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1892

ROCHESTER BICYCLES.



ROCHESTER CYCLE MFG. CO.
75 S. ST. PAUL ST.
ROCHESTER, N.Y.

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9-526
7330

ROCHESTER CYCLE M'FG CO.,

MAKERS OF



ROCHESTER BICYCLES,

OFFICE AND FACTORY.

..... ROCHESTER, N. Y.

.....

TL 435, R635 R635 1892

BRANCH AGENCIES:

CHICAGO, BOSTON,	CLEVELAND, NEW YORK,	DETROIT, PHILADELPHIA.
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INTRODUCTORY:

WE take pleasure in presenting to cyclists our Annual Catalogue for the year 1892. The wheels which we display this season for your consideration are so extensive in new improvements, graceful lines and actual merit, that they are justly described by the expert, who upon first seeing them said: "*they are simply far ahead of the times.*" Upon starting years ago in the manufacture of Bicycles, aiming to produce the very finest wheels that experience, money and high grade workmen could construct, is bearing fruit in the large volume of business that almost without solicitation, is finding us out, to which, with increased facilities from time to time we hope to do full justice. The best acknowledgment that we can

get, that our efforts to elevate the grade of our goods, to the highest point attainable, are the flattering comments heard from all riders of our last years' "Peerless" wheels. We are glad to have the verdict of riders and the trade as to the quality of our work, based entirely through the medium of the goods themselves.

Our new "Rochester" wheels have made an instantaneous hit from the very start. Wheelmen, at a glance, recognize the fact that they contain all the best points of the other noted makes, and many distinctive features of superiority to them all, chief among which are the *Double Diamond Frame top and bottom* and *Double Ball-bearing Crank Axle*. Our own *Peerless Spring Fork*, which has created a furore throughout the country, is in itself recognized by even the novice, to be far ahead in practicability to any other in the market, it is at once conceded to be the most valuable improvement made in bicycle circles of the present age. It is the only Spring Fork in existence that can be adjusted to suit the weight of the person, or that can be made easy or rigid at his pleasure, being impossible to get out of order, with none of the looseness or unevenness in steering, so common to other wheels, it adds largely to the strength, while not detracting from the beauty; in fact it is the neatest, the most simple device for relieving vibration ever before invented.

To old friends who have favored us with their valued patronage in the past, whose kind compliments have aided to roll our wheels so quickly into the confidence of others, we gratefully extend our thanks and promise that success so completely achieved will in no ways detract from our watchfulness over their interests, but will only spur us on to further and greater efforts.

ROCHESTER CYCLE MFG CO.



GUARANTEE

WE guarantee our machines to be free from flaws in workmanship or material, and agree to make good within one year from date of purchase, any defect, not caused by use, misuse or neglect.

No claim will be allowed unless the parts are sent to us for examination.

GENERAL INFORMATION.

Terms: Net cash, with order. No discount only to regular authorized agents.

Be sure to give full shipping instructions.

Goods delivered F. O. B. in Rochester, after which our responsibility ceases.

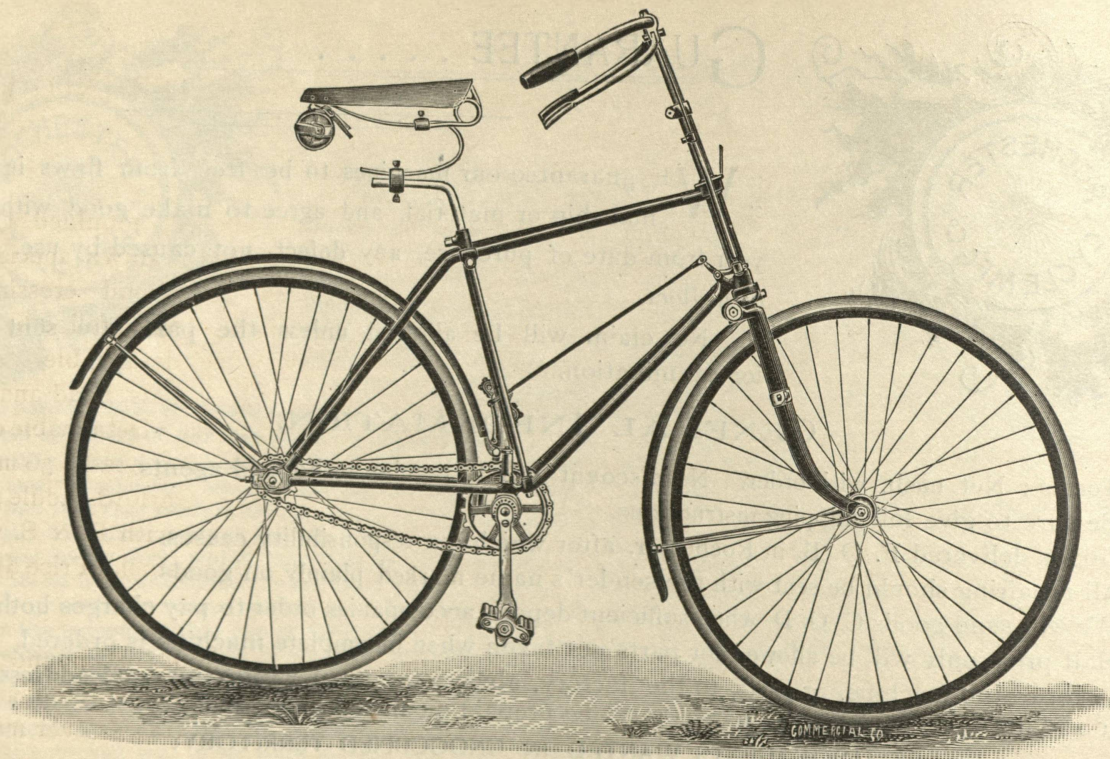
All repairing should be sent with the sender's name marked plainly on goods.

