

THE JOURNAL

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

November-December 1985

Issue Number 99

MINUTES OF THE SAH BOARD MEETING THURSDAY, OCTOBER 10, 1985

The Fall Meeting of the Board of Directors was held at the Marriott Inn, Harrisburg, Pennsylvania, on Thursday evening, October 10, 1985. Board members in attendance included John Conde, Charles Betts, George Ward, Jeffrey Godshall, Matt Joseph, David Lewis, John McAlpine, Gerald Perschbacher, Thomas Warth, Walter Wray, and Perry Zavitz. Guests attending were Shelby Applegate, Thomas Bonsall, Helen Earley, Beverly Rae Kimes, and Keith Marvin.

President John Conde called the meeting to order at 9:10 p.m. and welcomed President-elect Keith Marvin, Secretary-elect Shelby Applegate, and Directors-elect Helen Earley and Thomas Bonsall, all with terms beginning January 1, 1986. Other members continuing on the Board are Vice-President-elect Charles Betts and Director-elect John Conde.

As the minutes of the February 8, 1985, board meeting were published in the March-April 1985 issue No. 95 of *The Journal*, a motion was passed to omit their reading by the secretary.

In view of the fact that the Society's Canadian Chapter has been dissolved, Perry Zavitz agreed to contact the Canadian Automotive Historians with regard to hosting a general meeting of the SAH membership at the Canadian Automotive Museum in Oshawa, Ontario, in the spring of 1986, with possible visits to the General Motors plants and the home of the late Colonel McLaughlin. Perry Zavits will report back at the next meeting of the Board.

Treasurer George Ward submitted a "Statement of Financial Position as of September 30, 1985" showing that the Society is sound financially. A motion to accept his report was passed unanimously.

David Lewis, Nominations Committee Chairman, reported that over 50% of the ballots issued in the recent election of officers and directors had been marked and returned, resulting in some very close races for the presidency and directorships.

Reporting on memberships, Charles Betts revealed that 71 new members had been enrolled between August 1, 1984, and August 31, 1985, plus 10 more during September 1985, a total of 81 new members. On the debit side, 34 long-time members dropped out, in addition to 12 who had enrolled in 1984. Our net gain is 35 new members. The Society's total membership now stands at 519 (504 active and 15 honorary/life members).

Beverly Rae Kimes, Chairperson of the Publications Committee, paid special tribute to our Editor, Richard Brigham, for the outstanding job he is doing in upgrading *The Journal* and *Automotive History Review*.

Announcements of the James J. Bradley Award and the Friend of Automotive History Award, to be presented at the Annual Meeting, were made by John Conde and David Lewis respectively. Cugnot/Benz Awards Committee Chairman Matt Joseph discussed the work of his committee, and reported on the awards to be made at the Annual Meeting.

With regard to publicity, Gerald Perschbacher stated it

was important for members to keep in touch with him concerning their writings, honors, and other achievements.

The question of the Society sending a donation to the Michael Sedgwick Memorial Trust Fund was introduced by John Conde. Keith Marvin commented that, in addition to having been a distinguished automotive historian, Sedgwick had been the Director of the Society's United Kingdom Chapter, as well as a Director of the parent organization. Matt Joseph moved that the Society contribute \$100 to the Fund, and David Lewis seconded the motion. In discussion, Beverly Rae Kimes lamented that no such action had been taken with regard to a proposed George Risley Memorial. Matt Joseph's motion was carried by a majority vote.

George Ward presented the need for the Society to be covered by liability insurance for its officers, directors, and others in connection with various public activities. David Lewis gave background views obtained from William Lewis, a former director, with regard to coverage he sought in connection with the Automotive Literature Mart sponsored by the SAH Southern California Chapter. After careful investigation and evaluation by the Executive Committee, Ward was authorized to obtain a liability insurance policy, issued by J. C. Taylor, Inc., with a coverage of \$500,000 for the protection of the Society's chapters, officers and directors for a yearly premium of \$462.00. This action was approved by a majority.

David Lewis requested that the name of the Nominations Committee be changed to the Nominations/Elections Committee. There being no objections, this action was approved unanimously.

Charles Betts favored the compilation and publication of a new Membership Directory in 1986. John Conde requested that a "Foreword," devoted to the history of the Society, be inserted. There being no objections, this proposal was approved.

Charles Betts was authorized to investigate the availability of the Board Room at the Historical Society of Pennsylvania, 13th & Locust Streets, Philadelphia, Pennsylvania, for an SAH Board of Directors mid-winter meeting on Friday, February 7, 1986.

There being no further business, the meeting was adjourned at 10:55 p.m.

