

Steam Catalogs and Pamphlets

FOR COLLECTORS OF HISTORICAL AUTOMOTIVE DATA

BAKER STEAM CAR BOILER

Many steam engineers think the Baker Boiler was the best of them all. This leaflet describes, illustrates and gives full details of boiler used in Baker Steamer. No. BS-1.....\$0c

BROOKS STEAM CAR

This reprint folder gives complete data, specifications on this famous steamer. Car is illustrated and cutaway of chassis shown. No. BRO-1.....\$0c

DELLING STEAM CAR

Fine illustrations of two pleasure cars. Specifications of the Boiler Assembly with photo, three-cylinder engine illustrated with complete enclosure and operating lever. Chassis illustrated. Specifications and features of this attractive steamer included in folder. No. DS1.....\$0c

DOBLE STEAMER

Photos last Dobles built Limousine, Phaeton Runabout, De Luxe and standard models. Beautiful illustrations bodies, top and side view chassis engine, generator, condensers; specifications of body designs, chassis, equipment. Unique, interesting booklet. DOS-1.....\$1.00

STANLEY STEAMER

All 1908 stock models illustrated, specifications. Beautiful photo of 127 MILE AN HOUR World's record-breaking Stanley (the fastest car in the world). Lists Stanley records, various distances and former records, description of race car attractive, instructive folder. No. SS-2.....\$1.00

STANLEY STEAMER

Questions and Answers folder about the latest Stanley data available. Questions about steamer vs. gas cars . . . answered by Steam experts. Secure a real insight to Steamer qualifications and limitations by reading this interesting historical folder. No. SS-1.....\$1.00

STANLEY STEAMER

All 1913 models listed, illustrated, described with specifications and beautiful cutaway photos of boiler, burner, engine, cylinders, differential, steering mechanism, pumps, axles, bearings. Photos nine models including pleasure, mountain cars and delivery wagon. No. SS-3.....\$1.00

STANLEY STEAMER
1917 models. By this time Stanley produced a car much in appearance the same as gas cars of that year. Eight models illustrated, complete specifications, engine, cylinder, boiler, differential, with illustrations. Folder contains history of the Stanley Motor Carriage Company. No. SS-4.....\$1.00

STANLEY STEAMER INSTRUCTION BOOK

One of the latest books published by Stanley. Complete data, instructions, information on care and operation of Steamer. Diagrams, charts, drawings. Valuable booklet for those interested in steam. No. SS-5.....\$1.00

STANLEY STEAMER INSTRUCTION BOOK

Non-Condenser Models. Full instructions with charts and drawings for operation of all earlier models having no condenser. No. SS-6.....\$1.00

WHITE STEAMER

1908 models. Complete specifications, photos, drawings, engine, chassis, generator. Interesting reading of this historical and famous American Steam Car. No. WS-1.....\$1.00

WHITE STEAMER

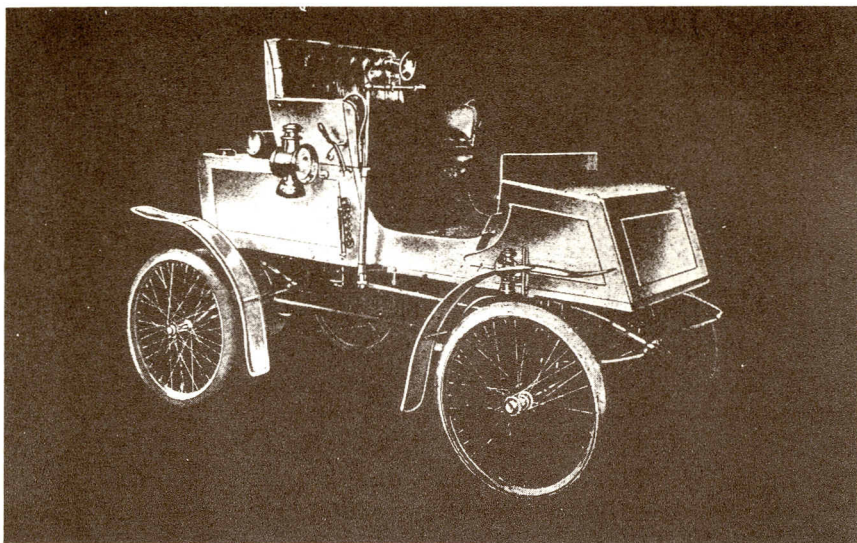
1910 models . . . Photos of five cars, two chassis with complete details of construction, specifications and other data. Models "O-O" and "M-M". Beautiful photos of individual parts such as crankshaft, pistons, valves, bearings, counter-weight, pump, rocker arms. Left side, right side, rear view of engine. Diagrams and photos of generator. An attractive folder of this historical Steam Car. No. WS-2.....\$1.00

WHITE STEAM CAR BULLETIN

This 1931 edition of the White Steamer booklet gives details of races, hillclimbs, photos and illustrations of early White Steamers with and without tops or windshields, and testimonial letters of unusual claims of White owners. Here is a booklet every steam car fan will enjoy. No. WSB.....\$1.00

OUR 1903 Locomobiles are the result of many years of study and manufacture. Since 1899 we have placed 5000 Locomobiles in the hands of customers and have constantly studied the performances of these cars over all kinds of roads and under all conditions. No other automobile company has had such experience for improving their output. We have followed up all these opportunities, and the Locomobiles which we are delivering this year have been brought to a high state of perfection. As the pioneer builders of steam cars, we started manufacturing at Newton, Mass., and in a short time had five large plants in New England. These are now all combined in one immense establishment at Bridgeport, Conn., the most modern, and the most complete, automobile plant in this country.

