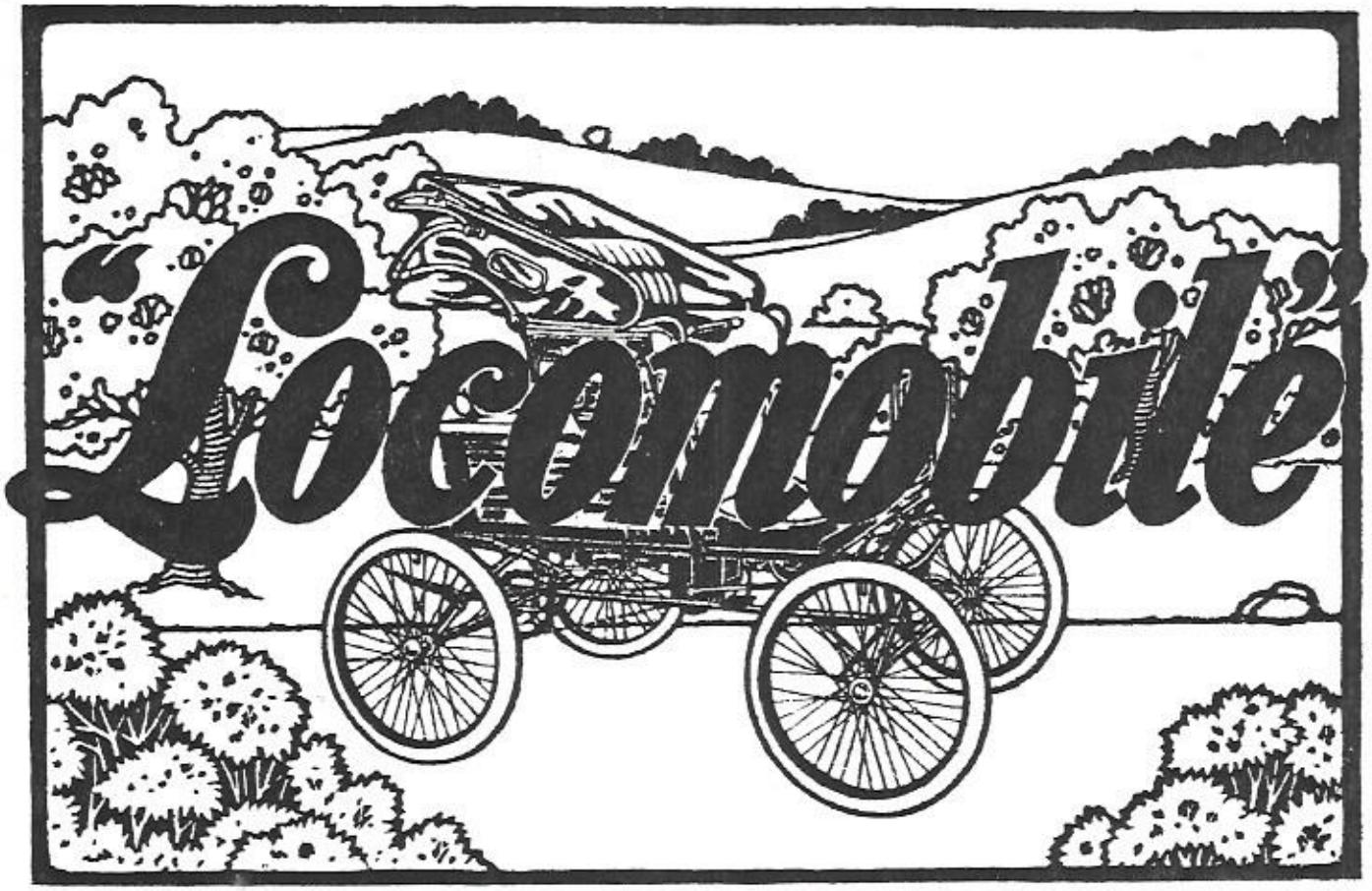


1900 Locomobile Catalog From The Los Angeles County Museum of Natural History Collection

# The "Locomobile" Company of America

## 11 Broadway, New York

*Branches:*

New York: 2154, 2156, 2158 Broadway, corner 76th Street
54-56 West 43d Street
71 Broadway
97-99 Greenwich Street
Boston, Mass.
Newton, Mass.: F. E. and F. O. Stanley
Westboro, Mass.: Beach Street
Philadelphia, Pa.: 249-251 North Broad Street
Buffalo, N. Y.: 672 Main Street
Worcester, Mass.: Corner Nebraska and Winona Streets
Newport, R. I.: 110-112 Bellevue Avenue
Bridgeport, Ct.: Corner East Washington Avenue and Hallett Street
Washington, D. C.: 1026 Connecticut Avenue
Chicago, Ill.: 258-260 Wabash Avenue
San Francisco, Cal.: The "Locomobile" Company of the Pacific, 1255 Market Street
Los Angeles, Cal.: The "Locomobile" Company of the Pacific, 103 South Broadway
London, Eng.: 52–53 Sussex Place, So. Kensington
81 Page Street, Westminster

*Address all communications to the "Locomobile" Company of America, 11 Broadway, New York*

An easy grade at Grant's Tomb

THERE is a great demand for a self-propelling vehicle that will combine the qualities of lightness, speed, economy, safety and ease of operation. The "*Locomobile*" is a steam motor vehicle having these desired qualities. The mechanism is very compact and there is but little noise. There is no odor and no vibration.

The "*Locomobile*" is well made—the best materials are used and the workmanship is guaranteed. The body is of a graceful Stanhope design and contains the boiler, the engine, fuel tank, and water tank. It rests on three springs which are secured to a running gear composed of steel tubing.

