



THE  
LIGHT  
INSPECTION  
COMPANY



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LIGHT INSPECTION CAR  
COMPANY

Sole Manufacturers  
of the

NINTH ANNUAL  
CATALOGUE

HARTLEY & TEETER

Light Inspection  
AND Gasoline Motor Cars

Hagerstown, - - - Indiana, U. S. A.

Cable Address :

"RYCYCLECO."



... Preface ...

I N PRESENTING this, our Ninth annual Catalogue, to our Railroad Friends, it is gratifying to know that our previous catalogues have been forerunners which have led our product into every civilized country on the globe. Our friends, as well as prospective customers, know that such results could not be obtained, except with an article which possesses the highest standard of workmanship, material and utility. Yet while our man-power propelled cars have been acknowledged to be the lightest and best cars upon the market, gathering a world wide reputation, we have been ever mindful of the fact that we must put on the market a self-propelled car, and six years ago we started to build a car, which would fill the requirements that would be expected of such a car.

Before giving our GASOLINE MOTOR CAR a place in our catalogue, we were determined to know that they would not deceive, and a limited number were built and placed in actual use, and which have been in almost daily use for over two years, and one of which has a mileage of over 30,000 miles, and is still in good condition. We are only offering you a newly advertised machine, and not one which is in an experimental stage.

Having recently moved into our new plant, which is installed with the latest improved machinery, we are now in a position to care for our railroad friends as we have never been before, and we solicit correspondence concerning anything which pertains to our Inspection and Observation Cars.

WHEREVER railroads are operated, Hartley & Teeter Light Inspection Cars are known and recognized as the best machines obtainable for the various uses to which such cars are applicable. Combining, as they do, the desirable attributes of lightness, speed and ease of propulsion and operation, with the essential requirements of strength, durability and safety, they are an unfailing source of satisfaction to all who use them. . . . All our cars of this class are ball-bearing throughout, and built from the best cold drawn steel tubing, and equipped with the highest grade chains, ball-bearings, pedals, saddles, in fact all the accessories are of the best grade obtainable. The wheels are 17 inches in diameter, of open hearth steel rims, tangent wire spokes, and fitted with pebble rubber tires, which prevent them from slipping regardless of

the condition of the rails, and minimizes the noise of running. All the cars are fitted with a substantial and effective brake of the band pattern. The best baking enamel is used in finishing. . . . Though styled "Inspection Cars," the utility of these machines is by no means confined to the work of track inspection, but are used in great numbers by civil engineers, roadmasters, supervisors, superintendents of bridges and buildings, linemen, lamp lighters, traveling auditors, claim agents and railroad surgeons. Private corporations operating industrial roads use them extensively. They are indispensable for use on mining plantation and logging railroads. . . . These cars are made of any gauge, and geared to suit the grade conditions of any road. . . . The distinctive features of our designs are protected by letters of patent issued in April, 1895, November, 1896, and February, 1898.

## ...General Description...

OUR Gasoline Motor Car is the product of more than six years of ceaseless effort, and the investment of thousands of dollars in experimental work. Realizing the danger incurred in rushing a new article upon the market, and mindful of the fact that our reputation was at stake, we were deliberate and cautious in offering this new car to the public. Some of these cars have been in successful use almost two years but we have only recently commenced to advertise them and we are now, for the first time, giving them a place in our catalogue. Hence, in offering you these cars, we do not ask you to buy an untried article, but one that has been thoroughly tested.

The car has a substantial frame, made of steel tubing; a hardwood platform, with a good durable finish; standard wood-center wheels; steel axles of ample strength; copper gasoline tank; spring seats; an effective brake, which acts upon the face of both rear wheels, and a locker containing surplus gasoline can, oiler and tools. The car carries sufficient gasoline and oil to run about one hundred and fifty miles. A detachable section of the platform renders the working parts of the engine readily accessible.

We furnish blue prints of our motor, each part being named and numbered, together with full instructions.

One man can remove the car from the track at road crossings, and two men can handle the car with ease.

In perfecting this Gasoline Motor Car, we have given especial attention to the elimination of vibration, with the result that the car rides almost as smooth as a palace car.

In addition to the Motor Car shown in this catalogue, we build one of larger capacity, on the same general lines.

