

The Story
of the
"Mobile"

JOHN BRISBEN WALKER
PRESIDENT

DAVID STROTHER WALKER
TREASURER

WILLIAM A. BELL
VICE-PRES.

The "Mobile" Company of America,

MAKERS OF

Twenty-four Styles of "Mobile" Carriages

From Lightest Runabout to 14-Passenger Omnibus

GENERAL OFFICE AND REPOSITORY

Corner Broadway and 54th Street, New York

FACTORY: PHILIPSE MANOR.

TARRYTOWN-ON-THE-HUDSON, NEW YORK



"Mobile" Headquarters
54th Street and Broadway
New York City

This location, which is the automobile center of New York, is five short blocks from the entrance to Central Park; on Broadway, which is asphalted its entire length; in the center of the district occupied by the leading hotels and clubs.

THE New York Branch of The "Mobile" Company of America occupies, in connection with The "Mobile" Rapid Transit Company, the six-story-and-basement building at the northwest corner of Broadway and 54th Street.

The executive offices of The "Mobile" Company of America and "Mobile" Rapid Transit Company occupy the entire second floor.

The "Mobile" salesrooms and showrooms, the first floor.

The five other floors of the building are equipped for storage and repair of "Mobiles," including reupholstering and repainting.



San Francisco Branch House
Formerly the Mercantile
Library Building.



Main Building, "Mobile" Co.'s Factory, Philipse Manor
Station, N. Y. C. & H. R. R.

The 1903 "Mobile."

AN IDEAL CARRIAGE FOR COUNTRY HOUSE OR CITY USE.

Perfect Control at Every Moment.

Smooth Running. Noiseless.

Without Vibration or Jar.

The Only Steam Car Automatic in Every Detail.

An evolution from the original Stanley and Whitney patents up Through
a Million Miles of Travel Experience, and half a million dollars of experi-
mental work,

The carriages to-day built by The "Mobile" Co. of America embrace almost
every variety of wagon

From the light \$550 Runabout up to the \$3,000 Coupé,—

From the light Delivery Wagon to the 14-passenger Omnibus.

THE CHIEF FEATURE OF THE "MOBILE"

is that its most powerful carriages are all of light weight.

Light weight means: Quick Stops, Lasting of Tires,
Easy Starts, Wear and Tear a minimum.

Most Important of all—a Maximum of Safety Because Easy of Control.

A
million
miles
of
Travel
Experience

No Accidents, Because of Quick and Perfect Control

The
Remarkable
Factor
of
Safety



THE MOST NOTABLE FACT

in the history of automobiling during 1902, was that
Out of an endless number of accidents causing violent deaths,
not one was laid at the door of a steam carriage.

Yet The "Mobile" Company and one other company have more than six thousand steam carriages in use in the United States.

Why is this remarkable factor of safety found in the use of the steam carriage?
Because there is perfect control at every moment.

In the event of sudden danger ahead, the driver does not have to reach out and seize one of several levers, each controlling a separate speed. The palm of his hand rests lightly on the one single, small lever which controls the power. At the slightest intimation of danger, power is fully and completely shut off. It becomes second nature with drivers of even little experience to do this. It is the work of a tenth part of a second. And the slightest possible motion restores the power when danger is past.

That is why the steam car is so quick.

Because there is nothing to confuse the mind. The control is so simple that the driver's hand acts instantaneously.

THE SAFETY OF THE "MOBILE"

Is also due

To the lightness of construction permitted by steam, which has no jar, no vibration to crystallize steel—to change its molecular structure until it becomes "rotten," consequently requiring heavy construction to insure safety. Even a fourteen-passenger omnibus is built of light tubular steel. One of Col. John Jacob Astor's heavy "Mobile" Surreys, carrying six persons, which has covered probably twenty thousand miles of travel, shows a frame as perfect as on the day it was turned out of the shop.

This Light Weight

permits a carriage to be brought suddenly to a stop by the powerful double brakes with which all "Mobiles" are equipped. In a crowded street, the advantages are incomparable. The driver is not limited by a speed gear, but can apply as little or as much power as he requires—can follow without effort the slowest-moving truck, or dart quickly through an opening. His eye is free for the street, ready to take advantage of the intervals of traffic; it does not have to seek a lever before the hand can operate.

How
Much
Wear
is
Saved
by
Light
Weight

Lowest Priced—Best

**Model
"Special"**

Runabout

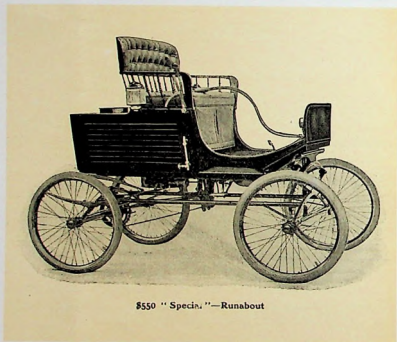
Price, \$550, net

F.O.B. Philipse Manor.

