

# SNOWMOBILE

ATTACHMENT

For FORD CARS and TRUCKS

Put Your Ford  
ON SNOWSHOES

Snowmobiles are Used by  
POWER & TRACTION COMPANIES  
ELECTRIC LIGHT COMPANIES  
TOWN FIRE DEPARTMENTS  
TOWN SCHOOL PRECINCTS  
WINTER RESORT HOTELS  
RURAL MAIL CARRIERS  
TAXI COMPANIES  
UNDERTAKERS  
PHYSICIANS  
TRUCKMEN  
SALESMEN  
MILKMEN  
GROCERS  
OR  
ANYONE  
WHO HAS TO TRAVEL  
OVER SNOW COVERED ROADS

WILL RUN OVER BARE SPOTS

So Often Found on Wind  
Blown Winter Roads!

CAN BE USED IN MUD

By Substituting Wheels  
For the Front Runners!

**SNOWMOBILE**

(Trade Mark)

# What Owners Say

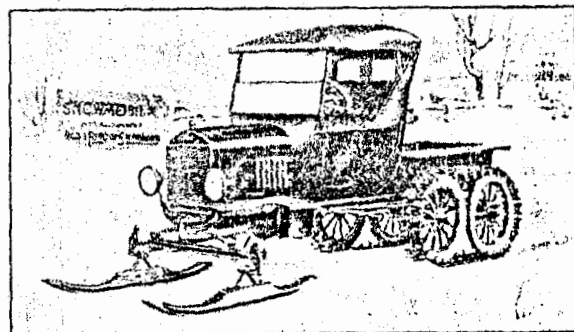
ABOUT THE

# SNOWMOBILE

ATTACHMENT

Including

## NEWSPAPER COMMENT



IT  
PUTS  
A FORD  
ON SNOWSHOES!

THE SNOWMOBILE CO., Inc.  
ROCHESTER, N. H. W. OSSIPEE, N. H.  
ST. PAUL, MINN.

# Conquering Snowdrifts

WITH THE



## SNOWMOBILE ATTACHMENT

For FORD CARS and TRUCKS

A reproduction of an actual photograph showing Ernest Glenn, a Rural Mail Carrier of Glennie, Michigan, surmounting a seven foot snowdrift on Rural Mail Route, Number 1, with his Snowmobile.

The Snowmobile Company, Inc.

# What Owners Say

About the

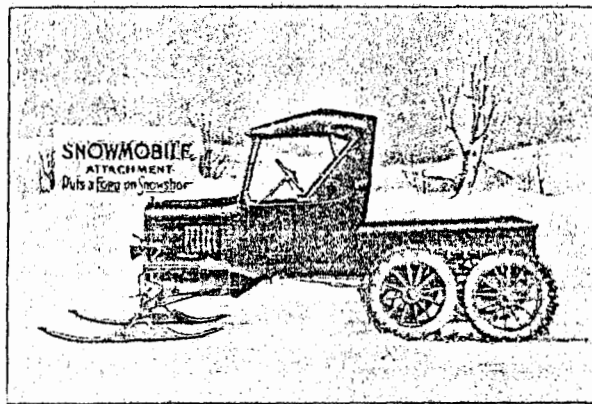
## SNOWMOBILE ATTACHMENT

Including

## Newspaper Comment

By means of the Snowmobile Attachment it is possible to convert either a Ford car or truck into a Snowmobile. These Attachments are manufactured in five different models which are described and priced on the inside of the back cover page of this pamphlet.

The following pages contain letters and extracts from letters which have been sent to us by Snowmobile Owners. There is also included several pages of newspaper comment.

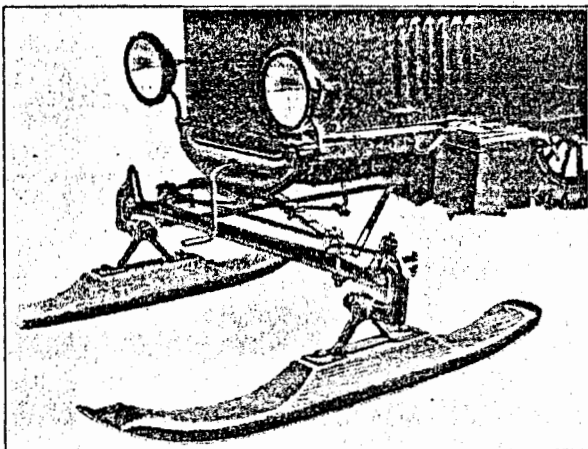


In general the testimony offered by owners and newspapers indicates that the Snowmobile is a practical, efficient, and economical method of transportation for snow roads.

