South Bend Tribune, IN
Saturday, July 19, 1919

were marched to a nearby wall and shot.

MOTOR TRUCK TRAIN RESUMES JOURNEY TODAY

EVENING AT SPRINGBROOK PROVES ENJOYABLE TO MEN.

CITY SHOWS COURTESY

Goodyear Band Accompanies Outfit Corps From South Bend — All Pleased With Reception Tendered by South Bend.

Promptly at 4:45 o'clock this morning reveille was sounded in the camp of the United States motor transport corps train at Springbrook park, and shortly after 6 o'clock the first huge truck left the entrance to take its place at the head of the convoy. In less than half an hour the entire outfit of 85 trucks, motorcycles, touring cars and trailers, was in line and the three mile train started rolling on the next leg of its transcontinental journey over the Lincoln highway. The convoy expects to reach Chicago Heights, Ill., early this afternoon.

The advance party of the train, consisting of a few passenger cars of standard design, and carrying Lieut.-Col. C. W. McClure and staff, arrived in South Bend at 2 o'clock Friday afternoon, followed an hour later by the van of the convoy. The Chamber of Commerce reception committee, headed by Mayor F. B. Carson, met the train at the city limits and piloted the trucks on a short parade through the principal business streets. The line was joined at Sample street and Lincoln Way East by a number of motor trucks from the central fire station, under the direction of Fire Chief Irving W. Sibrel and the shrieking of the sirens brought the people to the streets to watch the convoy pass. The crowd thickened as the train neared the center of the city, and the down town streets were lined on both sides by hundreds of interested onlookers.

Men Are Tired.

The line of parade, as originally mapped out by the reception committee, was abandoned when it was found that the men were completely tired out from the hot, dusty grind from Fort Wayne, and the convoy was soon on its way back to the park. Elbel's band joined the parade when it reached the center of the city and accompanied the trucks back to the camp where a program of popular airs was given. A truck load of lemonade, prepared by the Chamber of Commerce, was soon dispatched to the camp and rapidly disappeared before the combined attack of the thirsty Yanks. The portable kitchens did not accompany the trucks on the parade through town, and supper was already begun when the convoy returned.

Mayor Carson and the reception committee, composed of Joseph P. Kelley, chairman; Harry Wheelock, LeRoy Clauer, Charles Speth, G. W. Sweet, Chief of Police Peter Kline, Joseph Schelsinger, Leslie C. Morehouse and J. Randolph Adams, accompanied the train back to the camp and assisted in arranging the details of the evening's entertainment.

Firestone officials and Republic truck men combined forces and met the transport train this side of Osceola. Sandwiches were passed out to the officers and enlisted men together with cigars and cigarets.

Publicity Men On Hand.

The Firestone tire men making the trip included W. Holroyd, manager truck tire sales of Chicago branch; W. G. Hall, Indiana representative of the Chicago branch of Firestone; M. S. Pronatt, western Indiana representative of Firestone; George D. Steel, assistant who'esale manager of transportation and engineering of the Republic Motor Truck company.

Friday noon the local Firestone branch entertained at a luncheon in honor of Lieut. W. H. Doran, advance publicity man for the army; Maj. St. John Cooper, Indiana and Ohio inspection district, and driver of the pilot car; H. C. Osterman, vice-president and secretary of the Lincoln Highway association, and Capt. G. W. Sweet, national service manager of Studebaker corporation.

The outfit presented much the appearance of a big circus after the final arrival at Springbrook park. The huge trucks were arranged in companies around the portable kitchens and the mess sergeant began the preparation of evening "chow." Soon the air was filled with the odors of the cooking meal. A detail of men hunted about the park for wood for the fires while others were busy with various preparations for spending the night. Mechanics began cleaning and polishing their machines.

The men sang and joked with each other in the best of spirits. They broke forth into cheering when Elbel's band, at the special request of Col. McClure, played "There's a Long, Long Trail."

"How appropriate the selection is," laughed the colonel. "We certainly are on a long trail and the best of it is, we are going to get there, that's all."

