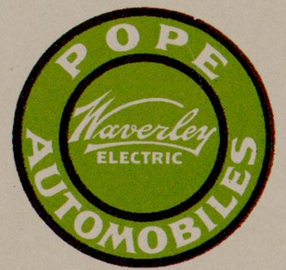


POPE-WAVERLEY ELECTRICS 1907

?

POPE-WAVERLEY ELECTRICS

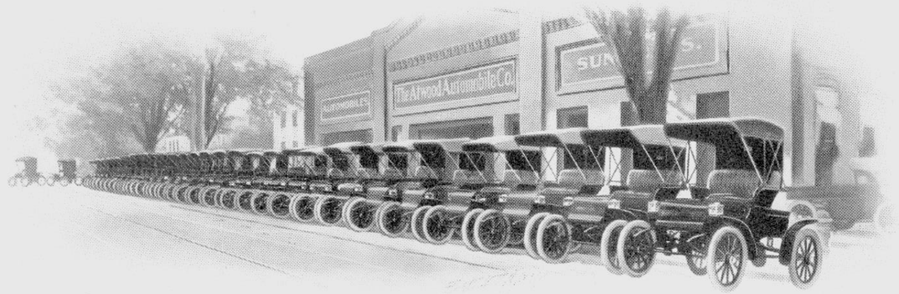
OFFICERS AND DIRECTORS

ALBERT A. POPE . . *President*
ALBERT L. POPE . *Vice-President*
GEORGE POPE *Secretary and Treasurer*
ARTHUR W. POPE PAUL WALTON

POPE MOTOR CAR COMPANY

WAVERLEY DEPARTMENT

INDIANAPOLIS, IND., U. S. A.



Typical Electric Garage at Toledo, O.

THE 1907 CHAPTER IN POPE-WAVERLEY HISTORY

WHEN the electric automobile first made its appearance its many points of excellence were instantly recognized. There was no argument or room for discussion as to its beauty, its reliability and its safety. But in that day we were all going to school, so far as motor cars were concerned. We wrestled with problems that should never have been given a thought, difficulties that have solved themselves.

One of these—perhaps the chief muddler of them all—was this: which is the better, an electric or gasoline propelled car? And the answer seemed to depend, from our then viewpoint, upon comparisons of first cost and up-keep expense. Other mooted questions were upon the comparative values of the two types in cost per mile for operation, and the dependence that might be placed in batteries as against the gas engine.

THE ELECTRIC CAR IN GENERAL

But all this has to do with the past age. You may as easily compare two of the fine arts. Your own preference may be for music, but you do not, on that account, argue hotly with your friend who finds greater delight in rare etchings.

No, we judge an Electric to-day on its own very easily determined good points. You want one, or you do not, and ownership of a half a dozen other sorts of power vehicles does not complicate the question in the least.

With the foregoing facts well understood, the real question is shall it be a Pope-Waverley Electric or another kind? That question you cannot evade. Try to avoid it as you may, you must inevitably take the Pope-Waverley as the standard; the criterion by which all Electrics must be measured. And even if your powers of observation are only moderately developed and your knowledge of electric cars limited, you must be impressed with the very important fact that from one end of the country to the other the choice of the greater number has been the Pope-Waverley.

THE REAL QUESTION: A POPE-WAVERLEY OR—

You have grown accustomed to that condition in your own circle and your own city. But you may test it every time you go away from home. It's very easy. The fine lines of the Pope-Waverley are so striking—so elegant in the best sense of that much overworked word—so graceful and distinctive, that you will easily recognize the different models bearing this well-known name, with just the unerring certainty with which the eye of the horse-lover will single out the thoroughbred.

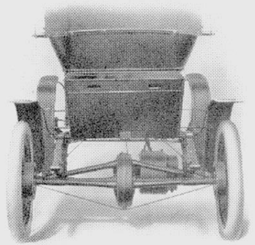
"Yes," you may say, "and probably the reason for this condition is that the Pope-Waverley was a pioneer, and enjoys the precedence and preference always accorded to the first in the field." Yes and no. The Pope-Waverley did fill the field easily and satisfactorily from the first, but it could not have kept in the lead all these years if it had not been held there by sheer force of superiority; by a preeminence so marked that more buyers every season have decided that, for their own best interests, their choice must be a Pope-Waverley. In these days the leader must earn his leadership, and work to retain it. It is to give you the underlying causes for this repeated, regularly increasing preference, that this foreword is written.

A PIONEER, BUT A CONTINUOUS LEADER

We believe that the true cause of this situation is to be found in the perfect balance of the Pope-Waverley's parts. If we were merely builders of one or more of these parts, or if we manufactured every part but one, the argument would not exist. If it were offered under such conditions, some inherent weakness would surely disprove it. But it is true. For each of our models, our engineers have carefully worked out, from the drawing-board to the finished factor, that correlation which makes for perfection. With every improvement, every step in advance, the same problem of interdependence has been met and solved, so that we can say to you with absolute confidence: "Choose the Pope-Waverley model that suits your purpose best; you cannot find its equal for all-around excellence."

PERFECT BALANCE OF EVERY PART

When the Pope-Waverley is considered, reliability is a term of broad significance, for it includes simplicity of control and operation. No other vehicle shows less complication



Rear System

or is more easily mastered. In fact, with the one-hand control, in which perfect command is exercised through a single lever, one intuitively does the right thing. Holding this lever vertically in the left hand, a slight natural movement forward starts the machine on the first speed. Push the lever a little more, and you have the second speed. Move it still farther and the third speed is reached. When speed is to be lessened, one instinctively draws back the lever and this, when thrown backward to its fullest extent, instantly applies the powerful electric brake, an ingenious device whose power is in exact proportion to the speed at which the car is moving. In other words, the greater the speed, the greater the power applied by the brake, and the greater, therefore, the safety.

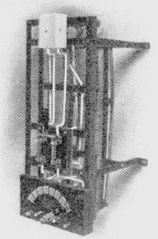
EASY, SIMPLE ONE-HAND CONTROL

This question of safety is of such importance that it naturally is uppermost in the mind of every purchaser. We are especially glad when the subject is raised, for it allows us to assert unequivocally that no animal ever used for draught purposes by man, and no other power vehicle yet devised, provides such absolutely safe conditions as a Pope-Waverley Electric. There is simply nothing to do but turn on the current and steer. Just stop a moment to consider what this means as compared with any other form of power. There is no delay; no troublesome routine to go through; no hard cranking. Your current is turned on just as is an incandescent lamp, and, obedient to its lever, your carriage is more easily controlled than a go-cart on the sidewalk. A pushbutton in the lever sounds the alarm when it is needed, and, in addition to the electric braking mechanism just described, you have beneath your feet two powerful foot brakes.

THE SAFEST VEHICLE YET DEVISED

Pope Waverley Electrics with the single motors have double brakes of the expansion ring type, acting on the rear hubs and operated by one foot pedal. The other foot pedal brings into action a brake on the armature shaft. Add to these the electric brake, and you have at your command sufficient power with any one of the three brakes to stop the car within a very few feet, even when it is at its maximum speed. Pope-Waverley Electrics with double motors have on their rear hubs two double-acting brakes, expanding within and contracting on the outside of the hub at the same time, as well as the electric brake, thus giving the most powerful action possible. It will be seen, therefore, that any member of the family can be trusted with a Pope-Waverley. You will rate it as first in this desirable attribute, and any other form of locomotion must be compared with it as the standard.