Floyd Clymer Publications, 1268 S. Alvarado, Los Angeles 6, California



Long Wheel Base Runabout, \$750

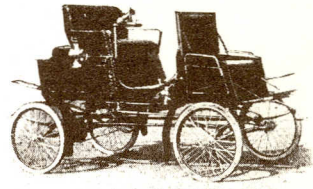
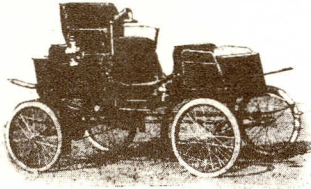
Our system of agencies and branches extends all over the world. Our facilities for taking care of our customers are as fine as our facilities for manufacturing automobiles.

Steam is a highly desirable power for many reasons. It is our oldest and best known power, and repairs of all kinds can be effected anywhere, for there is no complicated electrical apparatus to give trouble and no complicated gearing. Like the electric automobile, it is simple, noiseless and free from jar; like the gasoline automobile, it is independent of charging stations. In other words, it combines the best features of all makes. It is the most *reliable* power, all the endurance contests having shown this; and if trouble *is* experienced, it can be located at once and easily remedied.

Hill climbing is one of the most important points for the prospective purchaser to investigate. That steam cars are admittedly the best hill climbers is an important consideration, and, as shown by

LONG WHEEL BASE RUNABOUT

One of our most popular models. It is equipped with a concealed seat under the front box. Can be used for two or four passengers, as desired

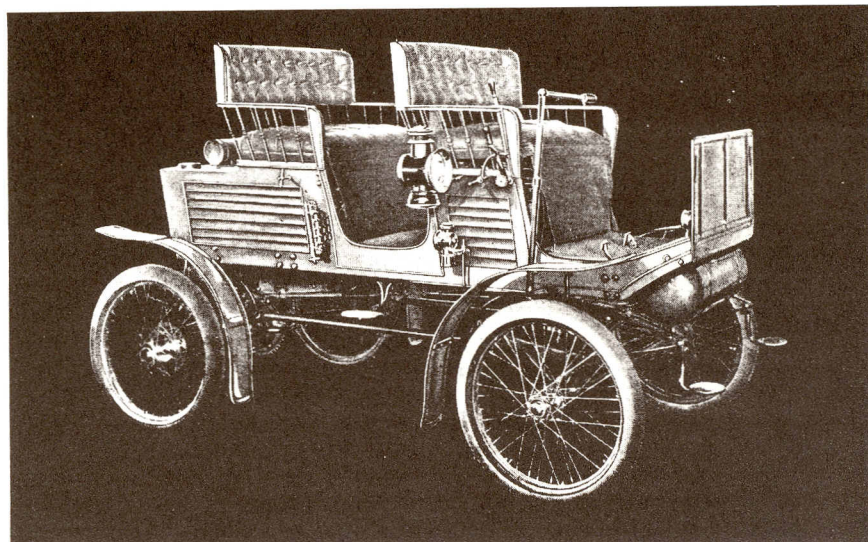


SPECIFICATIONS. *Boiler*, 14" Locomobile fire tubular type. Indestructible water gauge with lamp for use in night riding. *Burner*, Improved pattern; very durable and fitted with generator and pilot light. *Engine*, Two double-acting cylinders 2½" x 3½", encased. Automatic cylinder oil pump. Octopus lubricator. *Wheels*, Strong and graceful steel wheels fitted with 2½" x 28" thick-walled, single-tube pneumatic tires. Mud guards. *Brakes*, Double-acting brake on differential. *Steering*, Our regular side-steering device. *Tanks*, Water, 30 gallons; fuel, 14 gallons, carried in front box. *Dimensions*, Wheel base 75"; tread 54". *Equipment*, Victor steam water and air pumps. Auxiliary hand water pump. Water tank ejector. Water tank gauge. Two side lamps. Storm apron. French horn. Cyclometer. Set of tools.

our well-known victories and mountain climbing performances, the Locomobile easily stands at the head. With the Locomobile you can make long trips without having to worry about pushing up hills.

Durability is another very necessary feature; for automobiles must not break down. All of our cars are substantially and carefully constructed from one end to the other. We use only the best material and employ only expert workmen. Unlike so many automobiles, our cars are not hastily and clumsily put together, but are carefully assembled and carefully tested, no car being shipped or delivered until it is in fine running order and every part perfect and in place. We build our cars for use, and they will stand up. Our long experience has shown us just how to distribute the weight, so that, although our cars are very durable, they are not *unnecessarily* heavy.

The Locomobile is easily understood, easily operated and cared for. It takes from five to ten minutes to get ready for the road,



Loco-Surrey No. 5, \$1,200

and requires no further attention after this. On the road one lever gives all speeds, there being no complicated system of gears to throw in and out. We furnish an instruction book containing all necessary information to make the purchaser a thoroughly competent operator.

The 1903 Locomobiles have many important improvements and conveniences. Superheated steam is used on all models, which permits of great economy in operation, both in fuel and water. Thus long distances can be covered without having to replenish the tanks.