## Gasoline Motor Car.

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HE cut on the opposite page gives a very good idea of our standard gauge Gasoline Motor Car. The vital point of a Motor Car is the Motor. The engine used on this car is of our own design. It is reliable, durable and so simple that any intelligent man readily masters its operation. An important feature is the gasoline mixing valve, which is positively not affected by changes in the temperature and moisture of the air, and when once adjusted seldom needs changing; be the weather wet or dry, hot or cold, you may depend upon this engine. It is of the air-cooled type, the advantages of which are obvious. The sparker is of the simple "make-and-brake" pattern. Enclosed crank case, making it dust and oil proof. All parts of the motor and car are made interchangeable, which insures accuracy and convenience in repairs.

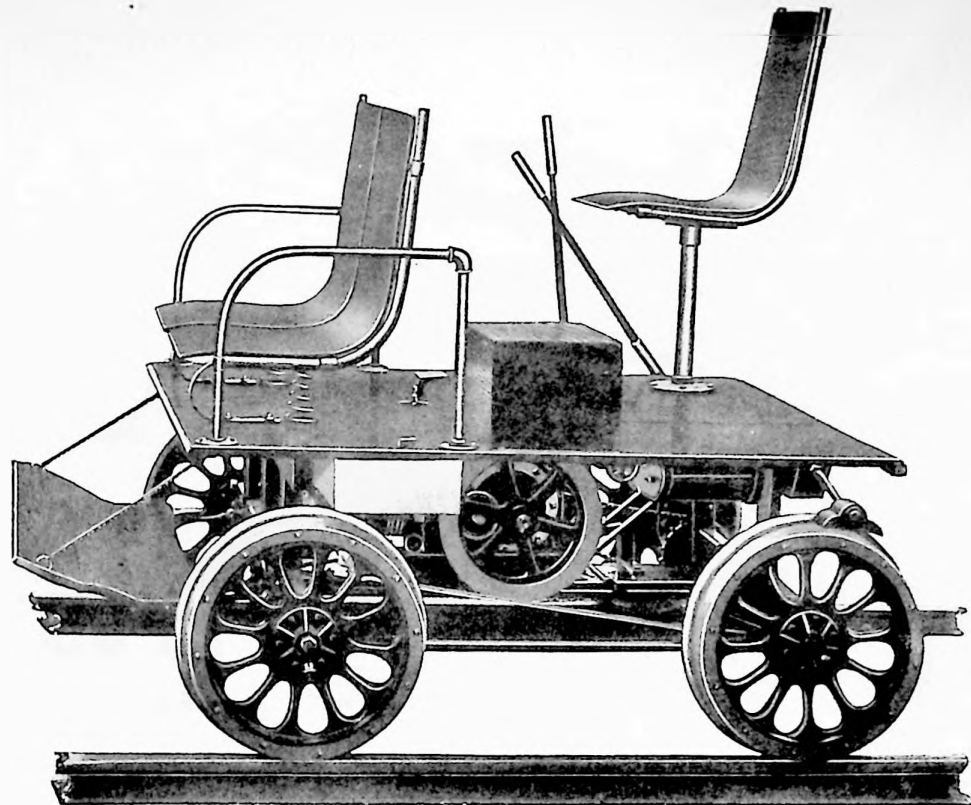
The car starts from a stand-still with no pushing or pulling. The speed may be varied at will, from one to twenty-five miles per hour.

Our Motor Cars are regularly equipped with a Standard One-Speed forward gear. This style car is suitable for use on roads having grades not to exceed 1%, and the car, when operated with this gear, will attain a rate of speed of 15 to 25 miles per hour. Where the car is to be used on roads having grades to exceed 1% and up to 4%, it is necessary to equip the car with a Two-Speed gear which consists of the Standard gear and Low gear. The Low gear will enable the car to mount grades at a rate of speed of 8 to 10 miles per hour.

The car can be equipped with a Two-Speed gear; One-speed forward and reverse or a Two-speed forward and reverse gear, when desired, and at an additional cost.

The Two-Speed and reverse gears are operated while the motor is in motion.

The standard gauge car (4 feet 8½ inches) weighs 500 pounds; crated, 700 pounds; boxed for export, 800 pounds.



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|--------|--------|-----|
| Single | Seated | Car |
|--------|--------|-----|

