

NON-STOP TRACTOR RECORD ESTABLISHED

Caterpillars Find Varied Use and One Makes Long Record Run

Something new by which modern tractor farming may be gaged was set up by the Battaglia Brothers and their big "Caterpillar" Thirty tractor near San Jose, Calif., when Dean C. L. Cory of the College of Mechanics, University of California, unsealed the gas tanks and stopped the official non-stop record of exactly ten days and nights at noon, April 21. The Battaglia Brothers were merely doing their spring work, running night and day as thousands of other farmers are during "peak" seasons, except that engineers were checking the work with a pair of recording clocks attached to the tractor and keeping observers on the job to measure oil, gas and water and note work done. There were no promises to operators from the "Caterpillar" dealer or manufacturer.

Various "records" made by farm tractor owners in New Zealand, Australia and the United States were reported from time to time in recent years. None of these were officially handled by non-interested engineers representing technical societies or colleges of engineering. Hence, when the Battaglia boys began looking for new worlds to conquer, members of the American Society of Agricultural Engineers, Society of Automotive Engineers and American Society of Mechanical Engineers got together to draw up rules for the test that would make it official and at the same time mean something worth while to the farmer who is buying and using tractors to solve his problems. Hence, these representatives of the technical societies of this country selected Dean C. L. Cory to take charge and conduct the test.

The "Caterpillar" tractor is one that had been used by the boys since March, 1922, in the orchard work on their mother's farm and on neighboring farms. The older lad, William, had remained on the tractor for 36 hours at one time last year, and the younger, Joe, 45 hours only a few days before the test. A service man from the factory glanced over the tractor, replaced the "home made" lighting system the boys had rigged up with a standard set of lights for night driving. Nothing else was added, as the members of the American society of Agricultural Engineers wanted the run to be practical from the farming standpoint, so that any farmer could do the same thing at any time he and his boys wished.

