

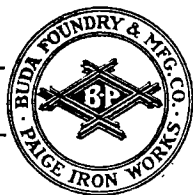
**TRACK AND  
RAILWAY  
SUPPLIES**

**B U D A**  
FOUNDRY AND  
MANUFACTURING  
COMPANY

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[railroadhandcar.com](http://railroadhandcar.com)

# TRACK *and* RAILWAY SUPPLIES

1906



EDITION

Containing a complete list of goods, of our manufacture, for the construction and maintenance of way, as well as a variety of supplies pertaining to the mechanical and other departments of railroads. Many additions to our line are shown herein, making this catalogue far more extensive than our 1905 edition.

*Catalogue Number 104*

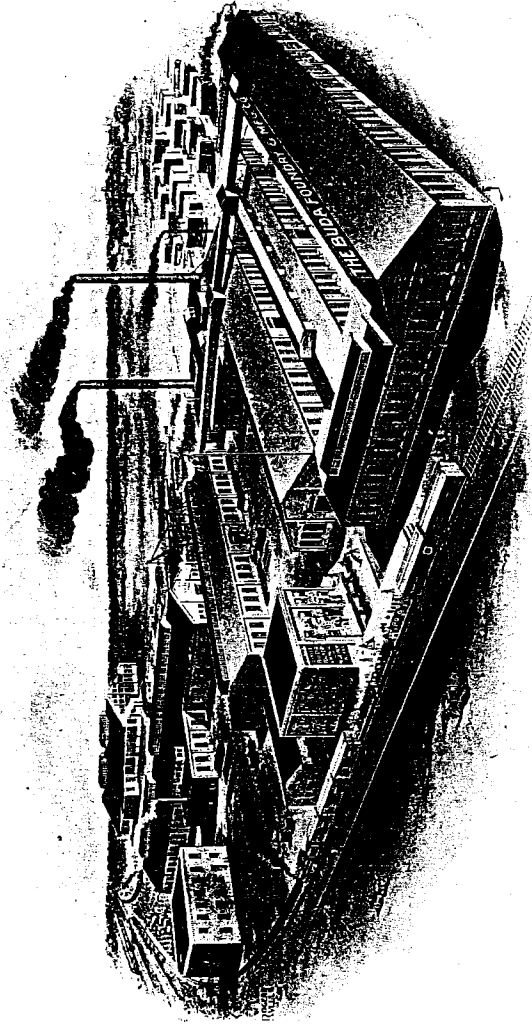
## THE BUDA FOUNDRY & MFG. CO.

MAIN OFFICE: CHICAGO

WORKS: HARVEY, ILL.

New York: 26 Cortlandt Street

St. Louis: Frisco Building



Works of the Buda Foundry & Manufacturing Company located at Harvey, Ill., twenty miles from Chicago. All shipments obtain Chicago freight rate.

# BUDA

## Gold Medal Track and Railroad Supplies

FOREMOST IN

### Merit, Utility and Service

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We are pleased to submit for your consideration our new catalogue of Track and Railroad Supplies.

As in earlier catalogues, we show again increase in styles and varieties of goods, all of which are the result of continued experience and attention to the needs of our customers.

We wish to emphasize that all the articles shown herein are manufactured by this company. We are thus able to guarantee our product to be of thorough workmanship, of first quality of material and of the best design for the service required.

We are confident that a careful examination of our catalogue and the product shown therein will convince you of the advantage of ordering Buda goods.

Ninety per cent. of the mileage of the United States use BUDA GOLD MEDAL TRACK GOODS.

We thank our customers for their past favors and trust by reason of our increased facilities and large lines to demonstrate more abundantly the advantages of Buda service.

## Buda Pressed Steel Wheels

### SINGLE SHEET PRESSED STEEL

We early recognized the desirability of a pressed steel wheel which would be light, strong, durable, and unaffected by climatic changes. The design we perfected and patented has been unequaled at any time in the past or present.

Buda wheels are made from a single plate of steel. This originally square—is sheared into circular shape. It is then heated and partially pressed into shape between dies. The wheel is then reheated and *rolled* into its completed form. The effect of this latter operation is to produce a wheel which is perfectly round; and no consequent truing-up being necessary the skin of the metal is preserved on the tread and being compressed in the spinning process its wearing qualities are unexcelled. Attention is called to the following important features of the Buda wheel:

Our flange is in accordance with M. C. B. standards. This advantage is claimed for some makes of wheels; but a sectional cut, however, showing the statement to be unwarranted and not the fact—in some instances by a considerable degree. It is important that the flange be of the M. C. B. standard to prevent the car going off the rails on curves and at switches—an unpleasant and costly contingency which can easily result expensively, to say nothing of the ever present possibilities of personal injury and all that follows:

Attention has already been directed to the fact that the tread of the Buda wheel requires no truing; thus preserving the skin of the metal; also to the fact that in the spinning process the steel is compressed and its hardness thereby much increased. We now desire to point out the fact that no other wheel has a reinforced tread. That this feature is a strengthening factor experience and tests have proved.

We desire to call particular notice to this feature of our wheels. It will be observed that it is not of the “dished” type but that the load falls almost in a direct line from hub to the point where the tread rests upon the rail. The superiority of the Buda wheel in this respect needs only to be mentioned as the greater resistance to a vertical load is apparent to the glance. A dished hand car wheel is no more desirable than a dished wagon wheel. Note also that the web is strengthened by prominently pressed ribs.

The Buda Foundry & Manufacturing Company

A difference will be observed between the method of construction in the hub of our wheel and others which largely adds to making the Hubs Proof Buda the safest wheel to use. Instead of the hub projecting Against inward—as it does on wheels of the “dished” type, the pro- Loosening jection is outward, thus causing the load to fall in a straight line through the web to the ball of the rail. The hub is pressed on cold under a hydraulic pressure of 100,000 pounds, and as the corrugations in the plates through which the rivets are extended conform with those of the web, we guarantee the hubs to be proof against becoming loosened and shearing of the rivets is an occurrence not to be feared.

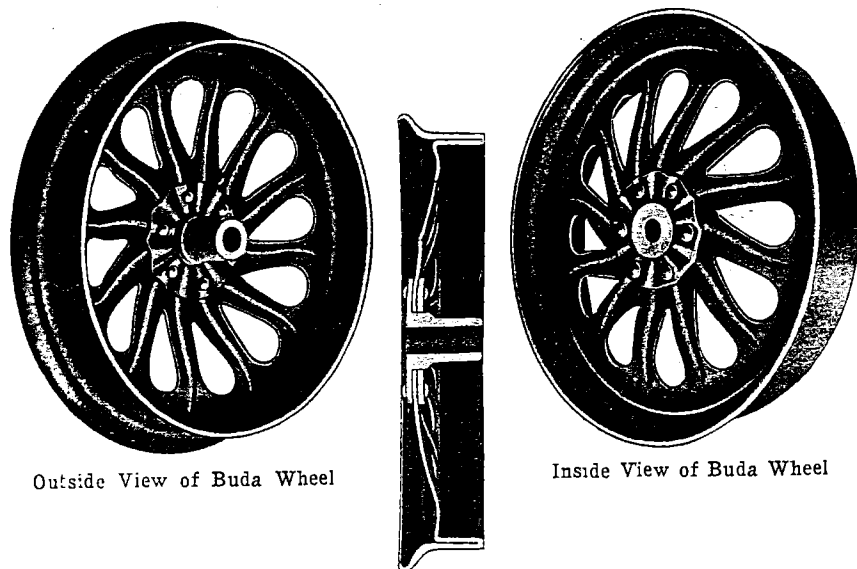
Buda pressed steel wheels are made in various sizes to meet the demands occasioned by preference, usage and character of the country Sizes and in which they are to be used. They are made in sizes rang- Thickness ing from 14 to 24 inches in diameter with thicknesses from  $\frac{1}{8}$  to  $\frac{3}{8}$  of an inch.

For roads using block systems with track circuit, we furnish insulated wheels for our hand cars, push cars and velocipedes and our Insulation method has been approved and fully endorsed by the Hall and other signal companies.

So thoroughly have our wheels fulfilled all demands, many roads order them to refit cars of other makes previously ordered. There is Buda Wheels also a growing demand for them, on account of their light- Used for ness, durability and strength, for use on industrial cars, Refitting lumber yard cars, motor cars, mine cars, plantation and Other Cars similar cars. For uses on cars other than our make we make a specialty of supplying hubs to adapt them to any make.

In order to ascertain the exact strength of our wheel and compare it with another which was considered its nearest competitor, we had Strength of made, at the University of Illinois, a test and the figures Buda actually obtained are briefly given herewith. The vertical Wheels load at which the Buda wheel set was 6,500 lbs.;—the competitor's wheel at 4,000 lbs. In relative stiffness, taking the Buda as a unit the other wheel compressed at one-seventh. In other words, showing our wheel to be seven times stronger in stiffness. A test for axle thrust was also made and the other wheel spoken of set at 1,850 lbs., whereas the Buda wheel stood 2,300 lbs., at which point there was no apparent set and the bending of the shaft of the testing machine at this point prevented testing the full strength of our wheel. The report summarized is as follows: “The Buda wheel is of the best form, considering stiffness, side strength and general effectiveness.”

## Buda Pressed Steel Wheels



Outside View of Buda Wheel

Inside View of Buda Wheel

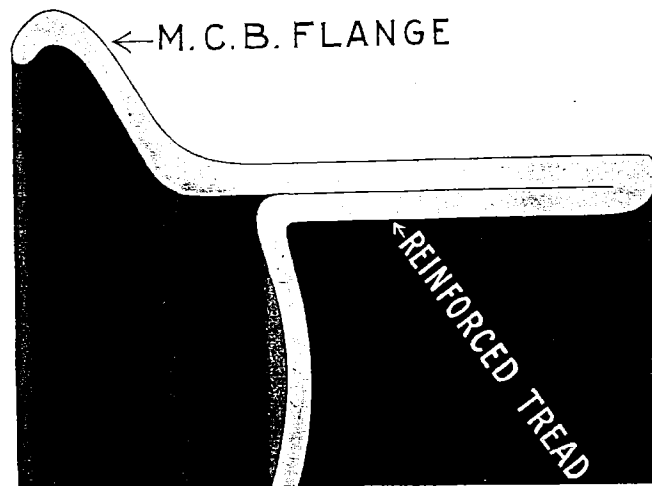
Sectional View of Buda Wheel

Note reinforced flange and that the web of the wheel supports the load in a nearly vertical line, being slightly arched to strengthen it against side thrust.

### SIZES AND LIST PRICES OF BUDA WHEELS

Diameter.	Thickness.	Price each.
14 inches	$\frac{3}{16}$ inch	\$3.25
17 "	$\frac{3}{16}$ "	3.50
17 "	$\frac{1}{4}$ "	3.75
18 "	$\frac{3}{16}$ "	3.75
18 "	$\frac{1}{4}$ "	4.00
18 "	$\frac{5}{16}$ "	4.30
18 "	$\frac{3}{8}$ "	4.70
20 "	$\frac{3}{16}$ "	4.00
20 "	$\frac{1}{4}$ "	4.30
20 "	$\frac{5}{16}$ "	4.60
20 "	$\frac{3}{8}$ "	4.90
24 "	$\frac{3}{16}$ "	4.50
24 "	$\frac{1}{4}$ "	4.85
24 "	$\frac{5}{16}$ "	5.25
24 "	$\frac{3}{8}$ "	5.60

## Buda Pressed Steel Wheels



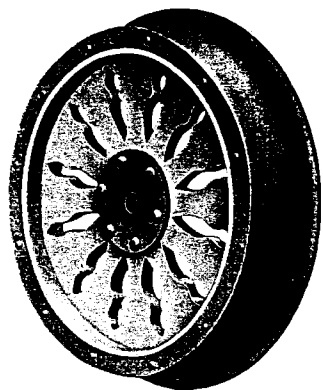
The Strength of Buda Pressed Steel Wheels Is Apparent

This illustration is shown to give a clearer idea of the contour and construction of Buda pressed steel wheels. An important feature of a wheel is the flange; for unless it is in accordance with M.C.B. standard much trouble is involved by the wheels going off the track at switches and climbing the rails on curves. Such results lead to disaster sooner or later and the annoyance of replacing cars becomes nothing in comparison. Yet some manufacturers are putting out wheels of which a sawed section, like above illustration, shows not to be to standard. Buda pressed steel wheels are rolled into shape while hot and they come from the press true in proportions.

The reinforced feature of the tread shows plainly, and also the vertical manner in which the web extends to the hub. It is this construction which accounts for the greater strength of the Buda over all other makes of wheels. The result of a test made at the University of Illinois is given on a preceding page devoted to detailed description of Buda pressed steel wheels.



