

STEARNS STEAM CARRIAGES

FOR BUSINESS
OR PLEASURE

MANUFACTURED BY

STEARNS STEAM CARRIAGE COMPANY

SYRACUSE, NEW YORK



WHEN ALL GOES WELL

By courtesy of The Automobile Magazine.



Steam Carriages

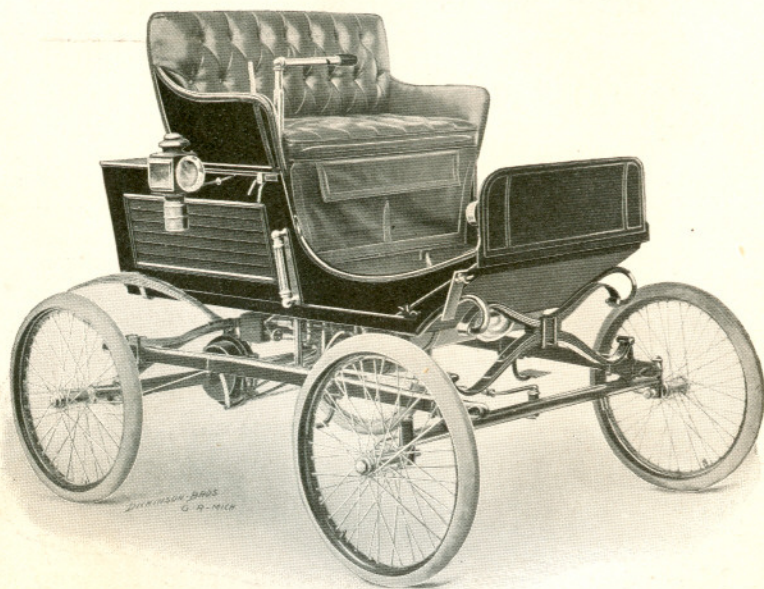
THE opportunity for improvement on the prevailing types of Steam Carriages being offered, induced the Stearns Steam Carriage Company to place upon the market a carriage built upon more substantial lines than the lighter types, and without the ponderous appearance of some of the road machines of the day. The carriages marketed by this Company during the past two seasons have given universal satisfaction, and also given the Stearns carriages a conspicuous place among the leading automobiles in use to-day.

Motive Power

These carriages are propelled by steam. It is not our purpose to enter at this time into an argument as to the relative merits of the different kinds of power used to propel vehicles. The objections and inconveniences of the first steam carriages are rapidly being eliminated and greater progress has been made in this direction than in any other motive power. The strong construction of the present time, as well as the greater simplicity of the same and accessibility of parts, together with its greater elasticity, and, most important of all, its great reserve power, makes the steam carriage of the present day almost perfect in its requirements.

Further Information

We submit in this booklet general information and illustrations of our different models. More particular and technical information is given in our catalogue, which will be mailed upon application, together with photographic copies of testimonials received from users of Stearns carriages.

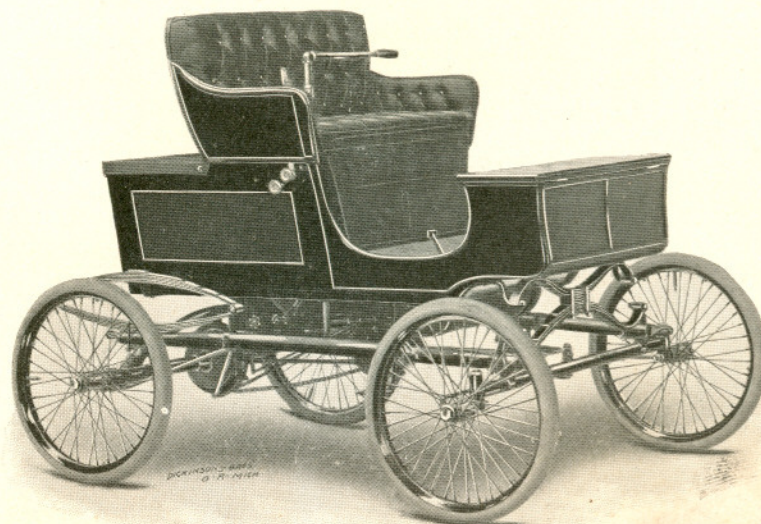


MODEL A, RUNABOUT.

