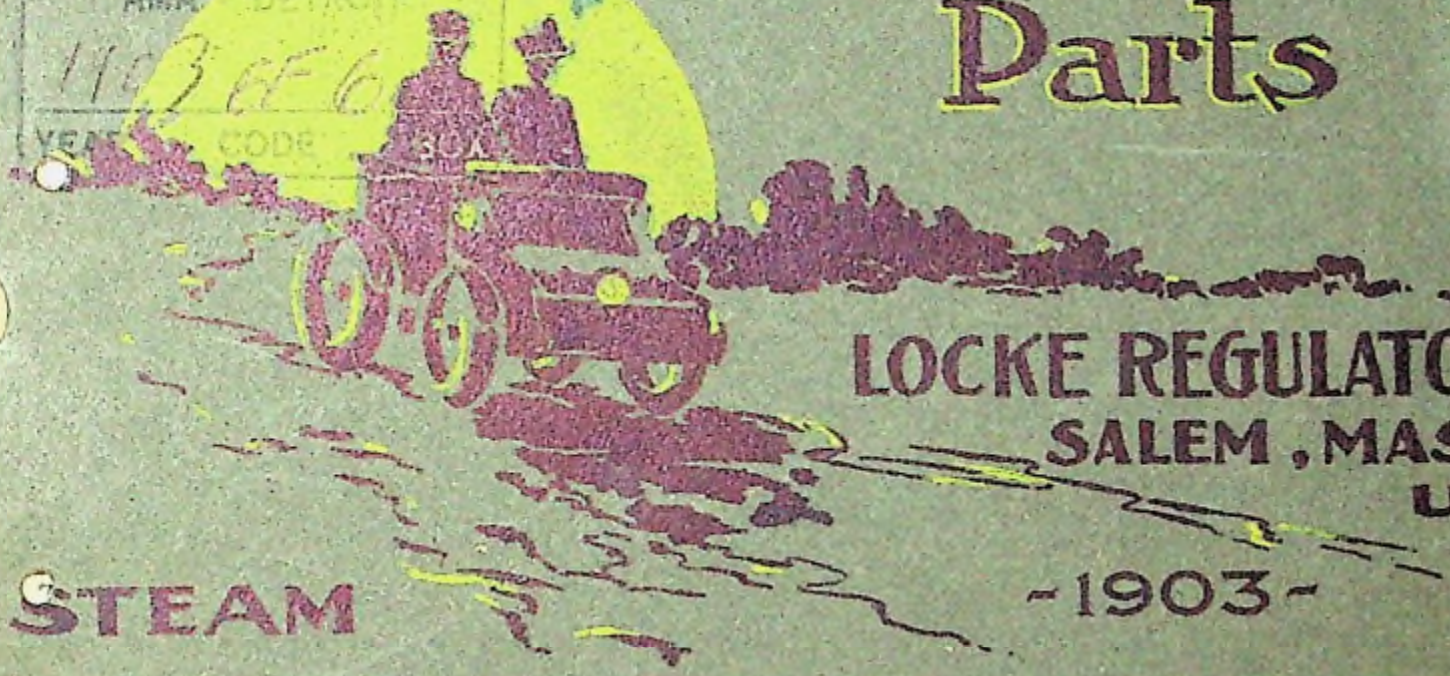
Automobile Parts



LOCKE REGULATOR CO.
SALEM, MASS.
U.S.A.

STEAM

-1903-

LOCKE REGULATOR COMPANY,

(INCORPORATED.)

SALEM, MASS., U. S. A.

Steam Automobile Department.

Member of the National Association of Automobile Manufacturers.

MAKERS OF

Steam Vehicles and a complete line of Engines, Boilers, Pumps, Gasoline Burners, Regulators, Check and Pin Valves, Gauges, Etc.

Catalogue D. 1903.

WE present herewith to our many customers in the United States and Europe our 1903 catalogue "D" issued from our automobile department. We have endeavored to make this catalogue even more comprehensive and attractive than last year's. Our list of automobile products comprises all the working parts of the latest improved steam vehicle and we are now manufacturing the largest supply of these fittings and accessories made in the United States. Although we sell principally to manufacturers of complete carriages and to jobbers, it is our aim to see to it that the smallest order receives the same consideration as the largest. This year we shall continue to produce goods of the same high standard of quality that has made "Locke" parts and fittings known in practically every community that boasts a steam carriage.

TERMS.

Goods are sold only for cash with order, C. O. D. or sight draft against bill-of-lading.
Export orders must be accompanied with check or money order.
Prices are subject to change without notice.

All *previous discounts are hereby cancelled.*

Foreign clients should make shipping directions as definite as possible.

Goods bearing our name are guaranteed to be of the best material and workmanship.

All sales are covered by the Standard Warranty of the National Association of Automobile Manufacturers.

New or improved devices as they appear will be described on circulars and incorporated in next year's catalogue.

All parts and fittings illustrated herein, except those specifically stated otherwise, are made from our own composition metal.

SELLING AGENTS:

CHARLES E. MILLER,
Metropolitan Agency,
97 Reade St., - New York.

COLUMBUS AUTOMOBILE EXCHANGE,
147-149-151-153 Columbus Ave.
Boston, Mass.

NEUSTADT-PERRY CO.,
Western Agents,
St. Louis, Mo.

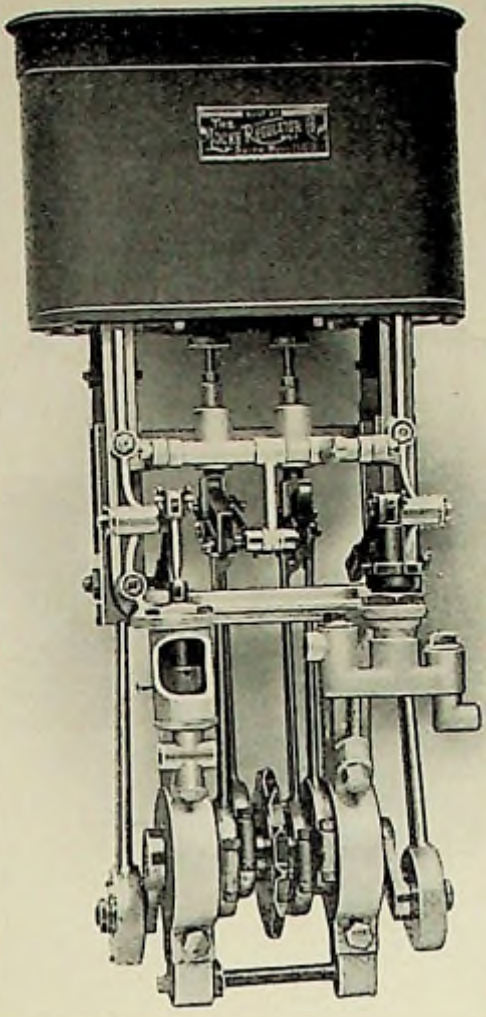
POST & LESTER CO.
Hartford, Connecticut.

CLEVELAND AUTO AND SUPPLY CO.,
Cleveland, - Ohio.

ADAMS AND HART,
Grand Rapids, Michigan.

JOSEPH COCKSHOOT & CO., LTD.
Sole agents for Great Britain and Ireland.
New Bridge St., Manchester, Eng.

GME. STERN & Co.
57 Rue de la Regence,
Brussels, Belgium.



The Locke New Ball-Bearing Engine.

MADE WITH EITHER BALL BEARING OR PLAIN SLIDE CROSSHEAD.

This engine is constructed with the same care of detail and workmanship that played so important a part last year in making our improved plain-bearing engine sought after as it was. The new ball-bearing engine is made in two sizes,—10 H. P. and 4½ H. P. Each engine is given a severe and thorough test before it leaves the factory. The parts are interchangeable and can be purchased at reasonable prices, as shown on pages following.

The working parts of the new engine are made of case-hardened, drop-forged steel, while the piston rods and valve stems are of Tobin bronze, which has the tensile strength of mild steel, and is rust proof.

The crank shaft, crank pins, and eccentrics have ball-bearings that cause them to run absolutely smooth.

The 4½ H. P. Engine has ½ in. balls on crank shaft, ⅜ in. on crank pins, and ¼ in. on eccentrics.

The 10 H. P. Engine has ⅝ in. balls on crank shaft, ½ in. on crank pins, and ⅜ in. on eccentrics.

The 4½ H. P. Engine is fitted with a 12-tooth sprocket, 1 in. pitch, for ⅜ in. block chain.

The 10 H. P. Engine is fitted with 15-tooth sprocket, 1 in. pitch for ⅜ in. roller chain.

Prices.

10 H. P. Engine Cylinders, 3⅛ x 4	$150.00
4½ H. P. Engine Cylinders, 2½ x 3½	90.00
Gasoline Pump for 10 H. P. Engine	6.50
Gasoline Pump for 4½ H. P. Engine	4.00

Gasoline Pumps are fitted to the Locke Engine only when ordered.

The cylinders are packed in hair felt, and encased in Russia-iron, brass bound jackets.

The wrist pins are hardened and ground to a perfect fit, are always interchangeable, and the cross-head end of connecting rod has hardened steel bushing ground to a bearing, which can be replaced at slight expense.

PRICES OF PARTS.

