

The Flavin Manufacturing Co.

of

DENVER, COLORADO.

Incorporated under the Laws of the
State of Colorado.

CAPITAL - - - - \$100,000.00

100,000 Shares at \$1.00 Par Value

Full Paid and Non-Assessable.

All Common Stock.

Organized for the Manufacture of

FOUR WHEEL-DRIVE STEAM TRUCKS AND AUTOMOBILES, TRACTORS, ETC.

Under Letters Patent Issued by the United
States Patent Office No. 1312612.

OFFICERS

RICHARD J. RYAN - - - - - *President*

JOHN T. FLAVIN, JR. - *Vice-Pres. and Gen'l Manager*

GREGORY H. ALLEN - - - - *Secretary-Treasurer*

ROBERT H. LATTA - - - - - *General Counsel*

The Flavin Manufacturing Co.

711 Seventeenth Street. DENVER, COLORADO

OUR TRUCK



WE ARE NOW building a Truck to show our stockholders and the public that we have the best truck on the market. It is now under construction at The Colorado Iron Works, Denver, Colorado. This Truck was designed and patented by Mr. JOHN T. FLAVIN, JR., of Denver, Colorado, and elaborated on by the best mechanical engineers of that city. This invention has been submitted to and approved by men in all walks of life—such as mechanical engineers, automobile men, railroad men in general and others.

Mr. Flavin is a locomotive engineer. Before entering on his chosen work he had considerable experience in electric locomotive work, and as a machinist apprentice. He also had a wide experience in repairing and running truck and passenger cars.

PROPELLING POWER

The power that imparts motion to our machine is the expansive force of steam. This force, which has been known for hundreds of years, was first utilized for the purpose of carriage in the early part of the nineteenth century.

Steam is the vapor of water, generated by heating water above the boiling point. Superheated steam is steam removed from contact with water, and heated above the temperature of the water from which it is generated. It is variously called steam-gas, surcharged-steam, or anhydrous-steam. Steam more closely resembles a perfect gas when superheated than in any other state. Its natural tendency is to expand, and thus push out whatever resists. Steam is the power which transports trains on railroads, steamboats on the ocean, and turns 99% of the wheels of commerce in all branches of trade.

The performances which the public is now demanding are Flexibility, Smoothness and Responsiveness. These are only to be found in a steam power vehicle. This has been demonstrated by the increased demand for the steam cars.

A FEW COMPARISONS BETWEEN THE STEAM AND GAS CARS.

POWER AND SMOOTHNESS.

STEAM CAR.

The piston receives the pressure from the flexible steam in each forward stroke and in each return stroke.

GAS CAR.

The piston receives the force from the instantaneous explosion of gasses at the beginning of the one forward stroke.

RESERVE POWER.

The heat given to the water in the boiler is stored power, which is available at any time in excess over the amount of power required under normal conditions.

Has none—the power is instantaneous.

CONTROL.

One lever to operate—no gear shifting. The engine delivers the power without the aid of a transmission directly to the wheels.

Starting the engine by the crank, or by a self-starter. Changing of gears from first to second, and second to third; then changing gears in hill climbing.

TRUCK

The Truck resembles closely a locomotive on rubber tires. It is a Four-Wheel-Drive Steam Truck, that will pull double its own capacity. It is dependable, durable and simple on any kind of road. The truck is constructed for all kinds of work, such as road building, farming, lumber, mining, coal, ore, oil, city work, etc., being built of the best material that money can buy, and will stand up under the roughest usage.

This is a Four-Wheel-Drive Steam Truck. The invention comprises a chassis, having at each end a circular track with which a truck carrying a turntable cooperates so that each truck may turn. Both the track and the turntable have central bearings, and through the center of these bearings power is transmitted by a vertical shaft to the differential of each truck.

The trucks are turned simultaneously for steering purposes.

In operation, power is transmitted through power shaft and gear, thence through a short vertical drive shaft to the differential, and by way of jack shaft to the wheels, the power being simultaneously applied to both the front and the rear truck.