## Buda Wood Center Wheel



M. C. B. Flange

Where a wood center wheel is desired we furnish the one shown above.

These wheels are sometimes called for on roads having track circuits on account of the natural insulation of the wood center. Our steel wheels have insulation between the hub and the axle and are perfectly reliable, but if the wood center wheel is ordered we are glad to furnish it.

In making this style of wheel we have not in any way slighted the construction, but have made it as strong and true as any other wheel of this class. We have made the tread of high-grade stock and the flange is in accordance with the M. C. B. standards. The hub may be had with taper or straight fit, as desired, and the wheels are made in standard sizes.

Our facilities for manufacturing are such that we can offer these wheels at favorable prices to those who, for the reason stated, prefer them. Unless specified with wood center wheels our cars are fitted with Buda pressed steel wheels.

## Buda Hand and Push Cars

### BEST MATERIAL. PRESSED STEEL WHEELS

The many years which we are known to have manufactured hand cars should be an argument of their merit, particularly should this appeal to those who are acquainted with our progressive policy. Despite what experience teaches, ideas often differ among users as to the desirability of various features; but we have found that the points of advantage in our cars have met with singular unanimity of acceptance from railroad users. The conclusion to be drawn from this is that Buda cars have always proven their worth in a manner to still any difference in opinion.

In the construction of Buda cars we use select material for every detail.

The Frame is of seasoned maple, especially selected by us for this use.

The Platform, or decking is of first-class kiln dried, long leaf, yellow pine, dressed both sides to a uniform thickness. Experience has shown this to be the most suitable wood.

The gears on our cars may be had either cast or machine cut. Unless specified we furnish cast gears on account of the fact that they wear much longer. They do not at first run quite as easy, but they quickly become smooth and having the tough skin of the metal preserved do not wear down and run hard after the manner of the cut gears which are necessarily made of softer material in order to be machined. One pair of cast gears will be found to outwear two pair of cut gears.

### WHEEL SEATS

We prefer straight wheel seat and key, it being our practice to press wheels on under heavy hydraulic pressure, an additional protection being secured by means of a  $\frac{3}{8}$  inch key. We guarantee Buda wheels thus attached not to come loose. We furnish taper seat however if desired.

### INSULATED

Cars perfectly insulated when specified. Our method of insulation is fully approved by the Hall and other signal companies.

We can duplicate any part and call attention to illustrations and list in following pages.

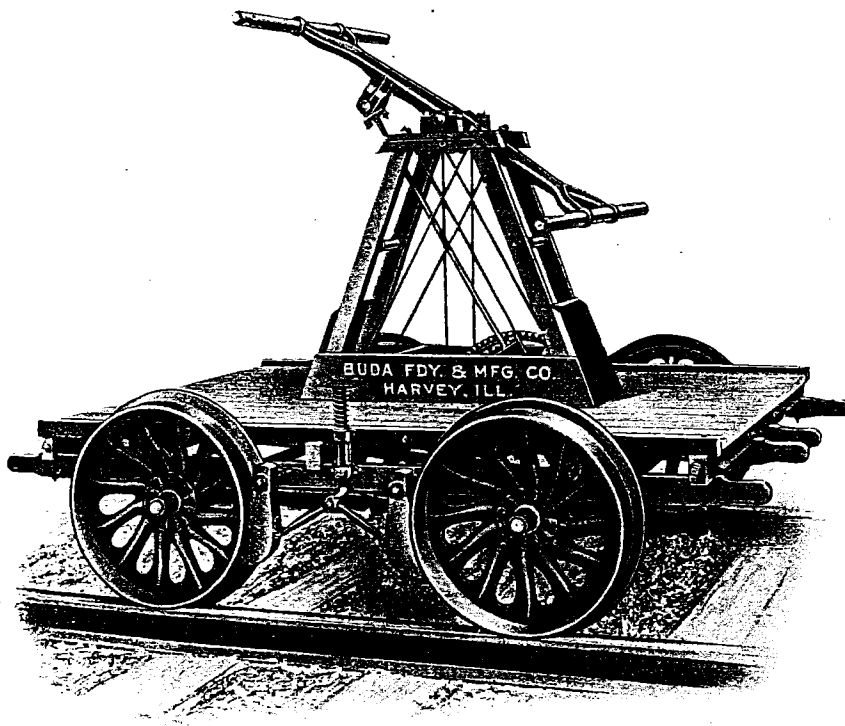
### REPAIRS

The strength and durability of Buda cars together with the low cost of maintenance makes them without exception most economical to use even over others which may be offered at much lower prices.

*The Buda Foundry & Manufacturing Company*

## No. 1 Standard Hand Car

STANDARD GAUGE



Standard gauge; platform 6 feet long by 4 feet 5 inches wide; wheels 20 inches in diameter; axles  $1\frac{1}{2}$  inches in diameter; weight 500 pounds.

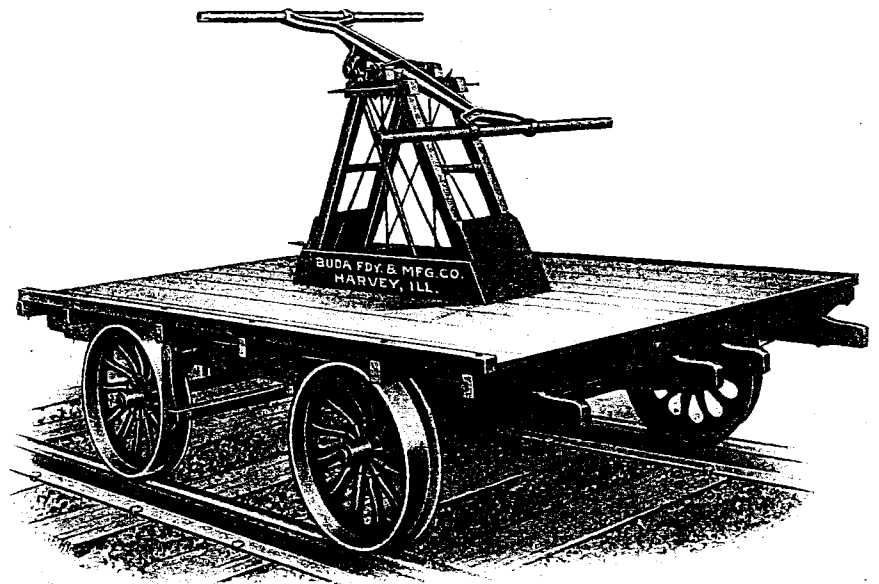
Fitted with Buda pressed steel wheels; diameter 20 inches. For roads having block signals with track circuit, we can furnish insulated. Our method of insulation is fully approved by the Hall and other signal companies.

Platform 6 feet long by 4 feet 5 inches wide; weight 525 pounds.

*The Buda Foundry & Manufacturing Company*

## No. 2 Bridge Gang Hand Car

STANDARD GAUGE



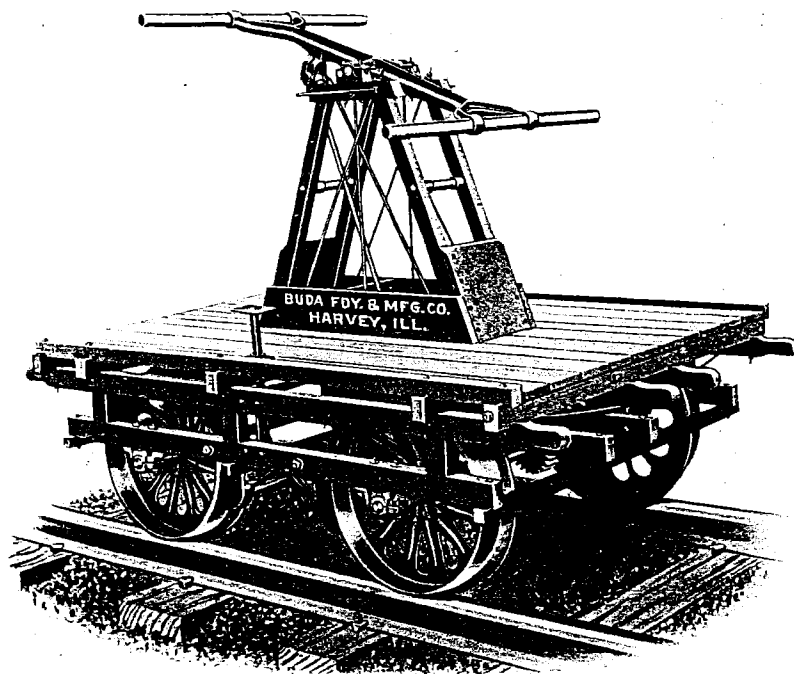
This is a popular car for bridge work, being thoroughly substantial and built especially for that purpose. It will be noted that the platform extends over the wheels, thereby adding considerably to its width. The brake foot plate is located in the center of platform at end of galleys frame.

Platform 8 feet long by 5 feet 7 inches wide. Fitted with 20-inch steel wheels; axles  $1\frac{3}{4}$  inches diameter. Weight 740 pounds.

*The Buda Foundry & Manufacturing Company*

## No. 3 Narrow Gauge Hand Car

STANDARD AND OTHER NARROW GAUGES



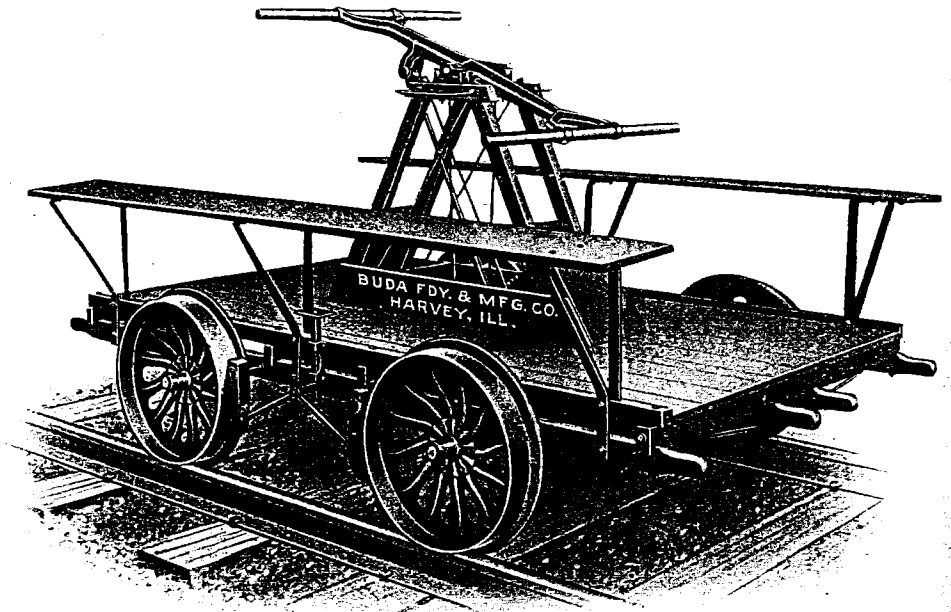
This car is shown for standard narrow gauge. It is built on the same general lines as are our other cars and unless otherwise specified we ship it without side bearings. We can furnish with inside bearings if desired.

Platform on standard narrow gauge car is 6 feet long by 4 feet wide; wheels 20 inches in diameter; weight 540 pounds.

*The Buda Foundry & Manufacturing Company*

## No. 4 Hand Car

WITH SEATS



This car is provided with seats to accommodate the transportation of men to and from work. We also furnish car without seats if desired.

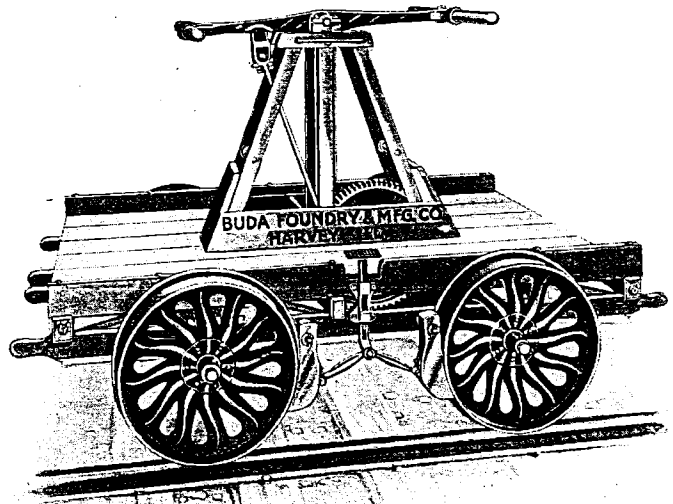
Standard gauge; 20-inch steel wheels; platform 7 feet 6 inches long; weight 650 pounds.

All cars requiring insulation should be so specified; otherwise they are shipped for use on tracks which carry no circuit.

