

TABLE XX.

RESULTS OF ORGANISED TRIALS OF HEAVY, STEAM, OIL AND ELECTRICAL VEHICLES DURING THE YEARS 1897, 1898 AND 1899.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	
Name of Maker and type of vehicle.	Trials.	Total weight of vehicle and load.	Mean tare of vehicle with fuel and water, but not attendants.	Load carried.	Seating capacity of the passenger-vehicles.	Ratio of mean tare to load.	Mean tare per declared B.H.P.	Total moving weight per declared B.H.P.	Declared boiler pressure, per sq. in.	Total heating surface of boiler.	Fuel.	Lb. of water evaporated per 1 lb. of fuel, not including lighting-up.	Diameter of cylinders of engine.	Stroke.	Speed of engine, revolutions per minute.	Declared B.H.P.	Distance travelled on trial.	Average speed per hour.	Fuel used per loaded vehicle-mile, including lighting-up.	Water used per loaded vehicle-mile.	Cost of fuel and water per loaded vehicle-mile.	Cost of fuel and water per gross ton mile.	Estimated cost of running the loaded vehicle per mile.	Name.	
		tons cwt.	tons cwt.	tons cwt.			cwt.	cwt.	lbs.	sq. ft.		inches.	inches.	inches.		miles.	miles.	lbs.	gallons.	d.	d.	d.			
Scotte Steam Omnibus	Poids Lourds, 1897	5 19	4 12·6	1 3·6	12	3·87	7·3	9·2	170	—	Coke	5·5	4·35	4·35	4·55	13·7	192	6·7	13·25	7·3	2·76	0·465	a 7·5	Scotte.	
Scotte Road Train (for Passengers)	" " "	8 19	6 6	2 9·2	26	2·56	8·02	11·4	"	—	"	4·7	4·55	4·55	4·75	15·7	194·2	6·33	17·1	7·95	3·43	0·383	10·0	Scotte.	
Scotte Road Train	" " "	11 11	6 15	4 2·8	—	1·63	8·6	14·7	"	—	"	5·5	"	"	"	"	192	4·19	21·2	11·4	4·38	0·378	13·9	Scotte.	
De Dion & Bouton Steam Omnibus	" " "	6 1	4 10·8	1 2	16	4·13	3·64	4·84	200	60·28	"	6·2	3·95	7·5	6·7	600	24·5	192	8·85	6·45	4·0	1·37	0·226	5·5	De Dion & Bouton.
De Dion & Bouton Tractor and Trailer	" " "	9 15	6 15·5	2 9·2	35	2·75	3·95	5·7	"	—	"	6·0	4·55	7·7	—	600	34·3	193·8	6·6	12·6	6·78	2·6	0·267	9·45	De Dion & Bouton.
Panhard & Levassor Omnibus	" " "	3 7	2 3·6	0 19·8	14	2·2	3·7	5·7	—	—	Petrol	—	3·55	3·55	5·3	750	11·75	195·7	6·36	pints 1·35	0·84	2·12	0·634	b 7·2	Panhard & Levassor.
De Dietrich Lorry	" " "	2 9·2	1 3·3	1 3·6	—	0·99	3·66	7·72	—	—	"	—	3·75	3·75	6·3	660	6·36	193·4	5·28	pints 0·785	0·87	1·84	0·75	4·46	De Dietrich.
De Dion & Bouton Omnibus	Poids Lourds, 1898	8 5	6 1	1 19·4	20	3·06	4·12	5·62	200	69·4	Coke	4·87	3·95	7·5	6·3	600	29·4	150	8·98	9·3	4·5	1·88	0·228	a 5·66	De Dion & Bouton.