We will send goods C. O. D. when sufficient deposit accompanies order to pay charges both ways.

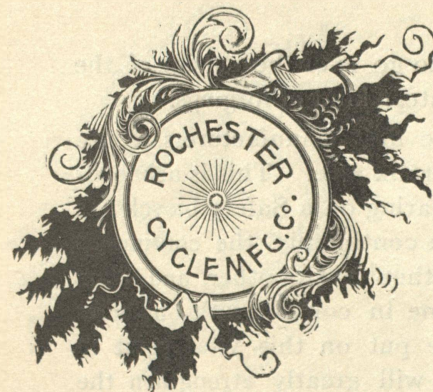
Half price only will be allowed for parts not taken when incomplete machine is ordered.

In returning machine, or parts, to the factory, always tag them with name and address of the sender and notify us by letter. Charges must be prepaid on all returned goods.

RELIABLE AGENTS WANTED IN UNOCCUPIED TERRITORY.



1892. ROCHESTER No. 1.

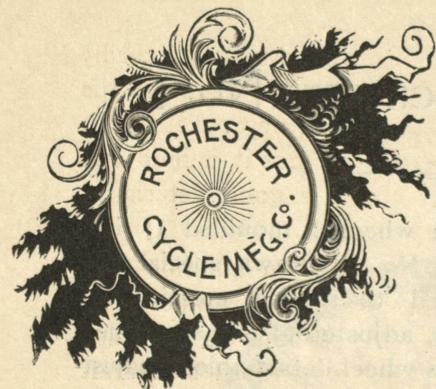


SPECIFICATIONS OF ROCHESTER No. 1.

Double diamond frame; 28 inch wheels; moulded $1\frac{1}{4}$ inch cushion tires; Warwick hollow rims; No. 13 drawn special steel tangent spokes crossed twice, nicked to second crossing and strongly tied. 36 spokes to each wheel, adjusted at felloe by a neat brass nipple. Peerless hubs, with chain wheel detachable. Adjustable ball bearings to both wheels, crank axle, pedals, head and spring fork joint. Weldless steel tube front fork with Adjustable Peerless Spring Fork. Detachable cranks, 6 to $6\frac{1}{2}$ inch throw; double ball bearing crank axle (see page 12); $7\frac{1}{2}$ inch steering head; 36 inch one piece $\frac{7}{8}$ inch handle bar; vulcanite handles; brake to rear wheel; L seat rod; Garford saddle; round step; adjustable foot-rests; sheet steel mud guards over both wheels; tool bag with B. & S. wrench and oil can. Gear, 56 inch. Weight, 47 Pounds. Nicely finished in nickel and enamel. Price \$135.00.

SPECIAL FEATURES.

FRAME.—Our frame is a marvel of strength and lightness, weighing only $6\frac{1}{2}$ pounds. It is made of $\frac{5}{8}$ inch weldless steel tubing throughout, except two vertical braces of $\frac{3}{8}$ inch tubing, and is so constructed that it is braced in every possible way, and is one of the strongest frames ever manufac-



tured. The steel forgings are all made to go over the outside of the tubing, thus making the strongest and lightest kind of forgings.

CRANK AXLE BEARINGS.—We are the first manufacturers to use four rows of balls (see page 12) in the crank axle. This is acknowledged by all to be the hardest worked bearing on a Safety bicycle, as it has the tremendous draw of the chain continually, the continuous pedaling of the rider first on one side and then on the other, and being so low the crank and pedal very often come in contact with obstacles cause a very great shock and strain to be put on this vital point in a machine. These four rows of balls will greatly strengthen the machine and add greatly to the life of this, which is always the first bearing to wear out.

PEERLESS SPRING FORK.—We have greatly improved this spring fork for 1892. The season of 1891 has proven its sterling worth as an anti-vibration device. We have added ball bearings to the hinge or joint, also an adjustable hardened stop. This spring fork can be adjusted to suit any weight of rider and give little or much spring as may be required, or it can be adjusted into a rigid fork. There is absolutely none of the lateral motion in this fork that is so prominent in other spring forks, and riders that have always been averse to any kind of springs believe in the Peerless Spring Fork because it can be adjusted to suit them.

DETACHABLE SPROCKET WHEEL.—This is a point that has been neglected in the past, as we consider a detachable sprocket wheel almost a necessity in a high grade safety. The sprocket wheel

