

GREAT ARROW news

The Pierce-Arrow Museum Newsletter



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THE END DRAWS NIGH

The feature car for this issue is the Museum's 1937 1702 seven passenger sedan. This car is in excellent condition and routinely driven for local Pierce-Arrow events. It was donated to the Museum by James Morris of Arizona. James also donated a 1936 club sedan which remains in the collection.

This car represents the last real production for the Pierce-Arrow Motor Corporation, with fewer than 200 built in that year. 1938 would spell the end of the company, when a scant 18 or so cars were assembled. The death of the company was a sad event in the history of Buffalo, N.Y. At the end, as Myron E. Forbes (general manager of the company for a while starting in 1921) stated, "Pierce-Arrow was at the top of the flagpole. It was so recognized throughout the country. A business

built on quality, performance, and pride in ownership."

On the other hand, though, times had changed. The depression had changed life in America. Thomas B. Lockwood, Buffalo attorney and at one time counsel for the company, stated: "Pierce-Arrow was run like an old gentlemen's company. They always had more orders than they could fill. It was to Buffalo much like the Eastman Kodak company was to Rochester - a closely held company, proud of its workmanship and its prestige. But the original group of Pierce-Arrow men were not of the modern type, in any way, shape, or manner."

Much is written about how the company started, and everyone with even slight exposure to the marque knows that it went from ice boxes

continued on page 3

**at Gilmore
LIFE MEMBERS**

\$1500 or more

Bill Armstrong
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Great Lakes PAS Region
New England PAS Region
Pierce-Arrow Society

PIERCE-ARROW FOUNDATION

Operating the Pierce-Arrow Museum on the Campus of the Gilmore Car Museum

Dear fellow Pierce-Arrow Enthusiasts:

With his recent passing, many of us in the Pierce-Arrow community are reflecting on the fifty years of contributions by Marc Hamburger to both the Pierce-Arrow Society and also to the Pierce-Arrow Foundation.

My last conversation with Marc was at the Pierce-Arrow Society Board Meeting in South Carolina in February when I was sitting next to him. More recently, I have been thinking back to the time I met Marc for the first time, which was about twenty years ago. Janet and I were attending our first Winter Meet and Marc came up and introduced himself with his pleasant and friendly demeanor.

During this twenty year period, there have been many, many conversations as Marc and I served in various positions of these two nonprofit organizations. His vision, dedication and leadership skills have made a lasting impact on those who have worked with him.

Since its inception, Marc has had an unwavering commitment to the Pierce-Arrow Museum on the Gilmore campus. The Museum certainly had financial and other challenges during this almost twenty year period. But Marc's ability to rally the team in difficult times has proved instrumental in overcoming these obstacles. I will certainly miss him.

In August of 2024, the Pierce-Arrow Foundation will be celebrating a significant accomplishment - the Pierce-Arrow Museum will have been on the Gilmore Campus for TWENTY years. The Board of Trustees are currently developing plans to celebrate this event during next year's PAS Annual Meet in Kalamazoo, MI August 20 - 25, 2024. A focused reorganization for the Museum, including updated signage, is part of the update. Come and celebrate with us!

Sincerely,

Rich

Richard Lange

PIERCE-ARROW FOUNDATION TRUSTEES

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DAVID HARRIS*
CHAIRMAN EMERITUS

*DECEASED

and bird cages to bicycles and then automobiles. Prior to automobiles in 1901, there were even other items produced, such as tricycles, bathtubs, and coal hods.

Little is written about the end of the company, though, from a last desperate effort to build travel trailers to the mountain of debt which eventually weighed the company down.

The feature car was built in 1937, a challenging year for the management of the company. In 1935, the company was loaned \$1,000,000, then in 1936 another \$250,000 to start building travel trailers, both loans from the Federal Reserve Bank of New York. In addition, the Marine Trust and the Federal Reserve loaned an additional \$52,000 in early 1938, hoping a reorganization would work. It did not, and the end of the company came May 13th, 1938, when Federal Court

sold all assets and liabilities of the Pierce-Arrow Motor Corporation for \$40,000. This appears to be a low number until one realizes it purchased both assets and debt.

The winning bid was made by William R. Emblidge "as agent", with no principal named. It is thought that the winning bidder was the Federal Reserve Bank, hoping for some return on the money loaned. For a few years after the sale, an entity still calling itself The Pierce-Arrow Motor Corporation would slowly sell and scrap the contents of the factory, and years later sell the entire facility.

Perhaps the saddest sentiment was published by the Buffalo News newspaper. "They couldn't bring back a company that had lived its life in another era."



Saturday
Magazine

BUFFALO EVENING NEWS

BUFFALO, N. Y., SATURDAY, MAY 7, 1938

Fiction, Fact
and Radio

INDUSTRIAL TRAGEDY

Pierce-Arrow's Path to the Auction Block Is Marked
By the Rise and Defeat of Individual Enterprise.

By HILTON MORNADAY

THE story of Pierce-Arrow is a human history, one of sparkling achievement and of frustration. A study of the company's rise and fall reveals a tragedy of the individual enterprise, a tragedy of the individual enterprise, a tragedy of the individual enterprise.

Today only two of the executives of this bygone era are left. One is Henry May, who lives at 320 Drake avenue, and the other, Laurence H. Gardner, 34 Lombard parkway.

Mr. May was at his desk in his Delaware avenue office the other day and paused to look back over the years. His secretary said it was the first interview he had ever given.

"My first job was as a stenographer," he recalled. "I was paid \$1.50 a week. I worked that way in 1873, and the company was founded in 1873. That was in 1873, and the company was founded in 1873. That was in 1873, and the company was founded in 1873."

Other associates told the past Henry May played in the company. He, more than anyone else, made Pierce-Arrow. He was a Pierce-Arrow man, devoted to the company for 48 years.

Clifford and Burr looked on him. He was the one who made the car which would sell. At one time he had 10,000 men on the payroll. And he had 100,000 people in Buffalo were dependent directly and indirectly on the automobile industry and the parts and accessory business.

Any worker in the plant could count on his shoe and be paid with loyalty and devotion. He was paid to work a company that was not a company. He was paid to work a company that was not a company. He was paid to work a company that was not a company.

Mr. Burr began to feel the responsibility of such a big enterprise. He felt that the stock, which had up to then been held by a handful of men, ought to be more widely distributed. He felt that the stock, which had up to then been held by a handful of men, ought to be more widely distributed. He felt that the stock, which had up to then been held by a handful of men, ought to be more widely distributed.

