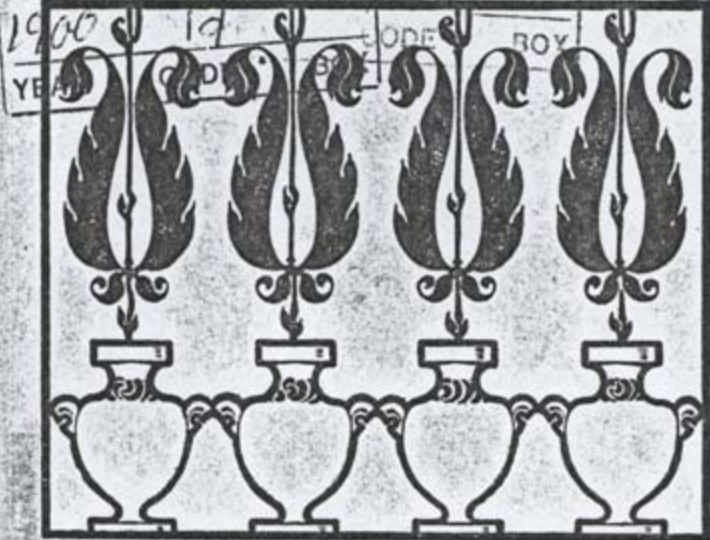


1900



The VICTOR AUTOMOBILE.

PATENT LIBRARY
AMA - DETROIT



**OVERMAN · AUTOMOBILE · CO. &
81 · FULTON · STREET · NEW · YORK**



THE VICTOR AUTOMOBILE.

This is a steam automobile entirely **AUTOMATIC** in **FEEDING WATER** and **FUEL** from the supply tanks into the boiler and burner.

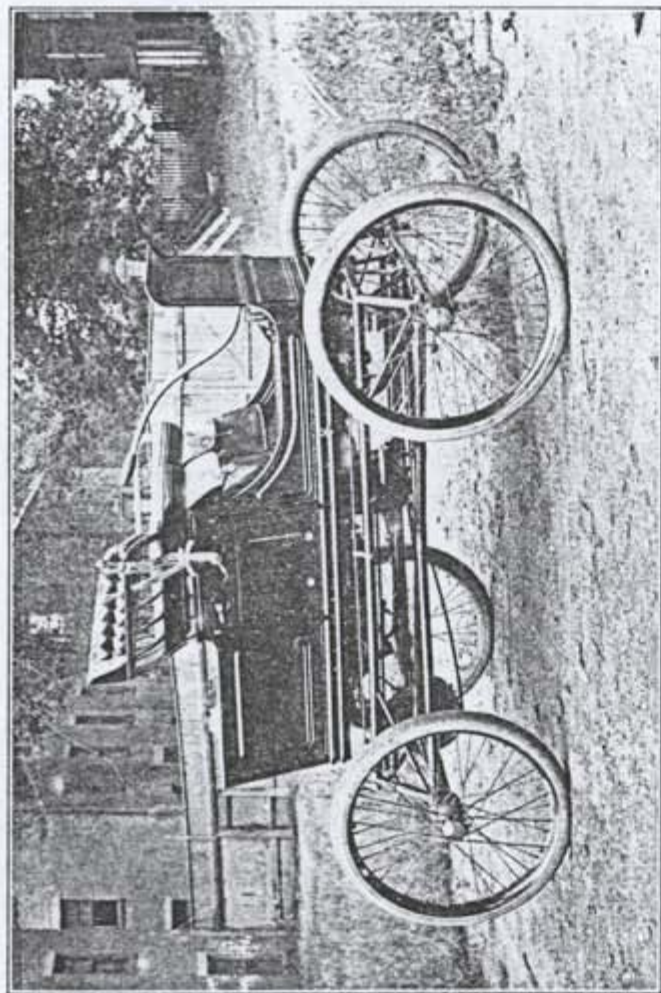
When the carriage is in use, three things only require attention :

