

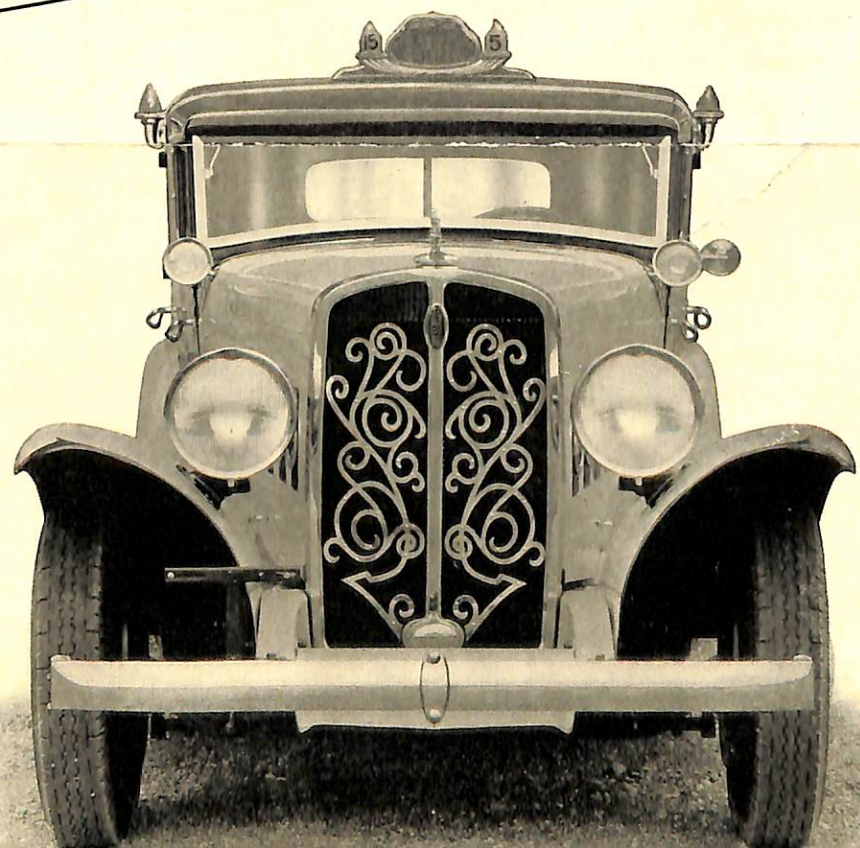
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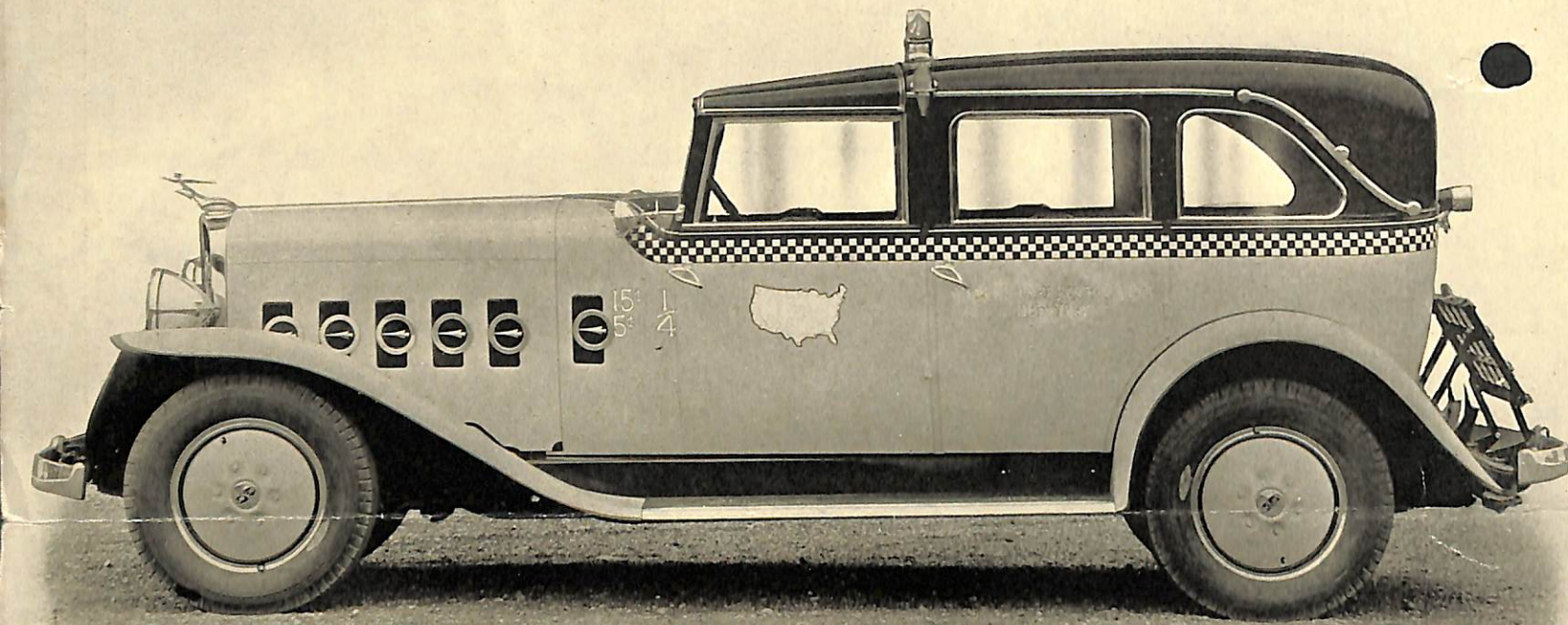
SAFT CAB