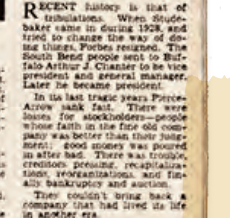
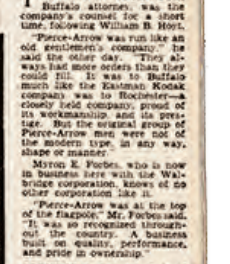
SEARCH, MAKING IT ON THE FIGHT

Had it not been for Col. Clifford, Buffalo probably would have been the Pierce-Arrow company when the Gothards men were about. But Col. Clifford had faith.

There was another great personality. Col. Clifford always felt that his financial backing was largely superfluous. As such, he felt that money in his hands was a public trust, to be spent about in proportion.

He was up against adversity. He was up against adversity. He was up against adversity. He was up against adversity. He was up against adversity. He was up against adversity. He was up against adversity. He was up against adversity.

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PIERCE-ARROW FOUNDATION LEGACY PARTNERSHIP

For more than a century, *Pierce-Arrow*, America's Finest Built Car, has represented the absolute highest quality automobile produced. *For more than a quarter-century*, the Pierce-Arrow Foundation, through its Gilmore Museum, has preserved and promoted this extraordinary legacy.

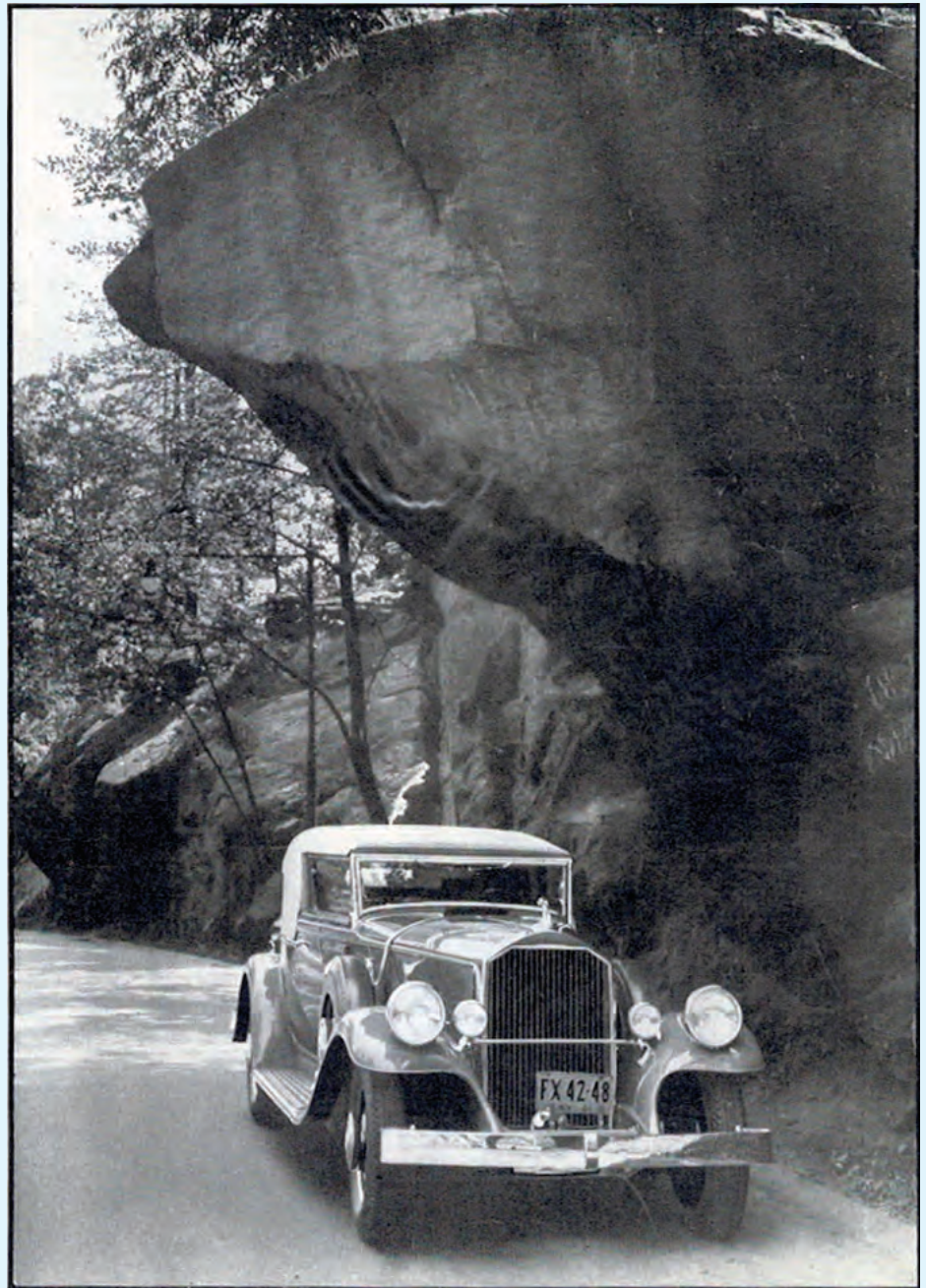
Our Museum's outreach now favorably impacts more than 150,000 annual Gilmore visitors; and many are motivated to learn more about The Pierce-Arrow Motor Car Company.

PIERCE ARROW

★
AMERICA'S
FINEST
MOTOR CAR
★

Partner with us to support this legacy and continued positive impact on current and future Pierce-Arrow enthusiasts.

As a Legacy Partner, your support can be provided in many ways – through contributions of cash or appreciated stock, by naming the Foundation as a beneficiary in your will, trust, annuity or insurance policy, or through the donation of automobiles including Pierce-Arrows and other makes.



Please contact Richard Lange or Dave Stevens to discuss your opportunity to support our Pierce-Arrow Museum as a Legacy Partner.