		10 H. P. Engine.	4½ H. P. Engine.
1.	Cyl. Head Gasket (copper)	$ .16	$ .10
2.	Cyl. Head	.44	.28
3.	Cylinder	18.00	11.00
4.	Steam Chest Gasket (copper)	.16	.10
5.	Steam Chest Cover	.44	.28
6.	Cyl. Head Screw	.06	.04
7.	Frame	22.00	13.00
8.	Main Bearing Cap	1.60	.96
9.	Crank Shaft Cup	2.12	1.28
10.	Main Bearing Cap Screw	.12	.08
11.	Main Bearing Cap Screw Cotter Pin, per doz	.10	.10
12.	Main Bearing Adj. Bar.	.52	.32
13.	Main Bearing Adj. Bar Lock Nut		
14.	Piston	6.12	3.68
15.	Piston Rod		
16.	Piston Rod Check Nut		
17.	Piston Rod Stuffing Box	.48	.28
18.	Piston Rod Stuffing Box Gland	.16	.10
19.	Piston Rod Stuffing Box Nut	.36	.22
20.	Piston Rod Stuffing Box Nut Locking Spring	.12	.10
21.	Piston Rod Stuffing Box Locking Spring Screw, per doz.	.10	.10
22.	Wrist Pin	.88	.52
23.	Wrist Pin Nut		
24.	Cross Head	2.28	1.36
25.	Connecting Rod Bushing	.74	.44

		10 H. P. Engine.	4½ H. P. Engine.
26.	Connecting Rod	$1.32	$ .80
27.	Connecting Rod Ball Cup	1.60	.96
28.	Connecting Rod Dust Cap	.16	.12
29.	Connecting Rod Dust Cap Screw, per doz.	.10	.10
30.	Cross Head Guide	.80	.48
31.	Cross Head Guide Screw	.06	.04
32.	Link Block Pin, with Nut	.28	.16
33.	Valve Stem Guide	1.12	.68
34.	Eccentric Strap Screw	.08	.05
35.	Eccentric Rod	2.60	1.56
36.	Link	2.60	1.56
37.	Link Block	.60	.36
38.	Link Pin Cotter, per doz.	.10	.10
39.	Valve Stem Stuffing Box Nut Locking Spring	.12	.10
40.	Eccentric Rod Pin	.12	.10
41.	Slide Valve	.92	.56
42.	Slide Valve Stem	.44	.28
43.	Slide Valve Stem Check Nut		
44.	Slide Valve Stem Stuffing Box Nut	.32	.20
45.	Slide Valve Stem Stuffing Box Gland	.12	.08
46.	Slide Valve Stem Stuffing Box	.40	.24
47.	Link Hanger Rod	.52	.32
48.	Exhaust Pipe	1.00	.60
49.	Reverse Shaft Pivot Screw	.12	.10
50.	Reverse Shaft	1.32	.80
51.	Reverse Shaft Jaw	.32	.24

PRICES OF PARTS.

		10 H. P. Engine.	4½ H. P. Engine.
52.	Reverse Shaft Jaw Pin	$ .12	$ .10
53.	Front Link Hanger Pin	.12	.10
54.	Crank Pin Nut	.06	.04
55.	Crank Pin Locking Washer	.12	.08
56.	Crank Pin Threaded Cone	.60	.36
57.	Crank Pin Stationary	.48	.28
58.	Crank	2.32	1.49
59.	Crank Shaft Cone	1.00	.60
60.	Crank Shaft Dust Guard	.32	.20
61.	Outer Eccentric	.88	.52
62.	Inner Eccentric Ball Race	.68	.40
63.	Eccentric Screw	.06	.04
64.	Sprocket	2.52	1.52
65.	Sprocket Screw	.06	.04
66.	Crank Shaft Sleeve Taper Pin	.06	.04
67.	Crank Shaft Sleeve	8.02	4.48
68.	Pump Plunger Pin Cotter Pin, per doz.	.10	.10
69.	Pump Plunger Pin	.12	.10
70.	Water Pump Plunger	1.40	.84
71.	Water Pump Plunger Stuffing Box Nut	.52	.32
72.	Water Pump Plunger Stuffing Box Gland	.20	.12
73.	Pump Barrel Clamping Nut	.16	.10
74.	⅜ in. Pump Check Vaive	.40	.40
74.	¼ in. Pump Check Valve	.96	—
75.	Water Pump Barrel	1.00	.60

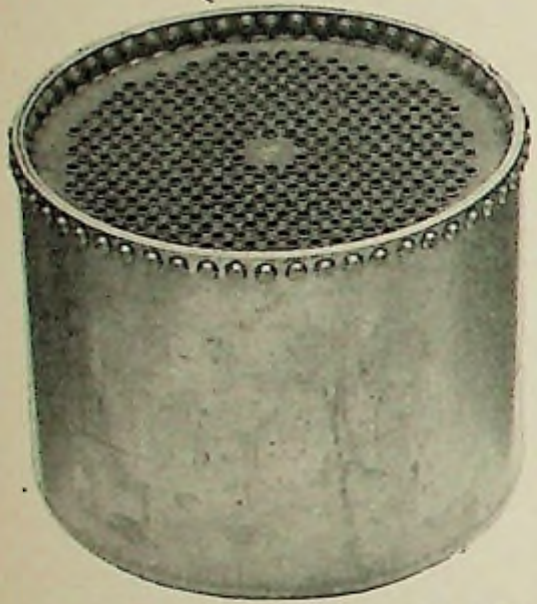
		10 H. P. Engine.	4½ H. P. Engine.
76.	Pump Lever (specify for fuel or water)	$1.24	$ .64
77.	Water Pump Stuffing Box Locking Spring	.12	.10
78.	Fuel Pump Connecting Link	.60	.32
79.	Fuel Pump Plunger	.88	.44
80.	Pump Barrel Clamping Nut	.16	.10
81.	Fuel Pump Stuffing Box Nut	.32	.20
82.	Fuel Pump Stuffing Box Gland	.12	.08
83.	Fuel Pump Barrel	1.92	.72
84.	Fuel Pump Stuffing Box Set Screw, per doz.	.10	.10
	Cylinder Jacket and Screws	3.28	1.96
	⅛ in. Nipples	.08	.08
	¼ in. Nipples	.10	—
	⅝ in. Balls	.08	—
	½ in. Balls	.04	.01
	⅜ in. Balls, per doz.	.18	.18
	¼ in. Balls, per doz.	—	.10

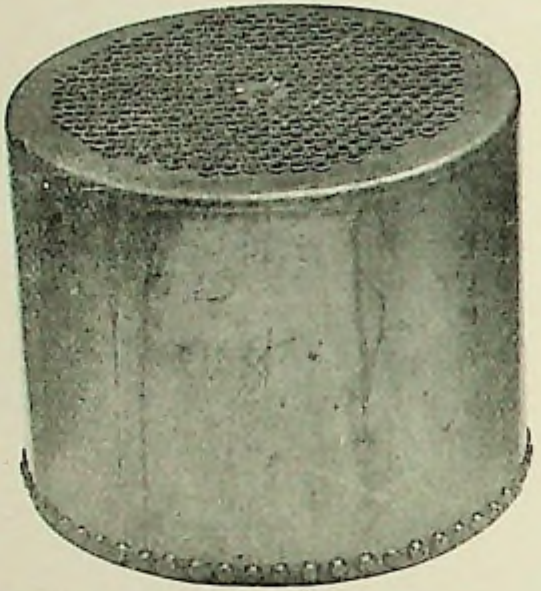
4½ H. P. Engine uses ⅛ in. check valve in both fuel and water pumps.

10 H. P. Engine uses ¼ in. check valve on water pump and ⅛ in. check valve on fuel pump.

10 H. P. Engine weighs 115 lbs. 4½ H. P. Engine weighs 40 lbs.

Old style single Cross Head, either size	$1.20
Solid Plug Piston for 4½ H. P. Engine	2.25
Solid Plug Piston for 10 H. P. Engine	4.00





THE LOCKE SEAMLESS STEAM BOILERS.

With Drawn Bottoms.

DESCRIPTION.—Steel shell 3-16 in. thick, no seam, 3-16 in. steel heads riveted in copper tubes ½ in. expanded, and spun in reamed holes (not punched)

14 x 14, 300½ in. Flues, 20 Gauge . . .	$78 00	16 x 16, 360½ in. Flues 20 Guage . . .	$95.00
16 x 12, 360½ " " 20 " . . .	85 00	18 x 16, 480½ " " 20 " . . .	150 00
16 x 14, 360½ " " 20 " . . .	89.00	Larger sizes special.	

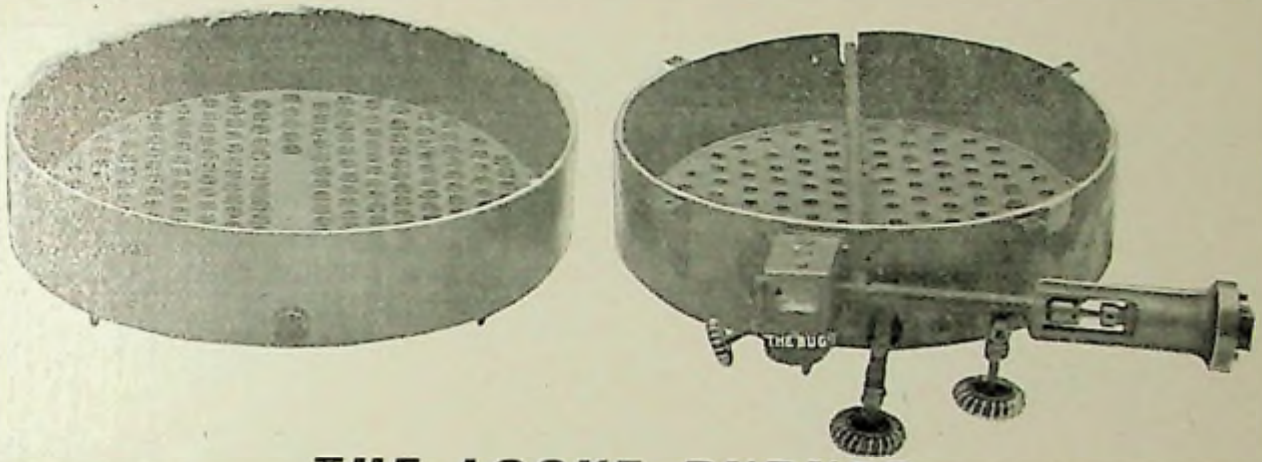
The above boilers are tested to 600 lbs. C. W. and are fully guaranteed. Shells in all sizes.

