

# CONDITIONS OF THE OREGON HIGHWAYS

December 17, 1927

**Pacific Highway**  
 Portland - Oswego-Oregon City - Salem - Albany - Harrisburg-Junction City - Eugene-Cottage Grove - Roseburg - Grants Pass-Medford - Ashland - California State Line: Paved.

**West Side Pacific Highway**  
 Portland - Newberg - McMinnville - Corvallis - Junction City - Eugene: Paved.

**Old Oregon Trail - West of The Dalles Columbia River Highway**  
 The Dalles - Hood River - Portland - Rainier - Astoria - Seaside: Paved.

**Old Oregon Trail - East of The Dalles**  
 Ontario - Huntington - Baker - Union - La Grande - Pendleton - Umatilla - Arlington - The Dalles. Oiled macadam entire distance in good condition.

**Roosevelt Coast Highway**  
 Clatsop, Tillamook and Lincoln Counties

**Astoria-Seaside-Mohler:** Paved to Seaside, balance macadam.

**Mohler-Miami:** Highway route via Brighton under construction and closed between Barview and Garibaldi; open and passable from Mohler to Barview. Traffic for Garibaldi and points south lake county road via Foley Creek which is gravelled throughout.

**Miami - Tillamook - Hebo - Neekowin - Devils Lake-Siletz River:** Part paved, part oiled macadam, balance macadam.

**Siletz River - Otter Rock New port:** Macadam surface.

**Roosevelt Coast Highway**  
**Coos and Curry Counties**  
 Lakeside-North Bend: Macadam. Ferry across Coos Bay.

**North Bend - Marshfield - Coquille:** Paved.

**Coquille - Bandon - Port Orford-Gold Beach-Brookings-California State Line:** Macadam. New ferry at Rogue river in operation.

**Coos Bay-Roseburg Highway**  
 Pacific Highway-Cummins Valley-Myrtle Point-Coquille: Macadam.

**Ashland-Klamath Falls Highway**  
 Ashland-Klamath Falls: Macadam.

**Willamette Valley-Florence Highway**  
 Junction City - Cheshire - Goldson - Blachly - Rainrock - Mapleton: Macadam.

**Mapleton-Florence:** Dirt road; impassable after rains.

**Corvallis-Newport Highway**  
 Corvallis - Philomath - Wren - Eddyville - Toledo-Newport: Macadam.

**McMinnville - Tillamook Highway**  
 McMinnville - Sheridan: Paved.

**Sheridan - Willamina - Grande Ronde - Hebo - Tillamook:** Part paved, balance oiled macadam.

**Tualatin Valley Highway**  
 Portland - Hillsboro - Forest Grove - Carlton - McMinnville: Paved.

**Mt. Hood Highway**  
 Portland - Government Camp - Hood River: Paved to Orient; balance oiled macadam. Connecting road between Government Camp and Wapinitia closed to travel.

**Highway between Swim and Coopers Spur:** liable to be closed any time on account of snow.

**The Dalles-California Highway**  
 The Dalles - Dufur - Maupin - Wasco County line: Macadam.

**Wasco County Line - Madras - Redmond - Bend - Lapine - Crescent - Fort Klamath - Klamath Falls:** Oiled macadam.

**Klamath Falls - Merrill - California State Line:** Macadam.

**Oregon-Washington Highway**  
 Pendleton - Washington State Line: Paved.

**Pendleton-Pilot Rock - Vinson Heppner Junction:** Macadamized except between Vinson and Lena which is under construction.

**Klamath Falls-Lakeview Highway**  
 Klamath Falls-Bonanza: Macadam.

**Bonanza-Lorenz Mill:** Oiled road, rough and muddy.

**Lorenz Mill-Beatty:** Macadam.

**Beatty-Bly:** Graded roadbed, rough and muddy.

**Bly-Drews Valley:** Old road rough, open for horse drawn vehicles only.

**Drews Valley - Lakeview:** 25 miles macadam.

**Fremont Highway**  
 Bend-Lapine-Silver Lake Summer Lake: Partly macadamized; balance unimproved dirt road.

**Summer Lake-Paisley:** 9-mile macadam; balance fair dirt road.

**Paisley-Lakeview macadam.**

**Lakeview-New Pine Creek-California State Line:** Partly macadamized; balance fair dirt road.

**Central Oregon Highway**  
 Bend-Burns: First 12 miles macadam; balance fair dirt road.

**Burns-Crane:** Macadamized.

**Crane-Vale:** Rough but passable.

**Sherman Highway**  
 Biggs-Wasco-Reno - Grass Valley: Oiled macadam.

**Grass Valley-Reno-3 1/2 mile Junction to the Dalles-California Highway:** Good macadam.

**John Day Highway**  
 Arlington-Oregon-Fossil-Spray-Darylls-Mt. Vernon-John Day-Frairie - CRV-Austin-Dunley-Ironside-Cow Valley-Brogan-Jamison-Vale-Ontario: Macadam. Snow equipment available to keep this road open.