Description of Model A

Model A, called a Runabout, is a neat, trim vehicle; substantial, but not in the least bit clumsy, and of ample proportions to give it the necessary strength to be operated successfully over any kind of roads. It is designed to carry two persons comfortably. The running gear is painted in "Stearns" yellow, handsomely striped, black and carmine. The body is finished in black with carmine stripe on mouldings, yellow panels, blended, varnished throughout with the very best quality of body varnish. Other colors when ordered.

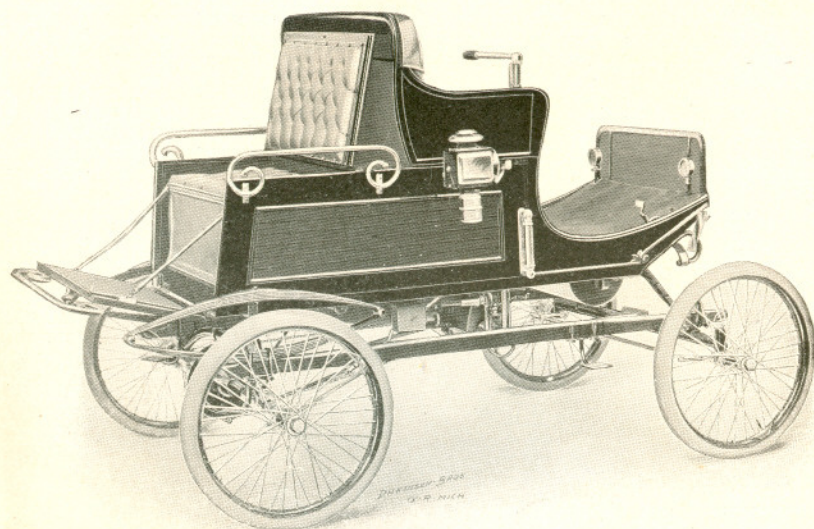
Dimensions, 7 feet 3 inches by 5 feet 3 inches, over all. Weight, 900 pounds. Price \$600.00, f. o. b. Syracuse, N. Y.



MODEL AA, SEMI-TOURING CAR.

Description of Model AA

Model AA, also called a semi-Touring Car, is an exact duplicate of Model A, with a box front instead of the dash, and larger boiler capacity. The running gear is painted carmine, with black stripes. Body, black, with Brewster green panels, carmine stripe on moldings. Weight, 1,000 pounds. Price \$650.00, f. o. b. Syracuse, N. Y.

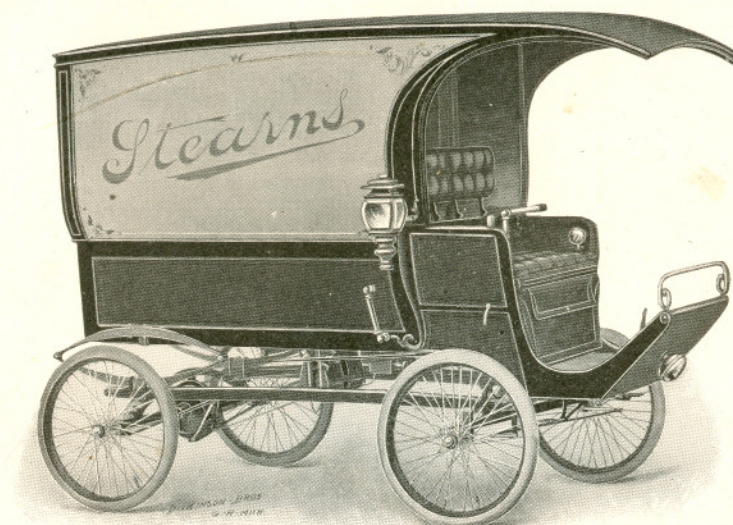


MODEL B, TRAP OR DOS-A-DOS, SIDE AND REAR VIEW, OPEN.

Description of Model B

Model B, also called a Trap and Dos-a-Dos, is built on similar lines to the Runabout, with a longer body and a greater engine and boiler capacity. It has a seating capacity for four persons, seating them back to back, as shown in the view. It may be used equally as well for two persons, however, by turning down the back of the seat and folding up the foot-board, thus giving it the appearance of a Runabout. The running gear is painted carmine with black stripes. Body, Brewster green. Molding stripe, carmine. Other colors when ordered.

