

Highway and Auto Dope

AUTOMOBILE NEWS

Traffic and Tourist News

AUTO OUTPUT MARK IS MADE

A new November record was established by the automobile industry during the past month when 375,209 cars and trucks were manufactured, this being the total estimated from shipping reports filed at the directors' meeting of the National Automobile Chamber of Commerce in New York.

The total for the eleven months is 3,977,954 exceeding the record total of 11 months in 1923 by 5.6 per cent and insuring that the total for the complete year of 1925 will be the largest in the history of the business. The total to date is 15 1/2 per cent higher than the similar period in 1924 which was the second largest year in the business.

Sales this fall have been exceptional. November was 52 per cent over the seventh month a year ago. The outstanding reason for

DRIVING RULE IS SUGGESTED

"No vehicle shall be operated at a speed such that it cannot be stopped within the assured clear course ahead."

This one simple driving rule, if conscientiously followed, will make it impossible for an accident to occur for which the driver is to blame, said H. C. Dickinson, physicist of the Bureau of Standards, who originated the rule and made the first public announcement of it at the summer meeting of the society of Automotive Engineers.

As explained by Dr. Dickinson, the rule means merely that no one should drive a motor vehicle at a rate of speed at any time that would not allow of stopping within a distance where the course could be seen clearly and where no person, vehicle or train could be at the same point as the first vehicle at the same time.

For example, when approaching a blind street intersection, or a road turn or crossing, speed would be regulated so that if another vehicle were approaching on the cross thoroughfare or around the turn, even on the wrong side the vehicle could be stopped before the two could collide.

Similarly, when approaching a railroad crossing, the speed would be reduced to such a rate that if an unseen train were coming, the car could be stopped before getting on the track.

At interesting highways obstructed by buildings, shrubbery or embankments, the speed should be reduced so that the car can surely be stopped before reaching the middle of the cross street until the angle of vision past the obstruction is at least 45 degrees, and Dr. Dickinson recommended that cities mark this angle on all street pavements at blind intersections and forbid the parking of vehicles between such lines and crossings.

The rule applies equally well to topping a rise in the road and to passing other vehicles going in the same direction.

The driver should not approach the top of a hill at a speed that will not permit him to stop within half the distance at which he first can see a vehicle approaching from the other side, nor should he pass to the left of a car unless he has time to get back on the right side of the road before meeting a car coming from the opposite direction. In the latter case, the speed of the car on his right, which he is passing should be taken into consideration.

"The clear course ahead depends upon road and traffic conditions, some of which are continually changing, and the driver is responsible for being able invariably to stop within the clear course ahead," said Dr. Dickinson.

"Stopping distance with relation to the clear course ahead is the most important factor of safety. It must be assumed that a vehicle or person may emerge at any instant from behind an obstruction to the vision or that an obstruction may be just around a bend.

"Many of the present regulations are based unconsciously on the proposed new rule, which, if strictly enforced, would take the place of nearly all of them. This rule, if incorporated in an ordinance, would focus attention of all drivers on the most important condition for safety, would educate as well as regulate and would compel every driver to keep his attention on what is ahead rather than on what is behind."

"If every driver knew that he might be called upon by an officer to come to a stop at any curve, crossing or obstruction where he could not see at least one hundred yards in all directions, fast driving at these danger points would cease."

DRIVING RULE IS SUGGESTED

"No vehicle shall be operated at a speed such that it cannot be stopped within the assured clear course ahead."

This one simple driving rule, if conscientiously followed, will make it impossible for an accident to occur for which the driver is to blame, said H. C. Dickinson, physicist of the Bureau of Standards, who originated the rule and made the first public announcement of it at the summer meeting of the society of Automotive Engineers.

As explained by Dr. Dickinson, the rule means merely that no one should drive a motor vehicle at a rate of speed at any time that would not allow of stopping within a distance where the course could be seen clearly and where no person, vehicle or train could be at the same point as the first vehicle at the same time.

For example, when approaching a blind street intersection, or a road turn or crossing, speed would be regulated so that if another vehicle were approaching on the cross thoroughfare or around the turn, even on the wrong side the vehicle could be stopped before the two could collide.