Steel Tubes ½ x 20 in. . . price per foot $ 14 Copper Tubes, ½ x 20 in. . price per foot $ .15

THE LOCKE
14 in. COPPER BOILER.

Seamless copper shell with steel heads, 300½ in. 20 gauge copper tubes. Carefully wound with 20 gauge piano wire.

Price, with Jacket $100 00



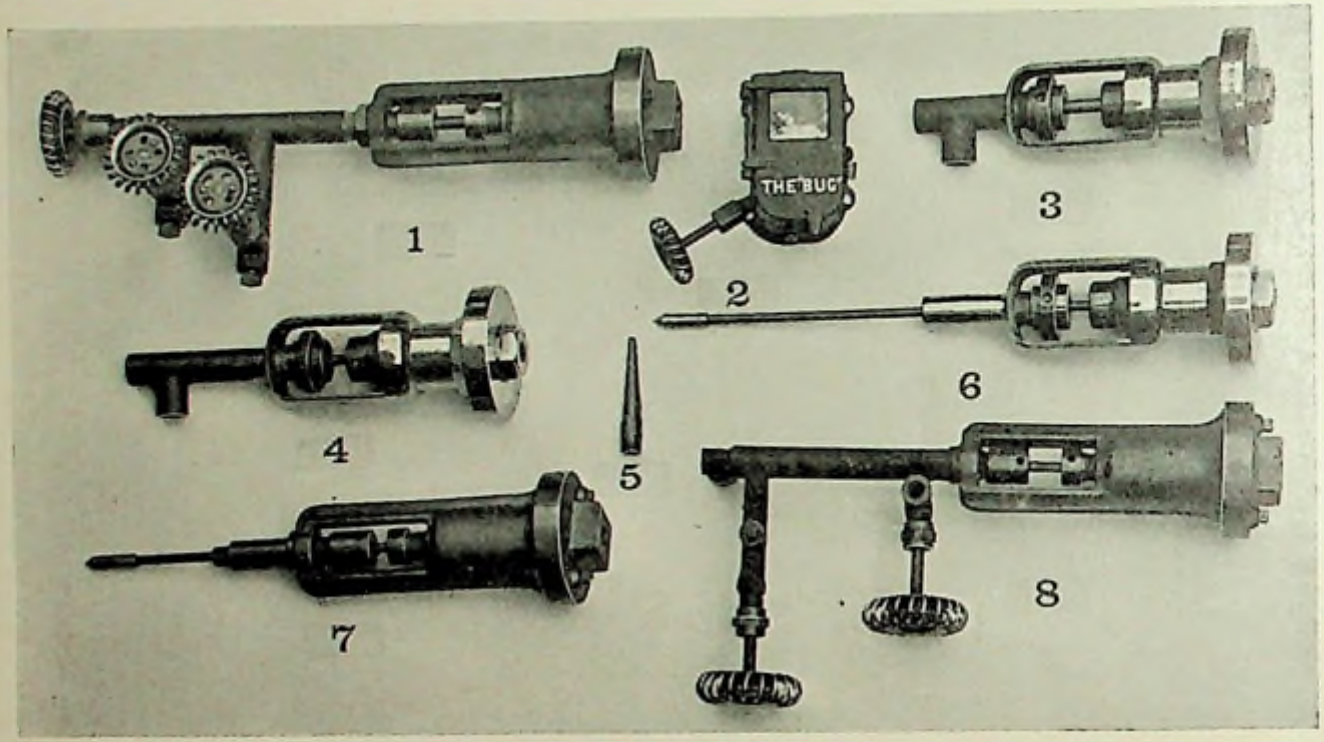
THE LOCKE BURNER.

The Locke Burner is a two-piece burner, the most successful of the latest styles of burners, and is guaranteed not to back fire. It is shown here with and without the "Bug" generator attachment. The "Bug" generator (patents pending) is the most important and successful device which has yet been constructed for steam vehicles. It gives the operator absolute control of his fire and enables him to leave his carriage standing for hours, if necessary, without having the steam run up. It also gives him a permanent pilot light. The important features about this new generator are (1) that it can be attached to the prevailing styles of regulators and torch devices without detaching the same from the carriage and (2) its simple construction makes it possible to sell both regulator and generator combined for what other generators alone cost.

Prices of Burners Without Generators.

14 in.	$16.00	20 in.	$32.00
16 "	19.00	22 "	38.00
18 "	26.00	24 "	44.00
19 "	30.00		

See pages 11 and 28.


THE BUG
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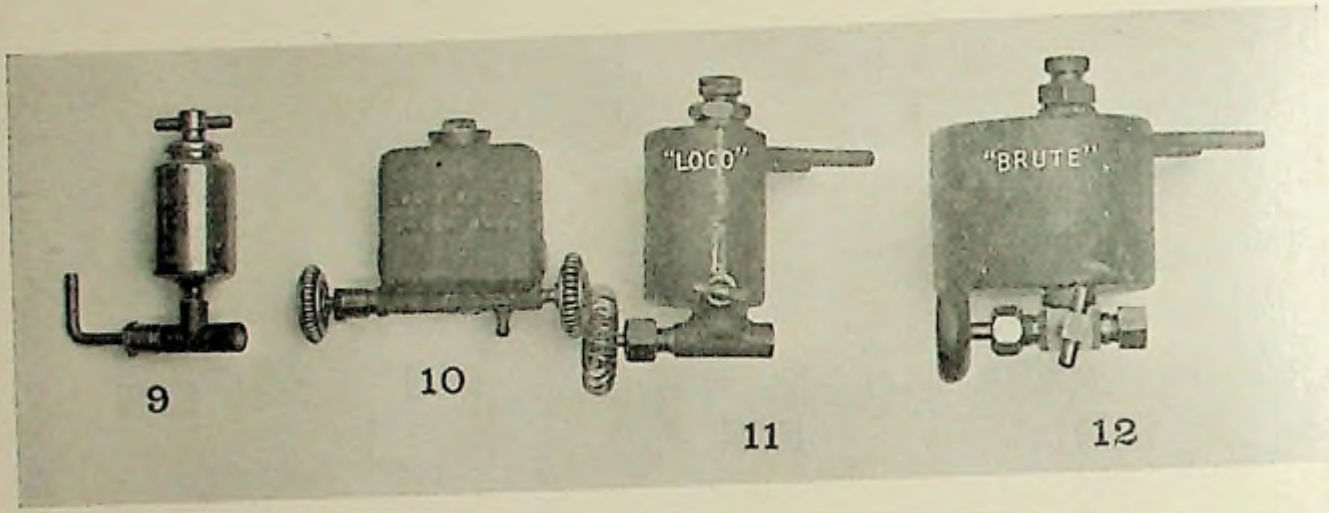
*1.	"Beats All" Gasoline Regulator and Jet Valves combined	$9.50
2.	The "Bug" Generator (patents pending)	14.00
3.	"Beats All" Gasoline Regulator, short nose	5.00
4.	"Beats All" Gasoline Regulator, long nose	5.00
5.	Burner Jet	.20
6.	"Beats All" long stem Regulator for generators	5.00
7.	"Beats All" short stem Regulator for generators	5.00
8.	"Beats All" with jet valves combined. This style is adapted especially for the new "Bug" generator, and also the old-fashioned style of torch	9.50

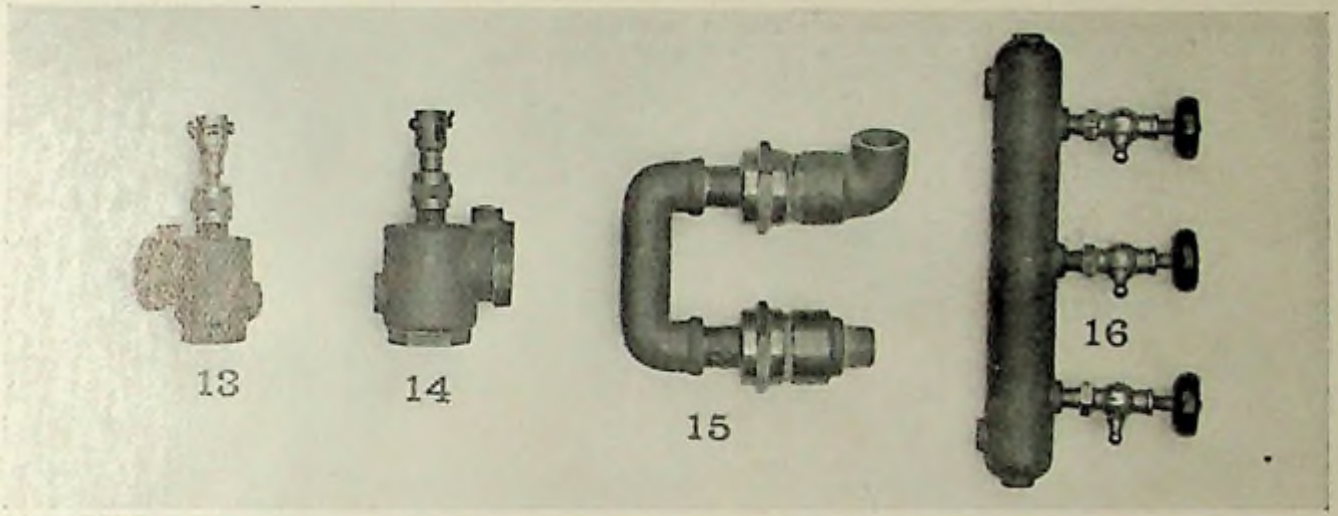
We make no extra charge for attaching generator and regulator to burners.

*For detailed description of "Beats All" Regulators, see page 25.