Dimensions, 8 feet 10½ inches by 5 feet 3 inches, over all. Weight 1,200 pounds. Price, \$800.00, f. o. b. Syracuse, N. Y.



MODEL C, DELIVERY WAGON, FRONT AND SIDE VIEW.

Description of Model C

Model C is a symmetrically proportioned Delivery Wagon, designed for light work. The engine furnished in this wagon will develop 12 horse power, together with ample boiler capacity, and will handle the wagon under any and all conditions. Springs designed to carry 2,000 pounds. Gasolene capacity for 50 miles. Water capacity for 35 miles. The seat is well forward, giving ample space for storage of parcels. Running gear is painted carmine, with black stripes. Body, Brewster green, striped with carmine. Inside of standing top is finished with natural wood, and the outside in fern leaf green, striped with gold leaf and lettered as desired. Other colors when ordered.

Dimensions, 9 feet 6½ inches long, 5 feet 3 inches wide, and 7 feet high, over all. Weight, 1,400 pounds. Price, \$1,200.00, f. o. b. Syracuse, N. Y.



MODEL D, BUGGY TOP.

Description of Model D

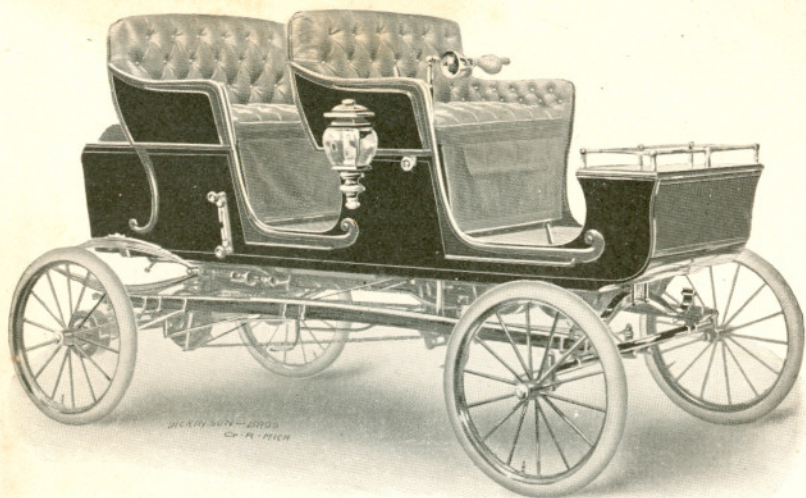
This model is identical with Model A Runabout, with exception of buggy top. This buggy top is made from the finest quality of hand-buffed leather, and adds a great deal to the appearance of the vehicle. Side curtains and a storm boot are furnished with this equipment, so that in stormy weather the occupants of the carriages are entirely protected. Stock carriages of this type are generally finished in dark colors, olive and bottle green, striped in carmine, being the standard colors. Weight, 1,000 pounds. Price, \$700.00, f. o. b. Syracuse, N. Y.



MODEL E, VICTORIA TOP.

Description of Model E

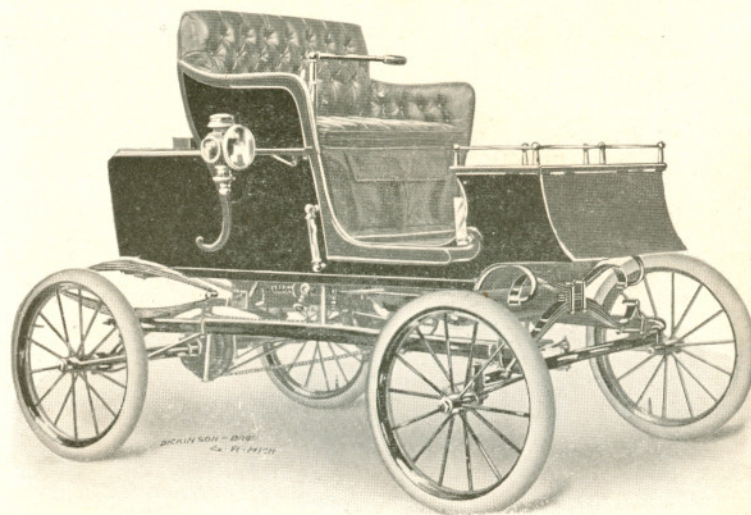
Same as Model D Runabout, fitted with Victoria top, made of the finest quality of hand-buffed leather, and upholstered with the best material the market affords. This carriage is more especially adapted for physicians or other persons who make constant use of the same. With this style top and a Stearns rain boot the occupants of the vehicle are well protected from the weather, making the carriage a most desirable one. We furnish this model in leather or cloth upholstery. When cloth upholstery is specified, we furnish a canvas covering to protect the same. Weight, 1,000 pounds. Price, \$750.00, f. o. b. Syracuse, N. Y.