After long experiment we found that the Victor Pumps were the most satisfactory steam pumps on the market, and we have, therefore, adopted them for use on our Locomobile Steam Cars. The Victor Air Pump is a great convenience and does away with all pumping of air into the tires and air tank by hand. The Victor Steam Water Pump is a valuable auxiliary method of quickly filling the boiler with

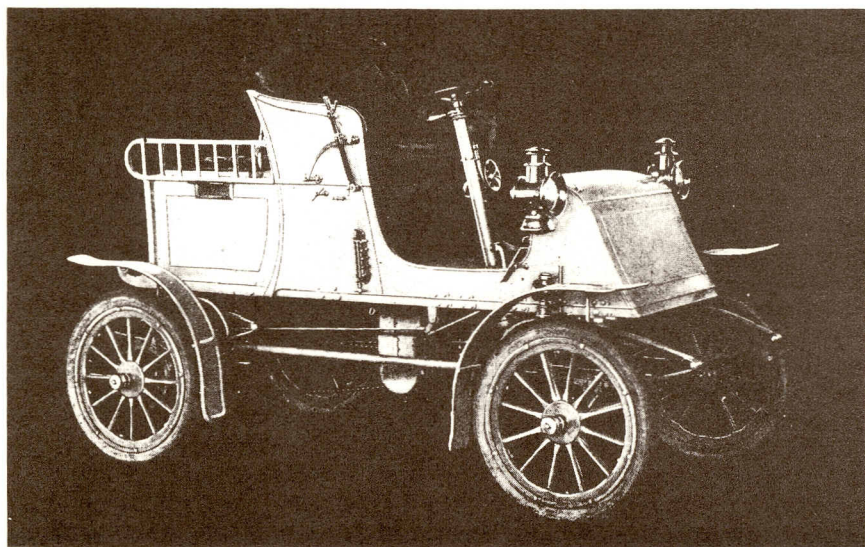
STANHOPE B

SPECIFICATIONS. *Boiler*, 18" Locomobile fire tubular type. Indestructible water gauge with lamp for use in night riding. *Burner*, Improved pattern, very durable and fitted with generator and pilot light. *Engine*, Two double-acting cylinders 3" x 4", encased and running in oil. Roller bearing crossheads. Roller bearings throughout. Automatic cylinder oil pump. A lever with ratchet allows operator to loosen or tighten piston glands and valve stem glands instantly, thus avoiding any burning of the fingers. Reverse lever is the regular locomotive type and positive. *Wheels*, Wooden artillery type with 3½" x 30" double-tube tires. Mud guards. Rear wheels have roller bearings; front wheels plain bearings. *Brakes*, Two double-acting brakes on rear wheel hubs operated by ratchet lever. Two double-acting brakes on differential. This provides two independent and positive methods of stopping the vehicle. The ratchet brake allows operator to leave carriage standing on a hill. *Steering* is by wheel, irreversible worm gear. Throttle on steering post. *Tanks*, Water 35 gallons; fuel, 12 gallons. *Dimensions*, Wheel base 75"; tread, 54". *Equipment* includes Victor steam air and water pumps. Auxiliary hand water pump. Water tank ejector. Water tank gauge. Side lamps. French horn. Storm apron. Cyclometer. Set of tools.

water when desired: Both these pumps are thoroughly reliable, and no owner of any kind of a steam car should be without them.

Another very convenient device is the steam water ejector, used for filling the water tank. The carriage may be stopped at the nearest watering trough and a hose thrown in, which connects with the ejector. The operator may then turn on the steam valve without leaving the carriage, and in a short time the tank will be full, after which the steam valve is shut off and the operator proceeds.

This year's burner is of very excellent design and substantially constructed. A steam jet, which can be used when necessary, prevents a strong wind from interfering with the proper action of the burners. The lubrication of all bearings is very carefully provided for. The engine, for instance, being fitted with a central reservoir from which small pipes lead to all the engine bearings, thus insuring positive lubrication. The cylinders of the engines of all models are



Dos-a-Dos, \$1,800

positively and automatically lubricated by a ratchet pump which feeds oil into the cylinders at all times.

We call particular attention to the excellent system of brakes provided for all models. These brakes are all double acting, that is to say, arresting equally well the forward and backward motions of the car. The brakes are large and powerful, and are carefully fitted and adjusted.

Every provision is made for safety. The boiler is non-explodable and, in addition, to comply with the law, is fitted with all the necessary safety appliances. All boilers are subjected to a very careful test, both under steam and cold water pressure (the latter test is to 600 pounds pressure). The indestructible water gauge which we have adopted is not an experiment, but is in every way thoroughly practical and convenient. This is a highly desirable fixture, as it does away with the necessity for automatic check valves to hold the

