

# CHEVROLET MAKES FINE AIRY ROOM

Touring Season Opens and Many Families Approve New Model Car

The Arab of the poet, who foiled up his tent and silently stole away, had nothing on owners of the 1928 series Chevrolet five-passenger coach, for this car can be transformed into a comfortable bedroom as anybody could reasonably ask for in a few minutes, according to Douglas McKay of the local dealer organization. Making and unmaking beds is one of the banes of a motor camper's life. However, if he gratifies the spirit of wanderlust in vacation time by traveling in a Chevrolet coach, most of his troubles in this respect are eliminated, the dealer points out. Changing the interior of the car to provide a comfortable bed for two persons is said to be a simple matter. By lowering the rear cushion, moving the back-seat cushion forward and letting down the backs of the front seats everything is made ready for spreading the blankets and sheets and placing the pillows in position. The only tool necessary for this work is a screw driver. Pillows may be conveniently carried in a rear trunk rack or in a sack on a rear trunk rack; many prefer to keep them in the car to increase the ease of lugging.

The advantages of sleeping in a closed car are numerous, as the windows may be arranged to give good ventilation without drafts and complete protection is afforded in any kind of weather. Less camping equipment has to be carried and mobility is improved. A camping spot is available wherever a driver desires to stop. "With the touring season under way more and more attention is being focused on the coach model of the bigger and better Chevrolet," said Mr. McKay. "It is the ideal outing car for small families and when only part of a large family is on vacation at a time. It is evident that the coach will be a material factor in sales of Chevrolet this year."

## MOTOR BUS. FAST GROWING INDUSTRY

(Continued from page 11)

to both layman and expert. The Bus Division of the A. A. A. is the national organization of operators of motor buses. Its membership, consisting of 23 State and District Motor Bus Associations and 34 large individual operators of bus fleets, represents operation in excess of 22,000 motor buses. The annual publication just compiled contains practically all the statistics and facts obtainable from reliable sources which have any bearing on the industry and which are presented in a series of charts, statements and grouping of figures, making it possible for experts and laymen to readily understand and keep in touch with the rapid progress made by the industry. Some of the outstanding points emphasized:

# VICK BROS. USED CARS

- 1927 Oakland Landau Coupe fully equipped, 85% new rubber, and has the appearance of a new car, for **\$825**
- 1927 Pontiac Coach with 70% new rubber and in A1 condition in every way for **\$675**
- 1926 Gardner six sport touring, bumper, snubber, S & M fog light, motometer, new Duco finish and a real buy at **\$650**
- 1926 Oakland Coach equipped with bumpers, fog light, 70% new rubber and a car that runs and looks like new **\$695**
- 1925 Overland six four door sedan has had the best of care, fully equipped, 75% new rubber, with the appearance of a new car and a snap **\$575**

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The House that Service Built

There are 44,486 buses used in common carrier service.

There are 35,876 buses used in carrying school children back and forth from home to school.

Total passengers carried by all buses in 1927 were 2,525,000,000. Of the total passengers, 2,210,000,000 were transported by common carriers.

Total investment in rolling stock terminals, garages, etc. amounts to approximately \$500,000,000. Total gross revenue of common carrier bus lines in 1927 was nearly \$313,000,000.

Taxes paid by motor bus operators in 1927 are estimated at \$16,000,000. Of the total of 85,636 buses operated by 22,611 companies in the United States on January 1, 1928, 44,486 were in regular common carrier operations. These were divided into: Intrastate carriers 32,000; interstate carriers, 3,000; electric railways and subsidiaries, 8,492; steam railroads and subsidiaries, 994. There were 41,150 non-common carrier buses, divided as follows: in hotel service, 1,100; in sightseeing and tour service, 2,700; in industrial use, 1,150; in use by schools (public and private), 35,800; for miscellaneous purposes, including railroad terminal use, 400.

One of the most interesting features brought out in "Bus Facts" is the extent to which motor buses contribute to education. Gone are the days when children in rural communities had to arise at the break of dawn and trudge miles to the schoolhouse. Now the pupils get up at the same time as the rest of the family, have time to eat a good breakfast and stroll down the main highways where a comfortable bus picks them up and conveys them to school. After school the bus deposits them at home. It is estimated that during 1927 these school buses carried 981,240 children each school day over 352,892 miles of road to 14,495 schools at a total annual cost of \$24,659,598.

Looking over the figures as related to school buses by geographical divisions, the Southeast is shown to lead in this means of transportation with 363,652. However, the Northeast spent the most money on this transportation, the total being \$8,756,796 as against \$6,208,268 spent by the South. For individual states, Indiana took the palm for the largest number of school buses operated, the greatest total mileage and heaviest total expense. In this state 5,956 buses were operated over 65,563 miles of route at a total expense of \$3,323,599. North Carolina led in the number of children transported with a total of 120,000.

