

### Trucks for Mine Rescue Work in Ohio Given Trial

Graham Brothers Truck With Dodge Brothers Power Plant Leads on State's Worst Hill.

For the urgent demands of mine rescue work, the state of Ohio required five more sturdy trucks, in which the hardy crews of the rescue stations could be rushed to the scene of mine fires or explosions. To prove which of many competing trucks was most suitable for this rigorous work, the official committee in charge of this purchase decided to hold a test run starting from Columbus, and open to all comers. When the test began it was found that seven different trucks of well-known makes were entered in the competition.

The run began from Columbus to Jacksontown, thence over a detour to Thornville and on to New Lexington. After covering 40 miles over good pavements varied with moderately bad roads, the trucks were strung out for many miles along the road. The first to reach New Lexington was Graham Brothers truck with Dodge Brothers power plant.

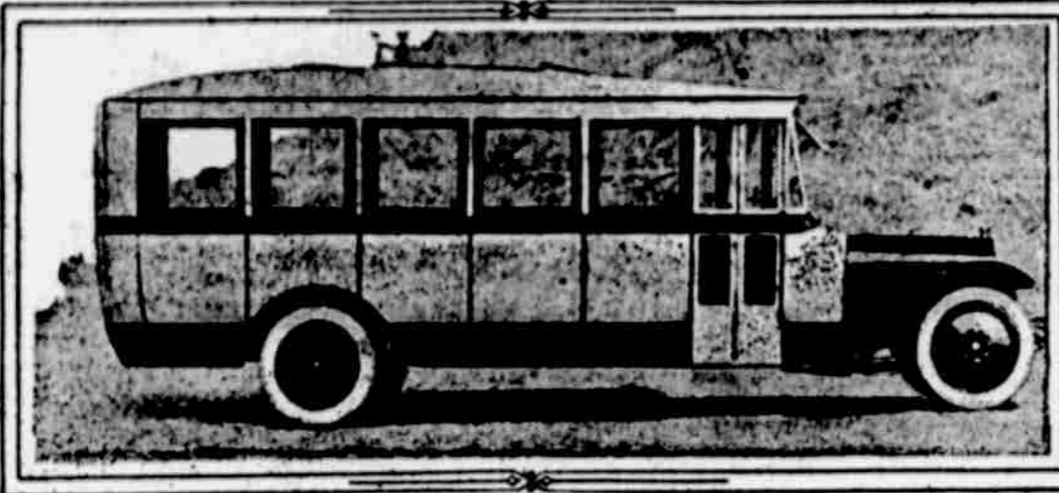
**Hill Climbing Test.**  
For a conclusive test of hill-climbing power, the committee decided to continue the run to Lick Run hill, considered the worst hill in the state. It is a mile and a quarter long, unimproved, with many bad curves, and a grade of from 18 per cent to 22 per cent. For this final test, each truck was loaded with approximately 4,000 pounds of hay load and body.

Graham Brothers truck, as the first to reach New Lexington, was chosen to break the way. At a point 100 feet up the hill it lost traction and the driver was forced to back down 20 feet and start again. This time he flowed through to the top without any trouble. No chains were used. One after another the six other trucks made the attempt to plow up through the mud, all of them using chains. One advanced 50 feet in seven minutes. Another took 14 minutes to make the initial 50 feet of the climb, then stalled for lack of power. None of the six advanced more than 75 feet towards the top of the hill, a mile and a quarter distant.

**Test Conclusive.**  
For the committee, the test was conclusive, but certain of the competing drivers pointed out that the only truck to make the grade had the advantage of going up before the road was cut up. Billy Morris, the driver of the Graham Brothers truck, overheard them. He proceeded to the top of the hill, brought down his truck, and this time using chains, sailed up the hill a second time without halt or hesitation.

As a result of this official contest, Charles Zimmerman Sons Co., Dodge Brothers dealers in Columbus, are delivering to the state of Ohio five Graham Brothers trucks equipped with Dodge Brothers power plant.

### White Model Designed for Bus Service



A special type of motor bus having new features of design which are important in passenger transportation but not available in the conventional types of motor truck chassis, has been brought out by the White company, Cleveland. The new design is one of the first in which both chassis and body have been developed especially for bus work. It gives railway companies and bus companies the advantage of using equipment that exactly fits the requirements of bus operation.

