

A group of "Lacre" Model "O" Chassis, built to the order of an Overseas Government, ready for official inspection.
"Lacre" Works in the background.

Modern Municipal Motor Vehicles for Transport, & Equipments for Road Cleansing, etc.



At the Public Works, Roads, and Transport Exhibition, the largest and most comprehensive Exhibition devoted to the interests of Municipal Authorities, held at the Agricultural Hall, London, from Nov. 19th to Nov. 26th, 1925, The LACRE Motor Car Co., Ltd., of London and Letchworth, England, staged a representative range of their well-known vehicles, some of which are described herein.

Tipping Wagon.

CHASSIS—Famous LACRE Model "O," H.P. 30.

CAPACITY.—Gross, 3 tons on frame. Nett load 2 to 2½ tons. **SPEEDS**.—3 forward 1 rev. Top speed forward approx. 16 m.p.h.
WHEEL BASE.—10 ft. 6 in., or to suit length of body required. **TYRES**.—Solid rubber band type. Single front and twin rear.

Alternative.—Air cushion or pneumatic tyres to order.

TIPPING GEAR—LACRE Gravity Type.

Special Features.—Very small number of working or wearing parts. Remarkably low cost of maintenance. No engine power required. The Tipping Gear arrangement is such that the load can be tipped and body recovered within 30 seconds. This compares most favourably with hydraulic or other power tipping gears as to time saving, and by the use of this Gravity Type Gear, the initial cost of power gear, the attendant complications and cost of maintenance is eliminated. For instance, the cost for petrol used by the engine alone, in power operated gears, amounts to a considerable item annually.

BODY—

Standard Body is 8 ft. 3 in. in length, 5 ft. 8 in. in width, with sides 1 ft. 8 in. deep (these dimensions can be varied within certain limits to meet special requirements). The sides and tailboard are hinged and detachable. The tailboard is provided with a unique type of pin and socket fitment with locking gear, so that the tailboard can swing either from top or bottom at will. Floor of body is lined sheet-steel.

Extension boards about 10 in. deep are provided to attach to the main sides and end, for use when the vehicle is employed in the collection of light material such as house refuse.

Alternative.—All Steel Bodies can also be supplied if desired.

TIPPING WAGONS can also be supplied for 30 cwt., 3 ton, 4 ton, and 5 ton loads, but, for general municipal transport, it is considered that the most useful all-round vehicle is one of 2 to 2½ ton capacity, which has the advantage of reasonable initial price and low operating costs.



Lacre Tipping Wagons in the service of the Cleansing Dept., Stockport Corporation.



One of 6 supplied to Manchester.

ALL BRITISH Road - Sweeping Machines.



One of 5 supplied to Leeds.

Lacre "L" Type Sweeper.

H.P. 12. 4-Cylinder. Water Cooled Engine.

Three Road Wheels only, single Driving Wheel at Rear,

GEAR BOX.—Provides two speeds forward and one reverse.

FINAL DRIVE.—By roller chain to rear wheel.

BRUSH is mounted in semi-circular brush guard, the brush being in six sections, each 15 in. in length, the stocks being square bored to slide on a steel shaft. The brush is rotated by a shaft driven from gear box to sprocket and chain drive enclosed in steel casing, the forward or driven sprocket in the casing rotating the brush shaft.

FRONT WHEELS fitted with single solid rubber tyres, rear wheel being fitted with twin ditto.

SPRAYING GEAR.—100 gallon water tank is provided with spraying gear in front of chassis, water being led from tank to spraying heads through the medium of a gear driven pump.

SPECIAL FEATURES.

Suspension of brush provides an exceptionally **clean and wide sweep**, and the position of the driver behind the brush enables him to view the operations of the brush and avoid excessive overlapping of previous cast.

All controls are conveniently grouped within easy reach of the driver.

Special provision for (a) easy removal of worn brushes and replacement by new ones, and (b) removal of the entire brush unit.

Small Capital outlay, low operating costs, ease of control, robust, yet compact in design.

Licence—£12 0 0 per annum.

