1921

GEORGE M. TOMBLING
General Sales Agent
TRINIDAD, COLORADO

ARE YOU LOOKING FOR AN UNUSUAL INVESTMENT?

THE BAKER STEAMER

THE MOTOR TRIUMPH OF THE AGE

THE BAKER STEAM MOTOR CAR & MFG. CO., PUEBLO, COLORADO

Phones: Factory Building, 434, Connecting all Departments.
City Office, 435.

Factory Building, 29th St. and Baker Boulevard
City Office, 135 Central Block.

This is a picture of our factory building. It is 60x416 feet and is located on our 80-acre tract adjoining the main line of the Santa Fe Railroad. Our engineers estimate that this building has sufficient capacity to produce from 1200 to 1500 cars a year. A new building is in process of erection for manufacturing the Dobbins wheel.

Baker Automobile Specifications

ENGINE—Two-cylinder, Uniflow; double action; Bore 4 in.; Stroke 5 in. VALVES—Stevens balanced. VALVE GEAR—Radial, Baker modification, enclosed in oil bath. Baker free engine releasing device.
CRANK SHAFT—Built up. Oversize S. K. F. Ball Bearing.
COMBUSTION SYSTEM—Baker Atomizing Type burner. Electric ignition.
STEAM GENERATOR—Baker Semi-flash type; constant water level.
ELECTRIC LIGHTING SYSTEM.
AXLES—Columbia standard full-floating with Timkin bearings throughout.
WATER PUMP—Slow running, engine crank driven, opposed plungers.
WATER TANK—Twenty-gallons preheated by exhaust steam.
CONDENSER—Radiator.

2-Passenger Baker Steamer, Military Sport Roadster

7-Passenger Baker Steamer

FUEL TANK—Sixteen gallons capacity, mounted on rear chassis. Separate compartment with ample reserve supply of air pressure.
WHEEL BASE—126 inches. TREAD—Standard 56 inches.
DRIVING GEARS—Spur type, engine to axle, 1 1-3 to 2 ratio. Free Engine Device for emergency use.
WHEELS—"Disteel" pressed steel type.
TIRES—34x4½ cord.
STEERING GEAR—"Lavine" Standard type.
DRIVE—Steering wheel and braces on left side.
BRAKES—Service, outside contracting. Emergency, inside expanding type, 16-inch drums.
SPRINGS—Semi-elliptic. Front 38 in. 2½ in. Rear 56 in.x2¼ in.
TORQUE RODS—Of long radii; directly connected from axle to frame.
FRAME—8 inches deep. Heat treated alloy steel.

Completed Baker Boilers Manufactured in Our Factory

The Power Plant of The Baker Steamer

The power plant of the Baker Steamer consists primarily of the Baker Steam Boiler, or Generator, and the Baker Uniflow Engine. It is the unique features of the Baker boiler and engine that put our automobiles, trucks, and tractors in a class by themselves and make Baker Steamer Stock **an attractive investment.**

The Baker Steam Boiler or Generator

The Baker Steam Boiler, as shown in the cut, is of an entirely new type and has never before been used for automotive purposes. It is compact, light in weight, and has a large heating surface. Alkali or other foreign substances in the water do not affect it because of the rapid circulation of water, together with the fact that the water carries with it throughout the boiler a certain amount of lubricating oil, which is gathered by the steam in passing through the cylinders.

In steam-producing qualities it is a marvel. For operating purposes, steam can be produced in from 2 to 4 minutes from cold water and a cold boiler. Another thing of great consequence about the Baker boiler is that **it is non-explosive.** This is due primarily to the fact that it does not have enough volume of steam in any one portion of the boiler at any one time to cause an explosion. All Baker boilers are tested to stand a strain several times as great as is required for operating purposes, and a pop valve is used as an additional safeguard. It has been subjected to severe scientific tests by disinterested expert engineers, and has been acknowledged to be the best type of boiler, or generator, ever brought out. Further this boiler has been thoroughly tested in actual road service, covering thousands of miles throughout the Rocky Mountain region.

