

GETTING MORE USE FROM OUR HIGHWAY

One Solution Calls for Secondary Road Systems to Relieve Congestion

By ROY D. CHAPIN

How can a maximum use of our highways be secured with safety?

What changes in practice or regulation can be made by the highway administration which will enable you and me and other motor users to drive comfortably and without constant interruption when we are on the road at moments of peak travel?

What steps can be taken to facilitate the constantly growing movement of commodities over the highway out of large center of population?

How can we bring the development of rural highways into closer relationship with the transportation needs of the farmer?

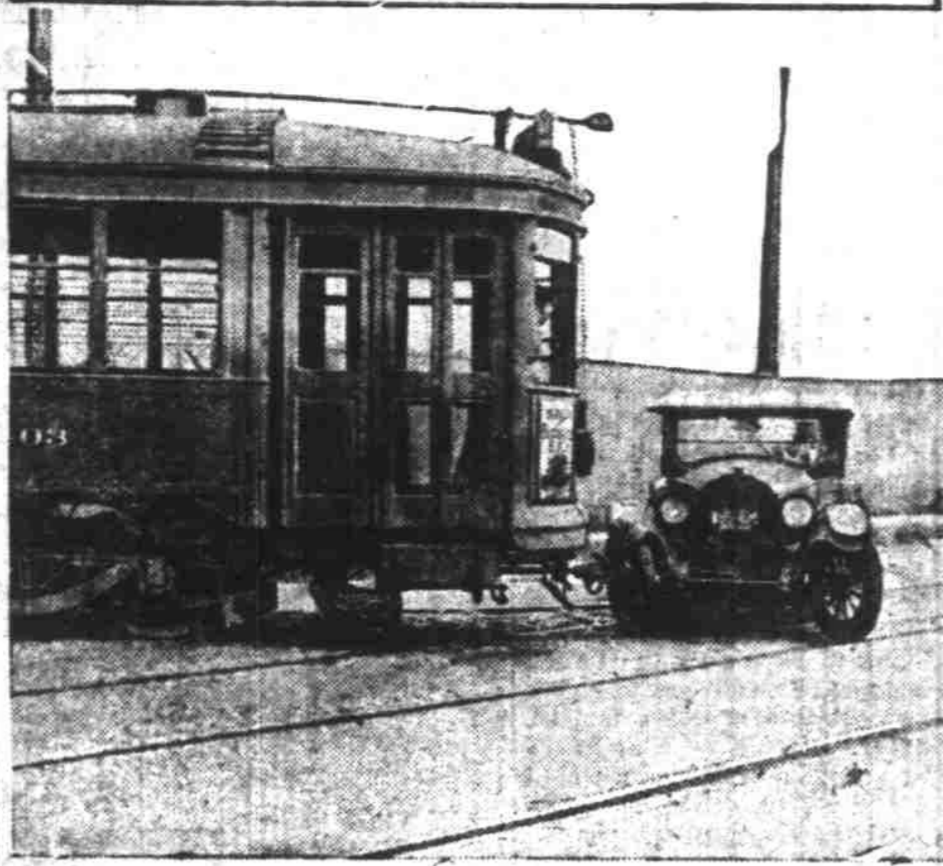
These are some of the questions stated from a motor user's standpoint, which are before the country today and with a new emphasis borne out of the constantly increasing use of the motor vehicle which we can see on every side of us.

Since the passage of the modified federal highway act in 1921, the state highway engineers of the United States, acting in cooperation with the United States Bureau of Public Road, have been concentrating their resources upon the development of main systems of roads designed to carry a bulk of the movement.

How well they have succeeded can be answered by every motorist of any long driving experience who can testify from his own travel log to the gradual and steady improvement of the highways over which he drives.

But coincident with that development, not only has there been a very marked increase in the number of vehicles, their types and the uses to which they are put, but all of us have tended to increase our mileage of travel as we have become assured in our minds that we could venture forth safely into all parts of the country without

If Either Had Been Going a Wee Bit Faster This Surely Would Have Brought Disaster



Motorists should be extremely careful when driving along thoroughfares used by street cars. Experienced motor vehicle operators usually avoid them. Even when there is no trolley car in sight, there is always the possibility of one unexpectedly coming around a corner or out of a yard. During the winter months, when skidding is so much in evidence, it is especially advisable to keep off slippery rails, warns Homer E. Niesz, vice-president of the National Safety Council, which is endeavoring to prevent accidents on the streets and highways, in other public places, at home and throughout industrial establishments.

Mr. MacL said replied: "It will never be possible to complete 200,000 miles of highways, using the term 'never' in the sense of any fixed time that I can foresee. We hope by 1930 to have improved the system shown here on these main routes and to have further improved the sections that are not now adequate for the traffic. Our most serious traffic problem now is in the east, to find a method of carrying the traffic around congested centers of population and the congested districts of the large centers; that is, the construction of by-pass roads, roads that will run around such cities as Baltimore and New York. We have a large problem in the elimination of grade crossings on main railroads and intersections at grade with the main highways."

This statement points the way to one large answer. Through traffic carried across congested city areas not only slows down the movement and irritates the driver who is interested in getting on to his destination, but it adds very materially to the congestion of the local movement and hence to the cost of street maintenance.

The by-passing of through traffic has already been demonstrated to be a sound cure for the expedition of this phase of travel and while carefully planned additions will be necessary to our highway programs to provide these highways, the cost will be far more than offset by the saving in traffic time.