EXAMPLES OF RUNNING COSTS:—

EXCERPTS FROM *Official Reports.*

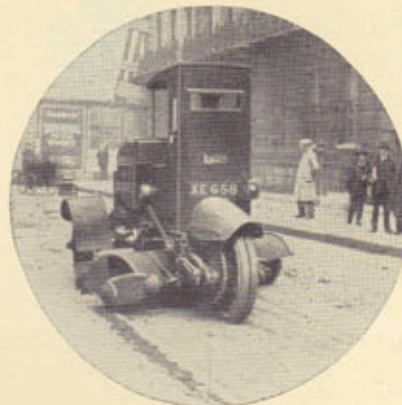
Stockton-on-Tees.—Three horsed Sweepers cost per quarter £125 3 0—Mileage of streets swept per week 29.6 miles. Cost per mile swept 6/6.

One LACRE Sweeper—total cost per quarter £100 10 6. Mileage of streets swept per week 74.4 miles. Cost per mile swept 2/1

Manchester.—Each Motor Sweeper saves £426 per annum.

Wallsend.—LACRE Motor Sweeping Machines cost 1/2³ per brush mile.

Middlesbrough.—The LACRE is costing 3d. per 1000 square yards of road swept, or 4/5 per mile of road, against 8/- per mile swept by horsed brooms.



A Clean Sweep with the Lacre.

SOME MORE USERS:—

Birmingham
Belfast
Manchester
Bradford
Bergen
Liverpool
Derby
Edinburgh
Hackney
Tottenham
Airdrie
Middlesbrough
Stockton-on-Tees
Blyth
Yarmouth
Bath
Falkirk
Tokio
Bermondsey
Holborn
Wandsworth
West Bromwich
Paisley
Dewsbury
Batley
St. Pancras
St. Marylebone
Chiswick
Middlesex County Council
Lanark County Council
Gateshead
Alloa
Motherwell
Burnley
Scarborough
Rotherham
Dunfermline
Lambeth
Renfrew C.C.
Plymouth
Rochdale
Bolton
Ashton-under-Lyne
etc., etc.

SUPREMACY.

There are MORE Lacre Sweepers in service in Great Britain than all other makes put together, this supremacy having been achieved owing to the remarkable economy and efficiency of Lacs.

Compare RUNNING Costs.



Lacre Sweepers supplied to the Corporation of Glasgow.

5 MORE ORDERED
OCT. 2ND 1925.

BEAMISE
Museum

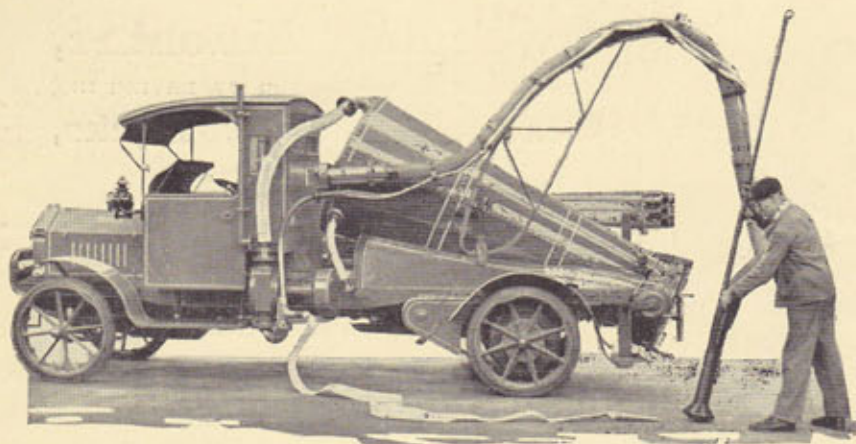


Illustration of Equipment as recently shipped to Oslo, Stockholm, Bergen, etc.

"Lacre" Gully Cleanser.

CHASSIS.

LACRE 30 H.P. MODEL "O."

Wheel Base 12 ft. Road Wheels fitted with solid rubber band tyres, single front and twin rear.

EQUIPMENT.

TANK.—The tank is of special design, being conical in form. Capacity approximately 400 gallons. This tank is mounted on the chassis at a considerable angle, enabling the contents to be readily evacuated. The shape of the tank is such that when the rear door is opened the water remaining in the tank exerts pressure on the solids in the process of evacuation of tank contents.