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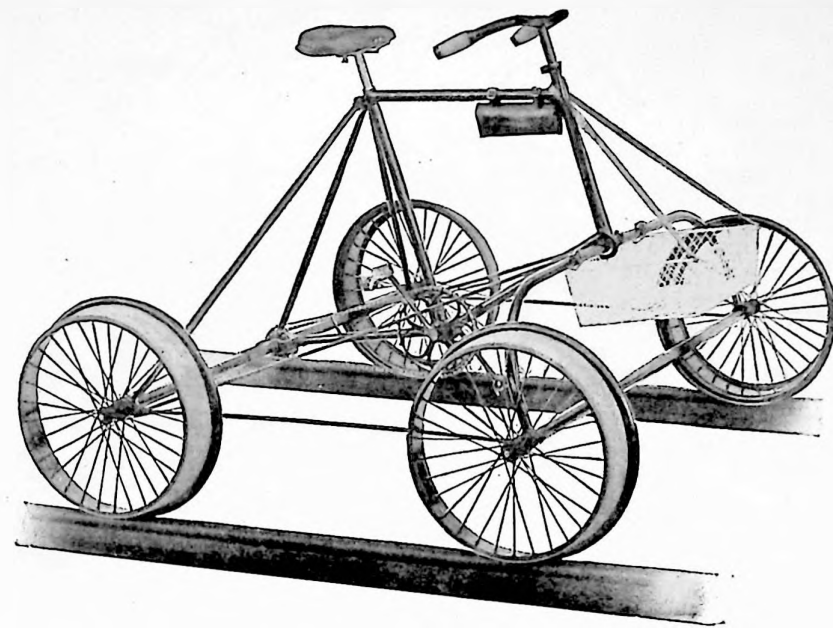


HE cut on opposite page shows our Single-Seated Ball-Bearing Car, fitted with luggage basket and tool bag. This car is made to suit any gauge. When built for standard gauge, 4 feet 8½ inches or wider, the front arch is joined to the diamond frame in such a manner that the former may readily be folded back under the latter, which reduces the car to a more compact form for storing or hauling. The folding is easily and quickly accomplished, and necessitates only the removal of two nuts. The cars will pass through the door of a baggage car, however, without folding. Narrow gauge machines do not fold, as the width is less than the wheel base.

The narrow gauge models of this car are admirably proportioned. The narrower the frame, the stronger and more rigid it is; hence the narrow gauge car is capable of enduring more than the car of standard width, though the latter is amply strong. These cars are extensively employed on rough mountain roads, and the tracks of lumber and mining companies, which abound in steep grades and sharp curves. The cars are geared to suit the grade conditions. 62 is the standard gear. Options, 52, 58 and 73.

All cars are equipped with luggage basket, tool bag and tools.

The Single-Seated Car weighs 65 pounds, and crates for shipment at 100 pounds.



## Double or Two-Seated Car.

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HE cut on opposite page shows our Double or Two-Seated Car, which is furnished for any gauge above and including 3 feet. This car cannot be built for a road of narrower gauge than 36 inches.

To those wishing a two-seated car for use on a track of narrower gauge than 3 feet, we recommend our single car, equipped with the extra front seat illustrated on page 13. If it is desired that the car be so constructed that both riders can assist in propelling, we can furnish a special tandem car, cuts and particulars of which we will gladly mail to any address. We have built several such cars for use on tracks that were too narrow to admit of the employment of our regular double cars, and they have given perfect satisfaction.

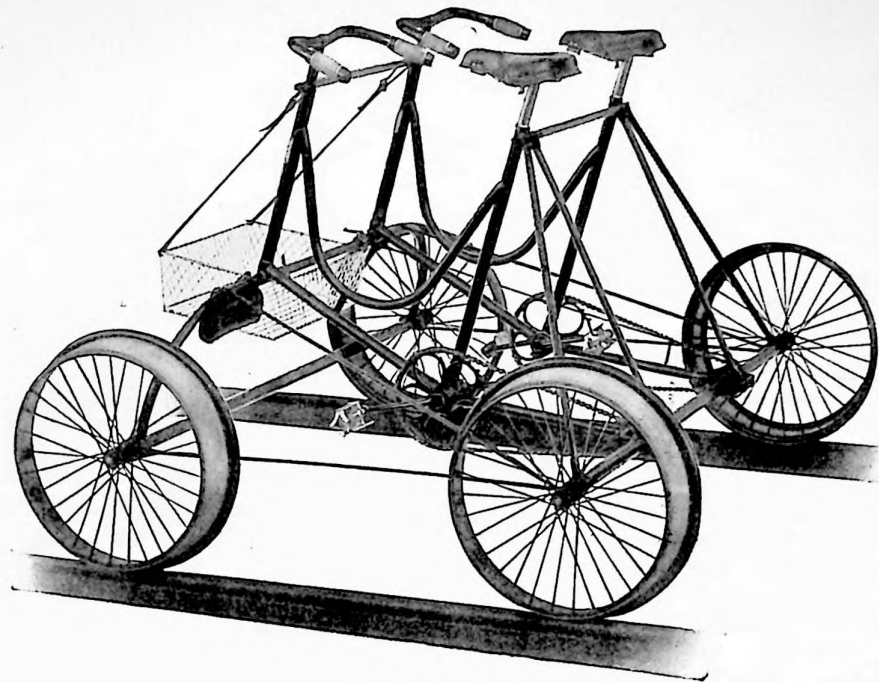
Our double car is the swiftest railway vehicle made, except those propelled by artificial power. It is the ideal inspection car for two riders, as it enables each rider to give his attention exclusively to his side of the track.

