



## ERROR IN DIRECTIONS TO NORTHEASTERN REGION MEETING

Thanks to the sharp eyes of Honorary Member, Peter Helck, an error was spotted in the directions of how to get to Salisbury, Connecticut, that were sent out to members in the Northeast area.

For those using Interstate 84, coming north on the Taconic State Parkway, or north on US 22; after reaching Amenia, at US 44 & 22, take the combined US 22 & US 44 north to Millerton, N.Y., and turn right on US 44 at the stoplight.

The meeting promises to be a good one, and far from dull. Several people have already expressed the desire to bring up some rather important subjects, and we are expecting members from as far away as Georgia, Buffalo, N.Y. and eastern Pennsylvania.

## ANNUAL MEETING AT HERSHEY

The annual meeting of the Society will again be held at the Mill Street Inn in Hershey, Pa. Notice, along with a map and other pertinent information, will be mailed to the membership shortly.

## FORD ARCHIVES GETS NEW DIRECTOR

Word has been received that the Ford Archives, in Dearborn, Michigan, has a new Director, Douglas Bakken, former Corporate Archivist for Anheuser-Busch. Mr. Bakken will replace the retiring Director, Henry E. Edmunds.

## SAGALL LOOKING FOR CROUAN CAR INFO

The June, 1900 issue of the Automobile, contains a brief article on a Mr. M. Crovan. Reference is made to his "latest" experimental auto. No mention is made of earlier attempts.

This auto has four, horizontal, balanced cylinders. A total of 20 horsepower is developed. Gear changing is actuated by an unusual system. Air is compressed by using the exhaust gases, and this compressed air is then used.

No other information is given about Mr. Crovan or his auto. Any information about this person or his automotive efforts would be greatly appreciated. Richard Sagall, 2633 Parkwood Ave., Toledo OH 43610

## AUTOMOTIVE PIONEER'S MANUFACTURING COMPLEX TO BE USED AS CULTURAL & HERITAGE CENTER IN NEW JERSEY

According to an article appearing in the June 1977 issue of the New Jersey Historical Commission Newsletter (p.2), the manufacturing and residential complex of Hezekiah Bradley Smith, in Smithville, Burlington County, New Jersey, is to be preserved and utilized as the Burlington County Cultural and Heritage Center.

In 1975 the County Board of Freeholders purchased 200 acres of land which included Smith's mansion, its annexes, 12 workers' houses and his factory. All are on the State Register of Historic Places, and are waiting to be placed on the National Register.

Smith was born in Bridgewater, Windsor Co., Vermont on July 24, 1816, and was educated in the common schools. After learning the trade of cabinetmaker, he moved to Lowell, Massachusetts and started to manufacture woodworking machinery. During his 71 years, he was granted over 40 patents.

In 1865, he decided to relocate his business in Shreveville, N.J., and bought the entire village and 2000 acres of land. The name of the community then became Smithville.

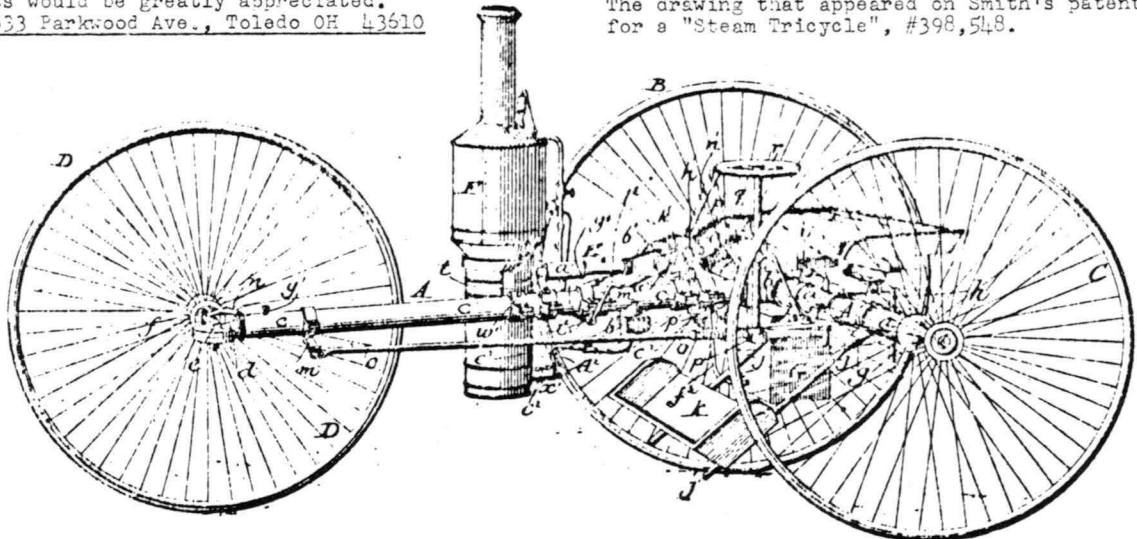
Besides manufacturing over 150 different types of machinery, Smith's company was noted for its popular, high-wheel, Star bicycle.