PUMP & HOSE.—A positive action pump, capable of pumping air or water, is attached to the main frame on the rear side. The uptake pipe is of large diameter and is provided with quick-action valve, where it enters the tank. The pump is arranged with a 3-way valve so that the vehicle can be employed (1) on the closed circuit system, (2) on ordinary vacuum system, (3) semi-liquid contents can be expelled from tank under pressure.

COACHWORK.—Cab with side doors, equipped with roll-up side curtains, wind-screen on dash and weather-screen on roof, upholstered seat, wings, running boards and all necessary fittings complete.

FINISH.—Chassis, bodywork and tank, etc., painted in colour to order.

ACCESSORIES.—2 oil side lamps, 1 oil tail lamp, and 1 horn, and kit of tools.

METHOD OF OPERATION.

ON CLOSED CIRCUIT SYSTEM.—The tank is filled with fresh water before operations are commenced. The hose dredging head is lowered into the gully, the water in which seals both the intake and exhaust from the pump. The pump is then put in motion, forcing a stream of water at high pressure through the dredging head, breaking up the sediment at the base of the gully, which is then sucked up the large bore uptake pipe and transferred to the tank. It is only necessary to move the dredging head round the base of the gully until all the refuse matter has been removed. The sediment or other solid matter that has been transferred to the tank is replaced by an equivalent of water in one operation, so that the level of water in the gully remains, if desired, the same after cleaning as before.

LACRES are
and always have been
ALL BRITISH

Combination . . . Gully Emptier and Cesspit Emptying . Equipment . . .

arranged to operate on

LACRE C. C. SYSTEM

or ordinary Vacuum System, and,

as required,

expulsion of contents under pressure.

SOME OF THE ADVANTAGES of the "LACRE"

CLOSED CIRCUIT SYSTEM.

A smaller tank and power unit is required as compared with ordinary vacuum gully emptiers. It is not necessary to stir gully contents before commencing operations.

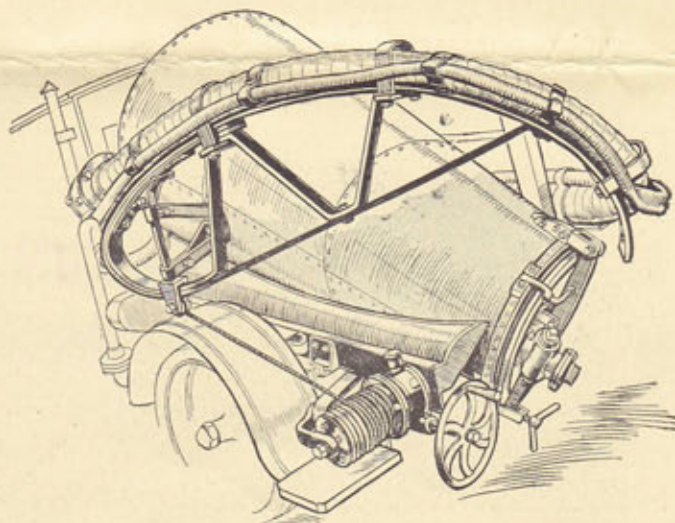
No noxious gases are pumped into the atmosphere.

No auxiliary water tank is required to follow the gully emptier to seal the gully traps, as is the case with ordinary vacuum gully emptiers.

No repeated emptying and flushing of gully is necessary as with other systems.

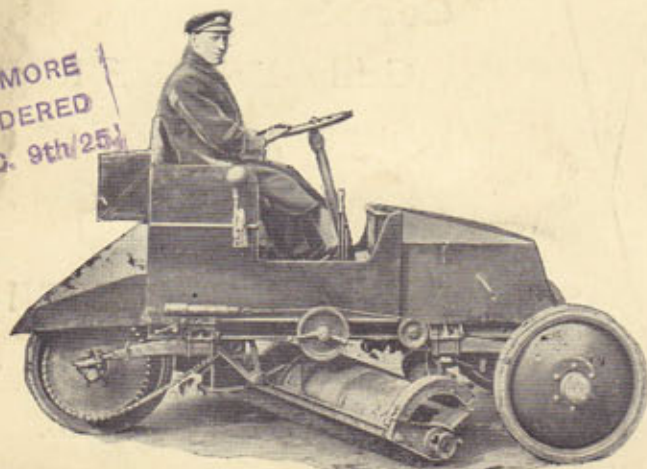
The equipment can be supplied with attachment for cesspit emptying, and **pressure expulsion** of tank contents, or with spraying gear for converting into a road sprayer, or flusher.