RICHARD LANGE
Chairman,
Pierce-Arrow Foundation
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DAVE STEVENS
Museum Director
Pierce-Arrow Foundation
(231) 740-3610
dstevens3d@msn.com

Pierce-Arrow Plant Liquidation Asset Inventory

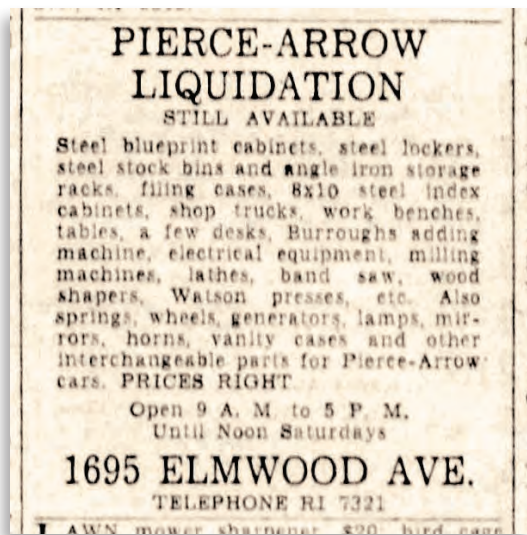
In 1937, everyone involved with the Pierce-Arrow Motor Corporation knew the end was near. Slow to non-existent car sales, month-long plant closings for lack of work, economic issues, all the signs pointed in one direction.

After the bankruptcy sale in 1938, however, the saga of the Pierce-Arrow plant was not over. The buyer of the plant building and contents contracted with Morey Machinery Company of New York, N.Y. to compile an

asset listing. Morey Machinery was a maker of metal working machinery, and at the time established as a new and used equipment dealer.

Some of the resultant catalog is reproduced here. Unfortunately, it is not dated, but ads in the local newspaper mentioned requesting this catalog as late as 1940. Sales were obviously slow, and not mentioned in the catalog are thousands of new car parts stored in the plant, some still in the plant and advertised as late as 1941. Tens of thousands of pounds of material remaining in the plant were finally scrapped in 1942, the end of the Pierce-Arrow saga.

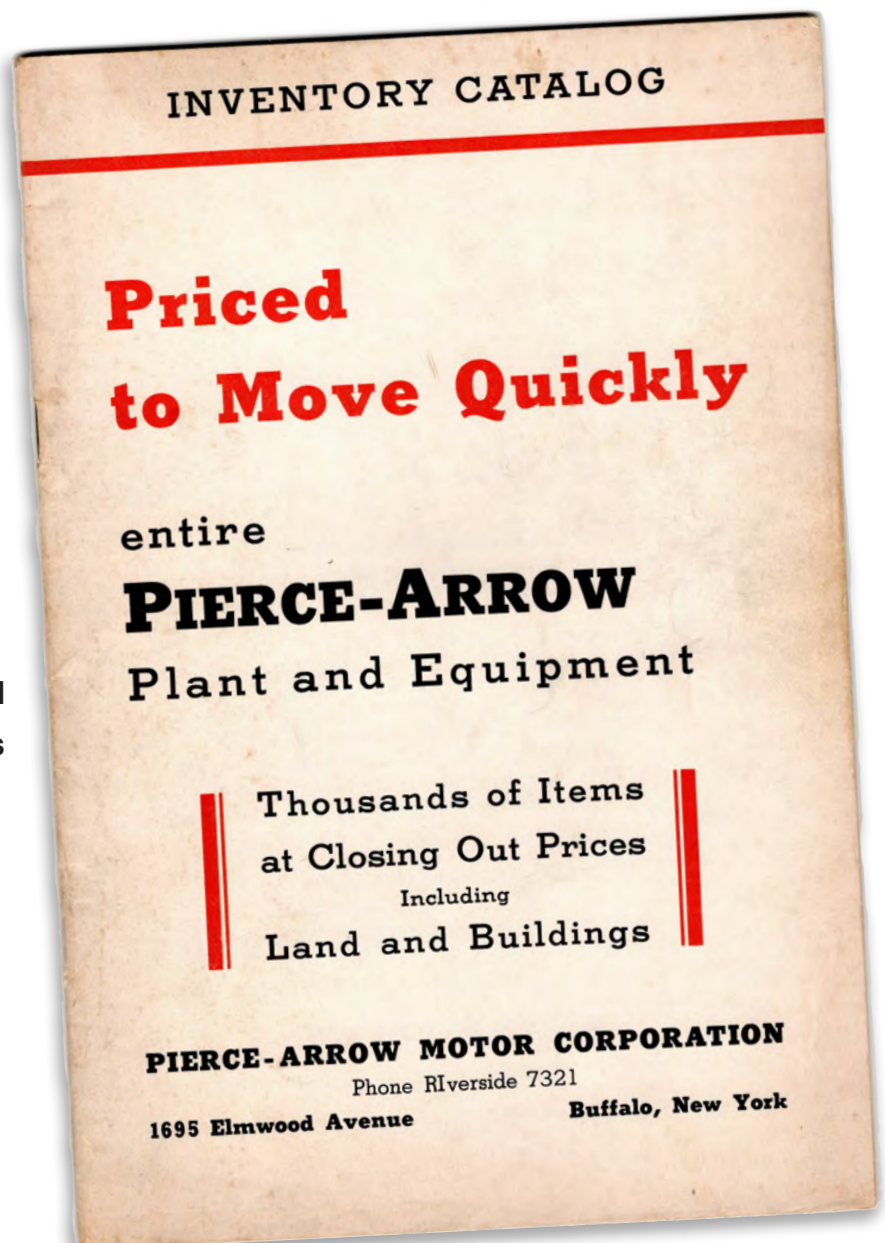
It's very interesting to see the detail of the inventory, even down to typewriters, tongs, and letter opening machines. On the other hand, there were lots of milling machines, grinders, lathes, plating equipment, motors, compressors, fans, and woodworking machinery. There are 60 pages of detailed inventory.



Buffalo Evening News
May 17, 1940

The listed assets (that is, hard goods and factory supplies) in the auction catalog is extensive. There are numerous pages of just “miscellaneous”, though the metal working and wood working tools and equipment dominated the catalog.

It is a great insight into the workings of the Pierce-Arrow plan and it proves everything possible was done in-house, including plating, making screws and bolts, and even a well equipped hospital.



Priced for Quick Sale **All Pierce-Arrow Assets**

Listed in this catalog is a partial inventory of the thousands of items which must be sacrificed quickly to liquidate all assets of the great Pierce-Arrow Motor Corporation.

Single items, groups, complete layouts—all must go—even the buildings and land.

Much of Pierce-Arrow's equipment is of the most modern type, thousands of dollars having been expended in new machinery in recent years. The closing-out sale literally is one of those rare opportunities.

