

FOSTER  
WAGON.

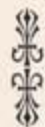


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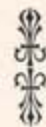


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## FOSTER WAGON



THE word wagon suggests a large vehicle, one built for strength and *heavy duty*. The name as applied to our automobiles has been well chosen. They are large, not clumsy in the least, but of ample proportions to give the necessary strength to enable them to be operated successfully over any kind of roads. Large wheels, flexible running gear and well-proportioned springs make them the *ideal wagons* for touring.

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**The Motive Power.** They are propelled by steam which, by reason of its universal use, has come to be considered the standard motive power of the world. So extensive is its use in our factories, for marine propulsion and on our great railroads, that its reliability is never questioned. Generated in a small boiler of standard design, using gasoline as fuel, it is converted into work by a common slide valve engine such as has been used for the past hundred years,—nothing new and startling, but a combination that for absolute reliability, perfect control and maximum power in the minimum of space, cannot be excelled.

**The Wheels.** A glance at a Foster Wagon will immediately draw attention to the size of the *wheels*. The rear are 36 inches in diameter and the front 34 inches, and together they contribute more to its easy riding qualities over rough roads than any other feature. Equipped with  $2\frac{1}{2}$  inch high grade pneumatic tires and aided by the long easy springs, they give to the occupants a degree of comfort akin to luxury.

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**The Running Gear.** The tubing of which the running gear is made is of the very best seamless drawn. The knuckle forgings and frame joints are of the finest obtainable stock, accurately machined and assembled to secure perfect alignment.

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**The Compensating Gear** on the rear axle is of superior construction, dust-proof, and filled with lubricant sufficient to run it for three months continuously. The rear sprocket is of exceptional size, having 36 teeth, thus lessening the wear on both the chain and sprocket.

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**The Boiler.** Steam is generated in an upright tubular boiler of great strength. Its shell is seamless and all water and steam openings are made through the heads. The boiler is equipped with a superheater for delivering dry steam to the engine. Every safety device of recognized



THE FOSTER WAGON (Solid Seat).

merit has been used, including water glass, water column, gauge cocks, safety valve, steam gauge, blow-off valve, auxiliary throttle and an auxiliary hand pump. These features, coupled with the extreme care used in the construction of the boiler and the rigid tests under high pressures to which it is subjected, practically eliminate all danger.

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**The Engine** is of the two-cylinder reversible type rated at six horse power but capable of a fifty per cent overload. Its bearing surfaces are particularly large and in every instance are provided with ample means of adjustment. All pins, caps, nuts, etc., are held in place by positive locking devices. The cylinders are oiled by means of a sight feed lubricator which enables the operator to see and adjust the amount of oil being fed. All the other bearing surfaces are provided with plain oil cups.

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**The Water Pump** is attached to the cross-head and has a stroke equal to that of the engine. It is of unusual capacity and sufficient to flood the boiler at any time. It operates continuously with the engine, and the flow of water is directed at the will of the driver either into the boiler or the supply tank. Such an adjustment can be made as will furnish the required quantity to the boiler and the surplus to the tank.



FOSTER DELIVERY WAGON.

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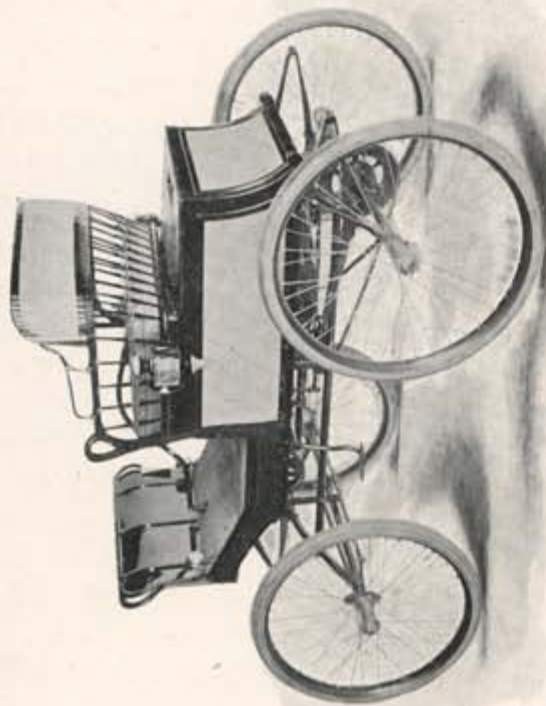
**Auxiliary Water Pump.** Special mention can be made of the auxiliary water pump. It is of our own special design and combines great power in a limited space. It is situated under the left side of the seat and can be operated while the wagon is traveling at full speed. It is so constructed that every portion can be examined without disturbing a single pipe connection. Both check valves can be re-ground by removing a single cap. The plunger is of large diameter and the leverage so adjusted that the boiler can be easily filled while under high steam pressure.

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**The Burner** is constructed to use gasoline vapor and produces a fierce blue flame. The liquid gasoline under air pressure, passes through a vaporizer and enters the burner as gas. The vaporizer is heated by an auxiliary torch which also ignites the gases after they reach the main burner.

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**The Pilot Light.** The auxiliary torch or pilot light operates entirely independent of the main fire. The supply of gasoline to the main burner is controlled by a small valve placed at the driver's right hand, enabling him to turn the fire on and off at will and to adjust it to meet the various requirements occasioned by different road conditions. The pilot light once started can be left for long periods. When the machine is wanted open the gasoline valve and you have a fire under the boiler immediately. Upon this fea-



THE FOSTER WAGON (Spindle Seat).

ture rests one of the chief advantages of the Foster Wagon for hill climbing and all around use. We have greatly increased the efficiency of our burner by the perfection of a chimney which positively prevents a down draft under any condition. It is fully protected by patent and is furnished with every wagon.

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**Simplicity.** It has been our object from the first to produce a wagon simple in its mechanism, easy to operate and durable. With a simple steam engine and boiler, a single transmission gear from motor to wheels, we believe we completely fill the first requirement,—simplicity.

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**Ease of Operation.**

The guiding of the wagon is done by the driver's left hand through the medium of a long-hinged lever connected direct to the steering post. On the right-hand side of the seat, convenient to the driver's hand, are two levers. One controls the supply of steam to the engine. Any desired speed from the slowest to fastest is obtained from the various openings of the throttle valve operated through this lever. The other is the reverse lever. It is used in two positions: When placed ahead the wagon moves in that direction; when thrown back it allows the machine to back up.

With the widest range of speed and the power to start and stop at will, all obtained through one lever, there is nothing more to be desired in the way of ease of operation.



**Durability.** With the large wheels and well-proportioned springs, the wagon rides very smoothly and the machinery is subjected to little or no vibration. This feature coupled with simplicity of construction, large bearing surfaces and the best of material and workmanship, substantiate our claim for durability. It is not a light wagon, though capable of great bursts of speed, but is designed for every-day usage over any kind of road—country or city.

**The** and finish of the Foster Wagon is of **Upholstering** the finest, making it neat, tasteful and attractive. The choice of colors is left to the purchaser.

The accompanying illustrations represent a few of the different styles of the Foster Wagon. On page 5 is shown a light driving wagon equipped with wire wheels, pneumatic tires and fitted with solid back seat.

The cut on page 8 shows our light driving wagon with spindle seat. Both are powerful machines and actual service over all kinds of roads has demonstrated them to be all we claim for them—the best of their kind.

Page 11 shows a surrey of new design which for compactness and ease of handling is unexcelled.

Our line of vehicles also includes a light delivery wagon and an eight-passenger omnibus, photographs and description of which will be furnished on application.



FOSTER SURREY.



FOSTER  
WAGON.

