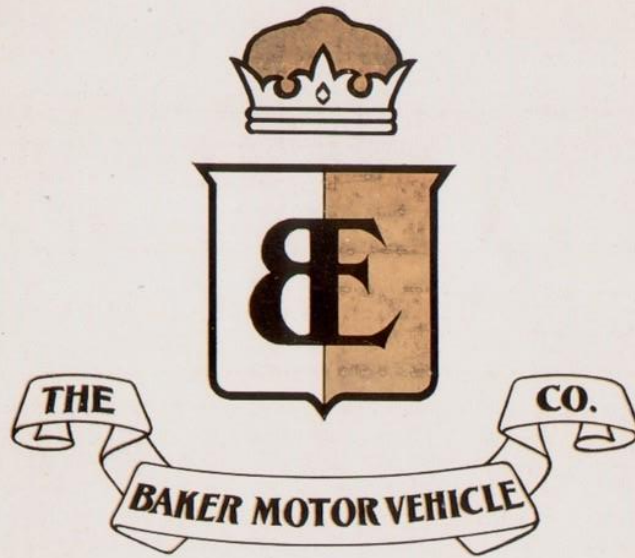


Baker Electric
THE ARISTOCRATS OF MOTORDOM

H. C. Coffey

1886

1906



1906

G. E. RICE,
BAKER ELECTRIC VEHICLES,
1790 BROADWAY,
NEW YORK.

CLEVELAND, OHIO
U. S. A.



The Aristocrats of Motordom

THE above title has been conferred upon BAKER ELECTRIC CARRIAGES, in deference to their eminently high-grade construction and superb finish, which place them in a distinguished class by themselves.

Time's plodding process of proof is indeed slow, but it is exceedingly gratifying to know that their refined, attractive appearance, correct construction, reliability and wearing qualities have demonstrated the BAKER to be the true leader of the Electric type of automobiles.

We present our 1906 Catalog with a wider range of styles than heretofore shown.

We are riper in experience, larger in capital, and with our new factory we have the latest improved and most modern facilities obtainable.

The BAKER Carriages of the future will continue to embody that superior quality shown in the past which has built for us an enviable reputation and firmly established our popularity as builders of strictly high-grade automobiles.

The Baker Motor Vehicle Co.

CLEVELAND, OHIO



Baker Imperial

Weight, 1000 pounds	Battery, 12 cells
Wheel base, 5 feet 8 inches	Open top
Tread, 48 1/2 inches	Mud guards
Wheels, artillery, 30 inches	Chain drive
Tires, 30 x 3 Clincher	Mileage capacity on one charge of battery, 40
Speed, 14 and 17 miles per hour	
Price, - - -	\$1200.00



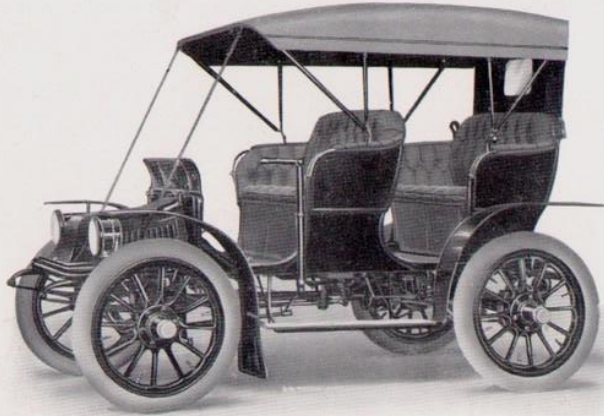
Baker Stanhope

Weight, 1050 pounds	Battery, 12 cells
Wheel base, 5 feet 8 inches	Open top
Tread, 48½ inches	Mud guards
Wheels, artillery, 30 inches	Chain Drive
Tires, 30 x 3 Clincher	Mileage capacity on one charge of battery, 40
Speed, 14 and 17 miles per hour	
Price, - - -	\$1600.00



Baker Suburban

Weight, 1750 pounds	Battery, 24 cells
Wheel base, 6 feet, 10 inches	Victoria Top
Tread, 56 inches	Mud guards
Wheels, artillery, 34 inches	Bevel Gear drive
Tires, front 34 x 3½ Clincher	Mileage capacity on one charge of battery, 40
" rear 34 x 4 "	
Speed, 14, 18 and 22 miles per hour	
Price, - - -	\$2000.00