*The Buda Foundry & Manufacturing Company*

## No. 12 Hand Car

WITH GUARD RAILS



Fitted with 20-inch steel wheels; can be insulated if specified. Standard gauge.

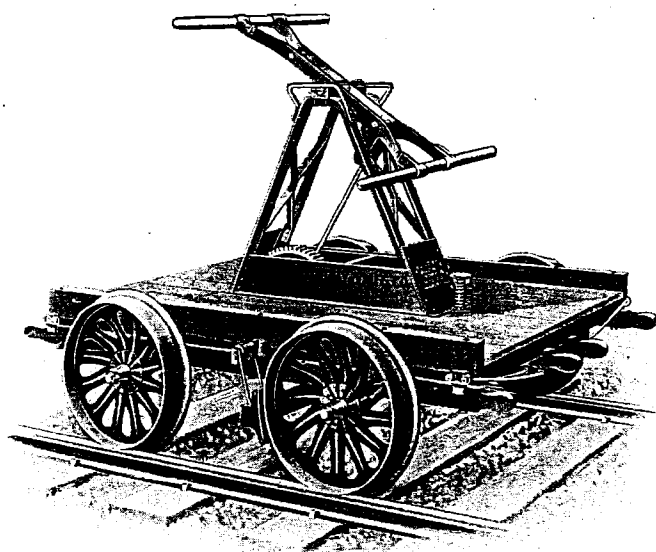
The platform is the same size as our No. 1 car—6 feet long by 4 feet 5 inches wide; weight 550 pounds.

The guard rails with which this car is supplied extend 3 inches above the deck. This feature is shown in the illustration.

*The Buda Foundry & Manufacturing Company*

## No. 13 Hand Car

TEE IRON GALLOWS FRAME



This car is of special construction throughout and is in every way exceptionally durable. Special Tee iron gallows frame; all bearings made of bronze; size of platform 6 feet long by 4 feet 5 inches wide; has guard rails. Weight 575 pounds.

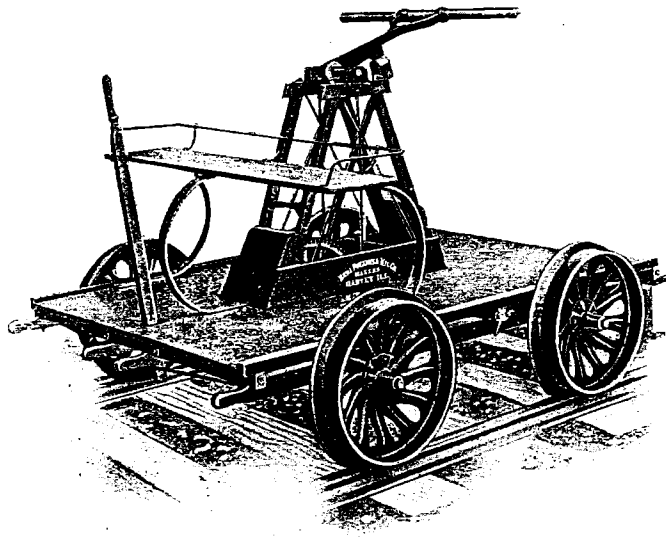
Like our other cars it can be furnished with insulated wheels upon specification.



*The Buda Foundry & Manufacturing Company*

## No. 5 Inspection Car

FOR ROADMASTERS AND SUPERVISORS



Our No. 5 Inspection car has the same size platform as our No. 1 hand car—6 feet long by 4 feet 5 inches wide. Size of wheels 20 inches, furnished insulated upon specification.

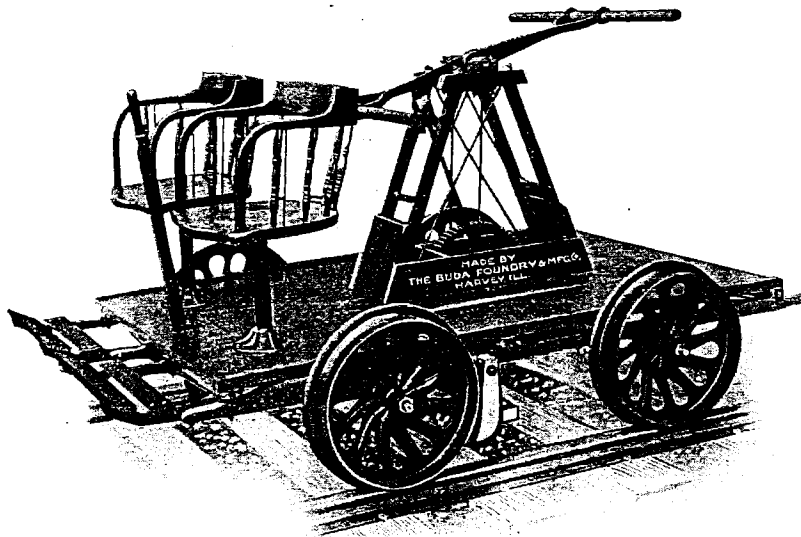
The construction is somewhat lighter than our No. 1 car, the weight being 550 pounds.

Shown in illustration with single end lever; but we furnish it with double end lever if desired. Has hand lever brake in front of seat, to be operated by passengers.

*The Buda Foundry & Manufacturing Company*

## No. 5½ Inspection Car

FOR ROADMASTERS AND SUPERVISORS



Similar to our No. 5; the platform being the same size.

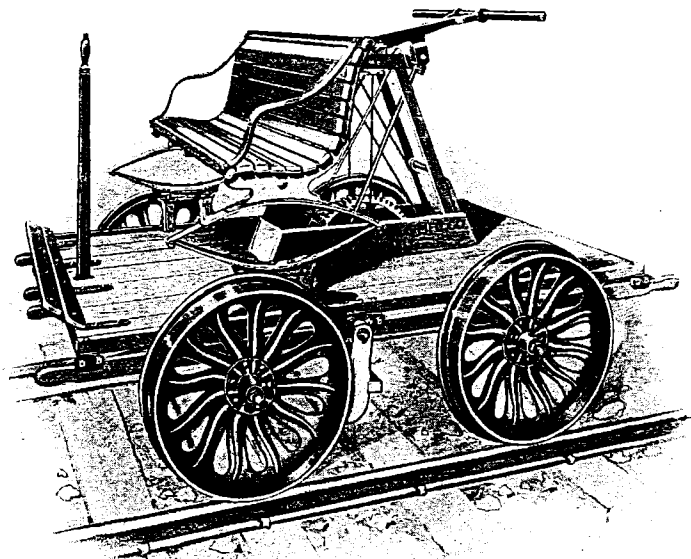
Shown with double end lever, or walking beam, and with two swivel chairs instead of seat. Foot rest projection on front end and hand lever brake.

Weight, 500 pounds.

*The Buda Foundry & Manufacturing Company*

## No. 5A Inspection Car

SPRING SETTEE



This car can be equipped with ball bearings if desired and supplied with either 20 or 24 inch wheels.

Has single end lever; hand lever brake and spring settee with foot rest. Size of platform, 6 feet long by 4 feet 5 inches wide.

Weight, 500 pounds.

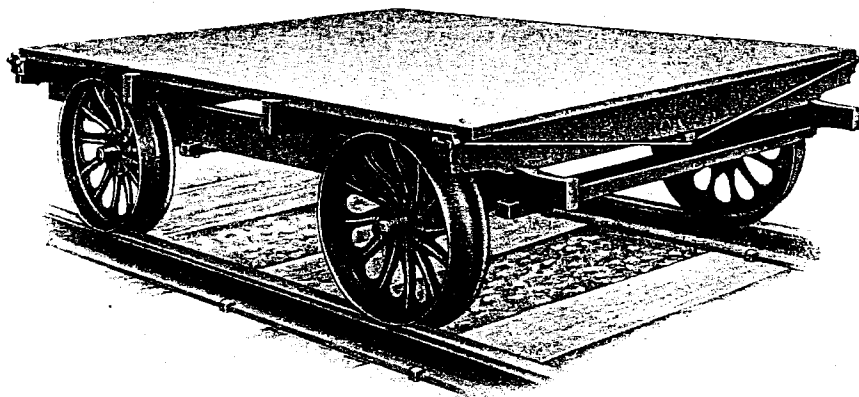
A popular car for Roadmasters or Supervisors on account of compactness, ease of operation and comfortable but durable seat.

Furnished with insulated wheels upon specification.

*The Buda Foundry & Manufacturing Company*

## No. 6 Push Car

STEEL WHEELS



Standard gauge; platform 7 feet long by 5 feet 7 inches wide; wheels, 20 inches diameter; machine steel axles,  $1\frac{1}{2}$  inches diameter. Weight, 500 pounds.

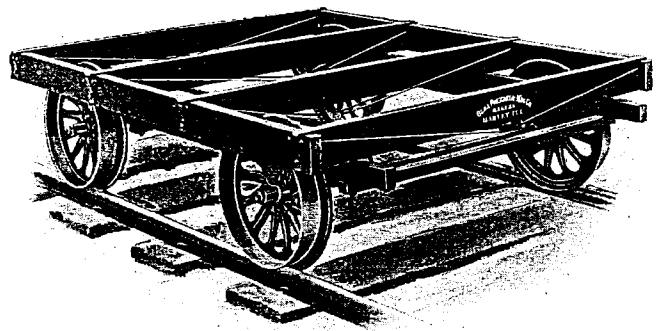
All our push cars may be furnished insulated, the method being exactly the same as used on our hand cars.

Our method of insulation fully approved by Hall and other signal companies.

*The Buda Foundry & Manufacturing Company*

## No. 9A Push Car

STEEL WHEELS



General dimensions same as No. 6, but without decking; car sills being covered with heavy plate iron.

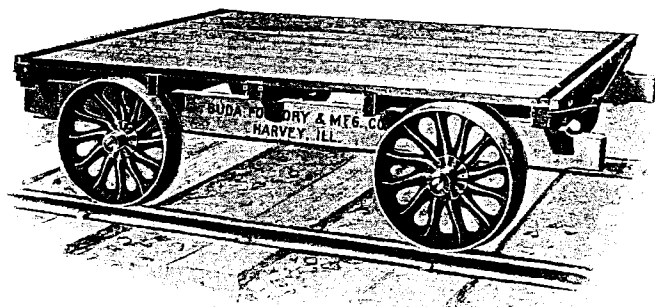
Furnished with insulated wheels upon specification.

Weight, 470 pounds.

*The Buda Foundry & Manufacturing Company*

## No. 6½ Push Car

EXTRA HEAVY



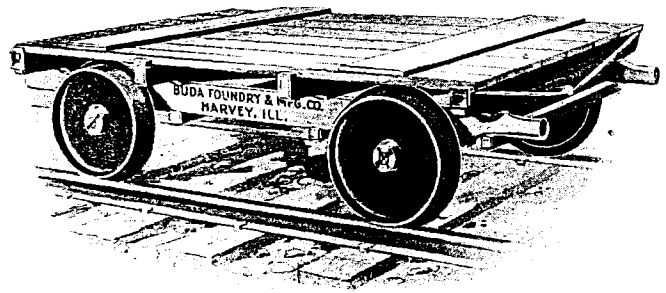
Standard gauge. Platform, 7 feet long by 5 feet 7 inches wide. Has 20-inch wheels with 2-inch axles. This car is built extra heavy and is exceedingly staunch and durable. The decking on each end is protected by strong iron straps.

Weight, 700 pounds.

*The Buda Foundry & Manufacturing Company*

## No. 7 Push Car

HEAVY PUSH CAR, WITH IRON PLATE WHEELS



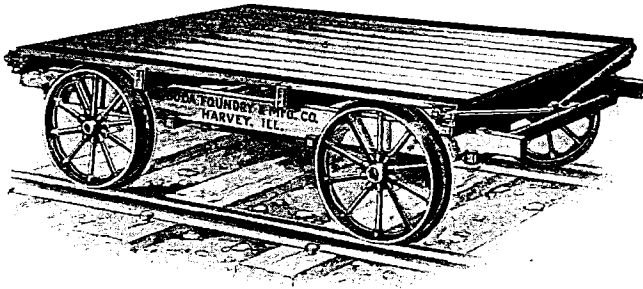
Standard gauge; platform 7 feet long by 5 feet 7 inches wide; wheels 18 inches in diameter; extra heavy framing and axles. Weight, 800 pounds; capacity, 4 tons.

If desired this car can be equipped, at a slight advance in price, with our patented steel wheel, thereby reducing weight to 772 pounds.

