

BHC-MSS 0005  
Guide to the Records of the Locomobile Company of America Blueprints  
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**Descriptive Summary**

**Creator:** Locomobile Company of America

**Title:** Records of the Locomobile Company of America Blueprints

**Dates:** 1924-1926

**Quantity:** 1 manuscript box

**Abstract:** Following the purchase of the Bridgeport based Locomobile Company of America by Durant Motors in 1922, Locomobile continued to produce automobiles and automotive parts. The blueprints within this collection document what was produced from 1924 to 1926.

**Collection No.:** BHC-MS 0005

**Language:** English

**Repository:** Bridgeport History Center

**Company History**

The Locomobile Company of America began its life in Watertown, Massachusetts in 1899. Founded by John Walker and Amzi Lorenzo Barber, the two began the company when they witnessed the steam powered car that was built by Francis and Freelan Stanley. Walker and Barber acquired the plans, and originally called their company The Automobile Company of America. That name was already taken, and Barber is given the credit for changing the name to the Locomobile Company of America. They quickly involved others with the venture, including the company's first president Samuel Todd Davis Jr. who filled that position until his death in 1915.

The company moved to Bridgeport, Connecticut, in 1900, and initially produced steam cars. During this time, steam, electric, and gasoline cars were all being developed, with no one particular type leading the pack. Around 1901, gasoline cars began to gain traction, and the Locomobile Company of America brought in engineer Andrew L. Riker to assist in developing their cars further. Prior to being hired by Locomobile, Riker had owned the Riker Motor Vehicle Company, based out of Elizabeth, New Jersey, which produced electric cars. In 1903, the company began producing gasoline powered cars exclusively.

As the car developed, so did the brand, and Locomobile eschewed an assembly line focus for one that emphasized the handcrafted nature of each automobile. This developed into a boast that no more than four Locomobiles were produced each day, making Locomobile an early luxury brand. With lighting provided by Tiffany and Company's, plush interiors, and careful attention to detail, this boast was used as a marketing and selling point. In addition, the small number of cars produced allowed the Locomobile Company of America to remain in touch with owners, which helped to ensure customer loyalty, as well as excellent service.

The Locomobile Company of America also participated in early automobile races. A key victory was won at the Vanderbilt Cup race on October 24, 1908, when the car now affectionately known as the

Old 16 won the race. That victory made Locomobile the only American car company to win the race, as all previous winners had been manufacturers from outside of the United States. In 1911, the Locomobile Company of America started to manufacture commercial trucks. These worm drive trucks had a number of various body models based on the need of the individual, and it also proved useful in the First World War. The demand for the truck, later renamed the Riker Truck in honor of Locomobile engineer Andrew L. Riker, helped grow the Bridgeport economy during World War One.

Locomobile was bought by William C. Durant and incorporated into Durant Motors in 1922. Durant helped to found General Motors. During this time Locomobiles were still produced, but until 1925, only the Model 48 was produced under the Locomobile marquee. 1925 allowed for the introduction of the 8-66 Junior Eight, then several more models after that, but Durant motors went under in 1929. Production lasted until 1933, but after that Locomobile as a brand was no more. As of today, there are some remaining Locomobiles. The Old 16 racer is owned by the Henry Ford Museum, and some models appear in auction houses from time to time, retailing for extremely high prices.

**Scope and Content Note:**

The blueprints relate to various automotive parts produced by the Locomobile Company of America following the purchase of Locomobile by Durant Motors in 1922. Due to the paper, the blueprints are fragile.

**Arrangement note:**

Arranged by blueprint number. Various dates are on each blueprint, relating to the production process.

**Administrative information:**

**Provenance:** Donation

**Preferred Citation:**

Records of the Locomobile Company of America Blueprints (BHC-MSS 0005), Bridgeport History Center.

**Names and Subject Tracings**

**Box/Folder listing:**

Box 1

1. 200023, front spring bumper, feb 25, 1924
2. 200072, Clutch control shaft bracket assembly, December 14, 1925
3. 200081, Spark plug gasket, November 17, 1924
4. 201214, Torque arm, September 1925
5. 201388, Transmission counter shaft, April 12, 1926
6. 201396, Rear wheel hub, June 22, 1925
7. 201398, Cylinder head stud nut, October 3, 1925
8. 201399, Rear axel shaft key, July 2, 1924
9. 201408, rear cross member, January 1, 1925
10. 201473, Gasoline strainer body, August 11, 1924
11. 201474, Gasoline strainer bottom, August 11, 1924
12. 201475. Gasoline strainer top, August 11, 1924

13. 201477, Gasoline tank filler, January 15, 1925
14. 201478, Gasoline tank filler flange, August 11, 1924
15. 201487, Gasoline gauge washer, March 8, 1825
16. 201501, Torgue arm insulator, September 14, 1926
17. 201510, wheel ring disteel, June 14, 1924
18. 201511, Shock absorber strap anchor, May 5, 1924
19. 201514, Oil fitting straight, March 14, 1924
20. 201515, Oil fitting, July 8, 1926
21. 201517, Radiator filler necksleeve, June 15 1925
22. 201519, Radiator [?], June 29, 1926
23. 201522, Clutch under pan, August 31, 1925
24. 201524, Radiator cap washer, March 26, 1924
25. 201527, Tire pump hose, July 22, 1925
26. 201529, Head lamp bracket, December 6, 1925
27. 201530, Head lamp bracket, October 2, 1924
28. 201532, Head lamp bracket, brace end, October 4, 1924
29. 201533, Head lamp bracket, brace tube, December 6, 1925
30. 201540 and 201541, Running board, November 25, 1925
31. 201545, Clutch brake shoe stud, March 18, 1924
32. 201547, Transmission case cover plate plunger, March 15, 1926
33. 201548, Tire pan assembly, March 17, 1924
34. 201550, Tire pan assembly complete, April 13, 1926
35. 201551, Tire pan, March 13, 1926
36. 201556, Stop lamp switch, September 4, 1924
37. 201562, Hood catch plate, March 14, 1924
38. 201569, Tire strap (upper) pin, March 18, 1924
39. 201582, Tire strap (lower) pin, March 18, 1924
40. 201585, Tire carrier shoe support extension, March 25, 1925
41. 201644, Hood handle, April 14, 1924
42. 202046, Rear axle shaft nut, June 16, 1924
43. 202472, Accelerator pedal hinge pin, July 20, 1925
44. 203476 and 203477, Radiator splash apron backer, March 10, 1926
45. 202560, Wiring harness, October 25, 1925
46. 203474, Tire carrier tie bar assembly - two tres, March 4, 1926
47. 203516, Muffler pipe (lower) assembly - heater type, April 16, 1926
48. 203517, Muffler pipe (lower) assembly - heater type, April 16, 1926
49. 250144 and 250145, Rear quarters rear leather trim July 1, 1925
50. Parts list for model 48 19000 series, 1924