Exceptionally difficult gullies which are choked with 4 ft. or 5 ft. of sand or refuse can be readily and quickly cleaned and left water sealed.



NOTE.—Large rear end Door, with quick release action, Cock and Hose Coupling, unique Hose Carrier, with Cable and Drum lifting arrangement.

13 MORE
ORDERED
DEC. 9th/25



The London General Omnibus Co., Ltd., employ 16 LACRE Sweepers for the cleansing of their Garages.

The LACRE Motor Company manufactures all types of Municipal Motor Vehicles, such as Tower Wagons, Police Patrol and Ambulance Cars, Prison Vans, Road Watering Tank Wagons, etc., etc.

Their unique experience enables them to put forward designs of Equipments to meet unusual conditions, and enquiries are invited.

Also manufacturers of all types of Commercial Motor Vehicles 1½ tons to 6 tons, and Public Service Vehicles.

Sweeping Machine,

SPECIALLY DESIGNED FOR OPERATING IN
Garages, Works, Docks,
or other congested areas.

In principle, this sweeping machine follows the lines of the famous LACRE "L" Type Sweeper, but with reduced dimensions to meet peculiar working conditions in restricted areas.

H.P. 9. 2 speeds forward, 1 reverse.

Single rear wheel with roller chain drive thereto from gear box.

Tyres, rubber band, single front, twin rear. Dia. 27 in. section 3½ in.

Sweeping width 4 ft. 10 in.

Special provision for rapid removal of brushes.

Brush adjustment for pressure by drum and cable.

All controls grouped in front of driver.

Open seat to provide clear view for driver.



One of a Fleet
of LACRE
Convertible
Tipping Wagons
and
Water Vans
supplied to
the
East African
Protectorate.

The Lacre Motor Car Co., Ltd.,

Head Offices: 78, YORK RD., KING'S CROSS, LONDON, N.1

'Phone: NORTH 2708

Telegrams: UNBAFFLED, LONDON.

Established in 1902.

"LACRE" Trade Mark is an abbreviation of the Company's original title:—"THE LONG ACRE MOTOR CAR CO., LTD."

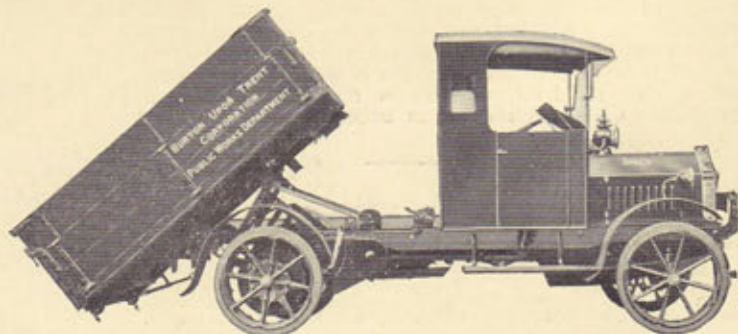
Works: LETCHWORTH, HERTS, ENGLAND.

MANAGING DIRECTOR:—CLAUDE BROWNE.