The steam railroads, no longer so efficient as the utility of the motor bus as a common carrier, no longer see things in the old light. There are now 64 steam railroads using 394 motor buses, either directly or through subsidiaries. Electric railways are using 8,492 buses, whereas in 1923 they only used 1,200. And there are many electric railway men who had little faith in the future of the bus.

One of the outstanding features of the motor bus industry, as brought out by "Bus Facts" is the annual bus mileage, which now is about 2,002,000,000 miles. For common carrier buses the bus mileage has increased steadily since 1923 when 1,350,000,000 miles were recorded. In 1924 the total was 1,534,000,000; in 1925, 1,678,000,000 miles and in 1926 nearly 1,900,000,000 miles.

The number of buses operated annually has more than doubled since 1923. The booklet shows, there being in 1923 only 40,000 registered. A year later the registration had climbed to 52,225, touched 69,425 in 1925 and reached 80,040 in 1926. Last year saw the number ascend to 85,635.

In the matter of comfort for passengers, the motor bus industry has made constant improvements. The time when passengers making bus trips were forced to huddle in their seats, suffering from cold, aggravated by a cramped position, or heat made more irksome by dust filtering in from the roadside, is rapidly disappearing. Most lines now operate luxurious parlor car service, where the passenger can enjoy all the comforts which attend a Pullman car journey. Sleeper service has been inaugurated by many lines and all night bus travel under comfortable conditions is now an accepted fact.

A strong tendency toward longer wheelbase is another indication of the striving for comfort on the part of the manufacturers. In 1922 practically 46 percent of the wheelbases in use were under 150 inches; at the present time about four percent fall in that category, while nearly 46 percent are 150-199 inches and 50 percent 200-225 inches.

In like manner the popularity of the heavy duty chassis has constantly increased until in 1928 more than 47 percent of models offered bus operators were in this class. According to figures quoted by "Bus Facts", 9,456 chassis went into bus service in 1927. More rapid has been the increase in the use of six-cylinder models. In 1922 the percentage of six-cylinder models was 7.6 percent as against 34.4 percent of four-cylinder styles. The ratio changed gradually until 1927 when six-cylinder models showed 75.6 percent as against 14.4 percent of four-cylinders. In 1928 the expected ratio is 81.6 percent in the six-cylinder type and 18.4 in the fours.

Production of bodies for 1927 amount to 7,791 units. The school body type comes first in the production total with 2,777 bodies. Second is the parlor and sedan bus with 2,469. Third comes the street car type, with 2,338. Substitution of buses for electric street car lines during the year was an important factor in the production of the latter.

# NEW 'GRAY-GHOST' APPEALS TO MANY

Snappy Speedster Model in Demand; Unusual Features Attractive

Introduction of the new Falcon-Knight "Gray Ghost" with the subsequent demand from purchasers who seek ultra-smartness in their cars as well as quality and performance, indicates that this new model, a product of the Falcon Motors corporation, of Detroit, may prove one of the front runners of the line, officials of the company declared during the past week.

This new speedster model is an addition to the line of Falcon-Knight Sixes which is now comprised of a 5-passenger four-door sedan, a 5-passenger four-door sedan and two-passenger coupe and the four-passenger "Gray Ghost" Speedster. The latter has a rumble seat built in four-cylinder style. The ratio changed gradually until 1927 when six-cylinder models showed 75.6 percent as against 14.4 percent of four-cylinders. In 1928 the expected ratio is 81.6 percent in the six-cylinder type and 18.4 in the fours.

There is no more interesting data given in "Bus Facts" than the comparison of state taxes and fees on motor buses. Taxes levied upon the bus in the form of license fees and the gas tax vary greatly throughout the different states. A specific type of bus under given conditions would pay \$394.25 in these taxes in Ohio, and in North Carolina, where 6 per cent gross receipts tax is in effect the fee would be \$1095.68. In three states it would be over \$1,000; in eight others it would be greater than \$750; in ten others it would be greater than \$511.81, which was the average for the United States.

From the foregoing facts it will be readily seen that the motor bus, while still in its infancy, is progressing with enormous strides and rapidly gaining favor as a dependable, efficient, and necessary utility in the transportation field. Even experts hesitate to say when or at what stage the maximum development of the industry will be reached.

## PLANE THOUGHT DOWN

TIENTSIN, China, June 8.—(AP)—A rumor persists that an American airplane has been brought down while flying over the fighting area near Koku on Pailo but this cannot be confirmed.

Steady Main Springs  
If a man knows that his work is good and those who understand his work agree he has two of the greatest main springs of happiness in life.—The American Magazine.

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