



Finding Aid for

**E.H. LOCKWOOD AUTOMOBILE TESTING RECORDS, 1887-1940  
(BULK 1914-1924)**

**Accession 56.118**

Finding Aid Published: January 2013



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## OVERVIEW

**REPOSITORY:** Benson Ford Research Center  
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**ACCESSION NUMBER:** 56.118

**CREATOR:** Lockwood, Edwin Hoyt (E.H.), 1866-1930

**TITLE:** E.H. Lockwood Automobile Testing records

**INCLUSIVE DATES:** 1887-1940

**BULK DATES:** 1914-1924

**QUANTITY:** 1.2 cubic ft.

**LANGUAGE:** The materials are in English.

**ABSTRACT:** Edwin Hoyt (E.H.) Lockwood was a professor of Mechanical Engineering at Yale University. The records in the collection describe early automotive testing and evaluation conducted at Yale during the 1910s and 1920s.

## **ADMINISTRATIVE INFORMATION**

- ACCESS RESTRICTIONS:** The records are available for research.
- COPYRIGHT:** Copyright has been transferred to The Henry Ford by the donor. Copyright for some items in the collection may still be held by their respective creator(s).
- ACQUISITION:** The records were acquired by The Henry Ford in 1956.
- RELATED MATERIAL:** Related collections beyond The Henry Ford:  
- Edwin Hoyt Lockwood Papers (MS 328). Manuscripts and Archives, Yale University Library.  
<http://hdl.handle.net/10079/fa/mssa.ms.0328>
- PREFERRED CITATION:** Item, folder, box, accession 56.118, E.H. Lockwood Automobile Testing Records, Benson Ford Research Center, The Henry Ford
- PROCESSING INFORMATION:** Collection processed by staff of the Benson Ford Research Center.
- DESCRIPTION INFORMATION:** Finding aid written by Brian Wilson, January 2013, and published in same month.
- Finding aid prepared using Describing Archives: A Content Standard (DACS) and local guidelines.

## **BIOGRAPHICAL/HISTORICAL NOTE**

Edwin Hoyt Lockwood was born October 31, 1866, in New Canaan, Connecticut. He prepared for Yale at the New Canaan Seminary and received his Ph.B. from Sheffield Scientific School in 1888. He continued to be associated with the scientific divisions of Yale until his death. He received his M.E. in 1892 and his Ph.D. in 1901. He began as an instructor in the Department of Mechanical Engineering and continued in that department steadily rising in rank until he was appointed Robert Higgins Professor of Mechanical Engineering in 1927. He was a member of the American Society of Engineers, The Society of Automotive Engineers, the Society of Mechanical Heating and Ventilating Engineers, The American Academy of Arts and Sciences, and other engineering societies. He contributed articles to *The Journal of Automotive Engineers*, *Power*, *The Scientific American*, and the *Yale Alumni Weekly*. He also wrote a pamphlet on mechanical drawing (Tuttle, Morehouse, and Taylor, 1892), and contributed a chapter on perspective to John Clayton Tracy's *Introductory Course in Mechanical Drawing* (New York, 1898).

His real reputation came not from mechanical drawing, but from the development of experimental mechanical and automotive engineering in which he played a part. He came to be respected as the leading authority in the scientific aspects of automotive design and testing, and in the late 1920's performed automotive tests on new models for the companies which produced them. His tests were as authoritative as the road tests conducted by independent testing companies today, in the days before road tests became standard.

- From the Biographical History section of the Guide to the Edwin Hoyt Lockwood Papers (MS 328). Manuscripts and Archives, Yale University Library.

## **SCOPE AND CONTENT NOTE**

The bulk of the collection contains the results of tests on vehicles and engines measuring such parameters as fuel consumption (the Franklin Gasoline Efficiency Test), horsepower, and rolling resistance. Many of the tests were done on Yale University's chassis dynamometer, which was the first of its kind in the United States. In addition, there are results from test conducted on tires, radiators, and trucks (conducted for the Connecticut State Highway Department). Also included are correspondence, instructions, and codes which document and explain the testing process.

## **ARRANGEMENT**

The collection is arranged alphabetically by subject into two series. Test data for individual vehicles and engines is arranged alphabetically by manufacturer name. Researchers should note that the first date provided within the test data folder name is the vehicle model year, and the second is the date or date range of the folder contents.