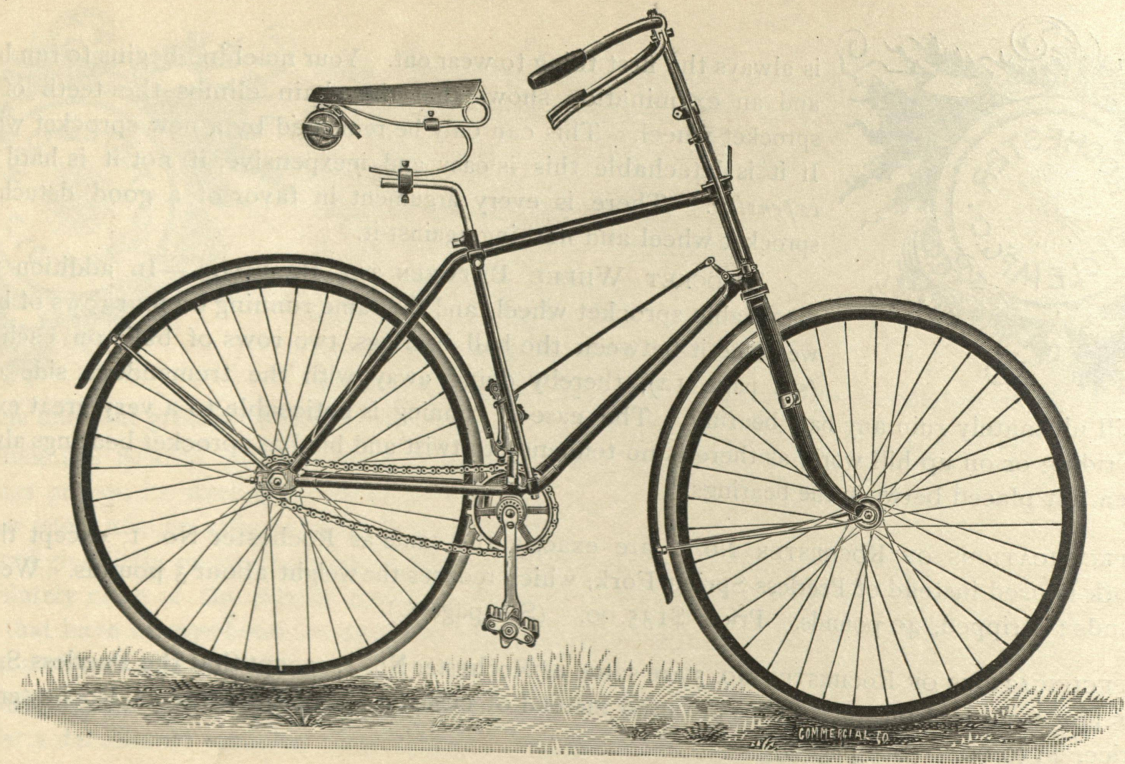


is always the first thing to wear out. Your machine begins to run badly and an examination shows that the chain climbs the teeth of the sprocket wheel. This can only be remedied by a new sprocket wheel. If it is detachable this is easy and inexpensive, if not it is hard and *expensive*. There is every argument in favor of a good detachable sprocket wheel and nothing against it.

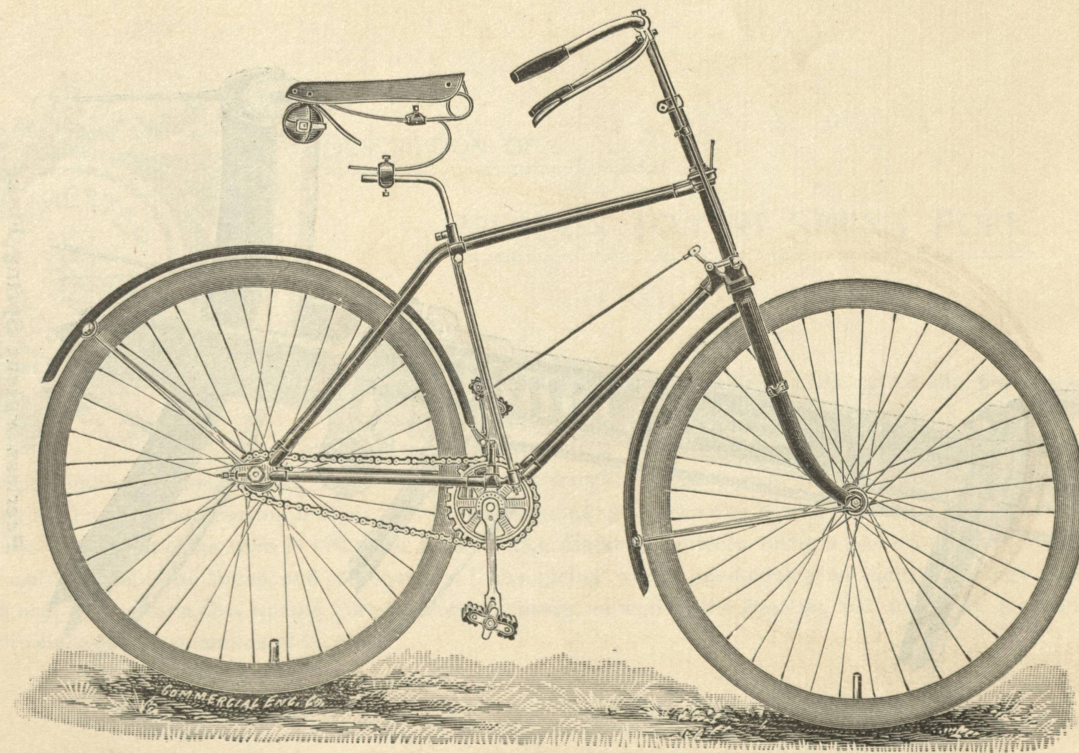
SPROCKET WHEEL BETWEEN THE BEARINGS.—In addition to a detachable sprocket wheel, and the same running on four rows of balls, we place it between the ball bearings, two rows of balls on each side (see page 12), thereby doing away with the tremendous side draft that will ultimately ruin any ball bearing. The ease of running is noticeable to a very great extent in fast riding or on up hill work, as there is no tendency to twist and bind as sprocket bearings always do when not placed between the bearings.

SPECIFICATIONS OF ROCHESTER No. 2 are exactly the same as Rochester No. 1, except that a rigid fork is used instead of Peerless Spring Fork, which reduces the weight about 3 pounds. Weight, 44 pounds; stripped, 40 pounds. Price, \$135.00. (See page 8.)

