

B. A. W.   
**PRESCOTT**  
**AUTOMOBILE**  
*Manufacturing*  
*Company*



H. CUNTZ  
1904

**"GETS  
THERE  
and  
BACK"**

Prescott Automobile  
Manufacturing Co.

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*FACTORY*

PASSAIC, N. J., U. S. A.

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*OFFICES*

90-92 WEST BROADWAY

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New York





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## The Prescott Steam Automobile

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Steam is the approved motive power of the world; the one source of energy that has been proven continuously reliable. Steam engineering is an exact science, and steam engineers are found in all parts of the civilized globe. No town is so small, or village so insignificant, that does not contain mechanics able to make adjustments or repairs upon steam engines. Steam must be recognized, therefore, as the ideal power for automobiles; it being universally understood and not requiring the services of special technical experts who are only to be found in the larger cities.

The Prescott Steam Automobile was placed upon the market in 1901. From the very first it gained steadily in prestige and popular favor, and has now taken a position of deserved prominence. During this period many of the cars which have appeared upon the market have not stood the test of practical use, and are now classed among the failures. The Prescott remains the one medium-priced steam car that has proved entirely successful.

It has not been found necessary to reconstruct the Prescott cars from year to year, as the general arrangement and construction first planned has proved eminently satisfactory. However, improvements in details have been from time to time adopted, as suggested by practical use. The most important recent change is in the engine, which has been made much heavier and stronger in general construction, especially in its bearings and the means of adjustment and packing. The severest practical tests of the new engine under all conditions and covering many thousands of miles of road use, have shown it to be a very great improvement, and all that could be desired.

Our system of vaporizing and controlling the fuel and the fire are such as to eliminate all danger of fire troubles, and to automatically maintain steam

pressure at a practically uniform point, sufficient for all requirements of continuous high speed, mountain climbing, or while the car is standing idle for longer or shorter periods. Operating steam pressure can be raised from cold water in from six to seven minutes after lighting by a match; and as this amount of time or more is required on any type of car in lubricating, filling tanks, etc., no time is really lost while waiting for the steam.

The consumption of fuel is slightly in excess of the gasoline car of equal capacity, but this is more than offset by the economy of lubrication and repairs, and the doing away with batteries or other sparking devices. The actual cost of maintenance and operation is very low.

The delightfully smooth, gliding motion of the Prescott car, without vibration or noise, suggests flying, and is rarely equaled. There are no grinding gears, no clutches, no explosions. One lever controls and regulates the speed, which may be varied from zero to forty miles per hour. The steam generator is absolutely safe and cannot be exploded. Special devices obviate all danger of burning out. Automatic forced lubrication ensures smooth and easy running, with least friction and wear. All bearings are ample in proportions, with anti-friction rollers or balls, and are easily adjusted for wear when necessary. The brakes are powerful, are applied directly to the rear wheels, and are equally effective whether running forward or backward.

The arrangement of the body is such as to be equally available for two or four passengers, as will be seen from the illustrations. The front seat may be closed when not in use, and the car then presents a very smart and attractive appearance as a single-seated runabout. When the front seat is open the car carries four passengers with the greatest comfort, those in front being entirely free from the dust and vibration inseparably connected with the tonneau. The view from the rear seat is not obstructed, owing to the front seat being on a lower level. The front

seat is easily removed, the space then being available for carrying baggage. If desired, a hamper or luggage rack may be attached to the back of the car.

The running gear, wheels and steering parts are strong, and adapted to withstand the severest strains on rough roads without injury. The frame of the car is specially designed to secure great flexibility, and the necessary strength to withstand continued operative stresses; the body is handsome in pattern, and the workmanship is of superior character. The material used in the construction of the Prescott cars is the best that can be obtained. Only high grade steel, copper, aluminum, or whatever is found to be best adapted to the various uses, is selected, utility being the chief consideration rather than cost of production. All parts are made in duplicate, and are interchangeable. We carry all such parts in stock, and can furnish them promptly when desired.

The principles involved in the construction and operation of the Prescott car are simple and easily mastered. The arrangement of all the working parts brings their control within convenient reach of the operator when running. Few of our customers have mechanical knowledge or experience, and many of them are ladies and boys. The operative simplicity of our cars and the very general dissemination of steam engineering knowledge ensure to the possessor of a Prescott the greatest possible amount of service and the smallest cost of repairs.