The water in the boiler is converted into steam by heat made from burning the vapor of

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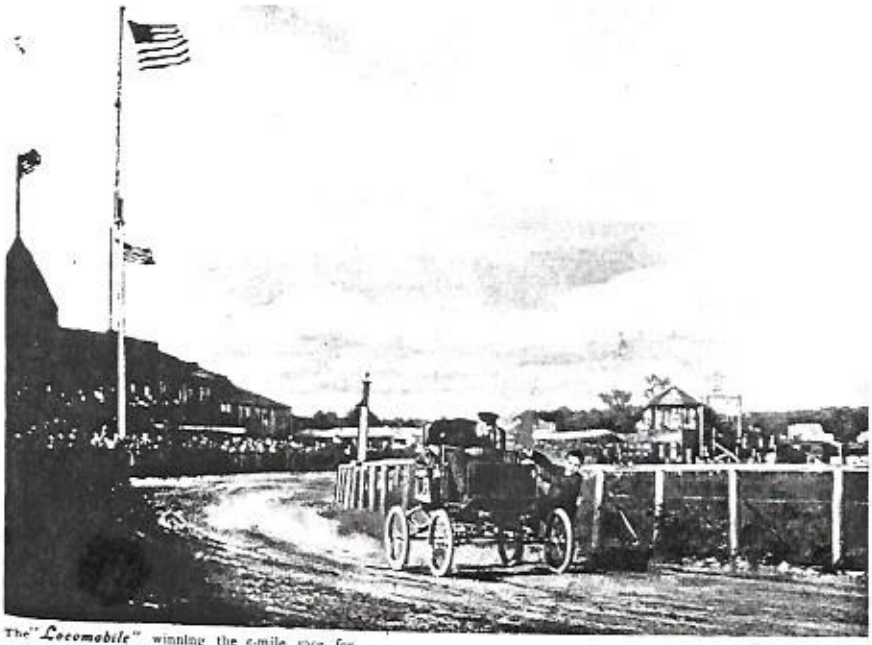
ordinary gasoline, which is obtainable at most country stores. The gasoline is carried in a copper tank under the foot board. It is forced by compressed air through the boiler, where it is vaporized, and from there to the burner, where it is ignited. The combustion is perfect and no heat from the fire is noticeable.



The "*Locomobile*" winning the 5-mile race for steam carriages at Guttenberg, N. J., Sept. 18th, 1900

The compressed air is stored in a copper tank and a gauge shows the air pressure.

The method of operation of the "*Locomobile*" is extremely simple. The operator sits on the right-hand side of the carriage with his left hand on the steering lever. With the right hand the throttle lever is pushed forward slowly. This admits steam to the cylinders and the carriage starts. The speed increases as the throttle lever is pushed farther forward.

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The carriage may be reversed as follows: Shut off steam by bringing the throttle lever back to its initial position. Throw back the reversing lever, and admit steam to the cylinders by the throttle lever. To stop the carriage, shut off steam and put on the brake.

## Boiler

Steam is generated in an upright copper boiler containing 44 square feet of heating surface. The applied heat is procured by burning the vapor of ordinary gasoline. The boiler makes steam very rapidly, and running pressure of 150 pounds can be gotten up in five minutes, or even less time—according to the skill of the operator. Water is supplied to the boiler by a direct-action pump connected to one of the cross heads of the engine. This pump is working all the

The *"Locomobile"* is in daily use by physicians

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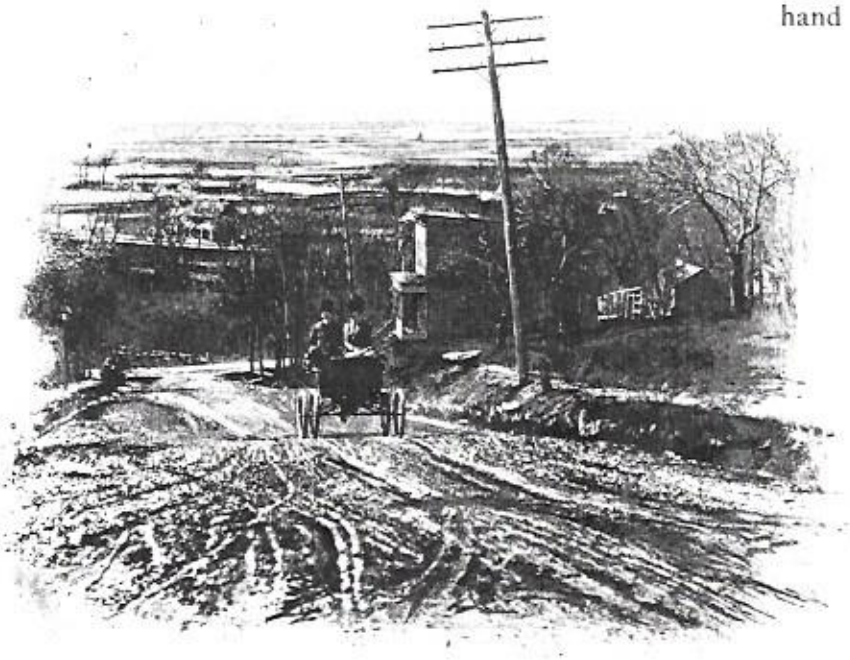
time when the carriage is running. A by-pass lever gives the operator entire control of the water supply to the Boiler. Steam pressure is registered on a gauge placed at the right-hand side of the dashboard. A water glass placed on the right-hand side of the carriage body gives the height of water in the Boiler.

The *"Locomobile"* is fitted with a pop relief safety valve which opens at 240 pounds pressure. The safety valve reduces the boiler pressure 10 to 15 pounds in a few seconds and then closes.

The Boiler is tested to 600 pounds cold water pressure, and is unexplodable under all conditions.



The *"Locomobile"* occasionally encounters a steep grade and a bad road

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## Engine

The engines are made at our factories, and are carefully adjusted and tested to give the best results. The very best materials are used in

## The Brake

The *"Locomobile"* is supplied with a simple but powerful friction brake, the lever being conveniently placed near the right foot. The action of the brake is immediate, and the carriage may be stopped very quickly on any grade.