To the prospective purchaser of a Snowmobile Attachment such testimony will mean more than any advertisement we could write. The letters and extracts from letters have been classified in groups according to the business pursuits of the owner. By consulting the next page it will be possible to find the page numbers of each classification of business.

If you do not read all of this pamphlet, be sure and read the recommendations that come from Snowmobile Owners whose business is the same as yours.

Three



Close-up of Runner Assembly

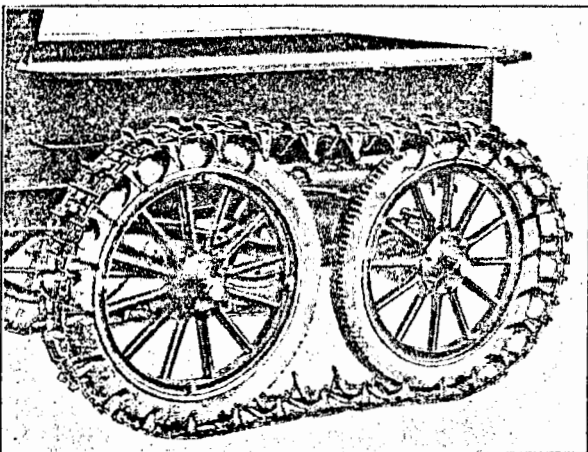
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Close-up of Traction Belt and Wheels

Four

# A Maine Doctor Speaks

E. S. ABBOTT, M. D.

BRIDGTON, ME.

BRIDGTON, FEB. 16th, 1924

MR. V. D. WHITE,  
VICE PRES. SNOWMOBILE CO.

DEAR SIR:—

I have been running my Snowmobile now a little over a month and have not had anything that pleased me so much since I had my first bobsled fifty years ago. I am just finishing my 39th year of country practice here in Bridgton and during that time have always had two or three horses in my stable every winter. Now I have none and never did my work so easily as with the Snowmobile. I drive from 500 to 700 miles a month in my business and have a coupe body on the car, and am just as comfortable in there these zero mornings as in my office.

I have no suggestions to make as I have not used it long enough to have it show up any defects. I think it is going to be hard on the driving tires and would appreciate it if you can give me any information in regard to solid tires on the driving wheels. I understand from one of the traveling men that the mail carrier from Fryeburg to North Chatham, N. H. is using them with good success and think if I hear good reports may try them out another winter.

I was the first physician in this section to use a motor vehicle in his business and twenty years ago bought a motor cycle which I pushed and rode about five hundred miles that season. I sometimes think I pushed it more than I rode it so did not consider it a great success, but the next year, 1905, I bought a Cadillac single cylinder and had it registered Aug. 19th, where it was number 623 for the state. Since then I have used a car every season as long as I could. I told one of my Portland physician friends who started me on the Snowmobile road by telling me what our friend Dr. Rand of Livermore Falls was doing, that I thought he had not only saved my life but probably prolonged it twenty years by the use of the Snowmobile. Expect to be going strong at the age of eighty if some one else does not run over me.

Yours Respt'y,

(Signed) EDW. S. ABBOTT, M. D.

Five

# Wisconsin Physician Satisfied

C. U. SENN, M. D.  
118 Blossom Street  
RIPON, WIS.

FEB. 20, 1924

SNOWMOBILE COMPANY,  
WEST OSSIPPEE, N. H.

DEAR SIR:

Replying to yours of February 14, 1924, relative to my Snowmobile recently purchased, I wish to say that I have used my Snowmobile for the past two months with very great satisfaction.

I have practiced my profession for the past 20 years, but never enjoyed so much comfort in making my country calls during the winter months, as I do this winter with my Snowmobile. It has met every expectation even though we have one of the severest winters this year I ever saw.