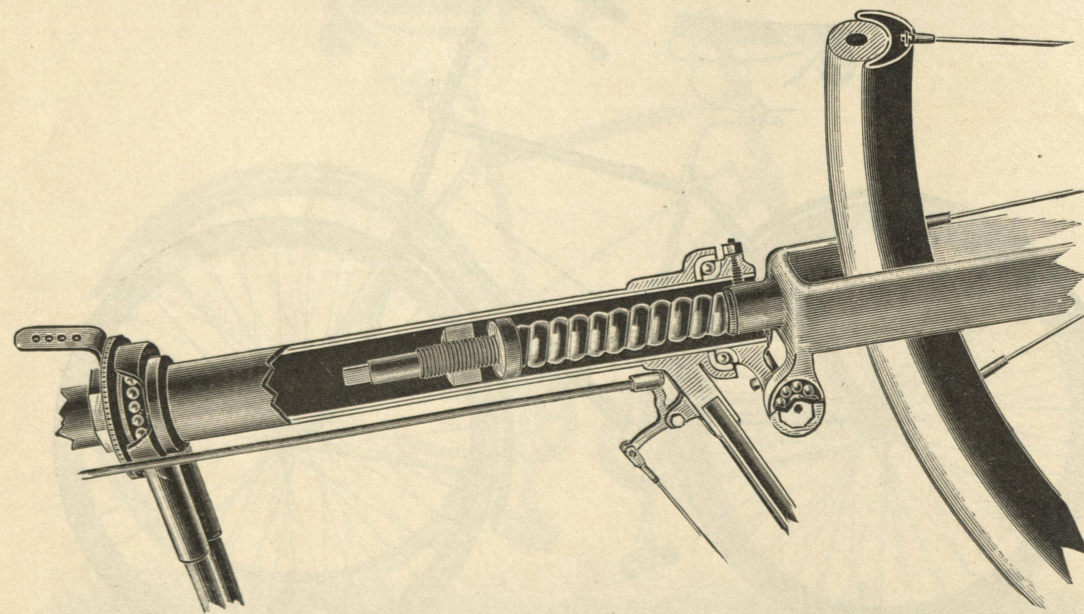
SPECIFICATIONS OF ROCHESTER No. 3 are same as Rochester No. 1, except that the Peerless Spring Fork is not used, and pneumatic tires are used instead of cushions. Weight same as Rochester No. 2. Price, \$150.00. (See page 9).



1892 ROCHESTER NO. 2.



1892 ROCHESTER. NO. 3.



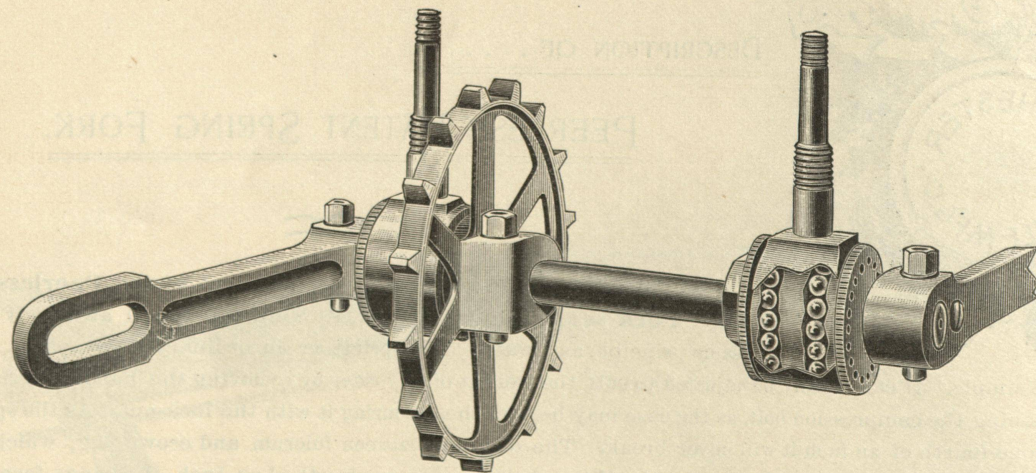
Peerless Patent Spring Fork.



DESCRIPTION OF

PEERLESS PATENT SPRING FORK.

ON the opposite page we give a very plain cut of the **Peerless Spring Fork** as applied to the **PEERLESS SAFETIES** Nos. 1 and 2. It works on the same principle as a watch case spring, or an ordinary door spring. Nothing can be more simple. It can readily be adjusted to suit the weight of any rider by removing the handle bar and loosening or tightening the compression bolt, as the case may be, and then securing it with the lock-nut. As the spring only compresses one-fourth of an inch it will never break. The distance between fulcrum and crown lug, which acts as a stop, is multiplied sixteen times, and consequently, if the spring works one-fourth of an inch, it springs four inches at the fork end. We attach this Spring Fork to other machines, as well as the Peerless, and would be pleased to correspond with riders of other makes of bicycles.



CRANK AXLE.