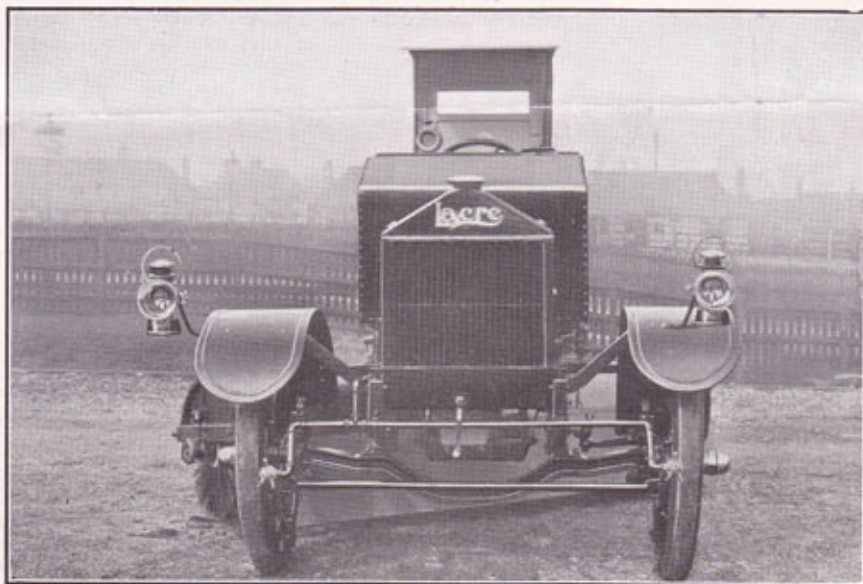
'LACRE' 3-LIFT TOWER WAGON.

Over-all height with tower lowered
only 9 ft. 6 in.



"LACRE" GRAVITY TYPE TIPPING WAGON.

Easily operated. Rapid in action.
No engine power required to operate Tipping Mechanism.



There are more **LACRE SWEEPING MACHINES** in service in Great Britain than all other makes put together

ALL WAYS.

MANCHESTER.



LACRE

Established 1902.

LACRE MOTOR CAR CO., LTD.,

HEAD OFFICE:
78, YORK ROAD,
KING'S CROSS,
LONDON, N. 1.

WORKS:
LETCHEWORTH, HERTS,
ENGLAND.

Telegrams: Unbaffled, London.



MIDDLESEX COUNTY COUNCIL



TOKYO.

SOUTHWARK.



LACRES are
and always have been

ALL BRITISH.



Some **LACRE SWEEPERS** owned by the **CITY OF BELFAST.**



LACRES are and always have been All British all ways.

CHISWICK.



LACRE—Pioneers of the Municipal Motor Vehicle.



MERSEY DOCK & HARBOUR BOARD



DERBY.

ALL BRITISH—

BERGEN.



LACRE

Established 1902.

The Trade Name is an abbreviation of the Company's original title:—

**LONG ACRE
MOTOR CAR CO., LTD.**

Trade Mark registered 1904.



Some **LACRE SWEEPERS** supplied to the **CITY OF BRADFORD.**

LACRE
ALL B

ALLOA

- TOKYO

- YARMOUTH

- DERBY

- BERGEN

BATH

HORSE v MOTOR SWEEPERS Costs Compared.

*Reprinted from "Motor Transport,"
by kind permission of the Editor.*

LACRE SWEEPER in the service of
the Corporation of STOCKTON-ON-TEES.

The Success of Motor Sweeping.

The class of work in which the motor is creating such a good impression is that of street sweeping, and it is found, upon a comparison of the respective costs for carrying out this duty prior to and since the purchase of their motor sweeper, that the charge for sweeping a mile of roadway has been reduced to less than one-third of the horse-brush figure.

The vehicle which is proving itself capable of such a material saving, and which is thereby rapidly repaying its original cost, is a Lacre. Since its purchase in December last, it has displaced three horse brushes, and is, in the opinion of Mr. Wakeford the Borough Engineer, not only carrying out this important service much more economically but also more expeditiously, and is averaging considerably larger weekly mileages than the former mode. This in itself is extremely gratifying, and perhaps even more so, from the standpoint of the authority, is the fact that residents in all quarters of the town have expressed appreciation of the greatly improved scavenging in the course of the past four or five months.

The vehicle works upon a carefully prepared weekly schedule, and commences each morning at 6 a.m., returning to the garage at 1 p.m. By these means, and by undertaking the sweeping of busy thoroughfares first, the highways are given their "wash and brush up" before the commencement of the heavier volume of traffic for the day. The actual sweeping time per day is 6½ hours, the driver being allowed half an hour for breakfast, and the total working time per week is 52 hours, including a short spell of two and a half hours each Sunday morning in cleaning up after the Saturday market. An adequate amount of time is allowed to the driver for keeping the machine in first-class order, for upon returning to the garage he has two full hours each afternoon to prepare for the following day's work.