1. Replenishing the fuel and water in the storage tanks.
2. Operating the throttle and reversing lever.
3. Steering.

The special features are :

1. Water is fed automatically into the boiler, and its surface does not vary more than two inches from the established line which is found to give the best results.
2. The **PRESSURE** on the **FUEL TANK** does **NOT VARY** more than **FOUR POUNDS**, thus insuring a steady and uniform fire under the boiler.
3. Should the water in the boiler fall, for any reason, to within two inches of the bottom, a **FUSIBLE PLUG MELTS** and **AUTOMATICALLY SHUTS OFF THE FUEL**. A delay of only a few minutes is necessary for inserting a new plug and refilling the boiler.

This catalogue is one received
from the Pope Manufacturing Co.
on Sept. 22, 1914, in the bound
volume of the year of **1900**



THE VICTOR.

4. Every part of the carriage is made of metal, except the seat and foot-board.

5. The engine is enclosed in a dust-proof aluminum case.

6. The tubular boiler is made of steel, and will be inspected and insured by the Hartford Steam Boiler Inspection and Insurance Company.

7. With the supply tank filled, the MACHINE has **STOOD WITHOUT ATTENTION** for **EIGHT HOURS**, and at the end of that time was **READY FOR INSTANT USE**.

The materials and workmanship are the best obtainable, and the greatest care is taken in construction to insure durability.

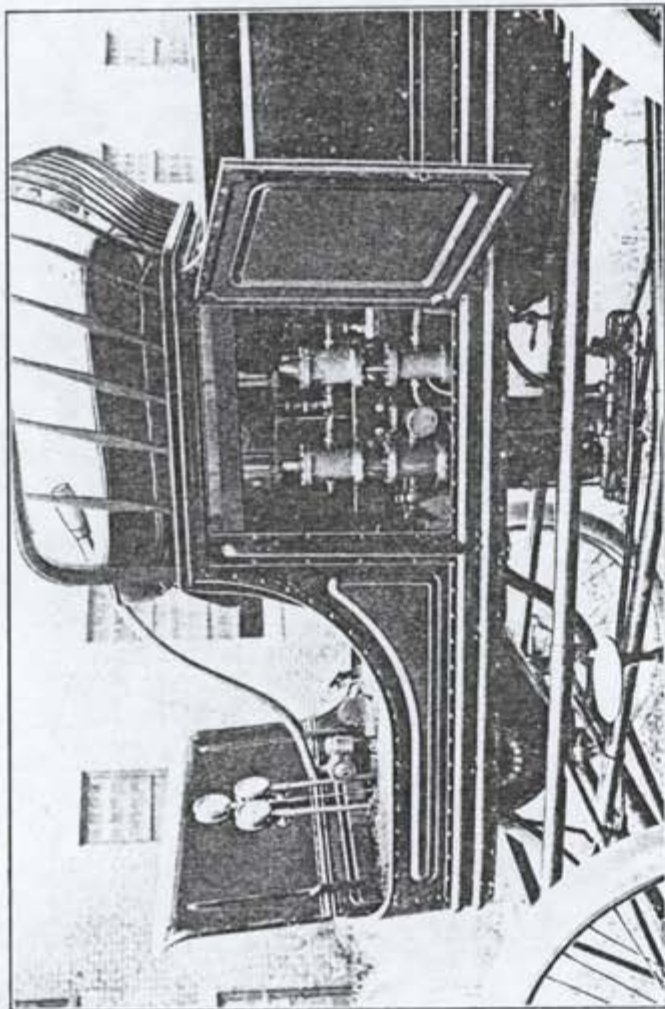
The price of the carriage, without top, is \$850.00, and with top and full equipment, \$950.00.

OVERMAN AUTOMOBILE COMPANY,

MAIN OFFICE:
81 FULTON STREET, NEW YORK, N. Y.

FACTORY:
CHICOPEE, MASS.

November, 1900.