**Crater Lake Highway**  
 Medford - Trail - Prospect - Nelson Creek: Macadam.

**Union Creek-South Boundary Crater Lake National Park:** Closed by snow.

**South Boundary Crater Lake National Park:** Macadam.

**La Grande-Wallowa Lake Highway**  
 La Grande-Island City: Paved.

**Island City - Elgin - Mission - Wallowa - Lostine - Batastee**

rean have made available to engineers more exact knowledge of the fundamentals of highway design and economics. Of special importance are the studies of the magnitude and effects of the impact of heavy motor trucks upon highway surfaces, and the possibility of reducing the intensity of the impact forces by changes in the spring, wheel, and tire equipment, and by refinement in the surfaces of roads.

Right now the trend is in the direction of even smaller balloon tires and smaller wheel diameters—which naturally will have the effect of cutting down tire mileage, for it has been proven conclusively by a series of careful road tests that for about every inch of reduction in the overall diameter of the balloon tire, the extent of tread wear is increased by approximately 16 per cent. One specific test, for example, showed that while the 28x3.25 tire is 3 1/2 per cent smaller in circumference than the 31x3.25 the actual difference in mileage on the same car is about 22 per cent.

1. The usual dirt road is not so abrasive as a hard surfaced road.

2. Higher speeds of motor

travel prevail on improved highways.

Thus the larger percentage of hard surfaced roads in existence today tends to reduce the mileage as against what it would be on soft surface.

Motorists who two or three years ago maintained an average speed on highways of 30 or 35 miles, now are speeding up to 40, 45 and 50 miles per hour. But the motorist who drives his car at normal speeds is certain to get more mileage than the individual who covers long distances at from 45 to 60 miles per hour.

In a test made by Kelly-Springfield Tire Co., cars were run at approximately 45 miles an hour, keeping up this speed as uniformly as possible and taking curves with practically no slowing down. Later the speed was reduced to 35 miles per hour maximum and an immediate increase in tire mileage was noted. In fact tires which ran about 10,000 miles at high

speed, gave nearly 20,000 miles when driven at normal speed.

When a car is driven at high speed, there is a great deal more tire slippage due to swerving from one side of the road to the other and to the continual axle bounce resulting from inequalities in the road, which are magnified by the speed.

We come now to the third factor—quicker acceleration of cars. Car manufacturers, as said before, are equipping automobiles with motors of high power and higher speed capacity. Many advertisements, as a talking point, the "quick get-away." It is becoming the tendency of motorists to stop on the gas and to accelerate the speed of the car as quickly as possible, particularly after being held up at street intersections by the traffic lights, and at railroad crossings, etc.

Under the high speed of the motor the tire pulls on the road before the car is in motion. The tire often spins. The effect is the same as if the tread were to be sandpapered.

And now to the fourth factor which goes hand in hand with the third—quicker stopping. With the development of cars which start quicker and run faster, necessarily came high powered brakes to enable these cars to stop quicker.

Quick stop wears off tire tread more rapidly than many miles of ordinary travel. Recent tests have shown that a truck operated at 35 miles per hour, and stopping every quarter mile wore off as much tread rubber in 100 miles as would disappear in several thousand miles of ordinary running.

With more positive brakes in use natural tendency is for the motorist to stop quicker and from higher speeds than was formerly done, and this quick stopping helps materially in grinding off tread rubber and in reducing tire mileage.

The fifth factor, "underinflation," is one that we all have heard much about before. This Any balloon tire is sure to wear down faster when underinflated than when properly inflated and the rapid tread wear of many tires can be traced directly to this cause.

**HUMAN TORPEDO**  
 Seeking new and warmer waters to conquer, Byron Summers, the San Francisco "Flying Fish" is migrating from New York where he recently swam around Manhattan Island to California.—Billings (Mont.) paper.