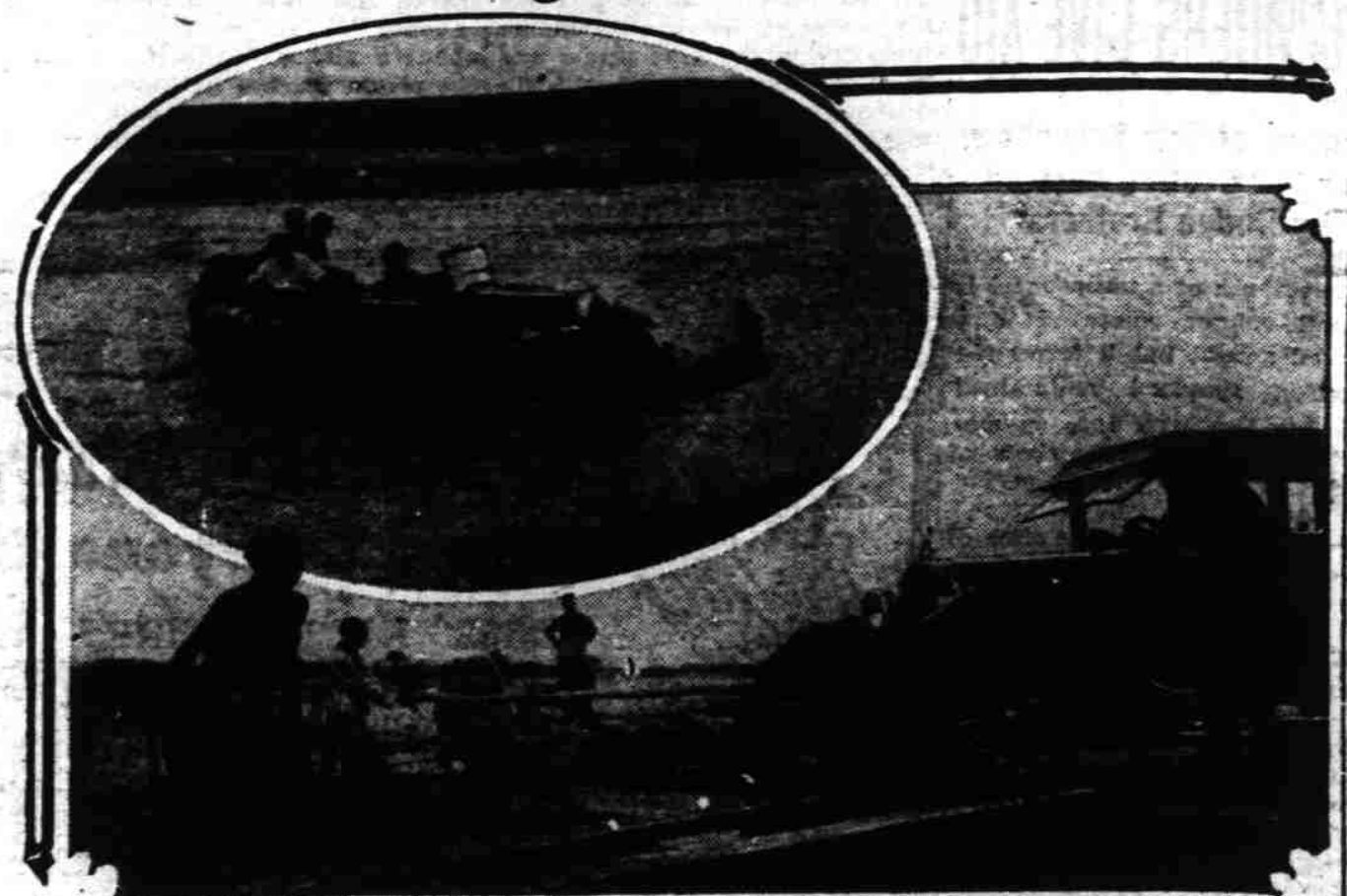
At the start of the test, Dean Cory and his assistant sealed the gas tanks and attached two recording clocks to record the fact that the engine never stopped from start to finish of the run. Water, gas and oil were all measured and records kept of the consumption of each. Also work and load were recorded. Then the boys were told to go ahead with their spring work without stopping the engine for 240 hours if they wanted a new official world's non-stop tractor farming record at drawbar work.

The boys decided to take the run in 12-hour shifts, changing seats at noon and midnight daily. Thus, they got their sleep and meals as usual, and went along with their spring orchard work much as thousands of other farmers who run their tractors night and day at peak seasons. Only they were under observation and had to come up to the gas and oil station to have the tank unsealed whenever they needed gas. Oil was changed every 72 hours, half being drawn out and half new oil being run in without stopping the engine. Greasing was done at the same time, a little over six minutes being taken in "swamping up" when oil, grease, gas and water were all taken on. Only about ten minutes out of 24 hours were taken from disking for these operations.

That the "Caterpillar" could have gone for thirty days or six months if necessary is the opinion of the Battaglia boys who rode it for 126 hours each on the non-stop run. The nights were cold and the noise of the motor gets monotonous, they admitted, but the seat is easy for the operator riding, and so easily handled is the machine and so sure of traction that never was a tree skinned during the ten days' run. "Joe" was for going on with the run for 30 days if work could be found for it, but "Bill" says he would like to stop and get acquainted with his wife and 2-year-old boy again.

A wire from the National As-

Dodge Car Crosses Gobi Desert and Mountains of China and Mongolia In 2000 Mile Trip To Unga



Finding regular communication cut off during the recent fighting in China, a party of refugees, fleeing from Hankow, China, travelled by motor vehicles to Unga, capital of Mongolia, and thence to the trans-Siberian Railway, a distance of 2,000 miles, on their journey to Moscow. Gasoline for the trip had to be carried on trucks, which dropped from the

caravan as soon as their loads were exhausted. There are no roads in this section of China and no service stations except at very widely scattered large centers. Gasoline is prohibitive in price and is mixed with kerosene, which can be bought quite generally. The above scenes show how many streams were crossed, and bridges are scarce and usually of

little value to motorists. The three Dodges in the caravan reached their destination in good order, considering the arduous experience. Miss Anna Louise Strong, well known lecturer and writer, is incorporating her experiences in China and Russia in books to be published soon. She was a member of the party which made the trip.