The position of the two riders is convenient for conversation, and neither obstructs the view of the other.

This car runs so lightly that one rider can operate it alone with but little more exertion than is required to run the single-seated car.

The cars are geared to suit the grade conditions. 62 is the standard gear. Options 52, 58 and 73. All cars are equipped with luggage basket, tool bag and tools.

The Double-Seated Car weighs 75 pounds, and crates for shipment at 125 pounds.



## Extra Front Seat.



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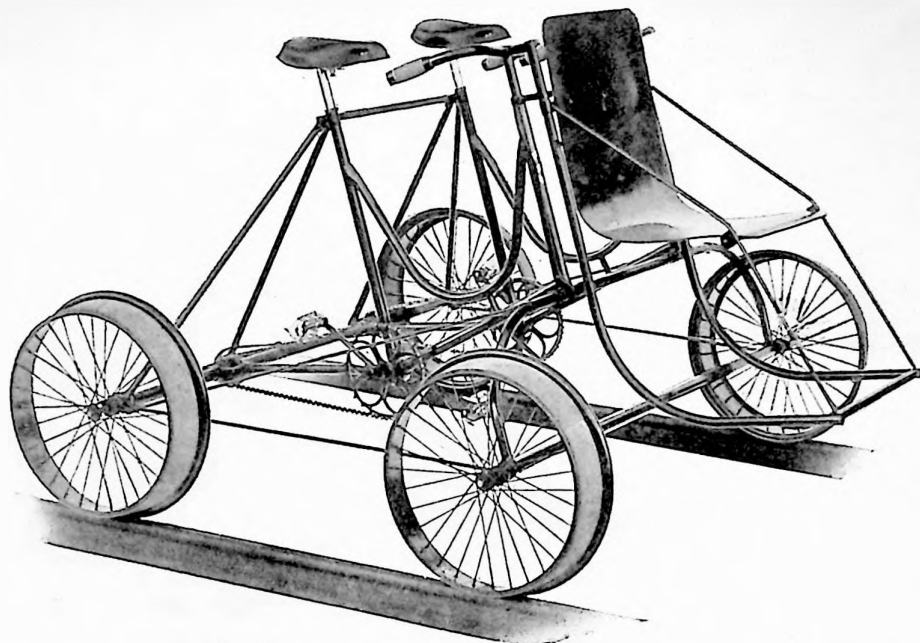
HE cut on opposite page shows our double car, equipped with a detachable front seat, which we supply with either single or double cars at a small additional cost.

This seat is made of bent three-ply veneer, supported by a strong steel frame. The whole is substantially put together and presents an attractive appearance. It is a comfortable seat and may readily be taken off and put on.

This extra seat is especially recommended for use on the double car. It is admirably adapted for inspection purposes, as its position gives its occupant an unobstructed view of the road without obstructing the view of the riders in the saddles.

The seat was designed to meet the wants of those officials who wish to make a close inspection of track without the exertion necessary to propel even a light car. It has proven immensely popular in tropical countries, where native labor can be cheaply employed for motive power, and where the hot climate impels the railway official to abstain, as far as possible, from physical work.

The front seat adds 15 pounds to the weight of the car.



## To Our Foreign Friends.



WE make a specialty of foreign business, and have excellent facilities for shipping to all parts of the world. We are acquainted with the peculiar requirements of the export trade. We execute foreign orders promptly and carefully, and pack goods properly for ocean shipment. We strive to please our customers abroad, and our success is evidenced by the repeat orders we are constantly receiving. Among the foreign lands in which our machines are used are Canada, Mexico, Costa Rica, Cuba, Colombia, Venezuela, British Guiana, Ecuador, Brazil, Peru, Chili, Argentine Republic, Great Britain, the Scandinavian Peninsula, Holland, France, Spain, Switzerland, Italy, Germany, Austro-Hungary, Roumania, Russia, Turkey, Egypt, Tunis, Algeria, the Gold Coast, Uganda, Cape of Good Hope, India, Siberia, China, Japan, Java Borneo, Australia, New Zealand and Hawaii.

