

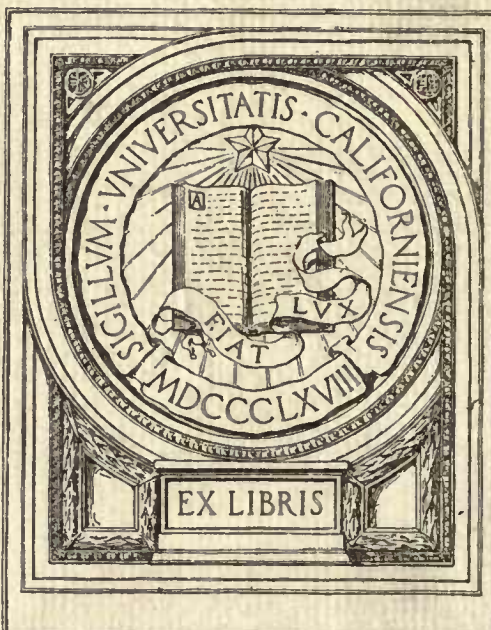
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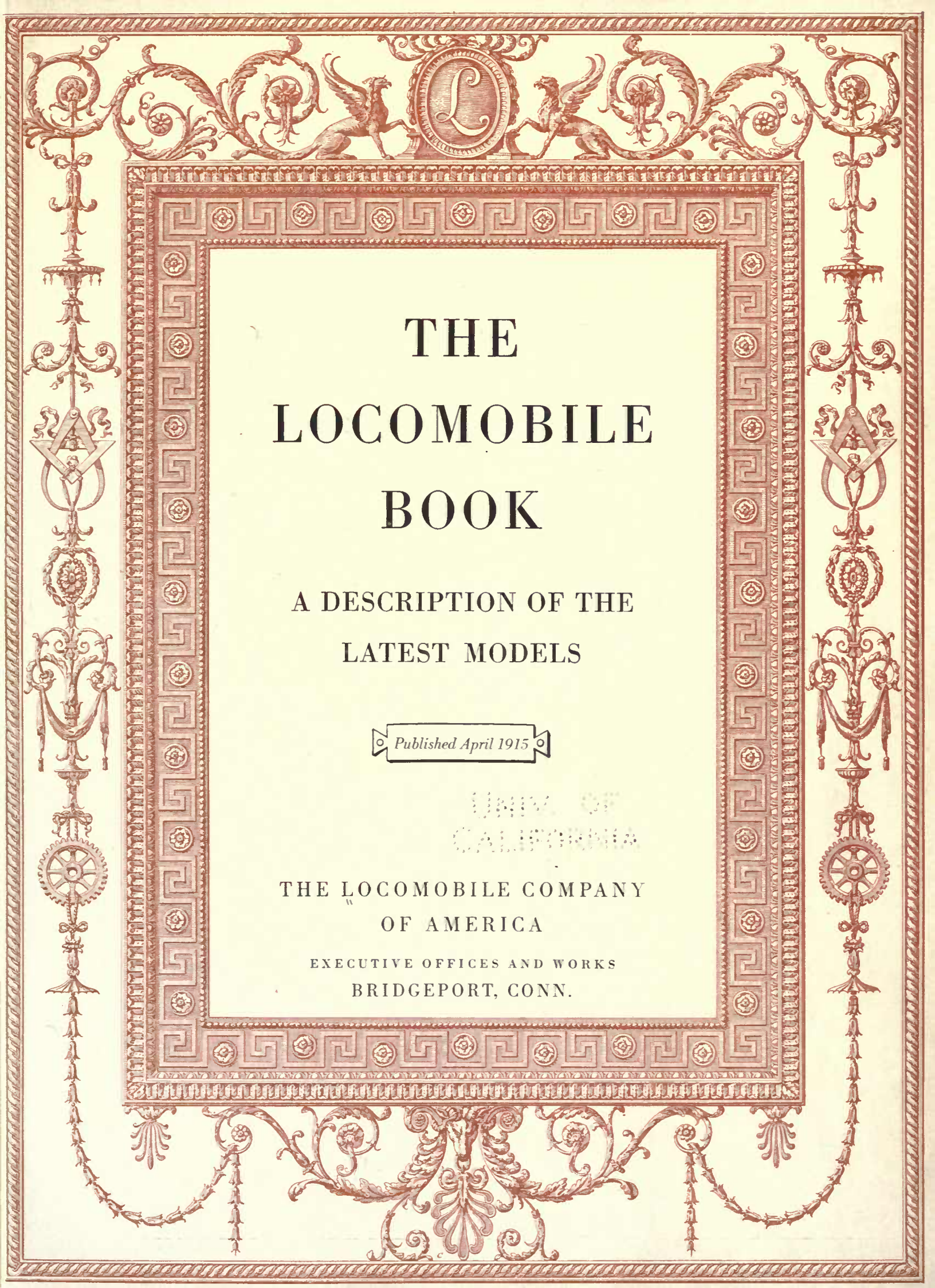
THE
LOCOMOBILE
BOOK

BRANCHES
OF THE
LOCOMOBILE COMPANY
OF AMERICA

NEW YORK
CHICAGO
PHILADELPHIA
BOSTON
PITTSBURG
BALTIMORE
WASHINGTON, D. C.
ATLANTA
ST. LOUIS
KANSAS CITY
MINNEAPOLIS
SAN FRANCISCO
LOS ANGELES
SEATTLE
OAKLAND
BRIDGEPORT
AND DEALERS
IN OTHER CITIES

THE LOCOMOBILE BOOK
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by
The Locomobile Company of America

This Book designed and executed by T. M. Cleland, New York



THE
LOCOMOBILE
BOOK

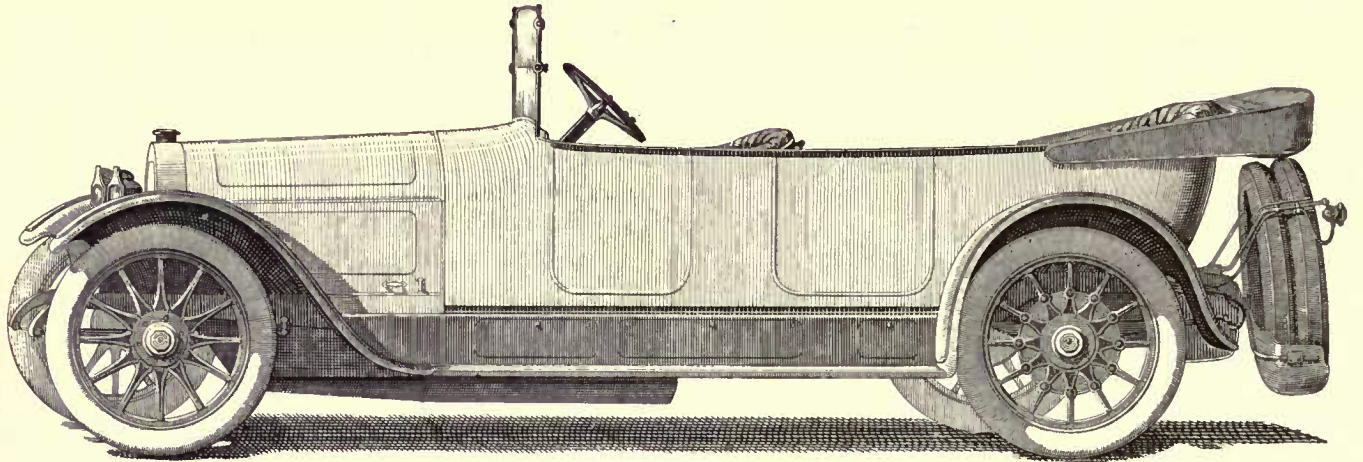
A DESCRIPTION OF THE
LATEST MODELS

Published April 1915

THE LOCOMOBILE COMPANY
OF AMERICA

EXECUTIVE OFFICES AND WORKS
BRIDGEPORT, CONN.

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38

SEVEN PASSENGER TOURING CAR

THE SEATING ARRANGEMENTS

PROVIDE ROOM FOR THREE PASSENGERS ON THE REAR SEAT

TWO ON THE FOLDING SEATS

AND TWO IN THE FRONT COMPARTMENT

THE TOP IS LOWERED AND THE SLIP CASE FITTED



P R E F A C E

THE LOCOMOBILE has gained supremacy among motor cars. This is because it is the result of an unusual Purpose and an unusual Plan.

The Locomobile Purpose for fifteen years has been to develop the Locomobile into the ideal motor car.

The Locomobile Plan consists of a number of interesting policies, carried out year after year, with energy and enthusiasm. One of the Locomobile ideas is Limited Production. The fixed rule is to build not more than Four Cars a Day. By concentrating, therefore, on a few cars, we are able to make each Locomobile distinctive, and of the highest quality possible.

Another paramount feature of the Locomobile Plan is the design and construction of the Chassis completely in the Locomobile Plant. Everything is under one roof, a condition which permits the most intimate supervision and painstaking in every detail.

A third step in the Locomobile scheme is the selection of the finest material for each particular part. The idea is to make the Locomobile better by using better material. Bronze is used instead of aluminum; forgings instead of castings; and expensive special steels take the place of common steels.

The building of the Locomobile in New England is another part of the Locomobile Plan. In this section for generations the finest mechanics in the world have been trained to excel in quality and accuracy of workmanship.