SPECIFICATIONS:

SEATING CAPACITY: 2 persons
STYLE OF SEAT: Spindle back
WIDTH OF SEAT: 37½ inches
RUNNING GEAR: Seamless steel tubing
TREAD: 50 inches
WHEEL BASE: 58 inches
CAPACITY FUEL TANK: 6½ gallons
CAPACITY WATER TANK: 22½ gallons
EXTREME LENGTH: 7 feet, 3½ inches
EXTREME WIDTH: 4 feet, 11 inches
EXTREME HEIGHT: 5 feet, 3 inches
DIAMETER OF BOILER: 14 inches
DIAMETER OF BURNER: 14 inches
ENGINE: No. 1
WHEELS: 28 inches, diameter
TIRES: Pneumatic, 2½ inches
Steam Air-Pump
Mechanical, Positive-Feed, Cylinder Oil-Pump
"Mobile" Water-Indicator
Double-Acting Brake.
Complete "Mobile" Equipment of Tools and Extras

\$550 Runabout—Finest Materials and Workmanship Throughout



\$550 "Special"—Runabout

THE \$550 "MOBILE."

The lowest-priced automobile ever offered to the public by any manufacturer in any country.

And the best.

In every detail of construction, it is the best we know how to build—the best steel drop-forgings, hubs cut from cold-rolled, union-drawn steel—the best quality of seamless steel tubing in the frames, an engine of our own make—the best we know how to make—a boiler of the very highest type of construction, a Water-Indicator, Steam Air-Pump, two Water-Pumps and Double-acting Brake.

There is, however, no water-regulator. The absence of this requires hand-regulation, but it is equipped with the "Mobile" Automatic Water-Indicator, which gives ample notice of low water in boiler.

The \$550 "Mobile" is the Specialty of The "Mobile" Company of America.

This car is not in itself a profitable branch of manufacture. It is intended to introduce purchasers to our larger and more costly types of "Mobile." We thoroughly recommend this car.

A
"Mobile"
Within
the
Reach
of Every
One

Without an Equal in the World

**Model No. 50
Coupé**

Price, \$3,000, net

F.O.B. Philipse Manor.

Seats nine persons—six inside, three on front seat
Will make 15 miles an hour on either city or country road

Perfectly upholstered in finest quality morocco leather
Steam-heated, if required, for winter use

Has all The "Mobile" Company's latest improvements

Comfortable, luxurious, stylish in appearance
Ideal for city calls or country travel

SPECIFICATIONS:

WIDTH OF SEATS: 44 inches

RUNNING GEAR: Seamless steel tubing

TREAD: 56 inches

WHEEL BASE: 7 feet

CAPACITY FUEL TANK: 16 gallons

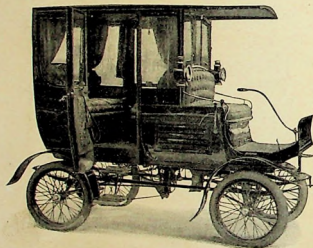
CAPACITY WATER TANK: 72 gallons

DIAMETER OF BOILER: 17½ inches

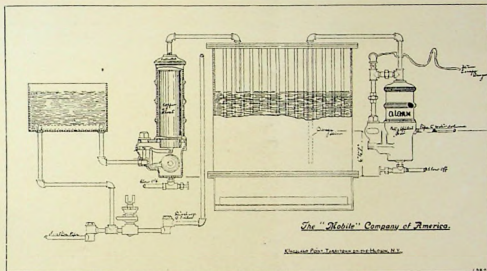
BODY: Metal-lined, and machinery hung on steel frame independent of body. Beveled French plate window-glass. Roller [silk] curtains. Speaking-tube, card-case, mirror, etc.

Complete "Mobile" Equipment of Tools and Extras

For Calling, Theater, or Country Use



Model No. 50—Coupé



A "MOBILE" SPECIALTY.
"MOBILE" AUTOMATIC WATER-REGULATOR.

The only successful device in existence for use on automobiles. It does not depend upon any float or uncertain device in the boiler, but upon a simple difference in specific gravity of steam and water.

When the water in the boiler covers the tube leading to the regulator, the pressure in the boiler forces the water into the regulator. The balance-cup, open and filled with water, so that it is not subject to collapse, rises, when surrounded by water, and opens needle-valve in regulator, permitting steam pressure to close check-valve on left-hand side of water-pump, thereby stopping flow of water from tank to pumps.

To close check valve on left-hand side of the steam pump, thereby stopping flow of water from tank to pumps. The balance cup is then no longer floats in water, but is tightly surrounded by steam, more than enough to strain and strain the ball below. This closes the valve, and takes the steam pressure away from pump-check valve, permitting the water to be pumped into the boiler. When the water rises sufficiently in the boiler to cover the mouth of the tube, water is again forced back into the regulator, taking the place of steam, and the gun rises. It is a perfectly simple device, involving no complications, and positive in its action.

THE "MOBILE" WATER-INDICATOR WORKS ON SAME PRINCIPLE AS REGULATOR. GIVES NOTICE OF LOW WATER IN BOILER.



Model No. 22—Heavy Surrey with Extension Top

SPECIFICATIONS—
CONTINUED:

EXTREME HEIGHT: 6 feet, without top; 8 feet, with top
 DIAMETER OF BOILER: 17½ inches
 DIAMETER OF BURNER: 17½ inches
 ENGINE: No. 2
 WHEELS: 30 inches, diameter
 TIRES: Pneumatic, "Mobile Special Formula," 4-inch
 STEERING: Center
 BODY: Metal lined, boiler and engine supported on steel frame.
 Complete "Mobile" Equipment of Tools and Extras

Model No. 21
Heavy Surrey
 (without top)

Price, \$1,800, net

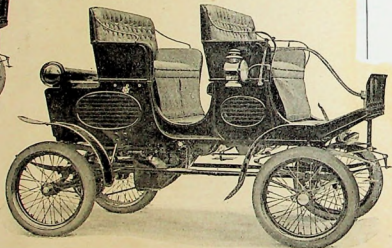
Model No. 22
Heavy Surrey
 (with extension top)

Price, \$1,950, net

F.O.B. Phillips Manor.