Respectfully submitted
Charles Betts, Secretary
October 13, 1985

MINUTES OF THE SAH ANNUAL MEETING FRIDAY, OCTOBER 11, 1985

The Annual Meeting was held at the Marriott Inn, Harrisburg, Pennsylvania, on Friday evening, October 11, 1985. After a delicious buffet-style dinner, President John Conde introduced others at the head table: Shelby Applegate, Grace and Richard Brigham, David Lewis, Thomas Bonsall, George Ward, Matt Joseph, Charles Betts, Walter Gosden, Helen Earley and Keith Marvin.

James Wren, Chairman of the James J. Bradley Memorial Award Committee, made the presentation to the National



THE JOURNAL

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

Editor
Richard B. Brigham
Art Director
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Marietta, Georgia 30066

Publications Committee
Beverly Rae Kimes, Chairperson
George B. P. Ward, Jr.

Richard B. Brigham
John A. Conde
Frederick D. Roe

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SOCIETY OF AUTOMOTIVE HISTORIANS' OFFICERS, 1985

PRESIDENT

John A. Conde
1340 Fieldway Drive
Bloomfield Hills, MI 48013

SECRETARY

Charles L. Betts, Jr.
2105 Stackhouse Drive
Yardley, PA 19067

VICE PRESIDENT

Walter E. Gosden
197 Mayfair Avenue
Floral Park, NY 11011

TREASURER

George B.P. Ward, Jr.
c/o Maryland National Bank
P.O. Box 987
Baltimore, MD 21203

Persons interested in joining the Society of Automotive Historians, write to Charles L. Betts, Jr., Secretary, 2105 Stackhouse Drive, Yardley, PA 19067.

If you have moved, forward your new address to Charles L. Betts, Jr., 2105 Stackhouse Drive, Yardley, PA 19067.

Material for publication in the Journal or Automotive History Review should be sent to Richard B. Brigham, Editor, 1616 Park Lane, N.E., Marietta, GA 30066.

BACK ISSUES OF SAH PUBLICATIONS FOR YOUR FILES

AUTOMOTIVE HISTORY REVIEW

With the exception of number two, all issues are available from one to fifteen. Price is \$3.00 per copy, plus \$1.00 postage per order in the USA.

NEWSLETTER AND JOURNAL

Out of print: 3, 4, 6, 7, 23, 26, 43.

Very limited supplies: 1, 2, 5, 8, 9, 12, 33, 34, 39.

These are priced at \$1.00 each, while they last, not to be included in quantity prices quoted below.

All other issues: The following price schedule applies;

Single copies, each. \$1.00
Any ten. \$8.00
Any twenty-five \$17.00
All available from #10 thru #75 \$33.00

Please add \$1.00 per order for postage in USA

For shipment outside the USA please make payment in US funds and add ten percent of the amount of your order for shipping.

Make checks payable to The Society of Automotive Historians, Inc., and mail to Fred Roe, 837 Winter Street, Holliston, MA 01746 USA.

Motor Museum, Beaulieu, England. Nigel Turner accepted the award for the museum.

Secretary Charles Betts reported that our membership now stood at more than 500. He also reported the results of the recent election: Keith Marvin, President; Shelby Applegate, Secretary; George Ward, Treasurer, Charles Betts, Vice-President; and Directors John Conde, Helen Earley, and Thomas Bonsall.

Treasurer George Ward announced briefly that the financial position of the Society was healthy.

Director David Lewis presented the Friend of Automotive History Award to Grace and Richard Brigham for their many years of dedication to the Society and to the cause of automotive history.

Matt Joseph, Chairman of the Cugnot/Benz Awards Committee, announced that there would be no Cugnot Award. He did, however, present the following Awards of Distinction for two books: *Pierce-Arrow: The Golden Age*, by Marc Ralston, and *Automania: Man and the Motor Car*, by Julian Pettifer and Nigel Turner. Benz Awards were presented to Keith Marvin for his article, "The American Chauffeur," published in *Antique Automobile*, and to Griffith Borgeson for the article, "Edmund Rumpler," published in *Automobile Quarterly*.

Howard Applegate, assisted by George Ward and Lowell Paddock, acted as auctioneer of various books and automobilia previously donated.

The meeting was adjourned shortly after 10:00 o'clock to allow members time to renew acquaintances.

