



1926 GOTTFREDSON 6-WHEEL BUS

KLP

GOTTFREDSON 1920-1951 — Gottfredson was always an American-owned truck builder in Detroit, and it was almost simultaneously organized in Walkerville, Ontario, Canada. By 1923, it was being produced in the United States and although the Detroit, Michigan, operations were smaller than the Canadian ones, the U.S. factory outlived the Canadian one by about one-and-a-half decades.

This truck was originally called the G & J, which stood for Gottfredson and Joyce Corporation Limited. By 1923, it was incorporated simply as Gottfredson both in Walkerville and Detroit. Gottfredson trucks were conventional assembled trucks using standard components. For example, the 3-ton of 1923 used a four-cylinder Buda engine, four-speed Brown-Lipe transmission and Timken worm-drive.

For 1925, Gottfredson offered five models that were 1-, 2-, 3-, 4- and 5-ton capacity. The 1-ton Model 20 B with 131-inch wheelbase was powered by a 22.5 hp four-cylinder Buda WTU engine with Zenith carburetor and Remy ignition coupled through a Borg and Beck clutch to a Brown-Lipe transmission. The rear axle was made by Clark and the front axle by Salisbury while Van wheels carried 33x5 front and rear pneumatic tires with Gemmer steering.

The 2-ton Model 41 with 146-1/2-inch wheelbase differed considerably in that it was powered by a 25.6 hp four-cylinder Buda KBUI engine and used Timken axles both front and rear. Mechanics Machine wheels carried 36x6 front and 40x8 rear pneumatic tires as standard equipment. Otherwise the component manufacturers were the same as on the 1-ton model.

On the 3-ton Model 60 with 152-1/2-inch wheelbase the powerplant was a 28.9 hp four-cylinder Buda EBUI engine. On this model, Day wheels carried 36x4 front and 36x10 tires with pneumatics at extra cost. On the 4-ton Model 80 with 160-inch wheelbase the engine was a 32.4 hp four-cylinder Buda YBUI. Solid rubber tires were 34x5 front with 36x12 rear. On the 5-ton Model 100 with 169-inch wheelbase a 40.0 hp four-cylinder Buda BTU engine was used. Again, solid rubber tires were used with front being 36x6 and rear 40x14.

Two years later the model line included a 3/4-ton and a 7-ton truck, as well as four-wheel and six-wheel buses and coaches, fire engines and taxicabs. Gottfredson also built car bodies, but this was a small fraction of the business. By 1929, total annual production had risen to 2,000. The company marketed its vehicles throughout Canada and some were sold in Great Britain, including 14-passenger coaches, which were especially popular there.

Most Gottfredson vehicles were easily identifiable due to their bright cast aluminum radiator. Otherwise they were not unusual in appearance. The American division went into bankruptcy in 1929. It was reorganized as the Robert Gottfredson Truck Company in Detroit. Production continued on a much smaller scale. The Canadian factory was shut down in 1932, and soon thereafter, it was purchased by the Ford Motor Company.

Custom-built Gottfredson vehicles continued to be produced in Detroit using Cummins diesel engines and Buda gasoline engines. GMC cabs and fenders were utilized. Gottfredson also became the dealer for Cummins throughout Michigan. After World War II, Gottfredson used 150 hp Cummins diesel engines. According to some records, a handful of these trucks were built up to 1951.