## The Fire

This is controlled by an automatic valve which lowers the flame when the steam pressure reaches 180 pounds. A very important feature of the *"Locomobile"* is the cross draught. This consists of a funnel placed at the back of the carriage and extending the full width of the carriage body. The use of this device prevents a strong wind at the back or side of the carriage from affecting the proper action of the fire.

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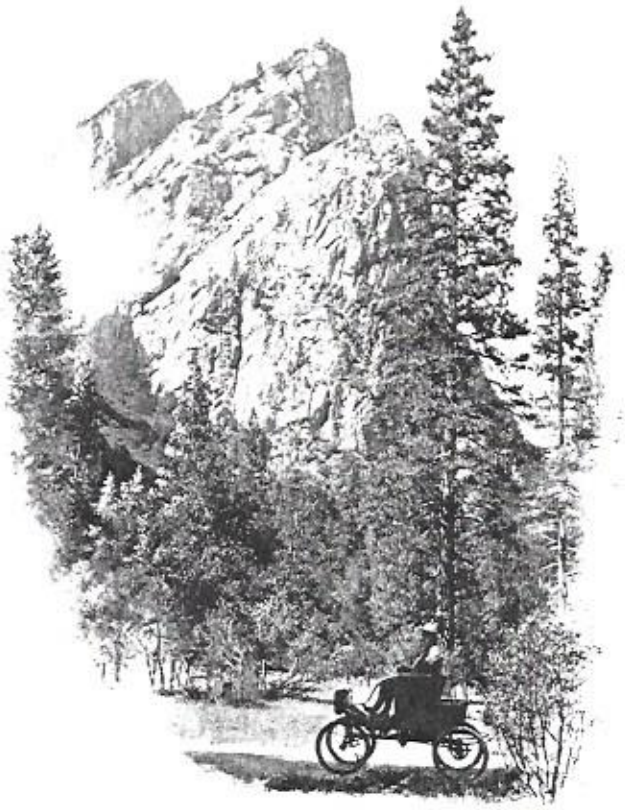

In Yosemite

The *"Locomobile"* is always under perfect control

## Speed

The speed is varied by the throttle lever alone, there being no speed-changing gears or devices.

The *"Locomobile"* can be run at any rate of speed from 1 to 40 miles an hour.

We do not advise running the *"Locomobile"* at a high rate of speed.

## Care

The *"Locomobile"* needs as much care as a handsome carriage. If brought to the stable muddy, it should be sponged off and carefully wiped with a chamois skin.

The machinery requires regular oiling and cleaning, just as a valuable

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## Fuel Tank and Air Tank

These are made of strong heavy copper tubing, and will stand over 100 pounds pressure. A check valve prevents any gasoline from getting into the air tank.

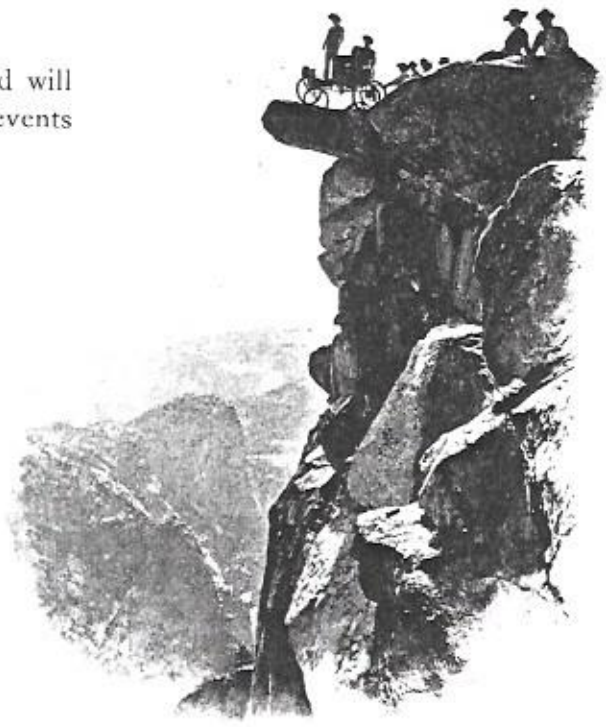
## Water Tank

The water supply is carried in a copper tank divided into compartments so that the water can not splash about while the "*Locomobile*" is in motion. A strainer is placed between the water tank and the pump. This may be removed easily and cleaned.

The lid of the water tank can not be jarred loose.

## Auxiliary Hand Pump

Every steam boiler should have two methods of feeding water to it. An auxiliary hand pump is placed in a convenient position under the seat. This



In Yosemite. The "*Locomobile*" 9500 feet above sea level



In Yosemite

pump is very powerful, and will fill the boiler in a short time, even though the steam gauge registers two hundred pounds pressure.

## Water Glass

The gauge glass is of special design, being very thick, and so packed as to prevent breaking. The check valves on each side of the water glass are fitted with wheel handles so that they can be unseated conveniently. A new gauge glass can be put in without letting the steam pressure go down.

A mirror is placed in the front of the carriage, making it easy to see the water level at a glance.

## Water Column

A water column with three gauge cocks is placed on every "*Locomobile.*" This provides an additional method of determining the height of water in the boiler.

the construction of the "*Locomobile*" engine. With proper care it should last indefinitely. The design is very simple, and any good mechanic can make all necessary repairs.

It is a double-acting engine, and all vibration is eliminated. The reversing gear is a simple link motion. With the exception of the eccentrics all bearings are ball bearings. The cross head slides between double-grooved guides so designed that the wear can be taken up. The cylinders are lubricated by a self-feeding oil cup. This holds a quantity of oil sufficient to run the carriage 50 miles. Exhaust steam is muffled and makes practically no noise.