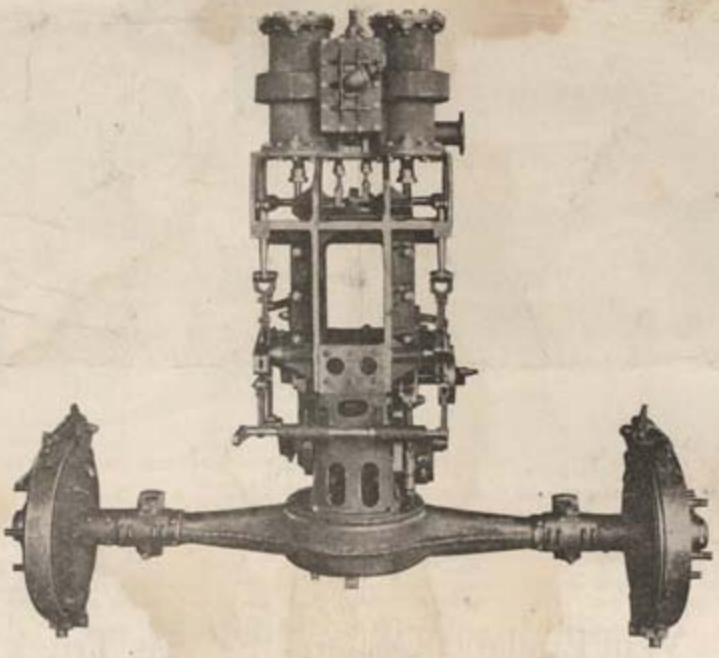
The boiler is so constructed that water is brought from the tank into its upper coils, where it is partly heated before it passes to the generating coils at the bottom next to the fire. This arrangement conserves fuel and protects the tubing from extremes of heat and cold. Just above the generating coils are the super-heating coils, from which "dry steam" is drawn past the throttle to the engine. The large exterior coils at the top constitute a reserve portion of the boiler.

At the lowest point of the generating coils, there is a sediment chamber to catch all foreign substances so they can be blown off from time to time. There are no sharp turns and no threaded joints to cause leakage. **Expansion and contraction** is ingeniously taken care of, by arranging the tubing in coils, thereby avoiding sharp angles, and, secondly, by having the hottest gases circulate

next to the hottest steam and the coolest gases next to the coolest steam. Lastly, the circulation of the water in the generating coils is so perfect that there is no possibility of overheating the metal nor any tendency of raising water, as in some boilers, when the engine is working hard.

The burner, which we use, is so simple in construction that we can burn kerosene, distillate, fuel oil, crude oil, gasoline, or alcohol without any changes or readjustments. The fact that we can use cheap fuel not only saves money but helps to solve the great fuel problem that is now facing the world. Owners of our trucks and cars will not have to be limited in the use of fuel as is being practiced now in the use of gasoline in various parts of the United States. For these reasons our enterprise is constantly growing in value and popularity.

The Baker Uniflow Engine



The Baker Uniflow Engine has the operating simplicity of the Counterflow Engine and the running efficiency of the Triple Expansion Engine. In a series of tests, made by R. C. Stevens in conjunction with our own engineering staff, the Baker Uniflow Engine, showed an average of 23% greater efficiency than that of the Counterflow Engine. Moreover our machine has greater starting torque power than is possible in any Counterflow Engine. Another strong feature of our engine is its simplicity of construction. It has only 26 working parts and its nearest competitor among gas engines has more than four times as many working parts. The small number of working parts of our engine not only adds to its simplicity but makes its upkeep far more economical.

The engine is securely attached to the rear axle and hence its power is directly applied. An engine placed in the front of a car is like hitching a team of horses far away from the load. The application of the power, too, is continuous, which insures efficiency and easy riding. If one were to represent the application of gas engine power by a series of dashes; thus: - - - - - - - -, the application of steam power may well be represented by a continuous line. The elimination of jerks and vibration has many practical advantages: it conserves the autoist's nerve force for his daily work; repairs are reduced to a minimum; and tires last a great deal longer.

A free engine device, our own patent, releases the engine from the rear axle, so that water may be pumped into the boiler, while the car is standing still.

The condensing system is of our own design and has many special features, making it possible for a tank of water to run our automobile 75 to 300 miles.

