

*New York City to Buffalo Endurance Run  
To  
Pan American-Exposition  
September 9, 1901 – September 14, 1901*

by Kenneth J. Parrotte  
January 15, 2020



Start of the New York City to Buffalo Endurance Run at Fifty Eighth Street and Fifth Avenue at 8:00 Monday September 9, 1901.  
Photo from the Horseless Age magazine September 11, 1901 page 496.

The New York City to Buffalo Endurance Run was to coincide with the Pan-American Exposition's "Automobile Week."

The New York City to Buffalo Endurance Run was the "first contest of the kind held in this country" reported Horseless Age magazine in its September 25, 1901 issue. This was a period of time when the motor car was evolving from reliability to endurance to speed but also the development of tires, engines, fuel, illumination, road paving materials, and the ability of the driver to adjust to prolonged speeds faster than a horse or mule could travel.

For Buffalo it was to be the celebration of the 1901 Pan-American Exposition, "Buffalo the Electric City" to be held May 1 through November 1, 1901.

This collection is of a multitude of historic events that took place Thursday, September 5, 1901 through Saturday September 14, 1901.

Jan-American



Exposition

Buffalo the Electric City

## ENTRIES.

Official Number	Class	GENERAL DESCRIPTION.	NAME AND ADDRESS OF MANUFACTURER.	ENTERED BY	No. of Passengers including Driver	Motive Power.	Horse Power.	Weight, including fuel, supplies and equipment.
1	C	Touring Car.....	Robinson Motor Vehicle Co., Hyde Park, Mass.	J. T. Robinson, Jr.	4	Gasoline.	16	2700 lbs.
2	C	Panhard-Upright Engine— Tonneau Body.....	Panhard-Levassor, Paris, France	A. R. Shattuck.	2	Gasoline.	12	2550 lbs.
3	A	Knickerbocker, No. 19.....	Ward Leonard Electric Co., Bronxville, N. Y.	Ward Leonard Electric Co.	3	Gasoline.	5	980 lbs.
4	B	2 Passenger Pleasure Carriage.	Haynes-Apperson Co., Kokomo, Ind.	Haynes-Apperson Co.	2	Gasoline.	8	1910 lbs.
5	B	2 Passenger Pleasure Carriage.	Haynes-Apperson Co., Kokomo, Ind.	Haynes-Apperson Co.	2	Gasoline.	8½	1940 lbs.
6*	D	Motor Bicycle.....	Stratton Motor Bicycle Co., 7 Wall Street, New York.	Edmund F. Stratton.	1	Gasoline.	1¾	78 lbs.
7	A	Runabout.....	The George N. Pierce Co., Buffalo, N. Y.	G. N. Pierce Co.	2	Gasoline.	2¾	610 lbs.
8	A	Runabout.....	The George N. Pierce Co., Buffalo, N. Y.	G. N. Pierce Co.	2	Gasoline.	2¾	600 lbs.
9	D	Motor Bicycle.....	E. R. Thomas Motor Co., Buffalo, N. Y.	E. R. Thomas Mo- tor Co.	1	Gasoline.	1	90 lbs.
10	A	Gladiator—Voiturette.....	Clement, Paris, France.	R. P. Scott.	2	Gasoline.	3	750 lbs.
11	A	Runabout.....	White Sewing Machine Co., Cleveland, Ohio.	White Sewing Machine Co.	2	Steam.	6	995 lbs.
12	B	Stanhope.....	White Sewing Machine Co., Cleveland, Ohio.	White Sewing Machine Co.	2	Steam.	6	1350 lbs.
13	B	Stanhope.....	White Sewing Machine Co., Cleveland, Ohio.	White Sewing Machine Co.	2	Steam.	6	1350 lbs.