Public tests in speed and endurance runs and hill climbing are sometimes misleading, as they are not always run under normal conditions. Regular stock cars such as are sold to the general public are not always used in such contests. Specially constructed cars are frequently entered, and the most expert operators are always employed. Prescotts have often appeared in these tests, and have always been regular stock cars without special features. Prescott records, therefore, indicate what every Prescott car is capable of accomplishing.

First-class certificates, cups and medals have thus

been won, but no such award is as significant as is the favor and approval of our customers. Nothing can so conclusively prove the practical utility of a car in the hands of either the amateur or the experienced operator as their own endorsement. If hidden defects exist in a car, they are sure to appear when it is put to the test of popular use. The opinion of our customers after the severest of such tests covering varying periods up to three years is the verdict to which we appeal. This verdict is expressed in many letters in our possession, a few of which we publish in succeeding pages. Some of them are from the veriest novices in automobiling, who have never run any other machine, while others are from those who have owned and operated all types and various makes. We confidently refer to any of them for further information. Ask any owner of a Prescott for his opinion.



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## TO THE DOCTOR

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The first requirement for a Doctor's Automobile is reliability, as human life often depends upon the promptitude of his services. For this reason the "Prescott" is especially recommended to the doctor's consideration. Note what its users say about the certainty of getting there and back. In runs covering thousands of miles they say they have "never been stalled or stuck," "Never have found any hill too long or too steep," "Am able to go through any sand or mud without difficulty," "Never have had a rope tied to my car," and such testimony shows what may be expected of the "Prescott."

For doctor's use we recommend equipping the car with two interchangeable seats, one with a Victoria top for use in cold and stormy weather, and the other the regular open seat. The advantages of this arrangement are obvious, and will strongly appeal to the profession.

By a special arrangement the heat can be enclosed and retained so as to prevent freezing, even if the car is left standing upon the street for hours in extreme cold weather. This adds but little to the cost of the car, and is a very important feature to a doctor. This heat when so retained not only prevents freezing, but also adds greatly to the comfort of the operator. In warm weather, this device being removed, the heat escapes freely from beneath and through the exhaust, so as to occasion no annoyance.

With a "Prescott Car" a doctor can accomplish more work than with four horses, as it can be run continuously and at high speed when desired. The saving of time is very great, and is an important point for the consideration of the busy practitioner. The smooth, easy riding of the car is also greatly appreciated by everyone, but especially by the doctor, as it adds so greatly to his comfort in his daily practice.



PRESCOTT STEAM AUTOMOBILE  
*Front Seat Closed*



PRESCOTT STEAM AUTOMOBILE  
*With Victoria Top, Closed*



PRESCOTT STEAM AUTOMOBILE  
*Front Seat Open*



PRESCOTT STEAM AUTOMOBILE  
*With Victoria Top, Open*

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## Specifications

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Price, \$1100, F. O. B., Passaic, N. J.  
(Extra Seat and Victoria Top, \$100 Additional.)

Seating capacity.....	Two to four persons.
Wheels .....	28 inches, heavy steel spokes.
Tires .....	3-inch, single tube, pneumatic.
Tread .....	54 inches.
Wheel base.....	68 inches.
Weight, empty.....	1000 pounds.
Weight, tanks filled.....	1400 pounds.
Capacity of fuel tanks.....	10 gallons.
Capacity of water tanks.....	32 gallons.
Fenders .....	Patent leather.
Pumps .....	Steam water lift and steam boiler feed and air pumps in addition to the regular equipment.
Bearings .....	American roller bearings to rear axle, ball bearings to front axle.
Engine .....	Vertical, two-cylinder, 7½ h. p., reciprocating, encased, automatic lubrication.
Boiler .....	16-inch, fire tube with super-heating device. Special construction protects tubes from burning out.
Seat .....	Combination panel back with open sides.
Finish .....	Black body with green, red, dark blue or yellow panels. Running gear to match panels.

### EQUIPMENT.

Rubber bucket, side lamps, storm boots and full set of tools.

### EXTRAS.

The Prescott cars are all of one pattern, the interchangeable extra seat with Victoria top replacing the regular seat of the open car. A car so equipped may be used with either seat, giving the advantages of an open or closed car as desired.

No trouble has ever been experienced with our regular wheels, but we are prepared to furnish any wheel required on specification. Clincher or any other tires furnished on specification at reasonable prices.

Detachable anti-freezing device.

NOTE.—Fifty-three miles have been covered by a Prescott car on a single filling of the water tank.

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## Official Report on New York-Boston Run

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### A CLEAN RECORD

#### An Official Report of the Performance of one Prescott Car

In October, 1902, the Automobile Club of America organized and conducted an endurance run from New York to Boston and return, a distance of 488 miles.