It must be evident that the power plant of the Baker Steamer is marvelous in its simplicity, power, and economy of upkeep. It positively has no equal for automotive purposes.

A Baker Two-ton Truck Receiving Freight at the Denver & Rio Grande Depot

BAKER STEAMER TRUCK SPECIFICATIONS

Normal Carrying Capacity, 2 tons, capable of carrying 100% overload.
Boiler, Baker Standard.
Engine: Baker Uniflow; 2 cylinder; bore 4 in.; stroke 5 inches.
Baker Free Engine Device.
Normal Rated Horsepower, 20.
Water Tank, 30 gallons.
Fuel Tank at rear, 16 gallons.
Condenser—Radiator, Baker Special.

Wheel Base, inches	131
Front Tires	35x5
Rear Tires	38x7

Tread, 56 in. Standard.
Weight Empty, 6045 lbs.

Will England Discard the Gas Truck?

The Baker Steamer Truck as shown in the cut is designed to meet the growing exactions of the business world for service and economy. The internal combustion motor car has not and really cannot meet these requirements. The following quotation from a leading English Scientific Journal gives positive proof of the superior performance of the steam truck over its rivals.

"For transporting a maximum tonnage over a maximum distance in a minimum time at a minimum cost, the steam wagon takes an easy lead over its rivals."—

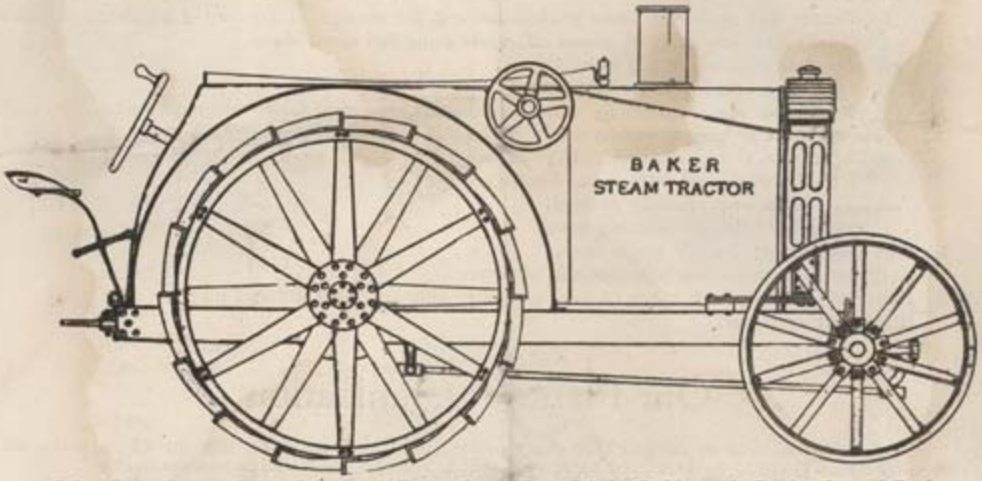
"Having made the statement that steam haulage is the most economical form of road transport, it is necessary to give facts which will support it adequately. With this object the author recently caused careful investigation to be made by a trained staff into actual running costs of various types of steam and petrol [gas] motor-wagons operating in the service of road transport firms and private users who have adopted motor transport over a considerable number of years, and who have made an experienced study of working costs. Figures have been analyzed which represent, in the aggregate, 15,000,000 ton-miles hauled. The capacities of the vehicles examined vary between 3 and 6 tons, and to obtain an accurate comparison, each performance has been adjusted to give the cost of hauling 5 tons over 1 mile.—

"The investigation covered the performance of 100 steam vehicles by five different makers of note, and also 100 petrol [gas] vehicles by nine leading makers. The costs given include all overhead charges, depreciation, interest, fuel, wages, repairs, etc., and have been obtained from actual wagons on every-day commercial work, and are not makers' tests.

"Average annual capacity of one 5-ton wagon—75,000 ton-miles. Average costs by steam to carry 5 tons 1 mile—1 s. 5½ p. (35c). Average costs by petrol [gas] to carry 5 tons 1 mile—2 s. 10½ p. (69c). Showing annual cost saved by each steam wagon compared with petrol to be over £1,000. ($5,000.)