14	B	Stanhope.....	White Sewing Machine Co., Cleveland, Ohio.	White Sewing Machine Co.	2	Steam.	6	1350 lbs.
15	B	Runabout.....	Overman Automobile Co., 81 Fulton Street, New York.	Overman Auto- mobile Co.	2	Steam.	6½	1400 lbs.
16	B	Runabout.....	Overman Automobile Co., 81 Fulton Street, New York.	Overman Auto- mobile Co.	2	Steam.	6½	1270 lbs.
17	E	Light Delivery Wagon.....	Baldwin Motor Wagon Co., Providence, R. I.	Baldwin Motor Wagon Co.	2	Steam.	7	2620 lbs.
18	C	Phaeton.....	Holyoke Automobile Co., Holyoke, Mass.	C. R. Greuter.	2	Gasoline.	9	3310 lbs.
19	E	3-ton Steam Truck.....	American Bicycle Co., Toledo, Ohio.	American Bicycle Co.	3	Steam.	20	10,180 lbs.
20	B	Stanhope.....	American Bicycle Co., Toledo, Ohio.	American Bicycle Co.	2	Steam.	6½	1630 lbs.
21	B	Stanhope.....	American Bicycle Co., Toledo, Ohio.	A. R. Townsend.	2	Steam.	6½	1710 lbs.
22	B	12 H. P. Semi-Racing Car.....	Winton Motor Carriage Co., Cleveland, Ohio.	Alexander Dow.	2	Gasoline.	12	1880 lbs.
23	C	Packard, Model "C".....	Ohio Automobile Co., Warren, Ohio.	Ohio Automobile Co.	2	Gasoline.	12	2290 lbs.
24	C	Packard, Model "C".....	Ohio Automobile Co., Warren, Ohio.	Ohio Automobile Co.	2	Gasoline.	12	2300 lbs.
25*	C	40 H. P. Racing Car.....	Winton Motor Carriage Co., Cleveland, Ohio.	Albert C. Bostwick	2	Gasoline.	40	2600 lbs.
26	B	12 H. P. Semi-Racing Car.....	Winton Motor Carriage Co., Cleveland, Ohio.	Bradford B. Mc- Gregor.	2	Gasoline.	12	1850 lbs.
27	B	Autocar.....	The Autocar Co., Ardmore, Pa.	Louis S. Clarke.	2	Gasoline.	8½	1150 lbs.
28	B	4 Passenger Surrey.....	Lane Motor Vehicle Co., Poughkeepsie, N. Y.	Lane Motor Ve- hicle Co.	2	Steam.	9.99	1600 lbs.
29	C	Phaeton.....	Automobile Co. of America, New York.	John H. Flagler.	2	Gasoline.	9	2600 lbs.
30	C	Phaeton.....	Automobile Co. of America, New York.	S. D. Ripley.	2	Gasoline.	9	2230 lbs.
31	C	Phaeton.....	Automobile Co. of America, New York.	Albert T. Otto.	2	Gasoline.	9	2240 lbs.
32	B	12 H. P. Semi-Racing Car.....	Winton Motor Carriage Co., Cleveland, Ohio.	Percy Owen.	2	Gasoline.	12	1980 lbs.
33	B	Phaeton.....	Winton Motor Carriage Co., Cleveland, Ohio.	H. Rogers Win- throp.	2	Gasoline.	8	1930 lbs.
34	B	Gasoline Carriage.....	St. Louis Motor Carriage Co., St. Louis, Mo.	St. Louis Motor Carriage Co.	3	Gasoline.	7	1440 lbs.
35	B	Touring Wagon.....	Foster Automobile Mfg. Co., Rochester, N. Y.	Foster Automobile Mfg. Co.	2	Steam.	6	1380 lbs.
36	A	Runabout.....	Locomobile Co. of America, New York.	Locomobile Co. of America.	2	Steam.	3½	930 lbs.
37	A	Runabout.....	Locomobile Co. of America, New York.	Locomobile Co. of America.	2	Steam.	3½	890 lbs.
38	A	Runabout.....	Locomobile Co. of America, New York.	Locomobile Co. of America.	2	Steam.	3½	930 lbs.
39	B	Large Runabout No. .02.....	Locomobile Co. of America, New York.	Locomobile Co. of America.	2	Steam.	4½	1280 lbs.

NOTE.—The numbers with a \* did not start.