QUICKLY AND EASILY STOPPED



Rheostat

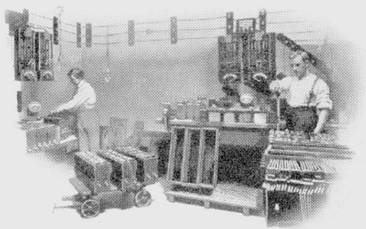
The question of radius is another problem that is much better understood to-day than it was a few years ago. Here, it must be allowed, the element of skill plays no inconsiderable part. Assume that any electric car can go from forty to forty-five miles on one battery charge with any driver. That is the guarantee, we will say. With a driver who understands the manner in which the force is applied, means of conserving it will soon be apparent. He will avoid unnecessary stops in crowded thoroughfares. He will nurse his machine on grades; he will use common sense in turning corners, and every day he drives the car, he will learn more and more about battery efficiency, until it is no exaggeration to say that he will exceed the guaranteed radius from fifteen to thirty per cent. Garage managers have learned, too, how best to charge batteries. We have a little book called "Instructions for Operation and Care of Pope-Waverley Electrics," which epitomizes the experience and practice of good drivers. It is a great help to the economical use of the car under all conditions. You should study it carefully.

RADIUS AND EFFICIENCY

In the matter of speed, also, the Electric is to-day rated from a rational standpoint. All our pleasure cars will average from five to sixteen miles an hour. Our Special Speed Road Wagons, Model 69, average seventeen miles. Any of our models, therefore, will give ample speed for a city car, and plenty for such road use as may be demanded of an Electric.

Cost of maintenance means so much with other cars, and is so simple a proposition with a Pope-Waverley, that special consideration should be given to this point. Electric cars are seldom asked to stand the strain and hard usage at high speeds which the heavy touring car has to meet. And it follows, therefore, that many repairs touring cars are subject to are seldom needed by the Electric. Tires last longer, and damage to mechanism very rarely occurs. Cost charges, therefore, are easily computed and seldom exceeded. With other forms of power you are momentarily in dread of the unexpected. The trouble may be in the engine, the fuel, the tires, or the lubrication. It may be something that

THE COST OF MAINTENANCE



Corner of Battery Room, Brooklyn, N. Y.

Home Garaging

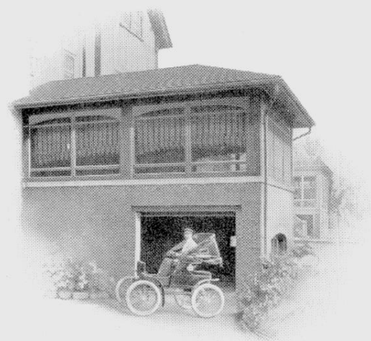
the driver can cope with at the expense of time, temper and personal convenience, or it may be that he must be ignominiously towed to the nearest shop. The Electric, however, has fewer and simpler elements to be considered, and it has been built throughout with an eye to reliability. You may be certain, therefore, that it will bring you home. Sum up the whole thing, then; consider every element that enters into the cost problem, and we are telling you only what has been proved again and again when we assert that Pope-Waverleys can be operated at less cost for any given period of time than any other type of motor-driven car.

But you must not get the idea from anything that has been said that the Pope-Waverley is a fair-weather car. It is quite the contrary. It is, as a matter of fact, the only satisfactory, all-the-year-'round machine. This is because it has no water to freeze, no lubricant to grow heavy at low temperature, and, if you wish, it can be closed more tightly against wintry blasts than any other form of vehicle.

THE BEST ALL-THE YEAR-'ROUND CAR

Its extreme simplicity and its readiness to go at any time, and under any conditions, make it the ideal car for disagreeable weather; these are pertinent features which compel you to take the Pope-Waverley as the criterion by which every other car must be judged. These characteristics especially commend it for the use of physicians and others whose daily work or profession demands travel at all seasons.

Just a concluding word from the mechanical side. We want you to know why the Pope-Waverley is the quietest as well as the easiest riding car. We have obviated the noise, which has always been regarded as



Home Garaging

the accompaniment of gear wheels, by the use of helical gear teeth. They are cut in a V shape, which, when the wheels are in contact, make the mesh virtually continuous. There is, therefore, no rattle, because there is no lost motion. We believe that this is the best gearing in the world for the purpose, because it is not only noiseless, but the strongest. We may also add that it is the most expensive.

THE QUIETEST AS WELL AS THE EASIEST RIDING

This matter of expense is looked at by us in only one way. If we had any option in construction we have invariably chosen the most suitable without regard to cost. We do not think it is wise to imperil such a reputation as the Pope-Waverley has achieved, and the wisdom of this reasoning is shown by the fact that during the past season we have been unable to keep fully abreast of our orders. We are building for the class that demands the best, and although we have the largest factory devoted exclusively to the manufacture of electrically-propelled motor cars, it is taxed to its utmost capacity to fully supply the demand.

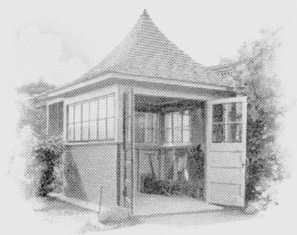
THE BEST REGARDLESS OF COST

But we have not, on that account, receded from that manufacturing policy which insists on the best in model, material and construction. We make motors with great overload capacity, because the Pope-Waverley must not be found wanting under any circumstances. Our wiring is so nearly perfect that our maximum loss is but the fraction of a volt, as against the loss of two volts usually figured by automobile engineers.

We have not referred in detail to garage maintenance and battery charging, because these matters are well understood nowadays. Our booklets on "Charging Outfits" and "Private Charging Plants" go into these subjects more fully. They are yours for the asking, as well as booklets on "Care and Maintenance of Batteries," and "Commercial Vehicles."

SEND FOR OUR INSTRUCTIVE BOOKLETS

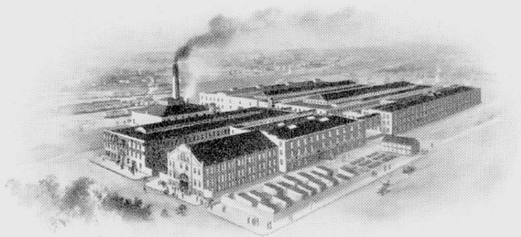
If we have a dealer in your city, you will find him very glad to give you a practical demonstration of the Pope-Waverley's many good qualities. If not, it will give us pleasure to take up the matter by correspondence with you. In any event, we know, and can convince you, that for your own interests your choice of an Electric must be a Pope-Waverley.

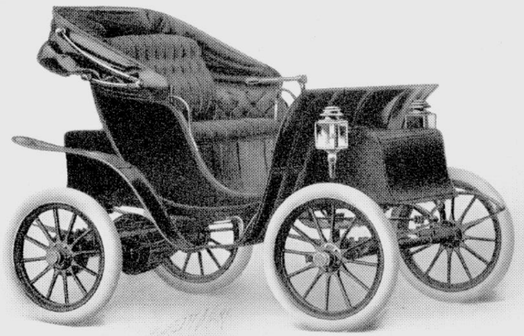


Home Garaging

MODEL 67, POPE-WAVERLEY VICTORIA PHAETON

OUR new Victoria, Model 67, is the successful outcome of a long series of efforts to embody in this deservedly popular type of carriage certain distinctive features insuring the highest degree of ease. The car is "hung" near the ground. The seat also is low, broad and deeply upholstered, in every way calculated to provide a degree of comfort not easily obtainable in other conveyances. Much attention has likewise been accorded the many small particulars which in the aggregate distinguish the fine carriage. The body, for which we have applied for design patent, is a series of particularly graceful curves, to which the sweep of the fenders and dash of integral construction conforms most harmoniously. The lamps and other fittings, the finish, the upholstery—all the appointments—have been selected after extended consideration, and are worthy of their place in what may be truly termed a finished carriage.





Model 67, Pope-Waverley Victoria Phaeton

Standard Equipment. Price, $1600

BODY—Dropped side sill at center, swelled panels; length, 7 feet 5 inches; wheel base, 5 feet 8 inches; width of seat, inside measurement, 40 inches; tread, 4 feet 6 inches.

FINISH—Brewster green body, black moulding; Brewster green gear and wheels.

UPHOLSTERING—Broadcloth to match.

TOP—Victoria style of straight-grained, hand-buffed full leather.

WHEELS—Wood, fitted with, front 30 x 3-inch, rear 30 x 3½-inch, G. & J. detachable tires.