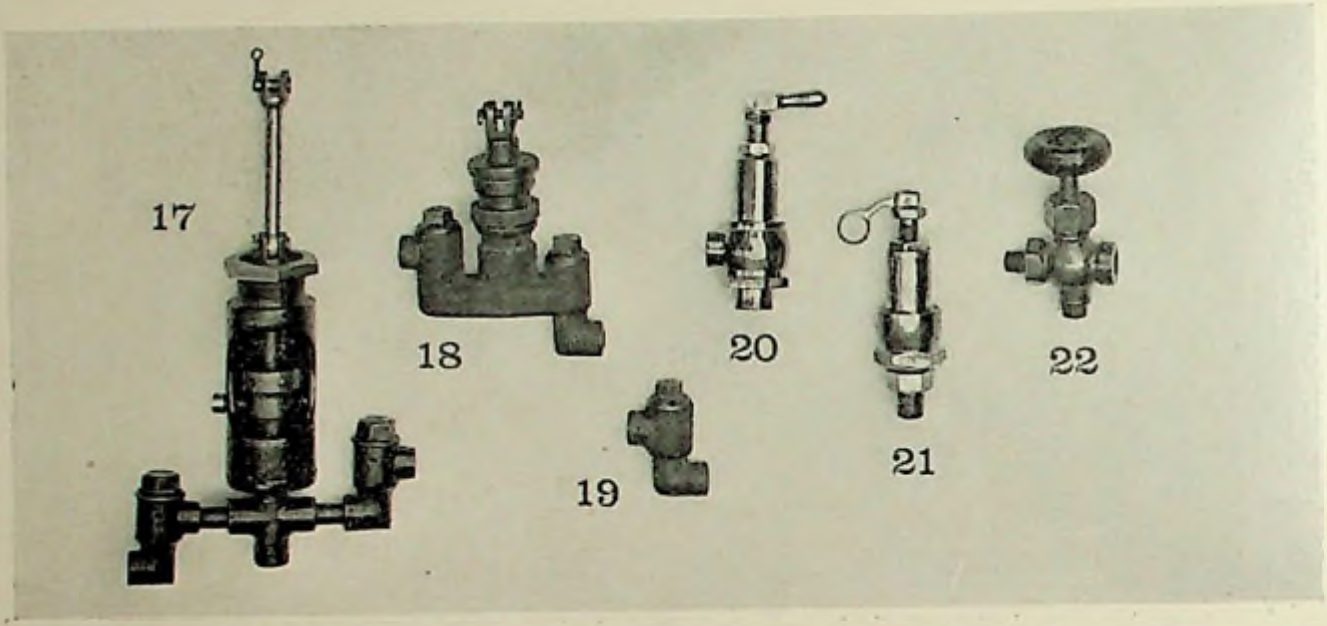


9. Plain "Blind" Oiler $1.70
10. Condensing Cylinder Oiler, improved. Will feed an engine for thirty miles 3.00
11. "Loco" Oiler. Holds oil enough to feed an engine for sixty miles 4.50
12. Our Famous "Brute" Oiler. Holds nearly a quart. Will feed an engine for one hundred miles 8.00

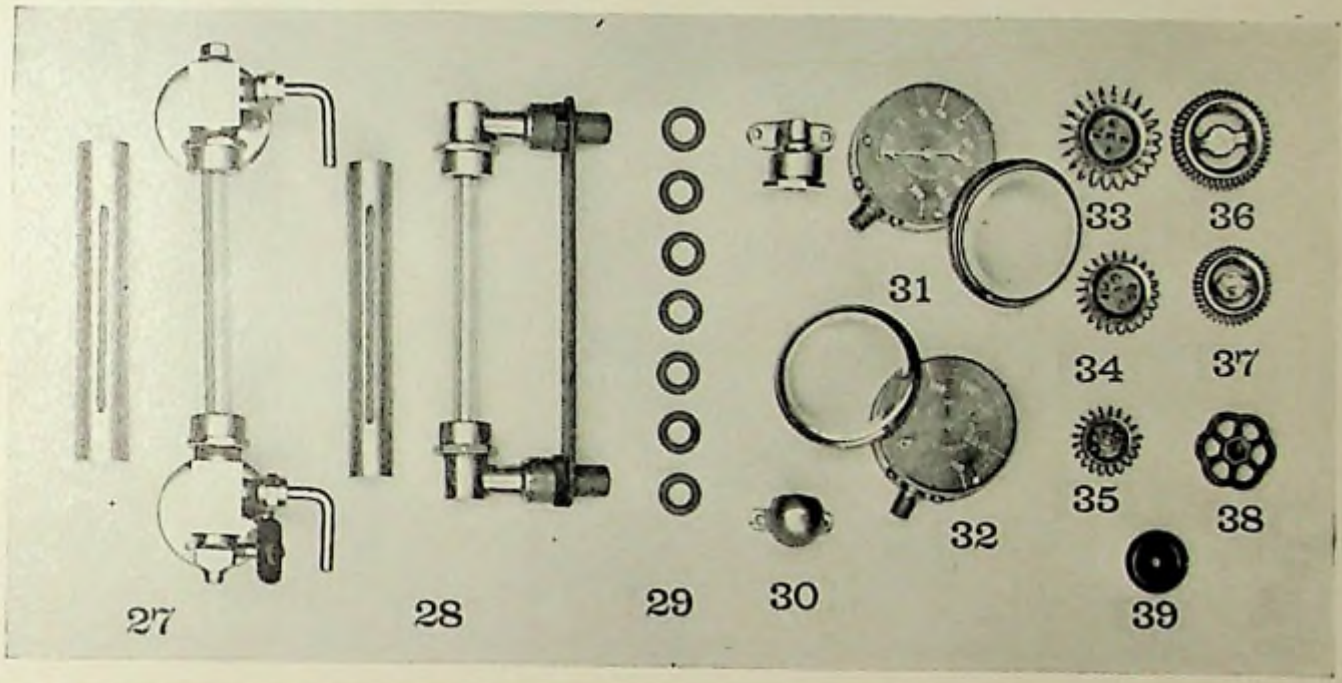
(For fuller description, see page 25.)



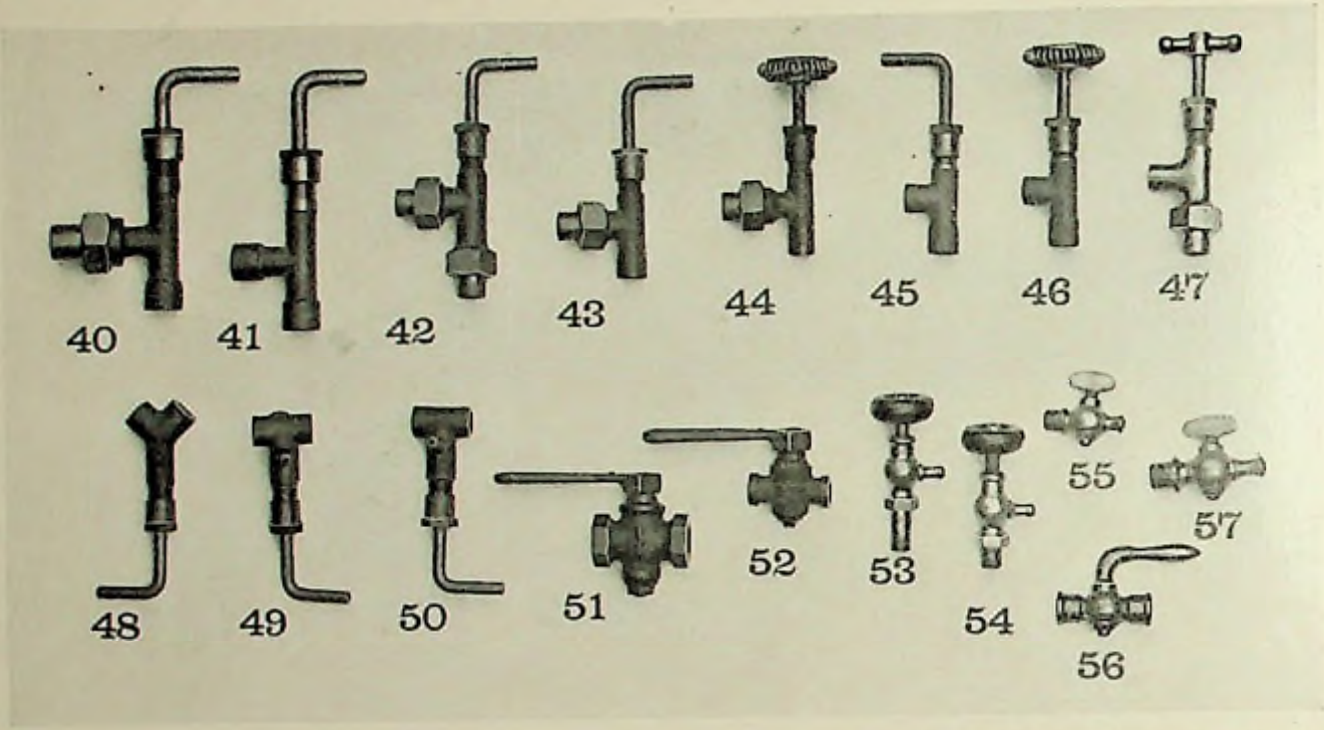
13. Throttle Valve, ½ in. Made of our special composition metal. Is absolutely steam-tight. $3.40
14. Throttle Valve, ¾ in. 4.50
15. Swing Joint without throttle for ½ in. connection 5.50
15a. Swing Joint without throttle for ¾ in. connection 7.00
15b. Throttle Valve and flexible swing joint combined for ½ in. connection. (See also page 21.) 9.00
15c. Throttle Valve and flexible swing joint combined for ¾ in. connection. (See also page 21.) 11.00
16. Water Column complete with nickeled guage cocks 5.00



17.	Engine Cross Head Fuel Pump	$4.00
18.	Engine Cross Head Water Pump	4.00
19.	The Locke Check Valve, ⅛ in.	.40
19a.	The Locke Check Valve, ¼	.96
20.	Safety or "Pop" Valve, side outlet. These are set at the pressure ordered	2.00
21.	Safety Valve Plain. The valves are tapped both for ⅛ in. and ¼ in. connections	2.00
22.	Barclay Automatic Guage Valves	3.00