Respectfully submitted
Charles Betts, Secretary
October 14, 1985

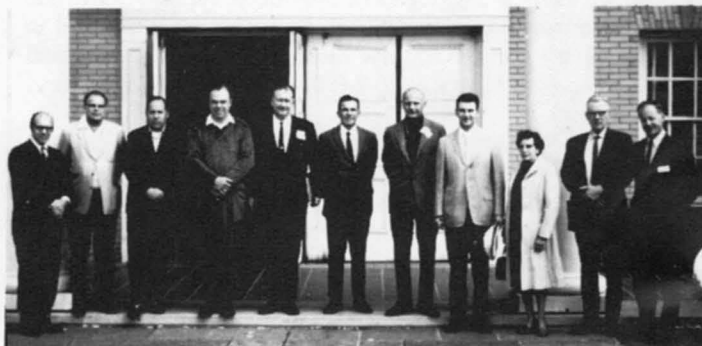
SAH NOW SIXTEEN YEARS OLD

As reported in the SAH Newsletter of November 1969, (Volume 1, No. 3), concerning the official birthday of our Society as an organized group:

"The first meeting of the Society of Automotive Historians was held on October 11, 1969, at the headquarters of the Antique Automobile Club of America, Hershey, Pennsylvania. Mr. William S. Jackson made his offices available for this meeting. Coffee and doughnuts were provided by Mr. and Mrs. Jackson."

This was the first of our annual meetings—somewhat less elaborate than the ones to follow, but also less expensive. Our first slate of officers was elected: G. Marshall Naul, President; Richard B. Brigham, Vice-President; and Guy P. Seeley, Jr., Secretary/Treasurer. Membership now totaled 37, of whom 17 were present at this meeting.

Some of those attending this initial meeting are pictured below.



Left to right: William S. Jackson, Henry Austin Clark, Jr., John M. Peckham, Bruce Mohs (a non-member), Herman L. Smith, G. Marshall Naul, Charles W. Bishop, Guy P. Seeley, Jr., Grace R. Brigham, Richard B. Brigham, Glenn Baechler.

**Statement of Income and Expense for the
Period Ended September 30, 1985
(Unaudited)**

GENERAL FUND

Income

Dues	\$4,391.98	
Interest	375.49	
Sale of publications	226.20	
Contributions	50.00	
Annual meeting receipts	1065.00	\$6,108.67

Expense

Printing	\$1,745.10	
Typesetting and layout	1,385.00	
Postage	1,253.56	
Mail service/supplies	383.93	
Telephone	118.00	
Advance a/c Secretary's expense	98.10	
Directors mtg. expense—Philadelphia	100.00	
Annual meeting expense	183.90	
Corporate expense	10.00	
Office supplies	28.61	
Xerox	38.13	
Refund of dues	20.00	
Liability insurance premium	462.00	
Advance a/c 1986 banquet	250.00	
Advance a/c publication expense	535.81	
Other	131.41	6,743.55

Excess of Expense over Income \$ 634.88

AWARDS ENDOWMENT FUND

Income: Interest	\$ 184.11	
Expense: None	-0-	
<u>Excess of Income over Expense</u>		184.11

Note: 1982 and 1983 Auction proceeds added to fund \$2,000.00

PUBLICATIONS ENDOWMENT FUND

Income: Interest	\$1,047.80	
Expense: None	-0-	
<u>Excess of Income over Expense</u>		\$1,047.80

JAMES J. BRADLEY MEMORIAL FUND

Income: Interest	\$ 170.63	
Expense: None	-0-	
<u>Excess of Income over Expense</u>		\$ 170.63

**Statement of Financial Position as of
September 30, 1985
(Unaudited)**

ASSETS

General Fund

Maryland National Bank - Commercial Growth Account	\$ 5,672.09	
Advance a/c Secretary's expense	123.50	
Advance a/c publication expense	535.81	
Deposit a/c 1985 banquet	250.00	
Deposit a/c 1986 banquet	250.00	\$ 6,831.40

Awards Endowment Fund:

T. Rowe Price Prime Reserve Fund 3,571.95

Publications Endowment Fund:

T. Rowe Price Prime Reserve Fund	\$ 7,898.43	
Vanguard Money Market Trust: Prime Portfolio	5,387.81	
Federal Portfolio	5,380.80	18,667.04

James J. Bradley Memorial Fund:

T. Rowe Price Prime Reserve Fund 3,077.64

TOTAL ASSETS \$32,148.03

LIABILITIES and NET WORTH

Current Liabilities - Estimated annual meeting expenses contracted for:

Board meeting	\$ 286.00	
Banquet	1087.50	
Hospitality tent	335.00	\$ 1,708.50

Net Worth (Fund Equities)

General Fund	5,122.90
Awards Endowment Fund	3,571.95
Publications Endowment Fund	18,667.04
Bradley Memorial Fund	3,077.64

TOTAL LIABILITIES and NET WORTH \$32,148.03

1986 COMMITTEE CHAIRPERSONS ANNOUNCED

President-Elect Keith Marvin has made his committee chairperson appointments for 1986 as follows:

Publicity/Public Relations	Christopher G. Foster
Membership	Charles L. Betts, Jr.
Nominations/Elections	John A. Conde
Cugnot/Benz Awards	Matt Joseph
Bradley Award	James Wren
Publications	Beverly Rae Kimes
Annual Meeting/Flea Market	George B. P. Ward, Jr.
Chapter Liaison	To be announced

LETTERS

THE PICTURE ON THE BACK PAGE

From Jerry E. Gebby, 310 Appalachian Drive, Tucson, Arizona 85704:—

Enclosed is a photo of the Duesenberg racing car and its driver discussed on page 4 of the July-August *Journal*. I can't add anything to Ralph Dunwoodie's specs, but I do have some pieces to put into the puzzle, mostly because I knew the car's owner. He was a native of Chicago who came to my home town in Ohio in the early 1920's, married a local girl and sold a few good used cars he brought in from Chicago. I owned two of them later, but had nothing to do with his operation. I had gone with him to races at the Winchester Speedway in the 1920's but by 1933 I had gone to work for the Olds division of G-M and he had gone that-away. I had much less free time than before and I failed to look up either Jack or his car, which was entered again in 1934, but failed to qualify the second time around. Given two opportunities to meet Prentice, I passed up both, due to my traveling job. I have no idea as to where he is now.

About 25 years ago I had a long conversation with the widow of Jack Carr, who was an Indianapolis insurance broker. Her husband had been a racing fan who put up a little money for publicity; her recollection was \$500. In 1933 you could go quite a ways with that amount of money, which today wouldn't paint on the name and number. Mrs. Carr was quite certain that her husband's connection was entirely financial and that he had no part in the racing activities. It seems to have been a "silent partner" sort of arrangement, still common today.

MODEL A FORD SURVIVAL RATE

From Christopher G. Foster, 1102 Long Cove Road, Gales Ferry, Connecticut 06335:—I was interested to see Marshall Naul's analysis of Model A survivorship in the latest SAH *Journal*, because I have long observed that A's enjoyed longevity and popularity far beyond that of their contemporary rivals. Marshall's explanations, while logical, don't adequately explain the phenomenon, I feel. I suspect that the principal cause of the Model A's latter day popularity has less to do with any physical property of the car itself than it does with the charisma it possesses. Why else would there be such enthusiasm about the cars that an immense industry has emerged solely for their care and feeding? Model A's, a vast minority when compared to Model T production of over 15 million, easily outnumber their predecessors today, and I suspect that has been true for many years.

The variation in survival rate amongst years of Model A's also suggests this subjective quality, for I fail to see any physical difference between the 1930's and 31's that would account for the disparity in percentage of survivors. People hang on to the cars they like most, whether it be for utility or pleasure. Success of this sort builds on itself and guarantees that there is continuing support and camaraderie.

Marshall is probably right in saying that the survey of the 1968 AACA roster is as valid a sample as you'd get by polling the general public today, but I still wonder. Are AACA members any more or less likely to own A's than the general hobby population, and have our tastes changed in the last fifteen years? Such a search based on today's registration records is possible, of course, for there is at least one firm advertising this service. At the price quoted, though, one would have to invest quite a bit of money to determine a trend based on several makes of cars over several years.

Editor:— Some months ago a letter was received from SAH member Irvin A Pogue, of Chillicothe, Illinois, requesting information about automobile dash clocks and what makes were standard on what makes of cars. Photocoopies of what little information was available from our files was sent to Mr. Pogue, and just recently considerably more turned up, copies of which were also sent. Now a letter has been received with more information on the subject which should be of interest to those interested in automobile clocks or other dash-board instruments. The letter follows.

I have just recently received the automobile dash clock material which you sent, and by coincidence have an example of the Sterling Clock Company, Inc. product, i.e. an electric dash clock with case manufactured by Alemite which I think is an odd combination. You may have noted that the Sterling Clock Company is listed as a Division of Western Clock Company, which later evolved into "Westclock" of "Big Ben," "Baby Ben," "Tiny Tim" and "Tom Thumb" fame, the first two of which are well-known alarm clocks. Tiny Tims and Tom Thumbs being made of pot metal (the cases, that is), haven't survived too well and are scarce today. In case you are not familiar with these items, they were smaller versions of the later larger alarm clocks.

Part of the literature indicates that Waltham had a good corner on the dash clock market in the teen years and seemed to hold this edge well into the thirties when electric clocks came to the fore; then Jaeger et al began to absorb the market. I don't find an electric Waltham and apparently they did not wish to become involved in this facet of production. However, electric clocks were available from other sources prior to the thirties and I have an electric clock manufactured by Seth Thomas, a like example of which was observed in the dash of a 1928 model, or series, of Rolls-Royce automobile.