MOTOR—One, special Pope-Waverley design of double overload capacity. Speed, 5 to 16 miles per hour.

GEARING—Noiseless "herring-bone" type, running in oil and protected in dust-proof cases.

INSTRUMENT—A combination voltmeter and ammeter.

BRAKES—Two foot brakes and one electric brake.

STEERING—Side lever.

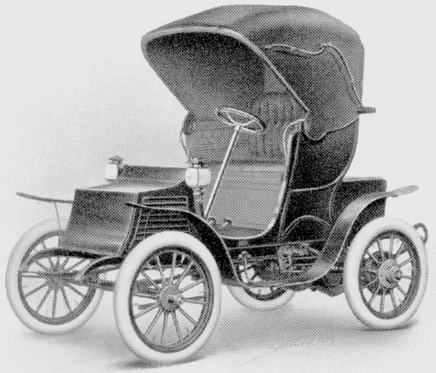
BATTERIES—30 cells of 11 P. V. Exide, arranged with 10 cells in front compartment and 20 cells in rear compartment.

FENDERS—Continuous.

Options

FINISH AND UPHOLSTERING—Color combinations other than standard can be furnished with slight delay at extra charges to be quoted.

BATTERY—30 cells of 11 C. B. National.



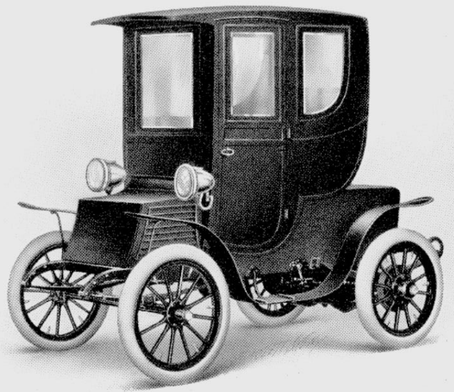
Model 53-A Stanhope Special

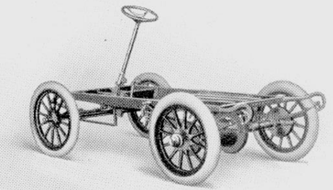
With Removable Open Body

OUR Model 53 Stanhope Special combines in a marked degree the essentials of style and comfort. The graceful lines of its open or removable coupe bodies, its beauty of finish, the quiet elegance which is the dominant note in its rich furnishings, the complete harmony which prevails in every detail, and, above all, the distinction in design—possessing all the advantages of originality, yet in no way suggesting the bizarre—all contribute to the dignity which is so notably characteristic of this model.

Every detail in the equipment has been carefully considered with an eye single to supplying the maximum of comfort and convenience. The wide seat, with its luxurious upholstery; the steel chassis, with its flexible springs; the sliding steering wheel, which so greatly facilitates ingress and egress; the numerous small contrivances which mean so much to one's sense of well-being are the outcome of many years' experience in designing and manufacturing automobiles.

The manner in which all of the few mechanical parts necessary to an electric car have been rendered instantly accessible, and the simplicity which prevails throughout, mean much to the convenience of the individual and are in complete accord with the need it is designed to fill.





Model 53-B Stanhope Special

With Removable Coupe Body

Price, $2000 with removable open body and leather top (see page 10); $2200 with removable coupe body (see page 11); $2500 with both bodies and leather top

BODY—Straight sill, swelled panels; length, 7 feet 7 inches; wheel base, 6 feet 4 inches; width of seat, inside measurement, 42 inches; tread, 4 feet 6 inches.

FINISH—Black body, Brewster green panels; Brewster green with carmine striping gear and wheels.

UPHOLSTERING—Broadcloth to match.

TOP—Straight-grained, hand-buffed full leather.

WHEELS—Wood, fitted with, front 32 x 3½-inch, rear 4-inch, G. & J. detachable tires.

MOTOR—One, special Pope-Waverley design of double overload capacity. Speed, 5 to 16 miles per hour.

GEARING—Noiseless "herring-bone" type, running in oil and protected in dust-proof cases.

INSTRUMENT—A combination voltmeter and ammeter.

BRAKES—Two foot brakes and one electric brake.

STEERING—Wheel, worm and gear; sliding type of wheel to facilitate entrance and exit.

BATTERY—30 cells 11 M. V. Exide, divided between front and rear compartments.

FENDERS—Continuous.

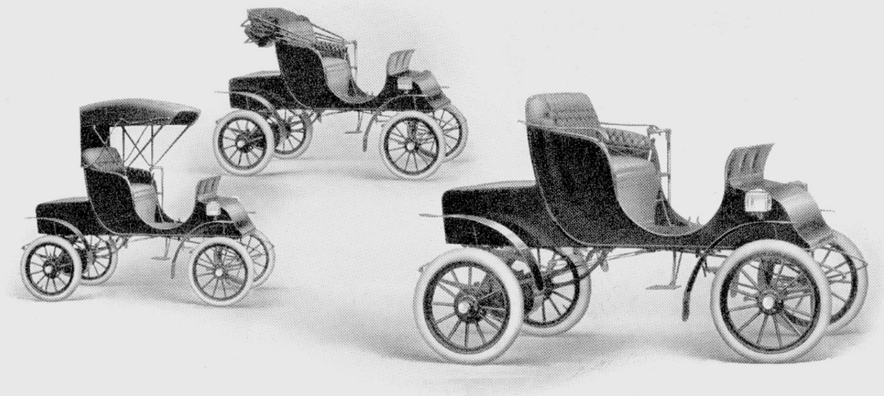
SPRINGS—Long semi-elliptic; 36-inch front, 46½-inch rear.

Options

FINISH AND UPHOLSTERING—Color combinations other than standard can be furnished with slight delay at extra charges to be quoted.

BATTERY—30 cells 11 W. B. National.

BODY—Removable, with choice of two styles of bodies, Stanhope or Coupe—at prices as above.



Model 26 Chelsea

Standard Equipment. Price, $1400 (with leather top, $1475)

BODY—Straight sill, swelled panels; length, 8 feet 1 inch; wheel base, 6 feet 8 inches; width of seat, inside measurement, 41 inches; tread, 4 feet 6 inches.

FINISH—Brewster green body, black moulding; Brewster green gear and wheels.

UPHOLSTERING—Hand-buffed dark green leather.

WHEELS—Wood, fitted with, front 30 x 3-inch, rear 30 x 4-inch, G. & J. detachable tires.

MOTOR—One, special Pope-Waverley design of double overload capacity. Speed, 5 to 16 miles per hour.

GEARING—Noiseless "herring-bone" type, running in oil and protected in dust-proof cases.

INSTRUMENT—A combination voltmeter and ammeter.

BRAKES—Two foot brakes and one electric brake.

STEERING—Side lever or center lever.

BATTERY—30 cells of 11 P. V. Exide.

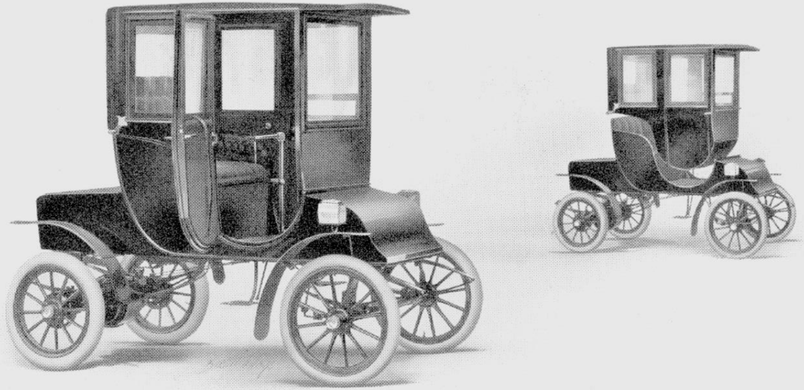
FENDERS—Splasher.