A regular stock "Prescott Car" made this run, and the result as given to the Club by their official observer is embodied in the following official report.

October 16, 1902.

Mr. S. M. Butler, Secretary Automobile Club of America:  
753 Fifth Ave., New York City.

Dear Sir: Inasmuch as the task of awarding the cups in the Reliability Contest may prove a difficult one for the committee, I beg to submit the following facts and I wish to state right here that I am in no manner prejudiced in favor of any manufacturer, but in acting as an official observer for the Club on this and former occasions, my object was simply to obtain an intelligent conception of the state of the industry from an engineering point of view.

I wish to state that the Prescott Car not only came through the run with a clean record as to penalized stops but had an absolutely clean record as to non-penalized stops and repairs. No repairs of any description were made, and not a nut or bolt had to be tightened during the entire run. As my official report shows, the only adjustment to the mechanism was the tightening of the chain and the lubrication of the engine parts and the driving chain. The amount of lubricating oil used on the trip was one quart of cylinder oil and about one gill of machine oil.

Throughout the entire run there was never as much as an approach to a stop nor the slightest need to push the car, as many of the operators of cars with clean records were compelled to do, and the official time record will show that we were within a minute or two of the minimum time schedule at each control.

In conclusion I will say that the careful attention given to details in the construction of this car, such as good lubrication, ample bearing surfaces, well designed parts, and good workmanship is, in my opinion, responsible for its remarkably perfect record, and as the cups offered by the clubs are an award of merit, these facts may be of value in reaching a decision.

I wish to compliment you and the rest of the committee on the admirable manner in which this large event was managed, and thanking you for various courtesies shown me during the run, I beg to remain,

Very truly yours,  
(Signed) J. EDWARD BALDWIN, Observer.

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## The Verdict to which we Appeal

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EL RENO ICE & COAL CO.,

R. S. Trulock, Pres. & Treas.,

El Reno, Oklahoma, May 6th, 1903.

Prescott Automobile Co., New York, N. Y.

Gentlemen: My carriage arrived early Monday morning and I had same set up by four o'clock in the afternoon and I wish to say that it exceeds my most sanguine expectations. Everyone remarks that it is an exceptionally easy and comfortable vehicle, and as for power, I will say that I took it out after quite a heavy shower when the roads were very heavy, with four people and climbed all kinds of hills with high speed and facility. I am more than pleased with it, and your company is to be congratulated on turning out such nice machines.

JUNE 16TH, 1903.

The auto continues to be "A thing of beauty and a joy forever." There are other parties here who, I think will order "Prescotts" soon, as my machine is pronounced the "best what is," by all who see her. How soon can you promise deliveries now?

OCT. 16TH, 1903.

Our Week's Harvest Home Jubilee and Carnival ended last week with the Automobile Race. There were six entered, three steam and three gas. The "Prescott" was an easy winner by almost one-half minute.

NOV. 30TH, 1903.

Replying to your favor of the 24th, will say that after one season's experience with the "Prescott Steam Automobile," I desire to say that I have had more pleasure out of same than my most sanguine expectancy.

Before buying the "Prescott" I had had one season's experience with another brand of steam machines, but I had so much trouble with them that I was nearly disgusted with the Auto business.

Outside of two small replacements, I have not had to spend much money on the machine. The tires you furnished with same are especially satisfactory; I have had many punctures, but they are easily repaired, and when once fixed, remain so permanently. The double detachable tube tire is the only satisfactory tire on the market.

I have had a number of twenty-five to forty mile runs with four people, over the very worst roads, some of them covering many miles of heavy sand, and the way that your machine ploughed through this heavy sand was surprising, carrying four people, as stated.

Wishing you and your company all manner of success, I am,

Very truly, (Signed) R. S. TRULOCK.

THE SALTS TEXTILE MANUFACTURING CO.

Saleroom: 66 Spring St., New York.

Prescott Automobile Co., 90 W. Broadway, City: May 25, 1903.

Dear Sirs:

Your Machine No. 599:

Pursuant to your request to write you how I like your machine, would say that I am simply delighted with it. I made my first long trip last week, making practically the same trip in two days, which, two years ago it took me four days to make with my

We had one puncture on the way, and absolutely no trouble with the engine, carriage bearings, firing or anything else, and no hills were too steep for us, even up and down Schooleys Mountains. In my opinion you simply have them all beat in steam machines.

Very truly yours, (Signed) FRED. E. KIPP.