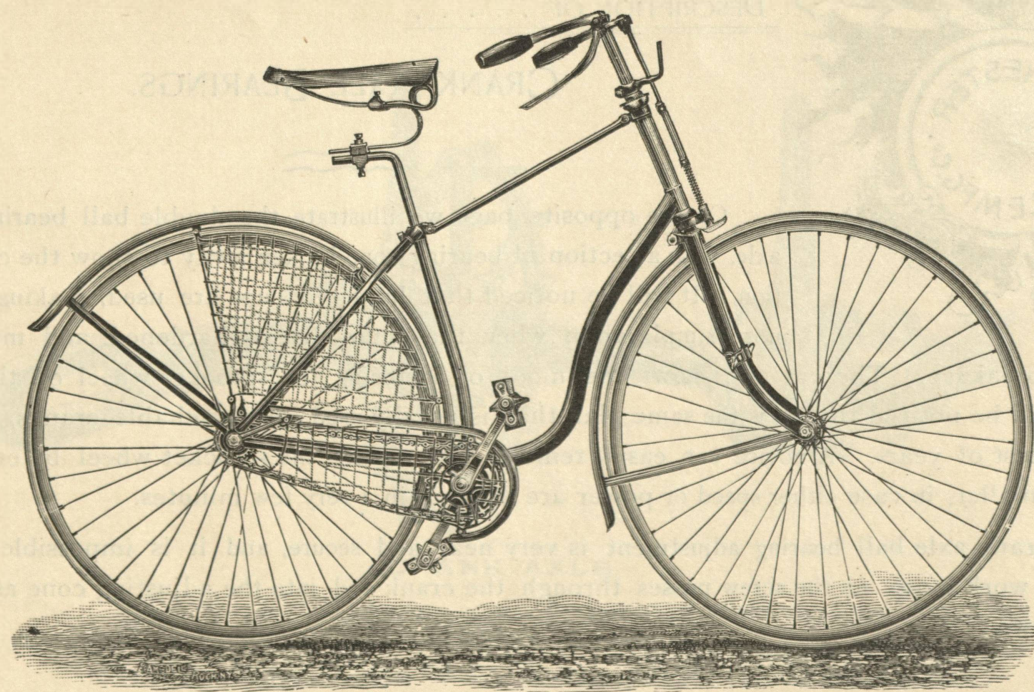


DESCRIPTION OF

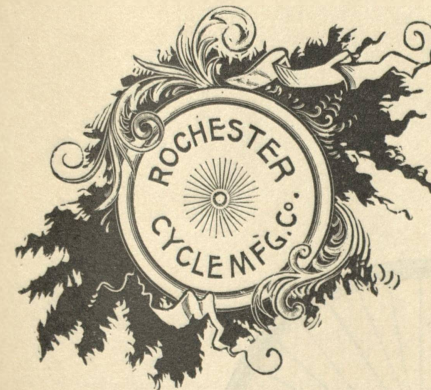
CRANK AXLE BEARINGS.

On the opposite page we illustrate the double ball bearing crank axle, with a section of bearing cone broken away to show the construction. It will be noticed that hardened cups are used, making repairs more simple than when the entire case is hardened, and much less liable to breakage. The cut also shows the mode of fastening the sprocket wheel on the crank axle; it will be noticed that it is the same plan that is usually used on detachable cranks, and has stood the test of years. A novice can easily remove and replace the sprocket wheel by one either larger or smaller, in case either speed or power are desired, in a very few minutes.

The crank axle ball bearing adjustment is very neat and secure, and it is impossible for the bearing to work loose, as the screw passes through the crank and into the adjusting cone as the cut clearly shows.



1892 PEERLESS NO. 1.

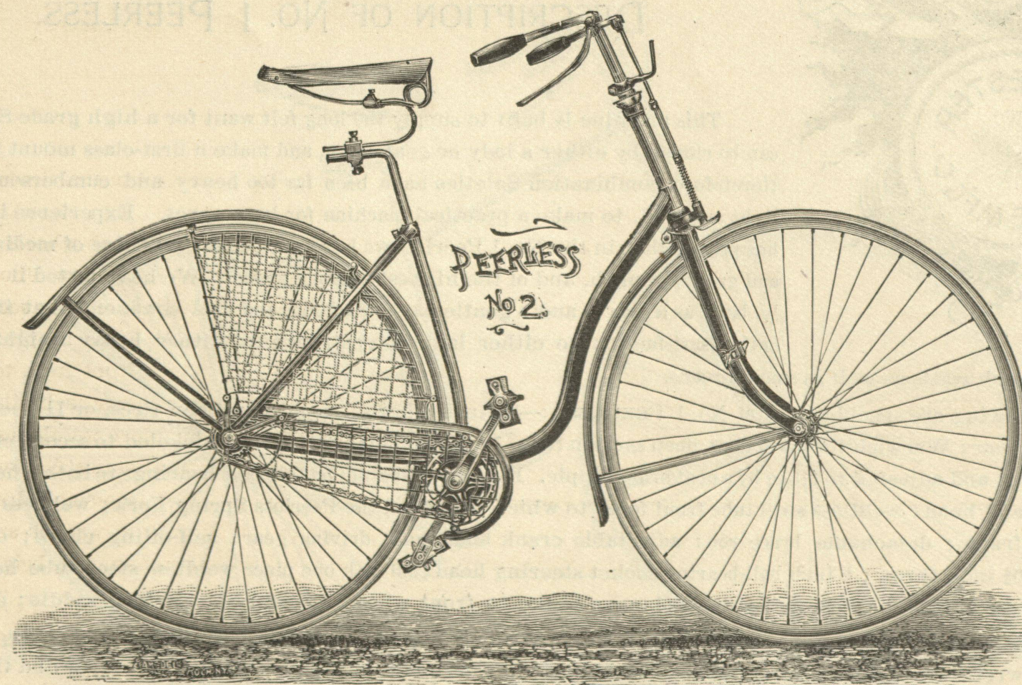


DESCRIPTION OF NO. 1 PEERLESS.

This machine is built to supply the long felt want for a high grade Safety that can be ridden by either a lady or gentleman, and make a first-class mount for either. Heretofore, combination Safeties have been far too heavy and cumbersome, or too light and frail, to make a practical machine for both sexes. Experience in the past has proven that in the No. 1 Peerless we have perfected a machine of medium weight and great strength, and of the highest possible grade. We have tested it thoroughly, both as a lady's and a gentleman's machine, and feel confident that it will give entire satisfaction to either lady or gentleman, of either heavy weight or light

weight, on rough roads as well as smooth roads.

The following are specifications of No. 1 PEERLESS:—30 inch wheels; moulded rubber tires, or $1\frac{1}{4}$ inch cushion tire front and rear; Warwick hollow felloes, deep section; No. 11 to No. 13 tangent spokes, nicked to second crossing, 40 rear, 36 to front, and adjusted to felloe by a neat brass nipple. Peerless hubs, adjustable ball bearings to both wheels, crank axles, pedals and head; weldless steel tube front fork, to which is applied the Peerless Spring Fork; weldless steel tube combination frame; detachable brace rod; adjustable crank and chain driving gear; self-oiling chain; detachable cranks, $5\frac{1}{2}$ to $6\frac{1}{2}$ inch throw; 9 inch ball-bearing socket steering head; 30 inch one piece weldless steel tube handle bar, adjustable as to height; vulcanite handles; plunger brake to front wheel; L seat rod; Garford saddle; detachable steel-wire dress guards; round step; adjustable foot-rests; sheet steel mud guards over both wheels and chain. Tool bag with B. & S. wrench and oil can. Gear, 56 inch. Weight, 48 pounds. The usual parts nicked on copper and the balance enameled, bright finish. Price, \$135.00.