TO CAB OPERATORS:

I want you to actually see, drive and test the used cabs we are offering to prove to yourself that they represent the utmost value in up-keep economy, low operating cost and rider-comfort that you've ever had an opportunity to buy. I challenge you to find anything to compare with them in value at the price asked. Here's your chance to get some nearly new cabs for your fleet. Take my word for it that you owe it to yourself to investigate these cabs.

L. G. Miller





Unqualifiedly the Finest Used Cabs— the Best Maintained Cabs that Checker Has Ever Offered for Sale . . .

It is only through a situation that has arisen in New York City that these cabs have been made available for sale to you at prices so much less than their true worth.

Operators who buy these cabs can rightly expect the lowest operating cost—the most preferred cab by the riding public that they have ever used. We will holdly predict, that these cabs will set a new used-cab standard with the operators who use them.

Cabs that Have Been Perfectly Maintained

Never have cabs been maintained so perfectly. We believe you will readily agree to this when you see them. You will also be astonished at how nearly like new they look and run.

To the person who has seen these cabs on the streets of New York this description is superfluous. If you have not seen them, do not consider this announcement just another piece of literature designed to sell cabs—but investigate for yourself. Inspect these cabs thoroughly—drive them—test them in every way possible for defects—it is our desire that you do. Then visit the service station where these cabs have been maintained during their comparatively short time in service, and we believe you will agree that cabs constantly maintained under this rigid service system are even better than we claim for them.

Outstanding Cab Features—Low Cost of Operation . . .

Though this is an 8 cylinder cab, the cost of operating it is far less than any 6 cylinder cab that Checker has ever produced. We refer to greater economy of gasoline and oil, too. In fact, in this cab are all the essential features for operating success—

EVEN FLOW OF POWER—ROOMINESS—EXCEPTIONALLY EASY RIDING—FINE APPEARANCE and STYLE—LOWER OPERATING COSTS and SAFETY—a cab that is RUGGED and STANDS HARD USE without frequent failures.

Offer Comfort and Safety at Lower Cost . . .

Regardless of what city you are operating in, the Model T Checker Cab will serve you better for profits, because the riding public naturally likes the

comfort and safety that this cab offers. And when the operator can offer these features to the public at even lower cost to himself, volume and profits are certain.

Come, See for Yourself . . .

Since it is impossible for us here to convey to you the good condition of this equipment, and since it is equally hard for you to visualize this without seeing

these cabs, we earnestly invite you to come and inspect them—it is worthy of your time. Your company can be rehabilitated (should it need to be) with cab equipment for a small investment.

No Obligation—Mail the Card for Facts . . .

If you are in need of additional cabs now, or if you expect to be in the near future, this is your opportunity. Never before has Checker offered so much cab value for your money. Just fill out and mail the enclosed card, and without obligating you we will

send you all the facts—or better still get on a train and come to New York. A factory representative will be there and you can actually see and drive the cabs. Mail the card—or make the trip! It will pay you to act now!

CHECKER CAB MANUFACTURING CORPORATION
KALAMAZOO, MICHIGAN

THESE CABS CAN BE SEEN AT 315 WEST 68th. STREET, NEW YORK CITY



Checker Cab Manufacturing Corp.