About 1884, Lucius Copeland put a boiler and engine on a "Safety Star" bicycle and drove it with considerable success. A year later, Smith built a three-wheeled steam carriage, using what appears to be a Copeland boiler. The rear wheels were 48 inches in diameter, with 1 3/4 inch, solid rubber tires. The boiler was a tubular, copper affair, heated by fuel carried in the frame of the vehicle. The whole thing weighed about 550 lbs., and had a top speed of 12 mph.

Smith filed for a patent on his "Steam Tricycle" on May 16, 1887, and it (#398,548) was awarded post-humously, February 26, 1889, about a year and a half after his death on November 3, 1887.

Among his other accomplishments, Smith was elected to the 46th Congress for one term, and was a member of the State Senate from 1883 to 1885.

The drawing that appeared on Smith's patent for a "Steam Tricycle", #398,548.



## ARTICLES WANTED

If it were not for such names as Foe, Kava, Valentine, Gregory, Sedzewick, Kawczyniak, Fulfer and Peckham, the NEWSLETTER would be a heck of a lot smaller than it is. I would like to produce an eight page NL every time, but material is often in short supply.

In each issue, I try to include as much "news" as possible, and letters get immediate attention, but it is not enough. The NL needs short (about five to six, double spaced pages) articles. Longer ones are more than satisfactory if they can be broken up into short sections, but they really should go to the REVIEW.

The Society has about 300 members, and it seems to me that we should be able to get ten articles a year out of them.

Terry Nathan, Stanley Liszka and Dick Langworth have made excellent contributions in recording and researching. Marshall Naul has supplied several book reviews and articles. Letters have come in from all over.

Isn't it time you made a contribution?

Is the NL great? Does it stink? Are you looking for information? Do you have something to sell? Do you specialize in roadside signs or gas stations? Do you have an inside track to some information you can't use? Do you want to correspond to some one with like interests?

Whatever you have or want. Please write to the NEWSLETTER. That's what it is there for. You need it as much as it needs you (or vice versa).

It will open avenues of communication that you never believed possible.

## The Mail Bag

From James Petersen, 1808 Harvey Ave., Kalamazoo, Mich. 49001; During the Bicentennial last year, our local newspaper ran reprints of many headlines. The one for May 8, 1915 (the sinking of the Lusitania) was interesting, but what really caught my eye was a small headline below titled "Dream Auto Promoter Arrested in Kalamazoo". Here is a summary of the article:

Robert Norwalk, vice-president and chief-engineer of Carnegie Engineering Corp. of New York was arrested May 7 in Kalamazoo. William J. Bailey, president, was arrested in New York City by U.S. Postal Authorities. Bail was set at \$5000. The company was alleged to have sent misleading literature through the mail advertising the Carnegie motor car. The price was \$595, FOB Pittsburgh. Agents for the company were demanded to pay \$50.00 in advance for each car ordered although the company had not yet manufactured one car.

Kalamazoo was selected as the center of mechanical operations by the corporation. It was said

that an order was given to a Kalamazoo firm to assemble five cars. The company was capitalized at \$1,000,000. More than 5,00 cars were ordered, each of the orders representing 350 sent to the corporation.

Hoping to find more information, I went to the library and scanned microfilms of the following editions. The only news item found was that Mr. Norwalk was being transferred to New York for a hearing.

The American Car Since 1875 lists the Carnegie as being made during 1915-16, but I wonder if any cars were actually produced.