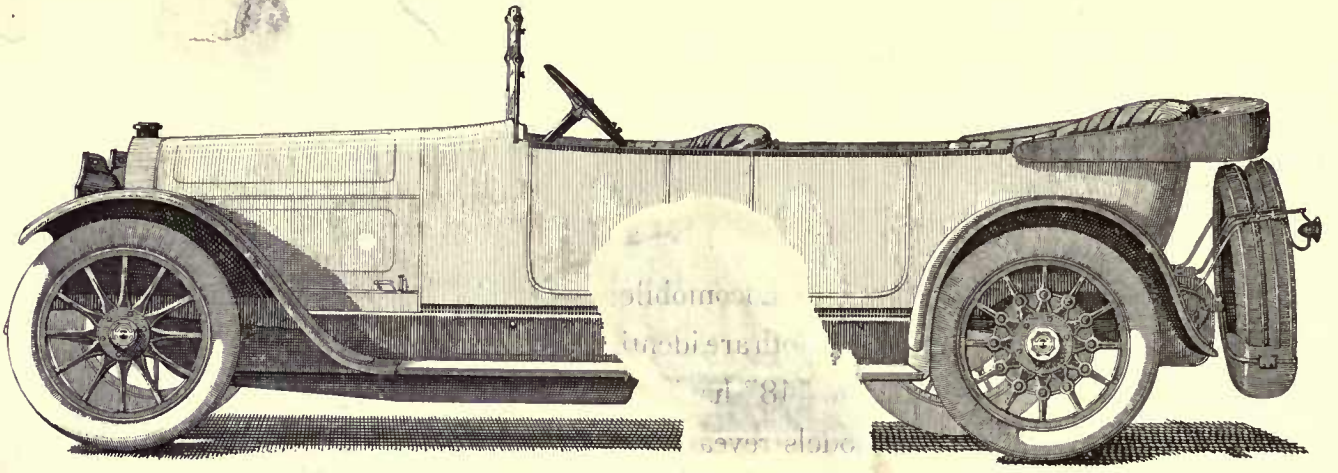
The policy of developing the Locomobile as a Vehicle is particularly important. Our board of Decoration and Design is composed of artists enjoying a national reputation for experience, taste, and ability. Through their combined artistic influences the Locomobile has been made supreme in beauty and style of appearance, taste and richness of appointment, and comfort and ease in riding.

The newest and latest Locomobile models are illustrated and described in this book. They represent the furthest advance in the art, and yield the utmost satisfaction in motoring.

THE LOCOMOBILE COMPANY OF AMERICA

Makers of Fine Motor Cars

314112



SIX PASSENGER TOURER

A MODEL FOR THOSE DESIRING A HIGH

ACCOMMODATING TWO PASSENGERS

ON THE REAR SEAT

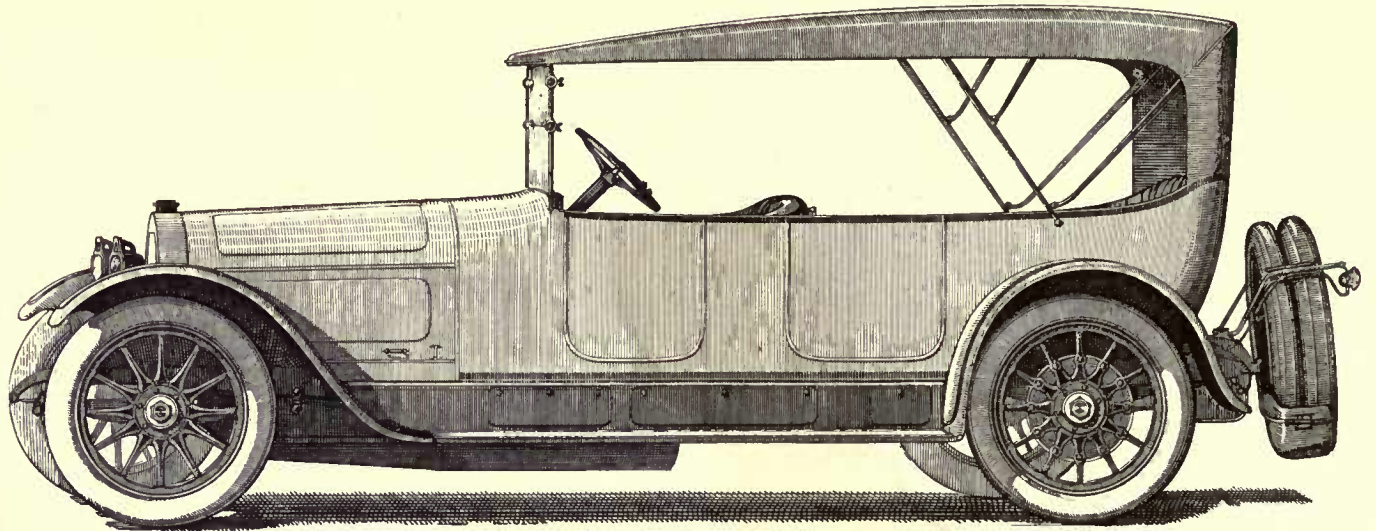
THE FOLDING TOP IS LOWERED AND THE SLIP CASE FITTED



composed of three parts so that each side may be lifted for inspection, the hinges being concealed. The sides of the bonnet are held down by neat ball and socket catches, and are locked in place with Yale locks. The key used fits the other locks on the car. The cowl is aluminum, gracefully moulded to produce the most attractive contours. The top of the cowl is a convex curve from side to side, on which is carried a curved metal support for the windshield. The windshield is specially designed with both upper and lower portions adjustable to any desired position. Both sections are held in neat pressed steel channel frames and have fasteners of an improved variety. The bottom half of the lower glass is curved.

The Locomobile Running Boards are wide, and free of all encumbrances. The spare tires are carried in a special compartment and there are no battery boxes or tool boxes visible. This exhibits the Locomobile to the best advantage and the low wide platforms facilitate easy entry and exit. The running boards are constructed of seasoned ash, covered with a durable material known as Lin-rubber. This is bound with nickel trim. The running boards on each side of the car, between running board and frame, are constructed of a special material and fitted with hinged doors and Yale locks.

The equipment and accessories is very useful and complete. This is arranged and stored in a convenient manner. At the left side of the car, in the front compartment, are the following: a box containing one each of the four electric light bulbs used on the Locomobile; a starting motor for emergency use; a rubber hose for inflating tires and used up and down; a set of tools ready for use. The compartment also contains a Locomobile instruction book; card of instructions for was, the Locomobile, and other pamphlets on the use and care of Electric Locomobile, Storage Battery and Electric Horn. At the right side of the car, in the front compartment, is a tool bag containing a full set of tools, an extra engine valve and an extra spark plug, six extra fuses and two extra wire keys. This compartment also contains a socket wrench for the quick removal of the spark plugs, mounted in a special fixture instantly accessible. The compartment also contains a Hydrometer for the storage battery, a portable electric lamp with flexible cable, and tool repair kit. The compartment to the rear contains the Jack and its handle, held in a special fixture to prevent rattling,



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SEVEN PASSENGER TOURING CAR

A VERY POWERFUL AND LUXURIOUS OPEN MODEL

IT ACCOMMODATES THREE ON THE REAR SEAT

TWO ON EXTRA SEATS

AND TWO IN THE FRONT

THE FOLDING TOP IS RAISED



and immediately accessible without disturbing any other tools. The tire wrench is similarly secured, thus, in case of tire trouble, the tire tools are available at once.

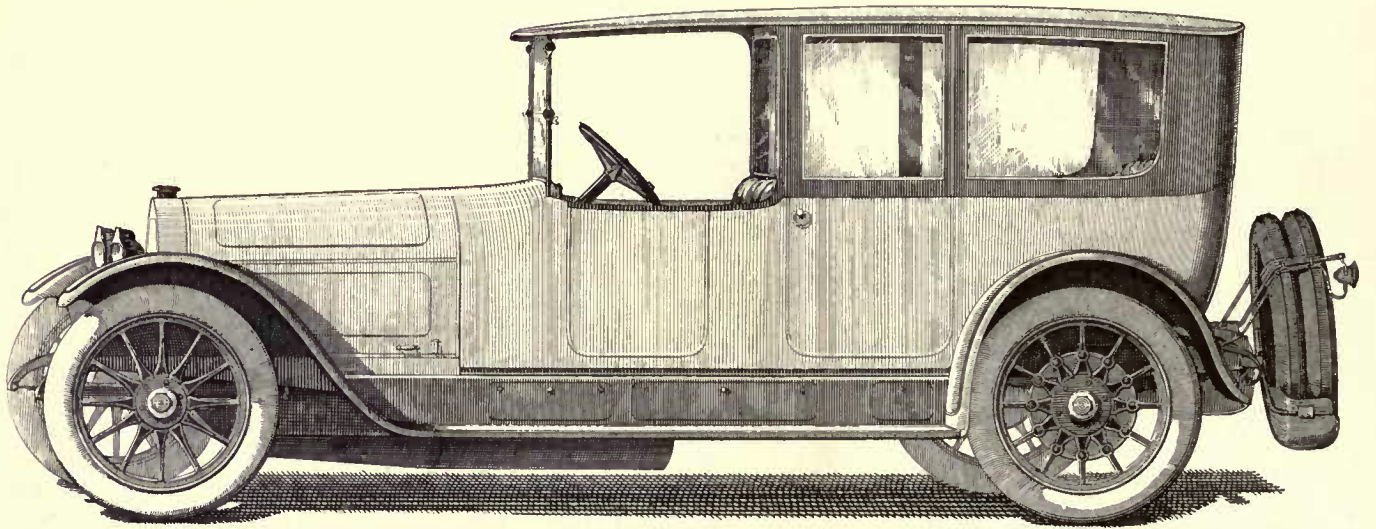
The Fenders are pressed steel, one-piece construction, exceedingly strong, keeping their shape without becoming bent and dented. Wings extending from the fenders to the frame on each side of the bonnet prevent mud or water from being splashed up. A splash apron, under the radiator, protects it from mud and water.