Deep snow no obstacle

## Running Gear

This consists of two steel-trussed ball-bearing axles connected by a double reach; the whole is mounted on four pneumatic-tired wheels. The carriage will track in a country road. The front wheels are connected to their axles by swivel joints, and these are attached to the steering gear, the lever of which absolutely controls the direction of the carriage.

A "*Locosurrey*"

The side steering lever is very steady and obviates any vibration to the hand while traveling over rough roads. The rear axle is composed of two parts passing through the rear tubing. These two parts are connected by a compensating gear which allows the wheels to turn at different rates of speed and permits the carriage to turn corners without sliding and slipping.

A very important feature of the design is that the running gear cannot be strained by the sudden lifting of one wheel.

horse needs regular grooming. The carriage should be operated with care and should not be abused.

By following these simple directions the life of the "*Locomobile*" can be greatly prolonged.

## Economy

It is well known among technical men that one engineer will run a steam engine more economically than another. That is to say, one expert will use less fuel, less water, a less amount of lubricants, and have fewer repairs to make than the other. The same applies to the "*Locomobile.*" It has been successfully demonstrated that one need not be an engineer to operate the "*Locomobile*" successfully; and by using common sense and taking advantage of the roads excellent economy can be obtained.

*Any intelligent person can operate the "Locomobile" on average roads from 40 to 75 miles with one tank of gasoline, and from 20 to 40 miles with one tank of water.*

## Tests

At Charles River Park, Boston, in May, 1898, the "*Locomobile*" climbed a 36 per cent. artificial grade. This was a competitive test and the "*Locomobile*" was the only vehicle to ascend the steep incline.



The "*Locomobile*" has twice ascended and descended Mt. Washington, in New Hampshire, the only motor vehicle to accomplish this feat.

In the spring of this year (1900), a prominent member of the Automobile Club of America operated a "*Locomobile*" from New York City to Washington and return. As it was early in April, the roads were exceedingly bad, and the mud often reached the hubs of the wheels. In spite of these adverse conditions, a distance of 620 miles was covered without an accident of any kind. Two passengers were carried, together with their luggage.

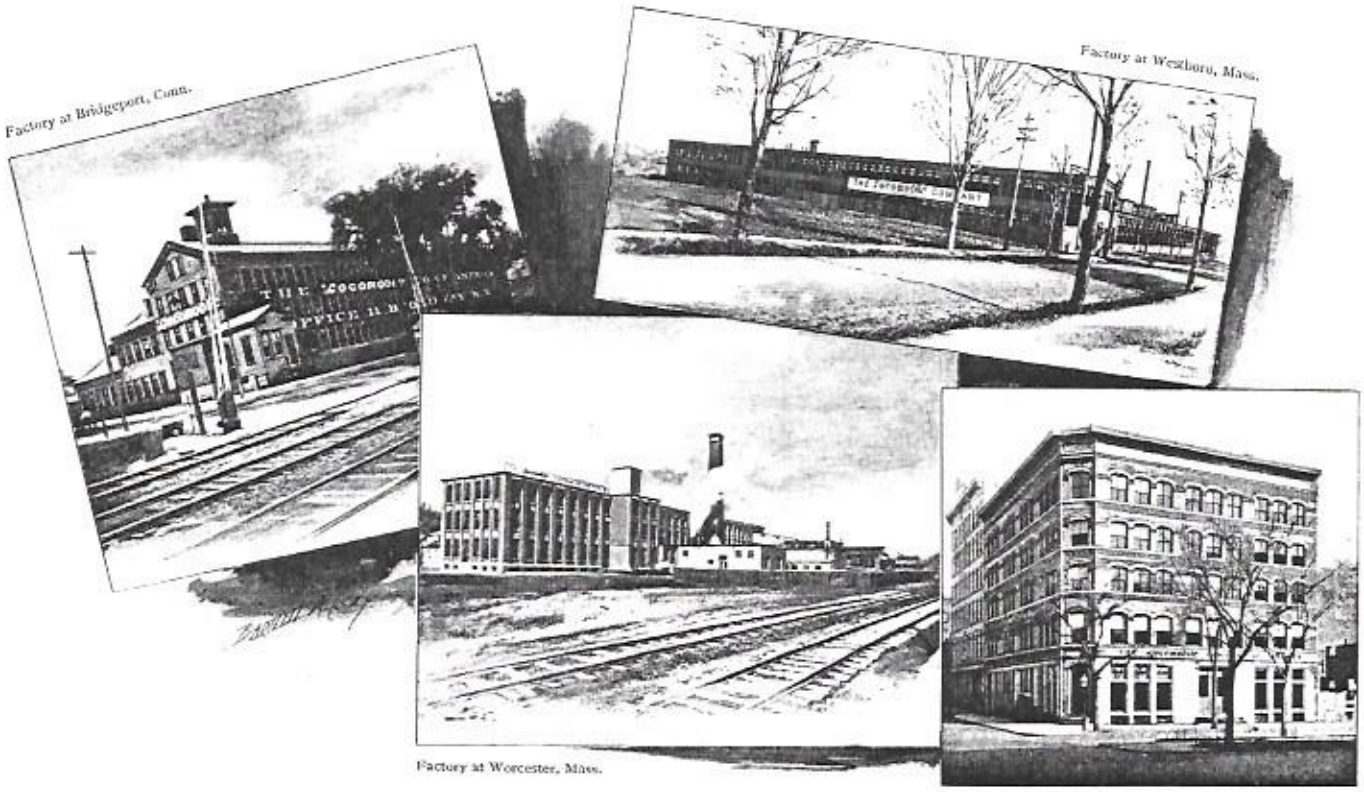
A "*Locomobile*" took part in the 1000 miles trial in England, May, 1900, completed the distance in a highly satisfactory manner, and was awarded a prize. The steepest hill encountered on the trip was near Nottingham, and the "*Locomobile*" ascended the grade in better style than did any motor vehicle. Fifty-seven foreign-built machines took part in the competition.

