

Brooks Steam Motors

LIMITED

Head Office
Toronto, Ont.

Factory
Stratford, Ont.

Incorporated Under the Companies' Act, (Canada)

AUTHORIZED CAPITAL—750,000 shares divided into: 250,000 Preference shares 8% cumulative, par value \$10.00; 500,000 shares without nominal or par value.



OFFICERS and DIRECTORS:

PRESIDENT

O. J. Brooks, Toronto, Canada, Investment
Banker; President, Brooks Securities
Limited; President, Toronto Finance
Corporation Limited.

SECRETARY-TREASURER

Geo. W. Radtke, Toronto, Canada, Vice
President, Brooks Securities Limited.

DIRECTOR

Carleton J. Lauer, B.M.E. Stratford, Ontario,
Chief Engineer, Brooks Steam Motors

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W. A. DOVER
GENERAL MANAGER



CARLETON J. LAUER, B.M.E.
CHIEF ENGINEER



MILTON BECK
CONSULTING ENGINEER

FACTORY MANAGEMENT

W. A. DOVER

General Manager

Mr. Dover is well known throughout the automobile industry in Canada, through his former connection as member of the firm of Culley-Bray & Dover Limited of Toronto and Hamilton, Distributors of Nash, Maxwell and Chrysler cars. Mr. Dover was General Manager at Hamilton for the Willys-Overland Company at the time that Company opened up in Canada, and was previously Manager of The Goodyear Tire & Rubber Co., Toronto.

CARLETON J. LAUER, B.M.E.

Chief Engineer

After graduating from the Ohio State University, with the Degree of Bachelor of Mechanical Engineering, Mr. Lauer devoted many years of study and research work in perfecting steam-power plants and while thus engaged came prominently before the engineering world as Consulting Engineer in Detroit. Mr. Lauer was responsible for the design and development of the Doble Steam Car, having been connected with Doble-Detroit Steam Motors as Chief Engineer. At that time Mr. Lauer also perfected the Naked House Heating System which is now being manufactured on a large scale by the Steam Corporation of Chicago. Later Mr. Lauer was retained by General Motors Corporation in the capacity of Research Engineer in charge of steam development. Mr. Lauer having devoted many years in the development of steam-powered vehicles is undoubtedly one of the most advanced Engineers in this respect in America.

MILTON BECK

Consulting Engineer

Mr. Beck by this time will need little introduction. His splendid work at the factory during the past nine months and recent experience in the testing of our new product on long distance runs, have established his value to the Company. Mr. Beck was formerly a member of the firm of Page, Beck & White, Consulting Engineers of Chicago, and came to us direct from the Stanley Motor Carriage Company (now the Steam Vehicle Corporation of America) of Newton, Mass., where he was Chief Engineer.



GEO. O. NORTON
COMPTROLLER



P. H. B. SPRAYSON
FACTORY SUPERINTENDENT



V. A. MINNES
PURCHASING AGENT

GEO. O. NORTON

Comptroller

In 1902, Mr. Norton joined the Accounting Staff of the International Harvester Company, resigning his position there nine years later when Head of the Cost Department to accept the position of Cost Accountant with M. Beatty & Sons, Limited, Welland, Ontario, and three years later was appointed Treasurer and Office Manager. When that firm sold out their business in 1915 to The Canadian Mead Morrison Company, Limited, Mr. Norton was re-appointed Treasurer and Office Manager, which position he held until his resignation to become associated with Brooks Steam Motors, Limited. Mr. Norton is a Canadian, having been born at Hamilton, Ontario, and with his long experience in factory accounting is well-qualified to supervise this particularly important part of the Company's affairs.

P. H. B. SPRAYSON

Factory Superintendent

Upon meeting Mr. Sprayson, one is at once cognizant of his keen knowledge of automobile production, and an engineer and mechanic of a very high order. Mr. Sprayson, after graduating from Birmingham Technical College about twenty-five years ago, served apprenticeship with Belle & Morscom of Birmingham, England, being employed subsequently with The Daimler Motor Company and Austin Motor Company. From the latter of which he resigned to enter the employ of "Hornby" of Derby, England, where he was in constant contact with the Hon. C. R. Bell, designer of the famous engine. After emerging from his various war experiences with honors, he entered the General Electric Company of Birmingham as Production Superintendent. Mr. Sprayson is an aggressive and capable type of man, and is insistent on very high-class workmanship in building the Brooks Steamer.