Regular models of motor trucks have been successful in bus service, but the rapid development of passenger transportation by motor bus and the use of the bus in new classes of service, have brought out many new operating problems which are met best by special design.

The new model has a wheelbase of 198 inches, making it possible to mount, without excessive overhang, a body which has comfortable seats for 25 passengers. Long and flexible springs, a low center of gravity and the long wheelbase combine to make riding easy. Because of its low loading height, only one step is needed at the entrance. Passengers can enter or leave rapidly so that stops are short and fast schedules can be maintained.

Two types of bodies have been designed for the bus chassis—one known as a city type, and the other an interurban type. Operating companies, however, may use other types of bodies when desired. The city type permits of great freedom of movement about the interior and eliminates "choking" at the entrance. The interurban type is designed for the utmost comfort of

passengers on long trips, with ample space for luggage. Both types have wide double doors at the front and an emergency door in the rear. Modern heating and ventilating systems are installed.

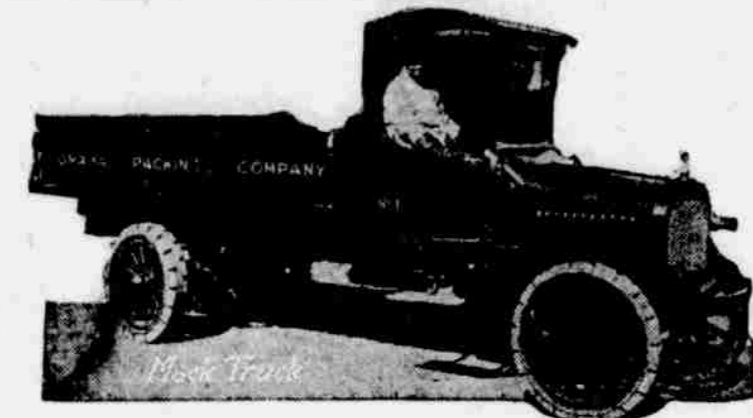
Standard equipment includes generator and electric lights, side braces on the frame, steel wheels and solid tires, single in front and dual in rear. This tire equipment is especially adapted to operation on city streets. Pneumatic tires and disc steel wheels can be furnished if desired for interurban operation. This tire equipment does not raise the low center of gravity nor increase the frame height. The use of various optional standard gear ratios makes possible a wide range of speed and acceleration.

**Japanese Specialize in Building Auto Bodies**

As a result of the discrimination in the tariff laws of Japan against complete automobiles, there has developed a considerable industry in the manufacture of automobile bodies. Almost every dealer in automobiles in Tokio, where the industry has shown the most rapid development, has facilities for building automobile bodies to order, and it is estimated that from 150 to 250 automobile bodies can be manufactured in Tokio each month.

Many purchasers prefer to have the bodies for their automobiles built in Japan, because it is possible to manufacture a body that will accommodate seven Japanese persons, besides the driver, and mount it upon the chassis of a small car, thus effecting a considerable economy in both cost and upkeep. Such a body could not contain seven average Americans, but the small stature of the average Japanese makes the arrangement possible.

### Mack Trucks in Omaha



The Truck & Tractor corporation has assumed distribution of Mack trucks for Omaha and vicinity. They will continue to handle Master and Commerce trucks.

The Truck & Tractor corporation was organized four years ago for selling and servicing trucks exclusively. W. J. Foye is president; W. A. Pixley, vice president and L. B. (Bob) Pixley, manager of the tire and wheel department.

The Mack truck is manufactured by the Mack International Motor Truck corporation of New York. The line includes 1 1-2-ton, 2-ton, 2 1-2-ton, 3 1-2-ton, 5 1-2-ton and

7 1-2-ton trucks, and tractors ranging from 3 to 15 tons.

Mr. Pixley said the Mack represents a quality, heavy duty truck, the Master, the best medium priced truck and the Commerce, the speed wagon best suited to this locality.

The Truck & Tractor corporation also has a complete body building department, painting department, spring department, wheel building department, and tire presses for pressing on solid truck tires.

E. A. Sameis, district representative for the Mack International Motor Truck corporation, will make his headquarters in Omaha.