M. E. BELLOW'S SON,

Importer of Fine Wines,

50 Broad Street,

New York, N. Y., Nov. 30th, 1903.

Prescott Auto Mfg. Co., City:

Gentlemen: Last summer I had the pleasure of riding in one of your cars with a friend of mine. I was so much pleased with same, that I at once purchased a car from your company for my own use, and since that date (October 1st), I have traveled about 1,500 (fifteen hundred) miles, only using the car Saturday afternoons and Sunday.

It is one of the best cars that I have ever used, and I cannot recommend it too highly to any one in want of an "auto."

Very truly yours,  
(Signed) ARTHUR C. BELLOW'S.

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MERCHANTS' EXPRESS AND TRANSPORTATION CO.,

J. H. Wood, Treas. and Gen. Mgr.

Main Office, 44 Oliver Street.

Newark, N. J., June 12th, 1903.

Prescott Automobile Mfg. Co., 83 Chambers Street, New York:

Gentlemen: Referring to the Prescott Steam Car purchased by me from you last February, I beg to say that with the exception of the breaking of the crankshaft because of a flaw in it and which your company replaced free of charge, the car has given me perfect satisfaction. It has now run over 1,200 miles without any repairs. On Decoration

Day I crossed the State of New Jersey, the Somerset and Hunterdon Counties, to my old home on the Delaware River. The roads beyond Somerville are dirt roads continually up and down hill, many of them very steep, one especially, just beyond Flemington, in Hunterdon County, known throughout that district as "Hardscrabble," about a mile and a half long and very steep. I make special mention of this hill because just at this time they had been recently working the roads and there not having been any rain the dirt which had been thrown into the road had worked into about three or four inches of dust. Notwithstanding this my car, with three in, passed up this hill without a stop. Since then I have learned that other automobiles have been unable to get up this hill, and I think the performance of your car was really remarkable. On my return I had four full grown people in the car, and made the run in four hours and thirty minutes.

Thinking that you would be pleased to know the great satisfaction which your car has given me, and assuring you that it will be a pleasure for me to recommend your car to any one to whom you may wish to refer to me, I remain,

Yours truly, (Signed) J. H. WOOD.

BORDEN CONDENSED MILK CO.,

71 Hudson Street, New York,

S. F. TAYLOR, Vice-Pres.

June 20, 1903.

Dear Sirs: Probably you are overwhelmed with order like other manufacturers and don't need any assistance in the form of testimonials from users of the "Prescott," but risking the waste basket in this communication, I venture to record the fact that my use of your car up to the present time has been highly satisfactory in every respect; not only to me as the one who runs it, but also to members of my family and friends, who are more than willing to ride in it.

As I have become familiar with its workings, I have given it additional tests and it always meets the situation fully, whether long or short distances, level or hilly, wind resistance or running with the wind on any quarter. Steam pressure uniform and always plenty of power in reserve for emergencies.

Regarding the Steam Automobiles, some people remark "complicated." I cannot see it, for the whole mechanism is simple and logical, and a slight deviation from the perfect working is easily located and adjusted, and this is very seldom needed. The machine that requires no adjustment will never be built for real use.

The perfect control of speed with one lever and reverse accessible to the left foot with strong brake on rear hubs gives the operator control and confidence.

The representations you make regarding your car I find fully substantiated by my experience, and from what I can learn, this is not often the case with other makes of automobiles. Account of various trips would lengthen my letter too much and only substantiate my general statements above. If this indorsement of the Prescott Steam Carriage would be in the least useful, you are more than welcome to use it as you see fit. (Signed) S. F. TAYLOR.

Prescott Auto. Mfg. Co., New York City.

THE AMERICAN AGRICULTURAL CHEMICAL COMPANY,

Albert French, Secretary.

26 Broadway,

New York, Nov. 10, 1903.

My Dear Mr. Prescott: Unsolicited I beg to express to you the pleasure, satisfaction and comfort I have taken this year in operating one of your carriages. Limited opportunity has kept my mileage down to about 1,200, but in that distance I have suffered not a moment's delay or hesitation. I invariably carry four adults and have, even in the mountains around Greenwood Lake, found the engine entirely able for the load, and the brakes entirely sufficient. I took five lessons from your instructor, which was one more than was necessary, and starting from a point of no knowledge on my part of machinery. Any woman that has sufficient ability to run the sewing machine of to-day with its modern attachments can operate one of your carriages successfully.

Yours is a strong machine, honestly built, making friends for itself, wherever owned or shown.