*The Buda Foundry & Manufacturing Company*

## No. 8 Push Car

IRON SPOKE WHEELS



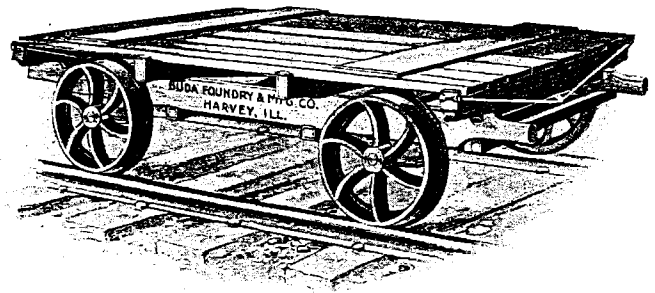
Standard gauge; platform 7 feet long by 5 feet 7 inches wide; wheels 20 inches in diameter. Weight, 596 pounds.



*The Buda Foundry & Manufacturing Company*

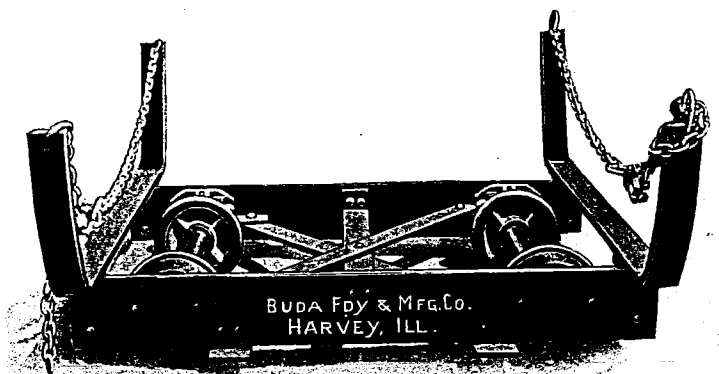
## No. 9 Push Car

CAST IRON CURVED SPOKE WHEELS



Standard gauge; platform 7 feet long by 5 feet 7 inches wide; wheels 18 inches in diameter; steel axles, 1½ inches in diameter. Weight, 636 pounds.

## Tie Car

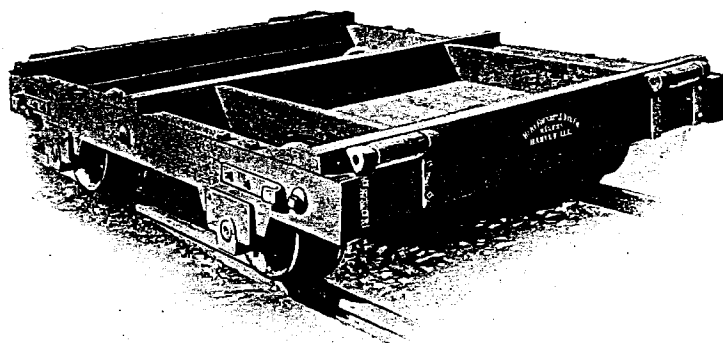


For tie treating plants. Cast wheels and all iron frame with chains for securing load.

*The Buda Foundry & Manufacturing Company*

## No. 10 Track-Laying Car

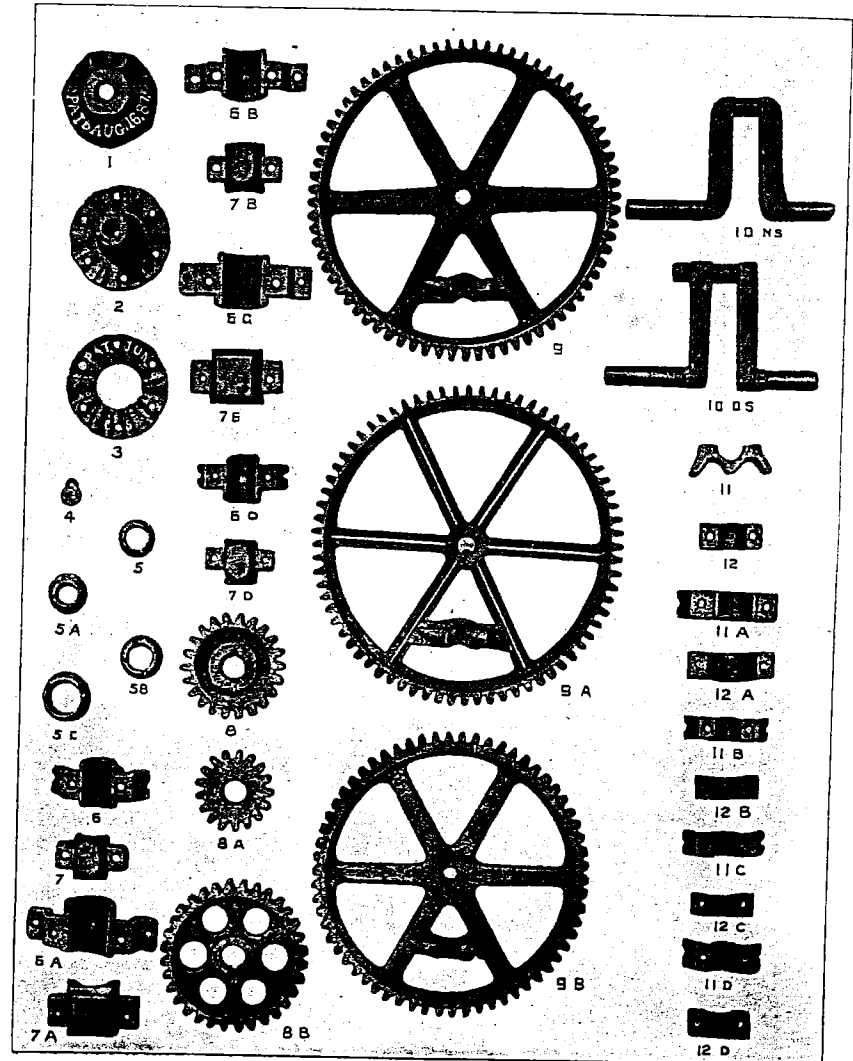
10 TON CAPACITY RAIL CAR



Standard gauge; size, 8 feet long by 6 feet 6 inches wide; chilled wheels 16 inches in diameter, with 6-inch tread; axles,  $2\frac{3}{4}$  inches in diameter; capacity, 10 tons; sills, 4x8-inch oak; cross sills plated with iron; car fitted with chain and tool boxes, and has two rollers at each end. Weight about 1,500 pounds.

No. 11. TRACK LAYING CAR—A lighter car than our No. 10; weighs about 1,000 pounds; capacity  $7\frac{1}{2}$  tons.

## Repair Parts of Buda Hand Cars

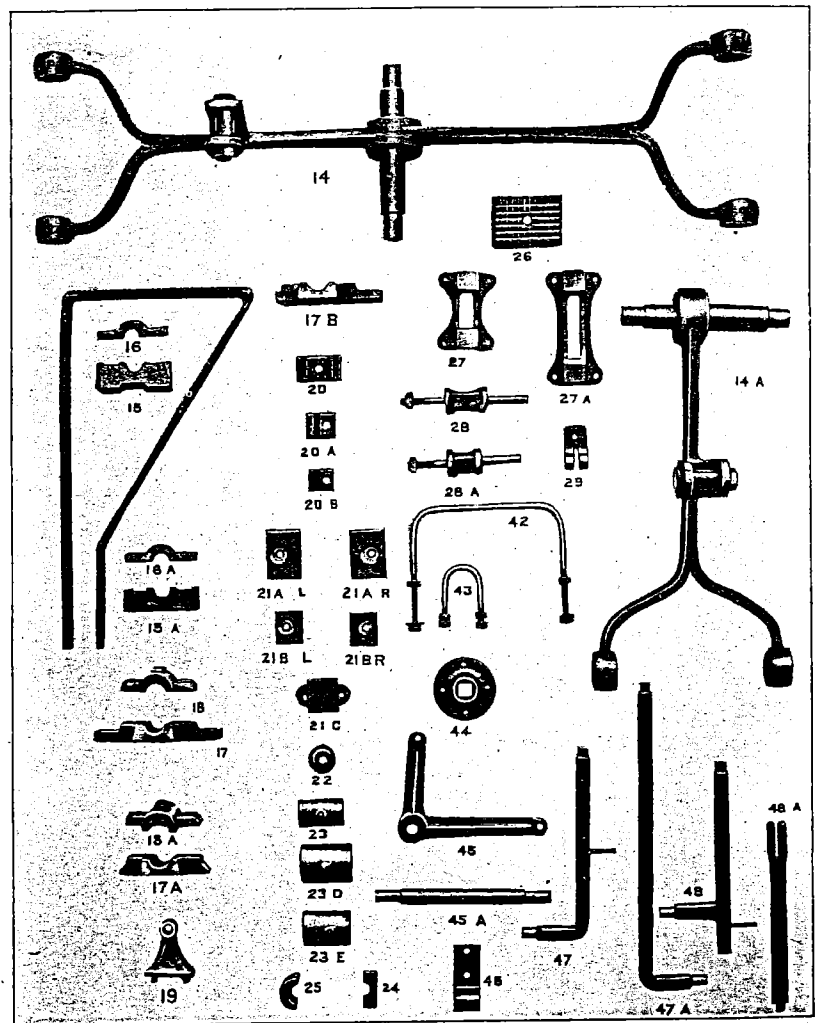


For corresponding list see opposite page

## List of Repair Parts for Buda Hand Cars

No.	Description.	Price.
1	Hub for Wood Wheel .....	\$0.25
2	Hub for Steel Wheel.....	.40
3	Collar for Steel Wheel.....	.10
4	Cover for Oil Tube.....	.03
5	Collar for Loose Wheel $1\frac{1}{4}$ -inch bore.....	.03
5A	Collar for Loose Wheel $1\frac{1}{8}$ -inch bore.....	.03
5B	Collar for Loose Wheel $1\frac{1}{2}$ -inch bore.....	.03
5C	Collar for Loose Wheel $1\frac{7}{8}$ -inch bore.....	.03
6	Pedestal for $1\frac{1}{4}$ -inch Axle.. }	set 1.00
7	Cellar for $1\frac{1}{4}$ -inch Axle.... }	
6A	Pedestal for $1\frac{3}{4}$ -inch Axle.. }	set 1.00
7A	Cellar for $1\frac{3}{4}$ -inch Axle.... }	
6B	Pedestal for $1\frac{1}{2}$ -inch Axle.. }	set 1.00
7B	Cellar for $1\frac{1}{2}$ -inch Axle.... }	
6C	Pedestal for $1\frac{3}{4}$ -inch Axle.. }	set 1.00
7C	Cellar for $1\frac{3}{4}$ -inch Axle.... }	
6D	Pedestal for $1\frac{1}{4}$ -inch Axle.. }	set 1.00
7D	Cellar for $1\frac{1}{4}$ -inch Axle.... }	
8	Pinion Wheel, 22 Teeth, Cast Pinion.....	.75
8A	Pinion Wheel, 17 Teeth, Cast Pinion.....	.75
8B	Pinion Wheel, 32 Teeth, Cast Pinion.....	.75
9	Cut Teeth, 22 T.....	1.00
9A	Cut Teeth, 17 T.....	1.00
9B	Cut Teeth, 32 T.....	1.00
9	Cut Teeth, 72 T.....	3.00
9A	Cut Teeth, 72 T.....	3.00
9B	Cut Teeth, 62 T.....	3.00
9	Drive Gear Wheel, 72 Teeth, Cast Gear.....	1.25
9A	Drive Gear Wheel, 72 Teeth, Cast Gear.....	1.25
9B	Drive Gear Wheel, 62 Teeth, Cast Gear.....	1.25
10N-S	Crank, new style.....	1.35
10O-S	Crank, old style.....	1.35
11	Center Bearing, $1\frac{1}{2}$ -inch Axle..... }	pair .25
12	Center Bearing Cap, $1\frac{1}{2}$ -inch Axle..... }	
11A	Center Bearing, $1\frac{3}{4}$ -inch Axle..... }	pair .25
12A	Center Bearing Cap, $1\frac{3}{4}$ -inch Axle..... }	
11B	Center Bearing, $1\frac{1}{4}$ -inch Axle, Insp..... }	pair .25
12B	Center Bearing Cap, $1\frac{1}{4}$ -inch Axle, Insp..... }	
11C	Center Bearing, $1\frac{1}{2}$ -inch Axle, Insp..... }	pair .25
12C	Center Bearing Cap, $1\frac{1}{2}$ -inch Axle, Insp..... }	
11D	Center Bearing, $1\frac{1}{2}$ -inch Axle, N. G. .... }	pair .25
12D	Center Bearing Cap, $1\frac{1}{2}$ -inch Axle, N. G. .... }	
11E	Center Bearing Box (not illustrated).....	.25
11F	Brasses for 11E (not illustrated).....	per pair .60