Motor Reduces Cost 66%.

Upon compiling costs for the first complete quarter's work by the Lacre, it was found that it swept one mile of roadway of a standard width of 21ft. at a cost of 2s. 1d., whilst the cost of one horse brush per mile was 2s. 2d. This, however, by

no means indicates the real saving, for it must be taken into account that to perform the equivalent work of the three-brush motor sweeper over a one-mile stretch of road it would be necessary for single-brush horse appliances to make the one-mile journey on three separate occasions to cover the same width of roadway. Therefore the true proportion of cost is: Motor, 2s. 1d. per mile; horse brushes, 6s. 6d. per mile of street swept.

Details of Costs.

The method by which this comparison is arrived at is illustrated by the following detailed quarterly statements:

THREE-HORSE SWEEPERS.

	£	s.	d.
Wages (three men)	55	2	0
Brushes	28	5	3
Repairs	5	3	9
Depreciation at rate of 10 per cent. for three-horse brushes (cost £120 each) ...	9	13	6
Horses	26	18	6
Total cost per Qr.	£125	3	0

Mileage of streets swept per wk. 29.6 mls.	
Cost per mile swept	0 6 6

ONE LACRE SWEEPER.

	£	s.	d.
Depreciation at 10 per cent. on cost of £575. £57 10s. p.a. ...	14	7	6
Repairs and renewals	0	8	6
Driver's wages	45	5	3
Oils and grease	1	5	11
Insurance £9 9s. p.a.	2	7	3
Petrol	15	0	0
Refills (Brushes)	18	0	0
Taxes	3	12	0
Water	0	4	1

Total cost per Qr. £100 10 6

Mileage of streets swept per wk. 74.4 mls.
Cost per mile swept 0 2 1

There is the added advantage of the Lacre vehicle in having an arrangement enabling it to water and sweep at the same time. This is regarded as a very material advantage over the former mode of performing the sweeping of streets in the borough, for then the service of yet another horsed vehicle—a watering cart—was necessary to carry out the full task and, as will be seen, if the maintenance and operation expenses of that vehicle are also taken into account, the present-day proportion would be practically four to one in favour of the motor so far as costs are concerned.

**LACRE
ECONOMY AND EFFICIENCY.**

**A FLEET OF 12 LACRE SWEEPERS
SUPPLIED TO THE CORPORATION
1920—1921**



SCARBOROUGH

- DUBLIN

- BIRMINGHAM

WEST BROMWICH

- GATESHEAD

- BRADFORD

- ST. MARYLEBONE

- PA

BEAMISH
Museum

BERGEN

DUNFERMLINE

PLYMOUTH

LANARK

AIRDRIE

LACRE SWEEPER.

at 10 per cent.	£ s. d.
75. £57 10s. p.a.	14 7 6
renewals	0 8 6
es	45 5 3
se	1 5 11
9s. p.a.	2 7 3
	15 0 0
es)	18 0 0
	3 12 0
	0 4 1
t per Qr.	£100 10 6

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LACRE
AND EFFICIENCY.

BELFAST.

3 LACRE SWEEPERS
supplied in 1920.

2 more in 1922.

Excerpt from letter dated Apl. 20th, 1925.

"I should add that your machines
ARE GIVING EVERY SATISFACTION."

MANCHESTER.

Excerpt from a Press report.

Manchester Corporation, Cleansing
Committee, recommend the purchase of
THREE LACRE SWEEPING MACHINES
and..... The Committee reports
that, compared with horsed brooms,
each motor sweeper saves £426 per an.

GREATER
CLEANLINESS

LESS
COST.

WALLSEND.

Excerpts from the Press
re Mr. R. H. Storer's Report.
December, 1923.

During the year, the LACRE MOTOR
SWEEPING MACHINE has accomplished
much good work and has been a most
powerful assistant in keeping the Town
clean. It has swept 1478 miles of
streets and lanes at an average cost of
4/9d. per street mile, or 1/23d. per
brush mile.

Also in January, 1925.