Very sincerely yours,  
(Signed) ALBERT FRENCH.

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G. M. WATTLES, PRODUCE COMMISSION MERCHANT,

393 Richmond Avenue.

The Prescott Auto. Mfg. Co.: Buffalo, Nov. 20, 1903.

Gents: My experience with the Prescott Car the past season has been highly satisfactory. Since purchasing the car last April, I have driven it little less than five thousand miles. To-day it is almost as good as new. My wife always accompanies me during country runs. Enjoying the best of health, no lame back or kindred trouble arising from long drives. Our longest continuous drive was about fifteen hundred miles. Starting at Buffalo, N. Y., July 17, to Boston, Mass., to Portland, Me., to White Mountains, thence to Montreal, Canada, returning home Aug. 20th, spending two weeks at White Mountain resorts. During this trip my car was in the repair shop only once, and this was at Salem, Mass. About three hours for cylinder packing. We encountered sand and mud nearly axle deep. Many long and steep hills.

We were neither stalled, stuck or towed in once. The car will climb the hills fast or drive very slow over muddy roads with deep pitch holes.

Practically or theoretically my knowledge of machinery is very limited, yet I cared for my car this entire trip. We drove for pleasure only, making fifty to one hundred miles daily, as fancy dictated and the roads allowed. We had several impromptu races, frequently driving at the rate of forty miles per hour. I remember one red-hot race of eleven miles over a beautiful road leading into Worcester, Mass. I am pleased to say we won every time. My single tube three-inch tires, which came on my car, lasted on the rear wheels two thousand miles, on the front wheels three thousand miles. Weather permitting, we drive daily, and have passed a most enjoyable summer with our Prescott Auto.

Sincerely yours,

(Signed) G. M. WATTLES.

GEORGE D. BARNEY, M.D.,

401 Third Street, Brooklyn, N. Y.

Prescott Automobile Co.:

Gentlemen: It may be interesting for you to know that on July the 28th instant, I made the fastest trip on record in my Prescott car, from Greenport to Brooklyn, three hours and five minutes.

Almost my entire vacation last summer was spent in touring the country; the machine has given me unlimited pleasure, and it is a credit to your company.

Very cordially yours,

November 23, 1903. (Signed) GEORGE D. BARNEY.

RECORD TRIP FROM GREENPORT.

DR. BARNEY MAKES RUN IN AUTO IN THREE HOURS AND FIVE MINUTES.

Dr. George D. Barney, of 401 Third street, made a record yesterday between Greenport, L. I., and Brooklyn, in his Prescott automobile, by covering the distance in 3 hours 5 minutes. Dr. Barney left Brooklyn on Saturday to take a run across Long Island and had a novel experience on his trip. Sag Harbor was reached on Sunday morning, where it was found that the ferry-boat between that place and Shelter Island was disabled and could not take him across. He managed, however, to find a launch and raft, on which he crossed. This was early in the morning, and on reaching the Manhasset House he found a telegram stating that one of his patients required his immediate attention. It was then too late to take the train. The automobile was ferried across to Greenport and at 10.15 o'clock he started for Brooklyn, going by way of Riverhead to Patchogue. Full power was turned on from the start and the machine left the villages behind at the rate of over thirty miles an hour. At Patchogue a stop of five minutes was made for water, after which the journey was resumed. All went well until Bay Shore was reached, where he was stopped by a constable for speeding. Fortunately, the man accepted the explanation of Dr. Barney, who was allowed to proceed. The same experience was gone through at Freeport. These delays cost about ten minutes.

From there on he continued at top speed. While coming down the Eastern Parkway a mounted policeman called out to reduce speed. No attention was paid to the warning, nor to one from a bicycle cop, and although they started after Dr. Barney they were quickly distanced. At 10.15 Dr. Barney arrived at his residence.—Brooklyn Times, July 28, 1903.

Nov. 24th, 1903.

Prescott Automobile Mfg. Co., New York, N. Y.:

Gentlemen: I thought it might interest you to know that I have just finished one of the most delightful summers, and I assure you it was all due to your "Prescott Steam Car." I have run it about 5,300 miles in all kinds of weather, and over sandy, mountainous roads, which seemed almost impossible, making one trip from Buffalo to the Rangely Lakes, in the State of Maine, going by way of Albany, Boston, Portland, Bethel, and through the Grafton and Dixville Notches to the Balsams, and in all my touring, I was not towed a foot, and never had a rope tied to my car.

I sincerely congratulate the Prescott Company on making so perfect a machine. It responds like a spirited horse, is very fast, powerful, and easy to operate.

