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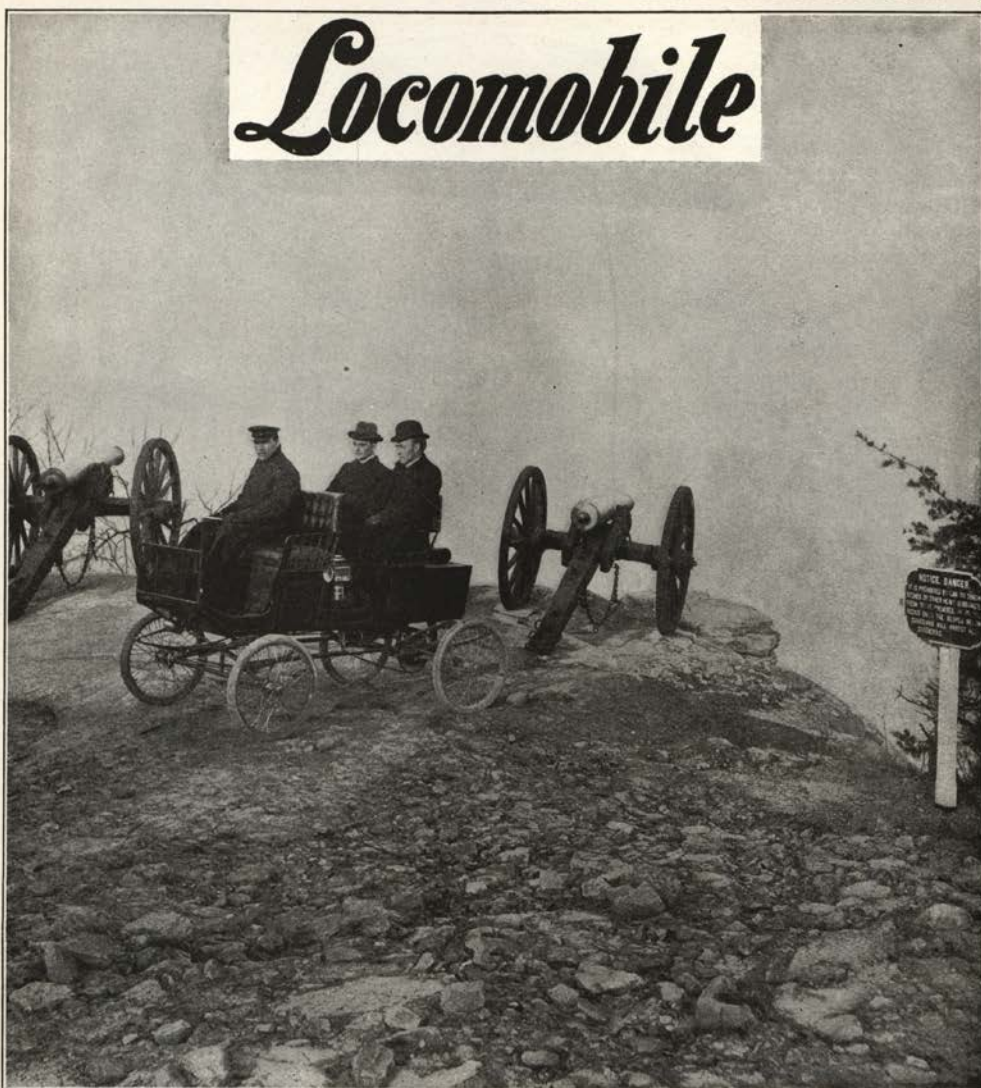
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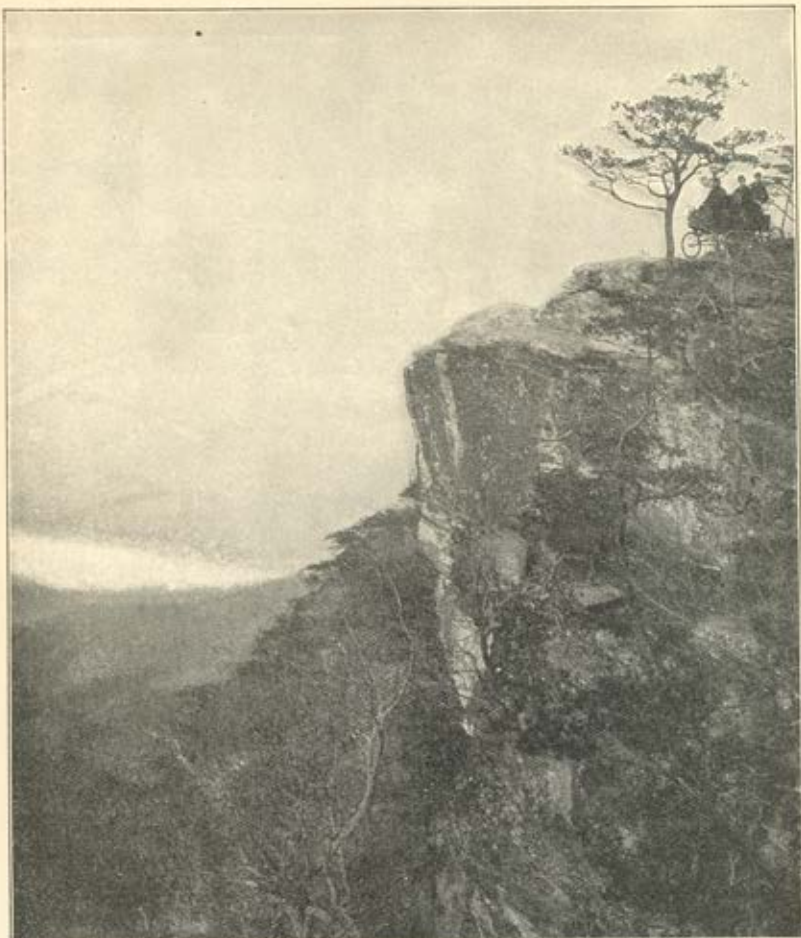
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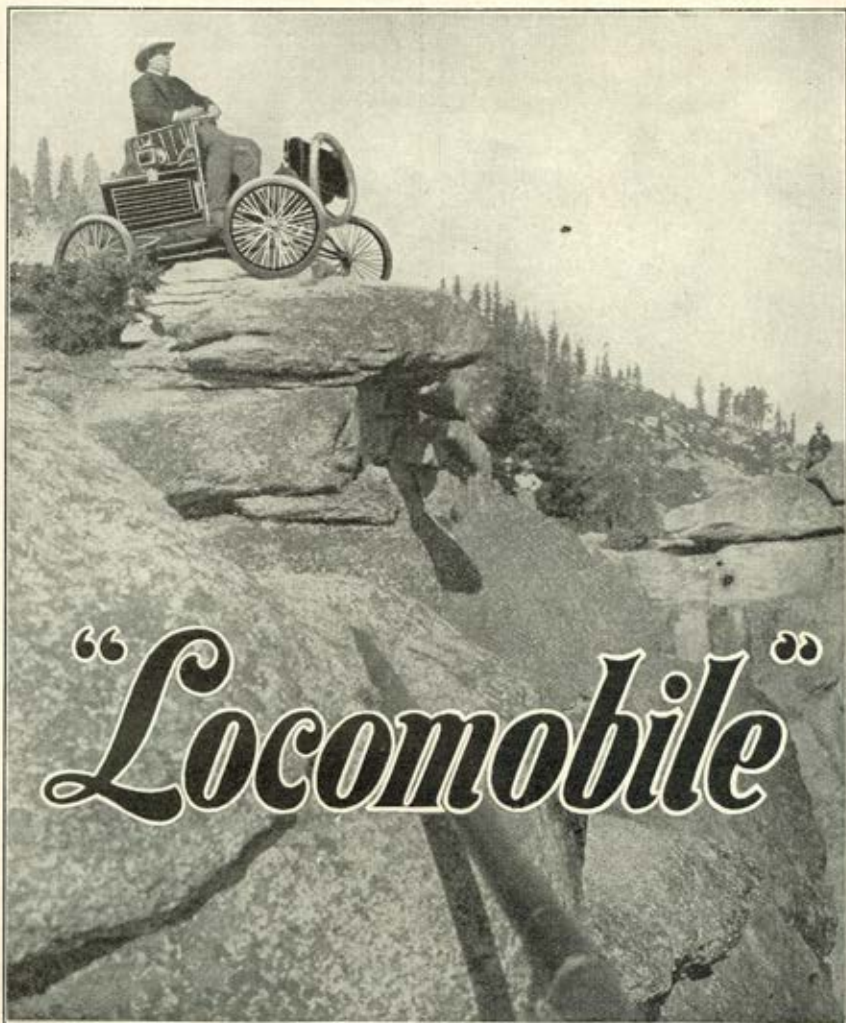
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be asked again whether or no advantages in these directions would not make it worth while for more works to remove from the large towns into the country. Judicious selection of site alongside of waterway and railway will go far to annul distance from markets, lest more costly transport should counterbalance the reduction in selling price obtained by increasing the efficiency of production in the ways suggested.—The Electrical Review.