The Bodies are constructed of sheet aluminum panels over wood frames, securing the desirable combination of lightness with strength. Simplicity and smoothness of surface are particularly well marked in the Locomobile on account of the concealment of door hinges and door handles, and the elimination of projections and angles. The liberal width of the rear door makes it very easy to enter or leave the car. All rear doors on Locomobile open bodies are 25 inches wide, on closed bodies 26 inches wide. The sides of open bodies are 3 inches lower, but the distance from the top of the body to the top of the cushion remains practically unaltered.

Our invention of ten-inch upholstery in 1911 gave the Locomobile the foremost position for softness and comfort of upholstery. The new upholstering has vertical tufting with longer folds and arranged in parallel rows, presenting a very attractive appearance. The cushion springs are new, designed and patented by the Locomobile Company, and nothing so comfortable in the way of upholstering springs has ever been devised. The rear seat of the six passenger open models accommodates two passengers, and the rear seat of the seven passenger cars accommodates three.

The extra seats are folded against the sides of the body when not in use, and are pivoted so that they may be thrown over to the front. The thickness of the upholstery has been increased one and one-half inches.

The Electric Head Lights are mounted on hollow brackets, through which the wiring passes and is thus invisible. The lamps are connected by a cross bracket eliminating vibration, and on this is located the license number carrier. The head lights are very powerful and a new feature is the focusing device placed at the back of the lamp, making it possible to focus the head lights without opening the doors. The side lamps usually located in the cowl are combined with the head lights, being placed in a vertical extension. This not only simplifies the appearance but it brings the signal lamps in a more advantageous position, illuminating the road in the front



LIMOUSINE

A BEAUTIFUL AND LUXURIOUS CAR

IT HAS LOW LINES AND SWEEPING CURVES

LARGE FRAMELESS WINDOWS

THE REAR DOORS ARE TWENTY-SIX INCHES WIDE



of the car better, and throwing light down side streets as well, an important point in city driving. The head lights are water and dust proof.

One of the most attractive features is the Lock Switch located on the dash board. This is operated by a Yale key so that when it is turned to the position "Night" the signal lights are turned on and locked on, and cannot be turned off from the main switch, and the car cannot be started or tampered with. When the key is turned to the position "Day" the magneto is grounded; the lamps cannot be lighted; the starter and horn are inoperative; the car is inert. When the key is turned to the third position "On" everything is released for operation.

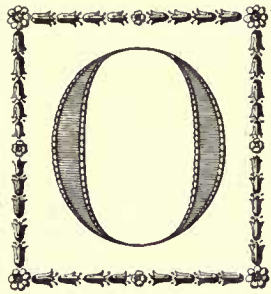
A new feature is the step light, which is lit automatically at night when the door is opened, illuminating the step and the ground near it. Another feature is the tonneau lamp. The direction of light may be adjusted up or down.

The Folding Top for open bodies can be operated by one man, being raised or lowered with the minimum of trouble. When fully extended the front portion is fastened to the windshield and does away with straps. There is an adjustment at this point, permitting any slack to be taken out of the top. The top is covered with Pantasote and fitted with a head lining. When the top is folded down a slip case covers it and keeps out the dust.

All bodies are equipped with an adjustable foot rest. A folding robe rail is also provided at the back of the front seat.

Left Drive with Right Hand Control is used—the best liked arrangement. The gear levers are operated by the right hand, which is safest and most natural. On the dash board is placed a four button switch. The buttons are marked "Head-Tail", "Side-Tail", "Panel", "Starter". A single button dimming switch for reducing the power of the head lights is also provided. Another feature is the combination Speedometer, Odometer and Clock located in the center of the dash board and sunk flush. The dash board is illuminated, making the reading of these instruments easy at night. The electric horn is concealed under the bonnet. An oil can is also located under the bonnet and is mounted on a special fixture. Compressed air for inflating tires is supplied by a power-driven pump which has two cylinders, thus obviating a pressure tank. A radiator apron for covering the lower portion of the radiator in cold weather is also provided. Two spare rims are supplied.

LOCOMOBILE CLOSED CARS

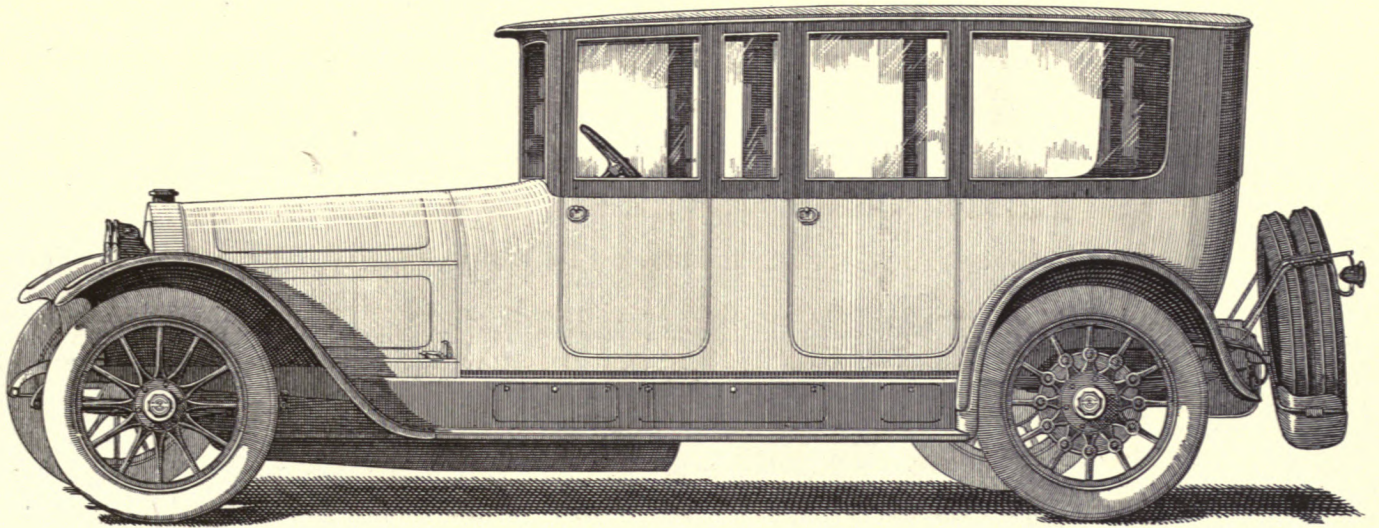


OUR conception of the Closed Car is that of a very important adjunct to the Home. Our purpose, therefore, has been to infuse into the Locomobile a feeling of privacy and protection, to obtain the reposeful atmosphere and charm built by architect and decorator into any distinguished residence.

The interiors are upholstered in the finest broadcloths, velvets, velours, and worsteds, of delicate pattern and unusual weave. Their beauty and variety enables one to possess a car which is different from other cars, more beautiful and more artistic. A complete decorative scheme is worked out for each car, the tone and character of the fabric forming the basis of such decorative scheme. The final touch is the exceedingly great comfort of the upholstery.

The appointments have been worked out with the most careful regard to every detail. A telephone enables the owner to communicate with the driver, and is placed at the right of the rear seat, being slipped into a special compartment. At either side of the rear seat are concealed compartments which are opened by pressing a button, and contains on one side a dainty vanity case, and on the other the requisites for smoking. The lining of these compartments is of silk of the tone to match the upholstery. Arm rests and loller straps are provided. An unusual feature is an umbrella and cane holder located near the door. Compartments are built into the partition wall for parcels. These are lined with silk to match the decorative scheme. In the upper part of the partition is placed a timepiece of the best quality.

Locomobile Closed Cars are lighted from the rear by a window with a silk roller shade of a tone to harmonize with the decorations. The side windows are large, of the frameless type, and do not interfere with the vision when the windows are partially lowered. The windows are operated by turning a handle located underneath them. This convenient device makes it possible to open the windows any desired amount, and to lock them in this position without any further attention. The windows in the doors are similarly equipped. This provides as much or as little ventilation as may be desired at any time.



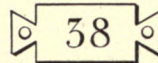
BERLINE

A FULLY ENCLOSED BODY WITH FOUR
FULL DOORS AND SEPARATE DRIVER'S COMPARTMENT
A TYPE THAT AFFORDS THE UTMOST PROTECTION
SEATS SEVEN PASSENGERS

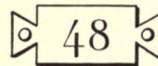


Unusual electric lighting effects have been produced, especially admirable for taste and beauty of design. In the ceiling are located two dome lights of special glass, provided with a mounting of delicate pattern. Reading lamps of a design to harmonize with the dome lights are installed at the rear corners of all Limousine and Berline models.