A copy of *Information Book* for the 1920 Marmon 34 has been recently acquired which indicates a clock, but no further information is given other than that it is stem-wound and set in the manner of watch operation. I would not be adverse toward using this book in trade for the Nevins-Hill *Ford Trilogy* should someone be interested.

Irvin A. Pogue, 212 North William Drive, Chillicothe, Illinois, 61523.

A NEW MUSEUM

From Arthur B. Ballantyne, San Diego Automotive Museum, P.O. Box 127088, San Diego, California 92112-7088:

Our non-profit corporation, through the efforts of city council members and private individuals, is focusing its resources to renovate and occupy a 26,000 square foot building in Balboa Park. Our goal is to open in early 1986.

The museum will house up to 120 vehicles, with a second building addition, including brass era to classics and also antique racing cars. A core collection has been obtained, to be supplemented by loaned exhibits changing periodically.

Also included will be a reference library, book store, meeting rooms available to automotive groups, and a restoration shop open to public viewing.

Any donations or loans of literature, photos or other memorabilia to our library by SAH members would be greatly appreciated and acknowledged. Donations are tax deductible to the extent of the law. We have proper storage facilities for materials available now.

My check and membership application on behalf of our museum is enclosed. We look forward to being an active historical resource, and to receiving your literature and back issues for our library.

CONCERNING HARRY W. KRANZ

From H. William Kranz, Jr., 484 Bassett Road, Bay Village, Ohio 44140:—This is written at the suggestion of G. Bridget Ryan, president of the Historic Flint Autoworld Foundation, as I am trying to locate someone who might have known my father, and could contribute information that might help to get him nominated for the Automotive Hall of Fame.

My father, Harry W. Kranz, was born on the east side of Cleveland, Ohio, the second of four sons of German emigrants, John and Rosa Kranz. John Kranz was a machinist at the Cleveland Motor Works.

Harry was always a scholar and enjoyed school, so he enrolled in the International Correspondence School, of Scranton, Pennsylvania. After completing High School requirements, he continued in Mechanical Engineering. At age 18 he went to work as a draftsman for the Standard Welding Company in Cleveland, which later became the Cleveland Welding Company of the Hydraulic Steel Corporation.

After receiving his degree in Mechanical Engineering from I.C.S., Harry taught night classes at Case School of Applied Science, which later became part of Case-Western Reserve University.

He progressed rapidly with the Cleveland Welding Company and at age 24 was promoted to Factory Manager; to General Manager at age 30; and to President at age 32—a position he held until 1952 when Cleveland Welding was sold to American Machine & Foundry.

After World War I, Cleveland Welding re-entered the automotive wheel and rim business with vigor. Harry Kranz developed many wheel and rim innovations himself: the collapsible rim, drop center rim, and the demountable wheel. He also designed the 14" wheel which General Tire called the "Jumbo Tire Wheel" and which Goodyear designated the "Air Wheel." Cleveland Welding was the first to develop the stamped steel spoked wheel in 1931.

During the Great Depression of the 1930's, Goodyear and Firestone entered the wheel and rim business, as did many of the motor companies. Cleveland Welding, in a marked reversal (usually it was the other way around), entered the bicycle business in 1934 and began production of the "Roadmaster" bicycle.

Harry Kranz was one of the original founders of "The Tire and Rim Association, Inc." He was a member of the S.A.E. and a director of The Motor Wheel Corporation.

RESEARCH AND CLASSIFIED ADS

INFORMATION NEEDED on the Hewitt-Ludlow Motor Truck Company of San Francisco, 1912 to 1926 (Xerox ok). Research being conducted for a member of the Hewitt family. **David M. King, 5 Brouwer Lane, Rockville Centre, New York 11570.**

WANTED:—Information, photos, references, anything pertaining to Chrysler's turbine cars, especially the 1963 test models ("Engelbirds"). Also seek pre-WW2 motorcycle literature and anecdotes. **Fred Fredericksen, 1356 Cordova Street, Ottawa, Ontario, Canada K2G 1M5.**

WANTED:—Information, photos, contemporary articles, news clippings, technical data, etc., on the U.S. Antarctic "Snow Cruiser" used by Admiral Byrd. Interested in anything about the vehicle, the expeditions, and the Beechcraft Staggerwing aircraft used with "The Snow Cruiser." **Bob Lichty, SAH 553, 147 Faith Circle, Carlisle, PA 17013. (Phone (717)249-7347.**

WANTED:—Photos and/or brochure showing 1917 Jeffery Model 472-2 Roadster. Need pictures of car with top up if possible. Also want to correspond with other Jeffery owners and obtain names and addresses of Jeffery owners. Please contact **Jeff Francis, 360 South Corona St., Denver CO 80209 phone (303) 722-8485.**