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40	B	Touring Carriage.....	Locomobile Co. of America, New York.	Locomobile Co. of America.	4	Steam.	10	1900 lbs.
41	B	Touring Carriage.....	Locomobile Co. of America, New York.	Locomobile Co. of America.	4	Steam.	10	1320 lbs.
42	E	Quick Delivery.....	Locomobile Co. of America, New York.	Locomobile Co. of America.	—	Steam.	10	2430 lbs.
43	B	4 Passenger Pleasure Carriage.	Haynes-Apperson Co., Kokomo, Ind.	Wm. H. Brown- ing.	3	Gasoline.	8	1930 lbs.
44	C	Dos a dos.....	F. B. Stearns & Co., Cleveland, Ohio.	Henry K. Brown- ing.	4	Gasoline.	—	2040 lbs.
45	A	Open Stanhope.....	Grout Brothers, Orange, Mass.	Grout Brothers.	2	Steam.	—	920 lbs.
46*	C	Mercedes.....	Daimler Mfg. Co., Cannstatt, Germany.	Wm. K. Vander- bilt, Jr.	2	Gasoline.	35	2400 lbs.
47	A	Open Runabout.....	Locomobile Co. of America, New York.	C. Arthur Ben- jamin.	2	Steam.	3½	960 lbs.
48	B	Autocar.....	The Autocar Co., Ardmore, Pa.	Wm. Morgan.	2	Gasoline.	8	1200 lbs.
49*	C	Panhard.....	Panhard-Levassor, Paris.	Dr. J. G. Lyman.	2	Gasoline.	12	2500 lbs.
50	B	Runabout.....	Geneva Automobile & Mfg. Co., Geneva, Ohio.	Geneva Auto- mobile & Mfg. Co.	2	Steam.	5	1260 lbs.
51	B	Touring Car.....	Searchmont Motor Co., Philadelphia, Pa.	E. B. Gallaher.	2	Gasoline.	12	1930 lbs.
52	B	Touring Car.....	Searchmont Motor Co., Philadelphia, Pa.	E. B. Gallaher.	2	Gasoline.	12	1850 lbs.
53	B	Touring Car.....	Searchmont Motor Co., Philadelphia, Pa.	E. B. Gallaher.	2	Gasoline.	12	1850 lbs.
54	B	Runabout.....	Stearns Steam Carriage Co., Syracuse, N. Y.	Stearns Steam Carriage Co.	2	Steam.	6	1470 lbs.
55	C	Panhard.....	Panhard-Levassor, Paris.	David Wolfe Bishop.	2	Gasoline.	30	2800 lbs.
56	C	Packard, Model "C".....	Ohio Automobile Co., Warren, Ohio.	A. L. McMurtry.	2	Gasoline.	14	2410 lbs.
57*	B	Touring Buggy.....	Milwaukee Automobile Co., Milwaukee, Wis.	Milwaukee Auto- mobile Co.	2	Steam.	2	1450 lbs.
58	C	Gasmobile.....	Automobile Co. of America, New York.	H. R. Taylor.	3	Gasoline.	9	2410 lbs.
59	C	Mark VIII.....	Electric Vehicle Co., New York.	John Jacob Astor.	2	Gasoline.	5	2750 lbs.
60	C	Panhard.....	Panhard-Levassor, Paris.	Harlan W. Whip- ple.	4	Gasoline.	8	2270 lbs.
61	C	Packard, Model "C".....	Ohio Automobile Co., Warren, Ohio.	John M. Satter- field.	2	Gasoline.	12	2150 lbs.
62*	A	Autocar.....	The Autocar Co., Ardmore, Pa.	Herman B. Ba- ruch, M. D.	2	Gasoline.	6	900 lbs.
63	A	Phaeton (3-wheel).....	Duryea Power Co., Reading, Pa.	Duryea Power Co.	2	Gasoline.	8	980 lbs.
64	D	Orient Motor Bicycle.....	Waltham Mfg. Co., Waltham, Mass.	C. H. Metz.	1	Gasoline.	2¾	200 lbs.
65	C	Surrey.....	Century Motor Vehicle Co., Syracuse, N. Y.	C. R. Woodin.	4	Steam.	9	2100 lbs.
66	A	Knickerbocker No. 20.....	Ward Leonard Electric Co., Bronxville, N. Y.	Ward Leonard Electric Co.	3	Gasoline.	5	960 lbs.
67	D	Indian Motor Bicycle.....	Hendee Mfg. Co., Springfield, Mass.	Hendee Mfg. Co.	1	Gasoline.	1¾	100 lbs.
68	B	Gasoline Runabout.....	Electric Vehicle Co., New York.	Electric Vehicle Co.	2	Gasoline.	4½	1820 lbs.
69	B	16 H. P. Touring Car.....	Electric Vehicle Co., New York.	Electric Vehicle Co.	4	Gasoline.	16	2650 lbs.
70	B	Touring Wagon.....	Foster Automobile Mfg. Co., Rochester, N. Y.	Foster Auto Co.	2	Steam.	6	1350 lbs.
71*	C	40 H. P. Racing Car.....	Winton Motor Carriage Co., Cleveland, Ohio.	Alex. Winton.	2	Gasoline.	40	2500 lbs.
72	A	5 H. P. Motorette.....	DeDion-Bouton Motorette Co., Brooklyn, N. Y.	DeDion-Bouton Motorette Co.	2	Gasoline.	5	930 lbs.
73	A	5 H. P. Motorette.....	DeDion-Bouton Motorette Co., Brooklyn, N. Y.	DeDion-Bouton Motorette Co.	2	Gasoline.	5	960 lbs.
74	A	8 H. P. Motorette.....	DeDion-Bouton Motorette Co., Brooklyn, N. Y.	Kenneth A. Skinner.	2	Gasoline.	8	880 lbs.
75	A	Motorette.....	DeDion-Bouton Motorette Co., Brooklyn, N. Y.	C. J. Field.	4	Gasoline.	—	880 lbs.
76	B	Stanhope.....	Steam Vehicle Co. of America, New York.	L. Schermerhorn.	2	Steam.	6	1130 lbs.
77	C	Phaeton.....	Automobile Co. of America, New York.	Alex. Fischer.	2	Gasoline.	9	2330 lbs.
78	B	Columbia Runabout Mark VIII	Electric Vehicle Co., New York.	J. Seligman.	3	Gasoline.	4½	1800 lbs.
79	C	Packard.....	Ohio Automobile Co., Warren, Ohio.	T. J. Martin.	3	Gasoline.	16	2850 lbs.
80	B	Columbia Runabout Mark VIII	Electric Vehicle Co., New York.	G. B. Pettingill.	2	Gasoline.	4½	1720 lbs.
81	B	Stanhope Runabout.....	U. S. Long Distance Automobile Co., Jersey City, N. J.	F. E. Lewis.	2	Gasoline.	7	1520 lbs.
82	A	Gasoline Runabout.....	Knox Automobile Co., Springfield, Mass.	F. H. Fowler.	2	Gasoline.	4	850 lbs.