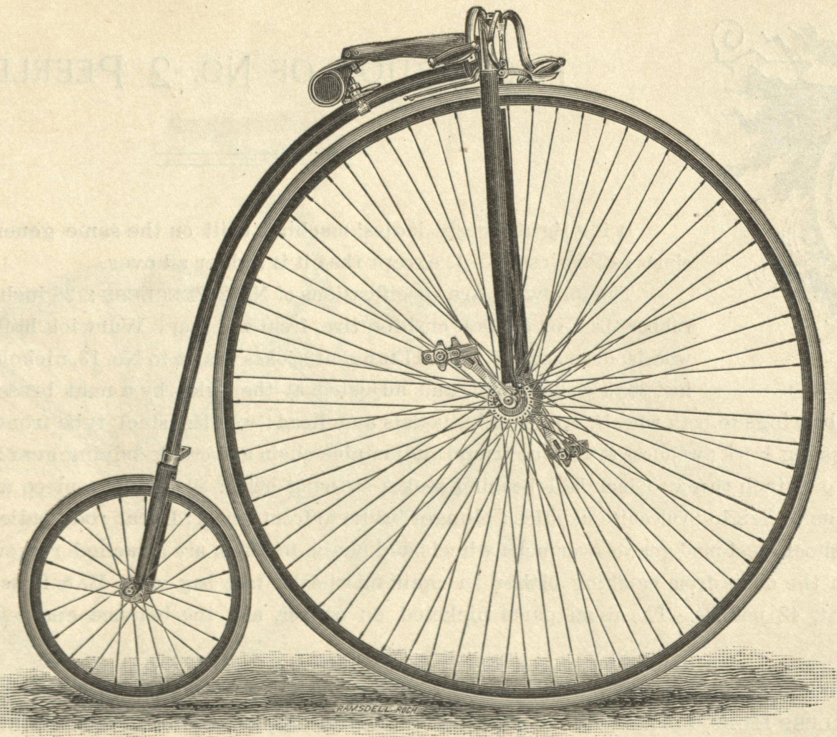


DESCRIPTION OF NO. 2 PEERLESS.

It is a light weight ladies' machine, built on the same general lines and principles as Peerless No. 1, except that it is lighter all over.

The following are specifications of No. 2 PEERLESS: 28 inch wheels; moulded rubber tires, or $1\frac{1}{4}$ inch cushion tire, front and rear. Warwick hollow felloes to both wheels, deep section; No. 11 tangent spokes drawn to No. 13, nickeled to second crossing, 36 to each wheel, and adjusted at the felloe by a neat brass nipple; Peerless hubs; adjustable ball bearings to both wheels, crank axle, pedals and head; weldless steel tube front fork, to which is applied the Peerless Spring Fork; weldless steel tube frame; adjustable chain and crank driving gear; self-oiling chain; detachable cranks, $5\frac{1}{2}$ to $6\frac{1}{2}$ inch throw; 9 inch ball bearing socket steering head; 30 inch one piece weldless steel tube handle bar, adjustable as to height; vulcanite handles; plunger brake to front wheel; L seat rod; ladies' Garford saddle; adjustable foot-rests; sheet steel mud guards over both wheels and chain, to which are attached removable dress guards which entirely prevent the dress from catching either in chain or wheels; tool bag with B. & S. wrench and oil can. Gear, 52 inch. Weight, 42 pounds. The usual parts nickeled on copper, and the balance enameled, bright finish. Price, \$135.00.

We retain the same SPECIAL FEATURES in this machine that are so prominent in our No. 1; such as SPRING FORK, DRAWN SPOKES, PEERLESS HUBS, PEERLESS BALL HEAD, BRASS NIPPLES, and SADDLE ADJUSTMENT.



1892 PEERLESS LIGHT ROADSTER.

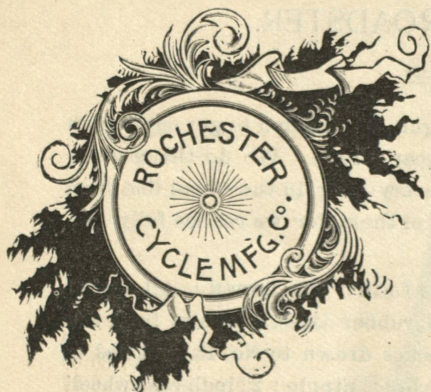


PEERLESS LIGHT ROADSTER.

After giving the matter a great deal of thought, we decided to get out a high grade, rational, ordinary, light roadster for this year's trade. We do this more to let the public see that they can get anything and everything in the wheel line from us, than with the idea of selling any great amount of them, for we realize fully that the Safety must be the leader.

The following are specifications of PEERLESS LIGHT ROADSTER: All special steel forgings and weldless steel tubing; moulded rubber tires, $\frac{1}{4}$ inch to front and rear; Warwick hollow felloe; No. 11 tangent spokes drawn to No. 13, nicked to second crossing, 72 to front wheel and 24 to rear wheel, and adjusted at felloe by a neat brass nipple; 22 inch rear wheel; forged steel hub flanges, and a special quality of steel for axle; detachable cranks, 5 to 6 inch throw; adjustable ball bearings to front and rear wheels and pedals; $1\frac{1}{8}$ inch backbone of liberal gauge, of weldless steel tubing; long neck with dust shield; weldless steel tube hollow front forks of very strong section; strong shell rear forks; continuous one piece weldless steel tube handle bar, with adjustable spade handles; adjustable step; Fish saddle; tool bag with B. & S. wrench and oil can. Weight, 40 pounds.