It is not only a success so far as comfort and service is concerned, but from a financial stand point it has saved me large livery bills so far. I dispensed of all my horses but one, and I have no use for the one. I kept it for emergency, as I was not quite sure in the beginning whether or not the Snowmobile would do all of my work. But the car has demonstrated itself to perform its work and so I shall dispense of my last horse as soon as possible.

My livery expense during the past year, even though I had three to four horses of my own to drive with, amounted to \$1,000 to \$1,200 during the winter months. I am very glad to state that this enormous expense is done away with since I got the Snowmobile.

Really I cannot say too much for its usefulness and comfort. The only suggestion I could offer is that I would like to see a Snowmobile with three speeds or shifts, and also the regular car width. I think this would do a great deal towards solving the problem, during the winter months, in making the roads fit to travel for all cars. The Snowmobile surely leaves a splendid track for horses and other cars to travel on.

Wishing you a continuous success with your Snowmobile, I am,

Very Respectfully,

(Signed) C. U. SENN, M. D.

Six

# From Public Utility Companies

GARDNER ELECTRIC LIGHT COMPANY  
Gardner, Mass.

JANUARY 13, 1923

Mr. VIRGIL D. WHITE,  
WEST OSSIPPEE, N. H.

DEAR SIR:—

We have your letter of the eleventh, and we are having a great deal of snow, and it is impossible for an ordinary car to travel here except in two or three of the principal streets of the Town.

We are using your car for general routine work and also for emergency repairs on transmission and electric light lines. In the course of our work we have to travel a good deal over country roads which are full of snow, and have only a sleigh track, and sometimes not even that.

We find that the car works very well indeed, and has not yet got into anything that it could not pull itself out of.

We certainly think that you have something that will fill the needs of a great many people, and hope that you will have a great deal of success in the business.

Very truly yours,

C. A. WARE,  
Manager.

BADGER PUBLIC SERVICE COMPANY  
First Wisconsin National Bank Building  
Plymouth, Wisconsin

FEBRUARY 19, 1924.

SNOWMOBILE Co.  
WEST OSSIPPEE, N. H.  
ATTENTION Mr. V. D. WHITE:

DEAR SIR:

Replying to your favor of February 14 regarding the service we are getting with our Snowmobile.

We wish to advise that it is more than we expected, as we go over all kinds of roads. We should have had a Snowmobile sooner.

Yours very truly,

BADGER PUBLIC SERVICE CO.

(Signed) Per H. R. ROBOWSKI, Supt.

Seven

## MOOSEHEAD TELEPHONE & TELEGRAPH CO.

DOVER-FOXCROFT, MAINE, FEBRUARY 19, 1924

Mr. V. D. WHITE, Vice-Pres. & Gen. Mgr.,  
SNOWMOBILE COMPANY,  
WEST OSSIPEE, N. H.

DEAR SIR:

This company has had one of your Snowmobiles in use every day since January 1st, whether storming or not and it has given satisfaction beyond my expectations. You will understand this is quite remarkable as the Piscataquis Valley has some severe storms, although this year has not had such a heavy fall of snow as usual.

Yours truly,

(Signed) F. W. MASON,  
General Manager.

## For Undertaking Profession

BOWERS & CROZIER

Undertakers

ROCKLAND, MAINE

Nov. 15, 1924

THE SNOWMOBILE Co...  
ROCHESTER, N. H.

GENTLEMEN:

Your letter of inquiry as to the satisfactory use of our Snowmobile received and will say in reply that we are more than pleased with it.

Some of our winters here in this section are very severe and in our country work it is sometimes days before the roads are broken so that we are able to get through by team.

Our experience with your Snowmobile last winter tells us our worries are over in regard to winter travel. We used it many times on unbroken roads and even used it for hearse when the roads were impassable for any other vehicle and on one occasion went into the country twenty miles and brought an emergency case to the hospital when it was impossible to get through the roads by team.

We can not recommend it too highly to the undertaking profession, particularly those who have a country trade.

Very truly yours,

(Signed) BOWERS & CROZIER

Eight

## A Word From Rural Carriers

PENACOOK, N. H.  
Oct. 20, 1923.

THE SNOWMOBILE Co.,  
ROCHESTER, N. H.