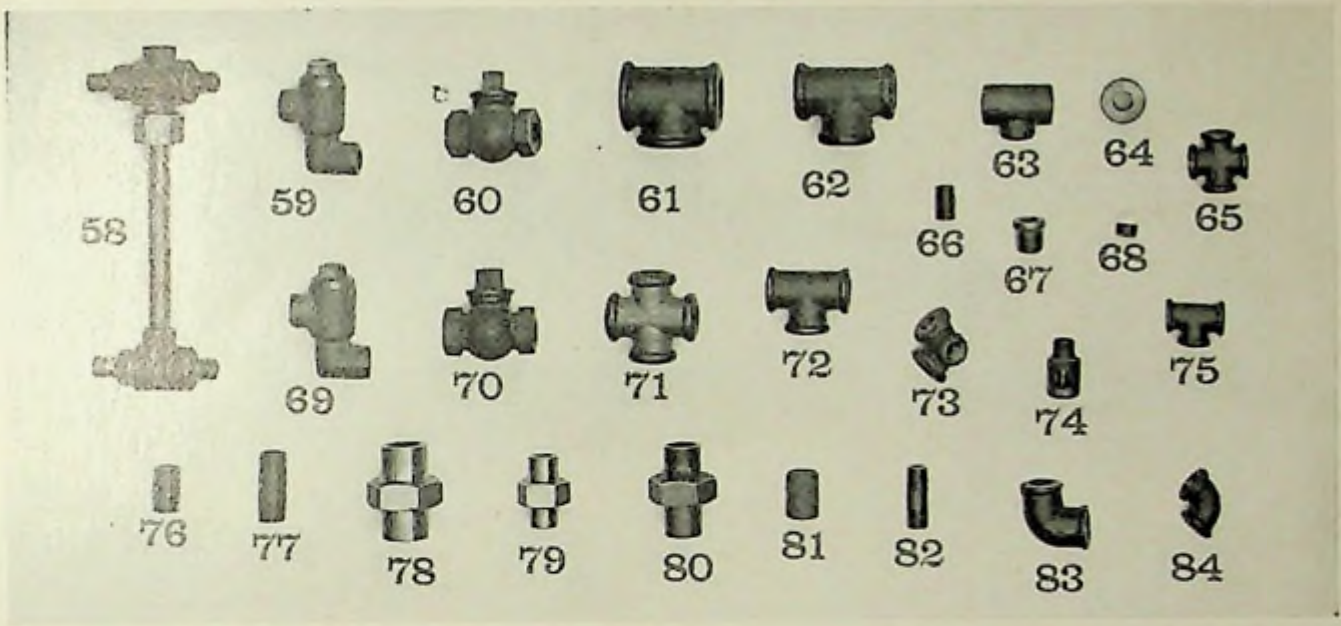


27. Automatic Safety Glass Gauge (patent applied for), sent complete with Scotch glass, shield, etc. See also page 24 for fuller description $5.00
28. Plain Glass Gauge. Complete with glass and all necessary connections . 3.00
29. Rubber Gauge Packings, per doz. . . .30
30. Tank Gauge, Length, 12 in. to show height of water in the tank, complete with glass, etc. $1.80
31. Air Gauge, 100 lbs. 2.50
32. Steam Gauge 300 lbs. These gauges are made with white or black dials . . . 2.50
33. Wire Wheels, 2 in. Style A . . . . $ .15
34. Wire Wheels, 1½ in. Style A 13
35. Wire Wheels, 1 in. " A 10
36. Wire Wheels, 2 in. " B 13
37. Wire Wheels, 1½ in. " B 12
38. Iron Wheel 08
39. Wood Wheel 05

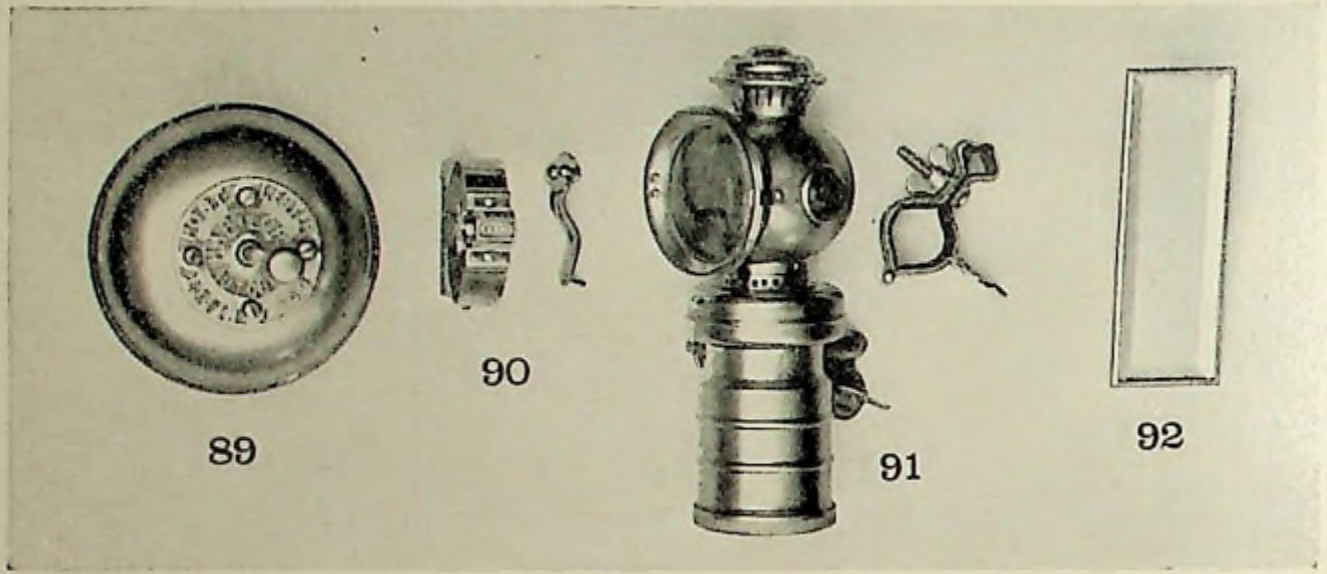


40. Needle or Pin Valve, 1 union ¼ in. . $1.40
41. Needle or Pin Valve, plain ¼ . . . 1.00
42. Needle or Pin Valve, 2 unions ¼ in. . .90
43. Needle or Pin Valve, 1 union ⅛ in. . .70
44. Needle or Pin Valve, 1 union with wire wheel handle 90
45. Needle or Pin Valve, plain ¼ 50
46. Needle or Pin Valve, plain with wire wheel handle . . . . . $ .70
47. Needle or Pin Valve, 1 union. Designed for use on gasoline carriages. Highly polished 1.80
48. Y-shaped Pin Valve Drip ¼ in. 70
49. Three-way Pin Valve Drip, ¼ in. . 1.00
50. Straight-way Pin Valve Drip, ¼ . . .70
51. Steam Cock, ¼ in. iron handle . . . $ .70
52. Steam Cock, ⅛ in. iron handle 50
53. Try Cock, long shank, nickeled . . .80
54. Try Cock, plain 70
55 Air Cock, ⅛ in. 50
56. Steam Guage Cock, female lever handled ¼ in. 80
57. Air Cock, ¼ in. 70

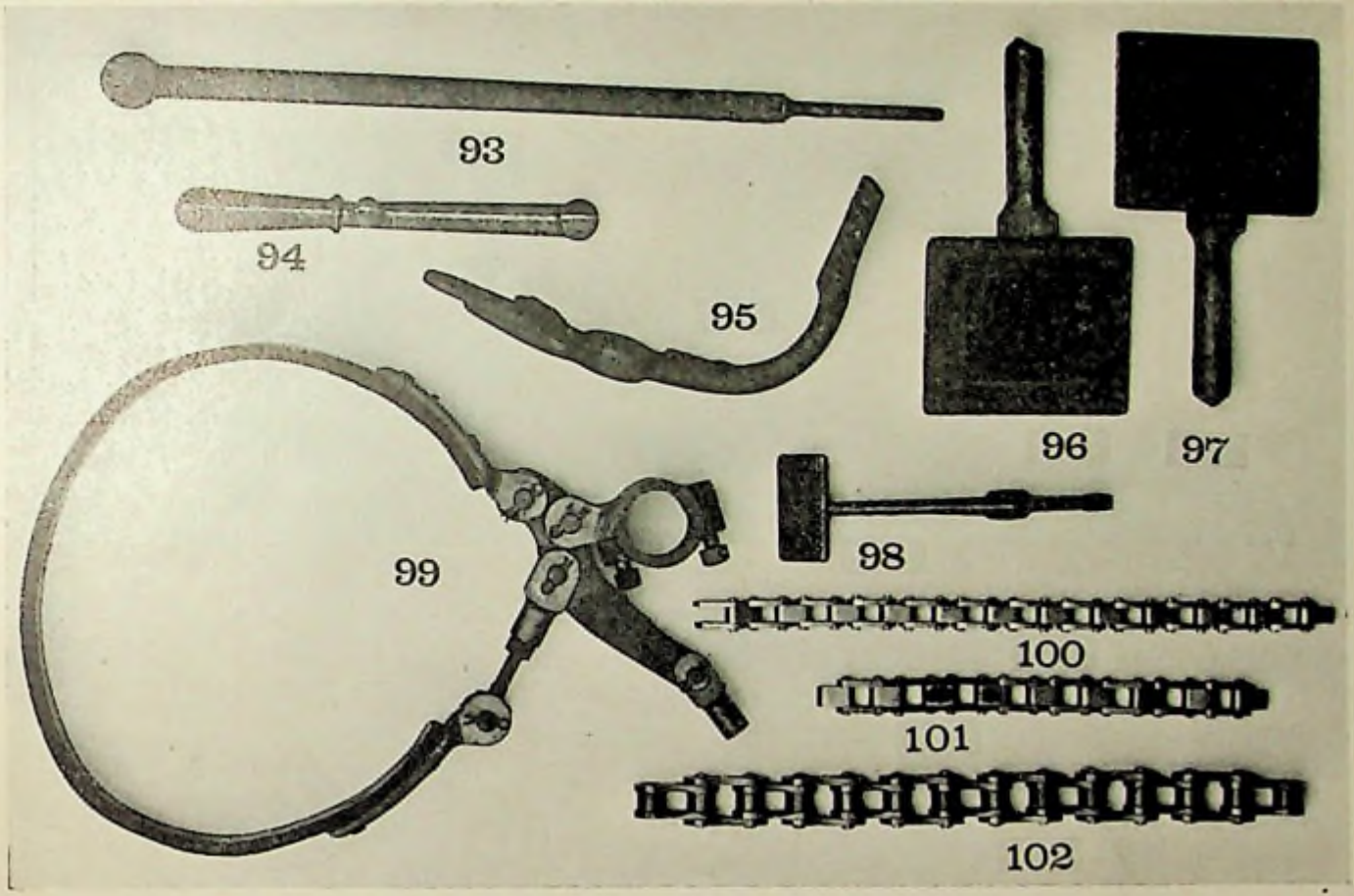
We will furnish at reasonable prices, on special order, any other form of pin valve not catalogued. Pin valves furnished with wire wheels, 15 cents extra.