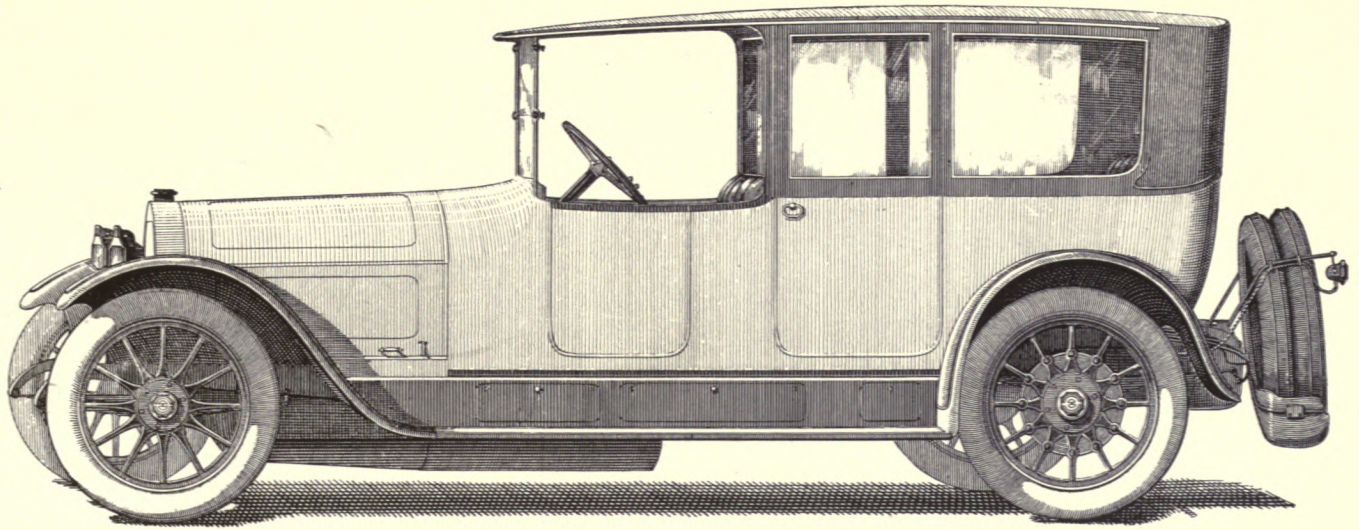
LOCOMOBILE
STANDARD MODELS AND PRICES



Six Passenger TOURING CAR	\$4400
Seven Passenger TOURING CAR	4400
Seven Passenger LIMOUSINE	5400
Seven Passenger LANDAULET	5500
Seven Passenger BERLINE.....	5700



Six Passenger TOURING CAR	\$5100
Seven Passenger TOURING CAR	5100
Seven Passenger LIMOUSINE	6200
Seven Passenger LANDAULET	6300
Seven Passenger BERLINE	6500



LANDAULET

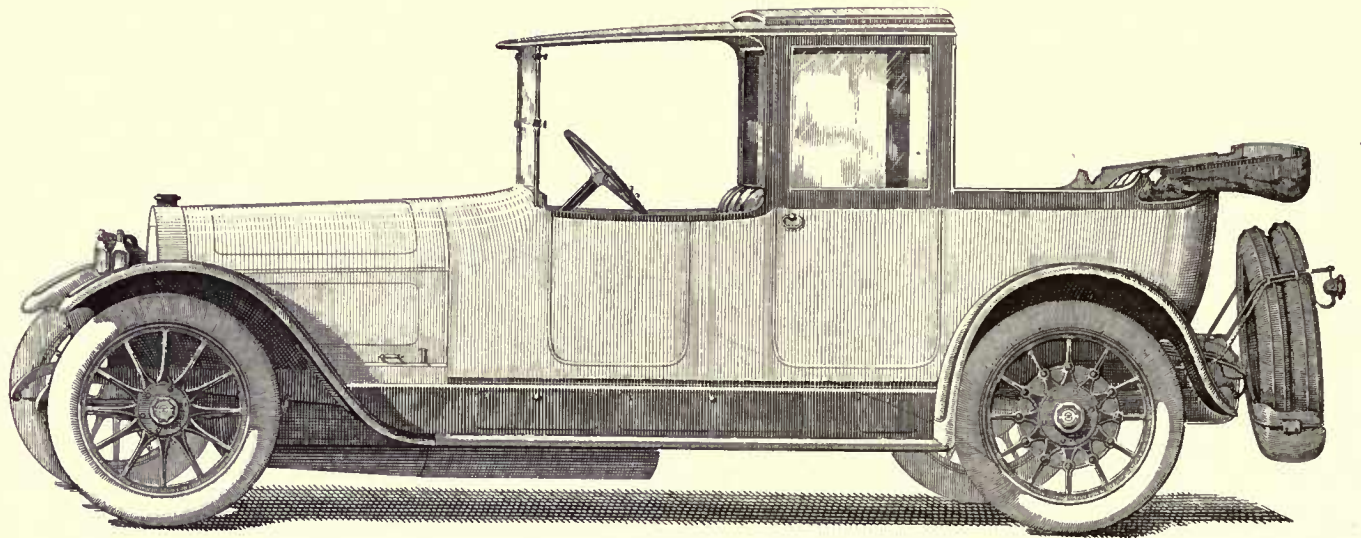
THIS TYPE OF BODY RESEMBLES THE LIMOUSINE

IN GENERAL APPEARANCE

THE REAR PORTION CAN BE LOWERED

IN PLEASANT WEATHER





LANDAULET

VIEW SHOWING FOLDING TOP LOWERED
THE REAR PART OF THE ROOF SLIDES FORWARD
OVER THE REAR DOOR
AND THE LEATHER PORTION AT THE EXTREME REAR
FOLDS DOWN NEATLY AND COMPACTLY



SPECIFICATIONS

OF THE 38 LOCOMOBILE CHASSIS

FOR STANDARD OPEN AND CLOSED MODELS

BORE AND STROKE.....	4 $\frac{1}{4}$ " x 5"
ACTUAL HORSE POWER.....	63
WHEEL BASE.....	140"
TREAD.....	56"
EXTREME WIDTH.....	70"
EXTREME LENGTH.....	17' 2", top lowered
TIRE SIZES.....	Front, 36 x 4 $\frac{1}{2}$; Rear, 37" x 5"
FUEL CAPACITY.....	28 gallons
OIL CAPACITY.....	6 $\frac{1}{4}$ quarts
WATER CAPACITY.....	6 $\frac{1}{2}$ gallons

CHASSIS FRAME.....	Pressed Chrome Nickel Steel, heat treated, 6 inches drop			
MOTOR.....	Locomobile Six Cylinder. Bronze Base. Enclosed Valves			
CARBURETER.....	Locomobile Improved Automatic Type. Highly Economical			
FUEL SYSTEM.....	Pressure feed. Tank at rear with quantity gauge			
IGNITION SYSTEM.....	High tension, dual system. High tension magneto			
STORAGE BATTERY.....	6 volt, 120 ampere-hour storage battery			
MOTOR LUBRICATION.....	Low pressure circulation, self contained system with gear pump			
CHASSIS LUBRICATION.....	Grease cups or housings at all points of friction			
COOLING SYSTEM.....	Honeycomb Radiator. Bronze centrifugal pump, gear driven			
CLUTCH.....	Multiple Dry Disc			
TRANSMISSION.....	Four Speeds and Reverse, Selective type. Manganese Bronze Case			
PROPELLER SHAFT.....	Heavy, Chrome Nickel Steel. Universal joints, each one encased			
FRONT AXLE.....	Locomobile, "I" beam section forging, heat treated			
REAR AXLE.....	Locomobile full floating type. Spiral bevel driving gears			
SPRINGS.....	Finest Steel, heat treated. Front, semi-elliptic; Rear, $\frac{3}{4}$ elliptic			
SPRING SIZES.....	Front, 38" x 2" Rear, 50" x 2 $\frac{1}{4}$ "			
WHEELS.....	Artillery Type, and of finest second growth hickory stock			
TIRES.....	Quick detachable, demountable. Tire carrier at rear			
FENDERS.....	Locomobile, one piece pressed steel			
BRAKES.....	<table border="0" style="border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding-right: 5px;">Foot Brake, External contracting; Hand Brake, internal expansion</td> <td rowspan="2" style="padding-left: 10px;">Four brake shoes in all; location, rear wheels. Separate drums</td> </tr> <tr> <td style="border-right: 1px solid black; padding-right: 5px;">Four brake shoes in all; location, rear wheels. Separate drums</td> </tr> </table>	Foot Brake, External contracting; Hand Brake, internal expansion	Four brake shoes in all; location, rear wheels. Separate drums	Four brake shoes in all; location, rear wheels. Separate drums
Foot Brake, External contracting; Hand Brake, internal expansion	Four brake shoes in all; location, rear wheels. Separate drums			
Four brake shoes in all; location, rear wheels. Separate drums				
STEERING.....	Left drive, center control			
ELECTRIC STARTING.....	Locomobile-Westinghouse. "Touch a button to start." Friction stop			
ELECTRIC LIGHTING.....	Locomobile-Westinghouse. Separate dynamo			

SPECIFICATIONS

OF THE 48 LOCOMOBILE CHASSIS

FOR STANDARD OPEN AND CLOSED MODELS

BORE AND STROKE.....	4½" x 5½"
ACTUAL HORSE POWER.....	82
WHEEL BASE.....	143"
TREAD.....	56"
EXTREME WIDTH.....	70"
EXTREME LENGTH.....	17' 4" top lowered
TIRE SIZES.....	Front and rear, 37" x 5"
FUEL CAPACITY.....	28 gallons
OIL CAPACITY.....	6¾ quarts
WATER CAPACITY.....	6¾ gallons

CHASSIS FRAME.....	Pressed Chrome Nickel Steel, heat treated, 6 inches drop
MOTOR.....	Locomotive Six Cylinder. Bronze Base. Enclosed Valves
CARBURETER.....	Locomotive Improved Automatic Type. Highly Economical
FUEL SYSTEM.....	Pressure feed. Tank at rear with quantity gauge
IGNITION SYSTEM.....	High tension, dual system. High tension magneto
STORAGE BATTERY.....	6 volt, 120 ampere-hour storage battery
MOTOR LUBRICATION.....	Low pressure circulation, self contained system with gear pump
CHASSIS LUBRICATION.....	Grease cups or housings at all points of friction
COOLING SYSTEM.....	Honeycomb Radiator. Bronze centrifugal pump, gear driven
CLUTCH.....	Multiple Dry Disc
TRANSMISSION.....	Four Speeds and Reverse, Selective type. Manganese Bronze Case
PROPELLER SHAFT.....	Heavy, Chrome Nickel Steel. Universal joints, each one encased
FRONT AXLE.....	Locomotive, "I" beam section forging, heat treated
REAR AXLE.....	Locomotive full floating type. Spiral bevel driving gears
SPRINGS.....	Finest Steel, heat treated. Front, semi-elliptic; Rear, ¾ elliptic
SPRING SIZES.....	Front, 38" x 2" Rear, 50" x 2¼"
WHEELS.....	Artillery Type, and of finest second growth hickory stock
TIRES.....	Quick detachable, demountable. Tire carrier at rear
FENDERS.....	Locomotive, one piece pressed steel
BRAKES.....	{ Foot Brake, External contracting; Hand Brake, internal expansion Four brake shoes in all; location, rear wheels. Separate drums
STEERING.....	Left drive, center control
ELECTRIC STARTING.....	Locomotive-Westinghouse. "Touch a button to start." Friction stop
ELECTRIC LIGHTING.....	Locomotive-Westinghouse. Separate dynamo



THE bodies mounted on the Locomobile chassis are two kinds: Standard Bodies, and Custom Built Bodies.