Baker Surrey

Weight, 2100 pounds	Battery, 24 cells
Wheel base, 7 feet 2½ inches	Cape Top
Tread, 53 inches	Mud guards
Wheels, artillery, 36 inches	Bevel Gear drive
Tires, front 36 x 3½ Clincher	Mileage capacity on one
" rear 36 x 4½ "	charge of battery, 40
Speed, 14 and 17 miles per hour	
Price Complete, \$2650.00	Without Top, \$2500.00

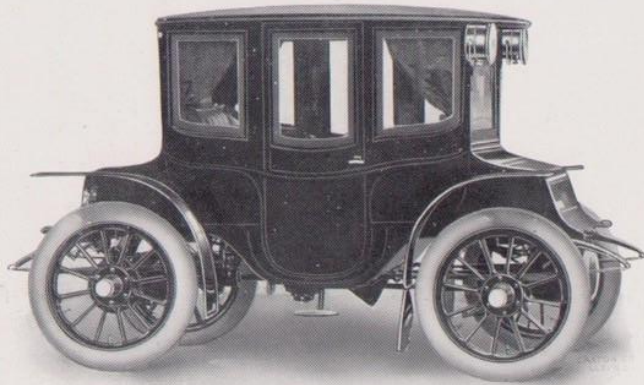
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Baker Depot Carriage

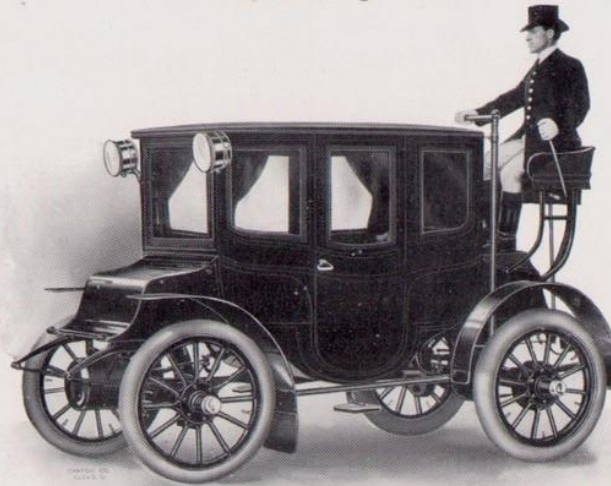
Weight, 2375 pounds	Battery, 24 cells
Wheel base, 7 feet 8½ inches	Mud guards
Tread, 56 inches	Bevel Gear drive
Wheels, artillery, 36 inches	Mileage capacity on one
Tires, front 36 x 3½ Clincher	charge of battery, 40
" rear 36 x 4½ "	
Speed, 14 and 17 miles per hour	
Price, - - -	\$3000.00

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Baker Brougham (Interior Driven)

Weight, 2200 pounds	Battery, 24 cells
Wheel base, 7 feet 2½ inches	Mud guards
Tread, 56 inches	Bevel gear drive
Wheels, artillery, 36 inches	Mileage capacity on one charge of battery, 40
Tires, front 36 x 3½ Clincher	
" rear 36 x 4½ "	
Speed, 14 and 17 miles per hour	
Price, - - -	\$3500.00



Baker Brougham (Exterior Driven)

Weight, 2950 pounds	Speed, 16 to 20 miles per hour
Wheel base, 7 feet 2½ inches	Battery, 24 cells
Tread, 56 inches	Mud guards
Wheels, artillery, 36 inches	Bevel gear drive
Tires, front 36 x 3½ Clincher	Mileage capacity on one charge of battery, 40
" rear 36 x 4½ "	
Price, - - -	\$4000.00



The Baker Imperial

AS a gentleman's Carriage, the BAKER IMPERIAL is without a peer. It has that touch of refinement and attractiveness that finds responsive favor with the gentleman of means and the man of affairs. From an Automobile standpoint it is a luxurious run-about whose superior qualities have been proven by the test of time and endorsed by the public in a liberal purchase. Beauty, durability and intrinsic merit have spoken eloquently in its favor, but what this carriage is and does makes it popular. A private Automobile equipment is not complete without a BAKER IMPERIAL. It is the ideal Carriage for about-town service.

The body is painted black, with panels of blue or green, with wood wheels to match. The trimming is of blue or green broad-cloth and the equipment is complete with volt ammeter, tools, rain apron and odometer. The tops are of the best hand buffed leather.

Illustrated on page 3.

The Baker Stanhope

For those who appreciate the very best in Automobile art, the STANHOPE is a latter day masterpiece, whether regarded from the standpoint of the mechanical engineer, the Carriage critic or those quite up to date in lines of Automobile Carriage design.