SPECIFICATIONS:

SEATING CAPACITY: 6 persons
 STYLE OF SEAT: Solid back
 WIDTH OF SEAT: 47 inches
 RUNNING GEAR: Seamless steel tubing
 TREAD: 36 inches
 WHEEL BASE: 6 feet, 6 inches
 CAPACITY FUEL TANK: 16 gallons
 CAPACITY WATER TANK: 45 gallons
 EXTREME LENGTH: 9 feet, 6 inches
 EXTREME WIDTH: 5 feet, 2½ inches



Model No. 21—Heavy Surrey

REAL ENDURANCE TESTS FOR AUTOMOBILES.

The real tests of automobiles are not those made by specially prepared machines in the charge of experts, but the exhibits made by carriages in the hands of purchasers.

A heavy Touring Surrey, sold by The "Mobile" Company of America in July to Miss Helen Gould, left Tarrytown shortly afterward with a party of six, for a trip to the Catskills. Heavy rains made the roads almost impassable, and at one point, on a steep hill, the driving-wheels simply revolved in the mud. Much of the journey was in a section theretofore unfrequented by automobiles.

The "Mobile" was ably handled by Miss Gould's own chauffeur, whose experience, however, had not been in the line of steam carriages.

After traversing over 600 miles, and after the carriage had demonstrated its entire efficiency, Miss Gould wrote the following:—

The "Mobile" Company of America,
Tarrytown-on-the-Hudson, N. Y.

Dear Sirs:—

You will be glad to know I am very much pleased with the automobile, which has proved to be a great success.

Very truly,

HELEN MILLER GOULD.



KIRKSIDE,
ROXBURY, NEW YORK.

600
Miles
in
Bad
Weather

Endurance, Comfort. For Two or Six Persons

Used by President Greatsinger for Inspecting Brooklyn Street-car Lines

Model No. 23

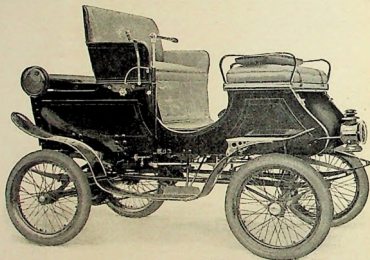
Touring Car

Price, \$1,800, net

F.O.B. Philipse Manor

SPECIFICATIONS:

SEATING CAPACITY: 6 persons
STYLE OF SEAT: Solid back
WIDTH OF SEAT: 47 inches
RUNNING GEAR: Seamless steel tubing
THREAD: 56 inches
WHEEL BASE: 6 feet
CAPACITY FUEL TANK: 23½ gallons
CAPACITY WATER TANK: 54 gallons
EXTREME LENGTH: 9 feet, 6 inches
EXTREME WIDTH: 5 feet, 4½ inches
EXTREME HEIGHT: 6 feet, 3 inches
DIAMETER OF BOILER: 37½ inches
DIAMETER OF BURNER: 17½ inches
ENGINE: No. 2
WHEELS: 30 inches, diameter
TIRES: "Mobile Special Formula," pneumatic, 4 inch,
1 3-16 inches thick
STEERING: Side
BODY: Metal-lined, boiler and engine supported on
steel frame
Complete "Mobile" Equipment of Tools and Extras.



Model No. 23—Touring Car

One Thousand Miles in a "Mobile" Touring Car

During the past summer a "Mobile" Touring Car was driven through from Seattle to San Francisco. The following account of this extraordinary trip is from The San Francisco Chronicle of October 3, 1902:—

Venturesome in business, venturesome in his recreation, and successful in each, is George Carmack, the man who discovered the Klondike in 1896, and the man who completed the longest and most difficult automobile trip on record. Carmack, accompanied by his wife, arrived in San Francisco from Seattle, safe, sound and happy, and neither they nor the machine showed any effects of the long trip other than from exposure to sun and wind.

Not an accident of any kind happened, although the cycle meter showed a run of 988 3-4 miles, and if there was a road map it would show that the machine went where a two-horse team could not take a wagon.

"Some of the grades were so heavy," Carmack said, "that the automobile slid down without the wheels moving.

"Some of the way there was no road at all, only a trail. On top of Cow Creek canyon we had to pick our way around the rocks and sharp stones, and we could see the railroad winding around hundreds of feet below us."

"I would go anywhere with that automobile now," he said later.



Over the
Difficult
Roads from
Seattle to
San Francisco

For a Small Family

Model No. 20

**Light
Surrey**

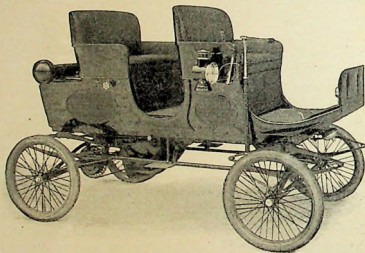
Price, \$1,275, net

F.O.B. Philippe Manor.