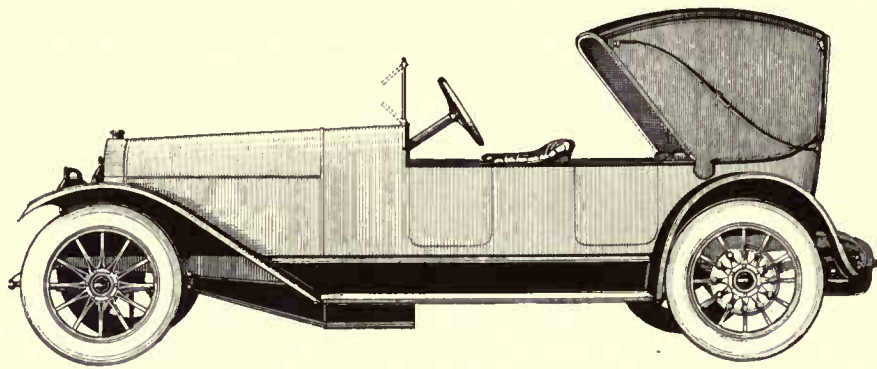
TOur Standard Bodies are the result of much investigation to develop the ideas favored by those interested in fine motor cars. Every year we take pains to find out the latest ideas in connection with body development. We then proceed to interpret these ideas in the best style and taste. As a result, we are able to exhibit at our branches completed cars, beautifully finished and appointed, and ready for delivery.

Locomobile Standard Designs carry out the best traditions of Custom work; and in style, taste, and comfort leave nothing to be desired. Artists of national reputation have advised in all matters of detail and appointment. Locomobile Standard Bodies represent the highest standard of quality in body work.

There are, however, a few motor car owners who have special requirements that are different from the average. These individual needs are best expressed by specially designed bodies.

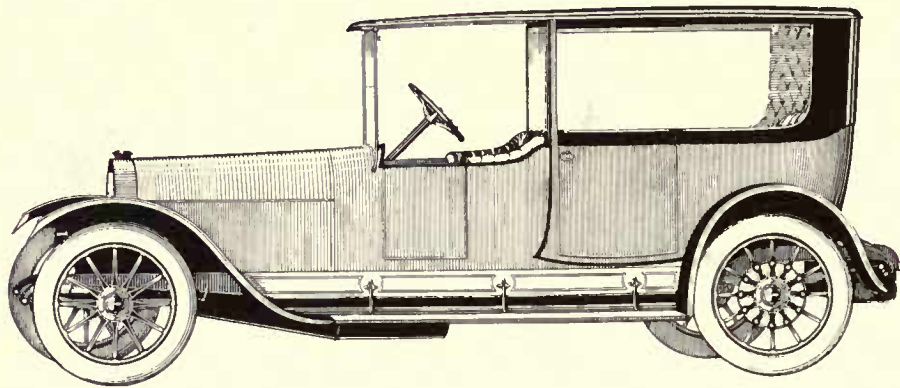
In order to accommodate those who wish bodies built to order we have established a Custom Department. Through this department all orders for Custom Bodies are executed. We are pleased to furnish sketches and information regarding the special bodies illustrated in the following pages, and other types as well.

These bodies necessitate extra time and extra cost. Information will be given on request as to the price and the time needed to build any body and install it.



FOUR PASSENGER VICTORIA

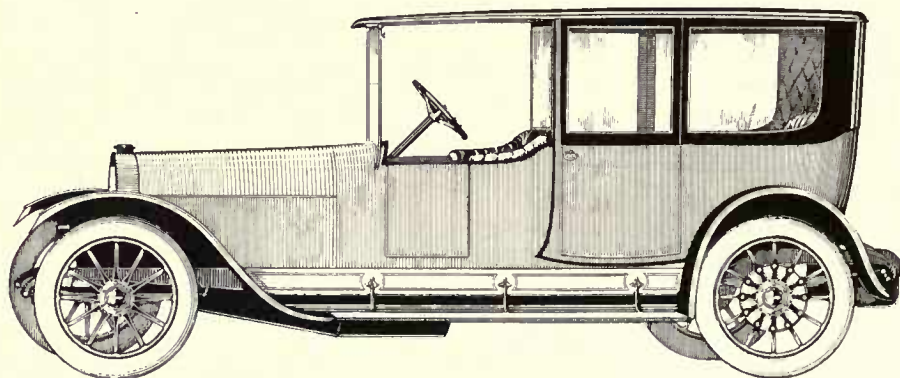
THIS is a very light open body for four passengers with folding Victoria top. Excellently suited for town use.



TOURING LIMOUSINE

Open

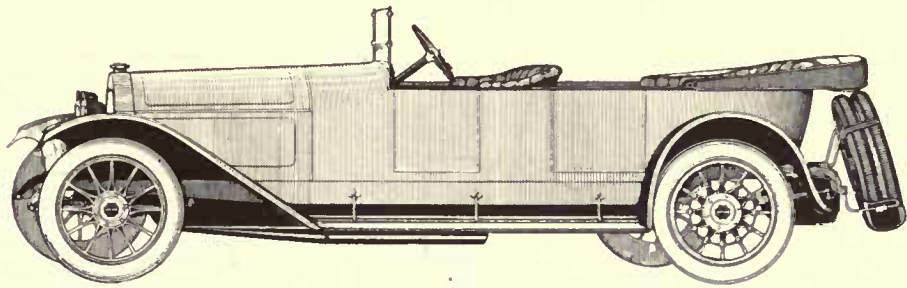
A BEAUTIFUL model presenting an attractive novelty in the special upper door framing which collapses and gives a full, open effect along the sides. The windows drop and fully disappear. This view shows the body fully opened.



TOURING LIMOUSINE

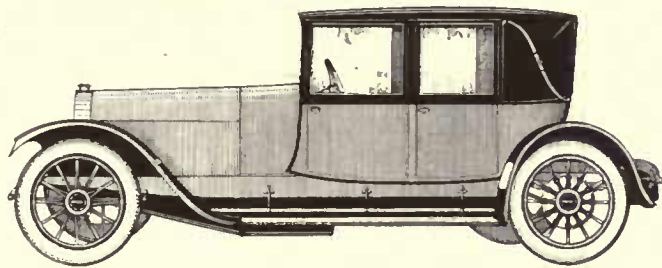
Closed

THE Touring Limousine is here shown with the door framing in position and all windows raised, making a closed car. The extra chairs are special folding, revolving chairs and face either forward or backward.

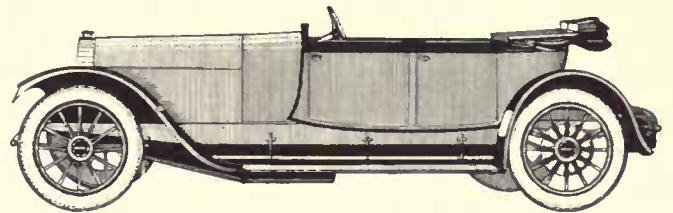


LIGHT TOURING CAR

A TYPE of smart light body for speed and comfort. This body presents clean, low lines and can be adapted for use for six passengers or four passengers as needed.

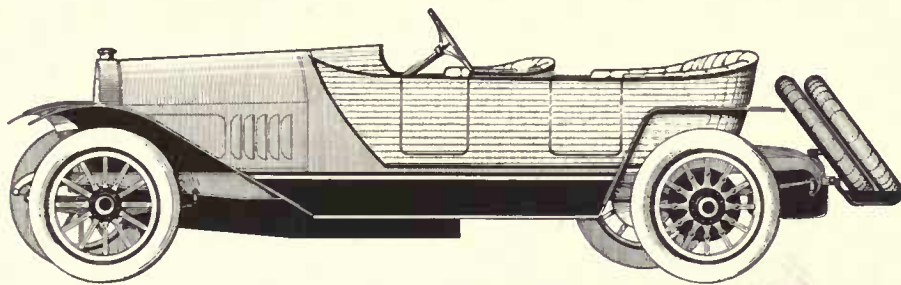


TOURING SEDAN
Closed



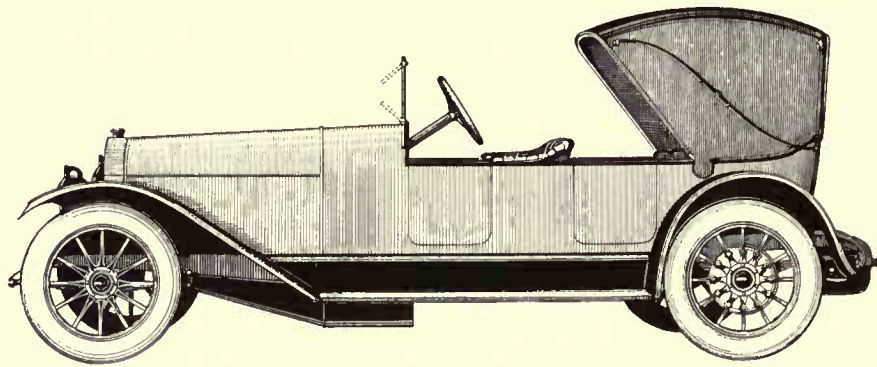
TOURING SEDAN
Open

THE Touring Sedan Body resembling the Touring Limousine in its convertible feature. It is of the enclosed drive variety, and seats four passengers. This body is light and very smart in appearance.