GENTLEMEN:

In reply to your letter of the 11th would say that I used one of your Snowmobile attachments last winter every day from the day I received it.

IT SURPASSED MY HIGHEST EXPECTATIONS.

I used it on a rural mail route of twenty-five and one half miles, covering the same every day despite the severe winter. Roads were blocked by snow for days. Drifts were ten and twelve feet high, but these were "pie" for the Snowmobile. It does not need a road. I averaged to drive about fifty miles every afternoon, and several days my mileage amounted to about one hundred and fifty miles.

Before and after serving my mail-route, I carried passengers out into the country; school teachers, traveling salesmen, ministers, doctors and other rural mail carriers on their routes. My gasoline average was between eight and ten miles to a gallon. I was using an old 1916 Roadster. This year I have a 1924 Model Ford Roadster, and expect to have a much better "gas" average.

Wishing you all kinds of success with your Snowmobile, I am

Very truly yours,  
(Signed) EDWIN A. MORRILL

EM:ILM

42 CENTER ST.,  
CONCORD, N. H., FEB. 25, 1924.

Mr. V. D. WHITE,  
Vice Pres. & General Manager,  
SNOWMOBILE Co., Inc., W. OSSIPEE, N. H.

DEAR SIR:—

In reply to yours of recent date I would say that I put your attachment to work Jan. 1st, '24 on Rural Route No. 9 from this office and have used it every day except four in January when there was not snow enough to run with any comfort so I had to use Henry without attachment. I bought a second hand box and put it on the body you furnish. I have used the car in all kinds of travelling from a fresh snowfall of 2 ft. to rough roads being badly rutted, and cut up after a thaw. And have not had as much trouble as what I had in the month of December when I used "Henry" himself.

Thanking you for your wonderful invention which has enabled me to pass the most comfortable winter of the 19 yrs. that I have been in the Rural Delivery service, I remain,

Yours Respt.

(Signed) EDWARD L. GAGE,

Nine

# Canadian Dealer Satisfied

P. E. GRENON  
Auto Ford Camion & Tracteur  
VENTE ET SERVICE  
St. Jovite, Que.

DECEMBER 31st, 1924.

THE SNOWMOBILE Co.,  
ROCHESTER, N. H.

DEAR SIR:

I have received your Snowmobile attachment and tried it out in the worst snow bank we have here. That one is three feet and I can say it certainly crawls over them.

I have been giving a demonstration to The Gray Rock Inn, a winter resort we have here in the Laurentian. We went over the snow-covered lake with ski runners behind into a foot of slush. They are well pleased with the demonstration and are talking of a buss.

I wish you would write to them and try and get their order. I mentioned \$550.00 delivered here. You may also write to the Riordon Pulp Corp. I am trying to get them interested in one of the outfits.

Gray Rock Inn Ltd.	Riordon Pulp Corp.
Mr. T. Wheeler	Mr T E Draper, Mang
St. Jovite	St. Jovite
Que.	Que.

Please send me one single and a double column newspaper advertising Snowmobile cuts.

Yours truly,  
Signed— P. E. GRENON

Twelve

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Twelve

# "Ford Owner's & Dealer's" Idea

DR. A. A. ALFORD,  
Kawende P. O.  
Oakville Station,  
MANITOBA, CANADA.

DEAR SIR:—

This will acknowledge receipt of your favor of October 10th, requesting information regarding the product of the Snowmobile Company. For your information the main offices of this firm are at Rochester, N. H. It is only the factory that is at West Ossipee, N. H.

So far as we know the Snowmobile Company are a thoroughly reliable organization. As is the case with every new product, there were imperfections which developed but so far as we can learn the company, in every instance, made good any complaint received from a purchaser. The only part of this outfit that gave any trouble was the track. This track was formerly made of canvas and wore out very quickly. The writer knows of one doctor to whom the Snowmobile Company furnished either two or three additional tracks last winter. This shows their willingness to co-operate.

The new Snowmobiles have an all metal track with a floating pin. This track is very similar in construction to the caterpillar tracks used on tractors and will, we believe, give the maximum of lasting satisfactory service.