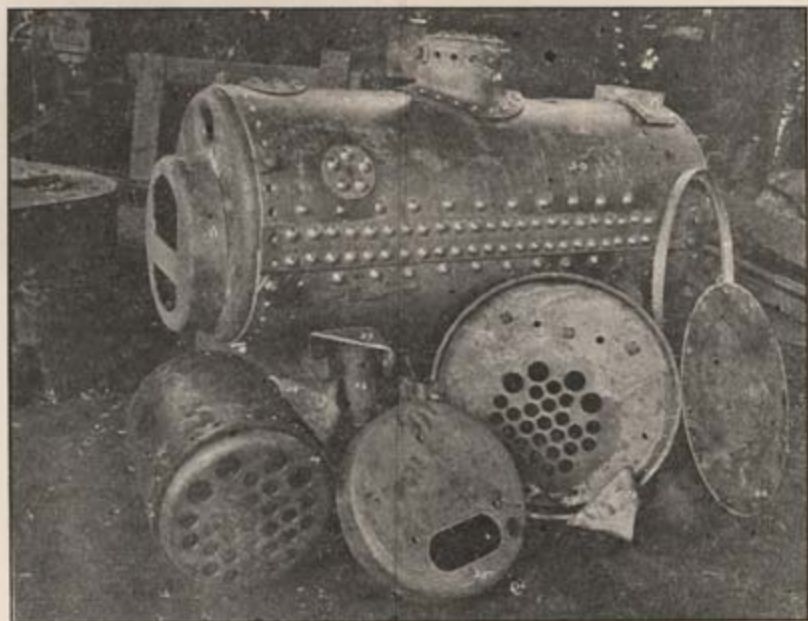
As above indicated, each truck is steered through the medium

of one steering gear. In turning, a sleeve extending through the bearings constitutes a pivot.

It will readily be seen that by transmitting power through a pivot, a truck may be steered, and at the same time have all of its wheels driven.

BOILER

The boiler is of the fire tube type, built along the lines of the famous Scotch marine boiler, and is equipped with superheat; the total heating surface of the boiler is 42 square feet. Any combustible substance can be used as fuel.



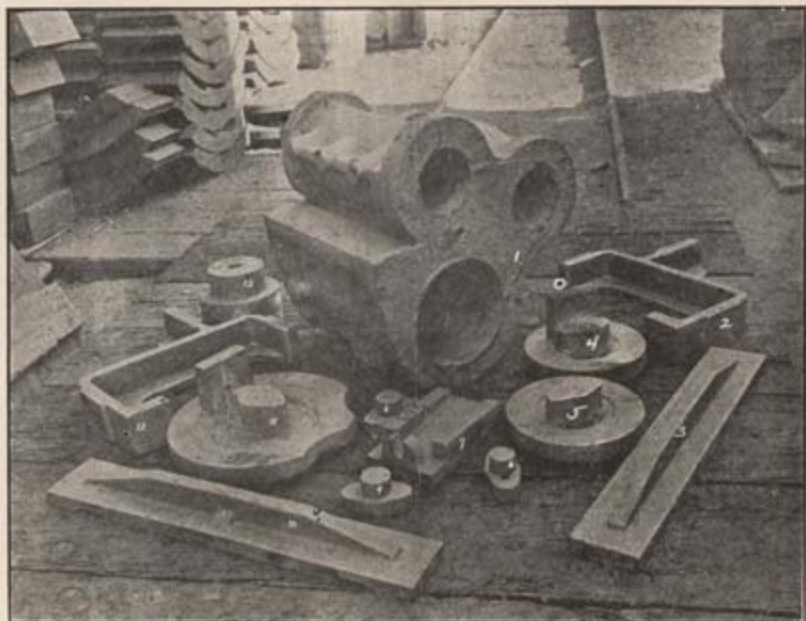
BOILER.

These trucks will be equipped for crude oil-burning (unless otherwise specified by purchaser.) They will also carry an auxiliary grate for solid fuels.