A "*Locomobile*" was run into the Yosemite Park and propelled by its own power to the summit of the highest peaks. The "*Locomobile*" attained an elevation of 9500 feet above sea level.

New York to Washington and back

## Award

The "*Locomobile*" was awarded bronze and gold medals at the Paris Exposition.




Repository, Salesrooms and Repair Shop
Seventy-sixth Street and Broadway, New York

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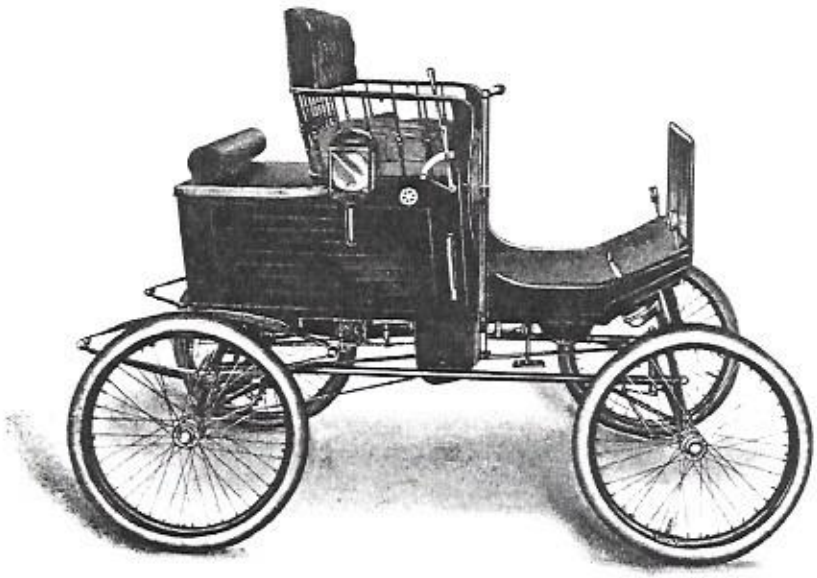

"Locomobile"

# Style No. 2

*Standard*

Price . . . $750
f.o.b. Bridgeport, Conn.

## *Data*

| | |
|---|---|
| Seating capacity | Two passengers |
| Wheels | 28 inches in diameter; steel spokes |
| Tires | 2½-inch single-tube pneumatics |
| Tread | 4 feet 6 inches |
| Weight, empty | 640 pounds |
| Weight, tanks filled | 850 pounds |
| Capacity of gasoline tank | 5 gallons |
| Capacity of water tank | 21 gallons |
| Extreme length | 7 feet 4 inches |
| Extreme width | 4 feet 10¾ inches |
| Extreme height | 5 feet 2¼ inches |
| Seat | Spindle back |

## *Equipment*

Rubber bucket, side lamps, gong, cyclometer, full set of tools.

NOTE—The illustrations of the different styles show the engine covered. Our experience and that of our customers has shown that this cover is unnecessary and is in the way. However, an engine cover will be supplied on request. This applies to all styles.

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# Style No. 02

Price . . . $850
f.o.b. Bridgeport, Conn.

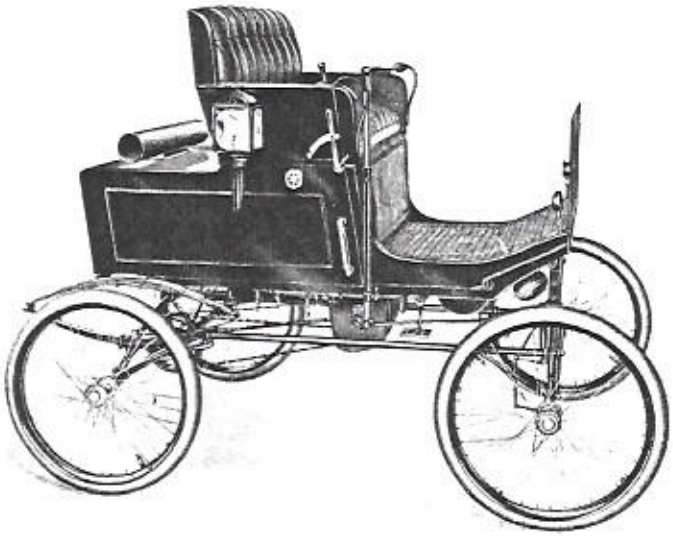
Carriage body two inches wider and two inches longer than Style No. 2. Special finish and upholstery

*Data*

| | |
|---|---|
| Seating capacity | Two passengers |
| Wheels | 28 inches in diameter; steel spokes |
| Tires | 2½-inch single-tube pneumatics |
| Tread | 4 feet 6 inches |
| Weight, empty | 700 pounds |
| Weight, tanks filled | 950 pounds |
| Capacity of fuel tank | 5 gallons |
| Capacity of water tank | 26 gallons |
| Extreme length | 7 feet 4 inches |
| Extreme width | 4 feet 10¾ inches |
| Extreme height | 5 feet 3¾ inches |
| Seat | Panel back |

*Equipment*

Rubber bucket, rubber blanket, side lamps, gong, cyclometer, full set of tools.



*"Locomobile"*



*"Locomobile"*

# Style No. 3

*Buggy Top, Lowered*

Price . . . $900
f.o.b. Bridgeport, Conn.

*Data*

| | |
|---|---|
| Seating capacity | Two passengers |
| Wheels | 28 inches in diameter; steel spokes |
| Tires | 2½-inch single-tube pneumatics |
| Tread | 4 feet 6 inches |
| Weight, empty | 690 pounds |
| Weight, tanks filled | 890 pounds |
| Capacity of fuel tank | 5 gallons |
| Capacity of water tank | 21 gallons |
| Extreme length | 7 feet 4 inches |
| Extreme width | 4 feet 10¾ inches |
| Extreme height | 7 feet 5½ inches |
| Seat | Panel back |

*Equipment*

Rubber bucket, boot, side lamps, cyclometer, gong, full set of tools.