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**NEW CAR IN "72" MODEL ANNOUNCED**  
 (Continued from page 1)

been standard on Chrysler cars this season, are seen in hand-buffed, pig grain, tan colored leather in the new car's interior with split leather to match in the rumble seat.

Coinciding with the introduction of the new Sport Roadster, Chrysler announces a new color combination for its "72" Royal Sedan, which is now appearing in Gratiot Blue with reveals in Bambolina Blue and striping in Partridge Cream. The new upholstery of this car is a mohair plush in dark blue gray.

**TIRES NOT ALWAYS FOUND RESPONSIBLE**  
 (Continued from page 1)

steer and caused it to weave on the road at high speeds.

So pressures were increased until they gave about the right riding quality and with the greatly oversized tires then being used, balloon tires frequently gave remarkable mileage.

Today the extreme oversized

### GOVERNMENT AIDED ROAD IMPROVEMENT

(Continued from page 1)

may be expected," Mr. MacDonald comments, "that the annual expenditures will be still further reduced in the future until—the accumulated balances of earlier appropriations being expended—the program of expenditures reaches the rate set by the annual authorization of \$75,000,000 of recent years.

"The annual highway bill of the country," the report continues, "is in excess of a billion dollars, including all expenditures of the federal, state and county and other local governments, for construction, maintenance and administration. Of this amount the federal expenditure is less than 8 per cent, and the states alone spent, of their own funds, more than six times the amount they received from the federal government. It is apparent, therefore, that the federal expenditures, at the current rate, is not extravagant, but is, in fact, extremely moderate in view of the large and growing interstate traffic.

"The largest disbursements during the year were made to Missouri, New York and Texas. To each of these states the federal government paid more than \$4,000,000. Pennsylvania received more than \$3,000,000 and all other states less than that sum.

"In proportion to the total mileage of the several geographic divisions, the federal-aid disbursement in 1927 was greatest in the middle Atlantic states and least in the west south central states. On this basis the first of these groups received more than twice as much as the second, and between these two extremes the other areas, ranked in descending order, were as follows: New England, South Atlantic, Pacific, east north central, east south central, west north central, and mountains.

"That the offer of federal aid has not induced the states to make expenditures in excess of those they would otherwise have made is indicated by the fact that in 1926 every state, with two exceptions only, (Montana and North Dakota) made expenditures, some very large, in addition to those for federal-aid roads, the total of such additional expenditures being \$452,738,000, or more than four times the amount spent to match federal aid."

Cooperating with the states, the bureau completed the selection of the principal transcontinental roads which will form the United States highway system, and on which uniform signs and markers are to be erected by the states. It also practically completed the distribution to state highway departments of the surplus war material, and retains only a comparatively small quantity of explosives which will be distributed this year.

"Equalizing, if not transcending, in value the service directly rendered in the construction of roads," Mr. MacDonald believes that the substance of the bu-

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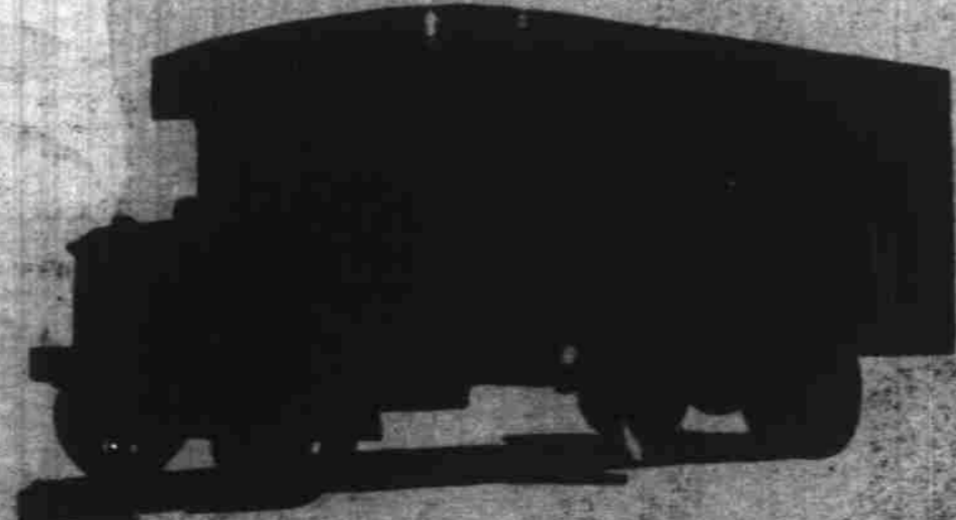
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