MODEL F, SURREY.

Description of Model F

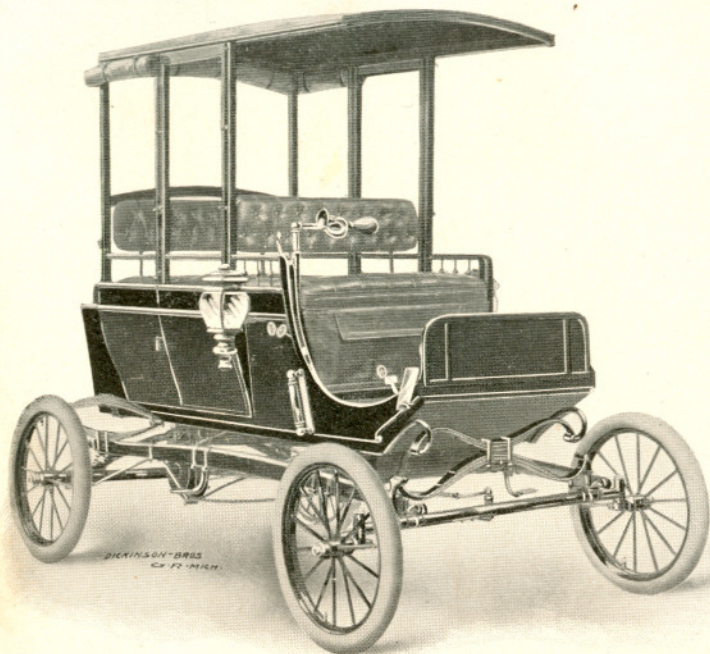
Model F is a capacious Surrey, with a convenient locker on front for carrying parcels and supplies, with a seating capacity of three persons on the rear and two on the forward seat. The engine furnished in this carriage develops 12 horse power, and with its 19-inch boiler, containing over 600 copper flues, will handle the same under any and all conditions. It is designed for touring as well as park purposes, and has fuel capacity of 16 gallons, and water capacity of 38 gallons, tubular steel wheels, double-acting hub brake, our special device for vaporizing the gasolene, and is, altogether, a model carriage for long or short trips. Running gear is painted carmine, with black stripes; body Brewster green, striped with carmine. Upholstery, hand-buffed leather; color, Brewster green. Weight, 1,600 pounds. Price, \$1,200.00, f. o. b. Syracuse, N. Y.



MODEL G, TOURING CAR.

Description of Model G

This Model, called a Touring Car, is, as its name implies, built for long-distance traveling, having large water and gasolene capacity, 19-inch boiler, containing over 600 copper flues, and powerful engine. It is finished in automobile red, striped with gold. Other colors when ordered. Weight, 1,400 pounds. Price, \$1,050.00, f. o. b. Syracuse, N. Y.



MODEL H, STATION WAGON.

Description of Model H

This Model, called a Station Wagon, is considered by many to be the most luxurious carriage we manufacture. It seats four passengers, has long wheel base, and is fitted with sufficient power to handle it under all conditions. The rear seat can be entirely protected from any storm, and in pleasant weather occupants have the advantage of a canopy top. The body is finished in dark colors, with a panel of automobile red. Running gear painted in carmine, striped with black. Weight, 1,600 pounds. Price, \$1,200.00, f. o. b. Syracuse, N. Y.

The Stearns Steam Carriage, Model G

In the Reliability Run.



By courtesy of The Scientific American.

A few minutes ahead of time at most of the controls, due to a misunderstanding of the rules on the part of the official observer; otherwise a perfect record.

Time Table.

B-51, entered by Stearns Steam Carriage Company, Syracuse, N. Y.,
New York-Boston Reliability Contest, October 9-15, 1902.