THE "LOCOMOBILE" STEAM CARRIAGE.

In the early days of the present revival of automobilism, the steam engine was regarded with but little favor as a motor, chiefly because of the weight, bulk and general inconvenience accompanying the use of coal as fuel. With the introduction of liquid fuel, however, with its advantages of light weight and ease of storage and manipulation, the way was opened for the construction of a successful steam carriage, and the joint efforts of inventor and builder have produced some light, compact, powerful, easily managed, and eminently successful steam-driven automobiles.

We have selected for illustration, as combining most of the latest developments of the steam-driven type, the steam carriage which is popularly and commercially known as the "Locomobile." It has been suf-

completed, has a total heating surface of no less than 42 square feet. It is hydraulically tested to 600 pounds pressure and when ready to be put in place it weighs just 105 pounds. It is covered with a thick layer of asbestos lagging, outside of which is an envelope of Russian iron.

THE FUEL.—The gasoline is carried in a copper tank, *O*, capable of holding three gallons, which is stowed beneath the foot board. The tank is kept under a pressure of 35 pounds to the square inch and is connected by the pipe (16) with a reserve air tank, *P*. The air pipe leads in at the top of the tank, *O*, and a branch pipe runs to a pressure gage, *R*. The gasoline is forced out of the supply tank through the pipe, *S*, which leads to the bottom of one of the boiler flues, to which it connects. The oil flows up through the flue, then by means of a pipe across the top of the boiler to another flue, down which it is led until it emerges from the bottom of the boiler to the pipe, *A*, Fig. 1, where it may be controlled by two hand-operated needle valves, as shown. In passing through the boiler the gasoline is vaporized, and its admission to the burner (at 7) is controlled by means of an automatic needle-valve, which is operated by the pressure of the water of the boiler upon the diaphragm, *V*. The diaphragm is so adjusted that when the boiler pressure exceeds 160 pounds, the valve will be closed, shutting off the sup-

ply of vapor. The steam pressure is thus automatically controlled through the burner, which, when the boiler has once been started, requires no further attention on the part of the operator. In order to prevent the fire from going out altogether when the vapor is shut off, a by-pass of very small cross section is provided on the needle valve, which allows sufficient fuel to pass to keep the burner alight. The operation of the regulator valve is exceedingly prompt, and the device is one of the most pleasing among the many ingenious features of the Locomobile.

THE BURNER.—The burner consists of a sheet-steel cylinder of about the same diameter as the boiler, and is carried, as shown in our illustration, immediately below the latter; within the outer cylinder is a smaller inner one, into which the vaporized gasoline is fed. It is provided with 114 short vertical copper tubes, which extend from the bottom of the burner, where they are open to the air, to the top plate of the inner gasoline vapor cylinder. The air passes in through these tubes, and at the top it meets the gasoline vapor, which issues from the inner cylinder through a large number of small holes around the air tubes, the vapor and the air commingling and burning with the familiar Bunsen flame, immediately below the lower tube-sheet of the boiler. The distance from the base of the burner to the top of the boiler is about 19 inches, which allows it to be placed below the carriage seat and inclosed by the body, as shown.

THE BOILER FEED.—The water for the boiler is carried in a copper tank, *I*, which is placed at the rear of the boiler and partly encircles it. It has a capacity of 15 gallons. The boiler is fed by means of a little feed pump, *J*, which is operated from the cross-head of the engine. The water is led from the tank by means of a rubber pipe, and it may be cut off by a cock, *K*, be-

fore the check valve, which is just in front of the pump, is reached. There are three check valves in all between the water tank and boiler, and they all work in the same direction. From the feed-pump the water is forced directly to the boiler. A pipe, *L*, leads from the feed-pump to a by-pass, *M*, which is worked by the lever, *N*, placed conveniently at the hand of the driver. By turning this lever the feed, when the boiler is full, can be thrown back directly into the tank. The boiler is supposed, normally, to carry about 8 inches of water above the tube-sheet, leaving 5 inches of steam space; but an inch or two either way in the water level is not of serious consequence, the boiler steaming satisfactorily even when there is only an inch of water over the lower tube-sheet. A water-glass, *X*, on the outside of the car body shows at a glance the water level. By arranging a mirror, *Y*, on the dash board, the driver can have the water-glass continually under his eye. Check valves are provided above and below the water-glass, so that if the glass should break there would be no rush of steam or water from the boiler.

ENGINE AND DRIVING GEAR.—The engine, *E*, is located in front of the boiler and is secured to the frame of the body. It is shown so clearly in the accompanying engraving as to need no detailed description. It is sufficient to say it is a remarkably well designed and built two-cylinder engine of the locomotive type with Stevenson link motion and ordinary D-valves. The framing is of brass, and a special feature is the fact that the engine has ball-bearings both on the crank pins and the crank-shaft bearings. The engines are bolted to the wooden cross bracing of the body near the cylinders, and the lower part of the engine frame is kept in place by means of a strut, *C*, which extends from the engine frame back to the rear framing of the car. The strut is provided with a right and left hand turnbuckle, which enables the slack of the chain to be taken up when necessary. To allow for the slight movement due to this adjustment, the steam pipe is connected with the top of the steam chest by means of a U-pipe provided with expansion joints. The driving of the rear axle is effected by means of a twelve-tooth sprocket on the engine shaft and a twenty-four tooth sprocket on the compensating gear-box on the rear axle. The compensating gear is of the usual type and allows of a perfectly independent rotation of the two wheels.

The band brake (9) is operated by a foot pedal (8), which is placed conveniently in front of the driver. The brake is extremely powerful and will bring the car to rest within its own length when it is running at a normal rate of speed. The car may also be brought to a speedy stop by reversing the engines. The reversing lever (2) and the starting lever, *Z*, are both located at the right hand of the driver, the former operating through the crank arms (3 and 4) directly upon the link motion, and the starting lever acting directly upon the throttle valve through the crank arm (1). The pair of cylinders are 2½ inches diameter by 4 inches stroke, with an ordinary cut-off at ¾ of the stroke. They run at an average speed of 300 to 400 revolutions per minute and develop from 4 to 5 horse power. The cut-off of course can be varied as desired. On a level road, at a speed of 10 or 12 miles per hour, the steam is usually maintained at a pressure of 150 pounds to the square inch. The pop-valve (5) is set at 240 pounds to the square inch. In operating the Locomobile, one is impressed with a sense of the reserve power of the boiler and engines, the car starting from rest with a wonderfully rapid acceleration, jumping up to full speed, if so desired, within a very few lengths. They are remarkably successful as hill climbers, we ourselves having taken one of them up a 12½ per cent grade at a speed of 8 or 9 miles an hour. The same car has on another occasion climbed a grade of from 6 to 7 per cent.