CARRIAGE WITH SIDE DOOR OPEN.



DESCRIPTION IN DETAIL.

CONSTRUCTION.

The body of the carriage is made of pressed steel, and the frame work of the running gear of steel tubes. There is no wood about the vehicle except the seat and foot-board.

STARTING THE FIRE.

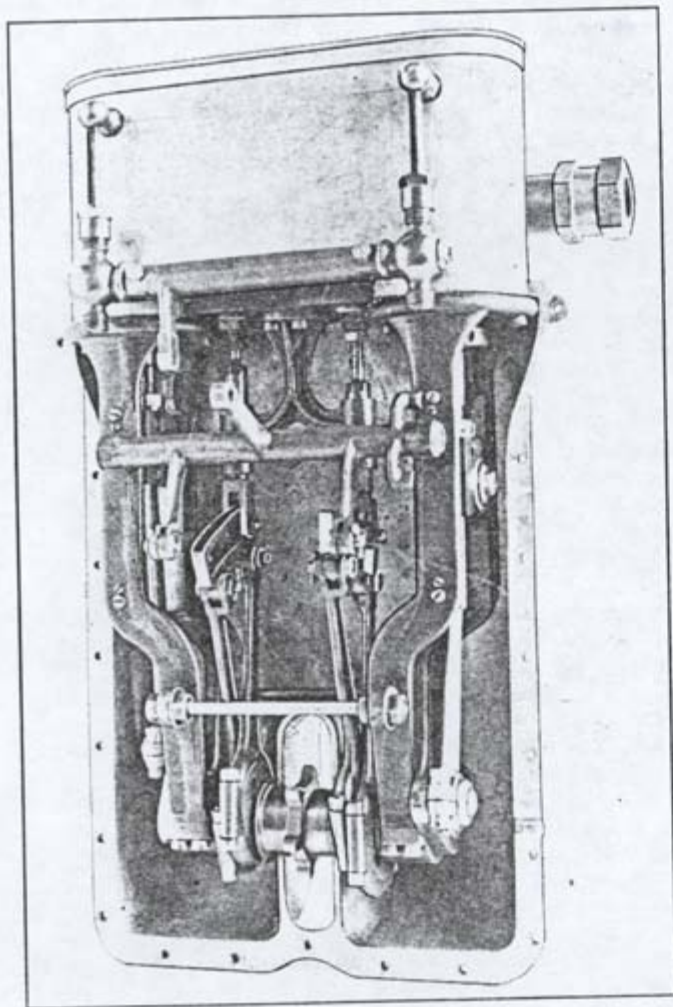
Fire is started by putting, through a tube in the side of the carriage, a little alcohol into a lighting trough and applying a match. After the alcohol has been burning for about two minutes, the gasolene is turned on slowly and the fire can then be regulated as desired. No torches, hot irons, or road-side fires are required.

BURNER.

The fuel used is common gasolene, and the burner is so designed that it will not burn out. If, from any cause, the fire should be extinguished and gasolene continue to flow, it drops to the ground unignited instead of flooding the burner.

FIRE REGULATOR.

This device automatically regulates the fire through the pressure of the steam. It is more sensitive than any other, and can be adjusted without disconnecting any of the pipes or loosening any of the joints, and regulates the pressure under a variation of ten pounds.



THE ENGINE WITH FRONT OF ALUMINUM CASE REMOVED.

FIRE ACCELERATOR.

This is a device by which the operator can increase the fire without leaving his seat or stopping the carriage. When more fire is desired, as in ascending hills or on a sandy or heavy road, the air pressure on the fuel tank can be increased by merely pressing a button.

By a lever placed where it is convenient for the hand of the operator, the fire can also be turned down and so regulated that no disagreeable blowing-off can occur when the carriage is standing.

PILOT LIGHT.

A portion of the gasolene is used to keep a constant light, so that if the main fire should be extinguished, from any cause, it will be instantly relighted. This is very desirable.

FUEL TANK.