Start	Arrived	N. P. Stops	Actual Running Time	Distance	Average Per Hour
New York 9.17.30	Norwalk 12.25.45	0.7.15	3.1.0	44.5 mi.	14.75 mi.
Norwalk 2.21.30	New Haven 4.49.15	0.12.0	3.15.45	34.5 mi.	14.52 mi.
New Haven 9.6.15	Hartford 11.57.15	0.9.30	2.41.30	42.2 mi.	15.67 mi.
Hartford 1.36.30	Springfield 3.22.0	0.2.0	1.43.30	26.4 mi.	15.2 mi.
Springfield 9.5.30	Worcester 12.39.45	0.10.0	3.24.15	52 mi.	15.27 mi.
Worcester 2.13.0	Boston 5.14.15	0.11.30	2.49.45	44.6 mi.	15.76 mi.
Boston 8.4.0	Worcester 11.5.0	0.8.0	2.53.0	44.6 mi.	15.46 mi.
Worcester 12.45.15	Springfield 4.19.30	0.10.0	3.24.15	52 mi.	15.27 mi.
Springfield 9.0.45	Hartford 10.45.0	0.5.0	1.39.15	26.4 mi.	15.96 mi.
Hartford 1.13.0	New Haven 4.12.0	0.6.0	2.53.0	42.2 mi.	14.63 mi.
New Haven 9.3.0	Norwalk 11.25.45	0.8.0	2.14.45	34.5 mi.	15.36 mi.
Norwalk 1.5.0	New York 4.15.15	0.8.0	3.2.15	44.5 mi.	14.65 mi.

Average miles per hour during entire run, 15.21. No penalized stops during the entire run. Sixty-five marks were deducted, however, for having made up time taken for water stops at suggestion of the observer. First-class certificate awarded. Carriage in perfect condition upon completion of contest.

THE AUTOMOBILE CLUB
OF AMERICA.
755 FIFTH AVENUE.
NEW YORK CITY.

November 15, 1902.

George M. Barnes, Esq.,

Vice President Stearns Steam Carriage Co.,
Syracuse, N. Y.

Dear Sir:-

Answering your letter of November 10, in reference to your Car B-51, in the Reliability Contest, it is true as you state that you had no penalized stops whatever, but the 65 marks, which you lost were due to the fact that the car arrived from 3 to 12 minutes early at 8 out of the 12 controls, having made up the non-penalized stops for water in direct violation of rule 15, Paragraph (c). Had this time not been made up you would have had no marks deducted and would have made the complete score of 2092.

The full report of the Committee giving the details of each car is now in press and will be forwarded to you in the course of a few days.

Yours truly, *J. M. Butler*

Secretary.

Full report of the committee reads as follows: B-51, Stearns 8 h. p. S. Touring Car, 1620 lbs., 2027 marks; penalized stops, *none*; non-penalized stops, 23; 1 hr., 39 min., 15 sec.; *all stops made for water*; control repairs, 4; October 9, new nipple safety-valve cock; October 10, new bolt compensating gear cover and new water glass; October 12, repaired mud guard and tightened up stuffing boxes; October 15, fixed sight feed lubricator and put clip on side bar. Marks lost at controls—*early* at Norwalk, 9; *early* at New Haven, 3; *early* at Hartford, 10; *early* at Worcester, 9; *early* at Boston, 12; *early* at Worcester, 8; *early* at Springfield, 10; *early* at Norwalk, 4.

STEARNS STEAM CARRIAGE COMPANY

SYRACUSE, N. Y., U. S. A.

EDWARD C. STEARNS, PRESIDENT.
GEORGE M. BARNES, VICE-PRESIDENT.
HERBERT E. MASLIN, SECRETARY.



Steam Carriages

[*New York Times*, January 25, 1903.]

Steam carriages are particularly adapted to service in the country, especially in hilly or sandy districts. Steam is an elastic power, and the energy developed by the engine is limited only by the working pressure of the boiler. The double-cylinder steam engine of the high-pressure type, receiving, as it does, the power on its every downward and upward stroke, even without a fly wheel, produces a steady pull, without dead centres, on the driving shaft, hence its special adaptability to the particular service just mentioned. In addition to this and its freedom from noise and vibration, due to its perfect balance, its horse power is gained with less weight than any of the other types, consequently this type, comparing its weight, horse power, and price, presents advantages not to be overlooked where conditions of roads are such as to require severe service.