THE BAKER STANHOPE each season adds a host of new friends to the multitude who have experienced the elegant riding qualities, the superior service and economical maintenance of this beautiful Carriage.

The body is painted black with panels of blue or green, with wood wheels to match. The trimming is of blue or green broad-cloth of the finest quality, and the equipment includes a volt meter, rain apron, tools, an odometer, patent leather dashes and mud guards. The tops are of the best hand buffed leather.

Illustrated on page 4.



The Baker Suburban

THE newest BAKER ELECTRIC with all the virtues of its predecessors and a score of new ones peculiar to itself. Its name implies its mission, a gentleman's phaeton for two passengers, with high speed, superb quality, and unequalled riding features, withal the most up to date of all Electrics. It is heavier than any of our other two passenger vehicles, of longer wheel base and has a battery equipment of twenty-four cells (48 volts.) It is ideal for country club service and for the gentleman with the suburban home. It is the pleasure Carriage and a step beyond, the ideal companion of the high powered car, always ready with quick response to the simplest control possible, clean, serviceable and safe.

The Suburban is furnished with Victoria top and leather upholstery.

Its equipment is high class throughout with complete weather protection.

Illustrated on page 5.

The Baker Surrey

The popular estimate of the critical accords inherent dignity and distinctiveness to the BAKER SURREY. Its substantial design insures a thoroughly comfortable Carriage, affording rare enjoyment in riding. Then there is the simplicity, safety and cleanliness that have made Baker Electrics famous, with artistic and harmonious lines that meet every practical requirement for vehicles of this type.

The seats are broad, richly upholstered and easy of access. Its cape top affords protection from the sun's rays without obscuring the view, and in stormy weather it may quickly be converted into an enclosed vehicle insuring complete protection from the elements.

Like all Baker Carriages, the painting and trimming of the Surrey are of the highest type of Carriage art. The equipment is complete in every detail. Illustrated on page 6.



The Baker Depot Carriage

ONE of the most popular and salable vehicles we have yet produced is the BAKER DEPOT CARRIAGE illustrated on page 7. It is compact, convenient and serviceable. It seats two persons when completely enclosed and answers every purpose of the Brougham, yet with a change of seats in front, may be immediately converted into a family Carriage for four persons. The interior is provided with the usual fittings that make the Brougham complete and give it character and elegance.

Seekers after rest and recreation need not travel to far off places. There is inspiring scenery within a radius of fifteen miles of your own home and an undiscovered landscape in every mile. This is the feature and fascination of the morning or afternoon Automobile ride. Then there is the jolly shopping trip, the Country Club and the calling tour. What could you buy that would contribute so much of genuine pleasure, lasting comfort, health and happiness as a BAKER DEPOT CARRIAGE, the most all-around, serviceable Electric Automobile made.

Don't forget; this Carriage has two distinct, separate front seats which are furnished without extra charge. Illustrated on page 7.

The Baker Brougham

Town Carriages of the Coach class, electrically propelled, are popular and will become more so, as the public realizes the improvements that have taken place in them. The radius of action and convenience of the Electric Coach are infinitely superior to that of the horse drawn vehicle of similar type. The speed is greater, the danger is less and when standing the Electric Carriage requires no attention whatever. Owners of private stables realize this more fully every year, and the determination to do away with the expense, uncertainties, dangers and inconveniences experienced in the use of horses, is becoming quite general.



OUR illustrations show two styles, one interior driven, which eliminates "The man on the box," and the other exterior driven, with ample room for driver and footman if desired.

The perfection of these Carriages has been achieved by fruitful experience attained during nearly seven years of Automobile construction. We have manufactured these Broughams upon the same lines of thought as our smaller Carriages and without sacrifice of strength or durability, have removed all unnecessary weight, and produced a serviceable, roomy, refined Carriage which with battery equipment weighs much less than three thousand pounds. These Carriages are electrically lighted outside and inside and are equipped with heaters for winter use. They have speaking tubes, wall pockets, card and memorandum cases and all fittings found in the most refined private Carriages. Their control is the simplest of all, their brakes are strong and powerful and their riding qualities unexcelled. These Broughams are marvels for convenience, elegant appointments and satisfactory service and are worthy of your most careful examination.



A few Words to the Ladies

NOWADAYS when every woman gives thoughtful consideration to her health and personal appearance, the value of an Electric Carriage that is especially adapted to her comforts and requirements finds fullest expression in the BAKER STANHOPE. The cleanliness and utter absence of lubricants in this beautiful Carriage permits the wearing of the daintiest gowns without danger of injury. The control of this Carriage is more simple than that of any other and is accomplished without noticeable effort.