"There are many steam wagons 10 years and over in constant and reliable service at the present time, and the City of Westminster has today three steam wagons in regular service which are all twenty years old, and have been in commission for the whole of that period."—P. W. Robson, O. B. E., of Lincoln, Engineering, July 23, 1920, Page 123.

The author states further that when permitted to do so the steam wagons by means of a trailer carry at times an overload of 60% to 100%, which is quite beyond the scope of its rivals.



Baker Steam Tractor—Boiler, Burner and Engine Occupy Same Relative Position as in Touring Car and Truck

TRACTOR SPECIFICATIONS

Boiler, Baker Special, 30-inch		Capacity of fuel tank, gallons	30	Extreme width, inches	62
Engine, Baker Uniflow		Radiator—Condenser		Extreme length, inches	126
Number of cylinders	2	Rear wheels, diameter, inches	48	Extreme height, inches	68
Bore of cylinders, inches	4	Front wheels, diameter, inches	36	Turning radius, feet	22
Stroke, inches	5	Rear wheels, face, inches	12	Wheel base, inches	74
Revolutions per minute	600	Front wheels, face, inches	12	Rear axle, diameter, inches	3
Face of pulley, inches	6½	Front wheels, face, inches	6	Front axle, built up construction.	
Diameter of pulley, inches	12	Tiltage of front wheels, degrees	22	Weight, approximately 3,500 lbs.	
Capacity of water tank, gallons	50	Bearings, Hyatt Roller			

Our Manufacturing Possibilites

Here are some of the things that The Baker Steam Motor Car and Manufacturing Company can manufacture and market:

1. Pleasure cars of longer life and super-service, at prices within reach of the general public.
2. Trucks that are dependable, powerful, and long-lived.
3. Tractors light enough and small enough to merit the approval of farmers, yet sufficiently simple and powerful to meet the most rigid requirements.
4. Power Plants for motor boats.
5. Heating Plants that eliminate the "Furnace Shooter" and the "Ash Hauler.'
6. Power Plants for small manufacturing establishments.
7. Power Plants for various stationary purposes, such as for dairies, portable saw mills, mines, pumping plants, etc.
8. The Dobbins Puncture-proof Pneumatic Wheel.

Any of these fields of manufacturing would warrant the existence of a large corporation. Those who invest in the Baker Company will share in the profits derived from as many of these enterprises as the corporation sees fit to enter.

What These Things Mean

1. Tremendous demand on the part of the public.
2. Unlimited possibilities for the manufacturer.
3. A good chance for investors to get in on the ground floor.

Superior Features of Our Steam Car

1. Acceleration rapid—will attain a speed of 40 miles an hour from a standing position in 10 seconds.
2. Control simple, easy and certain, which means safety.
   a. Will creep at half mile an hour on hill or level, and will go full speed by simply moving the throttle.
   b. Cannot kill engine at some critical moment, for example, in the way of a fast-moving train.
   c. Can reverse engine, with steam off, while going full speed ahead.
   d. No gear shift to bother with.
3. Cost of upkeep reduced to a minimum.
   a. No transmission, clutch, fly wheel, drive shaft, universal joints, magneto, carburetor, etc., to purchase or keep in repair.
   b. No carbon to be burned out of cylinders.
   c. No oil trouble and burned out bearings.
   d. Tire mileage practically doubled.
   f. Comparatively few working parts.
4. Will burn inexpensive low grade fuels.
5. Easy riding through steady application of power.
6. Plenty of reserve power, hence no need to "rush" hills and other difficult places.
7. High starting power.

Our Plan of Organization

Our organization is so devised that every protection, which could be thought of is given all stockholders. There is no preferred stock—all of it is common stock and is non-assessable.

Our Company is capitalized at $2,500,000 and the par value of the stock is fixed at 1c. As the material value of the stock increases, the price necessarily rises. The one who waits longest to invest, pays well for his delay and should do so in justice to all.

Another thing; In order to conserve its stock, the Company has planned to sell only such amount of stock as is necessary to carry on the business in a large way.