Modern improvements in steam propelled vehicles have brought this type to a high state of efficiency, and thus many of the objections to the necessary, and seemingly over, amount of care and attention required in the operation of this class of motor cars are no longer valid.

The legitimate field of the steam carriage then is where plenty of power is wanted to meet any emergency and rough roads have to be traveled at good speed. A steam vehicle also offers a good solution of the problem of city service, as, owing to its instant control and noiseless running, it may be handled to perfection in crowded thoroughfares. It proves a happy medium between the electric vehicle and the heavy gasoline car, and it solves the problem only partially met by the many light gasoline vehicles recently put on the market; for, whereas they are practical under favorable conditions, many of them have neither the constructive strength nor engine power to work successfully under difficult conditions.

H. K. WILSON,
Established 1878.—
SUCCESSOR TO
WM. P. WILSON,
(Formerly Firm Wilson & Woodell.)

... DEALER IN ...

FARMERS' SUPPLIES AND PRODUCE,

Hot Air and Gasoline Engines and Windmills.

Pumping and Power Plants Erected.

305 SHAWMUT AVENUE.

New Bedford, Mass., Aug 11 1902

Stearns Steam Carriage Co.,
Syracuse N. Y.
Gentlemen:-

It is now about two months since I received my runabout and have delayed writing a testimonial until I know whereof I spoke.

I have found it as easy to control as a bicycle and it is always ready to go. I have used it for business and for pleasure and on city streets and the worst country roads and think nothing of making ten or twelve miles an hour on roads where operators of other makes of steam carriages dare not go.

I have never had to stop on the road for repairs and have never had to be towed home. I can say that much

Yours truly
H. K. Wilson

ESTABLISHED - 1878

H. N. GALE Prop.

INVENTOR OF
THE GALE GLASS MOUNT
THE GALE VIGNETTING FRAME
THE GALE BACKGROUND CARTRIDGE



Stearns Steam Carriage Co.,

Syracuse, N. Y.

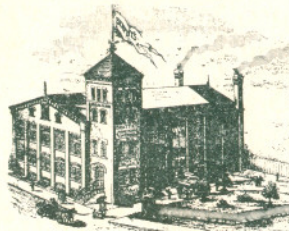
Gentlemen:-

The cones and balls for Model A carriage shaft came, together with your letter. I have had no occasion to investigate the construction of the rear shaft until now and was much surprised to see how nicely it was arranged, and do not see how it's possible to make a better running gear than you have on your carriage.

I run right along with the fast gasoline rigs and make 15 or 20 miles an hour with the pointer on the steam gauge fastened right on 200 every minute, which seems to surprise some of them, as they say "Wait till we run your steam down, then we will do you." All the gasoline men whom I have met say I have the best Steam Carriage they ever run up against, and I think so, too, and wish you could see and ride in it.

Yours truly,

H. N. Gale,



Telephone 2025
Beattie's MACHINE WORKS
THOMAS BEATTIE, HAILAND
PATENT TURNING MACHINES FOR
SHIRT BOSOMS, COLLARS AND CUFFS
TABS, BANDS,
ETC.
W. BEATTIE & SON
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EXPERIMENTAL
WORK
W. BEATTIE & SON
PATENT
MACHINES
MANUFACTURERS OF
BEATTIE'S PATENT LOOPERS AND SEAMERS.

Cohoes, N.Y., U.S.A.

May 19, 1902.

Stearns Steam Carriage Co.,

Syracuse, N. Y.

Gentlemen,-

We have given your model B Steam Carriage a thorough test, and are glad to report that it has worked satisfactory in every particular. We consider it the simplest and the safest to operate because of the automatic features it contains. Any one following the written instructions will have no trouble in operating it.

The roads in this locality contain many grades varying from 10 to 30 per cent, and we have no difficulty in climbing the steepest of them. The other day with two of us in the carriage, we climbed a hill about a mile and a half long with a grade varying from 15 to 25 per cent. I had 220 pounds of steam at the bottom and at the top I had 200 pounds. I consider this a very good showing.

The automatic features have worked perfectly, and in no instance have they failed us yet. We have been told that we have the finest appearing carriage in this city.