You ask if the outfit has been a success as used on open snow roads. Permit us to assure you that as far as we can discover it has been a success. It will travel at a speed of from 18 to 20 miles an hour over loose snow or drifts. There is an enormous number of these outfits in use and in addition to their use in snow they have, by means of wide track front wheels, been used most successfully in the Sahara Desert and in the Mexican and Arizona Deserts.

We trust that this gives you all the information you desire and await further opportunities to be of service to you.

Very truly yours,  
FORD OWNER & DEALER  
A. L. WARNER,  
Manager, Service Dept.

Thirteen

# Rural Carriers Need *Snowmobiles*

C. N. Denton, a rural carrier of Oconomowoc, Wisconsin, says in regard to his SNOWMOBILE: "I like it very much. Am making my route of thirty miles in less than four hours with 130 stops."

From Glennie, Michigan, comes a letter from another rural carrier, Ernest Glenn, who says that after he had broken out the roads with his SNOWMOBILE he didn't "have any trouble making my mail route of twenty-six miles. I make my trip in about three and one-half hours."

Gardner W. Waterman of Chester Depot, Vermont, says of his SNOWMOBILE: "It has been very successful."

Clarence Hawkins of Wesley, Maine, says: "I use my SNOWMOBILE on the mail route and find it all right." He mentions difficulty he has had with the fabric traction belt, but this will be completely overcome with the new All Metal Belt.

## From Several Manufacturers

C. W. Cogswell of the Ladd Manufacturing Company, Franklin, New Hampshire, says: "I am very well satisfied with the snow Attachment as to performance. . . ."

From Mayfield, New York, Mayfield Glove Company: "We are pleased with it and expect to always use one."

B. S. Klise of the Blackmar Rotary Pump Company, Petoskey, Michigan, drives his SNOWMOBILE when the railroads are snow-bound. He says: "I have made some long trips in my SNOWMOBILE when unable to get trains."

The Atlantic Dye-stuff Company of Portsmouth, New Hampshire says: "We are very pleased to state that it has been of great use this winter."

"I am glad to be able to say that my SNOWMOBILE has proven entirely satisfactory," writes Richard G. Stiles of Lee-Robinson Manufacturing Company of Oxford, Maine.

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Sixteen

# Necessary for Liverymen

Charles Surrell, of Newberry, Michigan, states: "Last Sunday the writer made a trip of forty-four miles in the country in three hours, although the snow was six to eight feet deep in places."

J. F. Handlos, of Leehurst, State Line, Wisconsin, writes: "I would hate to ever part with the outfit."

Ira D. Hoar, Rangeley, Maine, writes the Company: "I meet all the trains night and morning, and make from thirty to forty miles per day. It is a very great thing."

R. D. Knapp, Kingfield, Maine, conducts a horse and livery, and of the SNOWMOBILE he says: "While it will haul most any number of passengers on good roads, I think four is about the limit on poor roads."

Charles A. Bent, State Line, Wisconsin, says: "No storm has stopped us this winter. I think a great deal of the outfit."

J. J. Ryan, Upper Saranac, New York, writes: "I find the SNOWMOBILE a great outfit in this section."

F. W. Ashley, Flagstaff, Maine, says he used his SNOWMOBILE on a stage route every day last winter. He further states: "I have had some very heavy loads, but it went every day."

## Its Uses Are Varied!

W. T. Gardiner, Gardiner, Maine, says that he used his SNOWMOBILE "for practising law, political campaigning, fishing and rabbit shooting."

Frank J. Boyd, Hillsboro, New Hampshire, writes: "I would never travel with horses as long as I own a SNOWMOBILE."

Charles H. Flanders, Bristol, New Hampshire, states: "I found a hill that is so steep that I had to raise my gas tank up to the rear end; also go over some pretty bad drifts."

Seventeen

# From a Few Ford Dealers

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Jones Auto Sales Company, Weyauwega, Wisconsin, says: "Am pleased to state that I consider the SNOWMOBILE a practical success."

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From the New Hampton Garage, New Hampton, New Hampshire, comes the assertion that the SNOWMOBILE "is surely a real article."

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George C. Chase, a Ford Dealer of Warner, New Hampshire, says of the SNOWMOBILE: "It is certainly the only practical rig that can be used on snow that I have ever seen, and I have been experimenting for eight years trying to get something."

