

## Input : General

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<b>Record ID</b>	6655	C-6655	Mast=M	Term: Locomotive
<b>Record Code</b>	DL- Term: Locomotive		<b>Comment # Characters</b>	3,050
<b>Subtype (Event/Invention)</b>			<b>Timeline key development</b>	Footnote
<b>Key Event Category</b>	Engineering, design, technology		<b>Key Person/event</b>	X Duplic?
<b>Subject List and Search</b>	Car-Motor-Gas Electric		Railcar: Motor: Gas-Electric	
<b>Subject Code Lookup</b>			<b>State Fr</b>	<b>State To</b> <b>State</b>
Doodlebugs, The [AT&SF Atchison, Topeka & Santa Fe, Gas-	<b>Title ID</b>	1150	<b>Page#</b>	<b>Month</b> <b>Day</b> <b>Year</b>

- References**
1. NRHS Bulletin Summer 2009
  2. Trains Magazine, October 2017, pp 7
  3. [https://en.wikipedia.org/wiki/Doodlebug\\_\(rail\\_car\)](https://en.wikipedia.org/wiki/Doodlebug_(rail_car))

<b>RR (Search + Addtl Info)</b>	For addt'l info about this RR, press this box, and enter the RR name in the Query box		
<b>RR Historic Owner</b> List RR	GE	General Electric Co.	
<b>RR Current Owner</b>	GE	General Electric Co.	
...Successors to Curr Owner	GE		
...Business formation	Locomotive production began in 1911		
...Merged/Sold/Abandoned	Locomotive building ends; moved to GE Texas in 2018		

**Significance-summary**

**A Doodlebug is a name for a type of self-propelled railcar most commonly configured with both a passenger, mail and/or freight compartments. Early models were usually powered by a gasoline engine, with either a mechanical drive train or a generator providing electricity to traction motors. After a number of years of service, Doodlebugs were often repowered with a diesel engine. Doodlebugs sometimes pulled an unpowered trailer car. They were popular with many railroads during the first part of the 20th century as a cost cutting measure, providing rail service on lightly used branch lines, obviating the need to operate conventional trains consisting of a expensive to operate steam locomotives and five man crew.**

<b>Person (Last nm, First)</b>			
<b>Description of Term</b>	Gas Electric Railcar-An Overview [Gas-Electric, Doodlebug, General Electric, Edwards Railcar, J. G. Brill , Union Pacific, McKeen, Electro-Motive Division EMD]		
<b>Dates of Operation</b>	(mm)	(dd)	(yyyy)
Commencement of Service			1904
Closed/End of Service			

### Gas Electric Railcar-An Overview

A gasoline engine powered an electric generator, giving rise to the term gas-electric. The gas electric railcar became a highly successful way of providing passenger and limited freight service on lightly populated branch lines. The gas electric rail car was operated by a single person and was inexpensive to purchase and operate compared with a standard steam locomotive that required extensive maintenance and multiple crewmembers to operate. Operation of these interesting cars extended through the 1950's, and early 1960's.

GE introduced the first successful gas electric railcar in 1904. Almost simultaneously, William McKeen, the Superintendent of Motive Power for the Union Pacific Railroad, proposed a self-propelled railcar for use on the Union Pacific's branch lines. The Union Pacific car shops built the first car in March 1905, which became popularly known as McKeen Cars. McKeen designed his cars with a simple direct mechanical drive, rather than employing an electrical generator, which required a complex control apparatus to operate the engine and the generator.

The gas-mechanical McKeen Cars were the first rail motorcars to be produced in volume for US railroads.

General Electric built its first Gas-Electric car for the Dan Patch Lines (Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Co., Minneapolis, Northfield & Southern Railway) in 1913. (Ref 2)

The Edwards Railcar Company began production of rail motorcars in 1917, producing a total of 117 motorcars before ending production in the mid 1920's.

The J. G. Brill Company was another major builder of Gas-Electric Motors Cars. It began producing railcars in 1924, and by the time production had ended in 1932, it had produced a total of 180 cars.

The Electro-Motive Engineering Company became the largest producer of Gas Electric Railcars in the country. Electro-Motive Engineering was a predecessor of the Electro-Motive Corporation and was founded in Cleveland, Ohio, in 1922 by Harold L. Hamilton and Paul Turner. Harold L.