Band On Trip.

The Goodyear Tire company's band arrived at the park at 5:30 and played popular airs for the men until supper was announced at 6:30. The band, composed of 15 employes of the Goodyear company, will accompany the train on the remainder of its journey. It is thought by the officials of the company that the band may prove to be an interesting feature of the train and furnish amusement for the personnel of officers and men. The band will travel in a specially built truck which is equipped with 10-44 pneumatic tires. The same truck made the trip once before, driven by the same men, and it is thought that these drivers may prove valuable to the train as road finders.

Ten representatives of the Goodyear company will accompany the band to watch the tires of the truck which are being subjected to a test of durability.

After supper the men were permitted to enjoy themselves about the park as full privilege had been obtained for them through the efforts of the Chamber of Commerce and the Studebaker corporation. The dancing pavilion was thrown open and the men enjoyed the dancing to the music furnished by the Goodyear band, which played throughout the evening.

Officers at Country Club.

The officers of the outfit were entertained at the South Bend Country club with a dinner given by the Studebaker corporation.

Dr. E. N. Johnson, who is traveling with the truck division in the interest of good roads, and is considered an authority on highways, gave an interesting address following the dinner. He stated that all great highways constructed so far have been built for service and will last under the heavy traffic with which they must contend during the next few years.

He had much praise for St. Joseph county citizens and asserted that they must be a group of public spirited people judging from the interest manifested in all improvement movements.

Trip Arouses Interest.

All the large manufacturers of motor trucks and accessories and many transportation engineers who are studying the increased use of the highways as a part of the nation's transportation system, are watching with interest the progress of the truck train from coast to coast. On its commercial side, the convoy's 3,500 mile trip is a nation-wide demonstration of the value of improved roads and the range of the motor truck's utility as a carrier.

Several of the companies whose products are included in the train have representatives along. Firestone, Goodyear and Goodrich tire companies have service men accompanying the caravan, and have five service trucks, rolling along with it. The Dixon Crucible company has an expert on lubricants along with a car. Packard, besides having three light duty trucks in the train itself, furnishes the Lincoln highway pilot car and the official press car, both twin sixes.

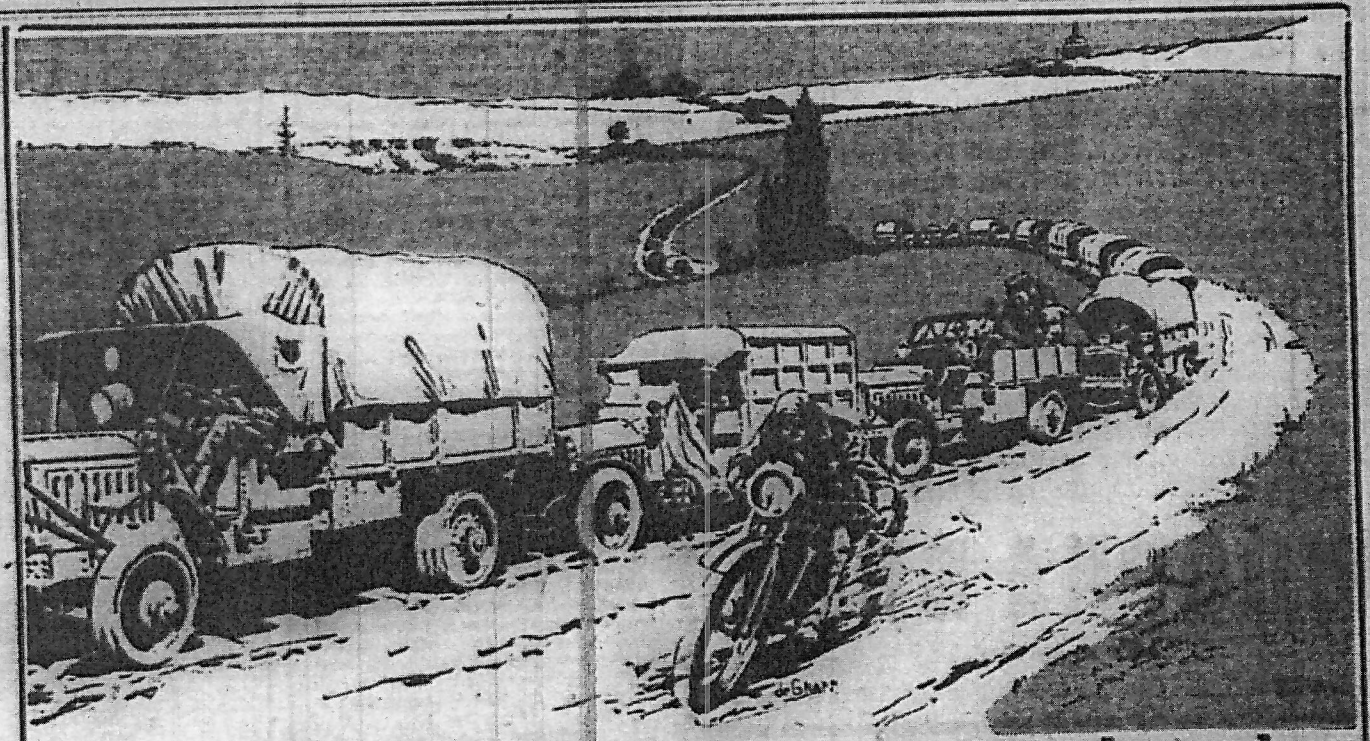
Keep Date of Trip.

