"Twixt You AND Me"

ELS!

THE "STEAMOBILE."

JUST ONE LITTLE WAGON
MADE BY ONE LITTLE FACTORY
IN ONE LITTLE NEW HAMPSHIRE TOWN,

BUT

IN SIMPLICITY AND EFFICIENCY,

THE BIGGEST THING ON WHEELS!

PRESS OF
MONTROSS, CLARKE & EMMONS,
51 NASSAU STREET,
NEW YORK.

THE "STEAMOBILE."

SO you have never seen one of the Keene "Steamobiles." Well, I am proud to have the honor of making you two acquainted. We will take a turn together, if you say, and a short acquaintanceship will lead to a long one, and, without fail, make us good friends. Let's start right away.

Now, you see, I merely turn on the valve to this torch burner, which is inside the fire box, and put this lighted match through the port. You know for the main fire the gasoline must be vaporized through heated tubes and the vaporizing tube is coiled over this torch so that in a couple of minutes it will be hot enough to turn on without the bother of heating a supplementary torch in some outside place,—leaky connections, burned fingers, and all that. Now, I turn on the main burner and you see the blue flame making it hot for the water in the boiler.

You want me to explain about some of these "fixings" before we start. Well, this

is the water guage which shows the level of water in the boiler; if it should break there are check-valves inside to prevent the escape of steam, and we could tell about the level of the water by these three try-cocks on

the water column just inside the panel here. The regulator would attend to that, too. I'll tell you about that later, when we're going.

This is the steam guage which shows the pressure in the boiler at all times, and that similar guage on the other side is for air pressure. It is necessary to have a pressure of air on the gasoline to force it strongly into the burner, and our five-gallon tank does it pretty effectively, besides being able at any time to inflate a tire by attaching this tube under the floor here.

This little wheel under the seat here, is an extra throttle valve that I close when I leave the machine standing and don't want small boys to make the wheels go 'round. The machine can't budge with that closed.

Now we'll take a look at the fire and—it's out, sure enough, all except the torch burner, *that* never goes out. We stood here talking so long that the steam got too high and this automatic diaphragm-valve cut off the gasoline supply from the main burner. There wasn't any blow-off to scare you, either, was there? Our blow-off is set at 20 lbs. more resistance than this cut-off valve, and, as the fire is shut completely off, there never *is* a blow-off. When we start up and take down the steam a bit, the valve will open itself and the fire at once start up from the torch burner which has kept the vaporizing tubes hot. I can leave the machine standing this way any length of time without noise and have it ready

to go without a moment's preparation.

Now climb in and we're off. I open this throttle lever with my right hand—the one outside it is the reverse—and it's so arranged that if I take my hand off, the force of the steam closes it. Neat, *n'est ce pas?* As soon as we're through these crowded streets we will let it out a little. No, there is no danger of that strong back wind blowing our fire out. It can't blow down the smoke funnel, you see, on account of this horizontal tubing laid across the top; but even if it should blow out, the torch-burner would instantly relight it.

Why doesn't the water in the boiler give out? Because there is a pump attached to the engine which works all the time we are running, pumping water from that 25-gallon tank behind into the boiler. Yes, of course, the boiler needs more water going up a long steep hill than on the level, but if the water should get low in the glass, all you have to do is to pull out the handle of that auxiliary pump from under the seat on your side, and, without opening or closing any valves, just pump up a little. You can fill the boiler when you are starting up that way, too.

Well, here's a hill worthy of our steel—steel, hardened throughout, too, so itwon't wear in such onslaughts. We don't have

to slow up or stop to raise steam going up this grade because our engine is 40% more powerful than others, has a pull of 600 lbs. and 7 7-9 horse power. If we should have to stop for any other reason, these brakes hold equally well backward or forward—

SHOWING WHEEL GOING OVER OBSTRUCTION.

some friction brakes tend to unroll going backward, you know. Oh, that brake on your side is just for emergency or convenience—they are both just alike.

That was a bad go, running one wheel on that rubbish pile, but it doesn't strain the frame any. The reaches from the rear axle are pivoted with a yoke on the front axle so that you can raise or lower any one of the wheels a foot without changing the distribution of weight a particle.

You'll notice we haven't diminished our steam pressure a pound, even on this 25% grade. Yes, our boiler is right in the same

class with our engine, and the water is hot when it goes into the boiler anyway. The conducting water pipe is coiled through the exhaust muffler and that both heats the water and condenses the steam (what's left of the steam is superheated in a cap over the boiler flues and so you hardly see or hear it). Then, too, there is another reason for the undiminished steam. Did you notice when I hooked up this little lever at my side? Well, all the time that is up, there is a pump attached to the engine, forcing air into the tank. That means a greater pressure on the gasoline, a hotter fire, and increased steam. Not a bit of danger of forgetting it and blowing up the tank, because there's a safety valve on that, too.