Options

FINISH AND UPHOLSTERING—Color combinations other than standard can be furnished with slight delay at extra charges to be quoted.

BATTERY—30 cells of 11 C. B. National.

TOP—Full leather hand-buffed top at an extra price of $75.



Model 26-C Chelsea

Standard Equipment. Price, $1700 (with removable coupe top)

BODY—Straight sill, swelled panels; length, 8 feet 1 inch; wheel base, 6 feet 8 inches; width of seat, inside measurement, 41 inches; tread, 4 feet 6 inches.

FINISH—Brewster green body, black moulding; Brewster green gear and wheels.

UPHOLSTERING—Hand-buffed dark green leather.

COUPE TOP—Finished in broadcloth to match upholstering. This top can be readily removed when desired and replaced by full leather top.

WHEELS—Wood, fitted with, front 30 x 3-inch, rear 30 x 4-inch, G. & J. detachable tires.

MOTOR—One, special Pope-Waverley design of double overload capacity. Speed, 5 to 15 miles per hour.

GEARING—Noiseless "herring-bone" type, running in oil and protected in dust-proof cases.

INSTRUMENT—A combination voltmeter and ammeter.

BRAKES—Two foot brakes and one electric brake.

STEERING—Side lever or center lever.

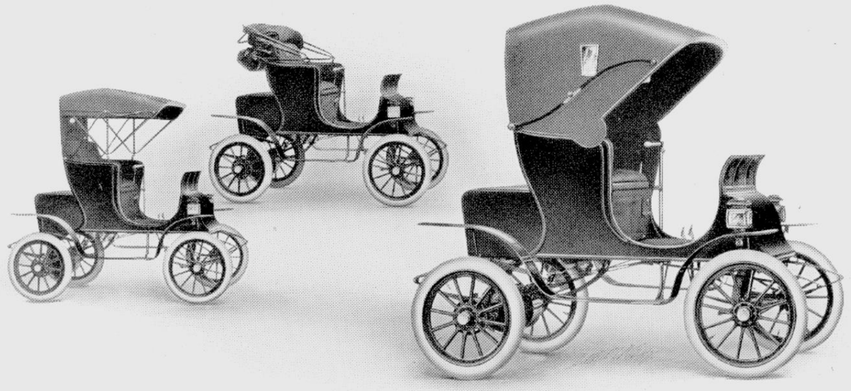
BATTERY—30 cells of 11 P. V. Exide.

FENDERS—Splasher.

Options

FINISH AND UPHOLSTERING—Color combinations other than standard can be furnished with slight delay at extra charges to be quoted.

BATTERY—30 cells of 11 C. B. National.



Model 65 Stanhope

Standard Equipment. Price, $1500

BODY—Straight sill, swelled panels; length, 6 feet 7½ inches; wheel base, 5 feet 10 inches; width of seat, inside measurement, 38 inches; tread, 4 feet 6 inches.

FINISH—Brewster green body; Brewster green gear and wheels.

UPHOLSTERING—Broadcloth to match.

WHEELS—Wood, fitted with, front 30 x 3-inch, rear 30 x 3½-inch, G. & J. detachable tires.

TOP—Straight grained, hand-buffed full leather.

MOTOR—One, special Pope-Waverley design of double overload capacity. Speed, 5 to 16 miles per hour.

GEARING—Noiseless "herring-bone" type, running in oil and protected in dust-proof cases.

INSTRUMENT—A combination voltmeter and ammeter.

BRAKES—Two foot brakes and one electric brake.

STEERING—Side lever or center lever.

BATTERY—30 cells of 11 P. V. Exide.

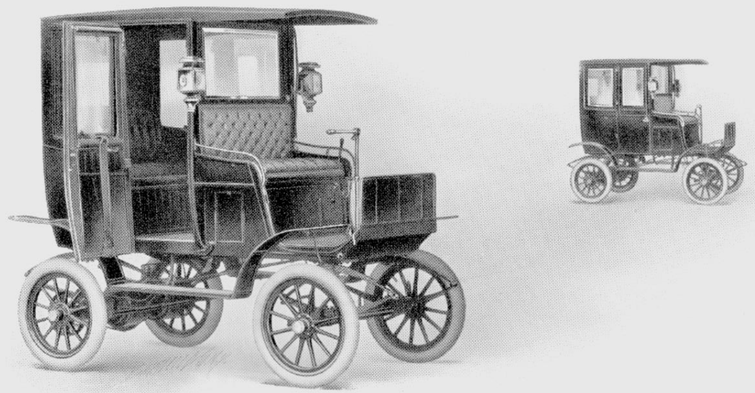
FENDERS—Continuous.

Options

FINISH AND UPHOLSTERING—Color combinations other than standard can be furnished with slight delay at extra charges to be quoted.

BATTERY—30 cells of 11 C. B. National.

A buggy top (see illustration) will be furnished instead when desired. The side curtains of this top are removable and rear curtain can be rolled up. It crushes back in nearly a horizontal position.



Model 30 Station Wagon

Standard Equipment. Price, $2250

BODY—Swelled panels; length, 8 feet; wheel base, 6 feet 5½ inches; width of front seat, inside measurement, 42 inches; width of rear seat, inside measurement, 40 inches; tread, 4 feet 6 inches.

FINISH—Black body, Brewster green panels; Brewster green gear and wheels.

UPHOLSTERING—Front seat, hand-buffed green leather; interior, dark green broadcloth.

WHEELS—Wood, fitted front and rear with 30 x 4-inch G. & J. detachable tires.

MOTORS—Two, special Pope-Waverley design of double overload capacity. Speed, 5 to 15 miles per hour.

GEARING—Noiseless "herring-bone" type, running in oil and protected in dust-proof cases.

INSTRUMENT—A combination voltmeter and ammeter.

BRAKES—Two foot brakes and one electric brake.

STEERING—Side lever.

BATTERY—41 cells of 11 P. V. Exide.

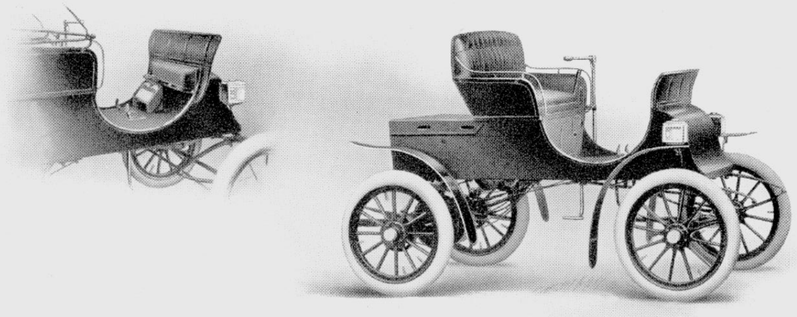
FENDERS—Continuous.

Options

FINISH AND UPHOLSTERING—Color combinations other than standard can be furnished with slight delay at extra charges to be quoted.

BATTERY—41 cells of 11 C. B. National.

STEERING—Wheel.



Model 69-A Runabout

Standard Equipment. Price, $1150

BODY—Length, 6 feet 9 inches; wheel base, 6 feet; width of seat, inside measurement, 36 inches; tread, 4 feet 6 inches.

FINISH—Black body and panels; Brewster green with carmine striping gear and wheels.

UPHOLSTERING—Hand-buffed dark green leather.

WHEELS—Wood, fitted with, front 30 x 3 inch, rear 30 x 3½-inch, G. & J. detachable tires.

MOTOR—One, special Pope-Waverley design of double overload capacity. Speed, 5 to 17 miles per hour.

GEARING—Noiseless "herring-bone" type, running in oil and protected in dust-proof cases.

INSTRUMENT—A combination voltmeter and ammeter.

BRAKES—Two foot brakes and one electric brake.

STEERING—Side lever or center lever.

BATTERY—30 cells 9 P. V. Exide.

FENDERS—Splasher.