The fuel tank has a capacity of five gallons, which is sufficient to supply the burner while travelling a distance of from fifty to sixty miles over ordinary roads.

FILLING FUEL TANK.

By adjusting a hose to the suction pipe of the air pump and inserting the other end in the vessel from which the fuel supply tank is to be filled, the tank can be filled without lessening the air pressure, thus obviating danger of fire from pouring the liquid into the tank from an open vessel.

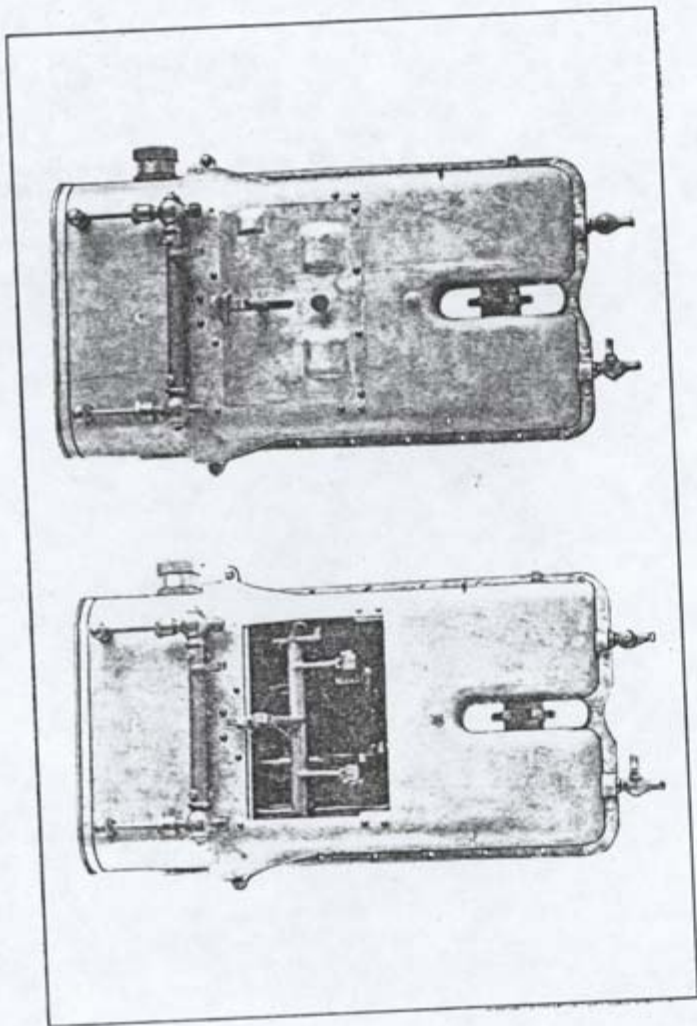
REGULATING AIR SUPPLY.

After the fuel tank has been filled and the first supply of air furnished, the pressure is thereafter automatically regulated with a variation of not more than four pounds. If desired, it can be regulated to one-half pound.

However little fuel there may be in the tank, the air pressure is always the same.

INDICATOR FOR FUEL SUPPLY.

This indicator is attached to the dashboard of the carriage, and at all times registers the amount of fuel in the tank.



ENGINE WITH CASE CLOSED.

ENGINE WITH DOOR OF CASE OPEN.

AIR CONNECTIONS.

The air pressure device can be used for blowing off the boiler, cleaning the chain and blowing out the retort pipe; and also for blowing out the water in the heater, should that be necessary, as, for instance, in very cold weather, when the carriage is standing unused.

WATER TANK.

The water tank is made of copper and will hold fifteen gallons, which is sufficient to run the engine a distance of from twenty to twenty-five miles.

FILLING WATER TANK.

By a connection with the steam pipe, an injector can be used to pump water into the tank from a roadway supply.

WATER HEATER.

This heater is for the purpose of heating the feed water and also for condensing the steam. Practically no noise of escaping steam is heard, and the feed water enters the boiler at nearly the boiling point.

