

JAN 28 1904

The Geneva Automobile & Mfg. Co.

Manufacturers of

High Grade Steam Automobiles

Factory, Geneva, O.

Store, 254 Euclid Ave., Cleveland, O.

To Our Friends and Patrons:

After a good deal of experimental work early in the spring of 1901, we put our first steam road car on the market, which from the first, found favor with the public and proved a good, serviceable car; but we were not satisfied, our aim being to produce a car which should, from every standpoint, be the acme of perfection in automobile building. That we have succeeded beyond our most sanguine expectations, hundreds of satisfied customers will testify.

Our 1903 Tonneau and Touring Cars, for elegance of design and finish, economy and ease of operation, as well as durability, were unsurpassed. So well did they satisfy our trade that we have made but few changes for the season of 1904. If you are looking for the best cars in the market, call at our store or factory and be convinced by a practical test *of the truthfulness of our statements*. Made from the best of material by skilled labor, they are right in every way, the prices are right, and you will be well pleased if you buy of us.

Yours respectfully,

The Geneva Automobile & Mfg. Co.



Style "F"—TONNEAU CAR

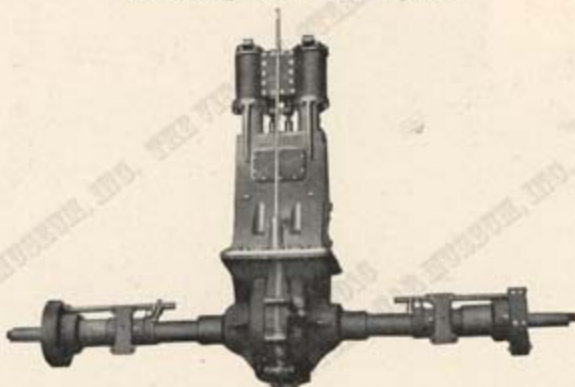
- Wheels:** Wood, 30-inch, artillery hubs. $3\frac{1}{2}$ -inch detachable tires.
- Engine:** Double cylinder, reversible. (Without the link motion, making it more simple with fewer number of pieces, therefore, less liability of wear. See cut on last page.) Direct connected to compensating gear by spur gear. No chain. Foot reverse.
- Generator:** Located under hood of tonneau. Of $\frac{5}{8}$ -inch cold drawn seamless steel tubing. Heater connections of $\frac{5}{8}$ -inch cold drawn seamless steel tubing, generating an abundance of power.
- Burner:** Tubular, of $\frac{5}{8}$ -inch cold drawn seamless steel tubing, automatically regulated by thermostat—a burner which does not "back fire."
- Steering Wheel:** On right hand side of car with power, fire and water throttles on same standard. Auxiliary throttle easy to reach.
- Finish:** Unexcelled in every way. Painted in colors to suit purchaser. Stock color—Automobile Red.
- Trimming:** Best hand buffed leather, brass trimmed throughout.
- Operating:** Simple and easy, no vibration, no odor, no noise, direct transmission, no speed gears to change, speed controlled by throttle lever, two powerful brakes, a pleasure to operate.
- Condensers:** Water condensed and reclaimed. No visible exhaust. Good for one hundred miles without additional fuel or water.
- Price:** \$1,750.00.



Style "G"—FOUR PASSENGER TOURING CAR

- Wheels:** Wire, 28-inch, detachable tires.
Wood, 28-inch, with artillery hubs. (Furnished to order only.)
- Engine:** Double cylinder, reversible. (Without the link motion, making it more simple with fewer number of pieces, therefore, less liability of wear. See cut on last page.) Direct connected to compensating gear by spur gear. No chain.
- Boiler:** 20-inch copper shell and tubes, 575 tubes.
- Burner:** Tubular, of 5/8-inch cold drawn seamless steel tubing, a burner which does not "back fire."
- Steering:** Steers from right-hand side of car with lever.
- Finish:** Unexcelled in every way. Painted in colors to suit purchaser. Stock color—Automobile Red.
- Trimming:** Best hand buffed leather, brass trimmed throughout.
- Operating:** Simple and easy. Power throttle on right-hand side. Auxiliary throttle underneath rear seat. No vibration, no speed gears to change, powerful brake. A pleasure to operate.
- Price:** \$1,250.00.

Description of Engine



The engine is of our own construction, of the double cylinder, double acting type, and is directly connected to the rear axle by a spur gear, being geared three to one. The rear axle gear case and aluminum engine frame unite forming an oil tight and dust proof chamber in which are enclosed all of the moving parts, which are lubricated on the splash system. Ball bearings of a large size are used in the crank shaft and crank pin bearings.

All of the bearing parts and wearing surfaces are very large and wherever possible, hardened and ground. The cross heads are very long and made of hardened steel, cross head running in bronze ways.

The reverse motion is of our own design and is the simplest motion on the market, there being only three moving parts, consisting of a spur gear of the same size and number of teeth as the driving pinion of the engine, and held in contact with the pinion by means of a cage, and free to revolve 50 degrees around the main driving pinion. The valve stem connecting rods are carried on the pinions, which are turned on the hub of the reverse gear. The pinions are made eccentric to the bearings of the reverse gear, sufficient to give the correct throw to the valve.

Unusually large stuffing boxes are used on valve stems and piston rods, and a leaky gland is a very rare occurrence.

The cylinders are made of the best gray iron and the clearance is small. The plain "D" slide valve is used and is designed to cut off at five-eighths ($\frac{5}{8}$) stroke.

The rear axle is equipped with roller bearings and equalizing gear of the spur type, of our own design and construction; the same being lubricated on the splash system.

**GENEVA
STREAM**

GENEVA AUTOMOBILE & MFG. CO., GENEVA, O. 1901-03 ⁰⁴

ALSO BUILT GASOLINE CARS 1901-06