Options

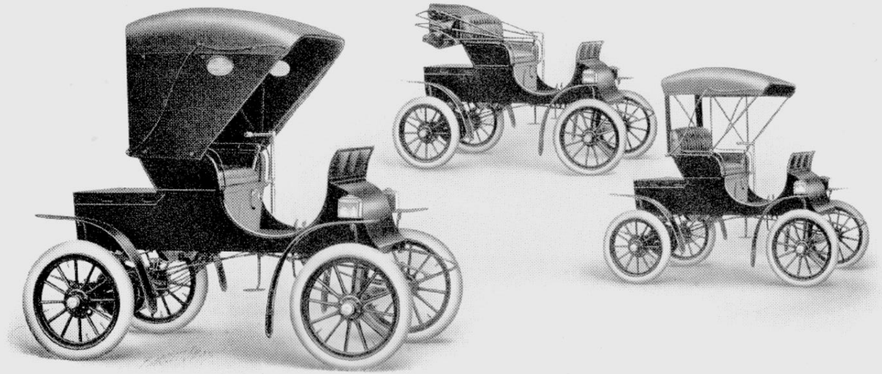
FINISH AND UPHOLSTERING—Color combinations other than standard can be furnished with slight delay at extra charges to be quoted.

FENDERS—Continuous, $15 extra.

BATTERY—30 cells 9 C. B. National.

Illustration shows neatness and compactness of patented concealed storm apron.

Model 69 may be had, when desired, with a seat 3 inches wider than the regular Model 69 with larger full leather top to match for $50 extra; namely, $1200 without top, $1275 with top. This model so equipped takes the place of Model 29.



Model 69-B Runabout

Standard Equipment. Price, $1225

BODY—Length, 6 feet 9 inches; wheel base, 6 feet; width of seat, inside measurement, 36 inches; tread, 4 feet 6 inches.

FINISH—Black body and panels; Brewster green with carmine striping gear and wheels.

UPHOLSTERING—Hand-buffed dark green leather.

TOP—Straight-grained, hand-buffed full leather; leather side curtains, oval windows, Brewster buttons.

WHEELS—Wood, fitted with, front 30 x 3 inch, rear 30 x 3½-inch, G. & J. detachable tires.

MOTOR—One, special Pope-Waverley design of double overload capacity. Speed, 5 to 17 miles per hour.

GEARING—Noiseless "herring-bone" type, running in oil and protected in dust-proof cases.

INSTRUMENT—A combination voltmeter and ammeter.

STEERING—Side lever or center lever.

BRAKES—Two foot brakes and one electric brake.

BATTERY—30 cells 9 P. V. Exide.

FENDERS—Splasher.

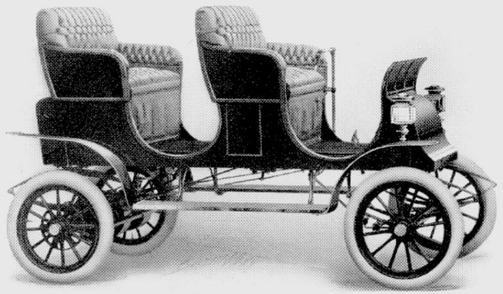
Options

FINISH AND UPHOLSTERING—Color combinations other than standard can be furnished with slight delay at extra charges to be quoted.

FENDERS—Continuous, $15 extra.

BATTERY—30 cells 9 C. B. National.

Model 69 may be had, when desired, with a seat 3 inches wider than the regular Model 69 with larger full leather top to match for $50 extra; namely, $1200 without top, $1275 with top. This model so equipped takes the place of Model 29.



Model 60-A Surrey

Standard Equipment. Price, $1700

BODY—Straight sill, panel seats; length, 8 feet 10 inches; wheel base, 7 feet 6 inches; width of seat, inside measurement, 41 inches; tread, 4 feet 6 inches.

FINISH—Black body, Brewster green panels with black trimmings; Brewster green with carmine striping gear and wheels

UPHOLSTERING—Hand-buffed dark green leather.

WHEELS—Wood, fitted with, front 30 x 3½-inch, rear 30 x 4-inch, G. & J. detachable tires.

MOTORS—Two, special Pope-Waverley design of double overload capacity. Speed, 5 to 15 miles per hour.

GEARING—Noiseless "herring-bone" type, running in oil and protected in dust-proof cases.

INSTRUMENT—A combination voltmeter and ammeter.

BRAKES—Two foot brakes and one electric brake.

STEERING—Side lever.

BATTERY—42 cells of 9 P. V. Exide.

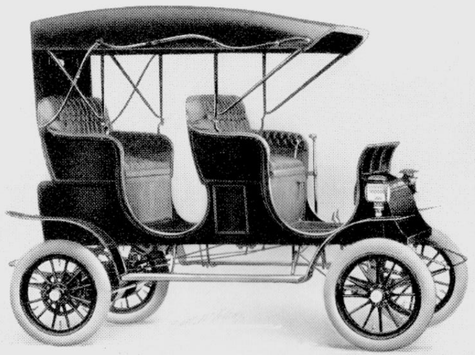
FENDERS—Continuous.

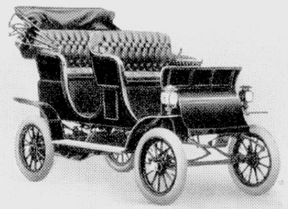
Options

FINISH AND UPHOLSTERING—Color combinations other than standard can be furnished with slight delay at extra charges to be quoted.

BATTERY—42 cells of 9 C. B. National.

TOPS—A canopy top at extra price of $100; a full leather extension top at an extra price of $125.





Model 60-B Surrey

Standard Equipment. Price, $1825 (with extension leather top

BODY—Straight sill, panel seat; length, 8 feet 10 inches; wheel base, 7 feet 6 inches; width of seat, inside measurement, 41 inches; tread, 4 feet 6 inches.

FINISH—Black body, Brewster green panels with black trimmings; Brewster green with carmine striping gear and wheels.

UPHOLSTERING—Hand-buffed dark green leather.

WHEELS—Wood, fitted with, front 30 x 3½-inch, rear 30 x 4-inch, G. & J detachable tires.

MOTORS—Two, special Pope-Waverley design of double overload capacity. Speed, 5 to 15 miles per hour.

GEARING—Noiseless "herring-bone" type, running in oil and protected in dust-proof cases.

INSTRUMENT—A combination voltmeter and ammeter.

BRAKES—Two foot brakes and one electric brake.

STEERING—Side lever.

BATTERY—42 cells of 9 P. V. Exide.

FENDERS—Continuous.

Options

FINISH AND UPHOLSTERING—Color combinations other than standard can be furnished with slight delay at extra charges to be quoted.

BATTERY—42 cells of 9 C. B. National.

Testimonials

Dorchester, Feb. 12, 1906

Pope Manufacturing Co. (Boston Branch)
223 Columbus Avenue

Gentlemen—The Station Wagon purchased from you in November has been kept on the road almost constantly since its delivery in December and has traveled over a thousand miles. I am pleased to express the general satisfaction that we all feel towards it and consider we made no mistake in our selection.

Yours truly,
HENRY S. PORTER

BINGHAMTON STATE HOSPITAL

Binghamton, N. Y., Sept. 29, 1906

The Pope-Waverley Motor Vehicle Co.
Indianapolis, Ind.

Gentlemen—Early this summer I purchased one of your No. 65 Stanhopes. I have used this vehicle all summer and it has given good satisfaction. Very truly yours,
WARDEN EGGLESTON

RHODE ISLAND CARDBOARD COMPANY

Pawtucket, R. I., August 3, 1906

Pope Motor Car Co.,
Mr. Herbert H. Rice,
Manager of Waverley Department

Dear Mr. Rice—Regarding my experience with the Waverley Electric will state, that it has given me excellent satisfaction. I have run it four years before having to change the batteries, and with new batteries this summer it is giving good results now.

I remain, Yours truly,
LOWELL EMERSON, *President*

Binghamton, N. Y., Sept. 29, 1906

Pope-Waverley Manufacturing Co.