Price, \$115.00. Difference of \$2.50 for each two inches in size, up or down.



Estimates gladly furnished.

REPAIRING.

We make a specialty of Repairing, Nickeling and Enameling, and are prepared to furnish estimates on anything in this line. We have put in a great deal of special machinery to do this kind of work, and as a consequence are able to do it in a workmanlike manner, and at prices consistent with first-class work.

NICKELING.

Our facilities for Nickeling are complete. We are in a position to do the very best work ; in fact, we will not do any but the finest.

ENAMELING.

We have two of the best Enameling ovens in this country, and are prepared to do the finest work in competition with anyone. Write for prices on re-nickeling and enameling second-hand machines.



PRICE LIST OF PARTS OF ROCHESTER BICYCLES.

1. Front Wheel , complete.....	\$25 00	16. Front Wheel Hub flange.....	\$ 2 00
2. Front Wheel Felloe, 1½ x 28, enameled.....	6 00	17. Front Wheel Hub Ball Bearing Cup.....	60
3. Front Wheel Felloe, 1½ x 28, enameled.....	6 25	18. Rear Wheel , complete.....	30 00
4. Drilling either of above rims, extra.....	1 00	19. Rear Wheel Felloe, 1½ x 28, enameled.....	6 00
5. Front Wheel 1½ x 28 Cushion Tire.....	8 00	20. Rear Wheel Felloe, 1½ x 28, enameled.....	6 00
6. Front Wheel 1½ x 28 Cushion Tire.....	8 00	21. Drilling either of above rims, extra.....	1 00
7. Front Wheel Spoke, nickeled to crossing....	10	22. Rear Wheel 1½ x 28 Cushion Tire.....	8 00
8. Front Wheel Spoke nipple.....	5	23. Rear Wheel 1½ x 28 Cushion Tire.....	8 00
9. Front Wheel Hub, com., nickeled and drilled	7 00	24. Rear Wheel Spoke, nickeled to crossing....	10
10. Front Wheel Cone, left side.....	50	25. Rear Wheel Spoke Nipple.....	5
11. Front Wheel Cone, right side.....	50	26. Rear Wheel Hub, nickeled and drilled.....	8 00
12. Front Wheel Axle.....	1 25	27. Rear Wheel Cone, right.....	50
13. Front Wheel Axle nut.....	15	28. Rear Wheel Cone, left.....	50
14. Front Wheel Oil Cover.....	15	29. Rear Wheel Axle.....	1 25
15. Front Wheel Hub Center.....	2 00	30. Rear Wheel Axle Nut.....	15

Always order by number, giving number of Machine.

PRICE-LIST.—CONTINUED.

31. Rear Wheel Step.....	\$ 50	63. Crank Ball Bearing Case, nickeled.....	\$3 00
32. Rear Wheel Chain Adjusting Bolt.....	60	64. Crank Ball Bearing Case, machined.....	2 75
33. Rear Wheel Chain Adjusting Nut.....	15	65. Crank Ball Bearing Case Cup.....	60
34. Rear Wheel Oil Cover.....	15	66. Crank Ball Bear. Case Adjust. Cone, outside.	1 00
35. Rear Wheel Hub Center.....	2 00	67. Crank Ball Bearing Case Cone, left, inside..	75
36. Rear Wheel Hub Flange.....	2 00	68. Crank Ball Bearing Case Cone, right, inside.	60
37. Rear Wheel Hub Flange and Chain Wheel..	3 00	69. Crank Ball Bearing Case D Washer.....	15
38. Rear Wheel Hub Flange and Chain Wheel Nut	25	70. Crank Ball Bearing Nut.....	25
39. Rear Wheel Hub Bearing Cup.....	60	71. Crank Ball Bearing Adjusting Screw.....	15
40. Frame , complete, nickeled and enameled..	30 00	72. Crank Ball Bearing Oil Cover.....	10
41. Frame Middle Brace, left side, nickeled....	2 25	73. Crank Ball Bearing Oil Cover Screw.....	10
42. Frame Middle Brace, right side, nickeled....	2 25	74. Crank Ball Bearing Nut Sleeve.....	75
43. Frame Middle Brace Nut.....	10	75. Crank Ball Bearing Nut Sleeve Set Nut.....	10
44. Frame Middle Brace Top Bolt.....	25	76. Crank Axle Sprocket Wheel.....	2 50
45. Frame Middle Brace Top Bolt Nut.....	10	77. Crank Axle Sprocket Wheel Key.....	25
46. Frame Steering Head, upper ball bear. shell.	60	78. Crank Axle Sprocket Wheel Key Washer....	5
47. Frame Steering Head, lower ball bear. shell.	60	79. Crank Axle Sprocket Wheel Key Nut.....	10
49. Frame Saddle Post Bolt.....	15	80. Crank Axle Sprocket Wheel Brace.....	2 00
50. Frame Lamp Bracket.....	30	81. Crank Axle Ball, $\frac{1}{2}$ inch.....	5
51. Frame Top Head Lug, machined.....	2 75	82. Pedals , per pair.....	10 00
52. Frame Lower Head Lug, machined.....	4 50	83. Pedal Pin.....	1 00
53. Frame Seat Lug, machined.....	2 50	84. Pedal End Plate.....	75
54. Frame Rear Fork End, machined, right.....	1 75	85. Pedal Rubber Bar.....	20
55. Frame Rear Fork End, machined, left.....	1 75	86. Pedal Rubber Bar Nut.....	10
56. Frame Crank Bearing Lug, machined, right.	2 25	87. Pedal Pin Cone.....	40
57. Frame Crank Bearing Lug, machined, left...	2 25	88. Pedal Pin Outside Washer.....	10
58. Frame Mud Guard, bridge.....	1 00	89. Pedal Pin Outside Nut.....	15
59. Crank , nickeled.....	1 75	90. Pedal Pin Inside Washer.....	10
60. Crank Key.....	25	92. Pedal Pin Inside Washer Nut.....	15
61. Crank Key Washer.....	5	93. Pedal Rubber.....	50
62. Crank Key Nut.....	10	94. Pedal Ball, 3-16 inch.....	5

Always order by number, giving number of Machine.