MODEL T—SPECIFICATIONS

AXLES—Front Axle—Columbia heavy steel forged I beam. King pins carried in bronze bushings, with vertical thrust taken on special ball bearings.

Rear Axle—Columbia special full floating type. Two inch offset hypoid type ring and pinion gear. Heavy duty roller bearings in differential, lubricated by recirculating oil system. Heavy pressed steel, banjo type housing. Each hub is carried on two heavy duty roller bearings. Standard gear ratio 54-11.

BATTERY—Special Heavy Duty 17 plate Willard.

BRAKES—Service—four wheel Wagner Lockheed Hydraulic 15¼" dia. by a ¼" width by ⅜" thickness lining, designed especially for taxicab service. Alloy cast iron brake drums. Parking—6½" dia. by 2" mounted on rear of transmission operated from hand brake lever.

CARBURETOR—Zenith down draft, especially designed for taxicab operation, equipped with air cleaner and silencer.

CLUTCH—Long 11" single plate CF type with Manhattan Hycos facings. Positive means of lubrication for pilot and clutch throwout bearings.

COOLING—Positive pump circulation. Pump mounted on rear end of generator and easily accessible; pump has one packing gland. Cellular type copper radiator core. Top and bottom tanks extra heavy brass. Core equipped with Pines Winterfront (Automatic).

RADIATOR SHELL—Pressed steel chrome plated. Equipped with grill and scroll ornament and name plate. Radiator cap non-removable type, equipped with ornament.

ENGINE—Lycoming Straight Eight. 'L' head, in block. Bore 3" dia., stroke 4¾", piston displacement 268.6 cu. in., compression ratio 5¼ to 1. A.M.A. horsepower, 28.8. Cam shaft chain driven. Cylinder material chromium iron; DeLuxe cast iron pistons. Rifle drilled connecting rods and full floating bearings. Vibration dampner on front end of crankshaft. Fan and generator "V" belt driven from crankshaft. Oil capacity 8 quarts refill, 9 quarts initial. Engine mounting four point suspension; rear end mounted on Inland rubber cushioned bolts, front end on steel frame brackets.

ELECTRICAL EQUIPMENT—Ignition—Autolite, semi-automatic advance double arm, two sets of points.

Generator, Autolite, equipped with automatic voltage control and cutout.

Starter—Autolite, with Bendix drive and dash control switch.

FRAME—Side rails 6" deep with 2½" flanges and alligator jaw cross members. Sturdily built and especially designed for taxicab operation requirements.

FUEL FEED—Fuel tank 21 gallons, located at rear of chassis. Fuel fed to carburetor through cam driven fuel pump with Zenith filter.

FENDERS—Checker type heavy gauge steel.

LUBRICATION—Engine full pressure to main bearings, connecting rod and cam shaft bearings. Oil pressure gauge on instrument panel. Oil level bayonet in crankcase. Oil filter furnished.

RUNNING BOARDS—Extra heavy pressed steel with vulcanized rubber covering.

SPRINGS—Silico manganese steel, equipped with Gabriel triple vane shock absorber.

SPRING SHACKLES—Belflex rubber fabric type.

STEERING GEAR—Ross Model 660 roller mounted, cam and lever type. Equipped with 18" steering wheel.

TRANSMISSION—Spicer, Brown Lipe model 143. Special material and design for taxicab operation. Constant mesh Second speed gears. 3 speeds forward and reverse. Speed ratios High 1-1, 2nd 1.86-1, first 2.78-1. Reverse 3.37-1. Ball bearing main shaft, roller bearing countershaft. Spiral type gears. Transmission provided with outlet for taximeter drive.

TREAD—60" front. 61" rear.

UNIVERSALS—Spicer plain bearing type. Large capacity.

WHEELS—Budd. 18" Checker special, pressed steel, with 5" flat base rims.

WHEELBASE—130 inches.

WEIGHT—Fully equipped with gasoline, oil and water: 4860 lbs.

In addition to the above, cab is equipped with heavy duty front and rear bumpers (with guards) speedometer, ammeter, hot air type heater with motor driven blower and trunk rack.

ADDRESS ALL COMMUNICATIONS TO

CHECKER TAXI CORPORATION

315 W 68th STREET, NEW YORK CITY, N. Y.

SUBSIDIARY OF

CHECKER CAB MANUFACTURING CORPORATION

KALAMAZOO, MICHIGAN