Syndicates have again and again asked for the privilege of selling great blocks of Baker Steamer stock, but their proposals have been steadfastly refused. Were their requests complied with, many shares would have been sold for even less than they are selling today, which would be most unbusiness-like for the Company.

Again, the company desires, through its own representatives to make each stockholder realize that he is a part of the organization and that its success depends upon his own personal attitude and efforts as well as upon those of the officers. To create a feeling like this is to make every one of its stockholders a living advertisement and perhaps a purchaser of Baker Steamer products. All such advertising and sales cost not one cent additional and add materially to the value of the stock.

Profitable Investments in the Automobile Industry

Although the automobile industry is comparatively new, it has in general been a very profitable one. This is partly due to the great demand, to large scale production, to standardization of parts and to free advertising. Newspapers are now full of reports about scarcity of gasoline and the necessity for some sort of steam car, which will burn cheap fuels. Such reports prepare the public for just what we are aiming to sell and this advertising costs us nothing at all. Other industries spend millions of dollars for such publicity.

The automobile industry has made it possible for many men to amass great fortunes and for others to get on "Easy Street" through comparatively small investments. For example, Barber's Story of the Automobile says "In the ground floor days of the Ford money-making machine, Miss Couzens risked $100 on Ford. That $100 produced $100,000 in cold cash—Other Ford investors profited on the basis of $5,000,000 for each $10,000 invested. The Reo Motor Car Company has paid over $50,000 on an investment of $1,000." These illustrations are by no means exceptional.

It will be observed that automobile stock has had both a marvelous rise in value and has paid most unusual dividends. Baker Steamer stock about three years ago, sold at its par value. It has been steadily advancing in value and price and will continue to do so. To secure the best returns, one must invest at the beginning of a successful enterprise. Otherwise he must be satisfied with ordinary interest rates on his money.

C. A. ORR
Factory Manager

W. F. REINIG
Director

HARTLEY O. BAKER
President

F. E. OLIN
Vice-President

J. ARTHUR PHELPS
Secretary

The Baker Steam Motor Car and Manufacturing Company

A few years ago, the first aviator who flew over the Alps, said, as he was ready to start, "Whatever happens, you will find me on the other side of these mountains." This is the spirit which animates the minds of the men who are striving today to put Baker Steamer products on the market.

For eighteen years, Dr. H. O. Baker has devoted his time to inventing and perfecting a steam car that will meet the most exacting tests for simplicity, power and economy. Other portions of this folder explain how his aims have been realized.

The Baker Company was organized in November, 1917, to build steam passenger cars, trucks and tractors. Stock was placed on the market December 1, 1917. By the following June a portion of the present plant had been built and machinery was being installed, notwithstanding the difficulties incident to war conditions. Since then, several cars have been built for demonstration purposes and in September, 1920, the Company exhibited its first truck at the Colorado State Fair. Measured by the efforts of others, splendid progress has been made by the Baker Company. The truth of this statement can be verified by anyone who will consult a history of the automobile industry.

The factory is located at Pueblo, the "Pittsburg of the West." Steel and iron can be had here in almost unlimited quantities. Pueblo is a natural gateway to the Rocky Mountains and is therefore a strategic point for making and distributing Baker products. For this reason a great saving in freight can be realized over eastern competitors for western trade.

The Company invites all prospective investors to make a thorough investigation of what it is preparing to offer the public. The more personal and thorough the investigation, the better.

Baker Steamer Stock Is NOW SELLING at Six Cents Per Share for a Very Limited Time Only

OFFICERS

H. O. BAKER ..... President
F. E. OLIN ..... Vice President
J. ARTHUR PHELPS ..... Secretary

DIRECTORS

H. O. Baker, Inventor Baker Steam Car.
F. E. Olin, Formerly City Commissioner, City of Pueblo.
J. Arthur Phelps, Attorney-at-Law.
W. F. Reinig, Manager Wholesale Drug Co.
C. A. Orr, Formerly Superintendent Motive Power, A. V. L. & P. Co. Now Factory Manager and Superintendent of the Baker Steam Motor Car and Manufacturing Company..

The Baker Steam Motor Car and Manufacturing Company

P. O. Box 733 Pueblo, Colorado