

CROWDS AT GRAND AUTOMOBILE SHOWS

SEAL UP MOTORS AGAINST FOOLS

Manufacturers of the Power Trucks Shown at Palace Guard Against Tampering by Drivers.

One of the most interesting things about the development of the motor truck as shown by the vehicles exhibited in the Grand Central Palace is the care taken to safeguard the trucks from the recklessness and ignorance of fool drivers. In some instances provision has been made to seal up certain parts of the trucks in an effort to make certain that the trucks will be run only at a conservative rate of speed. A fixed ignition is being adopted for the truck use and many makers of business motor vehicles are putting governors on the engines in order to prevent the drivers sending the vehicles along at a rate that would soon send the trucks to the junk heap or the repair shop. In the case of the Lippard-Stewart Company they openly state that their light delivery wagon has been so designed that even a rash youngster of sixteen cannot easily harm its mechanism. Because it is the general practice to place cheaply paid men on motor trucks the designers of this class of vehicles must make them as near fool-proof as possible.

Another tendency of motor truck design is to construct the chassis that it is possible to remove the transmission or the clutch or the engine, in a few minutes and substitute another in case of damage. It is felt by the motor truck designers that provision of this kind is an absolute necessity because it does away with the possibilities of trucks being out of service for extended periods undergoing repairs to some part of the mechanism that ought to be easily and quickly removable.

The business man who visits the Palace Show for the first time is amazed at the varieties of motor business wagons shown. A striking one is a great canary colored moving van. Alongside of it is a panel bodied carpet dealer's wagon done up in green with a top on it and rolling side curtains. A blue heavy truck comes next, alongside of it is a monster stake truck, painted red, and there are some little wagons for laundries, grocers, butchers and bakers that sell as low as \$25, including a top. Even the United Cigar Stores Company has a top wagon there, which is used for delivering its wares. The Pioneer Brewing Company truck, which is one of the biggest in the show, is of the Commer type.

There is a black bodied underframe's wagon also, which shows another way the automobile can be utilized. Among the little fellows there is a three wheeler. Of course, it is called a "trike" and it is safe to say that each trade, business or profession can find just what motor wagon it wants at the show in Lexington avenue.

The show ends to-night at half-past ten o'clock. Its attendance and business have been very satisfactory both to the exhibitors and to the management.

CLOSE BIG DEAL IN COMMERCIAL CARS

Transportation Sales Company Contracts for \$1,000,000 Worth of Trucks and Motors.

Wyckoff, Church & Partridge, Inc., of No. 1743 Broadway, have entered into a contract with the Transportation Sales Company involving the purchase by the latter concern of Commer trucks and Guy Vaughan pleasure cars to the extent of a minimum of a million dollars during the year 1912. This deal takes with it the exclusive representation of Commer trucks and Guy Vaughan cars in Greater New York. The new company will operate from the present address of Wyckoff, Church & Partridge, having taken a lease of that location for its salesroom and offices.

The Wyckoff, Church & Partridge Company will retain space in the same building for its general and executive offices.

The plans of the new company include the erection of a six store building, in which will be installed a complete repair shop and service department. This same building will also include a public truck garage, with accommodations for at least two hundred motor vehicles.

The Wyckoff, Church & Partridge Company will now devote itself entirely to the work connected with truck production and agency expansion and will continue its broad advertising policy more extensively than ever. The plans include liberal local advertising and co-operation with Commer truck agents throughout the country. In New York city it will conduct, together with the Transportation Sales Company, a continuance on an extended scale of the educational publicity already begun in the metropolitan districts.

BELIEVES IN MOTOR TRUCK

H. B. Hamlin, in charge of the commercial vehicle tire exhibit of the Goodyear Tire and Rubber Company at the Garden this week, is a firm believer in the immediate future of the motor truck.

"The Goodyear Tire and Rubber Company has seen it coming," says Mr. Hamlin. "We intend to have our share of the mammoth tire business close at hand, and have been designing with a special view to aid the truck manufacturer and user to solve their problems."