It is possible that the Michigan Buggy Co. facilities were being considered for production, as they had ceased automobile production in 1913, and after a reorganization had turned to making trucks (Lare) by 1916. Also, the States Motor Car Motor Car Mfg. Co. was being organized about this time and was reported to have a large factory capable of producing 5000 cars a month.

Hopefully, other members may have more information on this automobile.

( Any company that could garner 5000 advance orders, without having produced one car, must have had either a spectacular car or PR man. Since the case would have been a Federal one, records of it would be in the National Archives. The nearest law library would be able to help in finding the name and/or number of the case, and the decision. Additional information, i.e., the transcripts, would be found in the nearest branch of the National Archives (probably, Chicago), or that branch could obtain them. JWP).

From John Montville, 8 Mockingbird Lane, Bourkekeaspie, NY 12501: In regard to the Mystery Car photos published on page 7 of the May 1977 NL (#53), I would like to make a few observations.

First of all, I date the two photos in the 1918-1920 period, most likely 1919. The styling and size of the three cars and one truck are reminiscent of the Maxwell line for that period. In 1917 Maxwell cars and trucks had a rounded and peaked overhang at the top of the radiator shell, and a direct front view of the Maxwells reminds me of the "mysterious" Gove cars pictured in the NL. Of course the Gove vehicles have a flat radiator, but the styling influence seems apparent to me.

In 1921, the Gove Motor Truck Company, Detroit, Michigan, put their name on a truck which was a ringer for the Muskegon 2-ton model of 1918-1919. Direct front and side views are almost identical and I suspect that Gove might have purchased the Auskegon parts inventory at a close-out sale in late 1920.

My own guess is that the "Denver-Goves" were designed and built in Detroit, with the backing of some Denver businessmen who thought that an automobile factory was just the thing for their home town. During the World War I period it was not unusual for some of the Detroit area machine shops to assemble prototype cars, and handle experimental work, for new firms located at distant points from the main automobile centers of Cleveland, Detroit and Indianapolis. The prototypes then served a dual purpose upon reaching their parent firms: a) served as models for the production vehicles, and b) displayed in an effort to raise additional capital.

The whole area of prototype vehicles and the promotional schemes behind them, is a difficult, although intriguing, area for the automotive historian. Stan Vest has done a lot of digging in this area and I wonder what his thoughts are on the so called, "Denver-Gove."

From Richard Sawall, 2633 Parkwood, Toledo, OH 43610: I have been thinking of a couple of items that may have a place in the NEWSLETTER.

One is a "literature watch". There are many auto articles that appear in magazines most of the SAH members may not normally read. If everyone would send in any such references, many interested people would be able to find these articles.

For example, the August, 1977 issue of Scientific American has an article on the Airflow. I found it



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1410 Stallion Lane  
West Chester, PA 19380

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#### TREASURER

Frederick D. Roe  
837 Winter Street  
Holliston, MA 01746

very interesting, and I suspect other members would also.

A second idea, along the same line, is to let each other know of literature put out by manufacturers that might be of interest to other members.

My wife, a graphic designer, was given a booklet that details the history of Harley-Davidson. She was given this by a paper salesman as a sample of how well this paper prints. Naturally, she gave it to me.

I am sure other members would be interested in this brief history, and I would guess that Harley-Davidson would mail copies out on request. The address in the booklet is just Harley-Davidson, Milwaukee, WI 53201.

From William Watson, 115 Linton Street, Winnipeg, Manitoba R3B 2B6; As Mr. Brownell stated in his letter in the SAR NL #51, the last DeSoto built was in 1961. Perhaps, at this time, I could be permitted to correct another error on the 1961 DeSoto.

Contrary to The Complete Encyclopedia of Motorcars, there were no 1951 DeSotos built in Canada. When the Canadian production lines building the 1960 models came to a halt in July 1960, that was the absolute end of DeSoto production in Canada. Also, the American DeSoto came only with the 361 V8.

The entry in CEM states that the 1961 DeSoto came with the 285, 311, or 361 engine, with the 361 V8 available only in Canada. However, as stated above, this statement is not true. There was a DeSoto that did come with those three engines, but it was not for sale in either Canada or America. The model referred to was the DeSoto Diplomat, actually a Dodge Dart in all but the name plates. This Diplomat line was sold in certain Asian and South Pacific areas. A line of DeSoto trucks is still being produced for some Asian markets.