SPECIFICATIONS:

SEATING CAPACITY: 4 persons
STYLE OF SEAT: Solid back
WIDTH OF SEAT: 37½ inches
RUNNING GEAR: Seamless steel tubing
TREAD: 34 inches
WHEEL BASE: 6 feet, 3 inches
CAPACITY FUEL TANK: 13 gallons
CAPACITY WATER TANK: 35 gallons
EXTREME LENGTH: 8 feet, 11 inches
EXTREME WIDTH: 4 feet, 11 inches
EXTREME HEIGHT: 5 feet, 7½ inches
DIAMETER OF BOILER: 16 inches
DIAMETER OF BURNER: 16 inches
ENGINE: No. 1
WHEELS: 28 inches, diameter
TIRES: Pneumatic, 3-inch
STEERING: Side or center
BODY: Metal-lined, boiler and engine supported on steel frame
Complete "Mobile" Equipment of Tools and Extras

Strong, Light, Graceful, Quick, Easily Handled



Model No. 20—Light Surrey

So Simple That It Is Quickly Learned

THE "MOBILE" EASILY LEARNED.

An hour a day for a week will thoroughly instruct in the care and operation of the "Mobile" carriage.

SIMPLICITY.

If a break occurs, there is nothing which any one may not understand at once—that any ordinary mechanic may not repair.

THE PARTS LIABLE TO WEAR OUT.

All the wearing parts of the largest and most expensive "Mobile" carriage, exclusive of tires, upholstery and those parts incident to a horse-drawn vehicle, cost less than \$100 to replace.

Cost
of
Repairs

Our Most Popular Model

Model No. 11
"Standard" Dos-a-Dos
Price, \$1,000, net

Model No. 10
"Special" Dos-a-Dos
Price, \$850, net

F.O.B. Philippine Manor.

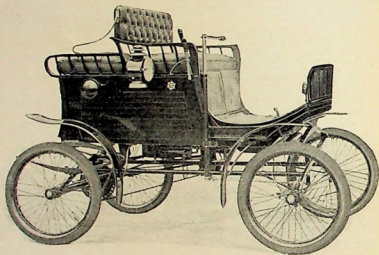
"Standard" Specifications:

SEATING CAPACITY: 4 persons
 STYLE OF SEAT: Spindle back
 WIDTH OF SEAT: 37½ inches
 RUNNING GEAR: Seamless steel tubing
 THREAD: 54 inches
 WHEEL BASE: 64 inches
 CAPACITY FUEL TANK: 7 gallons
 CAPACITY WATER TANK: 26 gallons
 EXTREME LENGTH: 7 feet, 11 inches
 EXTREME WIDTH: 4 feet, 11 inches
 EXTREME HEIGHT: 5 feet, 4 inches
 DIAMETER OF BOILER: 14 inches
 DIAMETER OF BURNER: 14 inches
 ENGINE: No. 1, geared 3 to 1
 WHEELS: 28 inches, diameter
 TIRES: Pneumatic, 3-inch
 STEERING: Side or center
 BODY: Metal-lined, boiler and engine supported on steel frame
 Complete "Mobile" Equipment of Tools and Extras

"Special" Specifications:

MODEL No. 10—This car is constructed on lines of our "Standard" Dos-a-Dos, but is not equipped with latest attachments

Imitated by Many—Never Equaled



Model No. 11—"Standard" Dos-a-Dos

"Mobile" Wagonettes a Business Feature

CABLE ADDRESS

Vascobini New York

PRIVATE OFFICE OF

Isidor Straus.
Nathan Straus } *From*



R. H. Macy & Co.

PLEASE ADDRESS REPLY TO PRIVATE OFFICE

New York December 23, 1902.

Dear Sir:— In reply to your inquiry, we are pleased to be able to testify to the good service that your "Mobile" coaches have given us between our old store at Sixth Ave. and 14th Street and our new store at Broadway and 34th Street.

They have been in operation about one month, and have traveled full practically all the time, giving particularly good service during stormy weather.

Very truly yours,

R. H. Macy
per [Signature]

Mr. John Brisben Walker, President,
"Mobile" Rapid Transit Company, City.

15,350
Buyers
Brought
to Store of
Macy
&
Co.

For Country Houses

Model No. 30
Rapid Transit
Wagonette No. 2 (Canopy Top)
Price, \$2,000, net

Model No. 31
Rapid Transit
Wagonette No. 3 (Solid Top)
Price, \$2,150, net

F.O.B. Philipse Manor.

SPECIFICATIONS:

SEATING CAPACITY: 12 persons
 RUNNING GEAR: Seamless steel tubing
 TRACK: 56 inches
 WHEEL BASE: 6 feet, 6 inches
 CAPACITY FUEL TANK: 26 gallons
 CAPACITY WATER TANK: 64 gallons
 EXTREME LENGTH: 10 feet, 1 inch
 EXTREME WIDTH: 5 feet, 9½ inches
 EXTREME HEIGHT: 8 feet, 3½ inches
 DIAMETER OF BOILER: 17½ inches
 DIAMETER OF BURNER: 17½ inches
 ENGINE: No. 2
 WHEELS: 30 inches, diameter
 TIRES: Pneumatic, "Mobile Special Formula," 4-inch
 STEERING: Center
 BODY: Metal-lined, boiler and engine supported on steel frame
 Water-proof storm [roll] curtains
 Complete "Mobile" Equipment of Tools and Extras
 Model No. 31 is same as Model No. 30, with exception that it has strongly built wood top and rear door