Similarly, when approaching a railroad crossing, the speed would be reduced to such a rate that if an unseen train were coming, the car could be stopped before getting on the track.

At interesting highways obstructed by buildings, shrubbery or embankments, the speed should be reduced so that the car can surely be stopped before reaching the middle of the cross street until the angle of vision past the obstruction is at least 45 degrees, and Dr. Dickinson recommended that cities mark this angle on all street pavements at blind intersections and forbid the parking of vehicles between such lines and crossings.

The rule applies equally well to topping a rise in the road and to passing other vehicles going in the same direction.

The driver should not approach the top of a hill at a speed that will not permit him to stop within half the distance at which he first can see a vehicle approaching from the other side, nor should he pass to the left of a car unless he has time to get back on the right side of the road before meeting a car coming from the opposite direction. In the latter case, the speed of the car on his right, which he is passing should be taken into consideration.

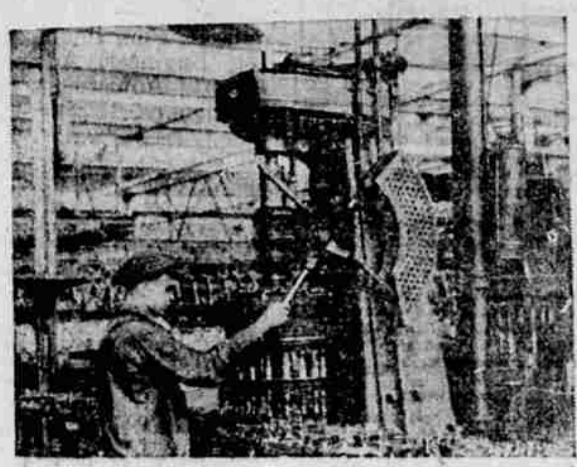
"The clear course ahead depends upon road and traffic conditions, some of which are continually changing, and the driver is responsible for being able invariably to stop within the clear course ahead," said Dr. Dickinson.

"Stopping distance with relation to the clear course ahead is the most important factor of safety. It must be assumed that a vehicle or person may emerge at any instant from behind an obstruction to the vision or that an obstruction may be just around a bend.

"Many of the present regulations are based unconsciously on the proposed new rule, which, if strictly enforced, would take the place of nearly all of them. This rule, if incorporated in an ordinance, would focus attention of all drivers on the most important condition for safety, would educate as well as regulate and would compel every driver to keep his attention on what is ahead rather than on what is behind."

"If every driver knew that he might be called upon by an officer to come to a stop at any curve, crossing or obstruction where he could not see at least one hundred yards in all directions, fast driving at these danger points would cease."

In The Ford Factory



The above illustration is just one unit in the Ford Motor company's factory. A Ford designed machine which sets 16 screws at one operation, effecting a big saving in time and labor, is pictured.

had to learn through necessity that a car can be held back by compression. Learn to use your brakes judiciously, and, on heavy down grades, spare them where you can by making the motor do the work. When you need brakes you need them badly, and if you suddenly find that they are gone you are out of luck.

Grade Crossing Discussed
KLAHATH FALLS, Or.—Southern Pacific officials at a conference here agreed to pay 50 per cent of the cost of an underground crossing where The Dallas-California highway crosses the railroad tracks on Sixth street. Proprietors in that section will ask the city to pay half of the cost. This

is considered one of the most dangerous grade crossings in Klamath county and has been the scene of several serious accidents.

If a motorist runs a pneumatic in an accident he can use his spare tire. If he breaks some home he can go to the butcher shop and get some spare ribs.

Give-- a Tire or Tube this Christmas

Any motorist will appreciate such a timely gift.

Give your motor a treat--use VELTEX GAS and OIL.

"There is a difference."