Yours very truly,

W. Beattie & Son

Per.

W. Beattie

THE SHAWVER COMPANY.
MANUFACTURERS OF
TWIST AND ROPE MOULDING MACHINES,
RAPID FLUTING ATTACHMENTS FOR SHAPERS,
HIGH SPEED TWIST HANDERS,
AND OTHER SPECIAL WOODWORKING TOOLS.

SPRINGFIELD, OHIO, May 26th, '02.

Stearns Steam Carriage Co.

Syracuse N. Y.

Gentlemen:-

In reply to yours of the 20th, inst., in regard to my experience with your steam carriage, will say that before purchasing an automobile I made a careful study of the three different powers, and finally decided on steam, then after making a more thorough study of the different makes of steam carriages I decided on the Stearns Model B.

Now after running my carriage about 1100 miles, I am thoroughly convinced that I made no mistake in either kind of power or make of machine.

In the first few hundred miles I had my minor difficulties, but such as they were, I traced directly to my own carelessness. At no time was the carriage disabled so as to necessitate a tow.

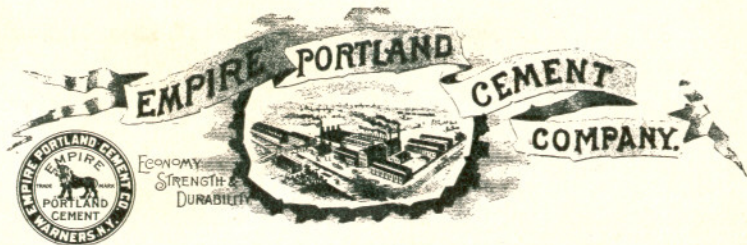
The automatic devices never failed to work, and it is these devices that make running a steam carriage a real pleasure, for there is nothing that needs attention but the road ahead.

Have always had all the power needed, realizing that your Model B. is not a racing machine I do not attempt to get more than about 15 miles an hour out of it.

I usually carry 4 passengers, and fuel consumption is about 8 miles with one gallon in favorable weather and road conditions.

Your model B. is most attractive and pleasing to the eye. Whenever and wherever I stop for supplies I am immediately surrounded by the usual admiring as well as inquisitive audience, and the comments are the most favorable, this, and the general good behavior of the machine makes me feel proud to own one. Yours very Resp.

Chas. I. Shawver.



Warners, N.Y., May 6th, 1902.

Mr. Geo. M. Barnes,

Vice President, Stearns Steam Carriage Co.,

Syracuse, N. Y.

Dear Sir,-

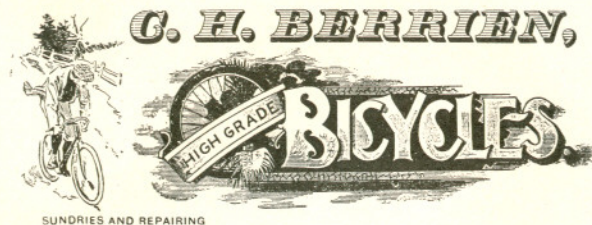
Upon my return home from New York I find your esteemed favor of recent date awaiting me. I will be over to your factory in a day or two and will be glad to arrange a testimonial letter that will fill the bill. I have not had the slightest trouble and have been out in all kinds of windy weather and over some pretty tough roads.

Run out here the other day and went home by way of Camillus, went up the Camillus hill with four in without the slightest trouble.

I am more than pleased with the carriage and like it better every day.

Very truly yours,

Charles A. Leonard



South Amboy, N. J., July 21, 1902.

Stearns Steam Carriage Co.,

Syracuse, N. Y.

Gentlemen,- Yours in regard to my experience with the Model A Steam Carriage purchased from you. I wish to say that it is satisfactory in every way. I fired it up the first time and took it out without any steam carriage experience whatever, or any assistance, and came back all right. My troubles have been very few since. Anyone following the written instructions would be successful in running your carriage, as its steaming qualities are first class. Its automatic devices are perfect. Its speed is as fast as I want to ride. Its consumption of fuel is small in comparison to others. It has never once failed to take me up hills or through sand. It is very comfortable riding and I think it is one of the neatest steam carriages that is made. What more could one ask?

Very truly yours,

C. H. Berrien