

COSTS MONEY TO  
SMASH UP TRAINS

Reckless Drivers Pay Train  
Damage, Reports From  
Company Indicates

If you care to assault a 340 ton Southern Pacific locomotive with the family fliiver or crash a railroad crossing gate with a Rolls-Royce, just sail right ahead, invites J. E. Newman, claim attorney for the company. But, Newman adds, it's going to cost you money!

This year, in accordance with its new policy of bringing suit against careless motorists who risk their lives and damage company property the railroad has collected thousands of dollars in scores of claims and judgments ranging from \$2.51 to \$300. Last year, one fireman was killed, five others injured and 300 lowered crossing gates along the company's right of way crashed through by reckless automobilists. Many standing trains were run into and damaged by careless drivers. And so the railroad decided that during 1926 the careless and the reckless should pay the piper.

"This is a safety move," Newman said. "We hope eventually to make it mighty expensive for drivers who speed so fast that they can't stop for small matters like a lowered crossing gate. It seems that people think more of their pocketbooks than of their lives. Put up a sign 'Beware—Broken Glass on Crossing!' and the average man who tries to beat a train to save thirty seconds would probably slow down out of respect to his tires."

"Trying to assault a locomotive with an automobile is like trying to stop a charging lion with a peashooter. It isn't being done successfully; but it is costing those who try the experiment a lot of money and trouble."

The Cletrac Man

A. C. HAAG

The name Haag suggests Cletrac in this section of the country. Since joining the Portland branch in 1918, Mr. Haag has grown continuously with the company until in the year 1923 at which time he took over the Salem territory. In 1925 they extended their territory by purchasing the Portland distributor and the factory branch. This territory covers the states of Idaho, Montana, Washington and Oregon, in addition to British Columbia and Alaska. At the time of the incorporation, Mr. Needham, office manager of the T. A. Lively company, and H. A. Tucker, parts manager of the present Portland branch, came into the organization. More recently the following employees became an integral part: R. W. Goodman, assistant manager of the Portland branch; M. Cook, local shop foreman, and John Green, road salesman.

A. C. Haag is a native of Oregon. His birthplace was near Oregon City, where he was born on March 26, 1886. His early life was that of a mountaineer lad, and he still retains a chronic love for all kinds of hunting and fishing. He went to work on a Washington ranch at the age of fifteen and left there when he became of age, to take up a homestead in Idaho. While on the homestead he did an intense amount of home extension study, and rounded out his lack of boyhood education. Haag went into the insurance business and later served on the bench for two terms as county probate judge. In 1918 he returned to Portland and became affiliated with the Cletrac company with which he has since been connected.

Mountains Furnish Delightful Vacation Places



By C. PURCELL SCOTT.

THESE first few days of spring inspire one great big impulse—that of the open road, a car equipped for camping and nothing to do but travel and return at your leisure.

In this beautiful part of the country within a few minutes of the green hills and the mountains, there are a million suggestions for half a day, whole day or even extended trips.

While the breezes have yet a cool tang to them and spring has not given over to summer, many motorists are taking advantage of the sunny days by spending every free moment in their cars touring the nearby country. Early as it may seem, a survey of the auto camps throughout the state will reveal many who are already on their camping tours, for this particular section knows no closed season on this popular sport.

Auto camping has without a doubt well earned its place at the top of the list as the greatest of all outdoor sports. There is no substitute for it as it offers a wide variety of diversion suitable for all members of the family. If you want to spend his vacation fishing, if mother wants relief from the daily drudge and the hot kitchen, if the children choose the mountains—go auto camping. Camping represents a fine art if handled in the right way. It is well for the prospective camper to consider his undertaking seriously before setting out on his vacation cruise. Many a vacation has met with disaster through the lack of preparation or the selection of the equipment.

It takes many years of motor camping to learn to eliminate the non-essentials and up until the time when a family can motor cruise with five tooth brushes and a safety razor, there will be the problem of just how much equipment should be carried on the tour.

The average motor camper takes too much equipment and the old timer often takes too little. A happy medium must be struck between these two extremes. The camper who gets the greatest amount of enjoyment out of his trip is the one who takes the least amount of equipment yet has everything that will be needed. The less you have to unpack and handle, the better you will get along.

Compactness and lightness are the true secrets of motor camping trips. Go light, carrying only the equipment needed and you will



"This is the life," so said a camp in a nearby mountain resort. There are many such picturesque spots near here and

with the most modern camping equipment, as furnished by the Western Auto Supply company, one can enjoy all the comforts of home with the added attraction of the outdoors.