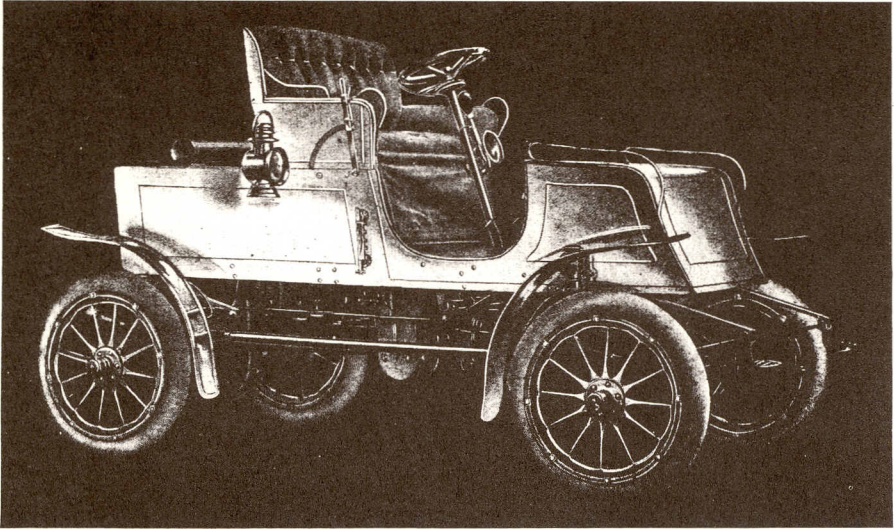
DOS - A - DOS

Seating capacity for two or four. Very stylish

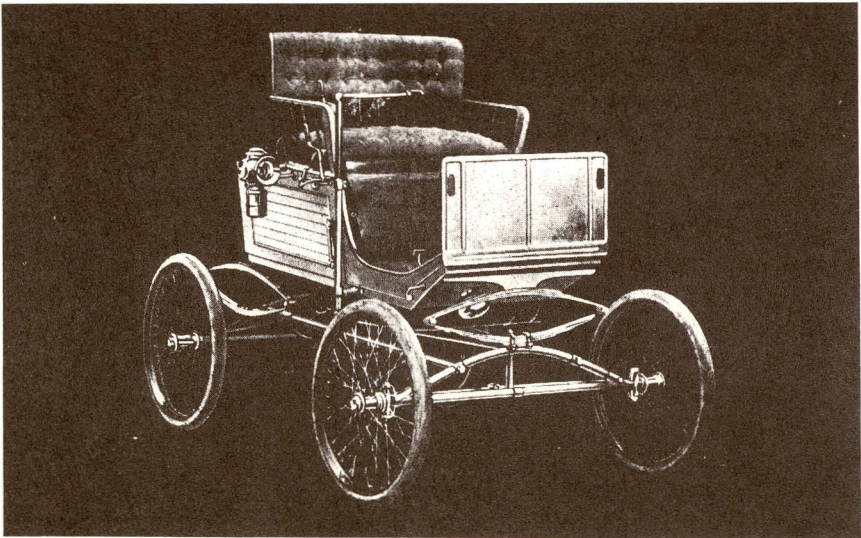
SPECIFICATIONS. *Boiler*, 18" Locomobile fire tubular type. Indestructible water gauge with lamp for use in night riding. *Burner*, Improved pattern; very durable and fitted with generator and pilot light. *Engine*, Two double-acting cylinders 3" x 4", encased and running in oil. Roller bearing crossheads. Roller bearings throughout. Automatic cylinder oil pump. A lever with ratchet allows operator to loosen or tighten piston glands and valve stem glands instantly, thus avoiding any burning of the fingers. Reverse lever is the regular locomotive type and positive. *Wheels*, Wooden artillery type with 3½" x 30" double-tube tires. Mud guards. Rear wheels have roller bearings; front wheels plain bearings. *Brakes*, Two double-acting brakes on rear wheel hubs operated by ratchet lever. Two double-acting brakes on differential. This provides two independent and positive methods of stopping the vehicle. The ratchet brake allows operator to leave carriage standing on a hill. *Steering* is by wheel, irreversible worm gear. Throttle on steering post. *Tanks*, Water 30 gallons; fuel 12 gallons. *Dimensions*, Wheel base 75"; tread 54". *Equipment* includes Victor steam air and water pumps. Auxiliary hand water pump. Water tank ejector. Water tank gauge. Side lamps. French horn. Storm apron. Cyclometer. Set of tools.

steam and water in the boiler, should the gauge blow out; and it also avoids the inconvenience caused by the breaking of water glasses. This gauge is fitted with globe valves top and bottom. A safety lock (detachable) prevents any person from starting the car when it is standing without attention. The fuel in passing to the burner is thoroughly vaporized, as in previous models; but the present arrangement prevents the clogging of the gasoline feed pipe with dirt or particles of carbon.

We use two methods of steering. *First*, by a side steering lever. *Second*, by a hand wheel. The side steering lever is very desirable for the runabouts and the surrey. It is simple and convenient, and as the steering post is connected with the carriage body, the vibration caused by unevenness in the road is not communicated to the hand. The wheel steering device is very comfortable for long distance runs and is free from vibration.