In reference to Mr. Roe's letter on the "make" quandry (NL #53), I think things are being taken too far. A manufacturer should be referred to as a manufacturer. After all, it is a company name and not a product name. The term "make" should be used for the manufacturer's product(s).

Let's face it. As 'automotive historians' we are studying automobile companies and their products. To lump all products of General Motors, say, and call them all GMC or some such is stretching it. After all, although each car produced by one manufacturer does, by economic necessity, share much with the other cars produced by that manufacturer, each does have its own identity and marketing area.

Mr. Roe's list of 'makes' would actually be a list of manufacturers. As far as I am concerned, the words 'make', 'marque' and 'brand name' are all synonymous. For my own list of 'makes', the first thing to consider is what the manufacturer called the car. If Hudson built the Essex and called it the Essex and not the Hudson Essex, then we, forty-five years later, have no right to call and classify it as anything other than an Essex.

There are some grey areas using this main guideline. The Packard and Clipper relationship is the most prominent. As for Imperial, as the 1955 Imperial was marketed by the Imperial Division of the Chrysler Corporation, and not by the Chrysler Division, obviously it is not a Chrysler. The only area of dispute is in the 1971 to 1973 Imperials on the American market. We here in Canada were issued 'Chrysler and Imperial' literature. As far as I have been able to determine, the only mention of a vehicle known as a 'Chrysler Imperial' was in the 1971 Plymouth-Chrysler-Imperial-Vanop Truck and Dodge-Chrysler-Imperial-Dodge Truck full-line booklets. That mention, by the way, was used in the caption for the photograph and appears nowhere else. The American situation, with the Imperial being sold as 'Imperial by Chrysler' in some cases and 'Chrysler Imperial' in others does cause some hair pulling. But due to the fact that Chrysler in Detroit followed Chrysler in Windsor and reverted to just 'Imperial', thus I classify all 1955-1975 Imperials as just 'Imperial'. (When I say Detroit followed Windsor, I mean it. Chrysler did import and issue Canadian Imperial pamphlets late in the 1973 model year run. No separate Imperial literature was issued in the U.S. until 1971. One effect of this, in Canada, was that Chrysler Canada sold more Imperial LeBarons than Ford of Canada did Lincoln Continentals).

As for the likes of dune buggies, motor homes and the like, it is simple. As they use other manufacturers' chassis, and their serial numbers, they should not be classified as makes. In this case, I file the information (brochures and the like) under the body manufacturer's name. As most of these manufacturers produce their products to fit more than one manufacturer's chassis, this seems to me the only way to go.

To classify cars by engine-running gear-body, in a way, does make sense. But when you get to the assembled cars you could end up with more problems than you started with. No, for me the only way to list automobiles is by their company-given name. The manufacturers come under a separate list.

Actually, I cannot see how Mr. Roe can claim the manufacturers began "hoodwinking" the public. To me, it makes sense to use another name for a line of cars in another area of the automobile market. The Essex, for example, could, and did, gain an identity separate from Hudson, and at the same time did not dilute the public's respect and reputation of the Hudson. Please, remember the Packard.

Remember, too, that we are historians. As historians, we are probing to learn the 5 Ms - Who, What, When, Where, Why. We are in search of the 'truth'. I say in search of the 'truth', because we are humans probing the actions of humans, many long gone, and as a result will taint any information learned with our own beliefs. History is considered one of the arts, and as such, there is no black-and-white, but grey. It is like standing and admiring an ocean cove. From all vantage points one can see the water, but from each observer will come a different view of the land around the water. So it is in history. An important event may be seen by all, but the causes and results of that event will be seen differently by each mind viewing that event.

We should not try to be 'God'. Events occurring during the 1920s should be viewed and understood using the beliefs of that period and we should not apply 1970's ideals on those events. The 'Why' of the five Ms is the most difficult, and yet the most important of them all, to deal with.