For Summer Hotels—For Depot Carriage



Model No. 30—Rapid Transit Wagonette No. 2

Cost of Operating "Mobile" Public Carriages

The most recent test of what "Mobile" Rapid Transit Carriages can do was given for twenty-five days in December between the old and new stores of Macy & Co. That firm rented four wagonettes, paying \$1,000 for twenty-five days' actual service, to start from Sixth Avenue and 14th Street, the site of their old store then just abandoned, and carry passengers to their magnificent new building at 34th Street and Broadway. The wagonettes were permitted to carry passengers but one way—from 14th Street to the new store—no return passengers. A careful check was kept on the number carried on each wagon. There were eleven rainy or stormy days, including a blizzard, and as the wagonettes were without glass sides, built solely for summer use, it followed that on stormy days they were not so well patronized. Yet in these twenty-five days these four wagons carried 15,850 passengers. If the wagonettes had been permitted to carry as many passengers down as up, the total would have been 31,700. At five cents each, this would have amounted to \$1,585, or \$63.40 per day, or \$15.85 for each wagon. Subtracting from this \$7.80 for operating expenses leaves a net profit of \$8.05 per day on each wagon.

These carriages were kept in a room on 43d Street, heated only by an oil-stove, without facilities for properly taking care of them.

The letter of the Messrs. Macy & Co., showing the admirable work done, is given on the previous page.

Work
Performed
by
Four
Wagonettes
for
Macy & Co.

Does Not Obstruct Busy Streets

**Model No. 36
Rapid Transit Omnibus
Price, \$3,000, net**

F.O.B. Philipse Manor.

SPECIFICATIONS:

SEATING CAPACITY: 14 persons and chauffeur
RUNNING GEAR: Seamless steel tubing
TREAD: 62 inches
WHEEL BASE: 84 inches
CAPACITY FUEL TANK: 30 gallons
CAPACITY WATER TANK: 90 gallons
EXTREME LENGTH: 12 feet
EXTREME WIDTH: 5 feet, 8 inches
EXTREME HEIGHT: 10 feet, 6 inches
DIAMETER OF BOILER: 20 inches
DIAMETER OF BURNER: 20 inches
ENGINE: No. 2
WHEELS: 30 inches, diameter
TIRES: Pneumatic, "Mobile Special Formula," 4-inch
STEERING: Side
BODY: Metal-lined, and all machinery hung on angle
iron frame independent of body, drop windows,
roller shades, electric-bell signal to operator, etc.
Complete "Mobile" Equipment of Tools and Extras.

Small Unit, Direct Transit—Operated With Speed on the Most Crowded Thoroughfare



Model No. 36—Rapid Transit Omnibus

"Mobile" Rapid Transit Can Be Installed for One-tenth the Cost of an Electric Street-car System

"MOBILE" RAPID TRANSIT.

The problem of Rapid Transit is one of the most important in every city and town. After actual work, covering more than twenty months, and after carrying more than fifty thousand passengers, the "Mobile" Company can now speak with certainty as to the cost of operating its omnibuses and wagonettes, including all replacements, repairs, average for storage, management, etc.

What does the new system propose?

Lightly built vehicles, elegantly upholstered, smooth running and noiseless, and moving easily and so swiftly that they will occupy less than half the room in the streets now required under present means of transportation. Moreover, not merely a few main streets, but every street will be available.

"Mobile" Rapid Transit means SMALL VEHICLES, seating only 14 persons; DIRECT CARRIAGE from the chief centers; THE FEATURE OF STOPPING AT EVERY CORNER ELIMINATED, because of the direct distribution and few passengers carried; DANGER OF STREET CROSSING REMOVED by coming up to the sidewalk; COMFORT—THE LOWER COST OF INSTALLATION AND OPERATION makes it possible to give every passenger a seat—no hanging from straps. The vehicle itself well ventilated, rubber tired, and leather upholstered—steam-heated in winter.

The "Mobile" system of Rapid Transit can be installed for from one-tenth to one-twentieth the cost of an electric street-car plant. It costs only from one-half to one-fourth as much for operation and fixed charges. If you are interested in Rapid Transit, the "Mobile" Company will be pleased to go into the subject fully with you.

Cost of
Operation
Below
Any
Other
System
of
Rapid
Transit

Two or Four Persons

A Most Graceful Automobile

**Model No. 12
Victoria Runabout (Vis-a-Vis)**

Price, with top (Victoria), \$1,400 net
without top, \$1,325 net
F.O.B. Philippe Manor.

SPECIFICATIONS:

SEATING CAPACITY: 2 persons on main seat, 1 or 2 persons on auxiliary seat

STYLE OF SEAT: Solid back

WIDTH OF SEAT: 42½ inches

RUNNING GEAR: Seamless steel tubing

TREAD: 34 inches

WHEEL BASE: 6 feet

CAPACITY FUEL TANK: 12 gallons

CAPACITY WATER TANK: 36 gallons

EXTREME LENGTH: 9 feet

EXTREME WIDTH: 4 feet, 11 inches

EXTREME HEIGHT: 7 feet, 2 inches

DIAMETER OF BOILER: 16 inches

DIAMETER OF BURNER: 16 inches

ENGINE: No. 1, geared 3 to 1

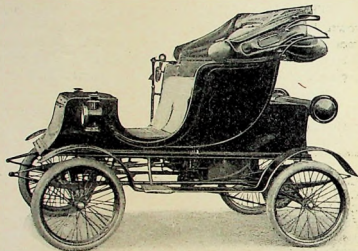
WHEELS: 28 inches, diameter

TIRES: Pneumatic, 3-inch

STEERING: Side

BODY: Metal-lined, boiler and engine supported on steel frame

Complete "Mobile" Equipment of Tools and Extras



Model No. 12—Victoria Runabout, (Vis-a-Vis)

"MOBILE" SPECIALTIES.