Dear Sirs—The Road Wagon which I purchased last spring has been run every day in my business during the summer and has given satisfactory service. The wagon has been run everywhere regardless of roads, and it has never failed to climb the hills or go through the mud. Yours truly,
L. H. QUACKENBUSH, M.D.

POPE-TOLEDO MOTOR CAR COMPANY

Kansas City, Mo., Sept. 15, 1906

Pope Motor Car Co., Indianapolis, Ind.

Gentlemen—We take this opportunity of frankly stating that in taking up the Pope-Waverley agency with you this season, we did so with a feeling of uncertainty on account of the extreme hilly condition existing in our city, and before making thorough tests we felt that by guaranteeing 35 miles per charge, we were bordering on the limits of our capacity. We are, however, pleased indeed to state that we have been most agreeably surprised in securing 50 to 55 miles per charge. In testing our little Model 36 Runabout on the well-known Ninth street hill between Main street and the Post Office, our little runabout has taken three full-grown passengers up the incline repeatedly without any apparent effort, and we are rapidly overcoming the prejudice against electric vehicles in this city. Thanking you very kindly for past courtesies, we beg to remain, Very truly yours,
POPE-TOLEDO MOTOR CAR CO.
J. H. WITTMANN

THE CARNEGIE FOUNDATION FOR THE ADVANCEMENT OF TEACHING

New York, N. Y., Oct. 2, 1906

Pope Manufacturing Co., 1733 Broadway

Dear Sirs—I received your letter asking for an expression of my approval or otherwise of the Pope-Waverley Electric Car I purchased from you last spring. I am very glad to say that it has been entirely satisfactory in every way and that it has stood the test of continuous and hard service very well.

Very truly yours,
T. MORRIS CARNEGIE

J. W. BALLARD COMPANY

Binghamton, N. Y., Oct. 13, 1906

The Pope Motor Car Co., Indianapolis, Ind.

Gentlemen—I purchased a Pope-Waverley Speed Wagon in June, and have run it from 30 to 50 miles daily ever since. It will climb any hill, and has given most satisfactory results for my purpose. My wife ran it the first night without any previous experience, likewise my sixteen year old son. The average monthly expense for charging and repairs is $10, and I find it more economical than a team and crrriage. Yours truly,
J. W. BALLARD

Testimonials

BLOODGOOD, DESAULLES & TALBOT

New York, N. Y., Oct. 6, 1906

Mr. H. W. Jones,
Pope Manufacturing Co.,
55th Street and Broadway, New York.

My Dear Mr. Jones—I am in receipt of your letter asking my opinion of the Pope-Waverley that I purchased from you last March.

My original idea in getting the machine was to assist me in my real estate business, as I cover a great deal of territory during the course of the day, and in this respect I have found it a wonderful help. I also have derived much pleasure out of it during the past summer. On many occasions I have run over to Manhattan Beach, from Manhattan Beach to Coney Island and from Coney Island back to the city again without recharging it or giving the little machine a single thought. This must be at least a distance of forty-five miles. I have had it out in all kinds of weather, day in and day out, and have experienced absolutely no trouble since the first day I got it. I am delighted with the machine in every way, and can recommend it to be what I consider the best electric in the market to-day. Very truly yours,
JOHN L. DESAULLES

Toledo, Ohio, Oct. 17, 1906

Pope Motor Car Co., Indianapolis, Ind.

Gentlemen—I take pleasure in advising you that the Model 36 Pope-Waverley Electric I bought of you two years ago, and which has been in continuous service since the day I bought it, is giving me the utmost satisfaction, and I have no complaint whatever to make in regard to it.

We have owned gasoline cars, but I believe for all around and all-the-year-round service the Pope-Waverley Electric is the ideal automobile. By no means do I confine my trips in and about the city of Toledo. It is almost a daily occurrence with me to drive a good many miles into the country over ordinary country roads.

In my trips to and from the Country Club and to Perrysburg and back, a distance of about thirty miles, and similar trips, I do not hesitate to depend upon the little Pope-Waverley to take me there and back. It has never refused once to respond promptly under any and all circumstances. I have recommended it to a good many of my friends here and elsewhere, as being in my opinion the best general utility automobile on the market.

Wishing you every success, I am,
Yours truly,
JOHN W. MARSHALL

THE FRANK LYNCH COMPANY

Fargo, N. D., Oct. 15, 1906

Pope Motor Car Co., Waverley Department
Indianapolis, Ind.

Gentlemen—Replying to yours of the 13th, will say that the Surrey we purchased of you this summer is O.K. in every respect. It is giving perfect satisfaction, and is attracting a good deal of attention here. In our estimation there is no better machine made for ladies and children to handle with perfect safety.

Yours very truly,
THE FRANK LYNCH CO.

Boston, Mass., Dec. 13, 1905

Freeman Hinckley, Esq.
Resident Manager, Pope Manufacturing Co.
223 Columbus Avenue

Dear Mr. Hinckley—The Station Wagon which your company sold me last year is giving me great satisfaction. The batteries were cleaned this summer while I was in Europe, but with that exception the car has not been out of commission since I purchased it except for very minor repairs. I have found it much more satisfactory than horses for getting around in crowded streets, especially when the asphalt is wet. Yours very truly,
C. L. EDGAR

OFFICE OF FREDERICK AYER

Boston, Mass., Dec. 23, 1905

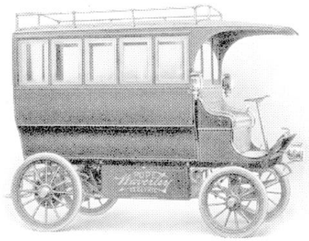
Pope Manufacturing Co., 223 Columbus Avenue.

Dear Sirs—I purchased from your company in April last a Pope-Waverley Electric Speed Wagon, so called, which I ran all through the spring, summer and fall almost constantly with the utmost satisfaction.

I know nothing about machinery or electrical apparatus; but in spite of my ignorance on these points I have had almost no difficulty with my car, although I have had it in the country for a month at a time; where it received no expert attention whatever, even the batteries being allowed to run for a month or six weeks at a time without being recrified. I found the care of the machine and charging the batteries so simple that my coachman took full charge of it, and had no difficulty in keeping it in fair running order.

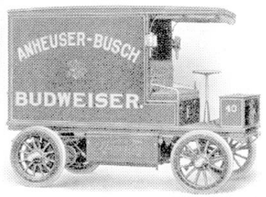
In brief, I am very much pleased with my machine in every way, and have been surprised that I was able to get such constant and satisfactory service out of it with so little care and trouble.

Yours truly,
CHARLES F. AYER



12-passenger Bus (special)

3000 pound Truck (special)



POPE-WAVERLEY COMMERCIAL WAGONS

In virtually every branch of industry and activity the horse is already a disappearing factor. The railroad locomotive and the electric trolley car have long since eliminated him as an agent in long-distance transportation. The electric truck is rapidly supplanting him for local hauling. The light and medium weight electric wagons are already competing in the field of retail delivery and parcel express.

THE ELECTRIC TRUCK SUPPLANTS THE HORSE

The power wagon can move faster, can carry a heavier load and carry it farther and longer than any horse. It never grows weary. It is ever ready. It requires no large stores of food. It is content with any shelter. It may be repaired after any accident, short of total demolition. It never dies. The power wagon resembles the horse only in its demand for reasonable care, and for a competent hand to guide it. It fills less room in a crowded street. It can turn in its own length. It can move backward, as well as forward. It contracts no disease and occasions none. It necessitates no large unsanitary stables for its shelter. It leaves the streets clean. It is less dangerous to pedestrians.

POWER WAGON ADVANTAGES

The electric power wagon is, of all vehicles yet evolved, the cleanest, quickest to start, cheapest and most efficient. It is the only highway vehicle that meets the demands of this age of great things done quickly.