This is your chance to modernize and replace your present equipment—or to begin a new business with the finest type of machinery, tools, furniture and supplies, at prices which are but a fraction of the original cost.

Act quickly. The items listed here will sell out rapidly due to the unprecedented low prices. All are offered subject to prior sale.

No matter how distant from Buffalo, the almost unbelievable savings you can make will pay you to come to the factory at once to inspect the equipment and make your selection.

Write—Telephone—Wire

PIERCE-ARROW

Phone RIVERSIDE 7321

1695 Elmwood Avenue

Buffalo, New York

WOODWORKING MACHINERY

BORING MACHINES

- 5—Greenlee #356 Single Spindle Vertical Borer, Ball Bearing, Built-in Motor, 2, 2½, 3 HP—3600 RPM—3 Phase—60 Cycle—220 Volt—Push Button Control. Adjustable Tilting Table 30" x 22". Foot Treadle and Hand Lever Spindle Feed. Adjustable Stroke up to 9". Capacity up to 1½".
- 1—Oliver #73-A Single Spindle Vertical Borer, Tilting Table, Foot Lever Spindle Feed—Belt Drive.
- 1—Fay & Egan #3 Single Spindle Vertical Borer, Tilting Table, Foot Lever Spindle Feed.
- 1—Crescent Single Spindle Vertical Borer, Tilting Table. Foot Lever Spindle Feed.
- 1—Fay & Egan #341 Single Spindle Horizontal Borer—Sliding Spindle—Belt Drive.
- 2—Greenlee #363 Universal Spindle Vertical Gang Borer—3 HP 1800 RPM 3 Phase 60 Cycle 220 Volt—Motor on Spindle carriage—2 HP, 1200 RPM Feed Motor—Table 36" x 18"—Six 1½" Universal Spindles—Max. spindle spread 22".
- 1—Fay & Egan #312—48" Vertical Gang Borer—Equipped with 6 Spindles—Power feed to table.
- 1—Greenlee #371—8" Vertical Gang Borer—Equipped with Seven Spindles—Adjustable Table—Power feed to table.
- 3—Greenlee #386-C Double Column Universal Spindle Vertical Gang Borer—Power feed to table. Ball Bearing Motor Drive 10 HP—900 RPM—3 Phase—60 Cycle—220 Volt—Push Button Control and Compensator. Equipped with 12 Spindles. Boring area 8" x 22".

JOINTERS AND FACING PLANERS

- 4—American #1—16" Hand Jointer Ball Bearing—3 Knife Round Head—Tables Overall 7'.
- 1—American #1—20" Hand Jointer Ball Bearing—3 Knife Round Head.
- 2—Oliver #12-B—20" Hand Jointers—Babbitt Bearing—2 Knife Round Head—Tables Overall 8'-6".
- 1—Fay & Egan #316—24" Hand Jointer Ball Bearing—Built-in Motor—5 HP—3600 RPM—3 Phase—60 Cycle—220 Volt—Push Button Control—3 Knife Round Head with Bulltorm Power Feeding attachment.
- 1—Mattison D-616 Continuous Chain Feed Ball Bearing Glue Jointer—Same as Diehl #60—Built-in 5 HP—3450 RPM—3 Phase—60 Cycle—220 Volt Motors on each spindle—Push Button Control; 3 HP—Four Speed Feed Motor Built-in with drum control.
- 1—Muskegon Machine Co. 8' Linderman Automatic Dovetail Glue Jointer.

MORTISERS

- 2—Greenlee #223 Vertical Hollow Chisel Mortisers—Power Feed—Rack and Pinion Tilting Table Motor Drive to 5 HP—1200 RPM—Motor mounted on attached bracket—Push Button Control—Capacity ¼" to 1½" chisels.
- 1—Greenlee #227-B Vertical Hollow Chisel Mortiser—Power Feed—Rack and Pinion Table.
- 1—Whitney #75 Vertical Hollow Chisel Mortiser—Built-in Motor on Spindle—4 HP—3600 RPM—3 Phase—60 Cycle—220 Volt; 2 HP—1200 RPM—3 Phase—60 Cycle—220 Volt, Motor on Hydraulic Feed. Capacity up to 1½" Chisels.
- 1—Fay & Egan #144 Horizontal Hollow Chisel Mortiser—Automatic Stroke—Capacity ¼" to 1½" Chisels.
- 1—Fay & Egan #234 Oscillating Bit Mortiser and Router.
- 1—Whitney #67 Horizontal Bit Mortiser—Built-in Motor, 4 HP, 3600 RPM on Spindle; ¼ HP Motor operates stroke.

An Opportunity to Acquire **at Low Cost One of America's** **Great Manufacturing Plants**

To some manufacturer, or group of manufacturers, the great Pierce-Arrow plant itself—with its modern, well-lighted factory buildings, power house, railroad siding and transportation facilities—offers a manufacturing opportunity with few parallels.

Located in Buffalo, the center of America's great industrial market, the plant can readily be adapted to a wide range of light or heavy manufacturing.

The plant occupies 45 acres of land and is served by a New York Central siding. The modern buildings contain 1,550,000 square feet of floor space. The administration building contains at least two score of large, well lighted private offices in addition to a number of large offices for complete departments, drafting rooms and exhibition rooms. The reception room is beautifully panelled. The building also contains a large cafeteria, complete hospital and first aid quarters, large basement storerooms and locker rooms.

The factory buildings, as shown in the accompanying photograph, are varied in design and thus are suitable for practically every type of manufacture. Solidly built, they can house the heaviest type of machinery. Long stretches of floor space in some of the buildings permit of straight-line, progressive production and assembling. Other buildings have large areas suitable for large groups of machine operations.

Complete Power Plant

The plant is served by a modern power house. The main boiler house contains six 600 H.P. longitudinal drum Babcock & Wilcox boilers, set 2 in a battery. All are power-stoked, the stokers being fed by overhead bunkers which are supplied by a bucket elevator, coal crusher and conveyor belt. The capacity of the coal handling equipment is 35 tons per hour with an emergency maximum of 40 tons per hour. The equipment also includes modern ash-disposal machinery.