58.	Cylinder Relief Valves, per pair	$1.00	67.	Bushing ¾ x ⅜	$ .07	76.	Close Nipple, ¼ in.	$ .11
59.	The Locke Check Valve, ⅜ in.	.40	68	Plug, ⅛ in	.05	77.	Space Nipple, ¼ in.	.16
60	The Locke Check Valve, ½ in.	.40	69.	The Locke Check Valve, ⅛ in.	.40	78.	Union, ⅜ in.	.30
61.	Tees, ¼ in	.20	70.	The Locke Check Valve ¼ in. Horizontal	.50	79.	Union, ½ in.	.20
62.	Tees, ⅜	.18	71.	Cross, ¼ in	.20	80.	Union, ¾ in	.25
63.	Reducing Tee, ¾ in. x ¼ in. x ¼ in.	.18	72.	Tee, ¼ in	.16	81.	Coupling, ⅛ in.	.05
64.	Water Tank Bushing	.20	73.	Three-way Elbow, ⅛ in.	.40	82.	Space Nipple, ⅛ in	.08
65.	Cross ¼ in.	.15	74.	Boiler Nipple	.50	83.	Elbow, ¾	.09
66.	Close Nipple, ⅛ in.	.06	75.	Tee, ⅛ in	.08	84.	Elbow, ⅛	.06



89. Two-Strike Gong. Made of special bell metal, double and rich in tone . . . $4.00
90. Veedodometer. Two trip odometers in one. One registers to 100 miles; the other to 10,000 miles. Thus both hourly and total mileage can be read at a glance. Registers as low as 1-10 of a mile. Complete with all fixtures . . 5.00
91. Lamp 5.00
92. Water Glass Reflector. Heavy bevel plate Mirror. Glass may be replaced when broken. Adjustable at any angle . $1.00
93. Throttle Lever Forging 1.00
94. Reversing Lever Forging 50
95. Step Forgings, per pair 2.00
96, 97. Rubber pad steps, per pair . . . 1.00
98. Brake Step Forging 25
99. Double Acting Brake 6.00
100. Baldwin Block Chain, 1 in. pitch, 5-16 in. width of block. Tensile strength, 2,500 lbs. Per foot . . . . . $.60
101. Baldwin Block Chain, 1 in. pitch, $\frac{3}{8}$ in width of block. Tensile strength. 2,500 lbs. Per foot 60
102. Baldwin Roller Chain, 15-16 in. pitch. Width of Roller, $\frac{1}{4}$ in. Tensile strength 4,500 lbs. Per foot . . . 1.20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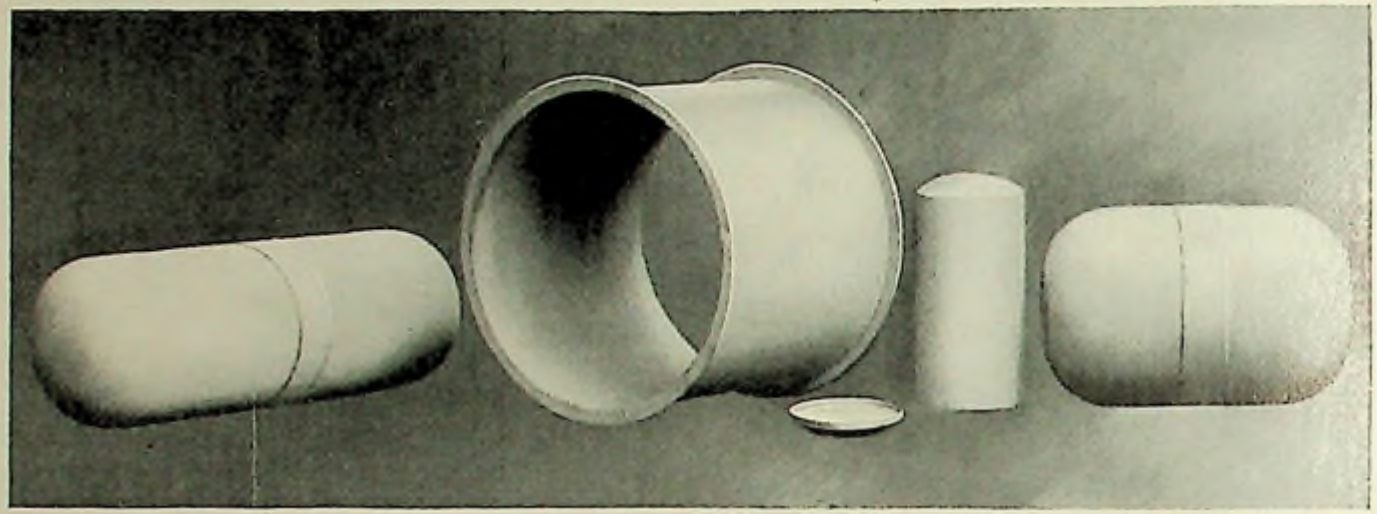
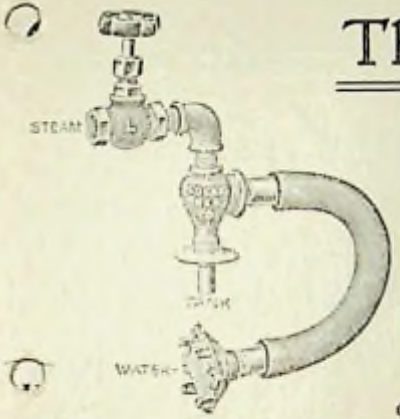


Seamless Copper Boiler Shell, 14 in. diameter, 13 in. high, flanged ends	$8.00
Seamless Copper Tank, 6 in. x 24 in., with reinforcing band	6.00
Seamless Copper Tank, 8 in. x 26 in , with reinforcing band	10.00
Seamless Copper Air Tank, 9 in. x 12½ in., with reinforcing band	6.00
Seamless Copper Muffler Tanks, 5 in. inside diameter	3 00
Seamless Copper Muffler Tanks, 5 in. inside diameter, with feed water heating coil	20.00



Fills your tank in three minutes.

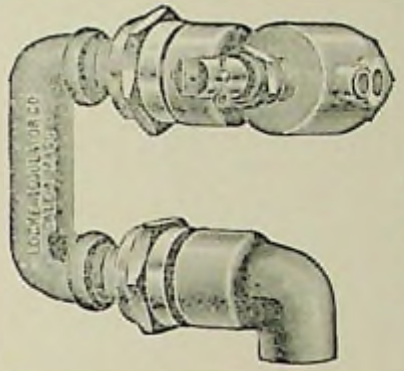
The LOCKE

TANK FILLER OR EJECTOR.

Does away with the Old-fashioned Bucket Method.

The operation is simplicity itself. The carriage is backed up to the water supply; the hose, with strainer attached, is thrown into the water and the little steam valve opened. Water is sucked up by the vacuum, and the tank is filled in a very few minutes, with no material reduction in the steam pressure. About six feet of hose is used, which can be neatly coiled when not in use, and easily carried on top of the tank. The valve is operated from the seat. Price not including hose, $2.50.

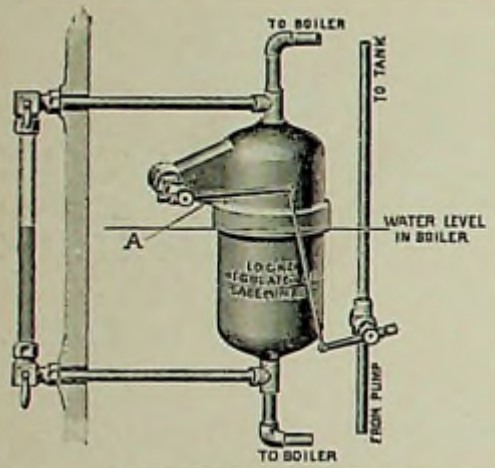
The LOCKE



THROTTLE VALVE AND FLEXIBLE SWING JOINT IN COMBINATION.

The device shown is now recognized as indispensable in a well-running carriage. The throttle was designed especially for the swing joint connection and embodies all the good points of our other style of throttle.

Perfect flexibility is obtained by the swinging joints being carefully ground and packed, which also insures steam tightness. Swing joints may be ordered with or without the throttle combination. For prices, see page 13.



The Famous Locke Automatic Water .....Level Regulator*.....