Oh, yes, the regulator—it's this way: there is a cylinder connected top and bottom to the boiler, which contains a floating metal ball, and a double set of fingers operating on outside valves. Now, when the

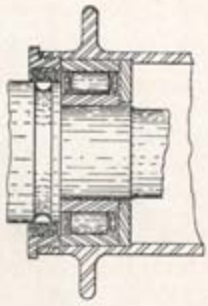
water gets to the height which threatens choking the cylinders of the engine (something would have to break then, you know), this floating ball presses up one of the fingers and that operates on a by-pass valve outside, which opens a passage from that automatic pump back into the tank. No steam pressure there, so, of course, the water is pumped back into the reservoir until the boiler level sinks, when

that "finger" closes the valve, thus keeping a proper upper level. Should the water get too low and so endanger the boiler, acting in the same way, another finger closes a valve in the gasoline pipe and the fire is shut off, opening again when the water level comes up, and so an explosion or burned out boiler is impossible. Yes, indeed, that's our own patent sure enough, like lots of the other things.

Helloa, there's a nice clear spring! Too good to let pass, and its always safe enough to have plenty of water. This needle on the side tells me just the number of gallons there are inside. Get out? No; we don't use pails in this wagon. Just drop this end of the hose with the strainer into the water—the other is always connected with the tank. Now I open this inspirator valve and you hear the water tumbling into the tank without making a ripple in the pool to stir up dirt and sediment. Much quicker, too. Yes, it does look like magic, but it's really very simple. An old scheme in a new place! When I opened this inspirator valve the steam rushed past the opening in the hose and created a suction, thus siphoning the water into the tank. If any dirt should get in there are two strainers inside, both easily removed and cleaned, so dirt can't go to the boiler.

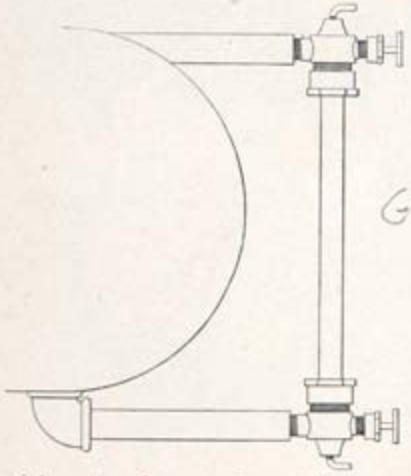
Yes, these tags on the different valves make it easy for beginners—when they get accustomed to the use of each one, they can cut them off. Now coil that hose in the compartment under the floor and we're off again.

Dust and mud are certainly great enemies to bearings and machinery, but we are armored to withstand their attack. Our own patent dust-proof caps keep them out of our hubs and the compensation gear and engine are boxed. The latter serves to keep the oil in for lubrication, also. Well, if that chain *should* break I could put



in another link in about a minute; they are all detachable.

Gasoline? Why, this tank holds 8½ gallons, enough to go 100 miles over ordinary roads. When I want to find out how much I have it is simple enough, however.



By raising the floor underneath your feet you see the tank and guage. Press those spring valves, top and bottom, and the

guage fills, showing the level. Then, turning the lower cock, drains off the gasoline from the glass. There is no kind of danger because it is in use only when you want it. The glass might break, but no gasoline could escape on account of those valves.

Back again and no accidents! Yes, that *is* rather an unusual experience for some people, but the accidental stage of our machines was passed in the experimental department before our machine was given to the public. The best material, workmanship, and most careful designing in months past have given us ease and comfort while making this run. Now we turn out the fire and blow off the boiler and things are ready for the next trip, and if you can come out to Keene, N. H., we will show you through every department, not of the largest, but of one of the most completely equipped factories in this country.

TERMS:

$750, NET CASH,
on cars at Keene, N. H.

20 per cent. with order, balance on delivery to transportation company.

WITH FULL LEATHER TOP, $850.00.

Full instructions with machine, or expert sent to instruct purchaser, charging for time and actual expense.

Devoting all our attention, talents, and experiments to the simple and useful Runabout, we should be able to give the

BEST IN EFFICIENCY AND VALUE.

THE STEAMOBILE CO.,
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NEW HAMPSHIRE,
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