The main engine room contains seven engine-driven generators, three of which generate alternating current at 440 volt—25 cycle,

Land and Buildings — Complete Details on Request

MISCELLANEOUS EQUIPMENT

PLATING EQUIPMENT

Connecticut Dynamo & Motor Co.—Plating Generator, Type G Improved AMERICAN GIANT, Shunt wound. Self-Exciting. 1000 Amperes, 8 Volts, 8 K.W., 1450 R.P.M. Serial 8698. With flexible coupling for direct connection to WESTINGHOUSE 15 H.P. Induction Motor, 440 Volts, 25 Cycles, 18.4 Amperes per terminal, 1450 R.P.M. Style 238407A. Serial 2611694.

WESTON Voltmeter. ROLLER SMITH Ammeter. ALLEN BRADLEY Rheostat.

- 1—Tank—48" x 36" x 24" deep. Iron riveted.
- 1—Tank—60" x 24" x 24" (inside). Wood, lead lined.
- 2—Tanks—72" x 24" x 18". Cypress. For washing.
- 1—Tank—72" x 36" x 36". Cypress. For nickel plating.
- 1—Tank—60" x 24" x 24". Cypress.
- 1—Tank—48" x 24" x 24". Cypress.
- 1—Tank—60" x 24" x 24". Cypress. For Cyanide.
- 3—Tanks—60" x 24" x 24". ¼" steel plate, welded.
- 1—Tank—60" x 36" x 24". ¼" steel plate, welded.
- 2—Tanks—48" x 36" x 24". ¼" steel plate, riveted.
- 1—Tank—36" x 18" x 18". Cast iron, enameled white, for gold plating solution.
- 1—Tank—120" x 36" x 26". Wood, with 2 compartments, reinforced.
- 1—Tank—60" x 24" x 20" (inside). Pine, for silver plating.

PRINTING MACHINERY AND EQUIPMENT

Chandler & Price 12" x 18" "CRAFTSMAN" Automatic Printing Press with Feeder. For belted motor drive.
 Wooden Type Cabinet—37" x 22" x 44" with 24 drawers.
 Wooden Rack for storing galleys—21" x 9½" x 16" with 84 compartments.
 Pyramid Rack—10" x 31" x 11" with 56 compartments and furniture.
 Various sets of type.
 Rouse—10" and 12" Composing Sticks.
 Lead and Rule Cutter.
 Acme Wire Stapler.
 Oswego—26" Hand Lever Paper Cutter—adjustable table.
 Southworth—Revolving Machine, treadle operated with pedestal.
 Southworth—30" PORTLAND Multiple Punching Machine, treadle operated, with Punch Heads ¼", ⅝", ¾".

PUMPS

15—Bennett—Type LB-56 Alcohol Hand Force Pumps.
 15—Blackmer—No. 409 Rotary Hand Force Pumps.
 Brown & Sharpe—Cutting Lubricant Pumps.
 Deming—No. 1 Rotary Pumps. Capacity 5 Gallons per minute at 50 R.P.M.
 Deming—No. 2 Rotary Pumps. Capacity 8½ Gallons per minute at 50 R.P.M.
 Deming—No. 3 Rotary Pumps. Capacity 8 Gallons per minute at 50 R.P.M.
 Goulds Mfg. Co.—Size 4 B.F. Suction. Single Stage Centrifugal Pump. Capacity 500 Gallons. Bronze fitted. With cast iron base.
 P. H. & F. M. Roots—No. 4 Rotary Pump.
 Worthington—4½" x 3½" x 4". Size 3M. 114 x 95 x 102. Horizontal. Duplex Piston. Direct acting Steam Pump.
 And various others.

PYROMETERS AND POTENTIOMETERS

Bristol—Model 162 Electric Pyrometer, in case. Scale 2000° F. Leads 50' long to 48" Extension piece and 36" Fire End.
 Bristol—Model 137 Recording Electric Pyrometer, in case. Scale 2000°. Chart 1113. Leads 100' long, 48" Extension pieces and 36" Fire Ends.
 Bristol—Model 162 Indicating Pyrometer, in case. Scale 1100° F. Leads 35' long to 24" Extension piece and 60" Fire Ends.



The Pierce-Arrow Factory

A.C. equipment comprises one 1000 kilowatt and two 200 kilowatt generators. The D.C. units consist of one 350 kilowatt, one 300 kilowatt and one 200 kilowatt generator.

The plant is located in the heart of large areas of homes so that employees have only short distances to travel to and from work.

Ideal Manufacturing Plant

In addition to the physical advantages of the plant itself, Buffalo is an ideal manufacturing location, for the city excels in economic assembling, economic production and economic distribution—all due to the concentration of rail, lake, canal, highway and airway transportation facilities, together with an enormous and abundant labor and power supply. Climate, living conditions, natural resources, low taxation are other favorable factors.

Details of floor layouts available

MISCELLANEOUS EQUIPMENT

- 1—Buffalo Scale Co.—No. 768 Counter Platform Scale weighing beam 0-32 lbs., capacity 245 lbs., platform 10' x 13 1/2'.
- 1—Buffalo Scale Co.—No. 1462 Portable Wheel Barrow Scale, weighing beam 0-100 lbs., capacity 2000 lbs., platform 36" x 45", mounted on wheels.
- 1—Buffalo Scale Co.—No. 650 Even Balance Trip Scales with Agate bearings, weighing beam 1/100 oz. to 1 oz., capacity 6 lbs.
- 1—Buffalo Scale Co.—No. 650 Even Balance Trip Scales with Agate bearings, weighing beam 1/100 oz. to 1 oz., capacity 6 lbs.
- 2—Buffalo Scale Co.—No. 595 Knife Balance Trip Scales without scoop, weighing beam 1-16 oz.
- 1—Buffalo Scale Co.—No. 580 Even Balance Trip Scale, weighing beam 0-16 oz., capacity 6 lbs., with scoop.
- 1—Buffalo Scale Co.—No. 734 Counter Scale with Scoop, weighing beam 0-2 lbs., capacity 36 lbs.
- 2—Buffalo Scale Co.—No. 800 Counter Platform Scale, 2 weighing beams 0 to 5 lbs. graduating in ozs. and 50 lbs. graduating in lbs., platform 10 1/2' x 12'.
- 1—Buffalo Scale Co.—No. 650 Trip Scale weighing beam 1/100 oz. to 1 oz., capacity 6 lbs.
- 1—Buffalo Scale Co.—No. 819 (Buffalo) Laboratory Trip Scale with Agate bearing brass weighing beam 0-1 oz. in 1/100 graduations.
- 3—Buffalo Scale Co.—No. 819—Same as above.
- 1—Triner—Automatic No. 4 All Mail Scale.
- 1—Triner—All Steel Parcel Post Ratio Scale approved type, capacity 101 lbs. with 12 1/2" x 14" platform and scoop.
- 1—Buffalo Scale Co.—No. 504 Postal Scale one weighing beam 1/2 oz. to 32 ozs., capacity 2 lbs., 1/2 oz. graduation.
- 2—Fairbanks—No. 605 Postage Indicator Scale, capacity 4 lbs. in 1/2 oz. graduation.
- 1—Toledo—No. 471 Computing Parcel Post Platform Scale with weighing beam 0-85 lbs., Style 471.