OPERATION.—The boiler may be filled either by attaching a hose to the blow-off valve (14), which is furnished with a coupling for this purpose, or by filling the water tank, from which the boiler will of itself

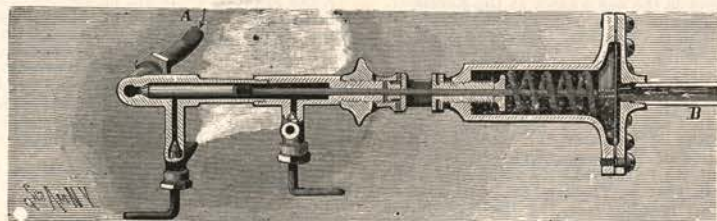


FIG. 1.—SECTIONAL VIEW OF AUTOMATIC REGULATOR.

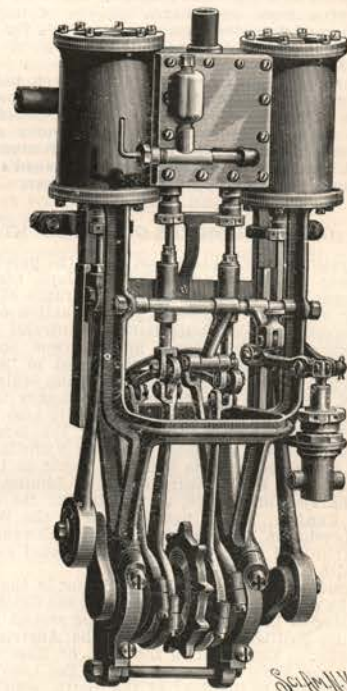
ficiently long on the road and has been tested under such varying and trying conditions as to prove that it is a thoroughly practical design, and representative of the unquestionable advantages and promising future of oil and steam in the field of automobilism.

THE CAR.—The car herewith illustrated carries two persons, and is of neat and decidedly prepossessing appearance. The body, which completely incloses the machinery, is suspended on a frame of 16-gage tubing by means of a transverse laminated plate spring at the front and two longitudinal springs of the same type at the rear. Above the two axles the frame is formed into two small bowstring trusses, to which the springs are securely bolted. Flexibility is secured by providing each of the two longitudinal members which connect these trusses with a slip joint connection (10 and 11), the end of the tube from 10 to 11 fitting snugly but loosely inside a sleeve at 10, and being held in place by an interior bolt which engages a lug brazed into the main longitudinal tube, and is adjusted by a nut at 11, as shown. This affords a strong but perfectly flexible construction, allowing the wheels to ride over obstructions without bringing any wrenching strains upon the frame or the machinery.

THE BOILER.—The shell, *A*, of the boiler consists of a length of 16-gage seamless, drawn, copper tubing, 14 inches in diameter by 14 inches deep. A half-inch flange is formed at top and bottom, to which the tube-sheets are riveted. A steam-tight joint is secured by brazing in the shell flange between the tube-plate and a steel ring on the under side of the flange, and riveting through as shown in the drawing. The boiler is then put in the lathe and two layers of piano wire, *a*, are wound on the shell under a moderate tension. Copper tubes, to the number of 298, are then expanded into the two tube-plates. This little boiler, as thus



THE "LOCOMOBILE"—ON THE ROAD.



THE 4-HORSE POWER ENGINE.

fill by gravity. When the tank is full, the blow-off needle valve is closed. The fire is started by means of a detachable vaporizer and burner, which is inserted into the permanent burner through the orifice (7). As soon as the steam pressure has been raised to 20 pounds or more, the needle valve at (7) to the main burner is opened, and the valve controlling the feed of gasoline to the detachable burner is closed. In about five minutes from the time the detachable burner is inserted, the steam will have risen to 150 pounds, at which point the automatic valve (V) will shut down the fire. The carriage is now ready to leave the stable, and beyond the steering, the driver has nothing to occupy his attention in the operation of the Locomobile further than to keep his eye occasionally upon the water-glass. The exhaust steam enters the muffler (F) by a pipe (E) and leaves it by a pipe (G) which extends from near the bottom of the muffler past the boiler and down to a draught chimney (H) which passes through the center of the water tank. The gases from the boiler are drawn downward by the exhausted steam, and both together pass out through the bottom of the body of the car. When complete with water and fuel for a run of twenty-five miles, a Locomobile, such as the one we have illustrated, weighs about 550 pounds. It is carried upon bicycle wheels of the standard pattern, with 2½-inch single-tube tires of a specially heavy construction.

ALCOHOL AND AUTOMOBILES.

The chief thing of interest in automobilism just now is the question of alcohol, which, it appears, is going to do wonders in the way of providing motor vehicle users with cheap fuel and putting money in the pockets of an impoverished class of agriculturists. A show of alcohol motors and automobiles has recently been held in the Grand Palais, and in connection therewith tests of motors and vehicles have just been terminated in the neighborhood of Paris. It is alcohol and nothing but alcohol.

Gasoline is being slowly ousted by its new rival, and if the stupendous efforts being made in favor of the agricultural spirit prove successful it will, in course of time, be the only thing burnt in internal combustion engines. The age of gasoline is over; the new era of alcohol begins—perhaps.