La Grande Filling Station
Kuhn & Zweifel

BRAKE PEDAL NO FOOT REST

The service brake pedal was not placed on a car for a foot rest nor to serve as an outlet for energy engendered by nervousness in mountain driving, states the safety first bureau of the National Automobile club. Brakes were placed on cars for the purpose of checking speed gradually under normal conditions and suddenly in emergencies, and the proper use of them is another of the things that marks the careful driver. By the careful driver is not meant the "fearful" driver who pokes cautiously along with little enjoyment to himself and is the bane of the other motorists' existence on a crowded highway. By the careful driver is meant the one who obeys the traffic rules, exercises common courtesy on the road, keeps his mind on the race, and who, by some sixth sense, seems to be able to foresee what the other fellow is going to do, to anticipate con-

ditions and be ready to act accordingly.

In city driving the brakes must be used frequently, but on the highway the careful driver uses his brake very little and when he does use it he applies it gradually and not with the sudden jerk which is so destructive of bands and tires.

But it is in mountain driving by the inexperienced that the brake receives the most abuse. Instead of shifting into intermediate or low on steep hills, the "rookie" wears out himself and the brake in holding back the heavy car which in the hands of the careful driver holds itself back.

The excessive friction caused by braking cars on steep grades frequently sets fire to the bands, causing them to be destroyed. The writer has met cars on mountain roads whose brake bands have been burnt up and the driver has

What A Gift!

On Christmas morning to be able to drive up to the house and present the family with a new

Studebaker Sedan

What a Christmas that would be! Think of the years it would be remembered and cherished! Think of the happiness you would be providing for every season of many years—for all the family!

These's no cause to delay—you can buy now and lose nothing through yearly model depreciation. You can buy with small down payment and convenient time on the balance.

Talk It Over With Us Today!

M. J. Goss

Studebaker Sales and Service.

"This Is A Studebaker Year"

Graham Truck Output For Month Is Record

Graham Brothers production of motor trucks for the single month of September, 1925, according to official figures, was 171 per cent of their production for the entire year of 1924.

With the combined output of their four large factories located at Detroit, Evansville, Stockton, California, and Toronto, Ontario, Graham Brothers, a division of Dodge Brothers, Inc., and now the largest exclusive manufacturer of motor trucks, month by month and week by week shattering all their previous production records.

Graham Brothers production for the first nine months of this year exceeded that for 1924 by 125 per cent and exceeded the 1923 figures by 245 per cent.

"This program is not surprising to owners of Graham Brothers trucks," says L. C. Shultz, local Dodge Brothers dealer, "because they know the satisfactory service these trucks give, and appreciate their unusually low cost of operation."

Stage Hearings End.

SALEM, Ore.—Hearings in connection with the charge that 48 or more automobile stage and truck operators in Oregon have failed to comply with an order of the public service commission demanding a uniform system of accounting have been completed here. The final order of the commission probably will not be handed down for several days.

This is the Time to Buy YOUR better Buick

A golden opportunity now presents itself to fill the hearts of those you love with Christmas happiness.

Buy now, the Better Buick you had intended to buy in the spring. Have it standing at the door when Christmas morning dawns. Give your family the pleasure and surround them with the safety of the Better Buick's easier starting and safer control for the winter months.

Come in today to insure delivery of the model you desire. We will leave it, standing proudly at your curb, early Christmas morning.

Jennings & Shumate

Greatest Pre-Christmas Sale of Automobiles Ever Held In The Inter-Mountain Section

ANY AND ALL MODELS OF WILLY'S-OVERLAND FINE MOTOR CARS ON SALE.

Only a Small Payment Down and 18 Months on the Balance with No Interest and No Insurance Charges

This opportunity for you holds good up to and including Xmas Day.

SEE OUR LINE TODAY. DON'T FAIL!

Gettings & Hanks

Hudson-Essex World's Largest Selling 6-Cylinder Cars

ESSEX SIX

Built Under Famous Super-Six Patents

For any closed car you will pay almost as much as the Essex Coach costs. So why accept any performance short of a "Six"? In Essex you get qualities of the "Six" not found in any "Four". And equally important, you get the famous Super-Six advantages exclusive to Hudson-Essex.

The COACH \$765

Freight and Tax Extra

\$185

Down Payment Balance Conveniently Arranged

LEDBETTER GARAGE

Adams Avenue