Touring A, \$1,800



TOURING A

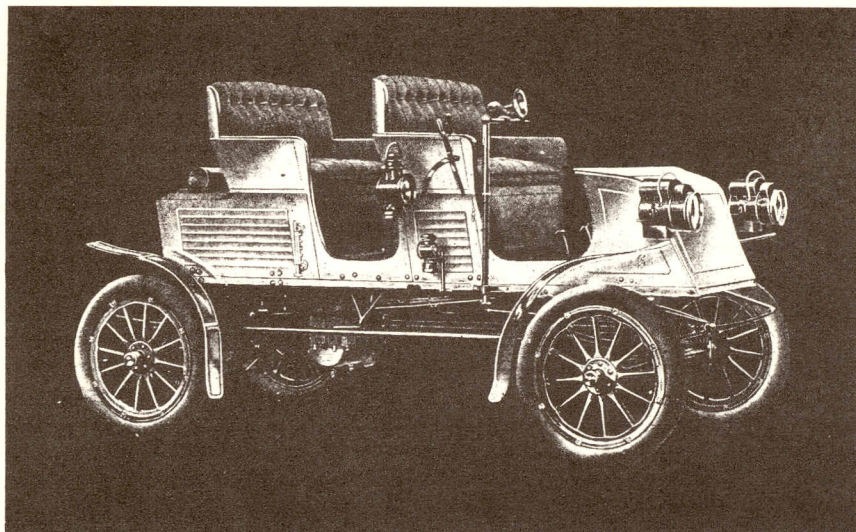
This model has concealed front seat. A very easy riding car

SPECIFICATIONS. *Boiler*, 18" Locomobile fire tubular type. Indestructible water gauge with lamp for use in night riding. *Burner*, Improved pattern; very durable and fitted with generator and pilot light. *Engine*, Two double-acting cylinders 3" x 4", encased and running in oil. Roller bearing crossheads. Roller bearings throughout. Automatic cylinder oil pump. A lever with ratchet allows operator to loosen or tighten piston glands and valve stem glands instantly, thus avoiding any burning of the fingers. Reverse lever is the regular locomotive type and positive. *Wheels*, Wooden artillery type with 3½" x 30" double-tube tires. Mud guards. Rear wheels have roller bearings; front wheels plain bearings. *Brakes*, Two double-acting brakes on rear wheel hubs operated by ratchet lever. Two double-acting brakes on differential. This provides two independent and positive methods of stopping the vehicle. The ratchet brake allows operator to leave carriage standing on a hill. *Steering* is by our regular side-steering device or wheel, as desired. Throttle on steering post. *Tanks*, Water 47 gallons; fuel 12½ gallons. *Dimensions*, Wheel base 85"; tread 56". *Equipment* includes Victor steam air and water pumps. Auxiliary hand water pump. Water tank ejector. Water tank gauge. Side lamps. French horn. Storm apron. Cyclometer. Set of tools.

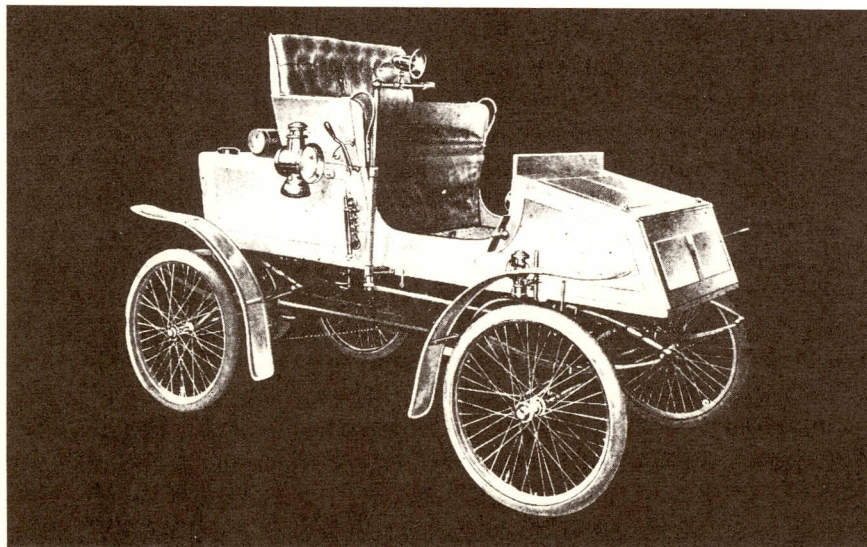
Standard Locomobile

A splendid all-round car for two persons. It has made a mile in 1.30, and we assert that it can climb any hill on any road that can be ascended by horse-drawn vehicles.

SPECIFICATIONS. *Boiler*, 14" Locomobile fire tubular type. Indestructible water gauge with lamp for use in night riding. *Burner*, Improved pattern; very durable and fitted with generator. *Engine*, Two double-acting cylinders, 2½" x 3½", using superheated steam. Octopus lubricator. Automatic cylinder oil pump. *Wheels*, Strong and graceful steel wheels, fitted with 2½" x 28" thick-walled pneumatic tires. Mud guards. *Brakes*, Powerful double-acting brake on differential gear. *Steering*, Our regular side-steering device. *Dimensions*, Wheel base 58 inches; tread, 54 inches. *Tanks*, Water 26 gallons; fuel 5 gallons. *Equipment*, Victor steam air and water pumps. Auxiliary hand water pump. Water tank ejector. Two side lamps. Cyclometer. Gong. Tools.