De Dion & Bouton Char-à-bancs	" " "	8 9·2	5 17·2	2 7·2	24	2·48	4·0	5·76	"	"	"	4·98	"	"	"	"	189·2	8·57	10·3	4·97	2·08	0·246	6·14	De Dion & Bouton.	
De Dion & Bouton Lorry	" " "	8 14	5 4·2	3 5	—	1·6	3·55	5·92	"	"	"	4·5	"	"	"	"	192	6·83	13·1	5·8	2·59	0·298	7·31	De Dion & Bouton.	
Serpellet Omnibus	" " "	6 15	5 2·6	1 6·6	14	3·85	6·97	9·2	—	75·8	Oil	c 11·0	4·75	4·75	3·95	415	14·7	187·5	7·77	pints 4·55	4·27	4·33	0·642	c 7·8	Serpellet.
Leyland Van	" " "	2 10·7	1 16	0 15	7	2·4	6·0	8·45	190	50·0	"	10·6	—	—	—	6·0	163	5·88	pints 2·1	d 0·675	2·5	0·985	e 5·9	Leyland.	
Panhard & Levassor Van	" " "	3 4	1 17·2	0 19·75	—	1·89	4·77	8·2	—	—	Petrol	—	3·15	3·15	4·75	750	7·8	192	8·8	0·985	insignificant	2·43	0·76	g 4·48	Panhard & Levassor.
De Dietrich Lorry	" " "	3 4	1 12	1 9·6	—	1·08	3·64	7·3	—	—	"	—	4·35	4·35	6·3	700	8·8	191	6·7	pints 1·54	"	3·8	1·18	6·5	De Dietrich.
De Dietrich Brake	" " "	3 0	1 18·5	0 19·75	?	1·98	4·38	6·82	—	—	"	—	—	—	700	8·8	191	7·15	1·13	"	2·8	0·93	5·5	De Dietrich.	
Roser Mazurier Omnibus	" " "	3 12	2 10·8	0 18·7	14	2·72	5·47	7·75	—	—	"	—	4·75	4·75	5·9	550	9·3	95·8	5·87	0·78	"	1·45	0·40	h 5·75	Roser Mazurier.
Compagnie Française des Voitures Electromobile (Bersey) Van	" " "	2 16	1 19·5	0 15	—	2·64	11·3	16·0	—	—	Electricity	—	—	—	—	3·5	150·5	6·2	k.w. hours 0·68	—	0·153	0·055	i 4·85	{ Cie Française des Electro- mobiles.	
Krieger Van	" " "	2 0	1 8·7	0 10	—	2·88	3·65	5·1	—	—	"	—	—	—	—	7·85	97·5	6·4	k.w. hours 0·355	—	0·08	0·04	4·26	Krieger.	
Thornycroft Lorry	S.P.T.A., Liverpool Branch, 1898	6 3·2	3 5	2 10·6	—	1·29	3·18	6·85	175	65	Coal	u 4·01	4·0	7·0	5·0	500	18·0	143	5·22	9·2	3·69	0·75	0·12	k 11·8	Thornycroft.
Thornycroft 6-wheel Lorry	" " "	9 11	4 8·2	4 14·6	—	0·93	4·9	10·6	"	"	"	u 4·78	4·0	7·0	5·0	500	18·0	71·8	19·07	9·11	1·55	0·16	14·6	Thornycroft.	
Lifu Lorry	" " "	5 6·8	2 13·4	2 4	—	1·21	2·67	5·35	210	80	Oil	8·66	3·0	6·0	5·0	600	20·0	143·5	7·02	pints 5·24	t 4·54	2·62	0·49	l 11·4	Lifu.
Leyland Lorry	" " "	7 8·6	3 3	4 1·2	—	0·78	4·5	10·6	200	110	"	u 8·1	3·0	5·0	6·0	500	14·0	143	5·22	4·22	3·41	2·11	0·28	9·7	Leyland.
Thornycroft Lorry	R.A.S., Birmingham, 1898	6 17·5	3 8	3 0·5	—	1·13	3·78	7·15	175	65	Coal	u 2·3	4·0	7·0	5·0	500	18·0	42·5	6·2	19·8	4·55	m 2·09	0·30	—	Thornycroft.
Leyland Lorry	" " "	6 10·8	3 2	3 3	—	0·98	4·42	9·85	200	110	Oil	8·8	3·0	5·0	6·0	500	14·0	46·8	6·48	pints 4·02	3·53	n 2·38	0·364	—	Leyland.
