

Built by the General Electric company.

Gas-electric motor cars on the Chicago, Milwaukee & Puget Sound railway.

(Railway and engineering review, v.53:160; Feb.22,1913.)

Motor cars on Chicago, Milwaukee & Puget Sound.

(Railway age gazette, v.54:389; Feb.28,1913.)

Built by the General electric company.

Two-unit gas-electric train on the Pittsburgh & Lake Erie.

(Electric railway journal, v.41:387; Mar.1,1913.)

Built by the General electric company.

Petman, Stanley.

Narrow gage self-propelled passenger coach.

(Scientific American, v.108:338; Apr.12,1913.)

McKeen car for the Queensland railways, Australia.

Damoiseau,

Automotrices pétroléo-électriques.

(Bulletin de la Société international d'électriciens, May,1913.)

Various types of motor cars in France.

Gasoline cars for the Holton interurban.

(American engineer, v.87:270-71; May,1913.)

Hall-Scott gasoline cars, direct drive.

Gasoline motor car for interurban service.

(Railway age gazette, v.54:1000-01; May 2,1913.)

Hall-Scott car on the Holton interurban, Redlands, Cal.

Exhibition run of Diesel gas-electric car.
(Railway age Gazette, v. 22:221; Dec. 23, 1912.)

Test run of automobiles.
(Electric Railway Journal, v. 40:1215; Dec. 21, 1912.)
Trial run of a Diesel car from St. Louis to Chicago.

Mechanical, Manual.
Automobiles powered by electric motors, by James A. Fisher.
(Electric Railway Journal, v. 40:1215; Dec. 21, 1912.)
The Diesel motor car.

Narrow-gauge gasoline cars for Australia.
(Electric Railway Journal, v. 41:158-59; Jan. 25, 1913.)
Built by the McKean Motor Car Company.

McKean narrow gauge motor cars for the Queensland railways, Australia.
(Railway and engineering review, v. 13:100; Feb. 1, 1913.)

Narrow-gauge gasoline motor cars.
(Railway and engineering review, v. 13:100; Feb. 1, 1913.)
McKean cars for the Queensland Government railways, Australia.

Gas-electric motor cars for the Chicago, Milwaukee & Puget Sound railway.
(Electric Railway Journal, v. 41:158; Feb. 1, 1913.)
Built by the General Electric Company.

Gas-electric motor cars on the Chicago, Milwaukee & Puget Sound railway.
(Railway and engineering review, v. 13:100; Feb. 1, 1913.)

Motor cars on Chicago, Milwaukee & Puget Sound.
(Railway and engineering review, v. 13:100; Feb. 1, 1913.)
Built by the General Electric Company.

Two-unit gas-electric train on the Pittsburgh & Lake Erie.
(Electric Railway Journal, v. 41:158; Jan. 1, 1913.)
Built by the General Electric Company.

Patent, Stanley.
Narrow gauge self-propelled passenger coach.
(Scientific American, v. 105:588; Apr. 12, 1912.)
McKean car for the Queensland railways, Australia.

Gasoline engine for the Lake Superior.
(Electric Railway Journal, v. 41:158; Jan. 1, 1913.)
Various types of motor cars in France.

Gasoline cars for the Lake Superior.
(American Engineer, v. 12:111; May, 1912.)
Rail-Boat gasoline engine, Street Motor.

Gasoline motor car for Lake Superior service.
(Railway age Gazette, v. 22:100-101; May 2, 1912.)
Rail-Boat car on the Lake Superior, Michigan, U.S.A.

A British gasoline-electric motor car.

(Railway and engineering review, v.53:502-03; May 31, 1913.)

Built by Thomas Transmission, Ltd., for the South African railways.

Diesel electric cars in Sweden.

(Electric railway journal, v.42:187; Aug. 2, 1913.)

Petrol-hydraulic railway motor coach.

(Engineer [London], v.116:54-56; Aug. 8, 1913.)

Built by McEwan, Pratt & company, England.

Dodd, S. T.

Self-propelled railway passenger cars.

(General electric review, v.16:637-46; Sept. 1913.)

Gas-electric cars built by the General electric company.

Benzol-electric train for the Khedive of Egypt.

(Engineer [London], v.116:262; Sept. 5, 1913.)

Gas-electric motor car on the Midland valley railroad.

(Electric railway journal, v.42:429; Sept. 13, 1913.)

Built by the General electric company.

The Dracar.

(Railway and locomotive engineering, v.26:372-73; Oct. 1913.)

Drake gas-electric car.

Gas-electric train for the Khedive of Egypt.

(Electric railway journal, v.42:656; Oct. 4, 1913.)

Gas-electric motor car; Midland valley railroad.