## Repair Parts of Buda Hand Cars



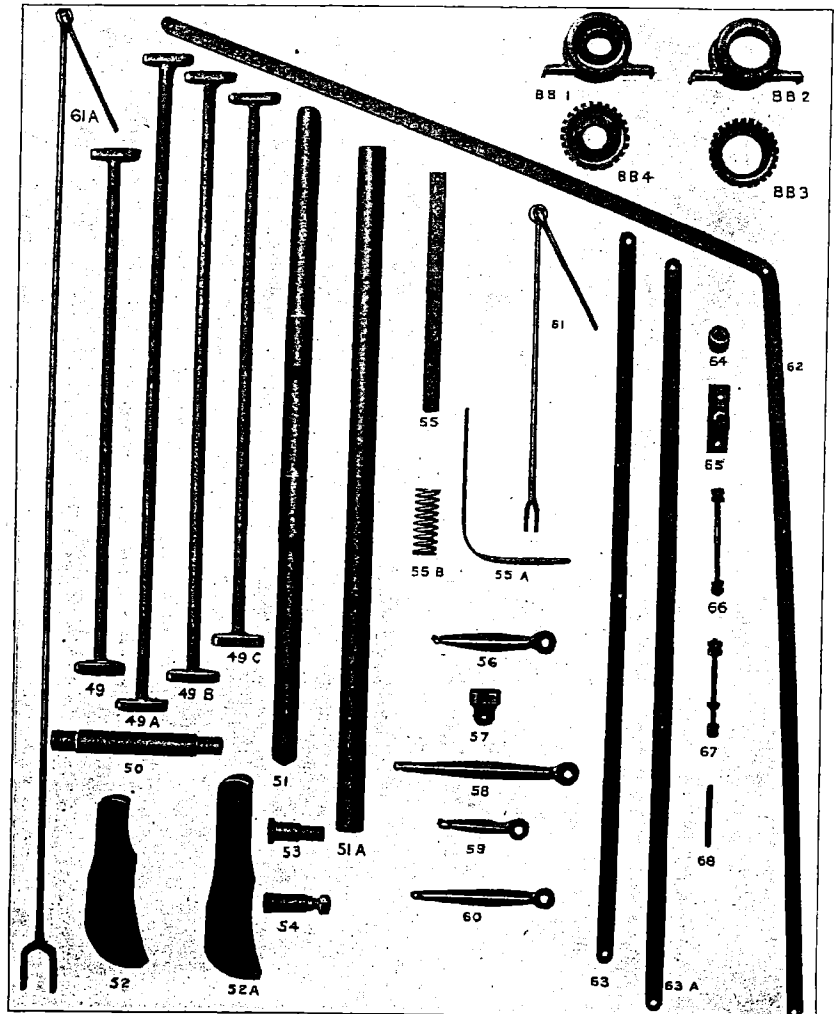
List continued on opposite page

*The Buda Foundry & Manufacturing Company*

List of Repair Parts for Buda Hand Cars—Continued.

No.	Description.	Price.
13	Side Seat Irons .....	\$ .40
14	Heavy, D. E. Walking Beam, with Gas Pipe Handle .....	5.50
14	Double End Walking Beam, with Wood Handle.....	4.50
14A	Single End Walking Beam, with Wood Handle.....	4.50
15	Rock Shaft Box .....	} .....set .50
16	Rock Shaft Box Cap.....	
15A	Rock Shaft Box.....	} .....set .50
16A	Rock Shaft Box Cap.....	
17	Gear Box (Babbitted)..	} .....set 1.00
18	Gear Box Cap.....	
17A	Gear Box, Insp.....	} .....set 1.00
18A	Gear Box Cap, Insp.....	
17B	Gear Box, B. G.....	each .35
19	Truss Rod Post .....	.10
20	Double Truss Rod Plate .....	.03
20A	Single Truss Rod Plate .....	.03
20B	Single Truss Rod Plate .....	.03
21A-L	Single Truss Rod Cap, Std.....	.05
21A-R	Single Truss Rod Cap, Std.....	.05
21B-L	Single Truss Rod Cap, Insp.....	.05
21B-R	Single Truss Rod Cap, Insp.....	.05
21C	Double Truss Rod Cap, Insp.....	.05
22	$\frac{3}{8}$ -inch Truss Rod Washer.....	.02
23	Axle Brass, $1\frac{1}{4}$ -inch .....	set 1.25
23D	Axle, Brass, $1\frac{3}{4}$ -inch .....	set 1.50
23E	Axle, Brass, $1\frac{1}{2}$ -inch .....	set 1.25
24	Connecting Rod Brass....	} .....set 1.00
25	Connecting Rod Brass....	
26	Brake Foot Plate.....	.10
27	Brake Plunger Sleeve.....	.10
27A	Brake Plunger Sleeve.....	.15
28	Brake Shoe Spool.....	.10
28A	Brake Shoe Spool.....	.10
29	Old Style Toggle Clip.....	pair .10
42	Pick Rack, $\frac{3}{8}$ -inch.....	.15
43	Stirrup, $\frac{3}{8}$ -inch .....	.05
44	Brake Collar .....	.20
45	Bell Crank .....	.20
45A	Bell Crank Shaft.....	.20
46	Bell Crank Clip.....	.15
47	Brake Plunger for No. 1 Car.....	.25
47A	Brake Plunger for No. 3 Car.....	.25
48	Brake Plunger for No. 4 Car.....	.25
48A	Brake Plunger for No. 2 Car.....	.30

## Repair Parts of Hand Cars



List continued on opposite page

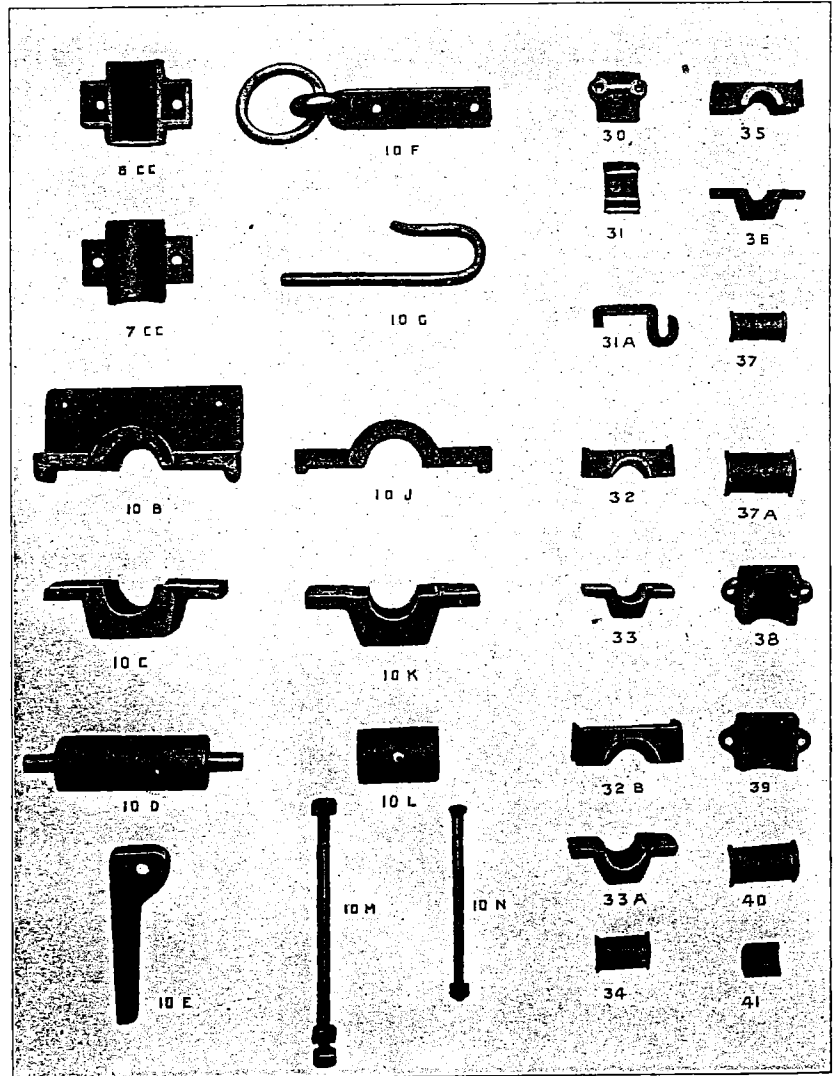
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List of Repair Parts for Buda Hand Cars—Continued.

No.	Description.	Price.
49	Connecting Rod, 31 inches long.....	.75
49A	Connecting Rod, 38 $\frac{3}{4}$ inches long.....	.75
49B	Connecting Rod, 36 inches long.....	.75
49C	Connecting Rod, 32 $\frac{1}{2}$ inches long.....	.75
50	Rock Shaft .....	.25
51	Wood Handle for Walking Beam.....	.15
51A	Gas Pipe Handle for Walking Beam.....	.50
52	Brake Shoe .....	pair .25
52A	Brake Shoe .....	pair .25
53	Wrist Pin for Walking Beam.....	.25
54	Knuckle Pin for Walking Beam.....	.30
55	Brake Spring .....	.20
55A	Brake Spring .....	.20
55B	Brake Spring .....	.20
56	Brake Toggle, 6 $\frac{3}{8}$ inches C. to C.....	.15
57	Brake Toggle, Clip .....	.05
58	Brake Toggle, 9 $\frac{1}{8}$ inches C. to C.....	.15
59	Brake Toggle, 4 $\frac{1}{2}$ inches C. to C.....	.15
60	Brake Toggle, 7 $\frac{1}{2}$ inches C. to C.....	.15
61	Brake Rod .....	.35
61A	Brake Rod .....	.50
62	Sway Brace .....	.25
63	Sway Brace .....	.40
63A	Sway Brace .....	.40
64	Bevel Washer .....	.03
65	Gallows Frame Rod Holder.....	.05
66	Pedestal Bolt .....	.05
67	Gear Box Bolt .....	.05
68	Oil Tube .....	.05
BB 1	Pedestal for Ball Bearing Axle.....	
BB 2	Steady Box for Ball Bearing Axle.....	
BB 3	Nut for Steady Box.....	
BB 4	Nut for Pedestal.....	



## Repair Parts of Push Cars



List on opposite page.

## List of Repair Parts for Buda Push Cars

No.	Description.	Price.
6CC	Pedestal (Babbitted) ..	set \$2.75
7CC	Cellar .....	
10B	Pedestal (Babbitted) ..	set 6.00
10C	Cellar .....	
10D	Roller .....	.40
10E	Roller Bracket .....	.30
10F	Bull Ring ..	1.50
10G	Hook .....	.50
10J	Pedestal .....	
10K	Cellar .....	set 6.00
10L	Brass .....	
10M	Pedestal Bolt, $\frac{3}{4}$ -inch .....	.15
10N	C. S. H. Strap Bolt, $\frac{5}{8}$ -inch .....	.10
30	Double Truss Rod Cap .....	.10
31	Double Truss Rod Bearing .....	.05
31A	Truss Rod Clip .....	.15
32	Pedestal for $1\frac{1}{2}$ -inch Axle .....	set 1.25
33	Cellar for $1\frac{1}{2}$ -inch Axle .....	
32B	Pedestal for $1\frac{3}{4}$ -inch Axle .....	set 1.35
33A	Cellar for $1\frac{3}{4}$ -inch Axle .....	
34	Brass for $1\frac{1}{2}$ -inch Axle .....	set 1.25
35	Pedestal for N. G. Axle .....	set 1.00
36	Cellar for N. G. Axle .....	
37	Brass $1\frac{1}{2}$ -inch for N. G. Axle .....	set 1.50
37A	Brass for Axle .....	set 1.75
38	Pedestal for $1\frac{3}{4}$ -inch Axle—Special ..	set 1.25
39	Cellar for $1\frac{3}{4}$ -inch Axle—Special ..	
40	Brass for $1\frac{3}{4}$ -inch Axle .....	set 1.50
41	Brass for $1\frac{3}{4}$ -inch Axle .....	set 1.25

## Buda Velocipedes

### BALL BEARING

All the desirable features which go to make up a first-class velocipede will be found in these we make. They are light, easily operated, and they are durable. Our extended experience in the manufacture of hand cars enables us to produce velocipedes in every way improved in accordance with modern demands.

In the construction of our velocipedes we use ash to secure lightness, combined with toughness and durability. The wood is thoroughly seasoned and in the finished velocipede is painted a beautiful vermilion. We finish in any color, however, which may be specified to accord with standard of railroad ordering.

**Metal Parts.**—All the metal parts are of the best malleable gray iron.

We furnish cut gears exclusively on our velocipedes in order to obtain ease of propulsion from the very start. This is done by accurate machinery provided for the purpose and the result is all that could be wished in the way of smooth running. All other metal parts are of malleable, gray iron and steel castings of the highest grade.