English Daimler Van	" " "	2 9·8	1 5·5	0 19·3	—	1·33	4·65	9·1	—	—	Petrol	—	3·62	3·62	6·37	700	5·5	46·8	7·82	pints 0·48	0·28	o 0·45	0·18	—	Daimler.
Thornycroft Lorry	Automobile Club, 1899	p 6 18·4	3 12	3 0	—	1·2	—	—	175	65	Coal	6·9	4·0	7·0	5·0	440	—	20	5·45	9·85	6·8	m 1·13	0·16	—	Thornycroft.
Bayley Lorry	" " "	p 7 0	3 9·5	3 5	—	1·08	—	—	—	—	Coke	7·97	4·0	6·5	5·0	500	—	20	5·2	6·15	4·9	q 0·389	0·055	—	Bayley.
Cannstatt-Daimler Lorry	" " "	p 4 8	2 2	2 4	—	0·92	5·4	11·3	—	—	Petrol	—	3·81	3·81	5·375	660	7·8	20	5·85	pints 1·1	insignificant	1·6	0·364	—	Cannstatt-Daimler.
Cannstatt-Daimler Lorry	" " "	p 8 10	3 1	5 5	—	0·56	5·2	14·4	—	—	"	—	4·94	4·94	6·125	540	11·8	20	3·88	pints 1·6	"	2·4	0·282	—	Cannstatt-Daimler.
English Daimler Postal Van	" " "	4 1	2 2	1 16	—	1·17	3·65	7·0	—	—	"	—	3·56	3·56	4·75	800	11·5	20	5·0	pints 1·2	—	1·8	0·44	—	English Daimler.
Thornycroft Lorry	{ Automobile Club, Liverpool Branch, 1899 }	7 9·3	3 11·6	3 14·5	—	0·96	2·05	4·27	175	83	Coal	8·13	4·0	7·0	5·0	770	35	71·5	5·31	8·88	7·15	m 1·02	0·135	9·55	Thornycroft.
Thornycroft Lorry and Trailer	" " "	11 12	4 15	6 13	—	0·71	2·37	5·8	200	"	"	7·86	4·0	7·0	5·0	770	40	71·5	5·67	12·46	9·81	1·45	0·125	11·9	Thornycroft.
Coulthard Lorry	" " "	5 0	2 11·4	2 6·3	—	1·09	3·67	7·15	212	77	Oil	—	2·75	4·18	6·0	500	14	35·9	4·78	—	—	—	—	—	Coulthard.
Leyland Lorry	" " "	7 15	3 2·8	4 8·8	—	0·71	4·5	11·08	200	110	"	9·2	2·75	5·0	6·0	400	14	66·8	5·02	pints 4·33	4·0	2·75	r 0·255	10·8	Leyland.
Clarkson & Capel Lorry	" " "	6 15·3	3 6·7	3 7	—	1·0	4·76	9·65	200	80	"	u 3·7	2·75	6·0	4·0	600	14	71·5	4·94	pints 5·76	2·13	3·63	0·522	11·7	Clarkson & Capel.
Bayley Lorry	" " "	7 5·6	3 6·95	3 13·4	—	0·95	3·04	6·61	200	70	Coke	6·76	4·0	7·0	5·0	500	22	71·5	4·93	6·76	4·65	0·45	0·062	s 10·45	Bayley.

a Coke, at 29s. 6d. per ton.
b Petrol, at 2·5d. per litre.
c Petroleum of '900 sp. gr., at 1·5d. per litre.

d Condenser employed.
e Kerosene, at 2d. per litre.
f Compound engine.

g Petrol, at 4d. per litre.
h Petrol, at 3d. per litre.
i Average price per kilowatt hour, 0·225d.

j All below this calculated from cols. 20 and 21.
k Coal, at 15s. 6d. per ton.
l Kerosene, at 4d. per gallon.

m Coal, at 20s. per ton.
n Kerosene, at 4·75d. per gallon.
o Benzolene, at 7·5d. per gallon.

p These weights are approximate.
q Coke, at 10s. per ton.
r Kerosene, at 5d. per gallon.

s Coke, at 11s. 6d. per ton.
t Cost of water, 1s. per 1,000 gallons.
u Condenser in use and water re-evaporated.