SEWING MACHINES

- 19—Singer—Model 16-41—Single Needle Head Sewing Machine.
- 2—Singer—Model 16-83—Single Needle Head Sewing Machine.
- 3—Singer—Model 16-141—Single Needle Head Sewing Machine.
- 1—Singer—Model 16-188—Single Needle Head Sewing Machine.
- 3—Singer—Model 31-15—Single Needle Head Sewing Machine.
- 1—Singer—Model 113-WSV-2—Single Needle Head Sewing Machine.
- 3—Singer—Model 113-WSV-2—Double Needle Head Sewing Machine.
- 1—Singer—Model 113-WSV-3—Double Needle Head Sewing Machine.
- 1—Singer—Model 113-WSV-4—Double Needle Head Sewing Machine.
- 1—Lewis Felling Mach. Co.—Model 90-1-L—Blind Stitch Felling Machine.
- 1—Union Special Mach. Co.—Style 9500-GZ—Shuttle Stitch Sewing Machine.
- 1—Union Special Mach. Co.—Style 12000-DZ—Staying Machine.
- 1—Union Special Mach. Co.—Class 12000-Z—Sewing Machine.
- 1—Union Special Mach. Co.—Class 12000-D—Sewing Machine.
- 1—United Shoe Mach. Co.—Model D—Pluma Skiving Machine.
- 1—United Shoe Mach. Co.—Model E—Pluma Skiving Machine.

SPRAY BOOTHS—PAINT

- 1—Grand Rapids Blow Pipe Co.—8' x 4' x 3' 10".
- 1—Grand Rapids Blow Pipe Co.—48" x 48" x 78".
- 1—Power Efficiency Corp.—9' 6" x 5' 10 1/2" x 7' 6".
- 1—Power Efficiency Corp.—10' x 9' x 6' 4".
- 1—Power Efficiency Corp.—12' x 7' x 9'.
- 8—Power Efficiency Corp.—13' x 7' x 9' (Double).
- 4—Power Efficiency Corp.—13' x 7' x 9' (Double) 1/2 Section.
- 1—Power Efficiency Corp.—13' x 9' x 6' (Double).
- 2—Power Efficiency Corp.—18' x 9' x 6' 4" (Double).
- 3—Power Efficiency Corp.—18' x 9' x 6' 4" (Double).
- 10—Various—36" x 12" x 32".

METAL WORKING MACHINERY

BALANCING MACHINES

- 2—Gisholt—Type B—Universal Precision. For Flywheels, etc. Motor Drive.
- 1—Norton—Crankshaft. Motor Drive.

BORING MACHINES—CYLINDER

- 1—Baker—#5 Vertical—4 Spindles. Fixed Centers.
- 1—Baker—#5 Vertical—6 Spindles. Fixed Centers.
- 1—Beaman & Smith—Horizontal—2 Spindles.
- 2—Foster-Burt—Vertical—6 Spindles. Fixed Centers.
- 1—Moline—#10-D—Vertical—8 Spindles.

BORING MACHINES—HORIZONTAL

- 1—Beaman & Smith—#0—Spindle dia. 3". Table 24" x 84".
- 1—Giddings & Lewis—#0—Precision Horizontal—Spindle dia. 3 1/4".
- 1—Lucas—#31—Spindle dia. 3"—Outer Support—With Vertical Milling Attachment and Auxiliary Rectangular Swivel table 24" x 30". Single Pulley. Arranged M.D.
- 3—Lucas—#32—Spindle dia. 3 1/4". Single Pulley. M.D.

BORING MACHINES—HORIZONTAL DUPLEX

- 1—Beaman & Smith—Table 14" x 54". Bed 9". M.D.
- 1—Beaman & Smith—2 Spindle.
- 1—Moline—#16—Max. between spindle 96". Spindles MT. #5. M.D.
- 1—Rockford—2 Spindle—Table dia. 60". M.D.
- 1—Rockford—Table 18" x 20". Belt Drive.
- 1—Rockford—#3B—Table at Center 22" x 50". Oilgear Feed. M.D.

BORING MACHINES—DIAMOND TOOL

- 1—Automatic Mach. Co.—Coulter—2 Spindle. Motor Drive.
- 1—Cadillac Tool Co.—1 Spindle. Motor Drive.

BORING MILLS—VERTICAL

- 5—Bullard—24" New Era—3 Jaw Chuck—Cutting Lubricant System.
- 1—Bullard—24" New Era—3 Jaw Chuck—Cutting Lubricant System (with Threading Attachment).
- 1—Bullard—36" New Era—3 Jaw Chuck—Cutting Lubricant System.

BRAKES—BENDING

- 1—Double Truss Cornice Brake Co.—#18. Hand Brake. Capacity 5'.
- 1—Dreis & Krumpf—Power Leaf Brake. Capacity 72" x 10 Ga. Belted M. D.
- 1—Niagara—30"—Keystone Hand Brake.
- 1—Niagara—60"—Hand Leaf Brake.
- 1—Niagara—42"—Keystone Hand Brake.
- 1—Niagara—42"—Hand Brake.

BROACHING MACHINES

- 1—American—V-1 1/2 Ton—Hydraulic. Stroke 8". Motor Drive.
- 6—LaPointe (Hudson)—#3—Chain Motor Drive.
- 3—LaPointe (Hudson)—#4—Chain Motor Drive.

BUFFING AND POLISHING MACHINES

- 1—Columbus—Roll Bearing—Spindle dia. 1 1/2".
- 1—Columbus—Ball Bearing—Spindle 60" long.

POWER PLANT EQUIPMENT

MAIN BOILER HOUSE

- 4—600 H.P. Longitudinal Drum Babcock & Wilcox Boilers—2 in a battery, stokered with 7 Retort Relay underfeed stokers (Standard).
- 2—Same as above stokered with 8 Retort Relay underfeed stokers (Standard). These Boilers are equipped with Diamond Soot Blowers of 200 Lbs. per square inch working pressure and comply with A.S.M.E. Standard.