To further in every way possible, ease of operation, all our velocipedes are equipped with ball bearings after the most approved method. The balls and cones are hardened with the special intent of improving and lengthening their wearing qualities.

We use only our special pressed steel wheels. These absolutely have the M. C. B. flange and will not climb the rails on curves or at switches—an ever-recurring annoyance with wheels which are claimed to have the M. C. B. flange, but which do not really come up to the specifications—some far from it. Buda wheels are not affected by climatic changes and their special advantages have already been spoken of in previous pages devoted exclusively to that subject.

The Nos. 1, 2 and 4 cars are equipped with 17-inch wheels and a 14-inch guide wheel. The No. 3 car is equipped with a 17-inch forward wheel, a 20-inch rear wheel and 14-inch guide wheel.

**Gauge and Extras.**—Our Nos. 1, 2 and 4 velocipedes are shipped with standard gauge arm. If adjustable arm is specified we furnish it without charge. This arm may be adapted to any gauge from three to five and one-half feet.

The No. 3 car is also shipped for standard gauge. If special gauge is required, the gauge should be specified, and it is better to order an additional arm and brace rod. Price, \$3.00 extra.

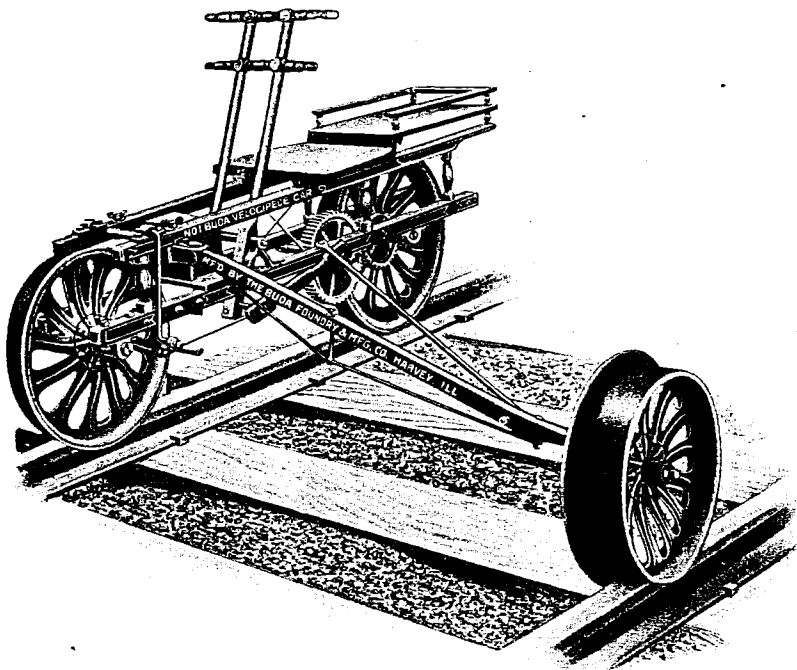
With each car is furnished oil can and wrench to fit any nut on the car. All repair parts are carried by us, and repairs can be made without sending car to shop. Illustrated list of repair parts will be found in pages following.

**All Buda Velocipedes Insulated.**—All velocipedes which we make are now insulated and may be used on roads with track circuits. The insulation is perfect in every respect.

*The Buda Foundry & Manufacturing Company*

## No. 1 Velocipede

BALL BEARING



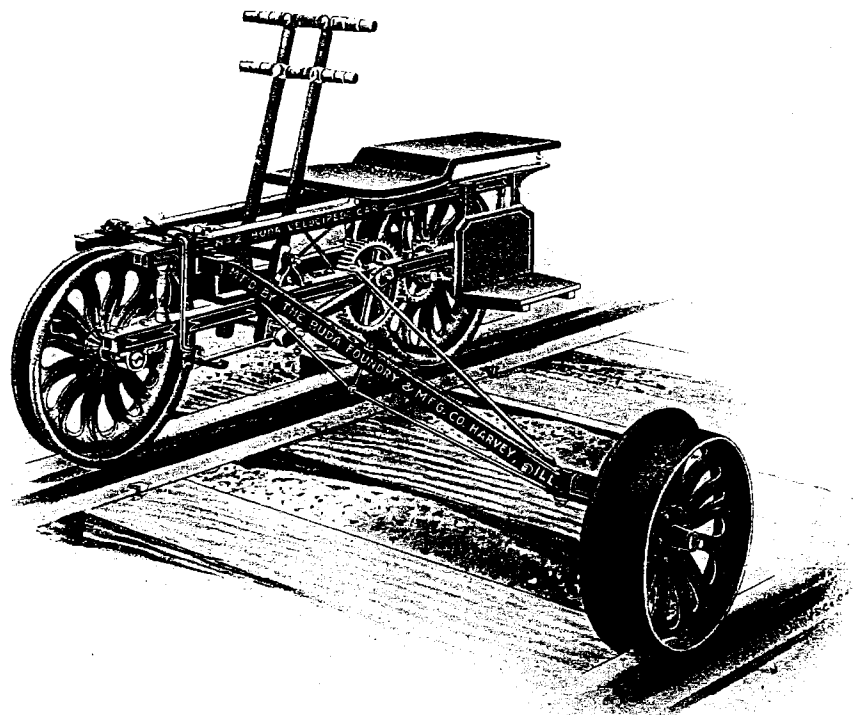
For One Person

Our No. 1 Velocipede shown herewith is for one person. Has place for carrying packages with small railing to retain same.

Ball bearing; cut gears; 17-inch wheels and a 14-inch guide wheel. For standard gauge unless otherwise ordered. When so specified we can furnish it with arm adjustable to any gauge from three to five and one-half foot track. No extra charge. Our wheels positively have M. C. B. flange and will not climb track on curves or at switches.

## No. 2 Velocipede

BALL BEARING



### For Two Persons

For two persons. Same style as No. 1, but with seat for passenger.

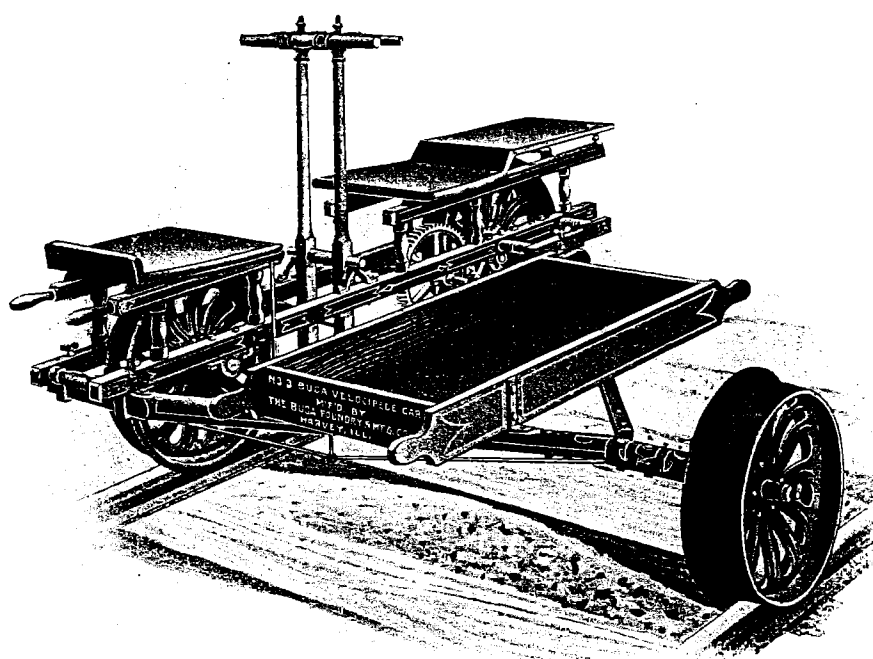
This velocipede is essentially the same as our No. 1 with the exception that the seat is arranged to carry operator and one passenger, with foot board for latter.

There are two 17-inch and a 14-inch guide wheel, same as on the No. 1 style, having also cut gears. Standard gauge, but upon specification we supply arm adjustable to any gauge from three to five and one-half feet. No extra charge.

*The Buda Foundry & Manufacturing Company*

## No. 3 Velocipede

BALL BEARING



For Three Persons

Especially adapted for the use of telegraph linemen; carrying as it does three persons and having tray for tools. Is arranged for two operators, but can easily be operated by one man. Cut gears and ball bearings. Has 17-inch forward wheel, 20-inch rear wheel and 14-inch guide wheel.

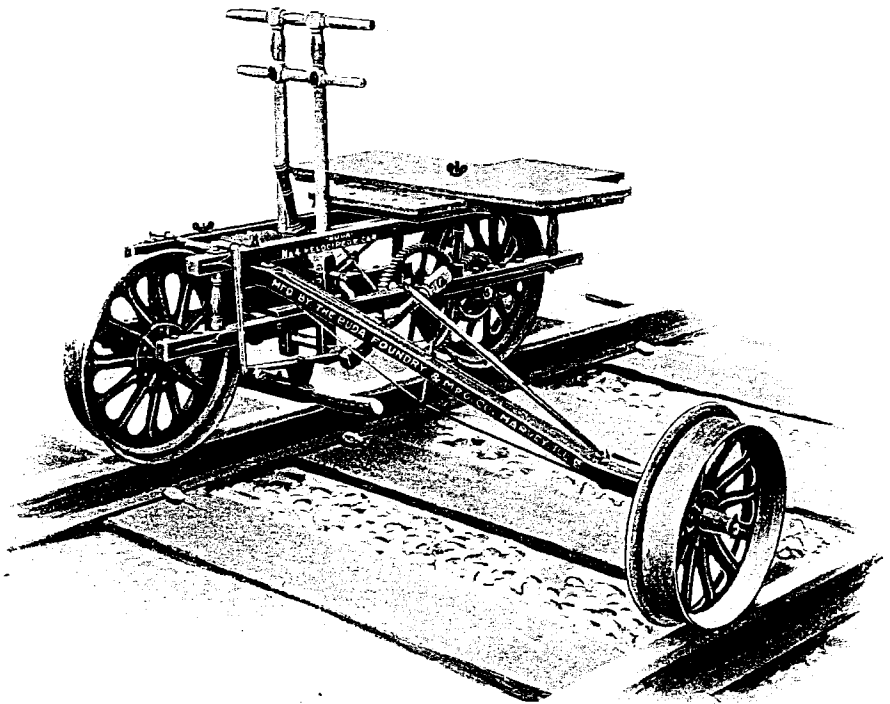
When ordered for other than standard gauge it is necessary to specify the gauge desired, as we do not furnish an adjustable arm. We also recommend ordering an additional arm and brace rod—\$3.00 extra.

All wheels have M. C. B. flange and will not climb curves or switches.

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## No. 4 Velocipede

BALL BEARING



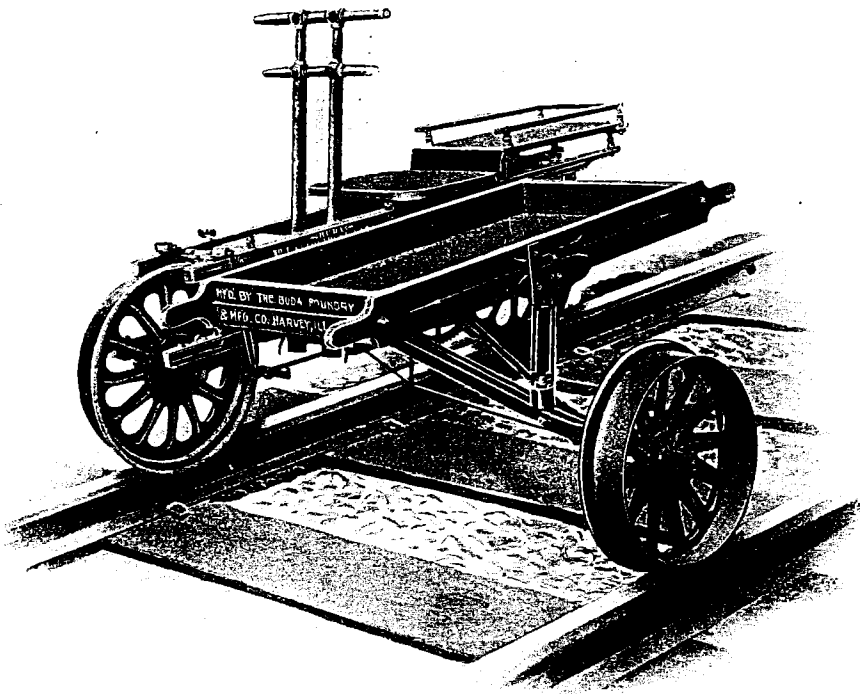
For One or Two Persons

This Velocipede is similar in style to the No. 1 Velocipede, but the construction of the seat is such as to accommodate one or two persons, the seat being arranged to swing crossways when there are two passengers. When only one person is to use velocipede the seat is swung parallel with under board. Can be furnished with adjustable arm without cost same as No. 1, but unless specified otherwise is regularly shipped for standard gauge.