# Style No. 3

*Buggy Top, Raised*

Price . . . $900
f.o.b. Bridgeport, Conn.

*Data*

| | |
|---|---|
| Seating capacity | Two passengers |
| Wheels | 28 inches in diameter; steel spokes |
| Tires | 2½-inch single-tube pneumatics |
| Tread | 4 feet 6 inches |
| Weight, empty | 690 pounds |
| Weight, tanks filled | 890 pounds |
| Capacity of fuel tank | 5 gallons |
| Capacity of water tank | 21 gallons |
| Extreme length | 7 feet 4 inches |
| Extreme width | 4 feet 10¾ inches |
| Extreme height | 7 feet 5½ inches |
| Seat | Panel back |

*Equipment*

Rubber bucket, boot, side lamps, cyclometer, gong, full set of tools.

*"Locomobile"*

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# Style No. 03

*Victoria Top, Lowered*

Price . . . $900
f.o.b. Bridgeport, Conn.

*Data*

| | |
|---|---|
| Seating capacity | Two passengers |
| Wheels | 28 inches in diameter; steel spokes |
| Tires | 2½-inch single-tube pneumatics |
| Tread | 4 feet 6 inches |
| Weight, empty | 700 pounds |
| Weight, tanks filled | 900 pounds |
| Capacity of fuel tank | 5 gallons |
| Capacity of water tank | 21 gallons |
| Extreme length | 7 feet 4 inches |
| Extreme width | 4 feet 10¾ inches |
| Extreme height | 7 feet 4½ inches |
| Seat | Panel back |

*Equipment*

Rubber bucket, boot, side lamps, cyclometer, gong, full set of tools.

*"Locomobile"*

22

# Style No. 003

*Buggy Top, Raised*

Price . . . $1000

f.o.b. Bridgeport, Conn.

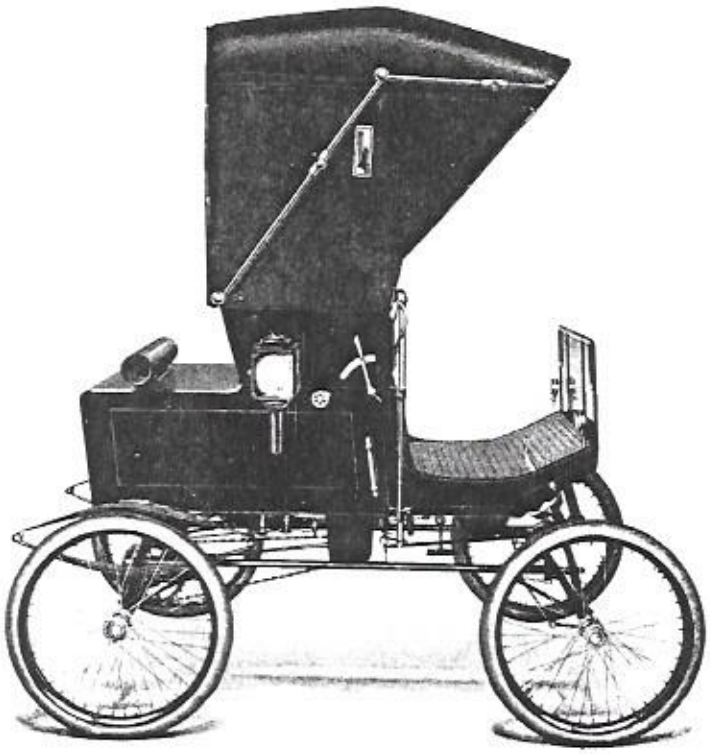
Carriage body two inches wider and two inches longer than Style No. 3. Special finish and upholstery

*Data*

| | |
|---|---|
| Seating capacity | Two passengers |
| Wheels | 28 inches in diameter; steel spokes |
| Tires | 2½-inch single-tube pneumatics |
| Tread | 4 feet 6 inches |
| Weight, empty | 760 pounds |
| Weight, tanks filled | 1025 pounds |
| Capacity of fuel tank | 5 gallons |
| Capacity of water tank | 26 gallons |
| Extreme length | 7 feet 4 inches |
| Extreme width | 4 feet 10¾ inches |
| Extreme height | 7 feet 5½ inches |
| Seat | Panel back |

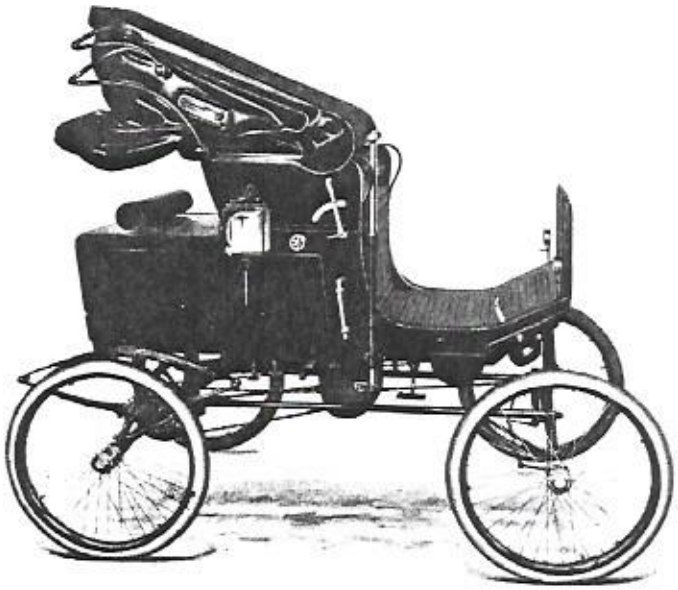
*Equipment*

Rubber bucket, boot, side lamps, cyclometer, gong, full set of tools.