Stoker Drive

- 2—7 x 7 Sturdevant Vertical Engines capable of driving all stokers.

Coal Handling Equipment

- 1—Traveling weigh larry 1 1/2 tons capacity traveling entire length of boiler house delivering to 8 separate openings in overhead Berquist concrete lined steel coal bunker of 2 1/2 ton per lineal foot capacity which extends entire length of boiler house and served by 18" rubber belt Robbins conveyor equipped with unloader for trimming coal in the bunker.
- Conveyor belt served by 175 foot vertical Stevens Adamson Bucket Elevator receiving coal from Stevens Adamson Plate Conveyor delivering coal directly to a Joffery Singly Roll Crusher to bucket elevator, capacity of this equipment 40 tons per hour maximum.

Ash Handling Equipment

- Boilers situated over roomy ash basement with ample ash hoppers and sprinkling system for all furnaces. The hoppers being served by a 1 cubic yd. tilting Ash Buggy on industrial rail below hoppers delivering ashes directly to 1 ton capacity skip hoist thence to 100 ton reinforced concrete ash tank on columns directly above track coal hopper and equipped with 2 Clam Shell Type Ash Grates making possible reloading of coal car with ashes without necessitating shifting of car.

Chimney Equipment

- Superimposed Reinforced Concrete Chimney 12 ft. diameter at top and of ample capacity. Forced draft furnished by 2 60,000 cubic feet Greene fans driven by 80 H.P. Moore Steam Turbine Engines through Reducing Gear. One fan furnishes requirements for a 4-boiler load, the other being an auxiliary.

Boiler Feed and Water Heater

- Feed Pumps consist of 2 Moore Turbine Driven 300-gallon per minute Worthington Centrifugal pumps (3 stage).
- Feed Water Heater consists of 1 4000 H.P. Cochrane Exhaust Steam Feed Water Heater.

Rubbish Burning Boilers

- In adjoining building 2 rubbish burning boilers of 350 H.P. capacity—Babcock & Wilcox Cross Drum type with Cast Iron Heads, 160 lbs. working pressure. Equipped with Dutch Ovens and Cyclone Shaking Grates. Operated on Natural Draft, separate chimney of Radial Type built by Castoldi Co. and 150 ft. high. These boilers have been used for burning rubbish only and are directly connected with main steam header. The entire plant having been operated at 140 lb. steam pressure.

1941 Model Pierce-Arrow Makes Appearance

**New Pierce-Arrow
Car Built in 4 Months
And It Averages From 11
to 12 Miles a Gallon of
Gasoline, Says Owner**

A 1941 model Pierce-Arrow brougham, the first produced since the old Pierce-Arrow plant suspended operations in 1938, has been assembled from 26,000 parts from the old motor company's stock. Four months were required to build the car, owned by Harry N. Robbins, controller of Pierce-Arrow Buffalo Parts Co. Inc., which is selling parts.

The chassis frame is a 1934 model; the motor a 1938 model, wheels are of 1932 model; lights of 1913 and 1935 models; radiator of the 1933 line and the body obtained from Brunn & Co. was made in 1938.

"Some complications developed when I applied for registration of the car," explained Mr. Robbins. "In view of the fact that some of the parts were from pre-1930 models and some from 1938 cars, we took an average and called it a 1934 model. But having been built this year, it can rightly be called a 1941 model.

"Some of the old Pierce-Arrow mechanics - men who had been employed 25 years or more by the company - assembled the car. The cost was about \$1600, figuring a fair retail price for the various parts. A Pierce-Arrow model of that year would have cost about \$5200.

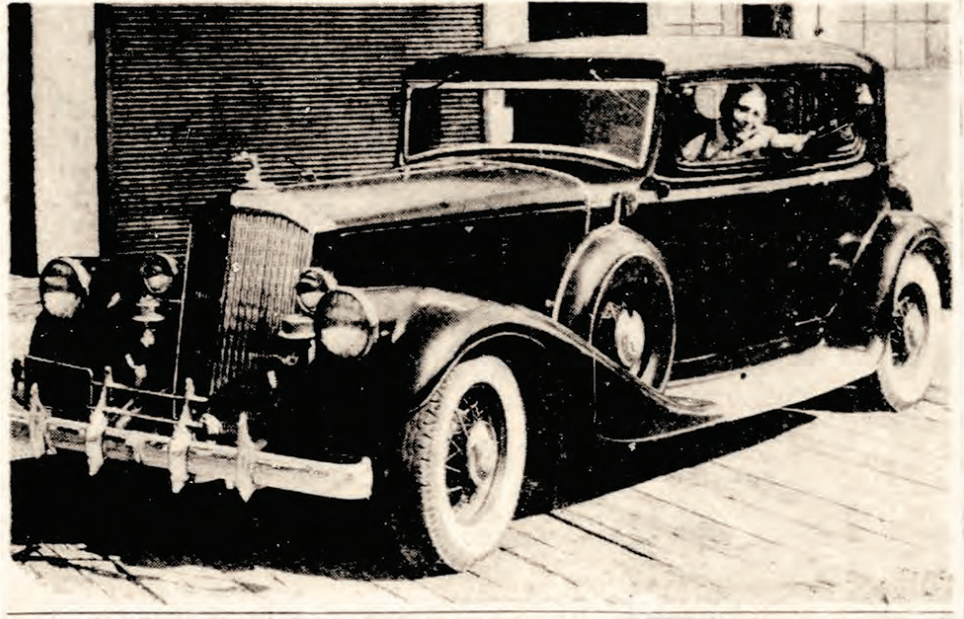
"The car averages about 11 to 12 miles a gallon on gasoline and I recently took a trip to New York and back and then to Columbus, O., and back and burned less than two quarts of oil. The automobile is painted maroon and there are 22 coats of paint on the body."

Mr. Robbins said there are still sufficient parts to produce 150 cars without bodies and the parts inventory exceeds \$1,000,000. More than 224,000 pounds of surplus and un-usable parts have been sold for iron and steel scrap.

**Buffalo Evening News
Sept 23, 1941**

Y, SEPTEMBER 23, 1941

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"1934 MODEL."