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83*	—	Entry Blanks were not checked						
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85	B	Motorette .....	Darracq & Cie., Paris.	J. Peck.	2	Gasoline.	6	1110 lbs.
86	B	Hydrocar .....	American Bicycle Co., New York.	M. H. Winters.	2	Gasoline.	—	1780 lbs.
87	D	Regas Motor Bi.....	Regas Vehicle Co., Rochester, N. Y.	J. H. Sager.	1	Gasoline.	1½	110 lbs.
88	D	Regas Motor Bi.....	Regas Vehicle Co., Rochester, N. Y.	G. D. Greene.	1	Gasoline.	2¼	160 lbs.
89	D	Regas Motor Bi.....	Regas Vehicle Co., Rochester, N. Y.	Warren L. Stone- burn.	1	Gasoline.	1½	110 lbs.

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Horseless Age reported on the The New York City to Buffalo Endurance Run in their September 11, 1901 issue's. The entry list gives an idea of the variety of automobiles in the fast growing six year old automobile industry. Eighty vehicles, 54 gasoline powered and 26 steam powered, would start the endurance run on Monday, September 9, 1901 from Fifty Eighth Street and Fifth Avenue New York City.

No electric vehicles were entered as there were not enough reliable sites to recharge the vehicles between New York City and Buffalo.

There were about 14,800 vehicles registered in 1901. In 1901 there were 3,200 vehicles manufactured.

In 1901 about 40% of the automobiles were steam powered, 38% electric, and 22% gasoline powered.

