

# Results of National Truck Efficiency Test Announced by Packard Company

*1760 Packard Trucks Show How to Attain Efficiency Urged  
by Council of National Defense and War Industries Board*



FOR four years now, War conditions have forced the industrial man to think about his transportation largely in terms of the motor truck. Out of his experience two underlying questions have been brought sharply to the attention of every truck user:

*What ought I to expect my truck to do for me?*

*What ought this service to cost me?*

All lines of business are vitally interested today in making every motor truck move more freight, thereby relieving the burden on the railroads.

Every business realizes the necessity for an accurate and complete cost system, and a standardized method of accounting, which will serve as a *permanent record* of operation and maintenance.

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In fullest co-operation with the efforts of the National Council of Defense and the War Industries Board to save freight cars for urgent Government service—the Packard Motor Car Company announced on June 1st last the opening of the National Truck Efficiency Test.

This National Test was planned to do three things:

To interest all truck owners and drivers in the campaign of the National Council of Defense and the War Industries Board for higher efficiency of motor truck transportation and the use of motor transportation wherever possible to relieve the congestion of the railroads.

To demonstrate on the road the practical methods to attain higher efficiency in motor truck transportation.

To show how costs of motor operation may be found

*exactly*, and the advantages of recording these costs *regularly* and *in detail* on the standardized forms of the National Standard Truck Cost System, as perfected by the Truck Owners' Conference.

Prizes amounting to \$5025.00 in cash were announced to be awarded to owners and drivers of Packard Trucks who established *efficiency records*—on the items of outgoing and return loads; the state of the roads; time required to cover the route; low cost per ton-mile in gasoline, in tires, in oil; in maintenance cost, and the condition of the truck at the end of the test.

*Seventeen hundred and sixty Packard Trucks* carried out the conditions of the test and turned in their detailed records, on forms of the National Standard Truck Cost System—the one system which keeps an exact, impartial and comprehensive record of any truck, irrespective of size, make, or the class of hauling the vehicle is doing.

It was impossible, of course, for every entrant to win a prize in *cash*. But every owner and driver did get an insight into the *higher service* he might expect from his truck, when operated on the principles explained to him by the Technical Service Department of his local Packard Branch or Packard Dealer.

It is the function of the Technical Service Department to see that every available means of motor transportation shall be kept running at highest efficiency.

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In a very real sense this test is a nation-wide extension of the Packard Policy of 100% War Work.

And the truck owners and truck drivers who carried through this test knew that they were thereby rendering the fullest co-operation with the Government.

## THE PRIZE WINNERS AND JUDGES IN THE NATIONAL TRUCK EFFICIENCY TEST

### Class A—1½ and 2 ton trucks

FIRST: What Cheer Chemical Co., Pawtucket, R. I., James L. Drury, Driver.

SECOND: Edson, Moore & Co., Detroit, Mich., Edward Dallas, Driver.

THIRD: Edson, Moore & Co., Detroit, Mich., Leon Moore, Driver.

### Class B—3 and 4 ton trucks

FIRST: H. F. Cherigo & Sons, Baltimore, Md., Lew Bacighipi, Driver.

SECOND: Salt Lake City Pressed Brick Co., Salt Lake City, Oloff Hanson, Driver.

THIRD: Harper & Wilz, Baltimore, Md., C. Wilz, Driver.

### Class C—5 and 6 ton trucks

FIRST: W. M. Hoyt Co., Chicago, Ill., Joseph Brookbank, Driver.

SECOND: Gottfried Krueger Brewing Co., Newark, N. J., Charles Langbein and Joseph Birchler, Drivers.

THIRD: H. F. Cherigo & Sons, Baltimore, Md., J. Butts, Driver.

The owner winning first honors in each class is awarded \$1000. The winning driver in each class is awarded \$500; second, \$100; third, \$75.

The judges who made the awards were three well known experts on Motor Transportation: H. P. Gould, editor of 100%; H. W. Slauson, M. E., motor editor, of Leslie's; and Waldemar Kaempffert, editor of Popular Science. The records of the test were identified by number and at the time of making the awards the judges did not know the names of the winners.

Practically every line of business employing motor trucks, from a single truck to the "fleet," competed throughout the three months

of the National Truck Efficiency Test. The National Truck Efficiency Test, for the first time, gave an *incentive* to the driver to keep records—to keep his truck in the best operating condition.

It is true that, in most cases, the owner selects the truck of his choice. But it is the *driver* to whom the care, operation costs, upkeep and efficiency of the truck are entrusted.

One of the most valuable results of the test was the close co-operation rendered by the Technical Service Department of the local Packard Branches and Dealers with the individual truck driver—distributing information on better operating methods, greater efficiency, lower upkeep and running costs.

PACKARD MOTOR CAR COMPANY, *Detroit*

W. D. MacMillan, Jr.

Wilmington, N. C.