

**MOTOR CARS OR
POWER-CARRIAGES
FOR COMMON ROADS**

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Motor Cars or Power-Carriages for Common Roads by A. J. Wallis-Tayler

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A. J. WALLIS-TAYLER

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UNIV. OF
CALIFORNIA

MOTOR CARS

OR

POWER-CARRIAGES FOR COMMON ROADS

BY

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PREFACE.

THE extraordinary restrictions against travelling by mechanical means over the roads of this country, which have existed for so long a time, have now been partly removed by the passing of the Locomotives on Highways Act of 1896. Those restrictions have doubtless been the means of inflicting very great injury upon the trade of the country. This, indeed, must be only too evident, when it is considered that not merely have large and struggling classes of the community been debarred for years from the advantages they would have derived from this method of transport, but English engineers, unable to carry out even the needful experiments, have been forced to stand idly by, instead of occupying themselves in developing and perfecting the power-propelled road carriage, and so establishing a great industry.

At the present moment, it seems to the author that a satisfactory power-propelled carriage for common roads has yet to be designed. All that past experi-

ments in this country, and the more recent experiments abroad, have succeeded in producing are vehicles which serve to show the practicability of devising carriages which may be driven by mechanical power, even with great facility, upon common roads.

Although, however, the motor carriage of the future is not with us yet, the present would seem to be an opportune time to place before the public a concise account of the various systems of propulsion which have been adopted for the vehicles now commonly designated motor cars or horseless carriages, and of the principal types of such vehicles which have been constructed to the present date. In the execution of this task the author has sedulously avoided entering discursively upon the theories of the various motors, subjects with which engineers should be already fully conversant, and with which other persons are not greatly concerned, and which, moreover, are already amply dealt with in many able treatises.

The author begs to acknowledge his indebtedness to the columns of *The Engineer* and of *Engineering* for much of the information which appears in a condensed form in the following pages, as also for some of the illustrations by which the text is elucidated. The full descriptions that have been given in these journals, especially during the past year, of motor cars possessing features worthy of consideration, must have rendered their perusal a task of pleasure and

profit to the engineer, and one peculiarly pleasing to those interested in the new industry now being developed; whilst the wholesome warnings against the inflated schemes of the company-monger—who is always to the fore on such occasions as the present—have doubtless already saved, and should hereafter save, the pockets of many. Work such as that ranks as a public service.

It should be added that much useful information upon the subject of this volume may also be derived from the pages of other technical journals, and especially those entirely devoted to the subject of motor cars, some of which latter are in every way admirably conducted.

A. J. WALLIS-TAYLER.

323 HIGH HOLBORN,
LONDON, W.C., *April 1897.*



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