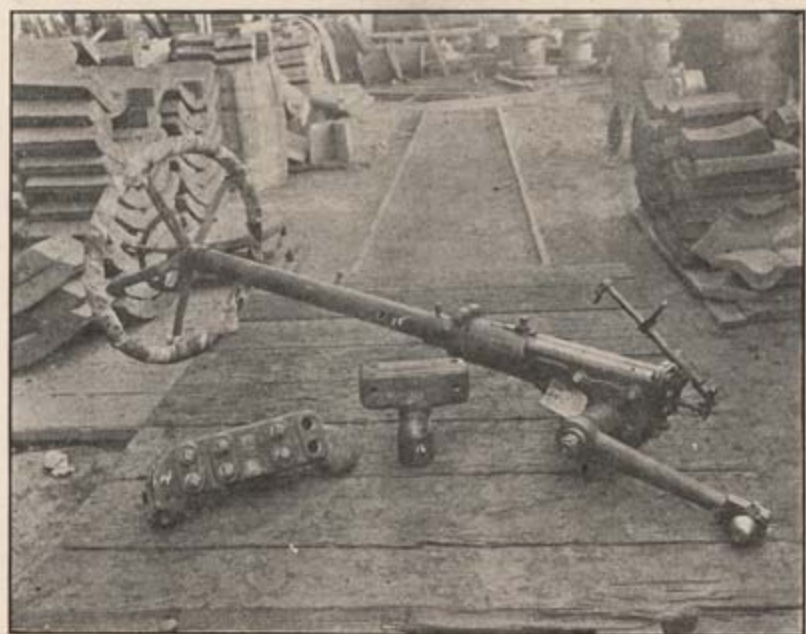
ENGINE

The Engine is piston valve Vulclain double expansion, having a by-pass valve to work live steam in the low pressure cylinder. High pressure cylinder, 4-inch bore, 8-inch stroke. Low pressure cylinder, 7-inch bore, 8-inch stroke.

The Vulclain four-cylinder double expansion engine is a design productive of the greatest efficiency with the utmost simplicity of parts, and the least possible deviation from existing



ENGINE PARTS



STEERING GEAR.

standard. They also develop equal power on each side of the machine, thereby preventing the racking of the machine from an unequal distribution of power.

STEERING GEAR

Ross B-M., with a 13 to 1 gear reduction, having a 57-inch leverage on the wheels, thus making the steering comparatively easy.

AXLES

Clark 3-D., internal gear-drive. The Clark axle has from 3-inch in small sizes to 4½-inch in large sizes; more road clearance than any other type of shaft drive axle. For a given weight the Clark internal gear-drive axle is stronger than any other type of shaft drive. The Clark internal gear-drive axle delivers the power to the truck wheels near the rims. When you drive the wheel near the rim you operate it under the most favorable conditions. This is better, not only for the axle, but also for the wheel. The axles being built with a large factor of safety, and taking advantage of the above facts have oversized bearings.

WHEELS

Clark's cast steel disc accommodating 44 x 10-inch. Firestone pneumatic tires.

FRAME

Chassis frame is made of standard rolled steel sections, having tensile strength of 60,000 pounds to the square inch.

INCORPORATION, ETC.

The company is incorporated under the laws of the State of Colorado, and is capitalized for \$100,000, par value, \$1 per share. Stock full-paid and non-assessable.

The officers of the company are men competent of handling the affairs of the company—men who have filled positions of responsibility—good business men. No salaries will be paid until the company is on a producing basis.

The company has set aside a limited number of shares to be sold at par value to cover expenses in manufacturing our first Truck.

Buy your shares now while you can get them at par. The investment is bound to be good. The possibilities are great, as the trucking industry is coming to the front with leaps and bounds.

Fill out the enclosed application blank, mail it with remittance to the Company, at 711 Seventeenth Street, Denver, Colo., and your stock certificate will be sent you at once. We would be pleased to have you call at the office in person, and we will explain our Truck. If you can not come, telephone us—Main 6358—and a representative of the company will call on you.



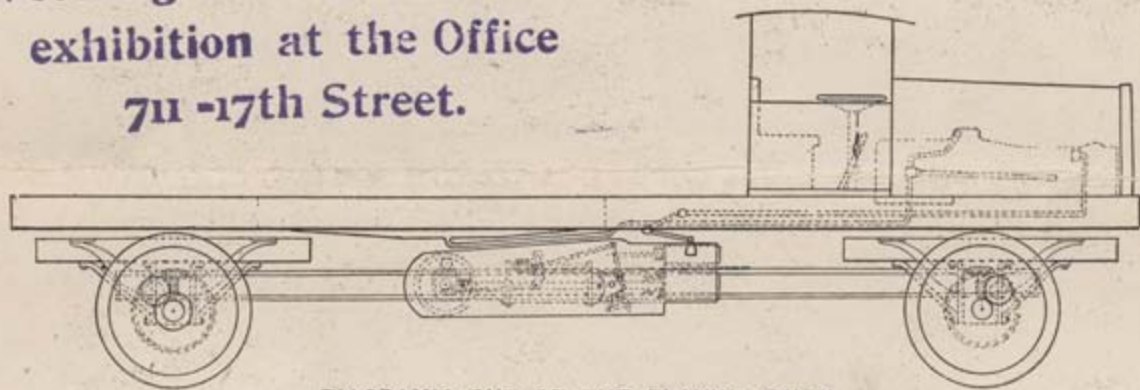
AXLES.

Buy Flavin Mfg. Co. Stock now.

Price \$1.00 Per Share

**Working model of Truck on
exhibition at the Office**

711 -17th Street.



DIAGRAMIC CUT OF THE FLAVIN TRUCK.