Just one other small comment before going. Although the Valiant was not a make in America, it was in Canada from 1960 to 1966. It was sold by both Plymouth and Dodge dealers and the 1963 to 1966 models were actually a combination of the American Dodge Dart and Plymouth Valiant styling. Actually, it all depends on where and who the manufacturer was. As Chrysler of Canada produced only Polaras, Monacos and Furier starting in 1967 and imported everything else, Dodge dealers got the Dart and the Valiant became a Plymouth.

From Elliott Kahn, 58 Verbena St., Clearwater, Fla. 32515: I could claim my poor typing made the DeSoto error, but in truth it was my faulty memory, and I guess I mixed up Edsel with DeSoto. Dave Brownell is correct, and I was wrong. Sorry! I might add, as late as 1976 there were still 3 DeSoto dealers listed in the country.

What I wanted to talk about is Fred Roe's comments on the definition of what constitutes a make. As you note, perhaps there is no way to settle it to please everyone, but I might add your illustration is not exactly correct for Graham-Paige never had anything to do with the Kaiser auto, only the Frazer. But instead of terming them makes or marques, perhaps we should just call them "Brand" names. In reading Mr. Roe's comments, I feel something was left out of his letter, as it says, "...we have no makes left except Chrysler and Ford," which has to be incomplete. But hardly anyone would know what you are talking about if you asked about a G.M. car. Would you want to know about a Sheridan, a Cartercar, or what? I cannot buy the idea a make ceases to exist when the firm is purchased by, or merged into, another that the make becomes something else, but that is what Mr. Roe would indicate for most of the G.M. makes, or a Dodge, Lincoln, Hudson, Packard, and so on. I cannot buy it, nor do I think near a majority would. Many will say that Packard for all purposes ended when Studebaker took over the firm, but 1956 model Packards were produced for a while after the Studebaker-Packard firm existed, so how can these be called Studebakers as Mr. Roe suggests and earlier ones be Packards?

Perhaps he has never seen them, but he shoots down his own argument on some makes he wishes to exclude. He mentions LaSalle, was always sold by Caillac dealers but lumps in Mercury, Plymouth and DeSoto in that same classification, and this was not at all true of these makes, as all at one time or another have had separate dealerships in some places at least. Separate Mercury dealers existed in the 50s and 60s and I seem to recall one at least into the 70s. Separate Plymouth dealers exist today, as do Dodge and Chrysler agencies. Also the Imperial sign still appears outside some dealers even though the make is no longer with us, but while Imperial was at one time a Chrysler model, it also was a separate brand with its own distinctive body, styling and chassis. True it was always sold along with Chrysler, but not all Chrysler dealers handled Imperial. I might add back in the 30s it was usual for Plymouth to be combined with one of the other three makes of Chrysler products but this is no longer true and recently I have run across two Dodge-Chrysler dealers.

As Mr. Roe points out some "dune buggies" are makes of vehicles, such as the Meyers Manx. I sure consider the Meyers a separate make, just as I do Jeep, or Kaiser Jeep, or Willys who made Jeeps before. I don't them all the same make. Going back to Kaiser-Frazer again, Kaiser also made some trucks before the made any automobiles, these being made about 1943-44. I presume while called Kaisers they may be considered some make as autos put out by later Kaiser-Frazer, but how do you handle still later Kaiser jeeps?

Mr. Roe's illustration of custom bodies on cars years ago, is not really very relevant to situation today when you see vehicles looking nothing like the make that people put on them (from chassis or engine). First of all these custom cars were usually sold as what they were, a Lincoln, Packard not as a LaSalle, or a Fleetwood as such. An exception was Brewster. He is talking about firms today who sell a brand as their own, and it looks like their design. The U.S. government has ruled recently that the final assembler or manufacturer of a vehicle must be the one who warrants the vehicle and must be responsible to see that government regulations on pollution, brakes, lighting, etc. That means Grumman, not Chevrolet, Ford, or whatever must warrant their trucks and be sure brakes and other features are installed correctly and in good order. If not the are liable, not Ford or Chevy. Some Laurian (or Olson) vehicles do have the name of chassis maker obvious on outside, but not always. I have also seen Olson vehicles built on what is sold as I.H.C. chassis, except this chassis was not built by I.H.C., though it had their engine and drivetrain, but was built for them by a firm in Sioux City, Ia. So what make are they if not an Olson? Now I'm not talking about Olson bodies perched on back of a Ford or Chevy cab, but their own internal body. Grumman does install not only its own body, but attaches this with strengthening to the basic chassis as supplied, and installs the driving controls and gauges as well. The unit is advertised as a Grumman (formerly Olson). But tell me please without knowing the dealer who sold it, how do you distinguish between a Olson larger model on a Chevrolet or a GMC chassis without looking inside the vehicle or underneath it in some way? The chassis are identical, and they are made on the same assembly line.