Both at the Palace and Garden much attention is attracted by the Goodyear demountable solid truck tire. This is a heavy duty tire, specially designed for the new S. A. 2 standard wheel. It will have a special field among truck owners who are not located near large tire applying stations.

REPORTS MANY SALS.

The Abbott-Detroit Company announces that since the opening of the Palace Show the Abbott-Detroit salesmen have booked enough orders for these cars to dispose of the factory output for the next four months. Three models are shown. They are the limousine "de luxe," the "submarine" roadster and the "4" foredoor touring car.

WORM DRIVE SHOWN.

The worm drive as a subject for discussion among truck users and makers has been a live one since the Pierce Arrow Motor Car Company a year ago announced its adoption of this type. The present exhibition at Madison Square Garden is the first at which an actual worm gear with the differential in place has been shown.

At the Pierce Arrow exhibit the housing has almost all been removed and the entire wheel and worm can be seen. A crank has been attached to one end of the worm, and by turning it the entire working of the model may be seen.

The Pierce Arrow exhibit also includes two complete trucks and a chassis.

Motor Truck Economies Features of Garden Commercial Vehicle Show



Devices to Save Money for the Business Man Are Numerous and Attract Much Attention.

Devices which obviously lead in the direction of economy for the business man are features of the exhibits at the commercial vehicle display in Madison Square Garden which are attracting much attention. The show will remain open all this week.

There is one truck displayed at the Garden which is equipped with an acetylene self-starting device, and it is reported that numerous negotiations are under way to put self-starters of this sort on various makes of trucks as standard equipment for 1912. The model is a three ton Grabowsky wagon, fitted with a Disco equipment. This device is used by numerous pleasure car manufacturers. One of the Saurer models uses a compressed air starter.

It is not at all surprising that progressive manufacturers are adopting the self-starters, inasmuch as so much of the life of a commercial vehicle is occupied in loading and unloading freight. Many truck motors are difficult to crank, particularly when cold, and operators in consequence keep the engine running while loading and unloading to dodge the physical effort of cranking. This wastes gasoline and oil, besides having a tendency to heat and wear out the motor. In this respect self-starters on commercial vehicles will save considerably more money than on pleasure cars.

It is surprising to note the number of women visiting the truck show. Practically all of these are either women engaged directly in business or else those who are heavily interested in corporations in various lines of industry. Salesmen and demonstrators have been astounded by the number of the intelligent questions put to them by women. Some of these business women have haulage cost, for either horse drawn or motor vehicles, at the tips of their tongues—these figures being based on their actual experience in the operation of same.

One of the interested spectators at various exhibits yesterday was Mrs. Harriet Clark Fisher, who made a trip around the world in an automobile two years ago. Mrs. Fisher is the owner of the Eagle Iron Works, Trenton, N. J., which business was founded fifty-two years ago by her late husband. Among manufacturers she is known as "The Aunt Queen," for, while she is a woman of wealth, she nevertheless frequently puts on overalls and works with molten metal in her factory. She learned the iron moulding business years ago, when in order to resolve this education she did the hard work of regular mechanics daily. Naturally she is interested in motor truck problems.

The Alco exhibit has made a hit with a line of "steel body" trucks. The company exhibits two types of bodies which are entirely of steel construction. One is a five ton truck equipped for hauling coal, the other a vehicle of two tons capacity for carrying cases of beer.

The Alco exhibit also includes a three and a half ton chassis, the type that is establishing a new world's non-stop record.

To correct the impression that the manufacture of Hewitt trucks is still being carried on by the Motor Car Company, attention is called to the fact that it recently purchased from that company all the rights to manufacture and sell Hewitt trucks. The Motor Car Company has no further connection with trucks bearing the name Hewitt, for its product is known as the "Evelitt."

The Hewitt line ranges from one to ten ton capacity and only four of these being shown in the Garden.

TRUCK STILL RUNS.

