

HIGHWAY FINANCES NEED STUDY, SHOWN

Plea for Coordination of Motor Vehicle With Other Agencies Made

PHILADELPHIA, Pa. — A dressing the annual convention of the American Automobile Association in session at the Ritz-Carlton hotel here, Henry R. Trumbower, professor of economics, University of Wisconsin, made a plea for coordination of the motor vehicle with other transportation agencies and for a more intensive study of the subject of the subject of highway finance with a view of obtaining more uniform policies and a more equitable distribution of highway costs and expenses among the various classes making use of the highways.

Prof. Trumbower is one of the foremost highway transportation authorities in the country and has made an exhaustive study of the economic phases of motor vehicle transportation.

As an example of the wide divergence in methods of procuring funds for highway construction and upkeep, Prof. Trumbower related that the range of license fees and gasoline taxes for a five passenger touring car ranged from \$8 in Illinois to \$52 in Oregon, basing his figures on statistics available from 17 states. License fees and gasoline taxes for motor buses, the speaker said, ranged from \$30 in New Jersey to \$1,571.41 in Maryland.

"There is not only a wide divergence in the methods and bases followed in order to obtain revenues from motor vehicle operators," said Prof. Trumbower, "but there is also no definite or tangible policy as to the proportionate amount of total highway expenditures which should in fairness and justice be borne by the users of the highways."

"As I view the situation, one of the main reasons why this condition exists is because there are so few fundamental facts regarding this problem which are available to members of a legislature and of committees who have such matters in charge."

"It is only in the last few years that state authorities have realized the economic importance of conducting highway traffic surveys so as to learn the character and extent of highway use."

"The results of such surveys as conducted by the U. S. Bureau of Public Roads in cooperation with state highway departments furnish a basis for the formation of highway finance policies as well as for construction and maintenance programs which will bring about a more equitable and fairer distribution of highway costs and expenses among the various classes composing the public."

In stressing the need for better legislation, Prof. Trumbower made it clear that he was not arguing that fees and tax rates should be uniform throughout the country. He stated there is room for variation where local conditions are unequal and diverse but that such great differentials as he had pointed out would be hardly expected where legislation followed more closely the facts in the case.

Prof. Trumbower said that one of the problems which has received a good deal of attention but no solution is that which relates to the contribution towards rural highway expenses which city owned cars should make. This aspect of the motor vehicle revenue problem is raised immediately when a division of motor vehicle revenues between rural highways and city streets is suggested, the speaker said.

NEW LINE OF NASH MOTORS ANNOUNCED
(Continued from page 1)

ful ever produced by Nash, and the cars fully justify reports which have been current for the past week that Nash would introduce an array of cars which would command nationwide praise.

Important mechanical refinements and improvements are also announced at this time, keeping pace with the progress which has been made in increasing the beauty of the cars' appearance. Outstanding among these and the introduction of new springs of a secret alloy which is said to increase riding comfort in amazing degree.

The new body lines are lower and more sweeping than ever before and the wheels are smaller giving an additional appearance of lowness to the cars although interior roominess has not been sacrificed in the smallest degree.

Matching the beauty of line is the new array of color combinations which Nash has adopted for these cars. Many striking new harmonies are used, giving these cars a brilliance of appearance which is unequalled in their fields.

The radiator design of the Standard Six causes this series, now to possess a beauty of appearance which not long ago was confined to cars costing two or three times as much.

The size of the motor in the Standard Six has been increased, giving this car a degree of per-

formance ability which, according to Nash officials, is entirely new to this price field.

In addition to increasing the size of the motor, the size of the crankshaft has also been made larger to achieve motor smoothness. The crankshaft will, of course, continue to be the 7-bearing type which has made Nash smoothness famous.

The new springs of secret alloy steel which Nash now introduces will be used on the Standard Six as well as on the Special Six and the Advanced Six for increased riding comfort. Another contribution in this respect is the use of shock absorbers at the front as standard equipment.

The Standard Six motor is now insulated from the frame at all points of contact with rubber, providing a quicker operation and saving the motor from road shocks.

Other important refinements are the carburetor heat control valve on the instrument board, a new type of head lamp, a new 4-blade fan, a new stop light switch, a heavier oil pump cover plate, new parking lights, new instrument panel indirectly lighted, new remote control door locks, a new light control on the steering wheel and new body hardware of special Nash design.