*"Locomobile"*

25



*"Locomobile"*

# Style No. 0003

*Victoria Top, Lowered*

Price . . . $1000

f.o.b. Bridgeport, Conn.

Carriage body two inches wider and two inches longer than Style No. 03. Special finish and upholstery

*Data*

| | |
|---|---|
| Seating capacity | Two passengers |
| Wheels | 28 inches in diameter; steel spokes |
| Tires | 2½-inch single-tube pneumatics |
| Tread | 4 feet 6 inches |
| Weight, empty | 770 pounds |
| Weight, tanks filled | 1025 pounds |
| Capacity of fuel tank | 5 gallons |
| Capacity of water tank | 26 gallons |
| Extreme length | 7 feet 4 inches |
| Extreme width | 4 feet 10¾ inches |
| Extreme height | 7 feet 4½ inches |
| Seat | Panel back |

*Equipment*

Rubber bucket, boot, side lamps, cyclometer, gong, full set of tools.

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# Style No. 03

*Victoria Top, Raised*

Price . . . $900

f.o.b. Bridgeport, Conn.

*Data*

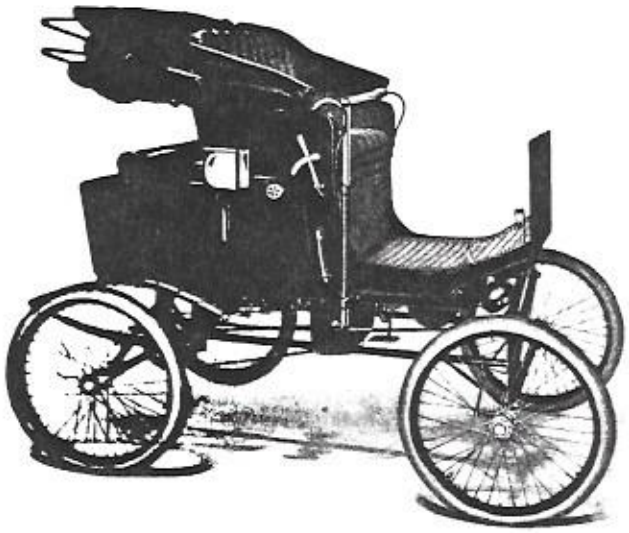
| | |
|---|---|
| Seating capacity | Two passengers |
| Wheels | 28 inches in diameter; steel spokes |
| Tires | 2½-inch single-tube pneumatics |
| Tread | 4 feet 6 inches |
| Weight, empty | 700 pounds |
| Weight, tanks filled | 900 pounds |
| Capacity of fuel tank | 5 gallons |
| Capacity of water tank | 21 gallons |
| Extreme length | 7 feet 4 inches |
| Extreme width | 4 feet 10¾ inches |
| Extreme height | 7 feet 4½ inches |
| Seat | Panel back |

*Equipment*

Rubber bucket, boot, side lamps, cyclometer, gong, full set of tools.

*"Locomobile"*

23



*"Locomobile"*

# Style No. 003

*Buggy Top, Lowered*

Price . . . $1000

f.o.b. Bridgeport, Conn.

Carriage body two inches wider and two inches longer than Style No. 3. Special finish and upholstery

*Data*

| | |
|---|---|
| Seating capacity | Two passengers |
| Wheels | 28 inches in diameter; steel spokes |
| Tires | 2½-inch single-tube pneumatics |
| Tread | 4 feet 6 inches |
| Weight, empty | 760 pounds |
| Weight, tanks filled | 1025 pounds |
| Capacity of fuel tank | 5 gallons |
| Capacity of water tank | 26 gallons |
| Extreme length | 7 feet 4 inches |
| Extreme width | 4 feet 10¾ inches |
| Extreme height | 7 feet 5½ inches |
| Seat | Panel back |

*Equipment*

Rubber bucket, boot, side lamps, cyclometer, gong, full set of tools.

24

# Style No. 0003

*Victoria Top, Raised*

Price . . . $1000
f.o.b. Bridgeport, Conn.

Carriage body two inches wider and two inches longer than Style No. 03. Special finish and upholstery

*Data*

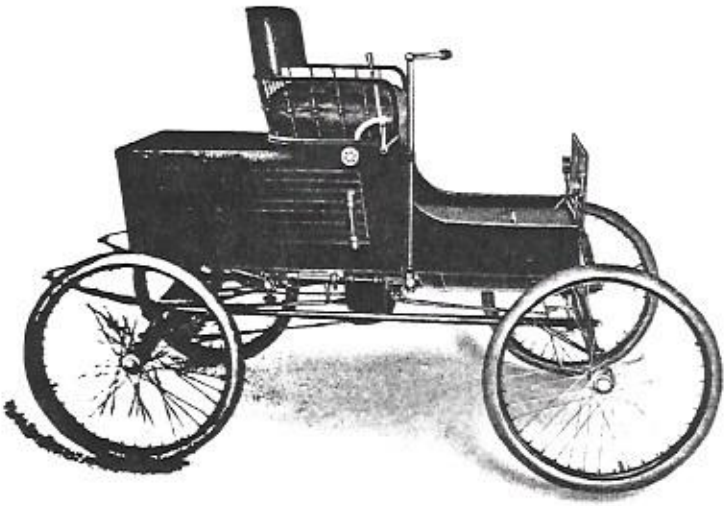
| | |
|---|---|
| Seating capacity | Two passengers |
| Wheels | 28 inches in diameter; steel spokes |
| Tires | 2½-inch single-tube pneumatics |
| Tread | 4 feet 6 inches |
| Weight, empty | 770 pounds |
| Weight, tank filled | 1025 pounds |
| Capacity of fuel tank | 5 gallons |
| Capacity of water tank | 26 gallons |
| Extreme length | 7 feet 4 inches |
| Extreme width | 4 feet 10¾ inches |
| Extreme height | 7 feet 4½ inches |
| Seat | Panel back |

*Equipment*

Rubber bucket, boot, side lamps, cyclometer, gong, full set of tools.