Wishing you all the success you deserve, I remain,

Yours sincerely,

(Signed) GEO. J. PEACOCK.

306 Lexington Avenue, Buffalo, N. Y.

IRWIN, GREEN & CO., COMMISSION MERCHANTS,

128-131 Rialto Building.

Chicago, Nov. 24th, 1903.

Prescott Automobile Mfg. Co., New York City:

Gentlemen: My wife and I have been enjoying some very delightful rides in our Prescott car. It is running beautifully and responds so readily to one's wishes that it seems to be almost a "mind reader." It is one of the easiest riding carriages of any sort that I ever rode in, and all my friends comment on this fact. I have run it over some of the worst roads one could encounter, roads which were almost impassible for any sort of vehicle. I fully expected to break some part of the running gear or tear the engine out, but every part of the machine stood the severe test of many miles of such work and I could not discover that it needed any attention at the end of the journey except a good washing. And the day following this experience it carried four people eighty miles as cheerfully as if it had just come out of the shop. There are some notoriously steep hills in the country about Chicago, but I never have encountered one that the car would not easily climb. On smooth, level roads its motion suggests flying, and the absence of noise, smell and vibration adds greatly to our enjoyment. I never have tried to see how fast it could travel, but it goes as fast as I care to ride, and I have noticed that when I wish to get ahead of anyone's dust, the feat easily is accomplished. Its neat appearance attracts many favorable comments. It seems to be more graceful in outline and more practical in general plan than any other car of its type with which I am acquainted. I should be sorry to part with it. It acquires a sort of personality after months of use, and this could not be replaced, even by a new car from your factory.

Very truly yours,

(Signed) C. D. IRWIN.

BORDEN CONDENSED MILK CO.,

71 Hudson Street, New York.

S. F. Taylor, Vice-Pres.

Montclair, Dec. 1st, 1903.

Gentlemen: It is my pleasure to speak a good word for the Prescott Steam Carriage because of the highly satisfactory results which I have had with the machine the past season. Barring the first two weeks' experience in learning how to handle it, which period of instruction every novice has to undergo, the use of it beyond this time has been a source of great pleasure, not only to myself, but my family and friends. I doubt if there is another machine in our locality that has the reputation of coming home on time, free from annoyances and delays on the road; that has been or less familiar with the record I have claimed for it and no doubt some of them think it is a case of "jolly," but it stands as a matter of fact that the machine has given me no trouble on the road, that I have not found it complicated to take care of and it has not been difficult to keep it in order. Every machine has to be looked after more or less, but I don't know of any that could require less attention than this. I have taken out a great many friends in the machine, all of whom seemed to enjoy the ride and experience, and each one of them has been delivered at destination on time without a single exception. It is a comfort to go off on an all day run and feel confident that you are not likely to disappoint any engagement you make, and be able to negotiate any kind of hill or road. For noiselessness, speed, hill climbing ability and simplicity of operation, I have not seen anything better.

Very truly yours,

(Signed) S. F. TAYLOR.

Prescott Auto Mfg. Co., N. Y.

AMERICAN LITHOGRAPHIC COMPANY,

Litho Building, 19th Street and 4th Avenue.

Prescott Auto. Mfg. Co.: New York, Dec. 1st, 1903.

Gentlemen: I think I owe to you an acknowledgment of the pleasure and satisfaction I have derived this season from my car. The absolute certainty of getting home without trouble has made my trips as enjoyable to myself as to my guests.

Never has the car refused duty; it rides like a baby carriage, and at the end of a long season, having made a few replacements, I consider the car in as good condition as the day I bought it. I have always carried four people and no hill on Long Island has made us "crawl." No car that has passed us can be bought for twice the price of my Prescott. Wishing you all the success that the merit of your car deserves, I am,

Very truly yours,

(Signed)

GEO. E. PANCOAST.

THE SALTS TEXTILE MANUFACTURING CO.,

Fred. E. Kipp, Pres.

Salesroom: 96 Spring Street, New York.

Dec. 1st, 1903.

Prescott Automobile Co., 90 W. Broadway, City:

Dear Sirs: Your favor received. Since I have been operating your Prescott Car, automobiling has taken on a different phase.

With my other car (which I ran two years before buying the "Prescott") I had much pleasure, but I had to "take the bitter with the sweet," and often the "bitter" was in the ascendancy. With the "Prescott" the "bitter" seems to have been entirely left out. I have had practically little or no trouble, always traveling on schedule time when I make trips, many of same averaging from 200 to 400 miles.