As far as the Advanced Six series is concerned, the most important change is, of course, the adoption of new lower body lines, new body colors and a deeper radiator. A number of important refinements in the interior and under the hood have also been made, however.

The clutch, flywheel and crankshaft are now balanced as a unit on a highly sensitive machine for increased smoothness in operation.

Body quietness is increased by the use of fender welt consisting of a contoured piece of heavy fabric-covered felt between the body and the fenders of the car. Springs are of the new secret process alloy steel type for increased riding comfort.

Other refinements are: complete encasing of battery and tool boxes, preventing entry of dust or water; new friction pads on front brake support plates preventing rattles; new carburetor heat control valve; new heat indicator on the instrument panel; new reinforcement of the frame for rigidity; new heavier and longer parking brake lever; new improved horn and new type of foot accelerator.

New and more beautiful body hardware for the interior is also adopted throughout the Advanced Six series to match the beauty of the new exterior colors and new upholstery.

The improvements which have been made in the Special Six series are very similar to those which have been made on the Advanced Six. The body lines are lower and more sweeping and the wheels are smaller. New alloy steel spring have been adopted.

And other refinements including the clutch, flywheel, and crankshaft, the fender welt, the nickel steering column, the new accelerator, etc., are now a part of all Special Six models.

ORPHANS' DAY PLAN ADOPTION PROPOSAL

(Continued from page 1)

was so much a part of motoring in earlier days simply is dormant. It is not dead. It needs only the opportunity to break out in renewed vigor.

"The motor club is a civic enterprise. It is constantly demonstrating this fact in its every service. 'Orphan's day' will provide just another opportunity to emphasize this point."

As a suggestion to the club which has not hitherto held such an event, national headquarters points out that those clubs which do stage "Orphan's day" usually provide an outing that calls for a motor ride to park, playground or country where the youngsters may enjoy themselves in the open air and a picnic luncheon or supper of clean, wholesome food.

"The motorist who realizes the healthful pleasure that his own children derive from such outings will be quick to answer the club's appeal when he is asked to give his time and his car that other children, to whom the occasion means much more, may enjoy the glorious adventure of a motor picnic," the statement concludes.

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HIGHWAY PLANNING AVOIDS ACCIDENTS

Bronx River Parkway Good Example; Drivers Careless, Crashes Few

Citing the record of the Bronx River Parkway in Westchester county, New York, as evidence of safe traffic created by modern highway construction, the street traffic committee of the National Automobile Chamber of Commerce in its monthly report points to engineering as the next forward step in the relief of congestion.

"On this parkway 35,000 cars passed during eleven hours on last Memorial day without an accident of any kind," states Alvan Macaulay, chairman of the committee. "This remarkable handling of a holiday crowd under metropolitan conditions at the conclusion of a week-end period in which the element of fatigue plays a part, is a tribute to the developing science of road building."

"One must bear in mind at the same time that the engineer cannot take the full load of the responsibility. It is significant that on this same roadway since it was opened several years ago 103 lighting posts have been destroyed by automobiles. Most of these accidents were not on curves and are attributable mainly to sheer inattention on the part of the driver."

"Our committee feels that constant education and vigilance, including law enforcement is a necessary part of the traffic program. Fortunately, this type of activity is being admirably done by automobile clubs, municipal committees, safety councils, police departments, state highway departments and other agencies. The schools have taken a foremost part in the effort and the two national conferences on street and highway safety serve to crystallize public opinion."

"Street construction, however, is just beginning to meet modern needs. While great progress has been made on rural highways, city and metropolitan areas are still in the early stages."

"Los Angeles, St. Louis, Detroit and Chicago are among the cities which are meeting these needs in a modern way."

"The elements in the Bronx River Parkway which we believe to have contributed most to quick and safe operation are the following:

1. Separation of Grades
"There are very few street intersections on this roadway which are very similar to those which exist throughout the metropolitan area. The over-passes accordingly permit of crossing of pedestrians and vehicles without the hazards or delay of trying to cross a stream of traffic. The north and south main traffic can proceed without danger from crosswise travel."