WHAT ALCOHOL ACTUALITIES ARE.

Alcohol has done very little so far to justify the promises held out concerning this spirit. During the last two years four tests have been organized, the first from Paris to Chantilly and back, when only one vehicle succeeded in getting right through. It is true the weather was abominable, but the consumption of spirit in that solitary carriage was so high that the alcoholists feared they had miscalculated the possibilities of the spirit.

Then came the Paris-Rouen test when the behavior of alcohol compared so favorably with gasoline that hopes rose higher. The Paris-Roubaix run in the

spring of this year still further confirmed the good opinion of alcohol; Paris-Braine gave valuable data as to the consumption of pure alcohol, and the motors running with alcohol at the Deauville meeting showed that they were not necessarily inferior to gasoline in point of speed.

PURE SPIRITS WILL NOT DO.

All these tests enabled us to get a very approximate idea of the possibilities of alcohol. It was clearly evi-

the amount consumed was reduced it was still unable to compare with the mineral oil. Finally they settled on a 50 per cent mixture of alcohol and benzine. This proved to be quite as efficient and reliable as gasoline and the consumption was only a shade higher.

BENZINE LESSENS COST.

The heavy cost of alcohol was partly compensated for by the cheapness of benzine which is a by-product of the coke ovens, and the resulting cost of the mix-

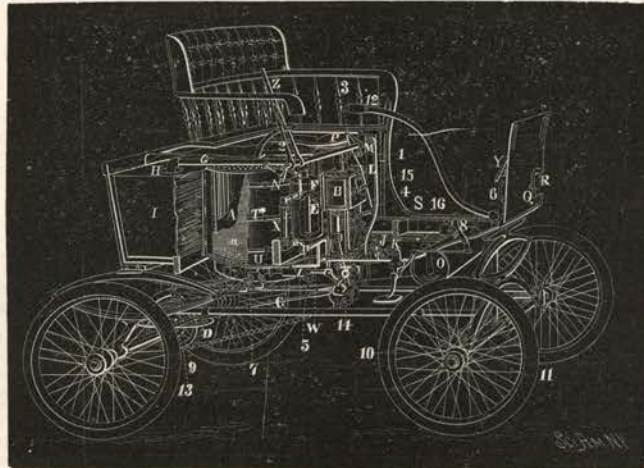


Fig. 2.—OUTLINE DIAGRAM OF THE "LOCOMOBILE."

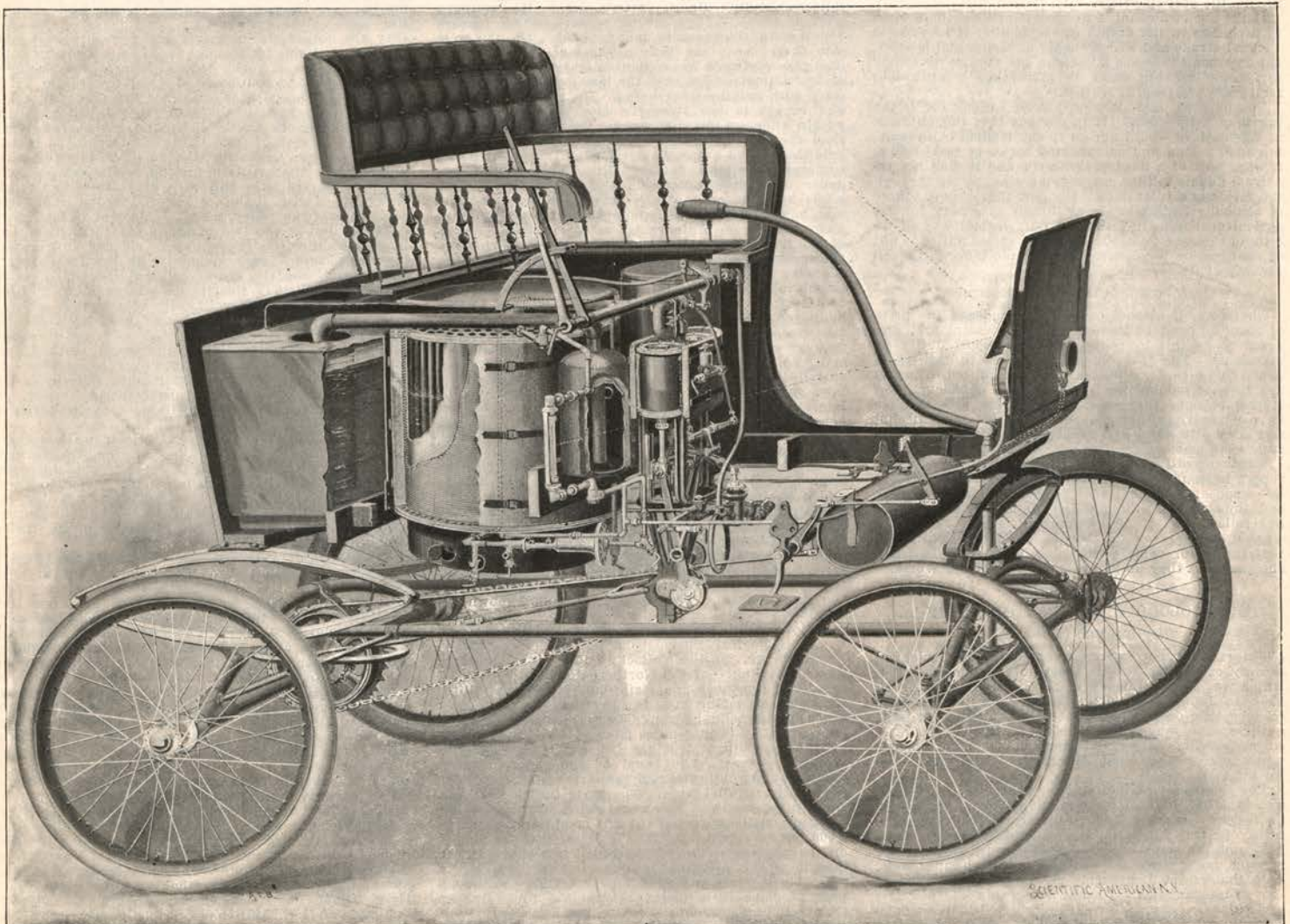
dent that the pure spirit had not the slightest chance of competing with gasoline unless it could be bought at a much lower figure, for the consumption was invariably a quarter to a third more. It had to be carbureted in a higher proportion, and consequently a larger quantity of spirit had to be used. This would matter little if it could be supplied at a figure a little above the margin of productive cost, sufficient, that is, to allow of the refiner and dealer getting a fair profit, but the State steps in with heavy excise duties which makes this spirit much more expensive than gasoline.