I can recommend the machine most highly, and if others get as much pleasure and comfort from it as myself, they must be more than pleased.

Very truly yours,

(Signed)

FRED. E. KIPP.

F. S. CARR & CO., JEWELERS,

Springfield, Mass.

Dec. 7th, 1903.

The Prescott Auto Mfg. Co., New York City, N. Y.:

Gentlemen: I have now been running one of your steam cars about seven months, and you might be interested to learn that it has given me splendid satisfaction. Of the six different automobiles I have owned, the "Prescott" has given me the least trouble, and I consider it to-day the most reliable steamer made.

Your ball slide engine, force feed for the cylinder oil and brake and roller bearing system on the rear axle cannot be improved upon. It will steam at the rate of 20 miles an hour with four passengers, and that's about as fast as I want to ride.

Very truly yours,

(Signed)

F. S. CARR.

Secy. Springfield Auto. Club.

STANDARD FASHION CO.,

H. B. Phinney, Pres.,

32 West 14th Street, New York.

Dec. 10th, 1903.

Prescott Auto Mfg. Co., 90 West Broadway, City:

Gentlemen: In reply to your favor of the 28th ult., I beg to say that the Prescott Car, No. 720 which I purchased from you on June 15th, 1903, has been in daily use since that time, and has given myself and family a great deal of pleasure. In runs aggregating nearly 3,000 miles, I have never had to walk home. I cheerfully commend the car to intending purchasers who want a smooth running, powerful and speedy machine, at moderate cost.

Yours very truly,

(Signed)

H. B. PHINNEY.

THE LONG ISLAND AUTOMOBILE CLUB,

32 Hanson Place, Brooklyn.

Telephone—3750 Main.

Dec. 22d, 1903.

Prescott Automobile Manufacturing Company, 90 West Broadway, New York City:

Dear Sirs: I am still using the Prescott Touring Car I bought of you two years ago and it is still giving me a great deal of pleasure. I have toured through the Catskill and Berkshire Mountains without any trouble whatever. The many steep mountain roads I was forced to travel through, I climbed without difficulty. The car to-day is doing good work and I invariably carry four passengers wherever I go, having found the front seat of great convenience.

With best wishes, believe me,

Respectfully yours,

EDWIN MELVIN, Sec. L. I. Auto. Club.

Details of Construction of the Prescott Automobile

THE BOILER

Is a seamless drawn-steel shell with a dry plate, 16 inches in diameter, and contains 367 half-inch 20-gauge seamless drawn copper tubes. The special features of the construction of our boiler provides for the superheating of the steam after passing through the throttle valve, at the same time obviating the possibility of overheating, which would result in injurious action in the engine cylinders. Another construction feature renders it impossible to burn or scorch the boiler, which heretofore has been a source of much annoyance and expense. All the advantages of the fire and water tube boilers are thus combined without the faults of either, providing reserve power under all conditions, and giving nearly twice the usual efficiency to a given amount of water and fuel. With this boiler high speed can be maintained over any road, as ample steam is supplied under all circumstances.

THE BURNER

Is the result of a long series of experiments and insures the greatest degree of heat with the smallest consumption of fuel. It is so constructed that it cannot warp or burn out, and is practically indestructible. The combustion is perfect, and there is absolutely no back firing or troubles usual to burners ordinarily found in steam carriages.

THE PILOT LIGHT

Is a part of the main burner, but has a separate mixer tube. When steam is raised to the desired point the automatic regulator shuts off the main fire entirely, but this does not affect the pilot light, which is adjustable, and is sufficiently powerful to hold the steam at any point desired when the engine is not in operation. The pilot light will not blow out. "Firing up" is a very simple matter, full steam pressure being raised in about six minutes, without smoke or soot or other troubles incident to the old forms of construction.

THE ENGINE

Is vertical, two-cylinder, of reciprocating type, 2½ x 3½ inches, 7½ h. p.; the reverse links are operated by a convenient foot lever, insuring prompt action and com-

plete control at all times, as it is unnecessary to remove the hand from the throttle lever in order to operate the reverse. This is a great improvement over the ordinary hand-lever reverse. Another improvement of great importance is the ball-bearing cross-head. The material and workmanship of the engine are of the highest possible grade, weight and strength; it weighs 95 lbs., which is about fifty per cent. heavier than most engines of this type, and it is proportionately strong and durable. It is fully enclosed in a detachable case, which is easily removed and replaced as desired, and which perfectly protects all working parts from mud and dust.