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## Salesmen Use It in Winter

E. F. Piehl, Medford, Wisconsin, is a salesman who uses his outfit every day. He says: "Have been out in snow storms and drifts four or five feet deep. Always pulled through. Am well satisfied with the outfit. Carry five hundred to eight hundred pounds."

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Rex A. Fullan, a Representative of the Rogers & Hubbard Company, Montpelier, Vermont, in relating that he had driven his SNOWMOBILE for about one month says: "In that time, I have been all over Northern Vermont."

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## Used in Lumber Operations

From Nelson & Hall, Lumber Operators of Montgomery, Vermont, comes word that the SNOWMOBILE "is giving our Superintendent a much larger daily scope of supervision than he has previously been able to enjoy with two good horses."

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The Skinner Lumber Company, St. Johnsbury, Vermont, states: "We use the car for visiting logging and pulpwood operations and general running around either in town, or on back roads."

*Eighteen*

# CLIPPED FROM NEWSPAPERS & MAGAZINES

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The Boston (Mass.) Post of January 6, 1924, states under a Haverhill date line: "Conquering seemingly insurmountable obstacles in a valiant attempt to save the life of a man who wanted to die, Dr. Elbert A. Landman of Plaistow, N. H., bundled Wallace Currier of that town into his SNOWMOBILE this morning and drove for three and a half hours over nine miles of almost impassable snow-drifted roads, through a raging blizzard to Gale Hospital here, after the latter had fatally wounded himself with a heavy calibre rifle."

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The North Adams (Mass.) Evening Transcript of January 1st, 1924, said: "That the Mohawk Trail, which at this time of year is piled high with snow drifts, is not impassable was demonstrated this morning by William Van Sleet, Agent for the Ford Motor Car Company here, who, with a party of New England Telephone Company officials, negotiated the West side of the trail and reached the Central shaft without difficulty in his novel SNOWMOBILE."

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The Kenosha News, under a Cornell, Wisconsin date line, says: "A. B. Christopherson is operating a SNOWMOBILE Bus which is proving a boon to the people of Cornell, especially local doctors, enabling them to travel easily over snow-bound roads."

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The Milwaukee (Wis.) Journal of February 8, 1924, opened a sensational illustrated story with the following paragraph: "Across country, heedless of roads and fences, the SNOWMOBILE came to Milwaukee. Up and down over the snow drifts with the sensation remembered by the tank riders of the War, a party of four made the 25-mile trip from Hartland, Wisconsin, in two hours and forty minutes."

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The Berlin (Wisconsin) Evening Journal of January 24, 1924, in reporting the fact that roads had been impassable to everything except bobsleds, states: "Now along comes the SNOWMOBILE—a contrivance with runners in front and caterpillar traction on the rear wheels which carries the machine along at a merry clip so that the matter of a pile of snow or deep ruts cuts no figure, and Mr. Driver proceeds along his way rejoicing, and what's more—gets there."

*Nineteen*

## Calls It "A Nine Days Wonder"

The Courier of Charlevoix, Michigan, on January 16, 1924, said: "The new SNOWMOBILE which represents the joint purchase of Messrs. Louis Sharrow, rural carrier on Route 3, and Orson Evarts of Route 1, looks like it was going to be a nine days wonder, as the saying goes."

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The Watertown (New York) Daily Standard of January 12, 1924, stated: "The SNOWMOBILE will easily go over the highest drifts."

In describing a demonstration for the benefit of the Postal authorities, the Watertown (New York) News of January 23, 1924, stated: "The SNOWMOBILE was driven over the snow piles in the Public Park, Saturday, going over them with apparent ease."

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The Tri-State Pictorial published at Brattleboro, Vermont, said on February 11, 1924: "For the first time in years the Stage between Brattleboro and Wilmington is likely to make trips without missing a day. This is not only on account of the open winter thus far, but because, whatever snow may come, the SNOWMOBILE which is now being used as the Stage will be able to negotiate the biggest drifts."

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In an article describing the SNOWMOBILE, the Amesbury Daily News, of Amesbury, Mass., on August 25, 1924, said: "This SNOWMOBILE should be brought to the attention of the transportation committee when they act upon this problem of closing the Electric Road."