It was clear therefore that if alcohol was to compete successfully with gasoline its consumption must not be appreciably higher, and automobilists saw that the only way with the spirit was to use it in a carbureted form.

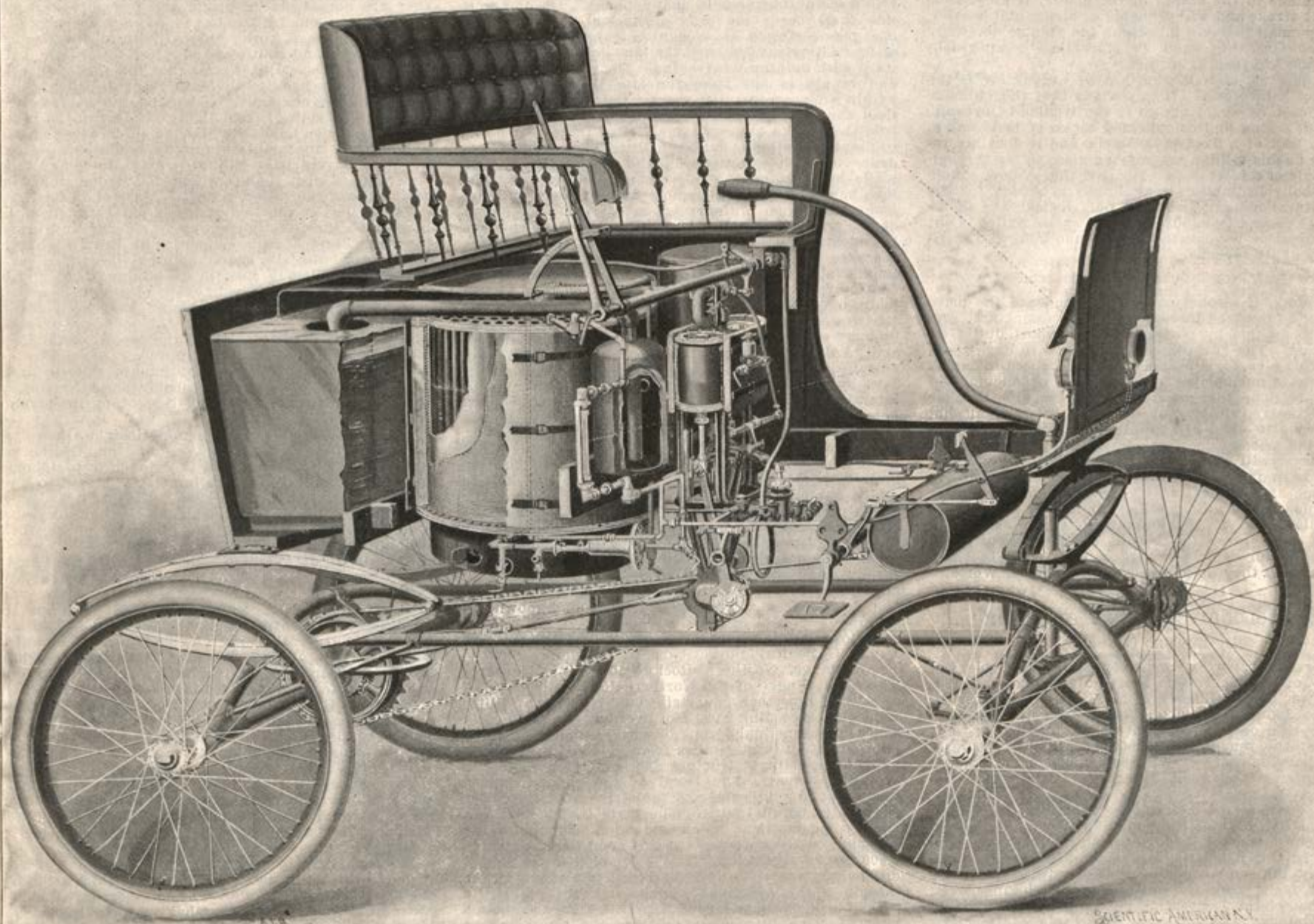
In the beginning they tried a mixture of 75 per cent of alcohol with 25 per cent of benzine, but though

ture was about the same as gasoline. This, however, left no advantage in favor of carbureted alcohol, which accordingly failed to meet with general support, and automobilists fought shy of the new spirit until the State should consent to forego some of its revenue on alcohol and allow of its being sold more cheaply.