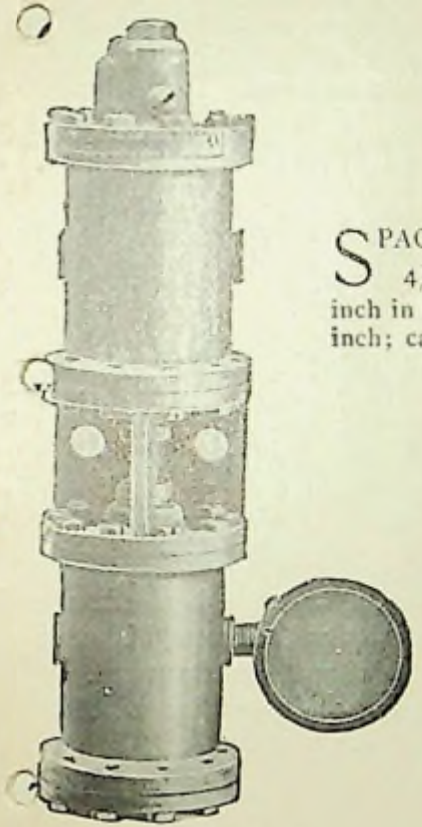
Makes it impossible to burn out boiler. No glass gauge necessary.
Has been adopted by the leading manufacturers of Automobile Boilers.

The shell of this regulator is made of gun metal and will stand any amount of pressure without collapsing. The float is also tested to 400 lbs. c. w. p. This apparatus is placed directly opposite the glass gauge, in the inside of the carriage, and on a level with the water in the boiler. A peculiar advantage that this apparatus has over other devices of its kind is not in its simplicity alone, but also in the fact that it makes guage cocks unnecessary, and even with a broken glass gauge the operator is still able to ascertain the level of water in his boiler by lifting the small arm marked "A," which raises the float enclosed in the chamber and allows it to drop back upon the water, thus showing the level of the water in the boiler.

The Locke Regulator is 4 in. wide and 9 in. high; weight complete, 9 lbs. ***See also page 31.**

PRICE, ... $12.00

STEAM PUMPS.



Air Pump.

WATER PUMP.

SPACE required in carriage, 9 inches in length by 3 inches in diameter; weight, 4½ lbs.; pistons, 1 1-2 inches in diameter by 2-inch stroke on steam end, 1 inch in diameter by 2-inch stroke on water end; steam pipe and water pipe ⅛ inch; capacity 1 1-2 gallons per minute against 200 lbs. boiler pressure.

Price, ... $30.00

AIR PUMP.

SPACE required in carriage, 9 inches in length by 3 inches in diameter; weight, 4 1-2 lbs.; steam and air pistons, 1 1-2 inches in diameter by 2-inch stroke.

This pump is designed to pump a pressure of not to exceed 80 lbs. on the fuel tank or tires, and to pump this pressure in a minute and a half, with a boiler pressure of 125 to 150 lbs.

Price . . . . . $30.00.

Water Pump.

The LOCKE

SAFETY SHUT-OFF GLASS GAUGE.

(Patent applied for.)

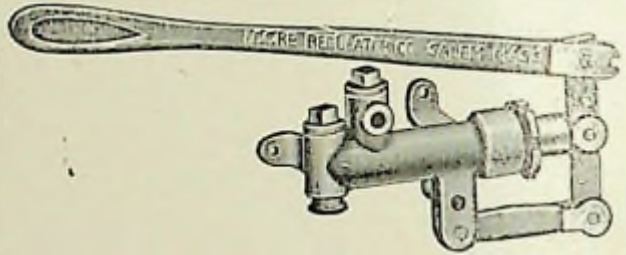
A Handsome Ornament for any Carriage.

This gauge is guaranteed to be thoroughly reliable, and will shut off automatically when the glass breaks. The valves are opened after inserting a new glass by pushing back the little handles. The Locke gauge is nickel plated and is sent complete with Scotch glass, shield, packings, etc. For price, see page 15.

The LOCKE

PERFECTED HAND PUMP.

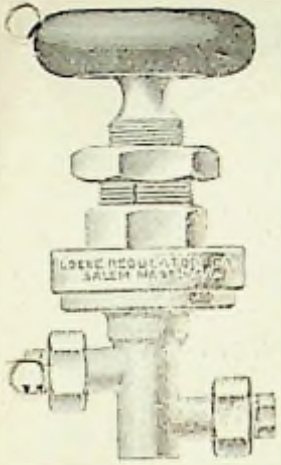
"A most convenient and effective auxiliary pump."



This pump is attached to the carriage beneath the foot-board. The operator works it from his seat. The handle is plenty long to allow good leverage.

The Locke pump is made wholly of brass. The lever is so connected that, when not in use, it is laid down out of the way.

Price $5.50



The Locke

Gasoline By-Pass Regulator.

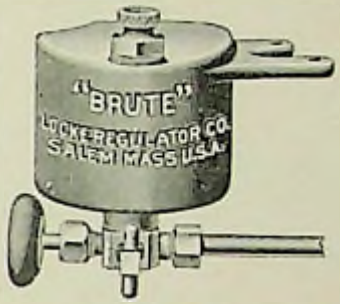
This is a new device designed and especially constructed for those steam motor cars that use a fuel pump on the engine in connection with an auxiliary gasoline tank.

This regulator will keep an even pressure on the auxiliary tank by by-passing the gasoline back to the main supply tank when the pressure has reached the desired point. It prevents at all times a dangerous pressure in the auxiliary reservoir.

This regulator can be set at any pressure desired to be maintained. The large wheel-handle allows the operator to reach down when his carriage is in motion and decrease or increase the pressure upon his burner.

Price $6.00

The "Brute"



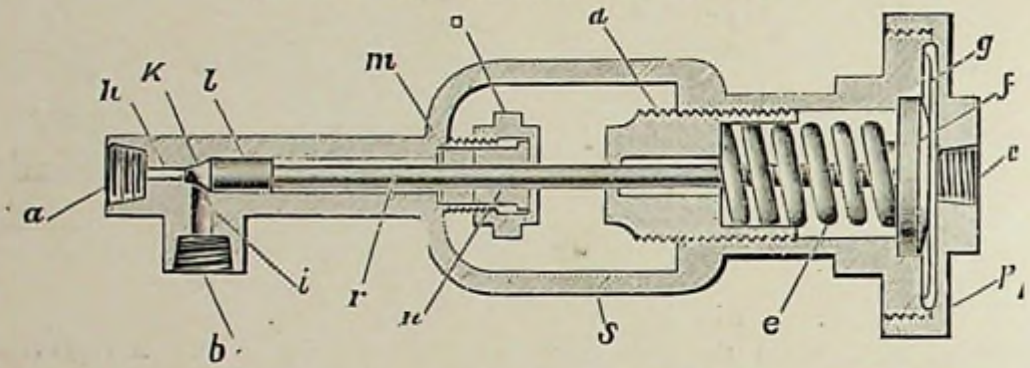
The most compact Cylinder Oiler Made for Steam Carriages.

Will feed an Engine for One Hundred Miles.

The "Brute" holds nearly a quart of oil. It is made of special composition metal and is handsomely bronzed. It is fastened, by the lugs shown, to the cylinder head of the engine, and oil is fed by condensation through the pipe connection into the cylinders. For prices, see page 12.

*THE "BEATS ALL" DIAPHRAGM OR FUEL REGULATOR.

(The name "Beats All" is patented as a trade-mark.)



DESCRIPTION: (c) shows connection for steam pipe. (g) is the metal diaphragm. (f) is the cap which is connected to needle (r). (e) is the spring. (b) is opening to burner. (a) is opening to gasoline supply. (o) and (m) mark detailed construction of stuffing box. (d) is the nut for regulating spring (e). In active operation, as steam pressure through (c) overcomes tension of spring which is set at say 200 lbs., needle (r) is trust down by opening (i) and the supply of gas is shut off from the burner; also, as the steam falls below the given pressure on diaphragm (g) falls, spring (e) relaxes and needle (r) retreats, leaving opening (i) free to the passage of gas to the burner. Great care has been given to the construction of this regulator, which is the only perfected device of its kind on the market. As will be seen, it can be set at any desired pressure, and we will guarantee it to operate within three pounds of that pressure.

See Page 10.

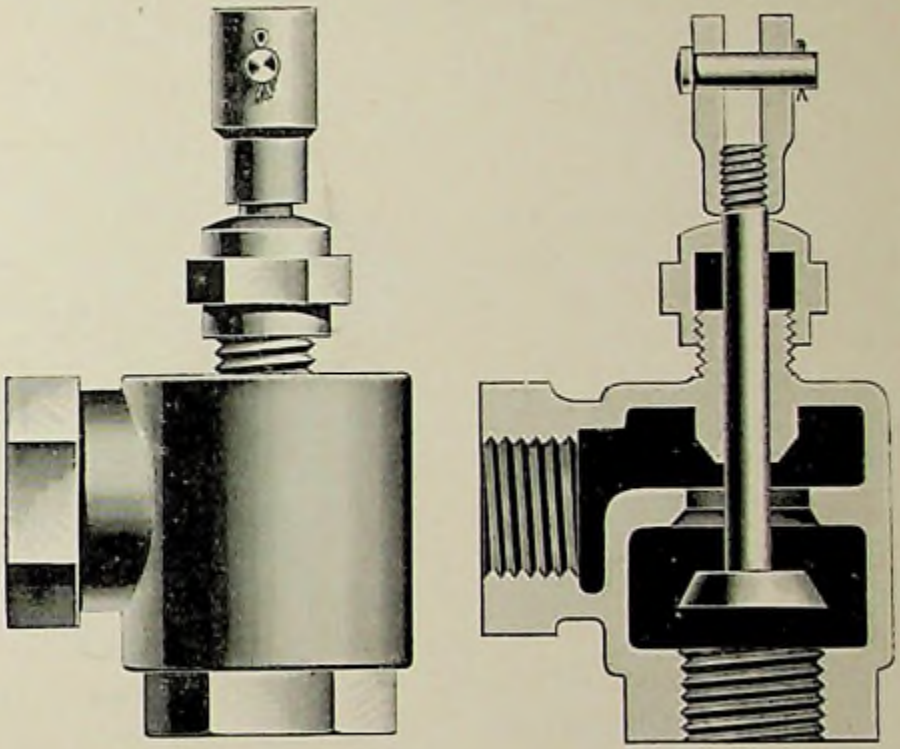
The LOCKE

THROTTLE VALVE.