Special Surrey, \$1,800

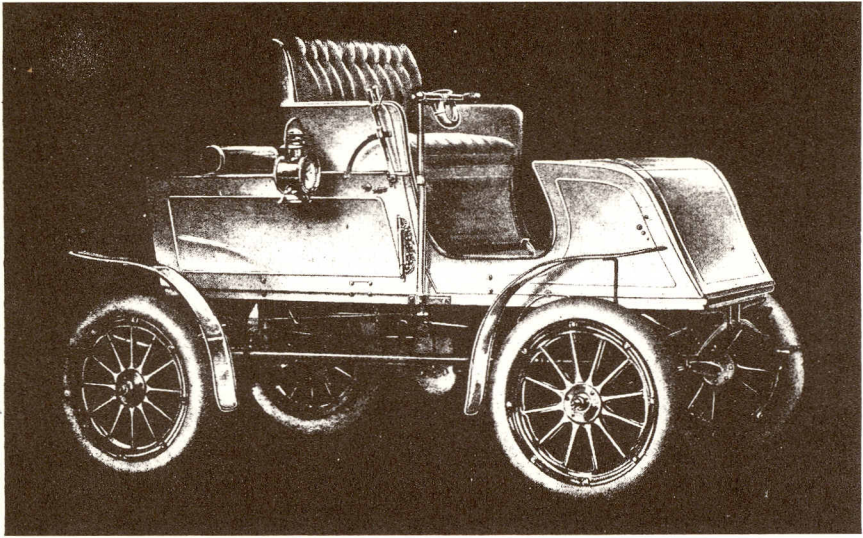


SPECIAL SURREY

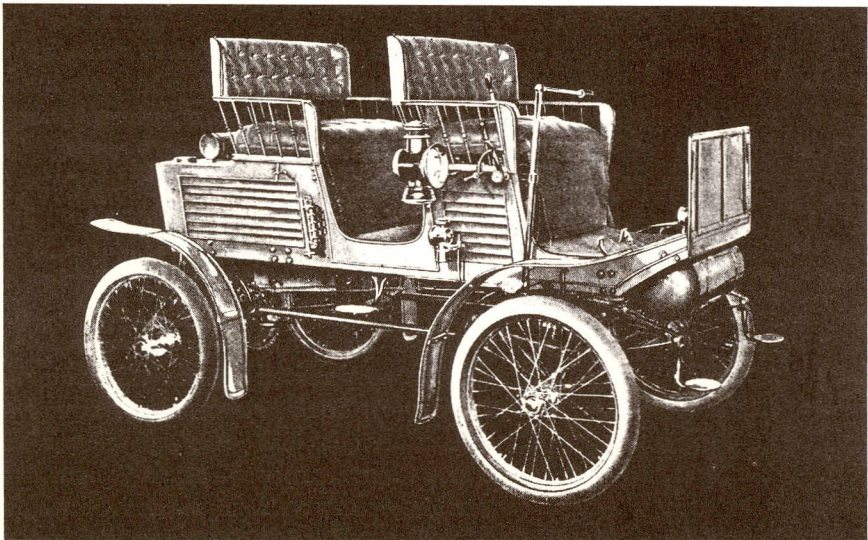
SPECIFICATIONS. *Boiler*, 18" Locomobile fire tubular type. Indestructible water gauge with lamp for use in night riding. *Burner*, Improved pattern; very durable and fitted with generator and pilot light. *Engine*, Two double-acting cylinders 3" x 4", encased and running in oil. Roller bearing crossheads. Roller bearings throughout. Automatic cylinder oil pump. A lever with ratchet allows operator to loosen or tighten piston glands and valve stem glands instantly, thus avoiding any burning of the fingers. Reverse lever is the regular locomotive type and positive. *Wheels*, Wooden artillery type with 3½" x 30" double-tube tires. Mud guards. Rear wheels have roller bearings; front wheels plain bearings. *Brakes*, Two double-acting brakes on rear wheel hubs operated by ratchet lever. Two double-acting brakes on differential. This provides two independent and positive methods of stopping the vehicle. The ratchet brake allows operator to leave carriage standing on a hill. *Steering* is by our regular side-steering device or by wheel, as may be desired. Throttle on steering post. *Tanks*, Water, 35 gallons; fuel, 16 gallons. *Dimensions*, Wheel base 93"; tread, 54". *Equipment* includes Victor steam air and water pumps. Auxiliary hand water pump. Water tank ejector. Water tank gauge. Side lamps. (Acetylene head lights are extra.) French horn. Storm apron. Cyclometer. Set of tools.

1903 Long Wheel Base Runabout

SPECIFICATIONS. *Boiler*, 16" Locomobile fire tubular type. Indestructible water gauge with lamp for use in night riding. *Burner*, Improved pattern; very durable and fitted with generator. *Engine*, Two double-acting cylinders, 2½" x 3½", using superheated steam. Automatic cylinder oil pump. Octopus lubricator. *Wheels*, Strong and graceful steel wheels fitted with 2½" x 28" thick-walled, single-tube pneumatic tires. Mud guards. *Brakes*, Double-acting brake on differential. *Steering*, Our regular side-steering device. *Tanks*, Water 32 gallons; fuel 14 gallons, carried in front box. *Dimensions*, Wheel base 75"; tread 54". *Equipment*, Victor steam water and air pumps. Auxiliary hand water pump. Water tank ejector. Two side lamps. Storm apron. French horn. Cyclometer. Set of tools.