PRICE LIST.—CONTINUED.

95. Front Fork , complete.....	\$15 00	126. Handle Bar, down tube, only.....	\$ 75
96. Front Fork Upper Tube, complete.....	5 00	127. Handle Bar, Vulcanite.....	50
97. Front Fork Head Lower Cone.....	60	128. Handle Bar Brake Lever Clip.....	60
98. Front Fork Head Top Cone.....	60	129. Handle Bar Brake Lever Clip Screw.....	15
99. Front Fork Handle Bar Clip.....	75	130. Handle Bar Brake Lever Clip Bolt.....	20
100. Front Fork Handle Bar Clip Bolt.....	20	131. Handle Bar Brake Lever Clip Bolt Nut.....	10
101. Front Fork Handle Bar Clip Bolt Nut.....	15	132. Brake Lever	1 50
102. Front Fork Spring.....	50	133. Brake Lever Screw.....	15
103. Front Fork Spring Joint Axle.....	1 00	134. Brake Rod.....	50
104. Front Fork Spring Joint Cone.....	40	135. Brake Tube and Ball.....	1 00
105. Front Fork Spring Joint Cup.....	60	136. Brake Tube.....	50
106. Front Fork Spring Joint Washer.....	10	137. Brake Tube Ball.....	50
107. Front Fork Spring Joint Nut.....	10	138. Brake Tube Clip.....	25
108. Front Fork Spring Joint Axle Cotter Pin....	25	139. Brake Tube Clip Screw.....	15
109. Front Fork Spr. J'nt Axle Cotter Pin Washer	10	140. Brake Bell Crank.....	1 00
110. Front Fork Spr. J'nt Ax. Cot. Pin Wash. Nut	10	141. Brake Bell Crank Bolt.....	15
111. Front Fork Spring Stop Screw.....	15	142. Brake Bell Crank Bolt Nut.....	10
112. Front Fork Spring Stop Screw Nut.....	10	143. Brake Universal Joint Adjustable Screw....	25
113. Front Fork Head Nut.....	30	144. Brake Universal Joint Binder Screw.....	10
114. Front Fork Foot Rests, per pair.....	1 00	145. Brake Bell Crank Screw.....	10
115. Front Fork Foot Rest Bolt.....	15	146. Brake 3-16 Connecting Rod.....	25
116. Front Fork Foot Rest Bolt Nut.....	10	147. Brake 3-16 Connecting Rod Joint.....	25
117. Front Fork Spring Washer.....	10	148. Brake 3-16 Connecting Rod Joint Screw....	10
118. Front Fork Spring Washer Adj. Bolt.....	30	149. Brake Spoon, nickeled.....	1 00
119. Front Fork Crown.....	2 75	150. Brake Spoon Spring.....	20
120. Front Fork Top Joint Forging.....	2 50	151. Brake Spoon Bolt.....	15
121. Front Fork Side, right.....	1 50	152. Brake Spoon Bolt Nut.....	10
122. Front Fork Side, left.....	1 50	153. Brake Spoon Screw.....	15
123. Front Fork Upper Tube, only.....	1 00	154. Front Mud Guard , comp., with braces.	1 50
124. Handle Bar , nickeled.....	5 00	155. Front Mud Guard Brace, right.....	60
125. Handle Bar, tube only.....	2 00	156. Front Mud Guard Brace, left.....	60

Always order by number, giving number of Machine.

PRICE LIST.—CONTINUED.

157	Front Mud Guard Brace Nut.....	\$ 10	173	Saddle Coil Spring	\$ 50
158	Front Mud Guard Brace Holder.....	20	174	Saddle Coil Spring Clip	50
159	Front Mud Guard Screw.....	10	175	Saddle Upper Clip.....	50
160	Rear Mud Guard , comp., with braces..	2 00	176	Saddle Upper Clip Set Bolt.....	20
161	Rear Mud Guard Brace, right.....	60	177	Saddle Cantle	40
162	Rear Mud Guard Brace, left.....	60	178	Saddle Cantle Screw.....	15
163	Rear Mud Guard Brace Nut.....	10	179	Saddle Cantle Screw Nut.....	10
164	Rear Mud Guard Holder	20	180	Saddle Post Block.....	50
165	Rear Mud Guard Screw	10	181	Saddle Post Block Set Screw.....	20
166	Rear Mud Guard Bridge Bolt.....	15	182	Chain	4 00
167	Rear Mud Guard Bridge Bolt Nut.....	10	183	Chain Solid Link.....	10
168	Saddle—Garford	6 00	184	Chain Side Link.....	05
169	Saddle Tool Bag.....	75	185	Chain Rivet.	10
170	Saddle Leather.....	2 00	186	Screw.....	10
171	Saddle Hook.....	20	187	Chain Screw Nut.....	05
172	Saddle Spring.....	2 00			

PRICE LIST OF PARTS OF ROCHESTER NO. 2.

188.	Front Fork Crown.....	\$2 00
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For other parts, see Price List of parts of Rochester No. 1.

PRICE LIST OF PARTS OF ROCHESTER NO. 3.

See Price List of parts of Rochester Nos. 1 and 2.

Always order by number, giving number of Machine.



ROCHESTER NO. 3.