The matter of elimination of rail crossings and road intersections at grade is coming to be one of increasing importance in certain areas where there is a constant and heavy flow of vehicles of all kinds and descriptions.

During a study made of the peak movement for any hour in Chicago by the Bureau of Public Roads in cooperation with state and local authorities, it was found that 2,740 vehicles per hour were recorded on Western avenue, which is one of the heaviest traveled streets in the country, providing ways for six lanes of traffic.

In a study made some time ago of the possible discharge of highways, A. N. Johnson of the University of Maryland found that the maximum discharge occurred at 15 miles per hour and that for a single line of traffic, the possible

continuous on some of the main stems of traffic in and between our larger cities and exasperatingly common to the motorist of smaller communities at those moments when of all others he is most anxious to be on his way.

That the highway engineer is thoroughly aware of the seriousness of the economic problem back of this condition, is best evidenced by the testimony given by Thomas H. MacDonald, chief of the U. S. Bureau of Public Roads before the sub-committee of the house appropriations committee recently.

The chairman had asked how long it would take to complete the 200,000 miles of highways contained in the federal system.

CADILLAC CUTAWAY EXPLAINS MOTORS

Revert to Method First Used in 1907 to Show Working Machinery

Improving upon a feature which has attracted increasing attention since its introduction in 1907, the Cadillac Motor Car company is this year again including in its exhibit a cut-away chassis, the present model being cut away so as to expose more thoroughly than ever before every moving part.

The company was the pioneer in the use of cut-away chassis and the display has been a center of growing interest each succeeding year. Those previously built are today in use for demonstrating purposes at the University of Michigan, the University of California, the Smithsonian Institute, Washington, D. C., and many other places. One can on display at the Paris show this year and one has been presented to the technical high school, Charlottenberg, Germany.

At the show not only the technically trained but many who know little of mechanics and to whom the enclosed parts have been a complete mystery, are in the throngs which surround the chassis and listen to the demonstration.

Three new chassis have been built and are being shown in the east, central and western portions of the country. They are finished in black, with the combustion chambers and the inside of the exhaust pipes and mufflers done in red. A storage battery contained would be 2640 vehicles.

In other words, Western avenue with its six lanes was discharging only at the approximate capacity of a single road way and the reason for this was in the constant interference of cross currents of traffic and other obstacles.

In a light movement, this interference would not be serious, but when the delays of a heavy travel are reckoned together with the fact that travel may be actually limited because of this restriction of facilities, the problem becomes one of immediately civic importance.

In such cases then, we have to consider whether the time is not here when it is no longer feasible from the standpoint of public interest in adequate transportation facilities to content ourselves with roads at grade.

Has not the time come when in order to keep the traffic moving (and that is the hub of the whole question) trunk roads must be constructed without grade intersections which will permit of a constant and a safe use of all of the lanes of traffic provided for by the builder?

In this way and only in this way can these main trunk roads be dedicated to the uses of traffic rather than for storage uses which is the actual result of obtruding obstacles into the lane whether they be moving or stationary in character.

Feeling these changes, which are only necessary as I have pointed out in cases of heavy movement where fortunately they will pay for themselves in the savings so effected, the subject of regulation is one which requires a careful analysis, first in the interest of safety and second to promote the flow of traffic, two things by the way which usually go hand in hand.

Lighting control is now in evidence in most if not all of our cities. The effects of this control in damming the flow of traffic are of as much importance as their effect in sorting out the movement. Control cannot be so rigid as to simply serve as a traffic barrier. It must permit of the most economic use of the highway if it is to be effective. The subject is one deserving of close study.

Finally with respect to our rural movement, there is evidence on all sides of a closer relationship between the different forms of transportation and of a rapidly growing use of the motor vehicle as an agency in distribution both by the farmer and the city user.

Back of our main federal and state highway systems, there lie the secondary and tertiary systems which are far greater in mileage than the heavier roads, although they carry a much smaller movement both in volume and density.

In the main these roads will not require anything like the degree of improvement essential to the backbone system but there is a constant necessity for their repair and upkeep and even for further improvement.

Work goes on apace in bringing these highways into service as it does on the main system, but the task is not so centralized and constantly there is a greater variation in the efficiency and in the methods used.

The public monies involved in this task are large and consequently there is need for a constant examination into the present-day administration, its procedure and the result obtained in the public interest.

NEW FALCON KNIGHT ON QUALITY BASIS

President of Company Issues Statement of Policy for New Machine

DETROIT, Mich.—(Special)—That the new Falcon-Knight will be a quality built motor car was confirmed by John A. Nichols, Jr., president of the Falcon Motors Corporation, in a statement given out in which he said, "Public preference is very definitely toward the sleeve-valve engine."

The privilege of being the first manufacturer to bring before the public the marked benefits of a Knight-engineered car, selling in the lower price ranges, marks the Falcon Motors Corporation with outstanding advantages.

"The entire policies of this company will be built upon the definite foundation that, to be permanently successful, a manufacturer must have a dealer body that is financially happy."

"In the selection of our executive personnel, in the organization of our manufacturing facilities, and in the building up of our financial structure, these things have been the guiding principles."

"Satisfactory progress is being made in the organization of our dealer personnel and in the development of our manufacturing facilities, indicating that we will be able to start deliveries early in the spring."

"Basing our anticipations on a publication of what has happened in Europe, since the expiration of the patents on the Knight sleeve-valve motor abroad, we anticipate a general public trend toward this type of powerplant. In Europe this year, six new chassis offerings were equipped with sleeve-valve motors."

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PONTIAC SIX