I. THE "MOBILE" BOILER

The patented boiler used in the "Mobile" carriage has now been under test for more than five years, and more than six thousand of them have been turned out. There has never been a single explosion or accident with any one of these boilers. Both the shell and tubes being made of copper, the contraction and expansion of the length is uniform. The copper is not affected by deposit, and there is no reason why it should not be good for twenty years. If scorched, it simply requires to be re-expanded at the ends of the tubes.

Many efforts have been made to imitate this boiler without success.

II. RUNNING-GEAR

The "Mobile" running-gear, or under-frame, is of the tubular type; made from the best, cold-drawn, seamless steel tubing and drop-forgings, pinned and brazed together.

No castings used in any part of the frame. The "Mobile" frames have become famous for their strength, durability and fine appearance. They are not painted, but handsomely enameled in colors to suit.

The French-built type of automobile compels the hanging of the bodies low. This suited well for racing-carriages designed for a speed of 40 to 50 miles per hour. It involves, however, many features which are undesirable. The effort in all carriage-construction in the past has been to elevate the passenger so that he will escape the dust and will also be in a position to have a commanding view of the road. The light, tubular construction of the "Mobile" frame permits this most desirable feature. In the "Mobile" Touring Surrey and our other cars the passengers almost entirely escape the dust, and occupy the positions most sought after in the most popular types of horse-drawn vehicles.

(Continued on page 22)

III. DOUBLE-ACTING BRAKE

The Double-Acting Brake, invented in the factory of The "Mobile" Company, was the first which gave absolutely perfect action, either forward or backward. It will hold on the steepest hill, and is simple in construction. On all heavy cars, these brakes are in duplicate.

IV. "MOBILE" BALL BEARINGS

The ball bearings used by The "Mobile" Company are built in their own factory, and are the result of long and costly experiments, and are, we believe, unequalled.

V. "MOBILE" STEEL-TIPPED BURNER

Our own design, greatly increased efficiency and reliability.

VI. "MOBILE SPECIAL FORMULA" TIRES

These tires are built by the pound upon "Mobile" Company's specifications, with guarantee as to using only the best qualities of rubber. The lugs are of a special design, built in the "Mobile" factory.

The 30x4-inch tires are 1 3/16 inches thick; practically punctureless; and if, by an extraordinary accident, cut can be used for 100 miles without damage to the carriage.

VII. IMPROVED CROSS-DRAFT AND METAL BOOT

Preventing back draft

VIII. "MOBILE" ENGINE

The "Mobile" engine is an evolution from previous types, in which every part has been carefully calculated and strengthened—yet carrying no unnecessary weight in any part. Either spring or water-ring pistons furnished, as may be preferred.

IX. "MOBILE" SPECIAL DESIGN THROTTLE-LOCK

Fastened by a turn of the wrist—as quickly released. Absolutely reliable.

An
Analysis

Automatic Water Regulation

"Mobile"

Standard Runabout

Model No. 3. Spindle Back, Price, \$725, net

"	4 Solid Back,	"	750	"
"	5 Buggy Top,	"	800	"
"	6 Goddard Top,	"	825	"
"	7 Victoria Top,	"	825	"

F.O.B. Phillips Manor.

SPECIFICATIONS:

SEATING CAPACITY: 2 persons

STYLE OF SEAT: As shown above

WIDTH OF SEAT: 37½ inches

RUNNING GEAR: Seamless steel tubing

TREAD: 54 inches

WHEEL BASE: 58 inches

CAPACITY FUEL TANK: 6½ gallons

CAPACITY WATER TANK: 27 gallons

EXTREME LENGTH: 7 feet, 3½ inches

EXTREME WIDTH: 4 feet, 11 inches

EXTREME HEIGHT: 5 feet, 4 inches, without top; 7 feet, 7 inches, with top

DIAMETER OF BOILER: 14 inches

DIAMETER OF BURNER: 14 inches

ENGINE: No. 1

WHEELS: 28 inches, diameter

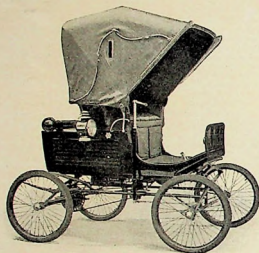
TIRES: Pneumatic, 2½ inch

STEERING: Side or center

BODY: Metal-lined, engine and boiler supported on metal frame

Complete "Mobile" Equipment of Tools and Extras

An Ideal Doctor's Car



Model No. 7—Standard Runabout, Victoria Top

Facts Which Tell Their Own Story

"MOBILE" SPECIALTIES—Continued.

X. "MOBILE" HUBS

No cast hubs are used on "Mobile" wagons. All are cut from solid, cold-rolled union-drawn steel.

Because of the quality of the hubs and the perfection of detail in construction, we are able to use wire wheels and pneumatic tires on our largest omnibuses. The resiliency obtained by this form of wheel can scarcely be overestimated. It allows no room for shock or jar. In the event of a collision, the wheel itself is never seriously injured; the utmost requirement is the replacement of a few spokes.