***"Locomobile"***





***"Locoracer"***

# Style No. 4

Price . . . $750
f.o.b. Bridgeport, Conn.

*Data*

| | |
|---|---|
| Seating capacity | One passenger |
| Wheels | 28 inches in diameter; steel spokes |
| Tires | 2½-inch single-tube pneumatics |
| Tread | 3 feet 3¾ inches |
| Weight, empty | 428 pounds |
| Weight, tanks filled | 540 pounds |
| Capacity of fuel tank | 2 gallons |
| Capacity of water tank | 10 gallons |
| Extreme length | 7 feet 3¾ inches |
| Extreme width | 3 feet 8 inches |
| Extreme height | 4 feet 4¾ inches |
| Seat | Spindle back |

*Equipment*

Rubber bucket, side lamps, cyclometer, gong, full set of tools.

# Style No. 5

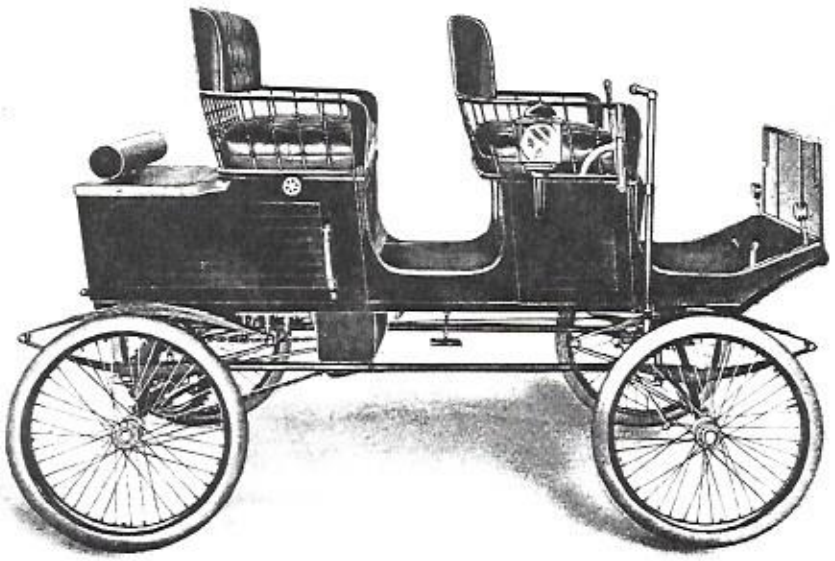
Price . . . $1200
f.o.b. Bridgeport, Conn.

*Data*

| | |
|---|---|
| Seating capacity | Four passengers |
| Wheels | 28 inches in diameter; steel spokes |
| Tires | 2½-inch single-tube pneumatics |
| Tread | 4 feet 6 inches |
| Weight, empty | 800 pounds |
| Weight, tanks filled | 1020 pounds |
| Capacity of fuel tank | 6½ gallons |
| Capacity of water tank | 21 gallons |
| Extreme length | 8 feet 5½ inches |
| Extreme width | 4 feet 10¾ inches |
| Extreme height | 5 feet 3½ inches |
| Seats | Spindle back |

*Equipment*

Rubber bucket, two rubber blankets, side lamps, cyclometer, gong, full set of tools.



*"Locosurrey"*

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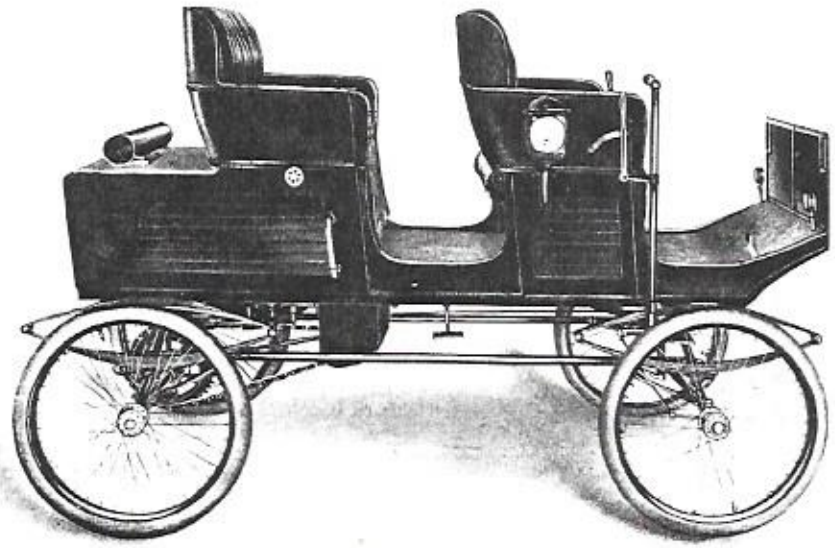

*"Locosurrey"*

# Style No. 05

Price . . . $1400
f.o.b. Bridgeport, Conn.

Carriage body two inches wider and two inches longer than Style No. 5. Special finish and upholstery

*Data*

| | |
|---|---|
| Seating capacity | Four passengers |
| Wheels | 28 inches in diameter; steel spokes |
| Tires | 2½-inch single-tube pneumatics |
| Tread | 4 feet 6 inches |
| Weight, empty | 1000 pounds |
| Weight, tanks filled | 1265 pounds |
| Capacity of fuel tank | 7 gallons |
| Capacity of water tank | 26½ gallons |
| Extreme length | 8 feet 5½ inches |
| Extreme width | 4 feet 10¾ inches |
| Extreme height | 5 feet 2 inches |
| Seats | Panel back |

*Equipment*

Rubber bucket, two rubber blankets, side lamps, cyclometer, gong, full set of tools.

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