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REDUCTION IN SIZE  
OF MOTORS SEEN

America Has Been Steadily  
Reducing Piston Displacement  
in Machines

Recent discussion of Sir Wilfrid Bruns, former trade commissioner, United States department of commerce, regarding the use of the European type, high speed motor in small cars as a measure of protection to our export business in motor cars, and as an advantage to American users, develops the interesting fact that there has been a steady trend toward smaller motors in America for the past several years.

But if the small, high speed motor as built in Europe is to find general use in the industry of the near future, it will have to come from definite proof of the higher efficiency of this type of power plant.

The most interesting set of figures available at the present time are those relating to racing cars. Using the regulations of the Indianapolis speedway as a basis, these noteworthy facts were brought out.

In 1911 the Indianapolis race was open to all cars with a piston displacement under 600 cubic inches. The largest motor entered had a displacement of 577.5 cubic inches and achieved a speed average of 71.13 miles per hour for the 500 mile trip. The winner in this race was a car with 477.1 cubic inch displacement with an average of 74.59 miles an hour.

In 1912, with the same regulations, the largest motor had a displacement of 597.15 cubic inches and averaged 56.2 miles an hour while the winner had a displacement of 490.5 cubic inches and averaged 75.7 miles an hour.

In 1913 the regulations reduced the maximum displacement to 450 cubic inches, the largest car having 439 cubic inch displacement and averaging 63.08 miles an hour while the winner, with 445.5 cubic inch displacement, averaged 76.43 miles an hour.

The same regulations prevailed in 1914 and the winner was a car with a displacement of 280.3 cubic inches which averaged 82.47 miles an hour.

In 1915, 1916 and 1919 the displacement figures were cut to 300 cubic inches, the winner in 1915 averaging 89.54 miles an hour with a motor of 274 cubic inch piston displacement, in 1916, averaging 83.26 miles an hour with a motor of the same dimensions as the winner of the year previous and in 1919 the average was 88.06 with a motor of 274.5 cubic inch displacement.

A drastic cut was made in 1920 when the maximum displacement allowed was 163 cubic inches and this was continued through 1921 and 1922, the best average speed during these three years being 94.48 miles an hour from a motor with a displacement of 151.88 inches.

In 1923 and 1924 the same kind of a reduction was made and the size of the motors was restricted to below 122 inches. During these two years the maximum average speed was 98.23 miles an hour achieved by a motor with the maximum allowed displacement.

An interesting feature of these figures is that the speed of the cars increased materially with the decrease in piston displacement. In other words, with the increase in the mechanical efficiency of the power plant. The smaller motors were of the high speed type such as is generally employed in European design.

A decrease of 79 per cent in piston displacement was followed by an increase of 31 per cent in speed capacity.

While the decrease in piston displacement of the types of motors commonly used in our passenger cars at the present time has not been commensurate with the decrease in racing motors, still there has been a marked change in motor sizes with the smaller displacements. Higher speed power plants assuming supremacy.

The adoption of the European type of motor in our light cars will show a still more marked reduction. It is not probable that we will see the four-cylinder machine which will continue to mark the small, light car, brought down to 122 cubic inches but figures not far above this are likely to prevail.

The adoption of such a motor, with its power and speed possibilities will entail radical changes in the general construction of the small, light car.

Among these will be the necessity for a higher developed lubrication system than has been common in our light cars, pump

USED CAR PROBLEM  
IS YET UNCHANGED

Situation Is Acute, Writer  
Declares; Solution of Problem Is Given

Volumes have been written on the used car situation as it applies to the dealer in new cars. Automobile associations have discussed the second hand car situation pro and con for years. Different individuals have originated plans for the assistance to dealers in solving the problems of the used car, but no equitable solution has ever been reached.

Dealers all over the United States have been losing millions of dollars annually as a result of taking old cars on new ones. Dealers by the thousands have gone bankrupt and lost every dollar they possessed in the world as a result of loss on second hand cars and the toll goes steadily on.

There is but one solution to this problem and that is dealers must quit taking old cars as part payment on new cars.

Dealers in new cars have been kidding themselves for years, in fact ever since the inception of the automobile, thinking they could take in old cars on new ones and make money, but it can not be done.

At the present time ninety per cent of the new cars sold involve a second hand car and the market has become congested with old cars, to the point where the dealer finds his capital tied up in a lot of old cars that he can not turn into cash and as a result the banker that is loaning the dealer money with which to purchase new cars walks up to the fact that the money he has advanced to the dealer is represented in non-liquid

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