V. A. MINNES

Purchasing Agent

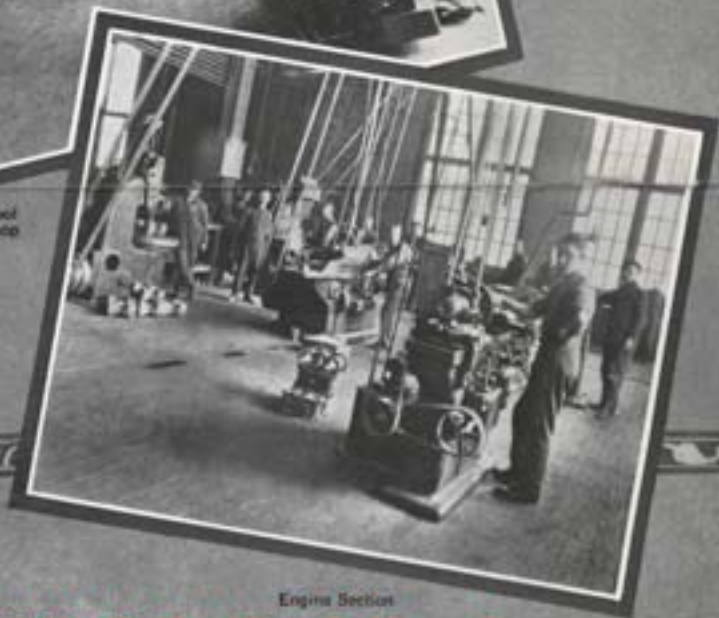
After graduating from Queens University with the degree of B. Sc. Mr. Minnes, having in mind a future permanent connection in the automobile industry, obtained appointments with Ford Motor Company, Dodge Bros., and Packard Motor Company in order to make a study of the methods used by representative concerns in this line of business. Since taking up his duties as Purchasing Agent for Brooks Steam Motors, Limited, in April 1924, Mr. Minnes has conclusively demonstrated that he is eminently qualified to fill this position, and his knowledge and varied experience make him a valuable acquisition to the Company.



Machine Shop



Subdivision of Tool
and Machine Shop



Engine Section



Inspection Dept.



Subdivision of
Assembly Dept.



Assembly Line



Heat-treating Section

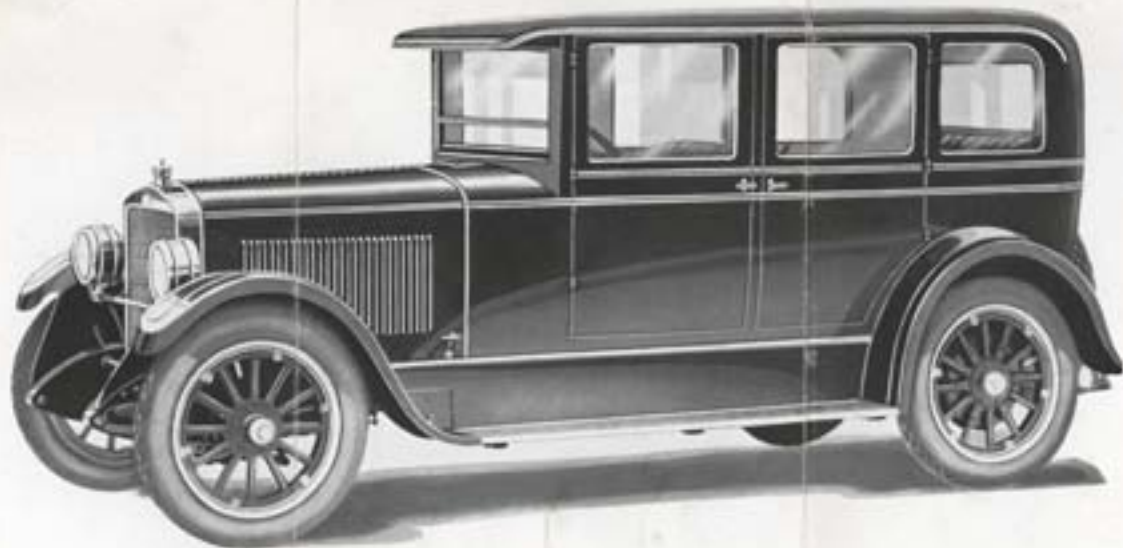


Woodworking Section



Boiler Section

SEDAN



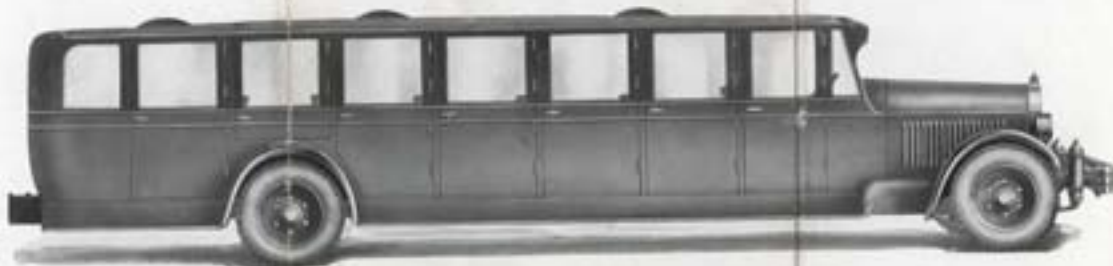
ENGINE—2 cylinder 4" x 4½"
WHEEL BASE—122 inches.

TIRES—32 x 4½ cord.
BODY—Five Passenger—Meritas fabric.

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wall

32-PASSENGER BUS



ENGINE—4 Cylinder 4" x 5" developing H.P.
Designed for continuous operation at 45 miles
per hour.

Engine can be used as brake on long descents.

WHEEL BASE—235 inches.

BRAKES—Steam operated air brakes on all four
wheels.

TIRES—Rear: 34 x 7 Dual Pneumatic. Front:
34 x 7 Single Pneumatic.

BODY—Low hung for safety, ease for entering,
and easy riding.

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