If automobilists waited in the hope of the government reducing the excise duties they would probably wait a long time. The Minister of Agriculture does not want them to wait, and this is easily comprehensible in view of the present state of the agricultural industry when beetroot growers and viticulturists see ruin staring them in the face. If they are to make the industry pay, and pay handsomely, they must give their attention to the manufacture of alcohol and find an unlimited scope for its consumption. This, it is hoped, will be provided by motors, whether for automobiles or other purposes, and in organizing



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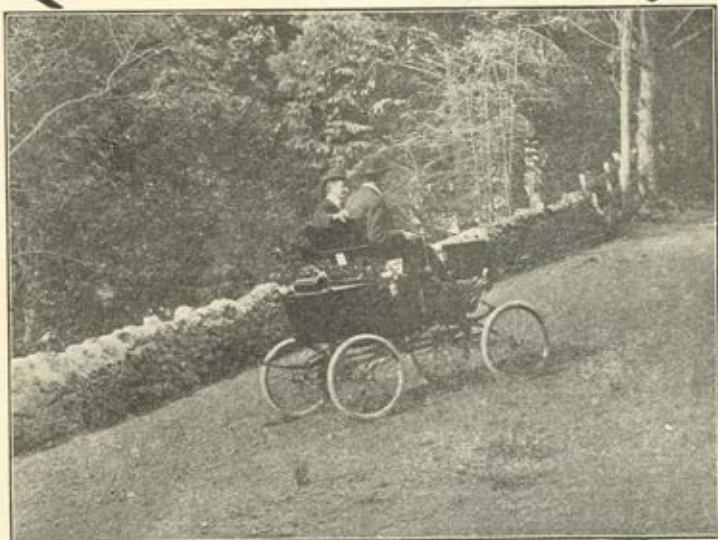
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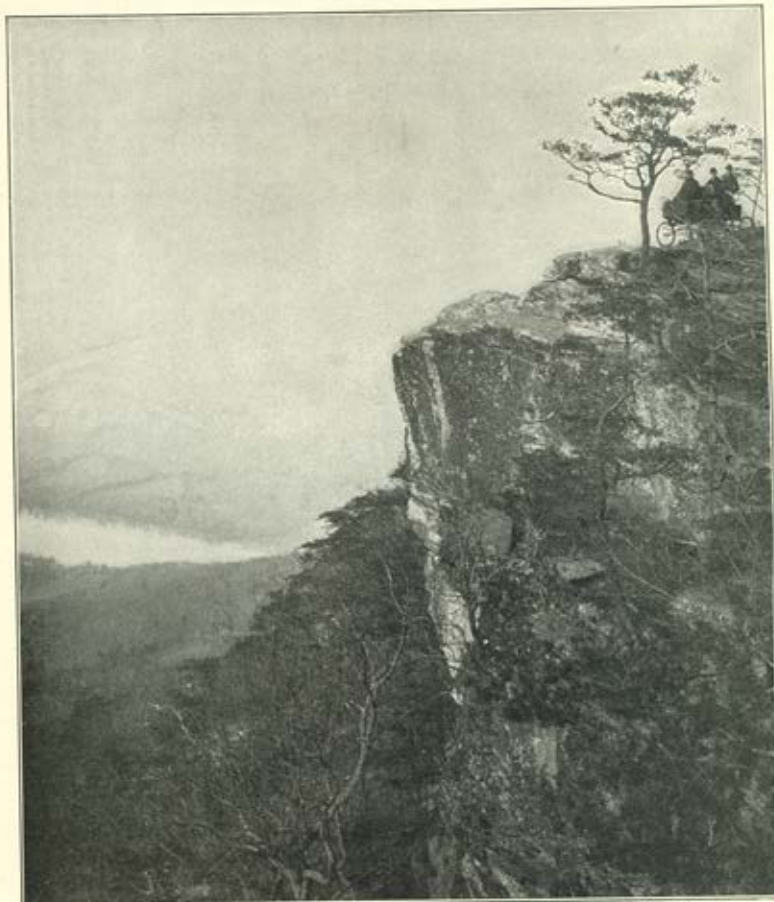
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The Locomobile in Japan. A scene at Negishi. Japanese Fisherman at left.

