

STANLEY MOUNTAIN WAGON

Twelve Passenger, Thirty Horse Power
MODEL 820

Price, \$2300 f.o.b. Newton, Mass.

STANLEY MOTOR CARRIAGE CO., NEWTON, MASS.

OUR Mountain Wagon derives its name from the fact that it is built for work on hard, rough roads and steep mountain grades. No other car has ever been developed which will do the work which these Stanley Mountain wagons will do.

In perhaps a majority of cases where they are in service, other cars have failed utterly to do the work, or have not even been put to the test. In other cases, where the service is less strenuous, and other cars have been able in a measure to render some sort of a service, the Stanleys have proven that they can do the work at a cost which insures a goodly profit, and with such comfort and reliability that the patrons have soon learned to give them the preference.

With the Stanley cars there is no risky rushing at hills and water bars, no dangerous taking of curves at high speed, and no noisy racing of the motor. The abundance of reserve power always at the command of the operator enables him to pick his way up the rough, stony hill, and to slow down almost to a stop over water bars and around blind curves.

As the motor is practically silent (an unusual feature especially in cars of this size) it makes this car especially desirable for resort hotel work. One of the most fashionable eastern resorts does not permit gasoline automobiles, even pleasure cars, to come up to its principal carriage entrance because the noise they make disturbs the guests on the piazzas; but a separate entrance is provided for them at some distance. The Stanley Mountain Wagons which this hotel owns, however, make regular stops at the carriage entrance and disturb no one.

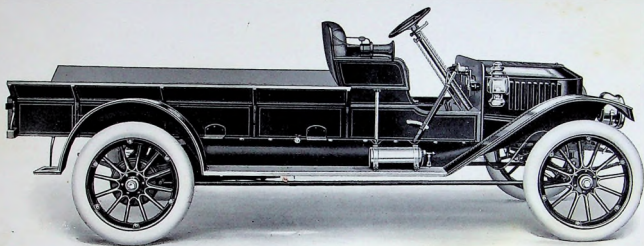
~~These are big cars—long and bulky and sturdy. They have to be, to~~ carry twelve passengers over rough, steep mountain roads. One of the

chief advantages of the Stanley is the ease of operation. There is no clutch to work constantly at every turn. There is no change speed lever to work which is multiplied so greatly on bad roads and changing grades. And above all there is no keeping the mind constantly on the alert to anticipate these conditions which the operator knows may come up at the most unexpected and critical moments.

The entire control is governed by the brakes and a single little throttle lever on the steering wheel, which is moved backward and forward only a few inches from one extreme of speed and power to the other. The speed and power are determined solely by the amount of steam admitted by the simple little throttle to the engine, without the interposition of such complications and devices as the clutch, change speed gears, etc.

In fact, therefore, the Stanley Mountain Wagon can be driven with less physical effort and far less mental anxiety than any other make of car. And this means, furthermore, that the driver on resort or route service, where it is so necessary to have one who knows the route and the patrons, can do his work over a longer route and more constantly day after day without fatigue and laying off than he can on any other kind of a car.

The wheel base is 136 inches. The tires are 36 x 5 front and rear on demountable rims. The equipment includes electric lights with dynamo and battery; top with side curtains; windshield, speedometer, etc. The water and kerosene tanks are suspended below the frame. The space under the seats is available for baggage. The body is mounted on a channel steel frame. The steering gear is on the left side, of Warner worm and gear type with 18 inch wheel. The front axle is a complete Timken. The rear axle is equipped throughout with Timken bearings.



In express or delivery wagon style the Model 820 has all the advantages as in the Mountain Wagon style. The ease of control and absence of clutch and gear-shift make it very desirable for routes with frequent stops; and the absence of engine vibration makes the car adaptable to carrying garden produce to market and transporting other kinds of perishable goods.