Then, to drive is to be independent and it is the duty of every woman to get out of doors and meet the gentle resistance of the atmosphere that brings the glow of health to the cheeks and sparkle to the eyes.

To ride daily is restful and soothing to the nerves and tonic to the whole system.

Baker Electrics have earned a reputation that stands for superiority in the automobile world just as the name of Tiffany indicates the best and most desirable in jewelry. The name is synonymous with quality.



Simple Instructions for Running The Baker Electric

AFTER entering the Carriage, it will prove an excellent practice to use both hands at the same time, one to hold the controller lever brake to an off position, the other to insert the controller key in the receptacle. (This will absolutely prevent any accident caused by the Carriage moving before you are ready.) When you are ready to begin your ride, take the STEERING LEVER in the right hand and with the left hand move the controller lever forward gently. The Carriage will move slowly at first, but when the controller lever is forward as far as it will go, the Carriage will move at its normal or second speed. This is all that is required to start the Baker Electric.

To Stop

Pull (not jerk) the controller lever back as far as it will go. This shuts off the power and at the same time applies the brake and will stop the Carriage. There is, on the floor of the Carriage, another brake that is controlled with the right foot, which, if applied in conjunction with the hand brake, will stop the Carriage almost instantly. This comprises all requirements for driving the Baker, excepting the practice that makes one proficient.

To Reverse

Pull the controller lever back until the current is shut off. Place heel of left foot on reverse step which is located near the floor of the Carriage at the left of the seat in front. Press down as far as it will go, then move the lever forward slowly and the Carriage will move backward. Slide the heel forward and off reverse step and pull lever back to point where brake is applied and the Carriage is brought to a stop. The reverse will then spring back to regular position and the Carriage will move forward when the lever applies the power.

If more speed is desired, it can be secured by pressing the speed button on floor of the Carriage. It is a special advantage with the Baker Electrics that this may be done continually without possible harm to battery, motor or working parts.

Note—It is better to use the foot brake in preference to the hand brake, especially in descending grades.



Do not run the Carriage when brake is applied or set. REMOVE CONTROLLER KEY before getting out of the Carriage.

The more thoroughly one understands the Baker, the more satisfactory it is. To assist our friends in this direction, we publish for free distribution a little book of pointers. By reading carefully you can become proficient in handling and caring for the Baker Electric.

Motor

The Baker Motor is of the most modern multi-polar type, constructed with special windings adapted to our exclusive system of control, and will stand any load the battery will furnish without burning out. It is ball bearing throughout, as also is the countershaft by which the power is transmitted. Our motor is of great efficiency, and as it relates to horse power in applied mechanics, we get a greater result with the "Baker" than can be demonstrated with any other Electric Vehicle.

Controller

The Baker Controller for simplicity has no equal. It is practically nonsparking and eliminates any possibility of welding the contacts. It requires neither study nor experience to manipulate. The controller lever is located in a convenient position outside of seat. It is operated with the left hand, leaving the right hand for the steering lever. There are three speeds forward and backward, alike in efficiency.

Brakes

The Baker Vehicles are supplied with two brakes, the motor brake and the emergency brake. The motor brake is immediately applied by a back pull of the controlling lever which shuts off the electric current, and is quite sufficient for ordinary occasions. The emergency brake is applied by pressure of foot on brake lever on floor of Carriage. It is a powerful friction acting upon the rear axle and need only be used in cases of emergency, in descending steep grades or when you wish to leave the Carriage on an incline. These brakes are effective both forward and backward. A most valuable safeguard in case of accident.



Volt-Ammeter

Every Baker Carriage is equipped with a Weston Standard Volt-Ammeter. By use of this meter the operator can at all times read the potential of cells and the current consumption; that is, the condition of the battery is given, indicating the energy used and the power remaining. In charging the battery this meter is an absolute necessity.

Odometer

With every Baker Vehicle there is furnished free one of the celebrated Veeder Trip Odometers, which registers each trip and the total mileage.

Tools

We furnish with each Vehicle the following tools free of charge: one axle wrench, one combination wrench and spanner, one screw driver, one extension lamp and cord, one starting key, one charging plug, one tire repair outfit.