The endurance run was scheduled to run in six stages; Stage One: New York City to Poughkeepsie, 84.4 miles, Stage Two: Poughkeepsie to Albany, 75.4 miles, Stage Three: Albany to Herkimer, 82.2 miles, Stage Four: Herkimer to Syracuse, 65.1 miles, Stage Five: Syracuse to Rochester, 87.2 miles, Stage Six: Rochester to the Pan-American Exposition in Buffalo, 69.9 miles for a total endurance run of 464.2 miles.

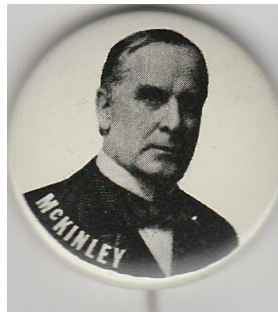
One entrant of interest was Colonel John Jacob Astor who would be one of 1,514 who would die with the sinking of the Titanic April 15, 1912.

Events of historic proportion would change everything Friday September 6, 1901 at the Pan-American Temple of Music.





Buffalo's 1901 Pan-American Temple of Music.



Button from Ken Parrotte collection

President William McKinley arrived at the Pan-American Exposition for President's Day Thursday, September 5, 1901. The Friday September 9<sup>th</sup> issue of the Buffalo Courier's headlines "President's Day Breaks Attendance Records and Proves The Greatest in Fair's History-M'Kinley Greeted by Succession of Ovations-Proudest Day In Buffalo's History."

The September 7<sup>th</sup>, Saturday morning, issue of the Buffalo Courier "Lane of Laughter Quickly Changed to Lane of Tears." At a reception at the Temple of Music President McKinley was shot at 4:00 PM, Friday September 6, 1901. The headlines of the Buffalo Courier over the weekend were of the president is "getting better", "improving." The Monday September 9<sup>th</sup> issue stated that President McKinley was "recovering", "Feeling Sure of Recovery", "Nation Joyous."

President McKinley was staying with old friend John G. Milburn, President of the Buffalo Pan-American Exposition, and would continue to stay at the Milburn house during recovery.

Vice President Theodore Roosevelt who was in Burlington VT attending the Vermont Fish and Game League banquet was kept informed of the President's condition. Roosevelt departed Burlington to Buffalo at 8:30 Friday night with an engine change in Syracuse at 10:00 AM Saturday morning. The train was an engine and a sleeping/dining car. Vice President Roosevelt arrived in Buffalo at 1:30 PM where he was met by Ansley Wilcox, prominent lawyer and friend of Theodore Roosevelt, with whom Roosevelt would stay with.

With the good news that President McKinley was recovering Vice President Roosevelt departed Buffalo on Wednesday for the Adirondack Mountains to meet his family, passed through Syracuse at 5:00 AM, arriving in the Adirondacks Thursday September 12<sup>th</sup>.

With the positive news of President McKinley's recovery the New York City to Buffalo Endurance Run departed New York City at 8:00 Am Monday morning September 9<sup>th</sup>. Once leaving New York City (and the cities of Albany, Syracuse, Rochester, Buffalo) the roads, if they can be called roads, were at best seasonal trails. The weather was cool and clear.

Rules of the Endurance Run were published in Horseless Age magazine of May 1, 1901. "The conditions of the endurance test will be average speed for the six days. No average speed in excess of 15 miles an hour will be recognized. Speeds falling below an average speed of 8 miles per hour for any one period will receive no credit for that period. The penalty for a vehicle being towed in any period shall be disqualification for that period."

"Controls are to be officially established at the start of each day's run, at the lunching places and at the finishing places of each day's run. The start is to be made each morning at 8 o'clock and an hour and a half allowed for lunch."

"Hotels where stops will be made, places where vehicles will be stored over night, gasoline agents and a map of the entire route will be made available." Due to the condition and quality of the roads and the lack of sufficient automobile lighting for night time driving the Endurance Run ended at the destination point of each days stage and began the next morning at 8:00 AM.



**A. C. BOSTWICK AND B. B. MCGREGOR IN THE WINTON SEMI RACER.**

Photo from September 11, 1901 Horseless Age magazine.