XI. AN AUXILIARY THROTTLE

enables the operator to entirely shut off steam from the engine so that the car cannot be tampered with during absence.

XII. "MOBILE" SPECIAL NEEDLE-VALVE

So constructed that the valve-stem cannot drop out, and the packing-nut cannot become loose.

XIII. STEERING-HANDLE

Both center- and side steering apparatus are constructed so as to eliminate vibration.

XIV. "MOBILE" PATENT WATER-STRAINER

The outlet from the water-tank is protected by a gauze strainer, so constructed as to be quickly removable for examination or cleaning, the opening from the tank being automatically closed while the strainer is off.

XV. BOILER AND ENGINE SUPPORTS

With the exception of two styles of "Mobiles," all engines and boilers are supported on steel frames.

XVI. TANKS

Fuel- and air-tanks are all made of seamless copper tubing with heads riveted and sweated on.

Water-tanks are all made of heavy sheet copper.

XVII. "MOBILE" COMPENSATING GEAR

The "Mobile" compensating gear is of the bevel type, enclosed in a dust-proof case.

XVIII. PUMPS

The engines are equipped with double pumps except on the "Special" Model.

In addition there is an auxiliary steam water-pump which can be brought into operation should there be any failure of the engine-pumps to supply enough water, and which can be started by the operator without leaving his seat. Finally, there is a hand-pump on each carriage.

A STEAM AIR-PUMP can be started by the operator without leaving his seat, and enables the pressure on the air-tank to be maintained at the maximum of efficiency.

XIX. "MOBILE" WATER-INDICATOR

If for any reason the operator should neglect to keep his water-tank filled, or should any of the water-feeding apparatus become deranged, and the water in the boiler run low, the "Mobile" Automatic Indicator gives notice by throwing out a jet of steam in front of the carriage, which cannot be overlooked by the operator.

When this signal is given, there yet remains six inches of water in the boiler.

Among other specialties of the "Mobile" we may include metal-lined bodies and feed-water heaters.

Every part in a "Mobile" carriage is interchangeable.

The
Beauties
of
the
"Mobile"

Quick Delivery—Can Cover 80 Miles a Day

\$1,085 "Mobile"—Horses? No! Horses? No, Thank You!

Model No. 40

Light

Delivery

Price, \$1,085, net

F.O.B. Philipse Manor.

SPECIFICATIONS:

SEATING CAPACITY: 2 persons
RUNNING GEAR: Seamless steel tubing
TREAD: 56 inches
WHEEL BASE: 5 feet, 6 inches
CAPACITY FUEL TANK: 8 gallons
CAPACITY WATER TANK: 34 gallons
EXTREME LENGTH: 8 feet, 4 inches
EXTREME WIDTH: 5 feet, 4 inches
EXTREME HEIGHT: 7 feet, 6 inches
DIAMETER OF BOILER: 16 inches
DIAMETER OF BURNER: 16 inches
ENGINE: No. 1, geared 3 to 1
WHEELS: 28 inches, diameter
TIRES: Pneumatic, 3 inch
STEERING: Center
BODY: Metal-lined, boiler and engine supported on steel frame
Complete "Mobile" Equipment of Tools and Extras



Model No. 40—Light Delivery

The \$1,085 Delivery Wagon is Within the Reach of Every Merchant

AT LAST—A \$1,085 BUSINESS WAGON.

This brings the "Mobile" Delivery Wagon within the reach of all.

Steam is the only reliable power for public carriage—no smell, no noise, no jar, no vibration, no crystallization of metals.

Has Automatic Water Regulation—no water-glass. The driver is left free to give his entire attention to moving rapidly through the streets.

At \$1,085 no merchant can afford to use horses.

These Delivery Wagons contain the highest quality of steel drop-forgings, steel tubing, and cold-rolled union-drawn steel hubs. In the essential features of materials and workmanship they are equal to the Company's \$2,000 carriages—but are for light work only. They are equipped with "Mobile" Automatic Water-Regulator, Water-Indicator, Steam Air-pump, and Mechanical, Positive-feed Oil-pump. The delivery wagon uses no water-glass, the regulation of water-level being entirely automatic.

No
Merchant
Can
Longer
Afford
to
Use
Horses

Equal to 3 Two-horse Wagons

Enables a Merchant to Double His Radius of Delivery

**Model No. 42
Merchants'
Delivery**

Price, \$2,000, net

F.O.B. Philippe Manor.

SPECIFICATIONS:

SEATING CAPACITY: 3 persons
RUNNING GEAR: Seamless steel tubing
TREAD: 36 inches
WHEEL BASE: 6 feet, 6 inches
CAPACITY FUEL TANK: 16 gallons
CAPACITY WATER TANK: 64 gallons
EXTREME LENGTH: 10 feet, 1 inch
EXTREME WIDTH: 5 feet, 9½ inches
EXTREME HEIGHT: 8 feet, 11 inches
DIAMETER OF BOILER: 17½ inches
DIAMETER OF BURNER: 17½ inches
ENGINE: No. 2
WHEELS: 30 inches, diameter
TIRES: Pneumatic, "Mobile Special Formula," 4-inch
STEERING: Center
BODY: Metal-lined, boiler and engine supported on steel frame.
GOODS COMPARTMENT: 99 cubic feet. Brass screens on sides, wood top, rear door, etc.
Complete "Mobile" Equipment of Tools and Extras



Model No. 42—Merchants' Delivery

The Difficulties of the Original Steam Carriage all Overcome

AN AUTOMATIC MACHINE.