It seems to me a brand is a brand, for there is not a heck of a lot of difference in a can of Libby's peaches from a can of DeMonte peaches either, as they may be the same species of peach. And if you wanted a soft drink at the soda fountain, you may ask for Coke and get Pepsi, but that does not make them the same "make". If you stepped in a bar and asked for Anheuser-Busch beer, what would you want or get? They make five brands (seven in March), and you would really be telling them nothing any more than you asked a dealer for a part for a G.M. car?

**EDITORIAL NOTICE:** Since, in the opinion of the Editor, the problem of "make versus marque" etc. can not be solved satisfactorily or to the satisfaction of all concerned, this discussion could go on ad infinitum and/or ad nauseam. Therefore, the above letters will be the last to be published in the NEWSLETTER on the subject until some solution (if there be any) is arrived at by the interested parties. Until that time, I suggest that they correspond between themselves on the subject, and inform the Editor the results of

their efforts, which will then be published. Actually, I might suggest that a committee be formed, but in the SAH that is as good as sounding the death knell for any project. EMF

## "WHAT'S IN A NAME? A ROSE BY ANY OTHER NAME WOULD SMELL AS SWEET."

That may have been good enough for William Shakespeare (who wasn't even able to figure out how to spell his own name), but for the historical researcher, the name is important, and it must be correct. However, it is unfortunate that many historians tend to be a little loose with names of companies and publications.

A short while ago, a chap wrote to me about an article that appeared in what he called Road and Track. It didn't take much intelligence on my part to know that he actually meant Road & Track, but small as his error was, it is important - especially to the magazine's publishers. In a bibliography, such an error would be considered inexcusable. In any scholarly work, correctness of names is vital, and goes a long way in adding creditability to the whole work. To call Car and Driver magazine Car & Driver does nothing more than point to the ignorance or laziness of the author.

These may seem like minor things to complain about, but companies often spend large amounts of money on selecting the proper name or logo type and they, as you do with your own name, like to see it spelled and used properly. Improper use can often create confusion when two or more names are similar, and, in rare cases, cause legal problems.

Still in the automotive magazine line, there is the British magazine, The Motor, and the American one, Motor. It should be remembered that the former always uses "The" before "Motor". It should never be referred to as Motor. Nor should its competition, The Autocar, appear without its "The". There is no "The" preceding the name of the American publication, Motor, but it is written with a capital M, E and R, and small letters. That is the way the name appears on the covers and in the text.

Another type of mistake that often appears is the one that crops up with names that require clarifiers. There is the magazine of an antique car club, popularly known as The Automobileist. Actually, it is The Hudson Valley Automobileist, the official publication of The Upper Hudson Valley Automobileists, Inc. The clarifier must be used to differentiate the club magazine from The Automobileist, which was the periodical of an automobile touring club.

When you get into company names, the importance of being accurate is for two basic reasons.

First: For clarity. The Stanley Bed, Motor Carriage Co. and the Stanley Motor Carriage Co. are completely different companies, as are the Stanley Motor Car Co. and the Stanley Automobile Mfg. Co.

Second: The legal aspect. A corporation's name is regulated by law in order to cut down on confusion, and to try to prevent others from capitalizing on its good name. This is done when a company files papers of incorporation or registers with the county clerk's office. From that point on, that is the company's name, and no other versions are legally correct.

The Herrshoff Light Car Corporation, Inc. is the way the name appears on the incorporation papers. Legally, it should not appear as the Herrshoff Light Car Corp. or Herrshoff Light Car Corp., Inc.