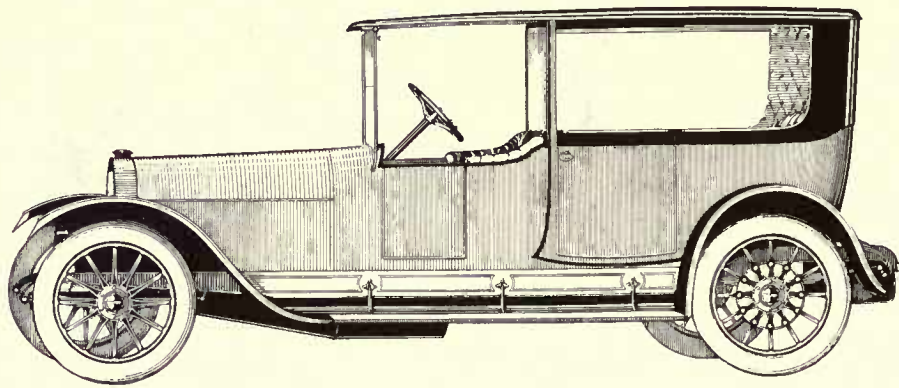
CANOE

A NEW design and very smart. This appearance is like that of a racing canoe. The body seats four passengers and is constructed of polished cedar wood with visible copper rivets. It is upholstered in tan leather. The weight of this body is about one-third that of the conventional construction.



FOUR PASSENGER VICTORIA

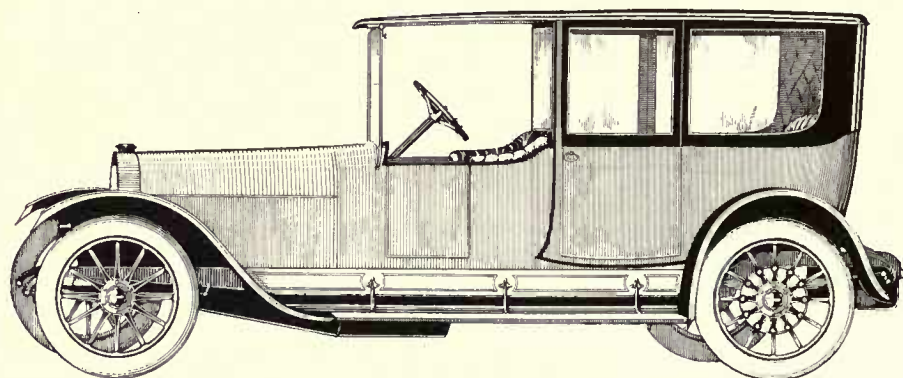
THIS is a very light open body for four passengers with folding Victoria top. Excellently suited for town use.



TOURING LIMOUSINE

Open

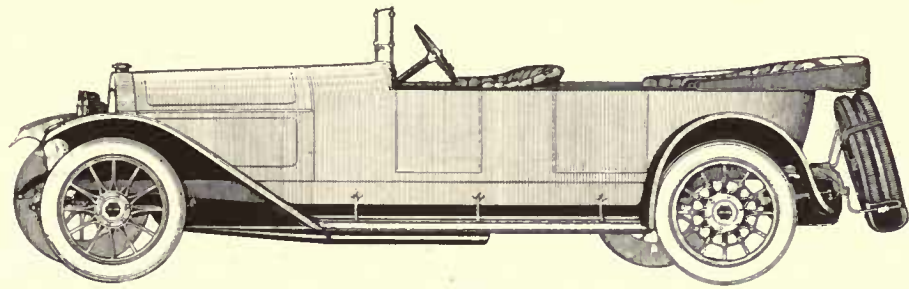
A BEAUTIFUL model presenting an attractive novelty in the special upper door framing which collapses and gives a full, open effect along the sides. The windows drop and fully disappear. This view shows the body fully opened.



TOURING LIMOUSINE

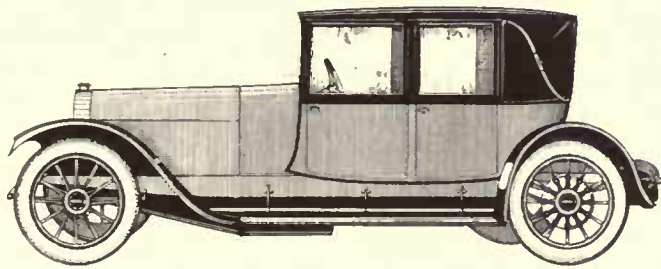
Closed

THE Touring Limousine is here shown with the door framing in position and all windows raised, making a closed car. The extra chairs are special folding, revolving chairs and face either forward or backward.



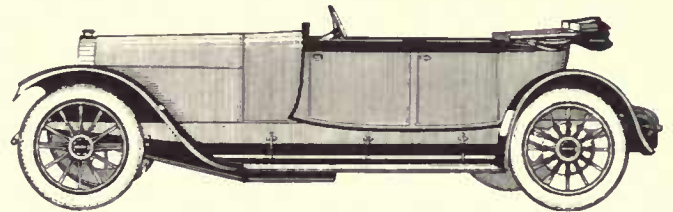
LIGHT TOURING CAR

A TYPE of smart light body for speed and comfort. This body presents clean, low lines and can be adapted for use for six passengers or four passengers as needed.



TOURING SEDAN

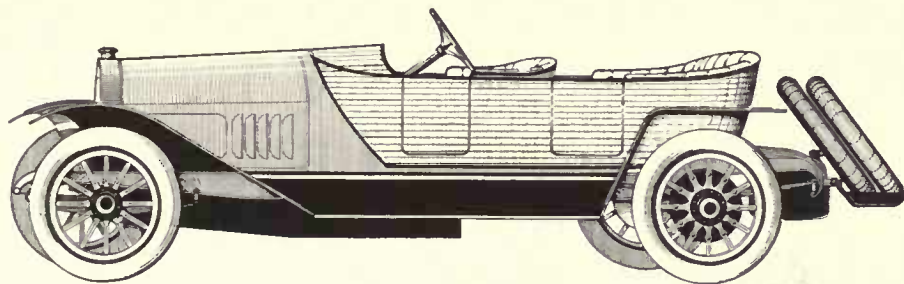
Closed



TOURING SEDAN

Open

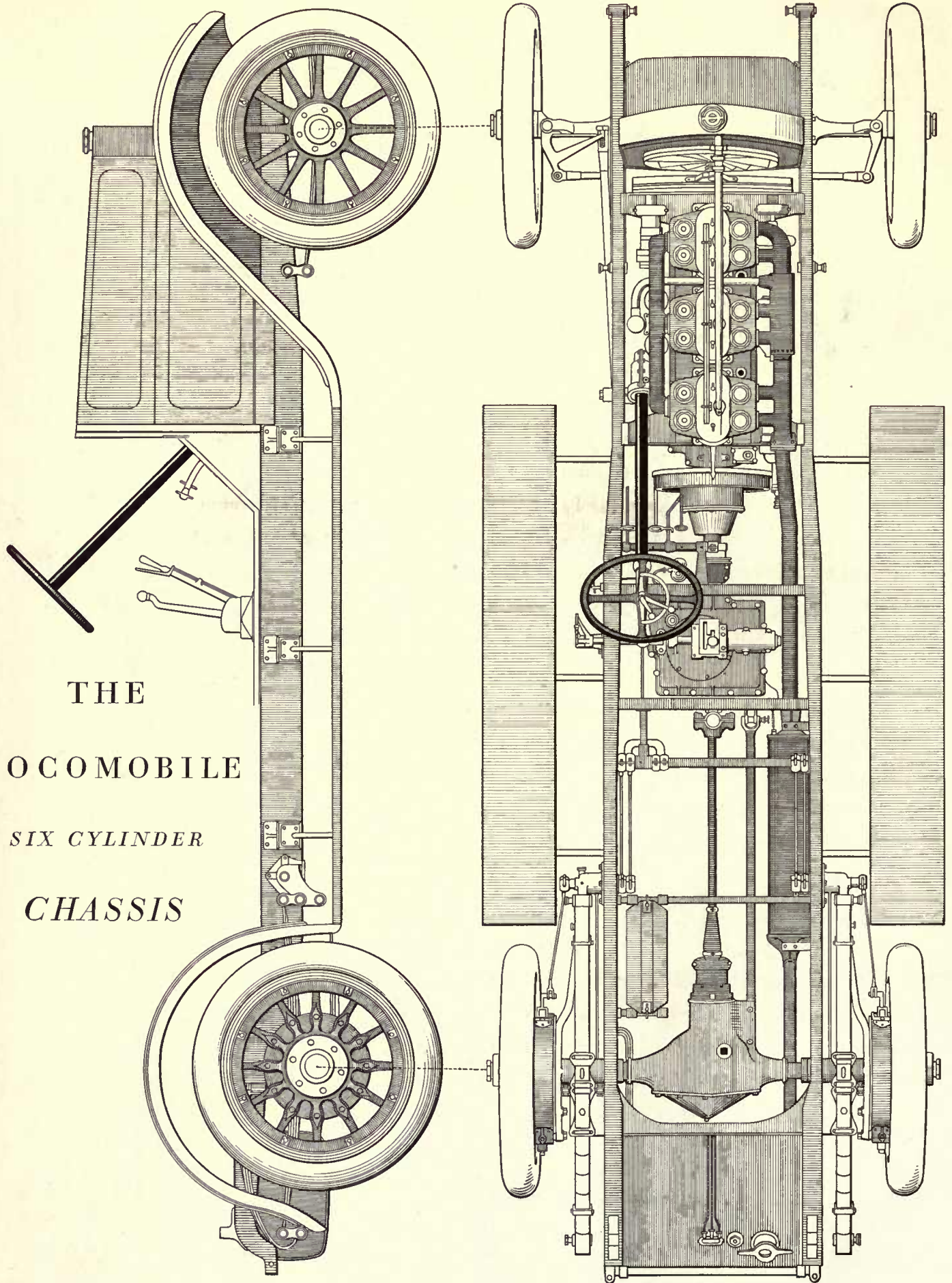
THE Touring Sedan Body resembling the Touring Limousine in its convertible feature. It is of the enclosed drive variety, and seats four passengers. This body is light and very smart in appearance.