*The Buda Foundry & Manufacturing Company*

## Buda Special Velocipede

BALL BEARING



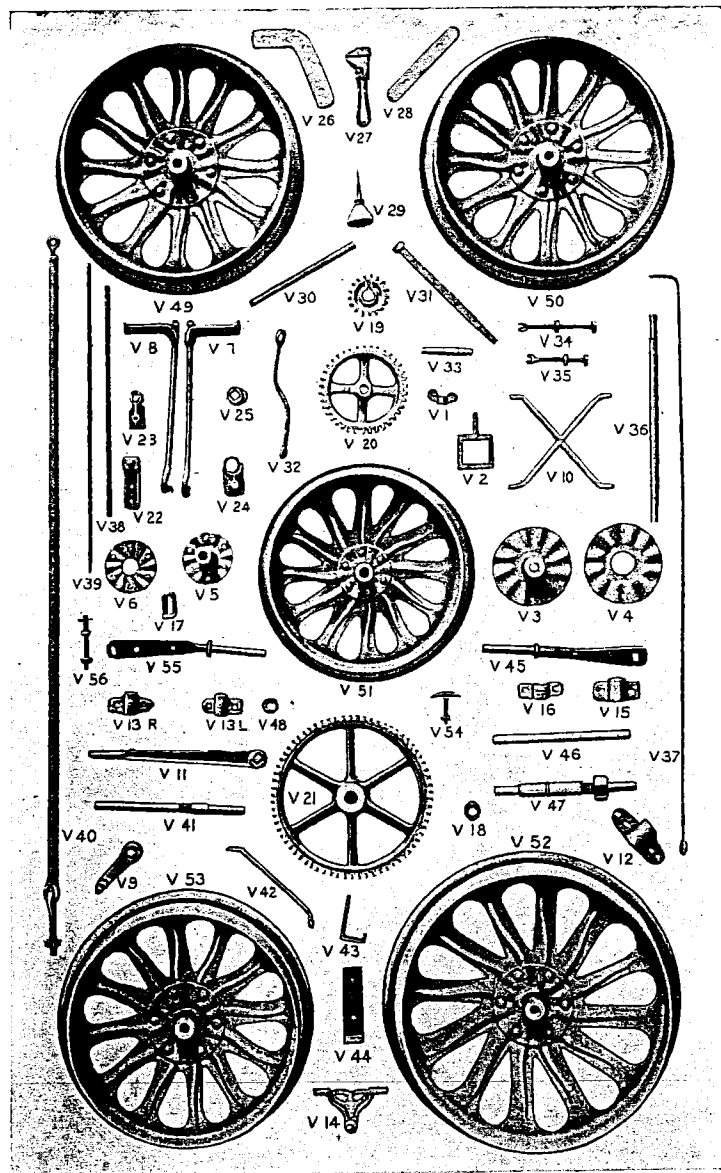
For Signal Work

Similar to our No. 1, but designed especially for signal departments. The tray is for carrying batteries, switch lamps or for any like purpose.

It has two 17-inch wheels and 14-inch guide wheel. Cut gears and ball bearing. A light, easy running velocipede, which can be readily handled by one man.



## Repair Parts of Buda Velocipedes



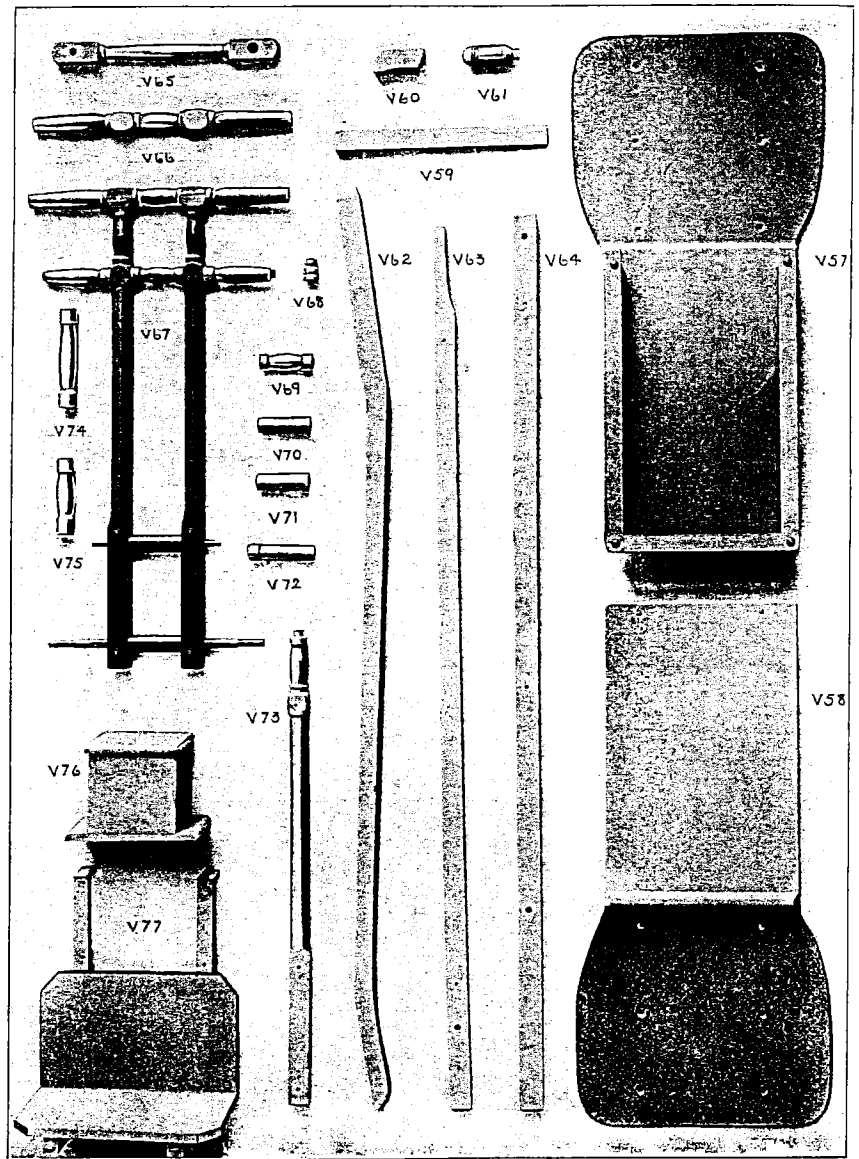
List on opposite page

## List of Repair Parts for Velocipede Cars

No.	Description.	See Page 70.	For Use On.
V 1	Thumb Nut .....	"	1-2-3-4
V 2	Arm Clamp .....	"	1-2-3-4
V 3	Large Hub .....	"	1-2-3-4
V 4	Large Collar .....	"	1-2-3-4
V 5	Guide Wheel Hub .....	"	1-2-3-4
V 6	Guide Wheel Collar .....	"	1-2-3
V 7	R. H. Foot Rest .....	"	1-2-3
V 8	L. H. Foot Rest .....	"	1-2-3-4
V 9	Crank .....	"	1-2-4
V 10	X Brace .....	"	1-2-3
V 11	Brake Lever .....	"	1-2-3-4
V 12	Pedestal, Plain Bearing .....	"	1-2-3-4
V 13	R. & L. Hanger Box .....	"	1-2-3-4
V 14	Lever Bracket .....	"	1-2-3-4
V 15	Crank Axle Box .....	"	1-2-3-4
V 16	Idler Gear Box .....	"	1-2-3-4
V 17	Arm Stop .....	"	1-2-3-4
V 18	Guide Arm Collar .....	"	1-2-3-4
V 19	Pinion—17 Teeth .....	"	1-2-3-4
V 20	Idler Gear—38 Teeth .....	"	1-2-3-4
V 21	Driver Gear—70 Teeth .....	"	1-2-3
V 22	Brake Shoe Head .....	"	1-2-3
V 23	Rear Brake Bracket .....	"	1-2-3
V 24	Front Brake Bracket .....	"	1-2-3
V 25	Brake Stop .....	"	3
V 26	Guide Arm Hinge .....	"	1-2-3-4
V 27	Screw Wrench .....	"	1-2-3-4
V 28	Friction Plate .....	"	1-2-3-4
V 29	Oil Can .....	"	1-2-3-4
V 30	Rocker Shaft .....	"	1-2-3
V 31	Brake Shaft .....	"	1-2-3-4
V 32	Idler Brace .....	"	1-2-3-4
V 33	Idler Gear Shaft .....	"	3
V 34	Arm Strut .....	"	1-2-4
V 35	Arm Strut .....	"	1-2-3-4
V 36	Foot Rest Hook Shaft .....	"	1-2-4
V 37	Guide Arm Truss Rod .....	"	1-2-4
V 38	Lever Handle Rod .....	"	3
V 39	Tool Box Rod .....	"	1-2-4
V 40	Guide Arm Brace .....	"	1-2-3-4
V 41	Gear Shaft .....	"	3
V 42	Brace .....	"	2
V 43	Foot Rest Clip .....	"	3
V 44	Brace for Tool Box .....	"	3
V 45	Trailing Axle .....	"	1-2-3-4
V 46	Front Axle .....	"	1-2-3-4
V 47	Taper Axle and Nut for Drive Wheel .....	"	1-2-3-4
V 48	Washer for Cranks .....	"	1-2-4
V 49	17 in. Front Wheel .....	"	1-2-4
V 50	17 in. Rear Wheel .....	"	1-2-3-4
V 51	14 in. Guide Wheel .....	"	3
V 52	20 in. Rear Wheel .....	"	3
V 53	17 in. Front Wheel .....	"	1-2-3-4
V 54	Guide Arm T Bolt .....	"	1-2-4
V 55	Guide Wheel Axle .....	"	1-2-4
V 56	Brace Pin .....	"	1
V 57	Seat .....	See Page 72.	2
V 58	Seat .....	"	1-2
V 59	Seat Riser .....	"	1-2-3
V 60	Brake Shoe .....	"	1-2-4
V 61	Brake Handle .....	"	1-2
V 62	Guide Arm .....	"	1-2-4
V 63	Top Side Rail .....	"	1-2-4
V 64	Bottom Side Rail .....	"	1-2-3-4
V 65	Drive Rod .....	"	1-2-4
V 66	Top Cross Handle for W. B. ....	"	1-2-4
V 67	Lever Complete .....	"	1
V 68	Seat Spool .....	"	1-2-4
V 69	Top Lever Spool .....	"	1-2-3-4
V 70	Center Lever Spool .....	"	

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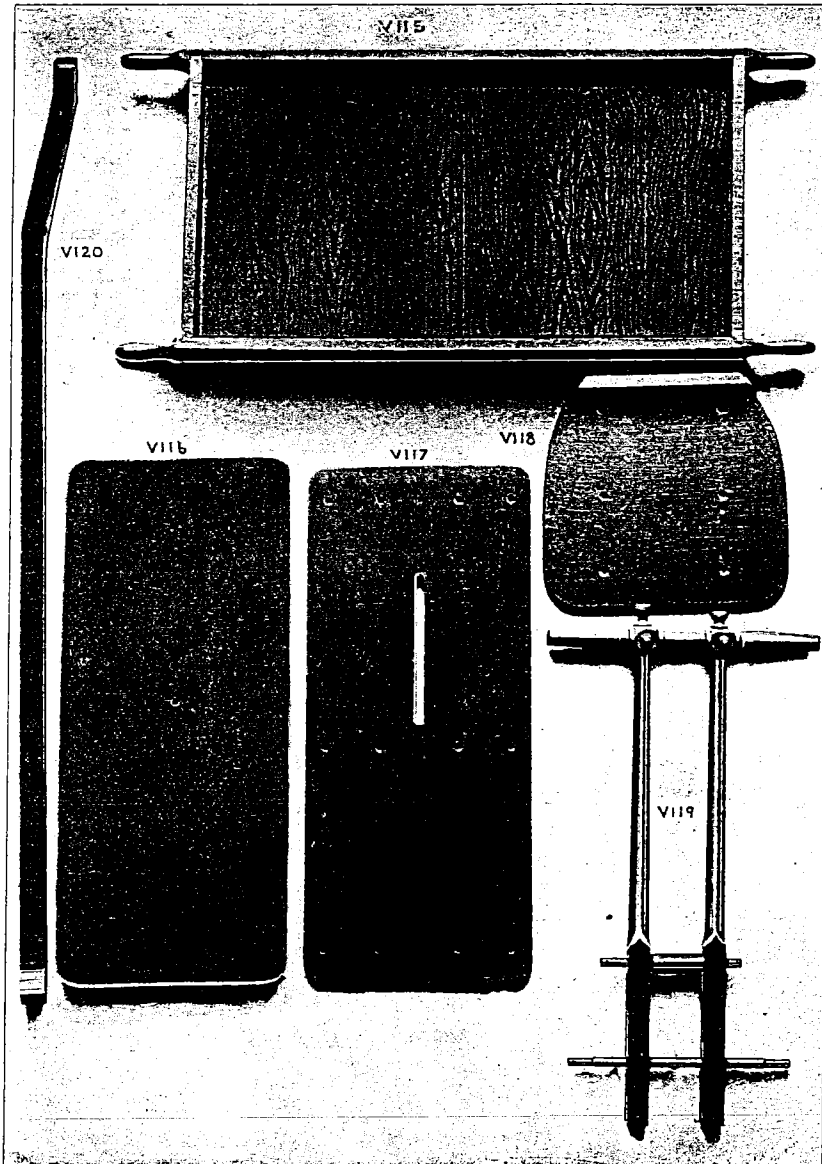
List of Repair Parts for Velocipede Cars—Continued.