Officer observers, detailed by the war department, are making a careful registry of data concerning road and load conditions. The performance of the various units is being entered on the national standard cost system, the basis approved by the national truck owners' conference and already in use the country over in the Packard efficiency test on trucks in 200 different lines of business. Fuel consumption, tire mileage, repair costs, etc., are carefully noted, and the compilations probably be disseminated by the war department for the benefit of all truck users and operators.

Some of the warrior trucks so far have perfect repairs records for the 15 weeks they have been on the road.

The city socials each appears in The Tribune. If you like society news and [illegible] read The Tribune [illegible] fail to [illegible]

South Bend Tribune, Friday, July 18, 1919



An Army Truck Train is coming through South Bend

A special United States Army truck train is coming through here on a test run from Washington to San Francisco.

In addition to a large number of conventional Army trucks, the outfit includes a traveling machine shop, field kitchen, tank trucks, office-work trucks, ambulances, motor cycles, observation and officers' cars, and an anti-aircraft defense equipment which includes a three million candle-power searchlight.

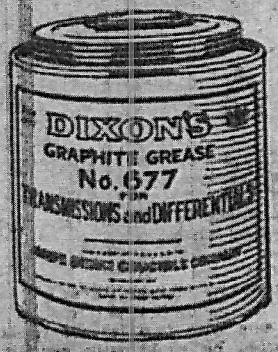
In the transmissions and differentials of many of the larger units Dixon's specially compounded graphite transmission and differential lubricant is reducing friction to a negligible minimum by preventing metal-to-metal contact.

The drivers notice in handling their trucks the exceptional ease with which they shift gears—the unusual quietness of the rear axle—the lack of extra "labor" on the part of the motor.

Look this truck train over when it passes through the city. Ask the boys how thoroughly Dixon's Lubricants are "seein' 'em thru".

DIXON'S GRAPHITE Transmission and Differential LUBRICANT

JOSEPH DIXON CRUCIBLE CO., Jersey City, New Jersey
Established 1827



Recruits can enlist

Young men can enlist in the Motor Transport Corps at any of the cities along the route. Special government mechanical training schools will teach the inexperienced man the technical operation of gas engines and motors and graduate him as an excellent mechanic.

For Better Roads

One purpose of this trip is to encourage the building and maintenance of better roads—both local and transcontinental—for economic as well as military purposes. Boost the good roads movement in your state.

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