DIRECTORY CHANGES AND ADDITIONS

ADDRESS CHANGES

OLD ADDRESS		NEW ADDRESS	
Fred W. Crismon 321 Godfrey Avenue Louisville, KY 40206	335	Fred W. Crismon 7th Army CATC Support Co. Box 838 APO New York, NY 09112	335
Franklin B. Tucker 216 Central Avenue West Caldwell, NJ 07006	119	Franklin B. Tucker Seven Lakes, Box 2055 West End, NC 27376	119
Frank Barrett 1235 Pierre Street Golden, CO 80214	585	Frank Barrett 1235 Pierce Street Lakewood, CO 80214	585
Paul Zazarine P O Box 517 Temple Hills, MD 20748	980	Paul Zazarine c/o Car Review Magazine P O Drawer 7157 Lakeland, FL 33807	980
John Voelcker P O Box 6848 Stamford, CA 94305	924	John Voelcker London House Apt 6A 420 East 80th Street New York, NY 10021	924

NEW ENROLLMENTS

Arthur B. Ballantyne c/o San Diego Auto Museum P O Box 127088 San Diego, CA 92112	1130	Luc Gagne 242 72e Avenue Deux-Montagnes, Quebec Canada J7R 4R7	1140
Richard G. Price 2353 Jayma Lane La Crescenta, CA 91214	1131	Gudmundur Bjarnson Asbraut 7 200 Kopavgi Iceland	1141
John de Boer 3205 Valley Vista Road Walnut Creek, CA 94598	1132	Malcolm A. McGregor 11 Leymar Road Glen Burnie, MD 21061	1142
Dana M. Markey 1921 Washington Birmingham, MI 48009	1133	Owen Franklin Hoyt 515 Teresite Blvd. San Francisco, CA 94127	1143
John P. Davis 3057 S. Higuera St. No. 11 San Luis Obispo, CA 93401	1134	M. F. Egan P O Box 738 Los Alamitos, CA 90720	1144
Neil Loysen 48 Hill Street, 5B Morristown, NJ 07960	1135	W. Fenton Meredith 66 Ferncliff Avenue Youngstown, OH 44512	1145
Philip C. Campbell Cina Hall 205, Dept Sociology University of Minnesota Duluth, MN 55812	1136	Gary A. Schwertley P O Box 2402 Seal Beach, CA 90740	1146
Helen V. Hutchings 10426 Margate Street North Hollywood, CA 91601	1137	William L. McKeand 721 Jenkinson Street Port Huron, MI 48060	1147
Stephen J. Raiche Box 2153 Empire State Plaza Albany, NY 12220	1138	Gary A. Briggs 2612 Brookridge Lane St. Charles, MO 63301	1148
Grover W. Swank Winross Restorations Box 128 Palmyra, NY 14522	1139		

STREET SWEEPERS, SPRINKLERS, ETC.

BY
ELLIOTT KAHN

Street sweepers, flushers and vacuum cleaners—all of which are generally classed as public service vehicles—are built all about the world, and have been for well over 80 years. Today we see them on our public roads, in our shopping plazas both inside and in parking areas, in factory lots and interiors, and on airports. A number of firms, some more than 80 years old, market such items, although probably few people could name them.

In the United States perhaps the earliest forms of street sweepers, flushers and such, were operated on the rails of the local street railway companies, for in the early days the only paved areas of many streets were the sections between and along side of the tracks. Since, as part of a franchise to operate, that this right-of-way be maintained, these firms were early to start the use of both sweepers—often just big revolving brooms—or tank types which threw out streams of water along the way to wash off animal residues, sand, mud and such. The brooms also cleared the tracks of snow. Only when streets became paved from curb to curb was it realized that the entire area had to be cleaned every so often, and thus was born the street sweeper mounted on a wheeled, self-propelled vehicle that did not run on rails. The earliest ones seem to have been made about 1902 and were steam-powered, made in France, but offered and shown in this country as well. Several one-of-a-kinds were made, but in 1905 the Elgin Street Sweeper Company was founded in the Illinois city of that name. Today, now a part of the Federal Signal Company, the plant still builds street sweepers, flushers and vacuum cleaning units mounted on truck chassis, sometimes their own custom chassis and sometimes IHC or other brands of trucks. The custom units, like years ago, are highly original designs, often having a three-wheel configuration when actually the two rear wheels are mounted quite close together, though some of them were built on three-wheel chassis as well. This single (or double) rear wheel was used for steering, which permitted the driver to maneuver the brush close to the curbs and sharply around obstacles. Normally the driver sits up front with the engine in the rear or underneath, and this has always been the case. Today Elgin offers about six different custom chassis of various sizes, some of which sweep, wash and vacuum all in the same unit. Others do only one of these chores.