Touring B. \$2,400



TOURING B

This model has concealed front seat. A very powerful car

SPECIFICATIONS. *Boiler*, 20" Locomobile fire tubular type. Indestructible water gauge with lamp for use in night riding. *Burner*, Improved pattern; very durable and fitted with generator and pilot light. *Engine*, Two double-acting cylinders 3" x 4", encased and running in oil. Roller bearing crossheads. Roller bearings throughout. Automatic cylinder oil pump. A lever with ratchet allows operator to loosen or tighten piston glands and valve stem glands instantly, thus avoiding any burning of the fingers. Reverse lever is the regular locomotive type and positive. *Wheels*, Wooden artillery type with 3½" x 30" double-tube tires. Mud guards. Rear wheels have roller bearings; front wheels plain bearings. *Brakes*, Two double-acting brakes on rear wheel hubs operated by ratchet lever. Two double-acting brakes on differential. This provides two independent and positive methods of stopping the vehicle. The ratchet brake allows operator to leave carriage standing on a hill. *Steering* is by our regular side-steering device or by wheel, as may be desired. Throttle on steering post. *Tanks*, Water 45 gallons; fuel 17 gallons. *Dimensions*, Wheel base 79"; tread 56". *Equipment* includes Victor steam air and water pumps. Auxiliary hand water pump. Water tank ejector. Water tank gauge. Side lamps. French horn. Storm apron. Cyclometer. Set of tools,

Locosurrey No. 5

SPECIFICATIONS. *Boiler*, 16" Locomobile fire tubular type. Indestructible water gauge with lamp for use in night riding. *Burner*, Improved pattern, very durable and fitted with generator. *Engine*, Two double-acting cylinders 2½" x 3½", using superheated steam. Automatic cylinder oil pump. Octopus lubricator. *Wheels*, Strong and graceful steel wheels fitted with 3" x 28" thick-walled single-tube pneumatic tires. Mud guards. *Bearings*, Rear wheels have roller bearings; front wheels ball bearings. *Brakes*, A splendid system as follows: Two double-acting brakes on rear wheel hubs, operated by ratchet lever. Two double-acting brakes on differential. This provides two independent and positive methods of stopping the vehicle. The ratchet brake allows the operator to leave carriage standing on a hill. *Steering*, Our regular side-steering device. *Tanks*, Water 37 gallons; fuel 9 gallons. *Dimensions*, Wheel base 75", tread 54". *Equipment*, Victor steam air and water pumps. Auxiliary hand water pump. Water tank ejector. Side lamps. Two storm aprons. French horn. Cyclometer. Set of tools.

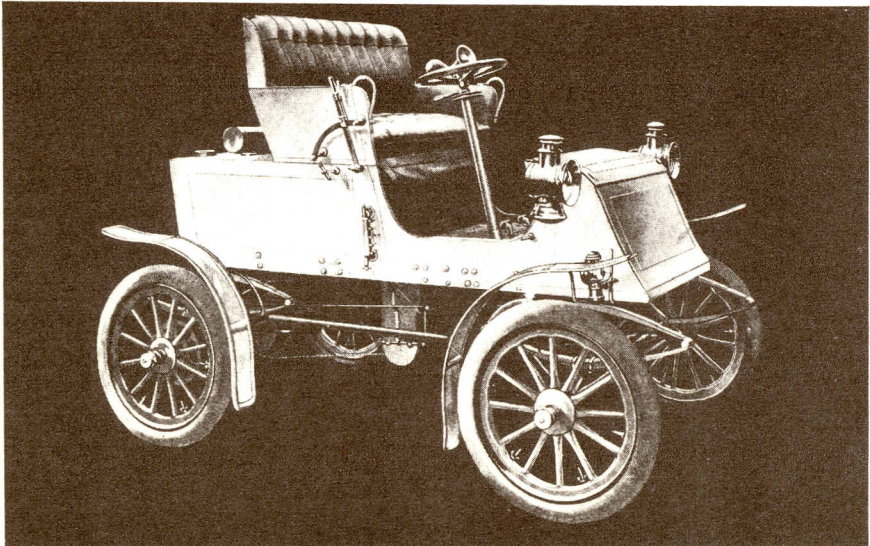
Locomobile Steam Cars

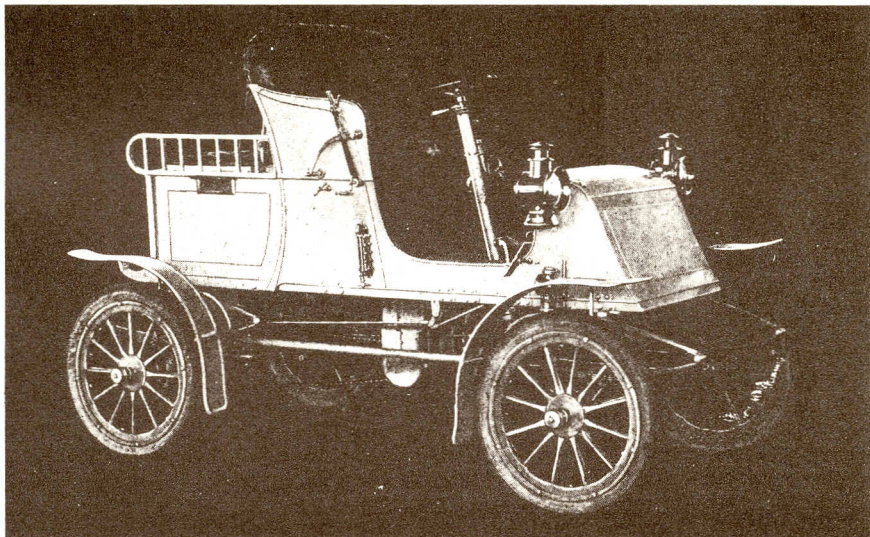
Are not experimental. The result of years of manufacture on a large scale.

