

weather.

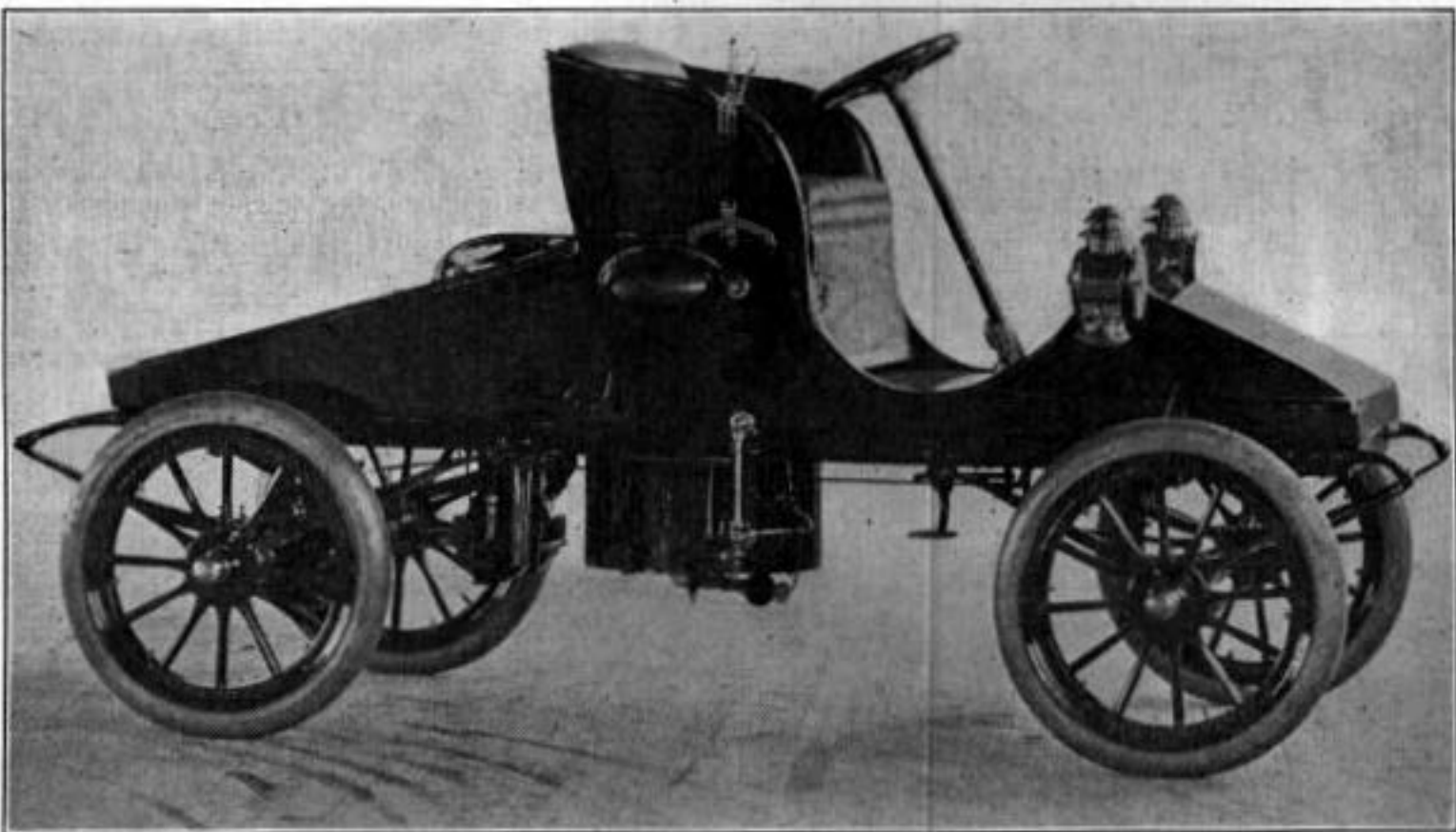
STEAM.

THE TOLEDO TOURING CAR.

Steam touring cars have been assigned by a number of steam carriage manufacturers, but the features in which they differ from runabouts of the same manufacturers are usually only weight and traveling capacity per charge of supplies. The International Motor Car Company's designers have attacked the problem of the steam touring car somewhat differently. The machine which the company exhibited at the Coliseum only slightly exceeds the standard Toledo in weight. The striking feature of this vehicle is that the standards of steam carriage design so far have been discarded, wherever possible, for the standards of gasoline carriage design. Of course, only in the running gear and body could there be any similarity of construction between a steam carriage and a gasoline carriage, as the fundamental differences between the motive powers must necessarily always result in differences in the power equipment and transmission. But the body and running gear largely determine the appearance of a machine, and the Toledo touring car therefore closely resembles the latest American gasoline touring cars, with sloping back in appearance.

As will be seen from the illustration, the reaches have been discarded. Semi-elliptic springs are used in front and rear. The machine has a wheel base of 84 inches, a standard tread and regular artillery wood wheels, all four of which are 30 inches in diameter and shod with $3\frac{1}{2}$ -inch pneumatics.

The engine and boiler are the same as those used in the standard Toledo model. Their relative arrangement, however, is different. The boiler is located in the seat; quite low down, the normal distance of the burner from the ground being only 13 inches. Placing the boiler so low is made



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