We solicit your inquiry and will be glad to give any additional particulars desired.

We guarantee all our cars to be free from flaws and defect both in material and workmanship, and in forwarding to us any part claimed to be defective, express or freight charges must be prepaid.

In ordering parts or referring to repairs, *always* give the number of the car.

## Expressions from Our Customers.

R. C. LUCE & SON, Lumbermen.

BASIN, MISS.

"Car arrived on the 10th, and writer set it up and ran it yesterday. It is simply the slickest thing on wheels. Have not tried our steepest hill as yet, but feel confident it will climb a tree."

DR. ALBERT WILLIAM SHAW.

BUHL, MINN.

"Herein please find check to cover my car, as per inclosed invoice. The car has proven to be just the thing I need and is a dandy. Don't see how I could get along without it now. Many thanks for courtesy shown."

THE ALASKA TREADWELL GOLD MINING CO.

JOS. MACDONALD, Gen'l Sup'l.

DOUGLASS ISLAND, ALASKA.

"Your favor of October 7th is duly to hand, and in reply have to say that we have four or five of your Light Inspection Cars in use on our railroads, and have found them very satisfactory in every respect. Several months ago we purchased two of these machines from you, and found them so useful that we ordered two more recently. We certainly consider the money spent on these machines well invested."

This company has ordered five more cars since writing the above.

W. M. EVANS, Telegraph Operator, Erie R. R. Co.

LESTERSHIRE, N. Y.

"My car is giving entire satisfaction. It is not in the same class with other speeders—we would not sell it for twice the cost of the car, if we could not get another like it."

RALEIGH COAL & COKE CO.

JAMES STIRRAT, Gen'l Manager.

RALEIGH, W. VA.

"The car purchased from you last November for use on a narrow gauge road I have been using some time between mines and my home, which is a distance of one and one-half miles. There is over three quarters of a mile of this distance that will average over 10 per cent. grade, and I have had no trouble, whatever, in running car over this grade, and I must say that I was very much surprised at the ease with which I could climb these grades. Prior to this I had been using a horse between mines and my home, but since I have commenced riding the car I like it very much better than riding horse-back, and have discontinued horse-back riding entirely as far as trip between mines and my home is concerned. There is no question in my mind about your car being a success on such grades as I have mentioned. I weigh 227 pounds, I consider if I am able to run one of your cars up such a grade, a lighter person than I ought to do it much easier; so I can cheerfully recommend the use of your car for such work."

## Expressions from Our Customers.

E. W. CLARK, Sup't Pacific Coast Ry.

SAN LUIS OBISPO, CAL.

"About five years since we purchased from you one Light Inspection Car, which has been in constant use ever since. We have found it entirely satisfactory and would not be without one."

WOODS AND RAILROAD OF J. E. HENRY & SONS, Lumbermen. G. E. HENRY, Sup't.

LINCOLN, N. H.

"I have been using a Hartley & Teeter Light Inspection Car for the last six months. I find no trouble in running it up our 5 per cent. grades of a mile or more in length, and being so light it is easily removed from the track when needed. Have been a constant user of light cars for the past twelve years, but prefer the Hartley & Teeter to anything I have yet seen."

W. B. WOODRUFF, Roadmaster C. G. & P. R. R.

AMELIA, OHIO.

"I have been using one of your Hartley & Teeter Light Inspection Cars for the past four years, and can say that I am very highly pleased with same, and can cheerfully recommend the car to anyone desiring same. During the four years of service I have been to the expense of one rubber tire, or \$1.35."

DEMERARA RAILWAY. I. W. DORMAN, Gen'l Mgr.

GEORGETOWN, BRITISH GUIANA.

"In reply to yours of the 8th inst. We have found your cars very satisfactory and useful. They have been found particularly convenient in one or two cases of accident, where a train became disabled at a distance from the telephone station."

SACRAMENTO ELECTRIC, GAS AND RAILWAY CO.

C. L. KNIGHT, Sup't.

FOLSOM, CAL.

"Your letter of 8th received. In reply, will say that I have in use two of your Light Inspection Cars which have seen constant service for four or five years, over an exceptionally rough road. I find them almost indispensable in my work, as a means of traveling quickly along the line of our canal. I can conceive of nothing handier for such use."

THE MALEE SUGAR COMPANY.

KEALIA, KAUI, HAWAIIAN ISLANDS.

"We take pleasure in testifying to the merits of the Light Inspection Cars sold us by your Company. We have had them in constant use since the time of purchase on our thirty-inch gauge plantation railroad and they have given excellent satisfaction, supplanting all other cars of like nature."