Also, an automotive historian must be careful to note when a company he is writing about changes its name. Sometimes, due to reorganization and reincorporation, name changes are subtle. A "...Motor Corporation" might become a "...Motor Car Corporation". Or, as with American-LaFrance, the hyphen was dropped in 1955. In connection with this example, American LaFrance's parent company is A-T-C Inc. There are hyphens between the letters, not periods (or points, as they properly called) after each. The name was arrived at when "Automatic" Sprinkler Corporation of America wanted to change its name to something simpler. Someone came up with the idea of using the letters by which the company was identified on the stock exchange. Another unusual item here is the use of quotation marks around the word "Automatic", in the company's former name.

Another example a type of name that has to be watched for, is the name that came from the merger of the Detroit Industrial Vehicle Company and the Detroit Electric Company. The new company was DiVco-Detroit Corporation. In this case, the linker is the capital V in DiVco.

If, in the name appearing on the papers of incorporation, words such as Company, Incorporated, Brothers, Manufacturing, Corporation, or words which often appear as part of company names, are spelled out in full, that is how they should be set in print. However, if they are abbreviated on the document, the shortened versions are correct, and the full words are incorrect.

Now to contradict much of what I have just said - but only in a manner of speaking.

It is perfectly reasonable for an author to use an easily understandable, abbreviated form of a company name in his writings, so long as the initial mention of the name is the correct and full version.

Some companies are almost better known by their abbreviations. In spite of this, the full should appear first, i.e., General Motors Corporation. Thereafter, G.M.C. or G.M. is perfectly acceptable, as are General Motors or General Motors Corp. It should be remembered, however, that G.M.C. (with points) is the proper abbreviation for the corporation, but GMC (without points) is the name of the truck. On the other hand, the abbreviation for the American Motors Corporation, used by that corporation, is AMC (without

points). It is always best to check some company publications for what the company uses as an accepted abbreviation. If they use none, you are more-or-less free to create your own. You only have to obey two rules. Be sure your version is perfectly understandable. You are consistent in its use. Don't use two or three different abbreviations for one company in the same piece you are writing.

As you can see, there are any number of these details that a good researcher should note, and they are particularly important in giving accuracy to your work.

Checking on the proper form for a corporation's name is fairly easy. If the business is still in operation, a letter to its legal department should get you the information you need. If not, check with the Corporations Department of the Secretary of State of the State in which the company is incorporated. If you do not know what state it is incorporated in, since it does not have to be incorporated in the state in which it operates, write to the state in which the company's main office is located. They can generally tell you which state to contact.

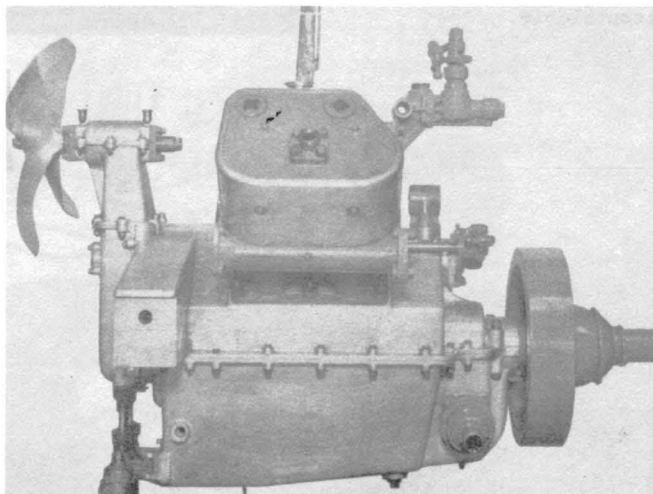
One last word on incorporation papers. If you should ask for copies of these documents, be sure to state that you do not want certified copies. That service costs a lot more, and it is not necessary for most historical research.

John M. Peckham

## STEAMOBILE ROAD TRUCK INFO SOUGHT

I am looking for any sort of information on the Steamobile Road Truck, built by the Winslow Boiler & Engineering Co., Chicago, Illinois. An advertising brochure, dated 1919, describes the truck as using a Winslow High Pressure Boiler, The Carlson High Temperature Burner, and the Unaflow Steam Engine. This latter unit appears to be a very thoroughly engineered, V-4 engine, not unlike the Doble engine used in the Steamotor truck of the 1917 to 1918 period, also built in Chicago. John M. Peckham, 675 Pinewoods Avenue Road, Troy, NY, 12180.

The Unaflow Steam Engine.



The 1919 Steamobile Road Truck.