Some Advantages of Steam Power

- 1 **No Vibration.** This means comfort. Some people can't stand vibration.
- 2 **Easy to Operate.** All speeds from one little lever.
- 3 **Simple.** Our best known power — no mystery.
- 4 **Hill Climbing.** The Locomobile has climbed PIKE'S PEAK.
- 5 **Elastic Power.** No gears to change.
- 6 **Convenience.** Never takes more than a certain time to start.
- 7 **Safety.** Non-explodable boiler — all safety appliances.
- 8 **Powerful.** Reserve power for sand and mud.
- 9 **Speed.** A stock Locomobile has made a mile in 1.30.
- 10 **Reliability.** Steam used for locomotives and ships. Why not for autos?

NO. LS-I.





Stanhope "B"

SPECIFICATIONS. *Boiler*, 16" Locomobile fire tubular type. Indestructible water gauge with lamp for use in night riding. *Burner*, Improved pattern; very durable and fitted with generator. *Engine*, two double-acting cylinders 3" x 4", encased and running in oil. Roller bearing crossheads. Roller bearings throughout. Automatic cylinder oil pump. Superheated steam. A convenient lever with ratchet, allows operator to loosen or tighten piston glands and valve stem glands instantly, thus avoiding any burning of the fingers. Reverse lever is the regular locomotive type and positive. *Wheels*, Wooden artillery type with 3" x 30" double-tube tires. Mud guards. *Bearings*, Rear wheels have roller bearings; front wheels plain bearings. *Brakes*, A splendid system as follows: Two double-acting brakes on rear wheel hubs operated by ratchet lever. Two double-acting brakes on differential. This provides two independent and positive methods of stopping the vehicle. The ratchet brake allows operator to leave carriage standing on a hill. *Steering* is by wheel, irreversible worm gear. Throttle on steering post. *Tanks*, Water 37 gallons. Fuel 12 gallons. *Dimensions*, Wheel base 75 inches. Tread 54 inches. *Equipment* includes Victor steam air and water pumps. Auxiliary hand water pump. Water tank ejector. Side lamps. French horn. Storm apron. Cyclometer. Set of tools.

BOOKS on HISTORICAL AUTOMOBILES FAMOUS MOTOR SCRAPBOOKS

Floyd Clymer's famous Scrapbook Series shows by means of reproductions of original advertisements and photos, hundreds of early American automobiles and motorcycles. The series will ultimately illustrate and describe at least one model of each of the 2200 different makes of cars once manufactured in the U.S.

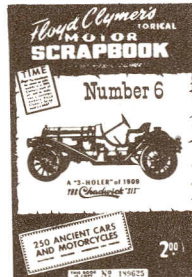
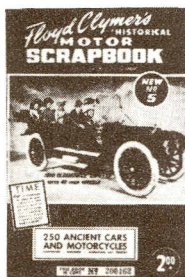
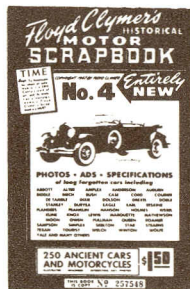
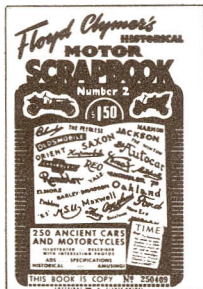
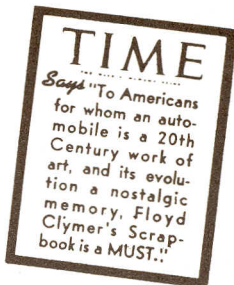
Each book shows hundreds of different makes including Steamers and Electric cars. The first 6 editions have a section on motorcycles.

All books have 224 pages except No. 1 which has 160 pages.

EDITIONS 1-8 EACH HAVE DIFFERENT CONTENTS!

No. 1, 2, 3, 4, Regular Edition, ea. \$1.50, Deluxe Cloth-Bound \$2.50

No. 5, 6, Regular Edition, ea. \$2.00, Deluxe Cloth-Bound \$3.00



MOTOR SCRAPBOOK NO. 8

Just published, this newest of the Historical Scrapbooks, contains over 400 photos, charts, drawings and jokes about long-forgotten, odd, and humorous makes of cars. Pres. Eisenhower in R & L Electric. See the freakish Pneumobile with pneumatic springing . . . evolution of the streamline body . . . 1909 Car Buyers Guide . . . Barnum and Bailey's first car . . . 2-cycle cars . . . World War I Trucks . . . cars built in the South. This is Clymer's latest, and many say it's Clymer's best! Order No. 8 today. Postpaid \$2.00 De Luxe Fabrikoid bound \$3.00

MOTOR SCRAPBOOK NO. 7

In 224 information-packed pages Floyd Clymer presents, from his wide experience in merchandising automobiles, a further chapter in the fascinating story of the automotive era. He includes over 300 illustrations; he tells of various ventures in automobile manufacturing; of the response to the many new advancements; of the demise of the "assembled" car; of the thousands of accessories and special equipment made for the Model T Ford and others. Here are hours of reading and "looking" enjoyment. . . . Postpaid \$2.00 De Luxe Fabrikoid bound \$3.00

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