With a record of 359 hours of continuous service, the non-stop Alco truck is still running for the United States Express Company in the New Jersey hills.

Nearly one hundred and fifty tons of merchandise have been carried by this truck. Six hundred and seventy-three miles, with an aggregate of 93 stops for purposes of loading and unloading goods, have been registered on the odometer.

The truck continued yesterday, despite the difficulties in the nature of hilly roads, to maintain the route scheduled by the express company. In twenty-four hours it hauled 47,000 pounds of parcels and boxes, covering seventy-one miles and making eighty-four stops in the course of sixteen trips from Jersey City to Hoboken.

FLANDERS WAGON.

Among the various exhibits at the Garden commercial vehicle show at the Garden none is attracting a larger crowd than the Studebaker B-M-F exhibit, in the first balcony to the right of the main entrance. The new Flanders light panel delivery wagon is on display at this space.

C. F. Rodden, manager of the automobile department of the Studebaker, New York branch, declares that the constantly growing demand for a light panel wagon suitable for grocers, florists, milliners, meat markets, laundries and other merchants requiring a rapid and absolutely economical and dependable delivery wagon at a low first cost led to the manufacture of this wagon.

DISPLAY LIGHT TRUCKS.

One of the busy exhibits at the Garden motor truck show is that of the Rec trucks of R. M. Owen & Co. There are two types of Model H, light delivery trucks, exhibited, the standard delivery body and the stake body. Duplicates of these cars are now being used in every section of the globe, in almost every line of delivery.

One of them carried 1,300 pounds of official baggage in the last Golden Tour, leaving up with the touring cars for 1,400 miles under the most trying road conditions, and finished at Jacksonville in perfect condition.

HYDRAULIC DUMPER.

One of the exhibits attracting much attention at the Garden is that of the Sampson truck, in which the method of discharging a load is illustrated at short intervals by a small boy. Pressure on a button on the dash starts a hydraulic apparatus that tilts the bed of the truck to such an angle that the load readily slides off. This system is employed in many of the trucks used in the coal and iron industry, and is particularly valuable in the case of heavy loads of coal or iron ore, which are not injured by dumping.

POPE-HARTFORD TRUCKS.

Reports of the Pope-Hartford three ton truck received from various parts of the country.

HORSES, CARRIAGES, & C.

A HANDSOME, SPLENDID, FASTEST HORSE, 1077 attractive in appearance, thoroughly gentle in disposition, and perfectly reliable in every respect. Sired by Star of the West, imported from England, and dam by the famous "The Duke," imported from France. Price, \$100.00. Private stable, 221 East 97th St.

1000 Broughams, every style, \$25 up to \$100.00. Coaches and Wagons, \$50 up to \$200.00. Cabs, \$25 up to \$100.00. Buggy, \$25 up to \$100.00. Carriage, \$25 up to \$100.00. Harness, \$25 up to \$100.00. Saddles, \$25 up to \$100.00. Blankets, \$25 up to \$100.00. Trunks, \$25 up to \$100.00. Cases, \$25 up to \$100.00. Boxes, \$25 up to \$100.00. Bags, \$25 up to \$100.00. Hats, \$25 up to \$100.00. Shoes, \$25 up to \$100.00. Gloves, \$25 up to \$100.00. Umbrellas, \$25 up to \$100.00. Canes, \$25 up to \$100.00. Sticks, \$25 up to \$100.00. Pipes, \$25 up to \$100.00. Cigars, \$25 up to \$100.00. Cigarettes, \$25 up to \$100.00. Books, \$25 up to \$100.00. Papers, \$25 up to \$100.00. Maps, \$25 up to \$100.00. Globes, \$25 up to \$100.00. Toys, \$25 up to \$100.00. Games, \$25 up to \$100.00. Puzzles, \$25 up to \$100.00. Cards, \$25 up to \$100.00. Dice, \$25 up to \$100.00. Coins, \$25 up to \$100.00. Jewelry, \$25 up to \$100.00. Watches, \$25 up to \$100.00. 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