(Railway and engineering review, v.53:960-61; Oct. 11, 1913.)

Description of car built by the General electric company.

New motor cars for the Sunset-central lines.

(Railway and engineering review, v.53:1046; Nov. 8, 1913.)

Five McKean cars ordered.

Coleman, F. C.

The Khedive's state train.

(Scientific American, v.109:376; Nov. 15, 1913.)

Lanchaster, F. W.

Internal-combustion motors for railways.

(Engineering [London], v.96:701-03; Nov. 21, 1913.)

The Daimler company's car.

Petrol rail motor car.

(Railway gazette [London], v. Nov. 21, 1913.)

For the Buenos Ayres western railway.

A British gas-turbine motor car.
(Railway and engineering review, v. 23: 1913-14; Nov. 21, 1913.)
Built by Thomas T. Locomotion, Ltd., for the Great Northern Railway.

Direct electric cars in Boston.
(Electric railway journal, v. 42: 1913; Aug. 2, 1913.)

Water-hydraulic railway motor car.
(Engineer [London], v. 115: 1913-14; Aug. 2, 1913.)
Built by Howden, Pratt & Company, Baginbun.

Dodd, S. T.
Self-propelled railway passenger cars.
(General electric review, v. 19: 1913-14; Sept. 1913.)
Gas-electric cars built by the General Electric Company.

Gas-electric train for the Khabiva of Egypt.
(Engineer [London], v. 115: 1913-14; Sept. 2, 1913.)

Gas-electric motor car on the Midland valley railway.
(Electric railway journal, v. 42: 1913; Sept. 13, 1913.)
Built by the General Electric Company.

The Diesel.
(Railway and locomotive engineering, v. 25: 1913-14; Oct. 1913.)
Duke gas-electric car.

Gas-electric train for the Khabiva of Egypt.
(Electric railway journal, v. 42: 1913; Oct. 2, 1913.)

Gas-electric motor car, Midland valley railway.
(Railway and engineering review, v. 23: 1913-14; Oct. 11, 1913.)
Description of car built by the General Electric Company.

New motor cars for the Great Central line.
(Railway and engineering review, v. 23: 1913-14; Nov. 8, 1913.)
Five Locom cars ordered.

Colman, F. C.
The Khabiva's motor train.
(Scientific American, v. 107: 1913; Nov. 15, 1913.)

Langhorne, F. W.
Internal-combustion motors for railways.
(Engineering [London], v. 66: 1913-14; Nov. 11, 1913.)
The Diesel Company's car.

Patrol rail motor car.
(Railway Gazette [London], v. 115: 1913-14; Nov. 21, 1913.)
For the London & North Western Railway.

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Rail-motor for the Cyprus railway:

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Josephs, L. C. jr.,

The gas-electric car - characteristics and operating results.
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Motor cars.

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(Génie civil, v.48:130-31; Dec. 23, 1905.)

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(Engineer [London], v.105:358; Apr.3,1909.)

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The Duntley-Rockford motor section car.

(Railway and engineering review, v. 50:1055-56; Nov. 12, 1910.)

Twelve-fourteen horsepower petrol-driven railway inspection car.

(Engineering [London], v. 91:113; Jan. 27, 1911.)

An English car built for a two-foot gage railway.

New motor car.

(Railway age gazette, v. 50:441; Mar. 3, 1911.)

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Pressed-steel gasoline inspection car.

(Electric railway journal, v. 37:385; Mar. 4, 1911.)

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Number 28 motor car.

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(Engineering [London], v. 91:113; Jan. 27, 1911.)
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(Railway age gazette, v.50:668; Mar.23,1911.)

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A New motor car.

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(Railway age gazette, v.795; Oct.20, 1911.)

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(Railway Gazette, v. 50:153; June 12, 1911.)

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New igniter for motor cars.
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(Railway age gazette, v. 54:344; Feb. 21, 1913.)

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(Railway age Gazette, v. 53:445-46; Oct. 15, 1912.)

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Motor cars for use by telegraph and telephone line men.
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New Hudge motor cars.

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For maintenance of way forces.

Officers' petrol-driven inspection car.

(Railway gazette [London], Aug.7,1914.)

Railway review [Editorial].

Motor cars for section use.

(Railway review, v.55:508-09; Oct.24,1914.)

Light motor car of improved design.

(Railway age gazette, v.57:1148-49; Dec.18,1914.)
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A New motor inspection car.

(Railway age gazette, v.58:511; Mar.16,1915.)
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An Unusual motor car trip.

(Railway age gazette, v.58:517; Mar.16,1915.)

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A Three-passenger inspection car.

(Railway age gazette, v.58:602; Mar.18,1915.)

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