2. Reasonable Speed
"The greatest speed on this parkway is 35 miles an hour, which is observed by the majority of the cars. While there is some variation, the temptation to such variation is much less in view of the reasonable rate permitted. The chief hazard of speed on city streets is not merely the quick movement of vehicles, but the hazards of variations in rate of speed which affect one's judgment of distance and the temptation to speed up following delays. Where the constant uninterrupted rate of 35 miles an hour is permitted the driver is encouraged to co-operative attitude."

3. Road Beautification
"Formerly women's clubs were the chief agencies interested in the beautification of our highways. In this the women have been much more farsighted than the men. A row of shade trees near either side of a highway is an incentive to leisurely and orderly travel. The coolness which shade affords and the attractions of good scenery tend to make the motorist take time to enjoy the area through which he is traveling. In the Bronx River Parkway, for example, it is observable that the majority of cars do not avail themselves of the maximum speed, and probably the dominant reason for this is the attractiveness of the drive itself."

4. Width of Roadway
"The pavement in the parkway referred to is 40 feet wide com-

pared to ordinary road widths which are often not more than 20 feet to 30 feet. This refers to the actual pavement width and not the right of way. Wide roads are an essential in modern heavily traveled streets because of the definite traffic purposes to be served. Even on a road limited to private motor cars it is desirable to have a lane for the slow automobiles in either direction and a center lane for those who wish to travel at the higher speeds.

Will Aid Educational Efforts
"Provision of modern highways will be of assistance in educational efforts because it will help to rally public opinion. When the driver has modern roads over which to travel and is not subjected to the vexations and fatigue of delays the excuse for recklessness and inattention will be even less than it is today, a larger proportion of the population will become actively interested in directing opinion toward the minority who are responsible for these violations."

ENFORCE HEADLIGHT LAW
SEATTLE.—There is considerable interest here in plans for enforcing the new eight-point headlight law. This requirement already has stimulated headlight sales. Local jobbers recently received two carloads of headlight lenses and reflectors and are ready to supply the demands, within reasonable limits.

Problems of farmers and all kinds of producers appear to be under consideration at Geneva, but no hint is given in the dispatches that any of the members of the economic conference ever heard of the fellow they call "Him-mate Consume."—Buffalo Courier and Express.

FOOL DRIVER BANE OF MOTOR REALMS

Special Sunday Memorial Service Suggested; Courtesy Might Help

By Erwin Greer

The hog o' the farm has half on his back.
The hog o' the road on his face:
If I should compare the road hog, I swear,
To the farm hog, 'twould be a disgrace.
There's a hog o' the farm and a hog o' the train,
A hog everywhere—I'll be blowed!
But the littlest, dirtiest, meanest of all
Is the two-legged hog o' the road.
—Exchange.

We writer-chaps have magic typewriters. I have dropped you in a hurtling motor car, alongside of a fool driver. Save yourself if you can.

The streaming glare of the lamps before you light the steepest of down grades, stony, uneven, rut-filled. This fool at your side ignores his brakes and is running free. Great Godfish! He is going to take that incline wide open. It is madness! Simultaneously you are conscious of a jar and a leap, of striking something, of surmounting it, and plunging onward. For what seems seconds—endless seconds—the car is in the air, and then the road rises in its might to smite you. There is a

detonation, a crack, a bang, horrible—deafening. Then everything goes black.

Realistic, what? And it is more than probable that you have encountered just such an accident as set forth above. Or, if you haven't you have pictured it just this way.

Do we all know the driving fool? I'll say we do. Why, then, isn't it a good plan to have a special Sunday memorial service, ded-

icated to driving fools—with all the spare parts for such occasions. It could be memorized by preachers all over the country and would go something like this:

Organ Prelude: "Keep your jail-lights burning."
Announcement of Text: "Blessed are the peace-makers, for they shall inhabit the earth."
Offertory Hymn: "There's a little spark of gas still burning."
Sermon: "Consider the joy-rid-

ers: they toil not but certainly do spin."
Organ Postlude: "Crossing the Grade Crossing."
Nothing will make the driving fool a more sincere convert to the Golden Rule than the exhibition of uniform courtesy on the part of his brother motorist. This more than anything else will reduce automobile slaughter to a minimum.
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