The Frank B. Austin Company, in neighboring Aurora, Illinois, started making motor vehicles in 1905 too, but apparently it was to be 1919 before a street sweeper was among its products, and then it was a usual farm tractor with brushes underneath it, for use in city streets. Later on this company built custom units that more resembled Elgin's products. In 1935 Austin merged with Western Equipment, a firm of the Chicago area, Western made a side-dump trailer or railroad car used in construction work, and thus the current Austin-Western brand name was born. This company is now part of the Clark Company (Buchanan, Michigan) although the plant is still in Aurora. Some of Clark's truck carriers under their large truck cranes are now made in Scotland and imported to the United States.

Wayne, now with a plant in Pomona, California, has been around for a long time, too, dating from the '30s at least, but for how long I do not know. Perhaps some of our members can help. Some of Wayne's units looked much like the Elgin, and came both three-wheel and four-wheel with narrow rear tread designs. Again, they have made many units under better-known brands of commercial chassis, as has Elgin. Today the units bear the name FMC, being owned by this conglomerate

(Food Machinery Company). The firm also used to build (in California) FMC motor homes, buses and trucks, and own several brands of fire trucks, among them the John Bean line, and also owns the Link-Belt firm which builds conveyor systems and truck cranes.

Pictured here is an early model (1917) of the Waycleanse suction type street sweeper, made by the Waycleanse Company of Sandusky, Ohio from 1916 to 1922, plus one final year at Syracuse, New York in 1923.



THE WAYCLEANSE STREET SWEEPER

Manufactured by
WAYCLEANSE CO., Sandusky, Ohio

SPECIFICATIONS OF THE "WAYCLEANSE" 1917 MODEL (Truck alone)

Engine, 50 hp (SAE) 4 cylinders, 5½" 6" bore and stroke.
Cooling System, water, with pump and fan.
Ignition, Bosch
Carburetor, Rayfield
Frame, 6-inch channel steel
Steering Gear, Ross worm and gear type
Front axle, Timken drop-forged I-section
Rear Axle, Timken drop-forged, with worm drive
Wheelbase, 96 inches
Tread, front wheels, 57 inches with 34 x 4 inch tires
Tread, rear wheels, 58 inches with 34 x 3 inch tires
Tires, Goodrich wireless solid tires standard equipment
Brakes, internal and external, on rear wheels only
Springs, Semi-elliptical, front and rear

SOME OTHER MAKERS OF STREET CLEANING AND SPRINKLING EQUIPMENT

Editor:—As a supplement to Elliott Kahn's article on the foregoing page, this additional list of makers of street-cleaning equipment has been compiled from several editions of Chilton's Automobile Directory and Automobile Trade Directory, where it appears under the heading "AUTOMOBILES, Public Service." Because our collection of these books runs only from 1910 through 1929, the list is certainly incomplete and, in some cases, inaccurate as to the final date of production of some makes. Those listed with a final date of 1929+ were probably made after that date.

Also, some of the brands mentioned in Mr. Kahn's article (Austin-Western, Clark, Wayne, and FMC) were not included in the directory listings.

Additions and corrections to this list will be welcomed, and will be published as received.

BRIGGS-CHICAGO Street Sweepers 1914-1917
 Briggs-Chicago Company
 North Chicago, Illinois.

BUTLER 1923-1929+
 Butler Manufacturing Company
 1810 East 24th Street
 Cleveland, Ohio.

CHILDS Street Sweepers 1923-1927
 Foamite-Childs Corporation
 502 Turner Street
 Utica, New York

ELGIN Auto-Sweeper 1905 to date
 Elgin Street Sweeper Company
 5 Oak Street
 Elgin, Illinois.
 (This company is now a part of the Federal Signal Company.)

ETNYRE Street Flushers and Sprinklers 1925
 E. D. Etnyre Company
 1st, 2nd, & Jefferson Streets
 Oregon, Illinois.
 (E. D. Etnyre was a builder of road-building machinery, who also made passenger automobiles in 1910 and 1911.)

KINNEY Street Sweepers 1927-1929+
 Kinney Manufacturing Company
 3529 Washington Street
 Jamaica Plain, Boston, Massachusetts

LAKE CITY Street Cleaning Equipment 1917
 Lake City Manufacturing & Supply Company
 1229 East 9th Street
 Cleveland, Ohio.

O-M-E-Co Vacuum Street Sweepers 1922-1923
 Ohio Municipal Equipment Company
 62 Prescott Street
 Columbus, Ohio.