Mileage

Under good conditions of weather on level macadam or smooth pavements we secure 40 miles easily with one charge of the battery. If rough, rutty or sandy highways are travelled or hills are ascended, (and the Baker will climb any hill any other Motor Vehicle will climb), this mileage is reduced in proportion to the resistance. We frankly state facts and under-rate rather than over-claim mileage possibilities, yet while it is a matter of record that the greatest mileage ever secured on a single charge of battery was made with a Baker Vehicle, still we sacrifice distance for durability and equip sufficiently for any reasonable requirements.

Tests

Every Baker Vehicle is put to a thoroughly practical test before its delivery to sales department.



Charging Plants

TO secure ideal service from an Electric Carriage, one should install facilities in his own stable or garage for recharging the batteries. It requires no electrical knowledge, is as simple as it possibly can be, and the results are so economical and the service so satisfactory that it becomes a pleasure rather than a task for one to look after his own charging. The one unfortunate feature is that almost every locality presents a different current or voltage so that no charging plant can be made universally adapted to all cities and towns.

First, there is The Illuminating or Electric Lighting Co. that will sell to you electric current, but it may be a direct current or an alternating current. It may be one voltage or another. Hence to find out just what you require, it is necessary that you know whether the current is direct or alternating and in either case you must know the voltage. If it is alternating, you must inquire as to the cycles and the alternations, and further, you should know whether the system is single, two or three phase. These remarks refer to current furnished by Illuminating or Lighting Companies. Then there is another medium of securing the necessary Electric current, and that is by generating it. This requires that you install an engine (steam or gas) and a motor generator, but the steam engines are not convenient if used exclusively for charging purposes, and an equipment of a first class engine would entail quite an expense. Gas Engines are simple, but the installing expense of these is not small, if a good plant is furnished. Gas engines that are of the same quality as a good generator are excellent charging plants and you can adjust the same for your requirements and get ideal service, but bear in mind that it is essential to have a good gas engine, in fact, a good complete gas engine charging plant, and that will cost several hundred dollars. Cheaply made plants are very unsatisfactory and are hardly worthy of purchase. In most towns and cities where you can purchase electric current, the following methods of charging are used:



With a direct current, a rotary convertor is used to economically reduce the voltage to meet the requirements of the battery. This current is furnished in different voltages. In some cases as high as five hundred direct volt circuit is used, but any direct current that would be furnished by your Lighting Co. can be taken care of by installing a rotary convertor which will secure to you an economical charging rate. The money invested in a charging plant is an excellent investment. In some cases a rheostat is used where a direct current is received from The Illuminating Co., but this method is wasteful and expensive, for there is dissipated in heat the current that is represented between the actual requirements of the battery and the voltage furnished over the wire by The Illuminating Co. To explain: if you require a thirty-five volt current to charge your battery and you receive one hundred and ten volt current from The Lighting Co., you are paying for the one hundred and ten volt current even though you require but the thirty-five volts. The difference is wasted if a rheostat is used. The Lighting Co. furnishes current usually of one hundred and ten or two hundred and twenty volts. The higher the voltage, the greater the waste if the rheostat is used.

The alternating current is the one usually furnished by The Lighting Co. and the voltage is generally one hundred and ten volts or two hundred and twenty volts, and while considered best for lighting purposes, this current cannot be used for charging storage batteries until it is converted to a direct current. The charging plant for the alternating current is a rotary convertor consisting of a motor and generator, and is a simple, durable and economical method of charging. There is also another method of charging from an alternating current and that is by the use of Arc Rectifiers which are said to be quite successful for charging purposes.



NATIONAL ASSOCIATION OF

Automobile Manufacturers

STANDARD WARRANTY

Adopted August 12th, 1902

WE WARRANT all goods furnished by us for sixty days following the date of their shipment, based upon the date of invoice covering the goods, this warranty being limited to the replacement in our factory of all parts giving out under normal service in consequence of defect of material or of workmanship.

¶ If the circumstances do not permit that the work shall be executed in our factory, this warranty is limited to the shipment, without charge, of the parts intended to replace those acknowledged to be defective.

¶ It is, however, understood that we make no warranty whatever regarding pneumatic tires or the batteries.

¶ We cannot accept any responsibility in connection with any of our motor cars when they have been altered or repaired outside of our factory.

¶ We are not responsible to the purchaser of our goods for any undertakings and warranties made by our agents beyond those expressed above.

¶ We wish it distinctly understood that we make no warranty of our goods except as stated above, but desire and expect that customers shall make a thorough examination of our goods before purchasing.

¶ Should any breakage occur in a Baker at any time by reason of defective material, we will replace it free of charge when such parts are returned to us, freight prepaid, for our inspection.