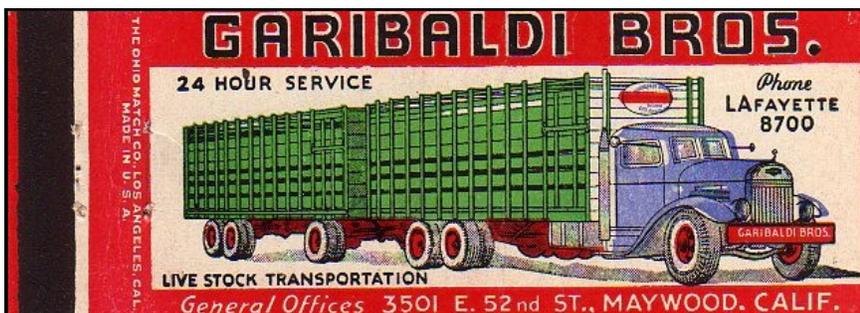
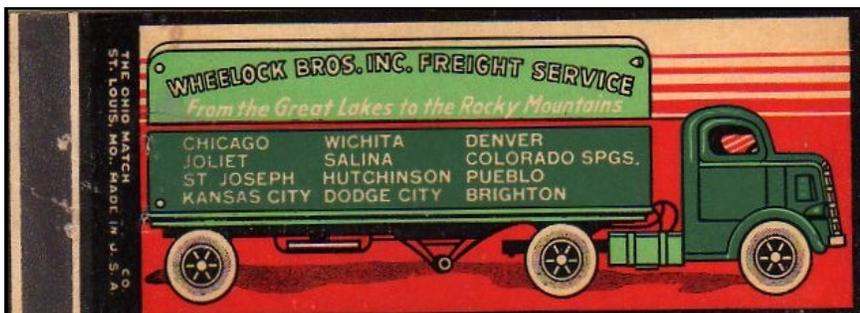


Full-Length Trucks

I don't know...Is it a 'Boys and their toys' thing? I love trucks to begin with, but seeing old ones...and old

ones in vivid color...and old, vivid color ones in a full-length perspective...just appeals to me! What great art work! And look at the variety! Hmmmm! When my kids were small, we had a big picture book of all sorts of different trucks. By the time they were 4 or 5, they all could identify a 'logging truck', 'cattle truck', and so on. We even played an 'identify the truck' game whenever we were on the freeway.



In a very real way, I think covers like this are far more attractive than simply color photos of such...such as a Diamond True Color full-length Truck or a similar Matchorama, no matter how good the quality of the photo is.

By the way, did you notice that none of these are 18-wheelers? I'm afraid I'm not up on my trucking history, but I assume that the advent of the 18-wheeler that we're all familiar with today was a more modern innovation.

And speaking of 'familiar', most of these pictured here also don't have the familiar smoke stack on the cab. Let's see.....What else is missing?.....

Lights! None of the trailers pictured here have all the running lights we see on modern trucks today.

It's no wonder that full-length Trucks is a popular small category. I don't have them broken out of my larger Trucking collection, but there are quite a few of them, and I've seen some really attractive displays of such over the years.

Although I've only shown 20-

strikes here, there are certainly some very nice 30-strikes and 40-strikes, as well.

Trucks and cars, by the way, and not surprisingly, have a common ancestor: the steam-powered fardier Nicolas-Joseph Cugnot built in 1769. However, steam trucks were not common until the mid-1800s. The roads of the time, built for horse and carriages, limited these vehicles to very short hauls, usually from a factory to the nearest railway station. The first semi-trailer appeared in 1881, towed by a steam tractor manufactured by De Dion-Bouton. Steam-powered trucks were sold in France and the United States until the eve of World War I, and the beginning of World War II in the United Kingdom, where they were known as steam wagons.

In 1895 Karl Benz designed and built the first truck in history using the internal combustion engine. Later that year, some of Benz's trucks were modified to become the first bus by the Netphener, the first motorbus company in history. A year later, in 1896, another internal combustion engine truck was built by Gottlieb Daimler. Other companies, such as Peugeot, Renault and Büssing, also built their own versions. The first truck in the United States was built by Autocar in 1899 and was available with optional 5 or 8 horsepower motors.

Trucks of the era mostly used two-cylinder engines and had a carrying capacity of 3,300 to 4,400 lb. In 1904, 700 heavy trucks were built in the United States, 1000 in 1907, 6000 in 1910, and 25000 in 1914.

Although it had been invented in 1890, the diesel engine was not common in trucks in Europe until the 1930s. In the United States, it took much longer for diesel engines to be accepted: gasoline engines were still in use on heavy trucks in the 1970s, while in Europe they had been completely replaced 20 years earlier.