OSHKOSH Street Flushers 1923
 Oshkosh Motor Truck Manufacturing Company
 Oshkosh, Wisconsin.
 (This company has also produced motor trucks, road maintenance machinery and snow plows, 1917 to date.)

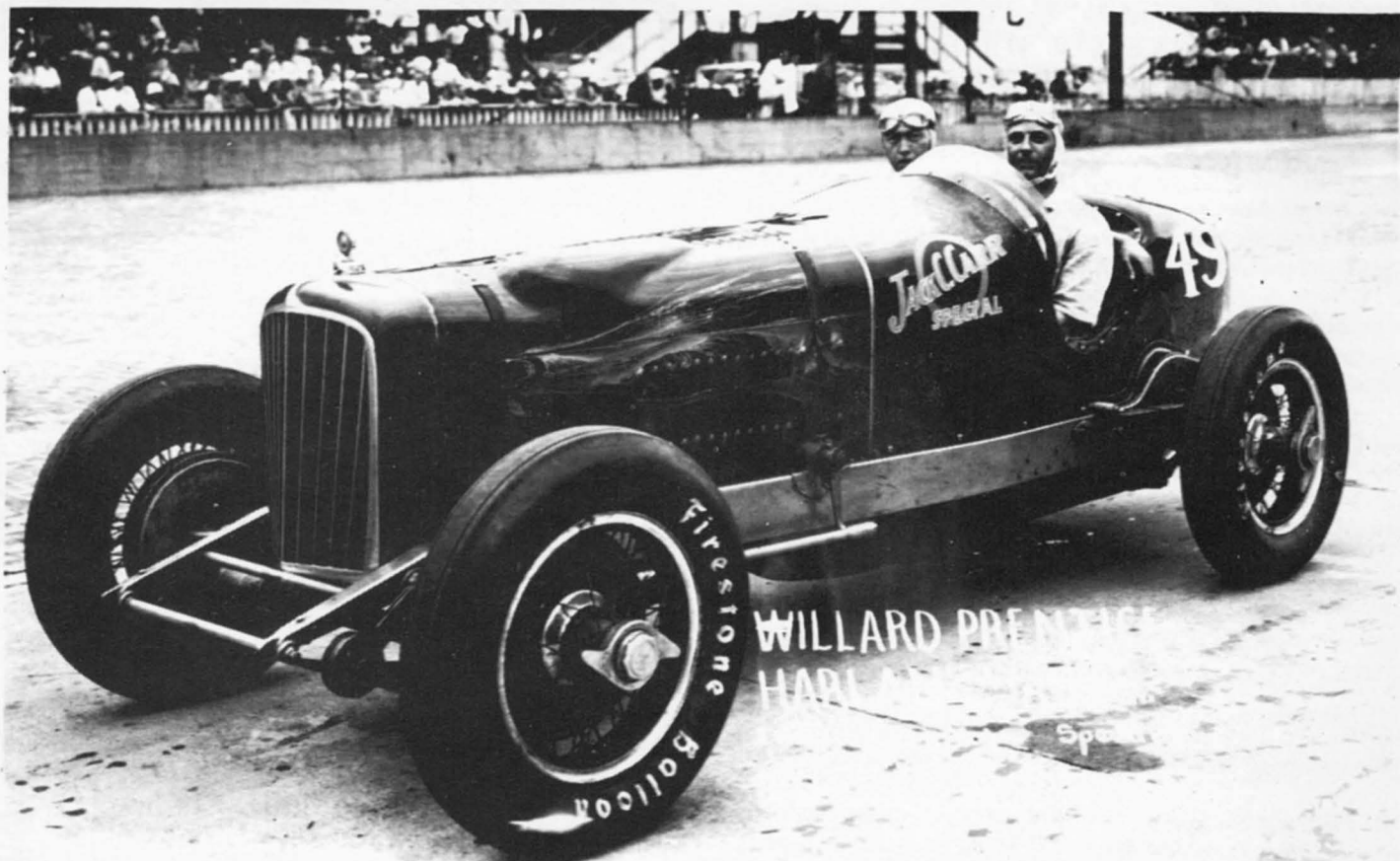
TIFFIN Street Flushers and Sprinklers 1914-1927
 Tiffin Wagon Company
 40 Harrison Street
 Tiffin, Ohio
 (This company manufactured motor trucks from 1913 to late 1925.)

WAYCLEANSE Suction Street Sweepers 1916-1923
 The Waycleanse Company
 Sandusky, Ohio (1916-1922) and Syracuse, New York (1923).



A street sprinkler on rails, probably about 1915-1920.

R. B. Brigham Collection



For some of this car's background, see Jerry Gebby's letter on page 4.

Photo courtesy of Jerry E. Gebby



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