## **SUBJECT TERMS**

### Names, Personal and Corporate

Lockwood, Edwin Hoyt (E.H.), 1866-1930  
Yale University. Sheffield Scientific School

### Subjects

Testing  
Automobiles--Testing

### Geographic

New Haven (Conn.)

### Genre and Form

Test reports.

## CONTAINER LIST

<b>Box no.</b>	<b>Description</b>
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### Box 1

#### GENERAL RECORDS SERIES

Brake Drum Tests, 1916  
Automotive Testing Apparatus, 1916-1928  
Automotive Testing Apparatus Photographs, circa 1920  
Automobile Testing Code, 1916  
Automobile Testing Directions, 1914-1916 (includes copy of mid-term examination questions for Automobile Engineering-ME56 course)  
Clippings, 1915-1917  
Correspondence  
    1887  
    1914  
    1915  
    1916  
    January-July 1917  
    August-December 1917  
    1918  
    1919  
    1920  
    1921-1922  
    1923  
    1924  
    1926  
    1927  
    1929  
    1940  
Franklin Gasoline Efficiency Test, 1917  
Franklin Gasoline Efficiency Test Photographs, 1917  
Oxigene Fuel Tests, 1916  
Performance Curve Summary, 1915  
Radiator Tests, 1930  
Receipts, undated  
Rolling Resistance Tire Test, 1917 (2 folders)

### Box 2

#### VEHICLE AND ENGINE TEST RESULTS SERIES

Bessemer, Model L 2.5-3 Ton Truck, November 1923  
Buick, 1916 Model D55, May 1917  
Buick, 1917 Model D45, April 1919  
Buick, 1920 Model K-6-44, May 1921 and May 1922  
Buick, 1920 Model K-44, February 1923  
Buick, 1921 Model 21-Six-45, November 1920  
Buick, 1922 Model 22-44, May 1924

**Box 2 continued:**

Buick, 1923 Model 6-45, August 1923  
Buick, Model 24-Four-35, December 1923  
Buick, Model B-37, May-June 1915  
Cadillac, 1915 Model 55, November 1919  
Cadillac, 1918 Victoria, 1914-1923  
Chalmers, 1916 Model 6-30, June-November 1916  
Chalmers, Model 32, May 1915  
Chevrolet, Model T 1 Ton Truck, March 1921  
Chevrolet, 1921 Model 490, January 1921  
Chrysler, 6 Cylinder Touring, April 1924  
Chrysler, 1926 Model 80, July 1926  
Cleveland, Model 6, February 1922  
Cole, 1919 Model 8-870, April 1923  
Cole, Model 8, May 1921  
Crane-Simplex, 1916 Touring, May 1918  
Cunningham, 1916 Model 8, May 1922  
Cunningham, 1919 Model V, October 1923  
Detroit, 3 Ton Trailer, October 1921  
Dodge, September 1915  
Dodge, 1915 Touring, April 1921  
Dort, Model 27, January 1924  
Duplex, 1920 1.5-2 Ton Truck, August 1920  
Essex, 1919 Model A, October 1921  
Essex, 1923 5 Passenger Touring, February 1923  
Essex, 1924 6 Cylinder Coupe, March 1924  
Fiat, 1913 Model 50-56, April 1919  
Ford, Touring, 1914-1917  
Ford, Model T, April 1921  
Ford, Model T Runabout, December 1922  
Ford, Model T Touring, January 1923  
Ford, 1917 Model T Runabout, March 1918  
Ford, 1917 Touring, July 1919  
Ford, 1918 Model T, December 1919  
Ford, 1935 Four Door Touring Sedan, August 1935  
Franklin, 1914 Series 5, March 1919  
Franklin, 1915 Series 6, May-June 1915  
Franklin, Series 9, 1916-1922  
Franklin, Series 9B, 1919-1922  
Franklin, Series 10B, 1923-1924  
Franklin, Series 11 Sedan, March 1924  
Frisbie, 2 Cylinder Marine Engine, October-December 1920  
Frisbie, 2 Cylinder Engine, 1915-1921 (includes correspondence with Frisbie Motor Company and Wesleyan University)  
Gardner, 1922 Model 4 Coupe, March 1923  
Gardner, 1924 Series 5 Model C, March 1924