#### AUTOMATIC LUBRICATION

Of the engine cylinders is accomplished by an oil pump, which is actuated by the engine, and is positive in its operation, feeding the required amount of oil per mile regardless of the speed at which the carriage is running. The reservoir attached to this pump contains a sufficient supply of oil for a run of more than a thousand miles, and the automatic oil pump obviates the necessity of opening or closing valves when starting or stopping.

#### WATER FEED PUMPS.

Three of these are provided for supplying water to the boiler. They are as follows: Plunger Pump, actuated by the engine, which is placed in the footboard, where it is easily accessible; Steam Pump, which can be used when desired, is independent of the engine, is operated from the seat and is available whether the carriage is in motion or at rest; Hand Pump of the usual type, which will rarely or never be required, but is provided for use in case of emergency.

#### WATER TANK.

The water tank is of extra heavy copper, properly partitioned and reinforced to prevent rumbling or straining over rough roads. The capacity is 32 gallons. It is provided with an indicator which at all times shows at a glance the amount of water in the tank. (53 miles have been covered with a single tank of water.)

#### STEAM WATER LIFT.

A steam water lift is provided for filling the tank, avoiding the necessity of the use of buckets, which, however, are supplied for use when desired.

#### FUEL TANK.

The fuel tank is made of heavy seamless drawn-copper shell, tested to 350 pounds, and is absolutely safe, reliable and secure. The capacity is  $7\frac{1}{2}$  gallons. An auxiliary tank is provided, which holds  $2\frac{1}{2}$  gallons.

#### FEED WATER HEATER.

The feed water is forced through a coil in the muffler, and is heated by the exhaust steam to the boiling point before being delivered to the boiler.

#### THE RUNNING GEAR

Has been constructed with the idea of securing great strength and flexibility and is of special design, made of seamless steel tubing, of heavy gauge, with drop-forged connections. The front and rear frames are connected by flexible reaches, thus allowing the frame to run over rough and uneven roads without strain or injury. The front and rear frames are trussed on the under side, insuring absolute alignment at all times.

#### REAR AXLE BEARINGS.

American roller bearings are used in the rear axle, giving a reliable and serviceable bearing, eliminating ball bearings which have heretofore caused much annoyance from their inability to withstand the severe driving strains applied to the rear axle.

#### REAR HUB CONSTRUCTION.

The rear hubs are constructed with a solid flange on the inside, to which the brake band is applied. The compensating gear is of the spur type, encased. The driving sprocket is attached directly in the center, insuring uniformity of wear and increasing the durability of the chain. The chain is of block pattern, extra heavy, detachable, and is warranted durable and satisfactory.

#### DOUBLE-ACTING BRAKES.

The brakes are double-acting and are fitted to the flanges of the rear hubs. They are very powerful, are operated simultaneously by the usual foot lever, and will hold the carriage perfectly running forward, and are even more effective when running backwards, preventing any sliding or skidding of the wheels usually caused by the application of the brake to the compensating gear.

#### THE BODY.

The body of the car is of the best possible material and workmanship, upholstered with the finest grade of hand-buffed leather, and in finish is equal to the finest coach or carriage. The seats are especially roomy and comfortable. The convenience of the combination front seat and dash are apparent at a glance. Four long elliptical springs support the body, which is hung low, so as to give a very low center of gravity. These springs, in connection with the long wheel base and flexible gear, produce a remarkably comfortable and easy-riding vehicle. In beauty of lines and gracefulness of style the Prescott body appeals to the most aesthetic.

#### TERMS.

One-third cash with order, balance to be sent in current New York funds upon receipt of notification that carriage is ready for shipment—or cash against draft with B/L attached.

#### DELIVERY.

With our large and well-equipped factory and complete facilities, we can positively assure prompt delivery.

#### DUPLICATE PARTS

Of all kinds are always carried in stock, are perfectly interchangeable, and are ready for instant delivery.

#### IN CONCLUSION.

We wish to state that no pains or expense have been spared in the effort to make the Prescott Steam Automobile perfect in workmanship and construction, and to secure such adaptations and adjustments of the working parts as to insure satisfactory wear and also to give the greatest amount of service and gratification to the operator.

### PRESCOTT AUTOMOBILE MANUFACTURING CO.

New York, N. Y., and  
Passaic, N. J., U. S. A.

Frank Presbrey Co., New York.

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# PRESCOTT AUTOMOBILE Manufacturing Company



H. CUNTZ  
1904

**"GETS  
THERE  
and  
BACK"**