The work of street cleaning, and most
particularly main roads, has been carried
out in conjunction with the LACRE
SWEEPING MACHINE, which has again
proved to be a most powerful assistant
in keeping the town clean. This machine
has swept 1427 miles of streets at an
average cost of 4/6d. per mile as
against 1478 miles of streets and an
average cost of 4/9d. per mile during
1922.

BOROUGH of HOLBORN

February, 1925.

(LACRE SWEEPER supplied in 1920.)

Reprinted by kind permission
of the Editor of "Commercial Motor."

The Borough of Holborn, with its
24 miles of centrally situated streets,
uses one LACRE MACHINE which works
day and night for six days a week.....
The cost of the running is £14 5s. per
week, and the cost per mile works out
at 1/1. These results are certainly very
satisfactory and reflect credit on the
machine.

LACRE SWEEPING

effects substantial economies
at MIDDLESBROUGH.

Reprinted from "Motor Transport"
by permission of the Editor.

Sweeping Costs Halved.

The latter machine was purchased about
eighteen months ago, and was responsible
for an immediate reduction in the cost of
performing that service. Indeed, it practi-
cally halved the cost as compared with
that when the work was accomplished by
horse machines. Carefully compiled costs
show that the Lacre is costing 3d. per
1,000 sq. yds. of road swept, of a standard
width of roadway, or 4s. 5d. per mile swept,
as compared with 5.5d. per 1,000 sq. yds.
and 8s. per mile swept by horse brushes.

The vehicle sweeps an average of ten
miles of road of the standard width daily,
and, as will be appreciated from the saving
effected, is rapidly repaying its original
cost. The following cost figures for a year
are of interest:—

LACRE SWEEPING MACHINE.

Annual Charges.

	£
Interest and Redemption (£600, 10 years' loan at 5 per cent.	77
Tyres	20
Repairs and renewals	60
Driver (£3 3s. 7d. per week)	170
Oils and grease	15
Insurance	10
Petrol	75
Refills for brooms (refills cost £1 14s. 3d. per set of 6), last on an average 10 days—say 30 sets per annum	52
Taxes	30
Other sundries	15

Total annual cost ... £524

The number of sure working days per
annum is accepted as 250, so that the
daily total cost of the machine is £2 2s.
Apart from this satisfactory factor, one
of the greatest assets of the Lacre is its
speed, which enables the principal streets
to be thoroughly cleaned up each day
prior to the commencement of the heavy
traffic of the morning hours. In all, there
are 70 miles of main streets in the
borough. All leading thoroughfares are
swept daily, and the remainder on one or
more occasions each week according to the
amount of traffic over them. Middlesbrough,
by reason of the nature of its industries,
naturally presents many unusual problems,
one of which is the accumulation of dirt
from the blast furnaces, and in its expedi-
tious performance of its work the Lacre is
contributing very materially to the efficient
cleaning up.

12 LACRE SWEEPING MACHINES THE CORPORATION OF GLASGOW 1920—1925



ST. MARYLEBONE - PAISLEY - WALLSEND - BOLTON - EDINBURGH - FALKIRK

BEAMISH

C5.2

DEWSBURY

HACKNEY

BATLEY

TOTTENHAM

CHISWICK

LIVERPOOL

CUSTOMERS' CARS ARE DRIVEN BY MEMBERS OF OUR STAFF ENTIRELY AT CUSTOMERS' OWN RISK.

Telephone:
North 2708

Works and Regd. Office:
Letchworth, Herts.

Telegrams:
UNBAFFLED, LONDON.

The Lacre Motor Car Co., Ltd.,

CLAUDE BROWNE, MANAGING DIRECTOR.

LONDON OFFICE, SPARES AND REPAIRS DEPOTS

78, YORK ROAD, KING'S CROSS,

LONDON N. I., 31st May 1926.

All communications to be addressed to the Company, and in reply please quote our Reference.

REFERENCES

1/SWrs.

Yours.

Contractors to the

BRITISH ADMIRALTY.
ROYAL AIR FORCE.
WAR OFFICE.
BOARD OF TRADE.
CROWN AGENTS FOR THE COLONIES
AND NUMEROUS COLONIAL AND
FOREIGN GOVERNMENTS.