### Autos Worth \$102,945,610 Exported From U. S. in 1921

Value of motor vehicles and parts exported, including engines and tires.....	\$102,945,610
Number of motor cars exported.....	30,689
Value of motor cars exported.....	\$3,712,208
Number of motor trucks exported.....	7,748
Value of motor trucks exported.....	\$1,457,616
Number of countries to which automobiles were exported during year.....	214

### Time Saving Is Big Advantage of Auto Truck

New England Farmers Save 17,000 Working Hours by Use of Motors, Survey Shows.

The Republic Truck Sales corporation of Alma, Mich., has made an interesting analysis of statistics gathered in bulletin 910, United States Department of Agriculture, reporting a survey of the use of trucks on 753 farms in the New England states.

According to this government report, farmers owning trucks in sizes up to three tons held the general

opinion that time-saving was the greatest advantage of the truck brought them. These, on the whole were the farmers, who, by the use of the truck, had been able to enlarge their marketing radius from five to 30 miles.

What the truck means may be judged by this analysis from the Republic truck engineers.

Reliable comparisons of the use of the truck with the horse-drawn vehicles came from 567 farms.

These farms showed that the truck carrying a load up to two tons averaged a ton mile in six one-half minutes, as compared with the 40 minutes required by the horse.

"The total of trips reported," says the statement, "reveals that the time required by the haulage was 21 1-2 hours with the motor truck, compared with 52.7 hours required by the horse-drawn vehicles."

"The government bulletin assumes the time consumed to be worth 50 cents an hour."

"On that basis figures indicate that

th farmers in this survey averaged 31.2 hours each saved in hauling their crops to market within the short period covered by the investigation. In other words, the 567 farmers totaled a grand saving of 17,577 working hours.

"Seventeen thousand working hours equal 2,197 working days—or a total of practically seven years of productive labor."

"These seven years saved, applying the cash value of 50 cents an hour, represent a total saving in time money hours of \$8,788."

**How Different Here**

Skilled automobile mechanics in Germany receive less than \$1 for an eight-hour working day.

### Mirror Danger Signals Warn of Curves at Night

The Pennsylvania State Highway department proposes to test mirror danger signals to warn motorists of bad curves at night.

The signal consists of a huge red "bullseye" with a strong reflector behind the glass.

No light is placed in the warning signal, but when the rays of light from a motor vehicle strike it, it reflects a red danger signal to the approaching motorist.

**Oh, For a Flivver**

In Paris there is no speed limit on the highways, and it is believed restrictions are unnecessary "under control."

### Auto Show Visitors

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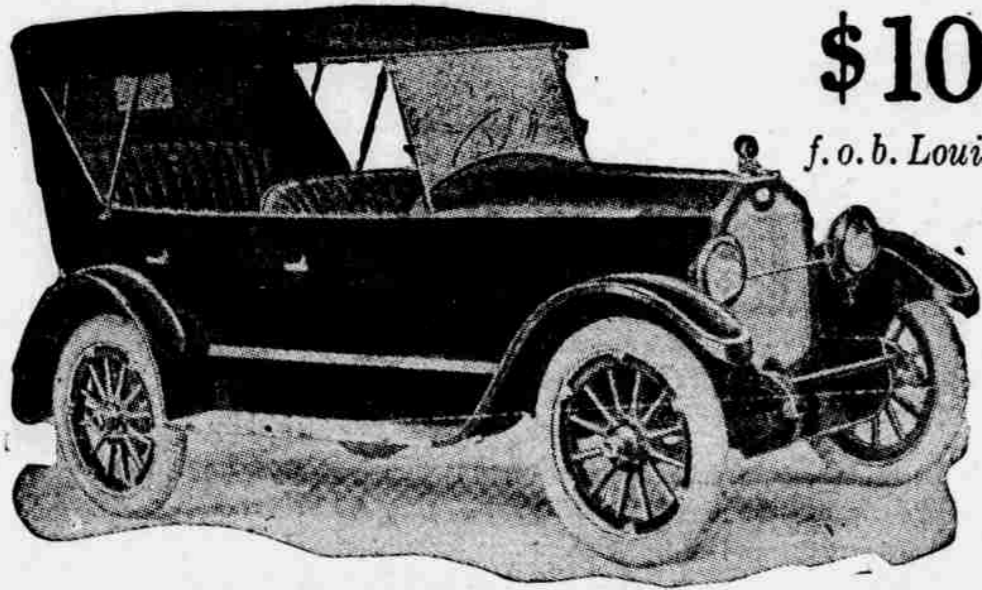
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