Most thorough and rigid tests, under varying conditions, have proved, beyond all question, that the Pope-Waverley Electric, either for light delivery or heavy trucking, is superior from every point of view to other types of motive power. The Electric is more easily and economically maintained and operated, is "always ready" and does its work perfectly and uncomplainingly in hot weather or cold weather, in rain, slush, snow and sleet. The Electric, too, is so simple of operation that the problem of competent drivers does not offer any objection as is the case with contrasting types.

ALWAYS READY UNDER ALL CONDITIONS

The economy of electric commercial wagons is proved by the increasing interest shown in them by express companies and large commercial houses. Express companies in many cities are adding to their equipment and have several hundred in use. Pope-Waverley Electric Delivery, quite aside from all its established points of superiority and economy over horse-drawn

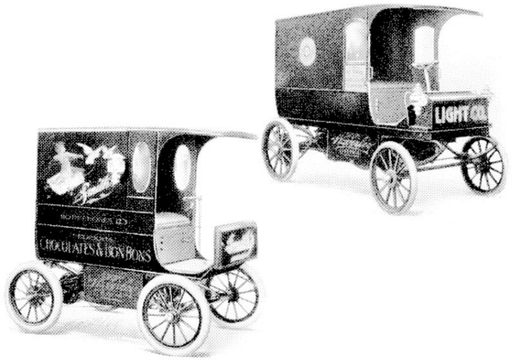
equipment, adds prestige to any establishment employing it, and has an advertising value which is incalculable.

Electric illuminating advertising signs may be easily attached to electric commercial wagons, making them a profitable source of advertising at night. Good results in this direction are secured as illustrated herewith.

THE ADVERTISING VALUE

We manufacture electric trucks from one to five tons capacity, with any form and style of body required. Tell us the number of horse-drawn trucks you employ; the character of your business; the approximate number of pounds your present vehicles carry, and their average mileage, and we will send you illustrations, specifications and prices of delivery wagons or trucks with cost of equipment and probable cost of operation and maintenance.

ONE TO FIVE TONS CAPACITY



Testimonials

CINCINNATI MOTOR VEHICLE COMPANY
Cincinnati, Ohio, Oct. 18, 1906

Pope Motor Car Co., Waverley Department, Indianapolis, Ind.

Gentlemen—The Bradford, Model 44, is in daily service and doing well. It is the best looking wagon in town. Mechanically and electrically it seems O.K. You know what a fault-finder I am, and I am pleased to find this wagon so nearly perfect.

W. B. CHURCHER

PETTIS DRY GOODS COMPANY
Indianapolis, Ind., April 12, 1906

The Pope Motor Car Co., City

Gentlemen—The Electric Delivery Wagon which you built for us has been in daily operation for over a year and has given very satisfactory service. Very respectfully yours,

GEORGE A. GAY, *President*

Indianapolis, Ind., April 12, 1906

Pope Motor Car Co, City

Dear Sirs—It gives me great pleasure to say that I used the first Auto delivery wagon in the state of Indiana, years ago, which was a Pope-Waverley Electric. We were so well pleased with the same that we bought a new one, and I must say that the Pope-Waverley is very satisfactory in every detail and we can cheerfully recommend it to any one who wants a serviceable Auto of any kind.

Respectfully, J. A. RINK

Macon, Ga., April 2, 1906

Pope Motor Car Co, Waverley Department, Indianapolis, Ind.

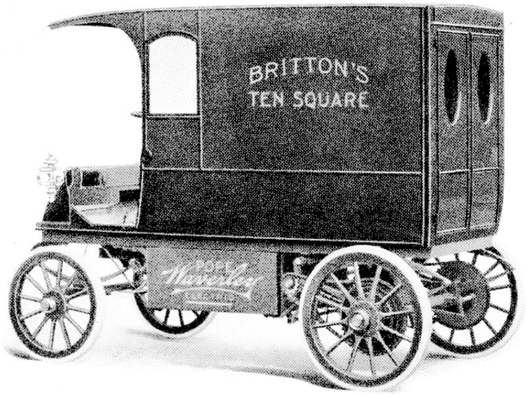
Gentlemen—Replying to your favor of the 30th ulto. we beg to say that the Pope-Waverley Delivery Wagon, which we purchased from you some time ago, has been giving very good satisfaction and is very easy to handle. Yours truly,

ACME BREWING COMPANY

Chicago, Ill., Jan. 31, 1906

Pope Motor Car Co., Waverley Department, Indianapolis, Ind.

Gentlemen—I purchased last June through O. F. Weber Co., of this city, one of your 1500 pound trucks. This truck has been in constant use since, covering 20 to 35 miles per day. On one occasion, I had on 3500 pounds, and the wagon carried it without trouble. I have found it the most satisfactory as well as economical proposition, and could heartily recommend it to any one needing such a car. Yours very truly, P. J. SHAMPAY



Model 43 Closed Delivery Wagon

Capacity, 1200 pounds. Price, $1850

BODY—Carrying space: Length, 5 feet 3 inches; width, 3 feet 4 inches; height, 4 feet 8 inches. Length over all, 10 feet 8 inches; width over all, 5 feet 10 inches.

FINISH—Brewster green body; Brewster green gear and wheels.

WHEEL BASE—7 feet 7 inches; tread, 5 feet.

MOTOR—Single motor, double reduction; double side chain drive.

WHEELS—Wood, front 32 inches, rear 36 inches, fitted with 3-inch solid rubber tires.

INSTRUMENT—A combination voltmeter and ammeter.

BRAKES—Two, hub brake and countershaft brake.

STEERING—Wheel with sector and pinion.

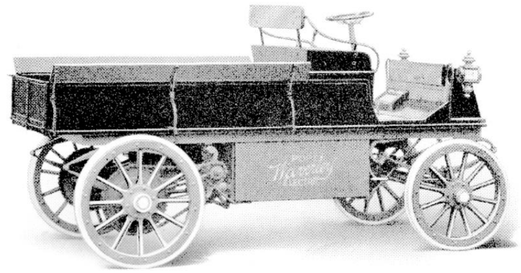
BATTERY—42 cells of 11 P. V. Exide.

Options

BODY—Any shape or style furnished at extra charges to be quoted.

BATTERY—42 cells of 11 C. B. National.

FINISH—Color combinations other than the above can be furnished with any style of lettering desired.



Model 44 Open Delivery Wagon

Capacity, 1200 pounds. Price, $1850

BODY—Carrying space: Length, 6 feet; width, 3 feet 4 inches; height, 4 feet 8 inches. Length over all, 11 feet 1 inch; width over all, 5 feet 10 inches.

FINISH—Brewster green body; Brewster green gear and wheels.

WHEELS—Wood, front 32 inches, rear 36 inches, fitted with 3-inch solid rubber tires.

WHEEL BASE—7 feet 7 inches; tread, 5 feet.

MOTOR—Single motor, double reduction; double side chain drive.

INSTRUMENT—A combination voltmeter and ammeter.

BRAKES—Two, hub brake and countershaft brake.

STEERING—Wheel with sector and pinion.

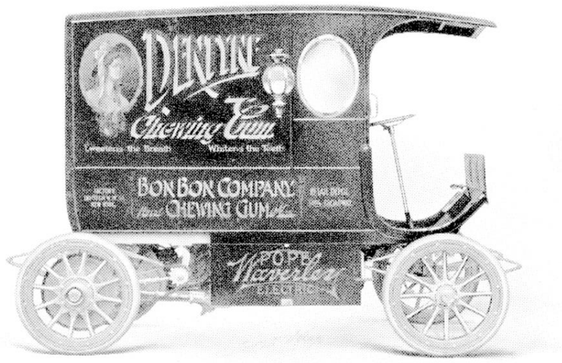
BATTERY—42 cells of 11 P. V. Exide.

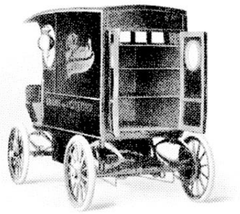
Options

BODY—Any shape or style furnished at extra charges to be quoted.