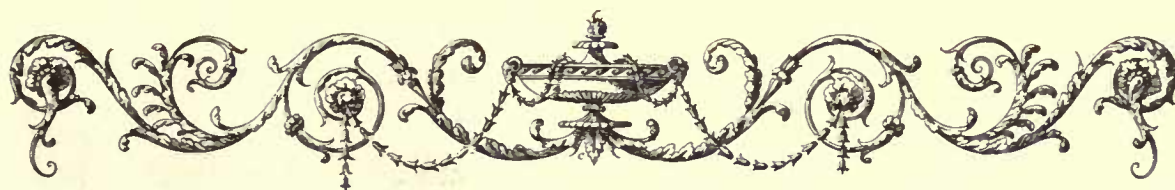
CANOE

A NEW design and very smart. This appearance is like that of a racing canoe. The body seats four passengers and is constructed of polished cedar wood with visible copper rivets. It is upholstered in tan leather. The weight of this body is about one-third that of the conventional construction.

THE
LOCOMOBILE
SIX CYLINDER
CHASSIS



In Plan & Elevation



THE LOCOMOBILE CHASSIS

THE LOCOMOBILE motto for many years has been: "The Best Built Car in America." This phrase measures our standard of quality—the mark at which the Locomobile forces are always aiming. An examination of the Locomobile Chassis discloses point after point of uncommon interest and value.

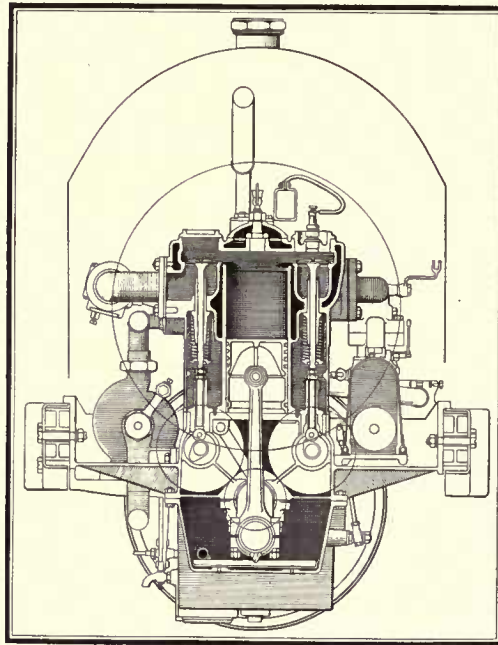
The Locomobile Motor is the six cylinder type, chosen for its superior balance, accessibility, and smoothness of operation. The Locomobile Motor is designed and built in the Locomobile Plant, and has been developed to the highest point of economy. A notable feature is the Bronze Engine Base, projecting arms of which extend to the frame and are securely bolted thereto, forming a structure of great strength and safety. The Crank Shaft is enormously strong, of chrome nickel steel, one piece construction, ground and polished all over, and balanced. It rests in seven large main bearings. Locomobile Cylinders are the finest gray iron castings, fully aged, and bored and ground to the utmost exactness. Pistons are provided with five expansion rings, four at the top and one at the bottom, the entire surfaces of which are ground. Connecting rods are Locomobile forgings, the lower caps being fastened with bolts instead of studs. Cooling is effected by a honeycomb radiator, the water being circulated by a gear driven centrifugal pump of bronze. The Motor is of the "T" head type, the most expensive to build but the most reliable type and the most symmetrical, and one that does not limit the size of the valves. Silence of operation is ensured by specially developed timing gears, constructed of selected metals, specially treated, and of a combination that operates practically without noise. Another point contributive to increased silence is the complete enclosure of all valve operating mechanism by neat metal housings.

Lubrication is accomplished by a low pressure circulating system. The lubricating oil is pumped to the bearings and various points of friction in a constant

stream, by means of a gear pump. A removable strainer is employed, and a device for regulating the height of oil in the aluminum pan under the Motor.

Three separate electrical instruments are used on the Motor, for Ignition, Self-Cranking, and Lighting. Each instrument is specially designed to give the best results for the work it has to do. Locomobile Ignition is High Tension, with storage battery, and high tension magneto gear-driven from the motor. The electric motor starter used is Locomobile-Westinghouse and very powerful, spinning the Motor rapidly. It is operated by the simple pressure of a button,—“Touch the Button to Start” being one of the most attractive features of the Locomobile. The shifting of the starting gears is accomplished electrically by means of a solenoid instead of by a foot pedal. A new feature is a friction stop, reducing the speed of the starter after the engine has begun to run. The Electric Light Generator is the four brush machine, differentially wound, of the Locomobile-Westinghouse type. It has a normal output of twelve to fourteen Amperes without lamps on, at thirteen miles an hour.

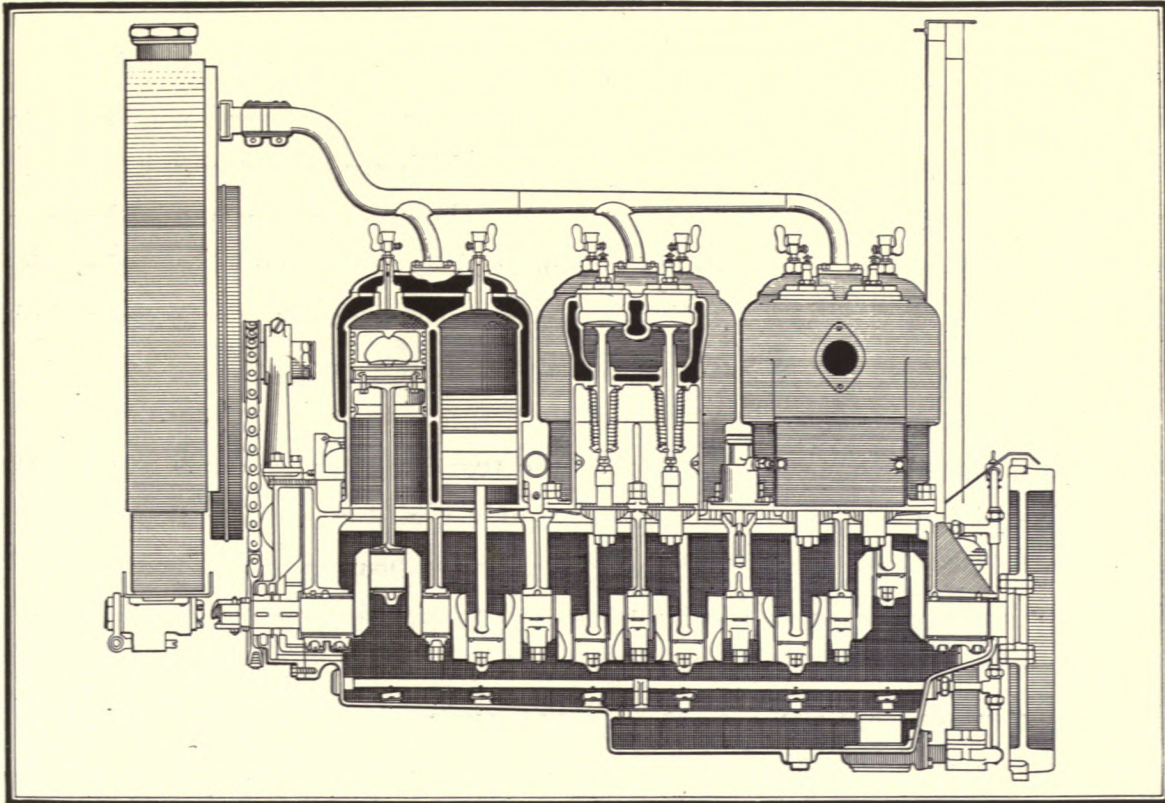
An important feature of the Locomobile Chassis is the Carbureter, designed, developed, and constructed in the Locomobile Plant. It is bronze. It will run the car farther on a gallon of fuel than any other quality six cylinder car of equal weight and power. Seven refinements have been made in the new carbureter, among these being the installation of a standpipe in the float chamber, to prevent dirt and sediment from passing through into the nozzle. There is a new strainer of improved design, a change in the location of the drain hole to prevent waste of fuel,



THE LOCOMOBILE MOTOR
CROSS SECTION

and similar modifications. The Fuel Tank is located at the rear, with quantity gauge and filling cap. A low pressure feed supplies fuel to the Carbureter by means of a small pump driven by the Motor, and provided with an automatic device holding the constant desired pressure.

Power is transmitted from the Motor



THE LOCOMOBILE MOTOR, LONGITUDINAL SECTION

through a new Dry Disc Clutch, one of the most interesting Refinements in the new models. This provides smoothness of operation at all speeds and under all conditions. The Gear Box is notable for having a Manganese Bronze Case. It is provided with Four Speeds and Reverse, the gears and shafts being of the finest heat treated chrome-nickel steel, and running on ball bearings of the finest quality. The case is grease tight. Power is transmitted through a chrome-nickel steel propeller shaft, equipped with metal enclosed universal joints at each end. The shaft is practically horizontal, giving a straight line drive. Torque reactions are absorbed by a pressed steel torque bar mounted on the rear axle, and spring supported to the frame.