means preferable in a camp outfit to an arrangement for making boiled coffee as the French affair enables an unskilled cook to produce a very tolerable beverage. For a party of four a coffee pot, two frying pans, a covered saucepan of a quart capacity, a heavy knife, a large spoon and a covered tin pail for boiling potatoes will be sufficient for the kitchen. For the table service a plate, knife and fork, tea and table spoon apiece and one each extra for emergency, making five in all, will be found about right. For pepper and salt shakers use the perforated top tins with the revolving lid in which pepper comes. By punching the holes a trifle larger with a wire nail, they will be made sufficiently large to be used for salt. An extra supply of this latter commodity is best kept in an air-tight preserve jar to exclude dampness. Canned soups are admirable for camp use. By using the concentrated variety and adding water when preparing much bulk will be saved in transportation. Unless absolutely necessary, avoid other canned goods as much as possible. There is an awful sameness about them after you have had them for three meals. Take plenty of bacon along and use it for frying instead of lard. If possible, locate near enough to a spring so that you may sink a tin cracker box in it, weighted by a stone, and utilize this for a refrigerator. Individual tastes in the matter of food differ so greatly that beyond this it is almost useless to make any observations in regard to supplies. Don't make the mistake of depending

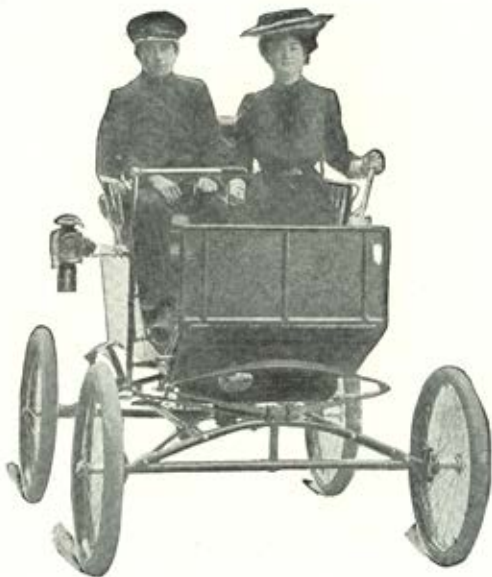
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"Locomobile"

Three snap shots of Mr. Geo. W. Baumhoff climbing the celebrated Fillmore Street hill, San Francisco. Mr. Baumhoff started on this incline



with 220 pounds of steam and at the top of the hill, which is two blocks long, he had 160 pounds of steam. His machine is a standard No. 2 "Locomobile" No. 1,599. Note the grass growing between the cobble stones, which shows that teams never go up this hill. The steepest portion of this hill is a thirty-seven per cent. grade, which extends for over 200 feet.

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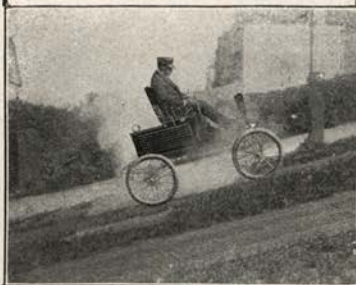
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First Prize Hill Climbing Contest at Eagle Rock, under auspices of
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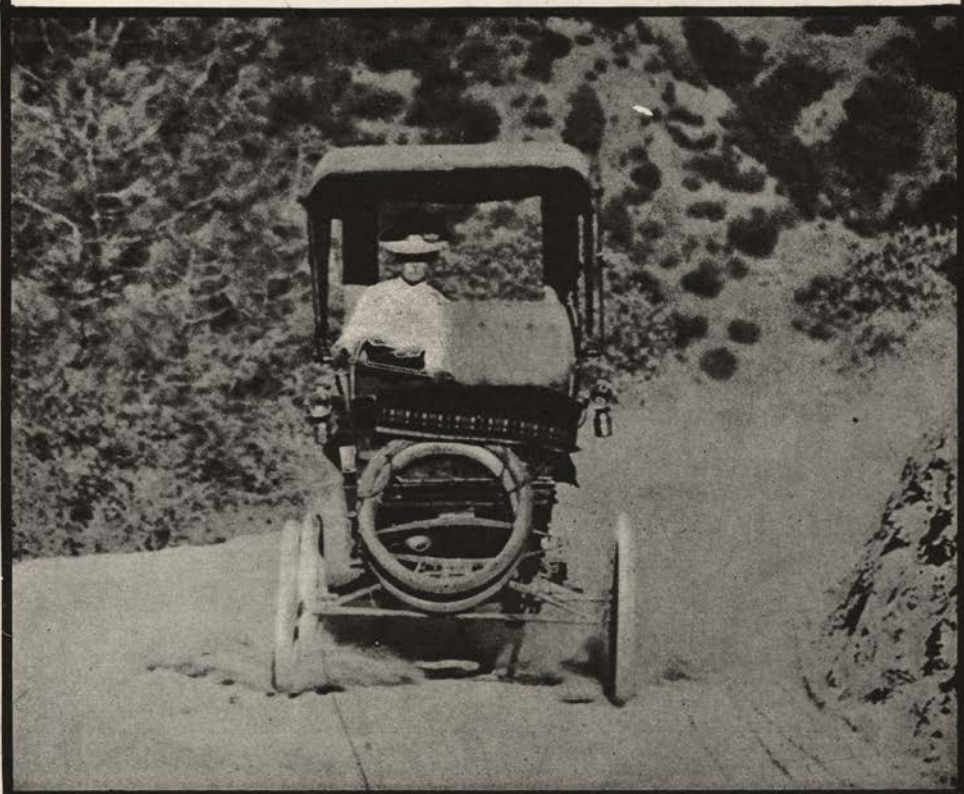
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