**Box 2 continued:**

GMC, Model 16 Truck, 1918-1920  
Haynes, Model 55, March 1922  
H.C.S., Series 4 Model 6, December 1923  
Hudson, 1916 6-40 Model G, March 1918  
Hudson, 1917 Super Six Model J, March 1918  
Hudson, 1922 Super Six, February 1923  
Hupmobile, 1916 Model N, May 1920  
Indian Motorcycle, May 1924  
Jeffrey, 1917 Touring, March 1918

**Box 3**

Kissel, 1916 Model 6-42, April 1921  
Kissel, 1918 Coupe, April 1921  
Knox, 1912 Touring, February 1924  
Lexington, Model 23, July 1923  
Lincoln, 1921 7 Passenger Touring, May 1921  
Little Giant, Model 16 Two-Ton Truck, 1917-1925  
Lozier, Model 1911 Series 51, May 1915 and May 1920  
Mack, AC 7 1/2 Ton Truck, November 1921  
Marion, April 1915  
Marmon, 1916 Model 34 Touring, May 1917  
Marmon, 1917 Model 34 Touring, June 1919  
Maxwell, 1915 Model 25, April-May 1915  
Maxwell, Model 25, May 1919  
Maxwell, 1922 Model 25, May 1922  
McFarlan, 1922 Brougham, February 1922  
McFarlan, 1922 Model 145, May 1922  
Mercedes, 1909 Touring, May 1921  
Mercedes, Model 28/95, March 1924  
Mercer, 1917 Raceabout, June 1919  
Mercer, 1920 Series 5, December 1920  
Mercer, 1922 Series V, March 1923  
Mitchell, 1923 Model F-50, March 1923  
National, 1916 Series A-B, May 1917  
Oldsmobile, Model 43A, July 1923  
Oldsmobile, 1919 3/4 Ton Economy Truck, August 1919  
Oldsmobile, Model 37, October 1919  
Oldsmobile, 1917 Model 45 Touring and Model 45 Limousine, June 1917 and July 1919  
Oldsmobile, Model 45-A, July 1919  
Oldsmobile, Model 45B, October 1919  
Overland, 1911 Model 42, April 1917  
Overland, 1911 Model 42, April-May 1917  
Overland, 1915 Model 81, May 1919  
Overland, 1917 Model 85, April 1919



**Box 3 continued:**

Overland, Model 85-4, February 1923  
Overland, 1916 Model 85, April 1916  
Overland, 1917 Model 85-6, May 1919 and August 1920  
Packard, 1916 Model 2-25, December 1916  
Packard, 1916 Model 2-15, April 1921  
Packard, 1917 Model 12, December 1916  
Packard, 1917 Model 2-35, April 1918  
Packard, Twin Six and 1920 Single Six, March-April 1918 and March 1923  
Packard, 1921 Model 3-35 Twin Six, November 1920  
Packard, 1924 Sport Model, May 1924  
Packard, 1929 Model 626 and 1935 Eight, December 1928 and December 1935  
Packard, Model 6-40, May 1929  
Paige, 1915 Runabout, 1915 Glenwood, 1916 Fairfield, and 1916 Fleetwood, April  
1915, May 1916, and November 1919  
Peerless, 1916 8 Cylinder Touring, July 1919  
Rickenbacker, Series A, July 1923  
Standardized "B" Truck, Series II, October-November 1921  
Stanley, 1918 Model 735, June 1918  
Stanley, 1916 Steamer Model 726, May 1918  
Stanley, 1918 Steamer, April 1921  
Stephens, 1919 Salient Six Model 84, August 1919 and October 1919  
Stephens, 1919 Salient Six Model 86, October 1919  
Studebaker, 1918 SF 4-40, June 1919  
Studebaker, 1921 Special Six, February 1924  
Studebaker, 1921 Model EG, May 1921  
Stutz, Series 4-6, May 1919  
Stutz, 1919 Model G, March 1924  
Stutz, 1920 Model H, May 1921  
Universal, 1 1/2 Ton Truck, May 1914  
White, 1913 Model GAF, March 1920, October 1920 and November 1921  
White, 1918 1 Ton Truck, October 1927  
Wills Saint Claire, 5 Passenger Phaeton, March 1922  
Willys-Knight, 1922 Model 20, March 1922  
Willys-Knight, 1922 Model 20A, January and March 1923