BOILER.

The tubular boiler is made of seamless steel, with 425 steel tube flues. With cold water in the tank, 150 pounds steam pressure in the boiler is obtained within ten minutes after lighting the fire.

The Hartford Steam Boiler Inspection and Insurance Company will inspect and insure these boilers.

SELF-CLOSING VALVES IN THE WATER COLUMN.

This device is for the purpose of preventing the escape of steam and water, should the sight glass be broken. These valves are absolutely positive in their action, and a new glass can be put in without losing the water in the boiler or waiting for it to cool. The carriage can, however, be run for the time being without inserting a new glass, the automatic water regulators supplying the water as needed. The water glass is not an essential part of this carriage, but is useful for confirming the regularity of the automatic device.



The above cut is a reproduction of a photograph of a Victrola Automobile that has been operated successfully for over 2,000 miles on ordinary roads, with the automatic parts described herein, performing their work.

ELECTRIC LIGHT.

Electric lights in front of the gauges on the dashboard and behind the water glasses, operated by pressure on a button in the steering handle, enable the operator to see the gauges plainly at night.

LOW WATER INDICATOR.

To comply with the law, we have introduced a fusible plug in such a way that should the water in the boiler ever fall to within two inches of the bottom (which might be caused by neglect in keeping water in the supply tank) it melts and allows steam to enter a cylinder in which is a piston connected with a valve stem in the fuel pipe. The valve stem closes as soon as the pressure is applied. This instantly shuts off the fuel supply and prevents the boiler from being burned or otherwise injured. Another plug can be instantly inserted without loosening or disconnecting any pipe connection. Should the operator not have another plug at hand he can, by simply turning a valve and supplying water for the boiler, resume his journey with perfect safety.

WATER SUPPLY.

The depth of water in the boiler is regulated automatically by a device that cannot get out of order. No floats or similar devices are used and no stuffing boxes are required. It is so arranged that it will always supply water to the boiler on level ground and when going down hill. Going up hill the pumps stop working automatically, and do not start again until the summit is reached, unless the hill is very long, in which case they start working when the water in the boiler sinks lower than a certain depth. The advantage of this arrangement is that no water below the boiling point reaches the boiler at a time when a good pressure of steam is required. The device is connected with the power pump operated by the rear axle, and is always ready to pump water when the carriage is in motion.

STEAM WATER PUMP.

In addition to the automatic water feed, the carriage is supplied with a perfect steam pump, which works either automatically or at the pleasure of the operator. It is started by a valve when the carriage is not in motion, and can be operated while the carriage is running, if desired. It is started by an excess of steam in the boiler, the valve being in the

nature of a safety valve which, when the pressure reaches a given point, starts the pump automatically, thus relieving the pressure and at the same time furnishing the boiler with more water.

ENGINE.

The engine is four-horse power, and the boiler capacity ample for the engine.

The engine is enclosed in an aluminum box partly filled with oil, and being thus protected from dust and dirt, requires no attention.

THROTTLE LEVER LOCK.

This device prevents the opening of the throttle when the driver's seat is unoccupied, and prevents the carriage being started through carelessness or mischief on the part of passersby when the carriage is standing unoccupied. It practically locks the machine until the driver is seated.

COMPENSATING GEAR CASE.

The compensating gears on the rear axle are enclosed in a dust proof case which perfectly protects the gears from dust and grit.

INFLATING TIRES.

By simply closing one valve and attaching a hose to another the tires of the wheels can be refilled by the air pump and a pressure of 150 pounds can be obtained if desired.

STEERING LEVER.

The steering lever is attached to the body of the carriage and not directly to the running gear. By a simple arrangement of levers, the vibration is overcome.

BRAKE.

A double strap brake holds the carriage from either forward or backward movement.

EASE IN REACHING WORKING PARTS.

All the machinery can be reached without taking out a bolt or screw. The burner can be detached in about three minutes without breaking any joint.