The "Mobile" enters 1903 with a machine that is as nearly automatic as may be.

No water-glass.

Water regulated without care on the part of the driver.

Steam air-pump.

Auxiliary water-pumps—one steam, one hand.

Mechanical, positive-feed, cylinder oil-pump.

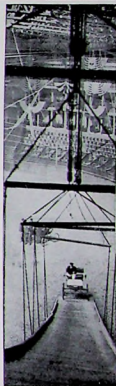
A perfection of construction obtained through

Five years' experience, covering many thousands of carriages

operating in all parts of the United States.

In the "Mobile" Wagonettes of one company more than 50,000 passengers had been carried prior to Dec. 31, 1902.

As
a
hill
climber
the
"Mobile"
has
a
Record
of
Exploits
that
has
never
been
equalled



"Mobile" in Forepaugh's Circus.

For Meats, Vegetables and Packages

**Model No. 41
Heavy
Delivery**

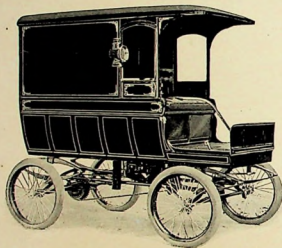
Price, \$1,800, net

F.O.B. Philipse Manor.

SPECIFICATIONS:

SEATING CAPACITY: 2 persons
CARRYING CAPACITY: 1,800 pounds
RUNNING GEAR: Seamless steel tubing
WHEEL BASE: 5 feet, 9 inches
CAPACITY FUEL TANK: 16 gallons
CAPACITY WATER TANK: 43 gallons
EXTREME LENGTH: 8 feet, 3½ inches
EXTREME WIDTH: 5 feet, 4 inches
EXTREME HEIGHT: 8 feet, 4 inches
DIAMETER OF BOILER: 17½ inches
DIAMETER OF BURNER: 17½ inches
ENGINE: No. 2
WHEELS: 30 inches, diameter
TIRES: Pneumatic, "Mobile special formula," 4-inch
STEERING: Center
BODY: Metal-lined, boiler and engine supported on steel frame.
Complete "Mobile" Equipment of Tools and Extras

Ask "The World" Regarding "Mobile" Delivery



Model No. 41—Heavy Delivery

KEROSENE SUBSTITUTED FOR GASOLENE.

A Fuel Purchasable at Any Country Store, and Cheap.

For more than two years the "Mobile" Company has been working on the problem of substituting kerosene for gasoline. Recently these efforts have been crowned with success, and we are now able to apply either kerosene or gasoline burners, as purchasers may prefer.

THE "MOBILE" FULLY PROTECTED BY PATENTS.

More than one-half million of dollars were paid to obtain the patents on which "Mobiles" are built. These include the original inventions of the Messrs. Stanley and Mr. Whitney. Only one other company has the right to apply these basic patents.

The patents of the "Mobile" Water-Regulator and the "Mobile" Water-Indicator, and many others, belong solely to the "Mobile" Company. Four important suits for infringements are in the courts, and others will shortly be brought. There are carriages in the market which are almost exact copies of the "Mobile." Suits will also be instituted during 1903 against purchasers of machines built by those infringing these patents.

Patents
that
Cost
One-
Half
Million
Dollars

Delivery Wagons, any Style

**Model No. 46
Heavy
Truck
Price, \$3,000, net**

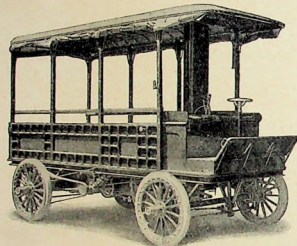
F.O.B. Philipse Manor.

EQUAL IN CAPACITY TO EIGHT SMALL DELIVERY
WAGONS AND EIGHT HORSES.

SPECIFICATIONS:

SEATING CAPACITY: 3 persons
RUNNING GEAR: Angle iron frame
TREAD: 28 inches
WHEEL BASE: 9 feet
CAPACITY FUEL TANKS: 28 gallons
CAPACITY WATER TANK: 140 gallons
EXTREME LENGTH: 14 feet, 10 inches
EXTREME WIDTH: 8 feet
EXTREME HEIGHT: 10 feet
WHEELS: Front, 36 inches diameter
WHEELS: Rear, 38 inches diameter
TIRES: Solid, 4 inches, front and rear
STEERING: Wheel
GOODS COMPARTMENT: 11 feet long
5 feet, 7 inches wide
6 feet, 6 inches high
Complete "Mobile" Equipment of Tools and EXTRAS

Any Size and Style of Truck Built to Order



Model No. 46—"Mobile" Heavy Truck

"Mobile" Tools *and* Extras Furnished Free with Each Car

STILLSON WRENCH

MONKEY-WRENCH

CHECK-VALVE WRENCH

SCREW-DRIVER

MACHINE-OIL CAN

CYLINDER-OIL CAN

HAND AIR-PUMP

WATER-BUCKET

EXTRA SIX INCHES OF CHAIN

EXTRA PACKING FOR ENGINE AND VALVES

KEROSENE SIDE-LAMPS

RUBBER STORM-BOOT OR -APRON

BOOK OF INSTRUCTIONS, ETC.

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