Though Pierce-Arrow suspended operations in 1938, a 1941 Pierce-Arrow brougham is on the roads, assembled from 26,000 parts for Harry N. Robbins, controller of the Pierce-Arrow Buffalo Parts Company, which is disposing of a \$1,000,000 parts inventory. The chassis frame is 1934, the motor 1938, wheels 1932, radiator 1933, lights both 1913 and 1935, and the body, obtained from Brunn & Co., was made in 1938. In applying for a license, Mr. Robbins averaged the vintage of the ingredients and called it a 1934 model. A brougham of that year sold for \$5,200. The cost of this one was about \$1,600, allowing a fair disposal price for the parts, he says. The car already has been driven from Buffalo to New York City, thence to Columbus and return to Buffalo.—Saturday Evening Post.

**Fort Worth
Star-Telegram
Nov 25, 1941**

Pierce-Arrow Scrap Sold for Munitions

* * * * * Hirohito May Get Auto Parts by Air

Japanese Emperor Hirohito won't have to buy any more parts for his fleet of gilded Pierce - Arrow cars. They probably will be dropped on his island empire in the form of bombs or shells, because all of the Pierce auto parts known to be available - 1000 tons - have been sold as scrap to be converted into war materials.

With the sale of the parts by the Pierce-Arrow Buffalo Parts Co. Inc. of New York to Jules Cohen Inc., scrap dealer of 909 Bailey ave. (sic), the final chapter has been written in the long history of Pierce-Arrow.

25 Cars of Scrap

"More than 25 railroad cars have been loaded with scrap parts from the Elmwood ave. (sic) plant for delivery to Buffalo-area steel mills and foundries," said Mr. Cohen today. "About \$15,000 was paid for all the assets of the parts corporation. We must vacate the building by midnight because our lease expires then."

Supervising the loading of the old Pierce-Arrow parts into freight cars is William J. Hale, 52, 468 Colvin Ave., the last of the old Pierce-Arrow employes (sic) to remain with the parts company. Mr. Hale joined Pierce-Arrow 32 years ago and for many years was in charge of the service and parts departments.

Hope It Hits Hitler

"It's hard to see the last of the business go into scrap, but the Government needs scrap to win the war and I hope every ounce of it will be used to bomb Hitler and Hirohito. It was just a few years ago that the Japanese emperor ordered some parts for his Pierce-Arrow cars," Mr. Hale said.

"Shipments have been made to many of the potentates in the East, the kings of many countries and to other owners in all parts of the world. As far as we're concerned there now are no more Pierce-Arrow parts available.

"It's a fitting climax to a glorious company which spread Buffalo's reputation into the far corners of the world. Now the last of the parts are to be strewn to the four winds and they will contribute to the inevitable victory to come."

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Buffalo Evening News
June 12, 1942

ADMINISTRATION OF AIR SUPPLY DEPOTS CONSOLIDATED HERE

**Col. Tague in Charge of Army's Operations
at Larkin and Pierce-Arrow**

Depots Supplying World Put Under His Command

The Army Air Service Command which is operating two big supply depots in the Buffalo area, today announced a consolidation of the administrative setup of the two depots to "streamline and speed up operations."

Under the new setup, Lieut. Col. Arthur G. Tague will be commanding officer of the depots in the Larkin and the former Pierce-Arrow buildings.

Maj. Charles W. Jennings, who has been in command at the Larkin depot, will be chief executive officer for both depots. Col. Tague once was in charge of the Larkin depot and recently has been in command at the Pierce-Arrow depot. Offices of the combined command will be in the Larkin buildings.

Supplies Entire World

"The two operations," Col. Tague said, "employ several thousand workers and occupy millions of square feet of storage space for the handling of every type of part from Bell P-39 Airacobras, Curtiss P-40s and Curtiss Commandos. In addition, they handle Pratt & Whitney engine parts produced in Chevrolet plants here.

"Buffalo has become one of the largest supply centers in the entire Air Forces. We supply the entire world, including Russia and Great Britain, with all of their parts for Curtiss and Bell planes, plus the Pratt & Whitney parts. Requisitions received average several hundreds daily and some of our individual shipments run into several carloads."

The depots are required to make all shipments of requisitions within 24 hours. Some special-project (rush) orders involving as much as a carload of hundreds of individual items are filled in as little as eight hours, Col. Tague said.

More "Commandos" to Be Hired

A "Commando" shift is helping the depots solve a manpower problem. Some 135 men, including businessmen, auditors, paymasters and a superintendent of a packing house are working four hours on certain nights of the week as supply handlers. Additional "Command" workers will be hired.

Meanwhile, concerns occupying the Larkin Building Unit 2, which has been purchased by the Air Service Command, have started to move. The United Motors Service Inc. today announced it will move to 1226 Main St. and expects to be open for business at that location by Nov. 1. The concern, a distributor of automotive parts, now concentrating on electric motor repairs, will occupy half of the second floor of the building.

**Buffalo Evening News
October 27, 1943**

Depots Supplying World
Put Under His Command



COL. ARTHUR G. TAGUE

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A more profitable time at the Pierce-Arrow plant, September 27th, 1918. Mr. Harry Ward (Pierce employee and driver of lead car) drives Prince Axel of Denmark, a member of the Danish Royal Family. The Prince toured the plant, and after riding in the new 24 valve Pierce, stated it was “a fine car, but a tall price” at \$6,500.

Note the Pierce trucks lined up, in all probability awaiting shipment overseas.”

EDITOR'S NOTE

There would be some who would debate the “1941” assembly of a car. Brunn, though, was building bodies in 1938 as article mentions, and while it appears to be a stock body, they could have built such. Some say all parts were gone soon after bankruptcy in 1938. This is not the case as there are several newspaper articles on final scrapping as late as 1942.

Many, too, will take the “1941” Pierce-Arrow with a raised eyebrow and a dubious bent, but it’s presented as reported, and all know reporters only print the facts (Ouch, tongue in cheek!).

As to photo by Pierce plant, the Prince was identified as “Prince Alex” on the back of the photograph, but only a “Prince Axel” seems to have existed. The article on Pierce factory used as aviation supplies, see last The Great Arrow News for unexplained badges showing “Aviation Division”. All great fun and thank you for reading. ~ dc

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WE WILL RESTORE, SERVICE, REPAIR AND MAINTAIN YOUR VINTAGE AUTOMOBILE TO THE HIGHEST INDUSTRY STANDARDS WHILE GIVING YOU THE INDIVIDUAL ATTENTION YOU DESERVE.

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