BATTERY—42 cells of 11 C. B. National.

FINISH—Color combinations other than the above can be furnished with any style of lettering desired.





Model 63 Closed Delivery Wagon

Capacity, 800 pounds. Price, $1700

BODY—Carrying space: Length, 4 feet 3 inches; width, 2 feet 10 inches; height, 4 feet 2 inches.

FINISH—Brewster green body; coach red gear and wheels.

UPHOLSTERING—Hand-buffed dark green leather.

WHEEL BASE—7 feet 1 inch; tread, 4 feet 6 inches.

WHEELS—Wood, fitted front and rear with 30 x 3-inch solid rubber tires.

MOTOR—One, suspended from body in front of rear axle.

GEARING—Double reduction gears; double side chain drive.

INSTRUMENT—A combination voltmeter and ammeter.

BRAKES—Foot and electric.

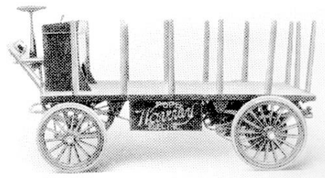
STEERING—Wheel, tilting.

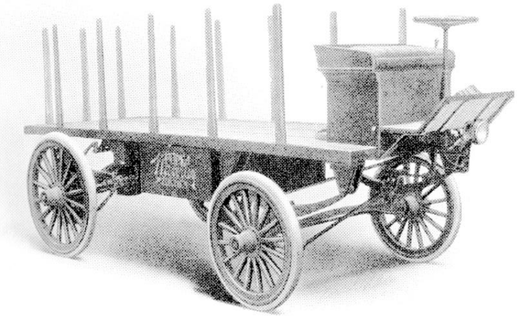
BATTERY—40 cells of 9 P. V. Exide.

Options

FINISH—Color combinations other than standard can be furnished with slight delay at extra charges to be quoted.

BATTERY—40 cells of 9 C. B. National.





One Ton Truck

BODY—Carrying space: Length, 11 feet; width, 4 feet 6 inches. Length over all, 14 feet; width over all, 6 feet 10 inches.

WHEEL BASE—7 feet 8 inches; tread, 5 feet 8 inches.

WHEELS—Wood, fitted front and rear with 36 x 3-inch solid rubber tires.

MOTORS—Two, hung from chassis in front of rear axle.

GEARING—Double reduction gears; double side chain drive.

INSTRUMENT—A combination voltmeter and ammeter.

BRAKES—Two, expansion type hub brakes.

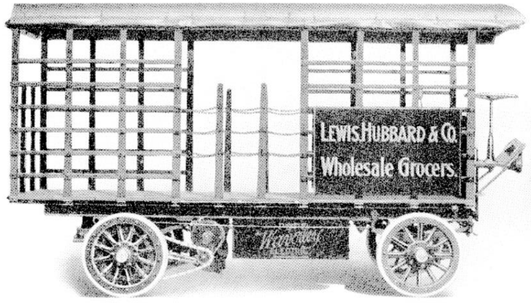
STEERING—Wheel with sector and pinion.

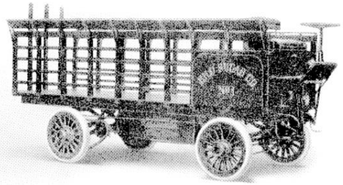
BATTERY—42 cells of 11 M. V. Exide.

Options

BATTERY—42 cells of 11 W. B. National.

FINISH—Color combinations furnished with any style of lettering desired.





Three Ton Truck

BODY—Carrying space: Length, 14 feet; width, 5 feet; height, 6 feet. Length over all, 17 feet; width over all, 7 feet 9 inches.

WHEEL BASE—9 feet 10 inches; tread, 6 feet 1 inch.

WHEELS—Wood, fitted front and rear with 36 x 5-inch solid rubber tires.

MOTORS—Two, hung from chassis in front of rear axle.

GEARING—Double reduction gears; double side chain drive.

INSTRUMENT—A combination voltmeter and ammeter.

BRAKES—Two, expansion type hub brakes.

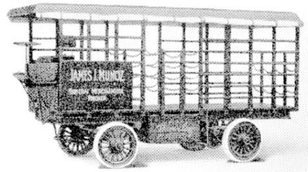
STEERING—Wheel with sector and pinion.

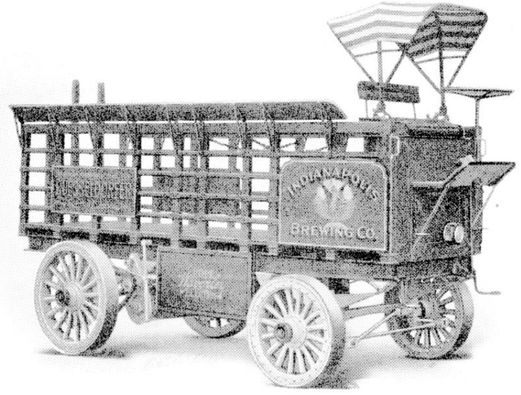
BATTERY—42 cells of 15 M. V. Exide.

Options

BATTERY—42 cells of 15 W. B. National

FINISH—Color combinations furnished with any style of lettering desired.





Five Ton Truck

BODY—Carrying space: Length, 16 feet; width, 5 feet. Length over all, 18 feet; width over all, 8 feet 1 inch.

WHEEL BASE—10 feet 1 inch; tread, 6 feet 4 inches.

WHEELS—Wood, fitted front and rear with 36 x 6-inch solid rubber, wood or steel tires.

MOTORS—Two, hung from chassis in front of rear axle.

GEARING—Double reduction gears; double side chain drive.

INSTRUMENT—A combination voltmeter and ammeter.

BRAKES—Two, expansion type hub brakes.

STEERING—Wheel with sector and pinion.

BATTERY—42 cells of 19 M. V. Exide.

Options

BATTERY—42 cells of 19 W. B. National.

FINISH—Color combinations furnished with any style of lettering desired.

Lead Burning

Battery Room

GARAGING POPE-WAVERLEY ELECTRIC AUTOMOBILES

Because electricity is itself a "mysterious fluid," it does not follow that all things electrical are equally mysterious. As a matter of fact, the operation and care of the electric automobile is extremely simple, as well as the charging of it.

Whether the electric carriage is best cared for in a public or private garage, depends altogether on circumstances. There are in every city plenty of first-class stations where the electric vehicle may be housed and fed and in nearly every city also is a Pope-Waverley dealer who is especially well fitted to do this work. For a stipulated sum per month, he will charge, wash, test batteries and deliver the carriage at your door regularly.

Sometimes the owner prefers or finds it more convenient to care for and charge his own carriage at his home. This may be easily arranged as charging plants are simple and require no attention. If direct current

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TERMS AND GUARANTEE

Terms Ten per cent. deposit (minimum of one hundred dollars) cash with order, balance C.O.D.; or, if by freight, subject to sight draft with bill of lading attached. Machines f.o.b. at Indianapolis.

Orders executed in rotation as received.

(Adopted by the National Association of Automobile Manufacturers)

We Guarantee all goods furnished by us for sixty days following the date of their shipment, based upon the date of invoice covering the goods; this guarantee being limited to the replacement in our factory of all parts giving out under normal service in consequence of defect of material or workmanship, without other responsibility on our part of any character.

If the circumstances do not permit that the work shall be executed in our factory, the said guarantee is limited to the shipment, without charge, of the parts intended to replace those acknowledged to be defective. It is, however, understood that we may make no guarantee whatever regarding pneumatic tires or 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.

Our dealers are solely responsible to the purchaser of our goods for all undertakings and guarantees made by them beyond those expressed above.

WAVERLEY DEPARTMENT, POPE MOTOR CAR CO.

Foreign Department The sale of Pope-Waverley Electrics in countries outside of the United States, is controlled by the Foreign Department of the Pope Manufacturing Company, of Hartford, Conn., U. S. A., to which communications regarding foreign sales should be addressed.