The Rear Axle is of the full floating type, of Locomobile design and construction, and one of the most impressive and important features of the Locomobile Chassis. It is composed of a central housing, containing the differential and driving gears, and with chrome-nickel steel axle tubes at either side, forced in by hydraulic pressure and rivetted. This construction gives the greatest strength, the least weight

and eliminates all brazing. Power passes from the propeller shaft to the Spiral Bevel Gears, which are of chrome-nickel steel, specially cut and silent in operation. The differential is of the bevel type, and the case is provided with splined openings, into which fit the inner splined ends of the live axles which are very strong, being constructed of chrome-nickel steel. The outer ends of the driving axles are in the form of dogs, engaging with and driving corresponding dogs on the rear wheel hubs. The hub caps do not form any part of the shaft drive mechanism. By removing the hub caps it is possible to remove the live axles at any time for inspection. The central housing has a large removable cover.

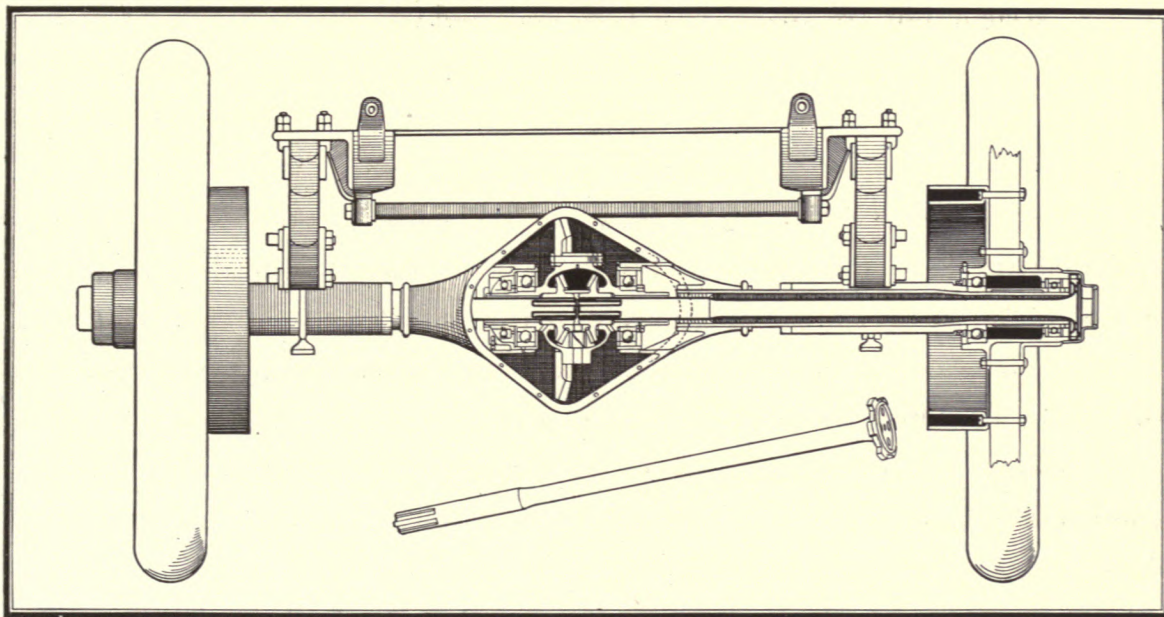
Heavy steel Distance Rods maintain the rear axle in permanent alignment, absorb the driving stresses, relieving the rear axle of all torsional stresses, and further easy riding. The distance rods have a lubricated bearing on the rear axle, and their front ends are universally mounted, properly handling all stresses. The particular advantage of this construction is that the rear springs are not part of the driving system, but are shackled at both ends and perfectly free to act. This is a great improvement over other forms of construction where the springs have to absorb driving reactions as well as to produce comfort in riding. The construction is safe, reliable, and establishes superior riding qualities.

The Foot Brake and the Hand Brake, each have two brake shoes, operating on each rear wheel. In an emergency the brakes will stop the car, instead of only slowing it down. The foot brake is external contracting, operated by the right foot pedal. The hand brake is internal expansion, operated by a latch lever placed at the left of the driver. The brake shoes are steel, lined with asbestos and wire composition, and are so mounted that any readjustment is accomplished conveniently. The foot brake and hand brake shoes contract and expand respectively against different drums, there being an air space between, which prevents over heating.

Locomobile Wheels are exceedingly strong, with twelve heavy spokes in each wheel, made of the very finest second growth hickory stock possible to buy. Locomobile wheels are resilient, substantial looking, and carefully constructed, and of the highest possible safety. The front wheels are equipped with the highest grade roller bearings, which take up both end thrust and radial load. The rear wheels have inner and outer ball bearings of the finest quality.

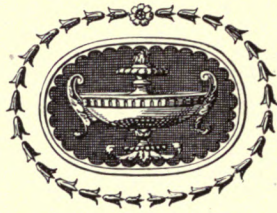
The Chassis Frame is constructed of pressed chrome-nickel alloy steel, heat treated, six inches deep in the center, a strong and rigid substructure without an ounce of unnecessary weight. All holes are drilled. Hot rivets are used.

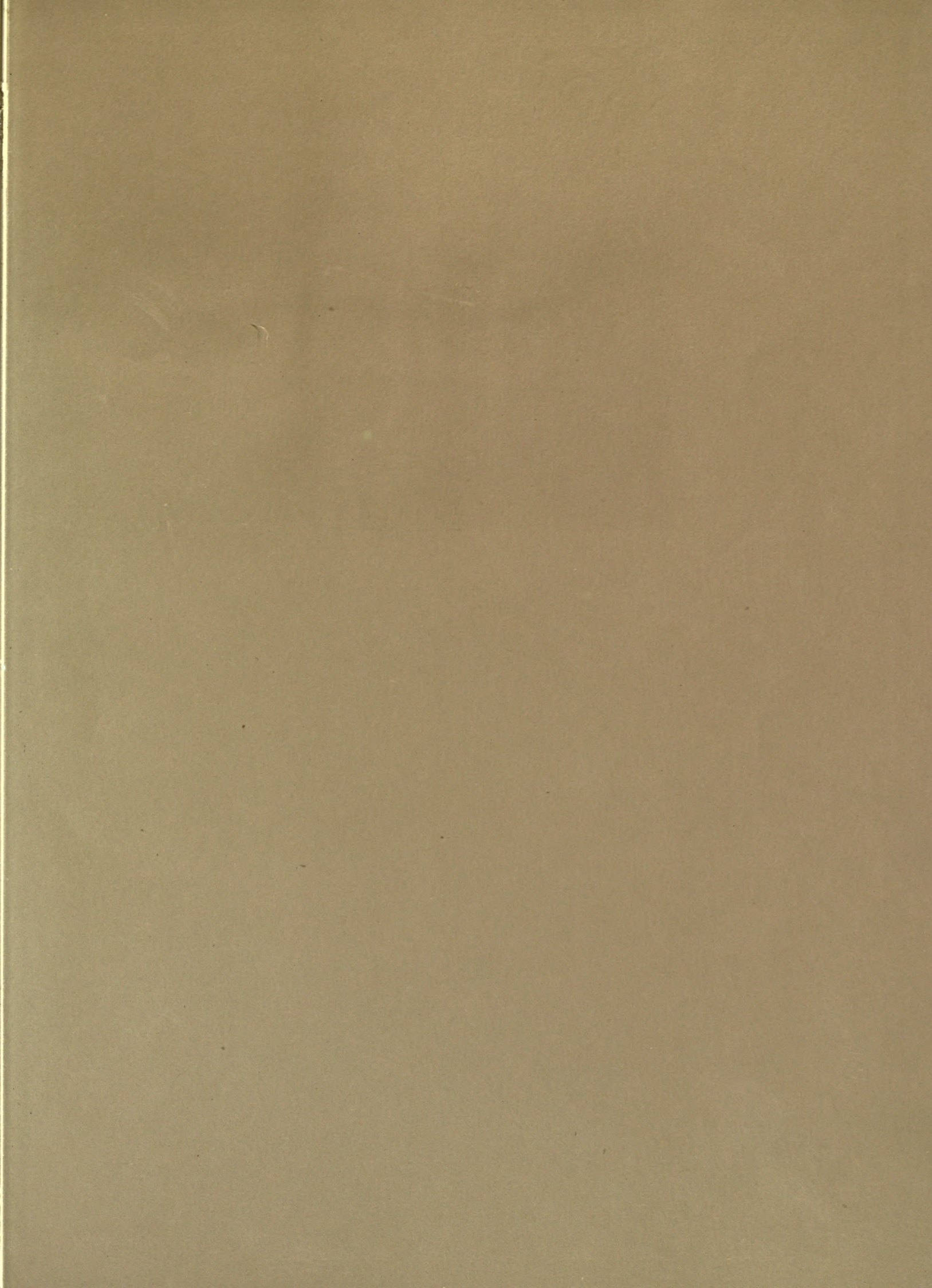
Steering is accomplished by a Bronze Wheel with hard rubber grip, very strong, and durable in finish. The irreversible system of steering is employed, with worm gear and full worm wheel, which permits accurate and practically indefinite adjustment, if required. Both worm and worm wheel are made from chrome-nickel alloy steel, heat treated, and the wear is imperceptible. Housing is partially filled with grease, giving perfect lubrication. Steering rods and other parts of the steering mechanism are of similar high grade material, designed so as to be of ample size, and with grease cups at all wearing points. Front springs are semi-elliptic, two inches wide, shackled at the rear. Rear springs are three-quarters elliptic, two and one-half inches wide, shackled at both ends. Springs are chrome-nickel steel. All spring eyes and bushings are lubricated by grease cups.



LOCOMOBILE FULL FLOATING REAR AXLE
Showing one of the Live Axles in Place and also Removed

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ANNO 1840





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