(Interior and Exterior Views.)

The throttle is a new pattern. It is made of the strongest composition metal known to steam. The stem and valve disc are made from one solid piece of composition. The stem is exceptionally stout and strong.

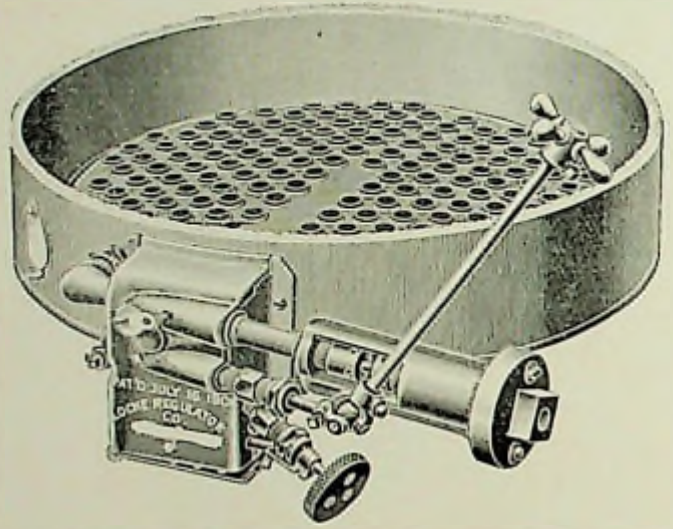
See page 13.



The LOCKE NEW BURNER.

Kelly Generator and "Beats All" Regulator Combined.

The new generator contains pilot light, which enables the operator to leave his carriage standing for hours without the steam running up, and when he is ready to start his carriage it can be made ready for him in two minutes. There is no smoke in first lighting. A drip cup is not needed. There is an aluminum case over the generator and the gas orifice is fully protected from the wind.



This Combination gives the operator absolute automatic control of the fire.

IS NOT AFFECTED BY WIND.

Burners, Generators and Regulators

Sold either Separately or in Combination.

Price of Generator alone $20.00.

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INDEX.

"The Best Advertisement is a Satisfied Customer."

DR. G. W. SMITH,

HARDIN, MO.

HARDIN, BAY CO., MO., April 29, '02.

LOCKE REGULATOR CO., SALEM, MASS.

Gentlemen:—Please send me at once one 14 in. burner with generator, pilot light and regulator. The little engine that I got of you is a gem and the boiler is also O. K. With your little engine I go where no other "Auto" can follow. I run hills and hollows or sand and plowed ground, over ditches and in mud that defies vehicles geared on hind axle only. Yours truly,

G. W. SMITH.

RENSSELAER, ALBANY & BATH STEAMERS.

SMITH & TAYLOR.

RENSSELAER N. Y., October 28, 1901.

LOCKE REGULATOR CO., SALEM, MASS.

Dear Sirs:—It is a little over a month since you sent me one of your Water Level Regulators and I have waited until I gave it a good long trial before I gave you an opinion of your article. It *will* keep water in the boiler as long as there is water in the tank. It is nicely made and works well. It can be easily adjusted. I put it on my "Loco" myself and have had no trouble with it. I can praise to any one, for it is a fine thing to run all day and not be bothered turning a by-pass on or off. Thanking you for past favors, I am Yours Respectfully,

CAPT. JOS. B. TAYLOR.

PAWTUCKET, R. I., Aug. 14, 1901.

PAWTUCKET STEAMBOAT CO.

MACHINISTS, ENGINEERS AND BUILDERS OF MARINE ENGINES.

LOCKE REGULATOR CO., SALEM, MASS.

Gentlemen:—I am getting up a catalogue. Will you send me a cut of the Water Regulator, the latest design? I would not operate a carriage without this regulator; ours have never failed to work. Yours truly,

PAWTUCKET STEAMBOAT CO.

J. J. GLEASON,

1040 STRATFORD AVENUE.

BRIDGEPORT, CONN., Sept. 3, 1902.

LOCKE REGULATOR CO.. SALEM, MASS.

Gentlemen:—Please send me by return mail net trade price on your plain and ball bearing 2½ in. x 3½ in. engines also price on gasoline regulators such as are used by the Steamobile Co., at Keene N. H. I have used your regulators at said Company where I acted as foreman of the assembling, testing, and repair departments and I know them to be all right. You will receive an order for regulators from me and if your engines are as good as your regulators we may do some business in that line also.

Yours truly, J. J. GLEASON.

THE KELLY HANDLE BAR CO.

CLEVELAND, OHIO, April 13, 1902.

THE LOCKE REGULATOR CO., SALEM, MASS.

Gentlemen:—Replying to your favor of the 11th would say we are more than pleased with your new style regulator shipped us last February 9th. We have been using same constantly in connection with our Kelly Generator, and same could not work better. We have advised our friends to purchase same, as you would fit them for our generator. We assure you we appreciate your efforts to produce a perfect regulator to go with our Generator. We trust when parties order the same you will kindly send them out threaded for our Generator, and see that the needle is just right length for same. Yours very truly,

THE KELLY HANDLE BAR CO.

CHAS. E. WEAVER, *Manag.*

E. L. REES,

ALTOONA, PHILADELPHIA, PA.

April 14, 1902.

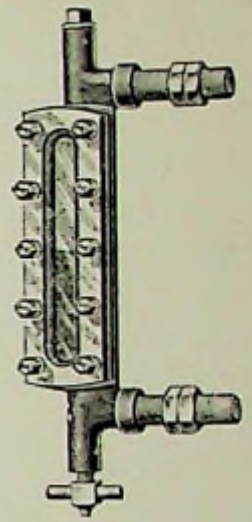
LOCKE REGULATOR CO., SALEM, MASS.

Gentlemen:—The generator and regulator received O. K. I expect to order some more supplies in the near future. The generator gives perfect satisfaction. Yours respectfully,

E. L. REES.

The Reflex Water Gauge

(KLINGER'S PATENT.)



The Water appears Black, while the Steam shines with a Silvery Lustre.

THE ONLY WATER GAUGE OF THIS KIND.
(The effect is produced by the peculiar shape of the Observation Glass.)

ADVANTAGES. Quick and reliable observation of the water level. Most effectvie protection against explosions and resultant injuries. Saving of the expense for exchange glass tubes. Easy application to all makes of steam cars.

IMPORTANT. Try and look at an ordinary glass-tube gauge when full and when empty and you will find that **one cannot tell if it is empty or full,** rendering serious mistakes possible.

***The* Reflex Water Gauge will always appear black when full, and white (bright) when empty, of water:** no mistake possible. That this is of the greatest importance for a reliable regulation of the amount of water in the boiler is evident.

The Patent Reflex Water Gauge consists of a metalic casing, capable of standing high pressure, which may be attached to any existing boiler mounting. Into this casing is inserted an observation glass, 1-2 to 5-8 in. thickness, of specially hardened glass, which will not break even under the most sudden changes of temperature, and which will resist a very high pressure.

This observation glass is so shaped that it will reflect the light in that part of the gauge which contains the steam, whereby this part of the glass becomes opaque and of a bright lustre. In that part of the gauge containing water the light is not reflected, but passes in a slight deflection to the rear of the gauge. The glass being thus transparent in this part of the gauge, the water will appear of the dark color of the background of the casing.

Price, $12.00

THE LOCKE REGULATOR CO. SALEM, MASS., U. S. A.

(OVER)

Directions for Attaching.

Attach the gauge to the side of the carriage by entering the side shanks through suitable holes and securing the gauge by means of the lock nuts. The gauge is reversible ; it may be used on the right side as well as on the left side of the carriage, by simply turning the gauge around and reversing or interchanging the plug at the top and drain valve at the bottom, screwing either one into the place of the other. The shanks are tapped out for 1-8 inch pipe for connection to boiler. Outside diameter of shanks 5-8 inch. Distance between centres of shanks 6 11-16 inches.

When putting up the gauge for the first time or after it has been off for repairs, tighten up the screws uniformly as soon as the gauge becomes hot, so as to take up any slack, caused by expansion. This will tend to preserve the joints in good condition. Occasional and uniform screwing up of the bolts is very desirable for the purpose of maintaining tight joints.

THE LOCKE REGULATOR CO. SALEM, MASS., U. S. A.

(OVER)

Locke Regulator Co., Salem, Mass., U. S. A.

All outstanding quotations are hereby withdrawn. Prices subject to change without notice. Terms:—Cash with order C. O. D. or S. D. attached to B/L.

PAGE		DISCOUNT
5	Engines, 4½ H. P.	25%
5	Engines, 10 H. P.	10
6	Engine Parts,	10
7	Engine Parts,	10
8	Steel Boilers,	15
8	Copper Boilers,	20
9	Burners,	25
11	Gasoline Regulators, Generators, etc.,	20
12	Oilers,	30
13	Throttles, Swing Joints, etc.,	50
14	Engine Crosshead Pumps,	10
14	Safety Valves, etc.,	10
15	Glass Gauges, Wheels, etc.,	20
16	Pin Valves, etc.,	50
17	Check Valves and Fittings,	30
18	Bells,	25
18	Veedometers, Lamps, Mirrors,	20
19	All Forgings,	10
19	D. A. Brake,	20
19	Chain, Rubber Pad Steps,	10
20	Tanks and Shells,	10
20	Mufflers, with Feed Water Heating Coil,	25
21	Tank Filler,	20
22	Water Level Regulator,	10
23	Steam Pumps	15
24	Auxiliary Hand Pumps,	15
25	By-Pass Regulators,	5
28	Kelley Generators,	25
	Klinger Gauges,	15