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The Ford Owner and Dealer of December, 1923, in an illustrated article describing the SNOWMOBILE said: "One of the features of the device is the ability to turn out onto the unpacked snow when another vehicle is approaching from the other direction. This is a courtesy that is appreciated when the roads are covered with deep snow."

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In an Editorial allusion to the SNOWMOBILE, the Ford Dealers News of February 2, 1924, stated: "What's a little thing like a snow drift, or roads heavily burdened with snow, when the matter of delivering a Ford Roadster is at hand, providing you have a SNOWMOBILE to do the trick with?"

## Saves Much Time and Expense

The Watertown (New York) Standard of February 7, 1924, in an interview with President J. N. Carlisle of the Northern New York Utilities, Inc., concerning the SNOWMOBILE purchased by this company, says: "It not only serves as a great convenience but saves much time and expenses in the maintenance and inspection departments."

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In an illustrated article describing the SNOWMOBILE, under date of February 17, 1924, the Chicago Sunday Tribune says: "With sled runners replacing the auto's front wheels and four wheels grouped together at the back and linked up a la tractor, an ordinary motor car is converted into a snow fier, that travels at a merry clip over the frozen ground."

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The Boot and Shoe Recorder of February 23, 1924, contains an interesting picture with the following comment: "This is H. C. Barton with his SNOWMOBILE. He covers Northern Wisconsin for B. F. Goodrich & Company, and uses his unique motor vehicle in getting his Zipper Boots to the snow-bound region of Wisconsin."

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The Boston (Mass.) Herald, of February 10th, says: "Enter Snowmobiling as the latest winter sport to add thrills to the merry life of pleasure seekers at Lake Placid, New York and various Canadian resorts. The Snowmobile is an interesting adjunct to skiing. It carries the wearer of skis at a terrific clip along the snow clad stretches of level country, and it saves his energy by pulling him up the steepest hills whence he can fly down by reason of his own skill and the force of gravitation."

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The Schenectady (New York) Gazette of March 12, 1924, says: "Man has conquered the snow-blocked roads of winter. The motorized ski is an accomplished fact. The primitive winter conveyance has been modernized by the combination of a Ford, parts of a war-time tank and the best features of both ski and snowshoe. And, today, regardless of whether the roaring tractors open the drifted highway, man can travel in winter when and where he will . . . and with comfort."

*Twenty-one*

## Drove Over Tops of Fences.

The Watertown (New York) Daily Standard of January 31, 1924, in describing the experiences of Dr. William Snell, a Theresa physician, said: "In order to shorten the trip Dr. Snell drove the SNOWMOBILE over the tops of fences where the snow had piled up, and across the fields rather than take a roundabout trip by road."

The Herald of Grand Rapids, Michigan, under a Frankfort headline, says: "A SNOWMOBILE recently purchased by the Benzi County Power Company through the local dealer travels roads that would hamper the most powerful team of horses." The same paper on the same day, under a Reed City, Michigan headline, says: "The Mackinaw Trail Garage at Tustin, managed by W. E. West, and a branch institution here, has demonstrated the worth of the SNOWMOBILE beyond a reasonable doubt".

The Daily Wisconsin News of January 5, 1924, under Neenah date line, says: "During the recent snow storm the Neenah residents on all routes out of the local post office failed to get their mail on time with one exception. Theodore Gustavus, carrier on Route 8, made his entire route, however, although the roads were blocked in places by drifts ten feet high. His success was due to the use of what is known as a SNOWMOBILE."

The Burlington Free Press and Times of Saturday December 20, 1924 says in regard to a Snowmobile Fire Apparatus:

"The new Snowmobile ordered for the fire department has arrived and will be put in commission as soon as the transfer of equipment from the horse drawn hose wagon can be made, the new apparatus replacing the old hose wagon and putting the fire department wholly on a motor basis. The Snowmobile can have either wheels or runners in front and the rear wheels and traction are of the caterpillar variety, making it possible to go anywhere that horses possibly could. Small chemical extinguishers, hose and ladders will be carried by the Snowmobile. The horses that have been kept at the fire station will be disposed of and it will not be necessary to build a barn or stable in connection with the new station, work on which is progressing favorably."

Twenty-two

# SNOWMOBILE

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