The Municipalities of

GLASGOW.
EDINBURGH.
MANCHESTER.
LEEDS.
LIVERPOOL.
BRADFORD.
PLYMOUTH.
DUNDEE.
KIMBERLEY.
NAIROBI.
JOHANNESBURG.
GATESHEAD.
MIDDLESBROUGH.
BERGEN.
SWANSEA.
TOKYO.
DERBY.
SCARBOROUGH.
BURNLEY.
BATH.
EAST AFRICAN PROTECTORATE.
ZANZIBAR.
ROCHDALE.
BOLTON.
YARMOUTH.
SYDNEY.
DEWESBURY.
BURTON-ON-TRENT.
STOCKPORT.
AND MANY LONDON BOROUGHES,
ETC., ETC.

Loading Manufacturers and Traders, including Messrs.

HARRODS, LTD.
W. WHITELEY, LTD.
ANTHONY HORDERN, LTD.
WATERLOW & SONS, LTD.
ED. SAUNDERS, LTD.
SOUTH SUBURBAN GAS CO.
BIRMINGHAM CO-OPERATIVE SOC.
ANGLO-AMERICAN OIL CO.
COVENTRY CHAIN CO.
WILTS UNITED DAIRIES.
R. CARTER & SONS.
FREEMAN, HARDY & WILLIS.
R. PORTER & CO., LTD.
CARISLE NEW BREWERY.
BARCLAYS, LTD.
ANGUS WATSON & SONS.
MAYFAIR CATERING CO., LTD.
CALICO PRINTERS ASSOCIATION.
CALLENDER'S CABLE CO.
THE BRUSH COMPANY.
HAMPTONS, LTD.
KEILLER & SON.
NEW ZEALAND FARMERS' ASSN
WHITE HEATHER LAUNDRY.
HENLEY TYRE & RUBBER CO.
JOHN DICKINSON & CO.
SOUTH AFRICAN RLWYS.
UNION CASTLE MAIL S.S. CO.
T. WALL & SONS, LTD.
COX'S SHIPPING AGENCY.
ABRAHAM LYLE & SONS.
LIPTONS.
ETC., ETC.

V Smith Esq. O.B.E.
Surveyor
Chesterfield Corporation
Council Chambers
Stephenson Memorial Hall
CHESTERFIELD

Dear Sir,

Two years ago we were able to make the statement that—

There are more LACRE Sweeping
Machines in service in Great
Britain than all other makes
put together.

To-day that statement still holds good, but it
can also be supplemented as follows—

LACRES have received the over-
whelming majority of repeat
orders for Sweeping Machines,

and further —

The largest contracts for
Sweeping Machines placed in
this Country have been for
LACRES.

The above results have been attained
because the LACRE 'L' Type Sweeper has proved
its superiority in efficiency and economy,
Its consistent reliability enables the owner to
maintain regular cleansing service with a
minimum loss of time for repairs or adjustments,
and it provides a really clean sweep at a
remarkably low cost.



THE LACRE MOTOR CAR CO., LTD.

Date 31st May 1926.

Continuation page

V. Smith Esq O.B.E. CHESTERFIELD

cost/

Official reports by various users shew extremely low costs of operation, in respect of which we would refer you to Leaflet Ref. 1525 enclosed.

Users of this type of Sweeping Machine include-

Bradford	Bath	Belfast	Birmingham
Derby	Edinburgh	Glasgow	Leeds
Manchester	Middlesbrough		Nottingham
Plymouth	Stockton	York	

and scores of others whose names we shall be pleased to submit to you if desired.

The price of the LACRE Road Sweeper is £575.0.0. and if you are interested, we shall be very pleased to arrange for you to have a demonstration for two or three days without obligation or expense to you.

At the time of writing we can offer, subject to being unsold, two or three ex.demonstration and rebuilt Sweeping Machines, carrying our usual Guarantee as applied to new vehicles, at prices ranging from £287.0.0. to £395.0.0. These latter may interest you, if you have only a limited area of street sweeping.

Assuring you of our best attention at all times,
We are, dear Sir,
Yours faithfully.

LACRE MOTOR CAR COMPANY Limited

THW/EP
encls.

A repeat order for 3 more LACRE Sweepers is just to hand from the Bermondsey Borough Council.