No.	Description.	See Page 72.	For Use On.
V 71	Bottom Lever Spool .....	"	1-2-3-4
V 72	Short Lever Handle .....	"	1-2-4
V 73	Combination Lever Upright .....	"	1-2-4
V 74	Cross Frame Spool .....	"	1-2-4
V 75	Upright Frame Spool .....	"	1-2-4
V 76	Tool Box .....	"	1-2-4
V 77	Foot Rest .....	"	2

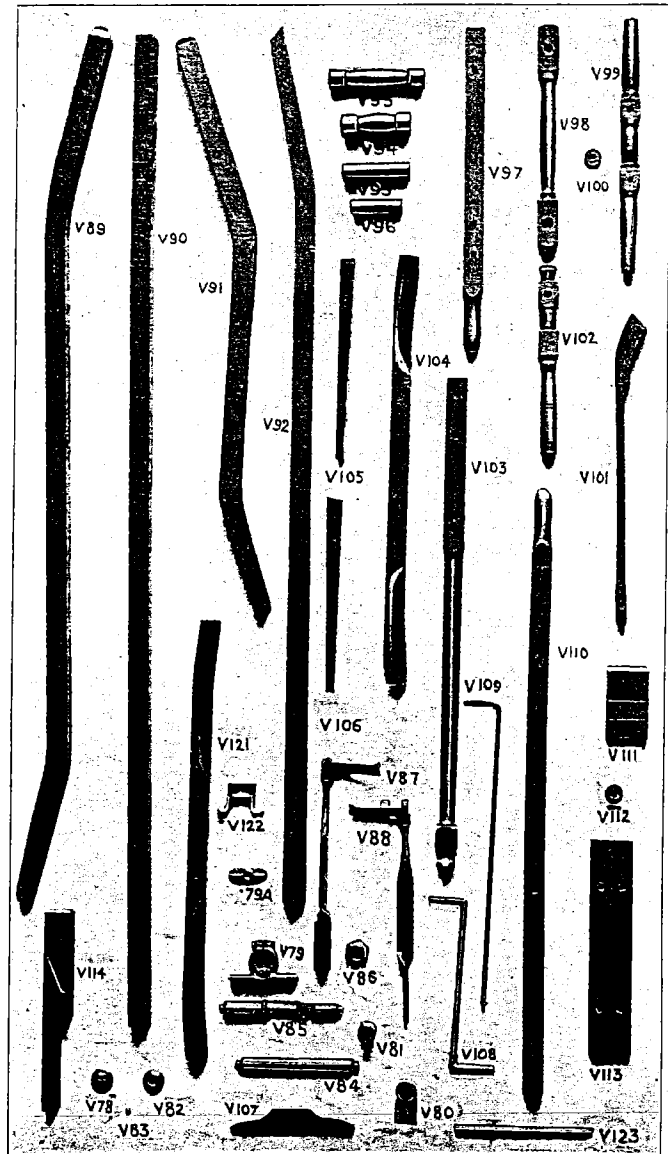
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List of Repair Parts for Velocipede Cars—Continued.



No.	Description.	See Page 73.	For Use On.
V115	Tray .....	"	1—3
V116	Seat Top Board .....	"	4
V117	Seat Bottom Board .....	"	4
V118	Seat .....	"	3
V119	Walking Beam Complete .....	"	3
V120	Tray Support (Special) .....	"	1

## Buda Velocipedes



Repair Parts

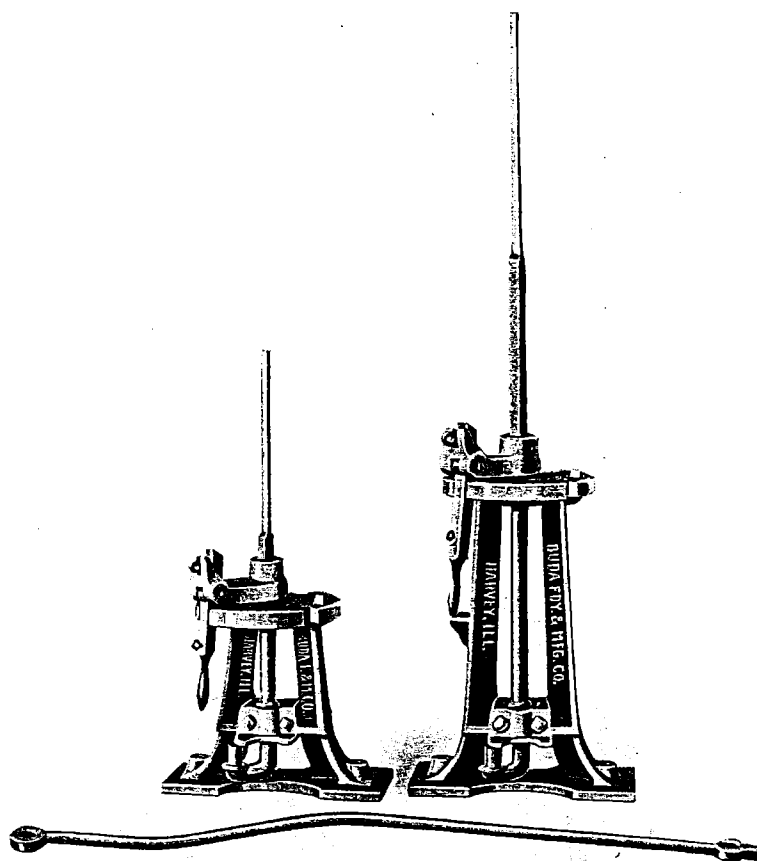
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List of Repair Parts for Velocipede Cars—Continued

No.	Description.	See Page 74.	For Use On.
V 78	Cap Nut for Ball Bearing Box .....	"	1-2-3-4
V 79	Pedestal for Ball Bearing .....	"	1-2-3-4
V 79A	Seat Clamp .....	"	4
V 80	L. H. Brake Stop .....	"	1-2-3
V 81	L. H. Brake Bracket .....	"	1-2-3
V 82	Ball Bearing Cup .....	"	1-2-3-4
V 83	Balls .....	"	1-2-3-4
V 84	Front Axle for Ball Bearing .....	"	1-2-3-4
V 85	Drive Axle for Ball Bearing .....	"	1-2-3-4
V 86	L. H. Nut for Gear Shaft .....	"	1-2-3-4
V 87	R. H. Foot Rest .....	"	4
V 88	L. H. Foot Rest .....	"	4
V 89	Guide Arm .....	"	3
V 90	Bottom Side Rail .....	"	3
V 91	Guide Arm for 3 ft. Gauge .....	"	1-2-4
V 92	Guide Arm Brace .....	"	3
V 93	Cross Frame Spool .....	"	3
V 94	Upright Frame Spool .....	"	3
V 95	Spool for Guide Arm Brace Extension .....	"	3
V 96	Lever Spool .....	"	3
V 97	Front End Top Rail .....	"	3
V 98	Connecting Rod .....	"	3
V 99	Top Handle for W. B. ....	"	3
V100	Handle Spreader .....	"	3
V101	Brake Shoe and Clip .....	"	4
V102	Brake Lever .....	"	4
V103	Lever Side Handle .....	"	3
V104	Foot Rest .....	"	3
V105	Seat Riser (Rear) .....	"	3
V106	Seat Riser (Front) .....	"	3
V107	Tray Riser .....	"	3
V108	Foot Rest Hanger .....	"	1-2-3-4
V109	Guide Arm Truss Rod for 36 in. Gauge .....	"	1-2-4
V110	Rear End Top Rail .....	"	3
V111	Seat Cleat .....	"	4
V112	Spreader for Brake Lever .....	"	4
V113	Seat Cleat .....	"	4
V114	Guide Arm Brace Support .....	"	3
V121	Lever Foot Rest .....	"	3
V122	Brake Shoe Guide .....	"	4
V123	Lever Shaft .....	"	3

*The Buda Foundry & Manufacturing Company*

## Open Base Stands



No. 11A. Low Stand  
Yard pattern.

No. 10A. High Stand  
Main line pattern.

Same as Nos. 10 and 11, except single throw, but has two positions of lever.  
One tie. Supplied with any target desired.

## Buda Stoves

FOR STATIONS, ROUNDHOUSES AND CABOOSSES

For many years we have made stoves for cabooses, roundhouses, railroad stations, watchmen's cabins, towers, factories and warehouses; the styles and sizes are shown in the following pages.

In purchasing stoves of this nature it is quite important to know that they are made of a substantial grade of iron and that they are well constructed throughout.

Our stoves may be ordered with every assurance of obtaining good material. They are neat in design and have an attractive appearance, which distinguishes them from ordinary stoves of this kind.

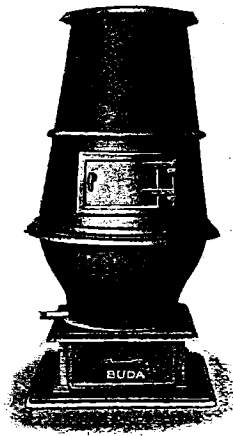
Our facilities for casting enable us to furnish stoves without delay, and as we make them in considerable quantities to supply the orders which come to us, we have arranged an economical system for handling the output, so that we can afford to quote somewhat lower prices than would be possible were we filling only an occasional order.

Our roundhouse pattern is made in one size only, it will be noted; but the other styles are made in several sizes to suit conditions.

Where a thoroughly reliable stove is desired, we recommend any we make. We do not, however, charge more for them on this account. Our prices will be found competitive with stoves made of lower grade iron.

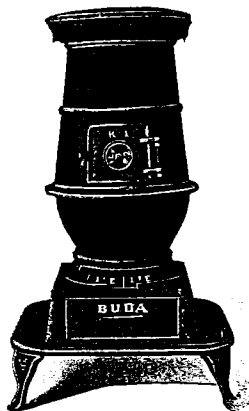


## Giant Stove



Roundhouse pattern. Fire-pot, 26 inches inside diameter. Weight, 1,100 pounds.

## Buda Station Stove

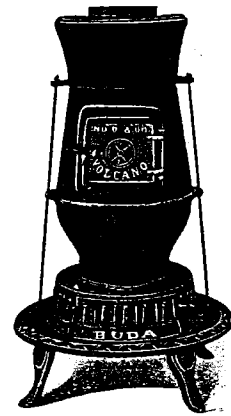


Size	Largest Inside Diameter of Fire-pot	Weight
No. 1 .....	17½ inches.....	570 lbs.
No. 2 .....	15 inches.....	400 lbs.
No. 3 .....	11½ inches.....	235 lbs.

## Buda Stoves

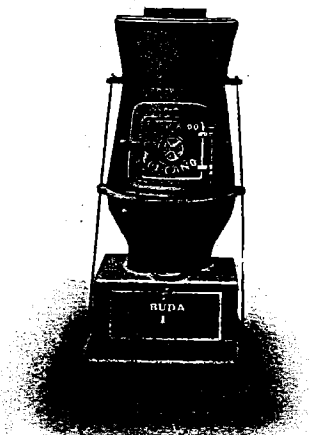


"VOLCANO" STATION STOVE



"VOLCANO" WAY-CAR OR  
CABOOSE STOVE

Size	Largest Inside Diameter of Fire-pot	Weight
No. 0 .....	14 inches.....	275 lbs.
No. 1 .....	17 inches.....	345 lbs.
No. 2 .....	18 inches.....	450 lbs.
No. 3 .....	20 inches.....	665 lbs.
Way-Car .....	14 inches.....	285 lbs.



"LEWIS" WAY-CAR OR CABOOSE STOVE

Inside diameter of fire-pot, 14 inches.  
Weight, 350 pounds.