INTEREST AROUSED BY LOW PRICED CAR

Hundreds of Thousands Inspect New Whippet Six, Recently Out

The tremendous public interest in the new Whippet Six, recently announced by Willys-Overland at the lowest price in the history of light sixes, indicates that this car already has assumed a commanding position in its classification. Although it had been known for some weeks that the Toledo manufacturer was preparing to launch a new six, the low prices of the models together with constructional features usually associated only with cars selling in a higher price class, came as a distinct surprise.

To meet the demand for the new light six and also the four-cylinder Whippet and the Willys-Knight sixes, factory production is being maintained at capacity at all Willys-Overland plants, executives of the company said during the past week. Willys-Overland merchants throughout the country declare that never before in their experience has there been such a demand for a six-cylinder car. This would indicate that a new high monthly record for sales would be established during April.

With the introduction of the new Whippet Six hundreds of thousands visited Willys-Overland show-rooms to inspect the new car which features for the first time in the history of low priced sixes, a seven-bearing crankshaft. Prior to the incorporation of this feature in the new Whippet Six, a seven-bearing crankshaft was unheard of in a price range as low as these new models. This, it is said, will create a new trend in design among the builders of low-priced light six

SAFETY CAMPAIGN WILL BE PLANNED

American Road Builders Association to Meet in Washington Soon

WASHINGTON, D. C.—An intensive highway safety campaign designed to cut down highway accidents which exacted a toll of 141,497 lives during the six years previous to 1922, will be planned during the annual meeting of the American Road Builders' Association which convenes here on May 11. A meeting of the county highway officials' division will be held the following day.

It is pointed out by the association that the accidents are the results of the failure of the human machine rather than errors of engineering or mechanics. The major cause of highway accidents and the estimated number resulting from each during 1922 were listed.

Inattention was the major factor in the killing of 4,684 persons during 1922 according to estimates of the association.

Children crossing or playing in the streets in violation of traffic rules was the second greatest contributor, causing the death of an estimated 3,638 children. Adult pay-walking took a toll of 3,069 lives. The total number of persons killed is estimated at 26,613, and the number injured at 798,700. During the past six years approximately 3,446,000 persons have been seriously injured in these accidents, and an economic loss suffered estimated to total \$3,572,781,000.

Higher accident fatalities caused principally by motorists during 1922 were estimated at 11,765. The causes were as follows:

Inattention	32%	3,765
Speeding	23%	2,706
Traffic Violation	20%	2,353
Intoxication	9%	1,059
Miscellaneous	16%	1,882

Fatalities caused principally by pedestrians were estimated by the American Road Builders' Association to total 11,867. The causes were as follows:

Children playing in the street or crossing in violation of traffic regulation	32%	3,638
Adult jay-walking	27%	3,069
Inattention	16%	1,819
Confusion	14%	1,591
Other causes	11%	1,250

Fatalities caused principally by physical conditions were estimated by the association to total 3,486 with causes as follows:

Fog, snow or rain	37%	1,290
Defect in vehicle	19%	662
Skidding	16%	558
Road defect	11%	383
Strong lights	7%	244
Poor street light	7%	244
Confusion in dimming lights	3%	105

The May meeting of the Amer-

LATEST AND BEST FEATURES ADDED

(Continued from page 1)

ers may shift this car from fourth to third and vice versa at speeds of 40 to 50 miles an hour without clashing sounds. Speeds of from 50 to 60 miles an hour are possible in third speed, while numerous tests have proved the Durant "75" easily capable of 80 miles an hour in fourth.

It may develop, by the time the two national conventions roll around that some of the candidates who thought they were running, were standing still.

We wouldn't think the laundry workers in Italy would be for Mussolini—just think of all those black shirts.

Maybe we are getting cynical but it occurs to us that we see a lot more bowlegged women than we used to.



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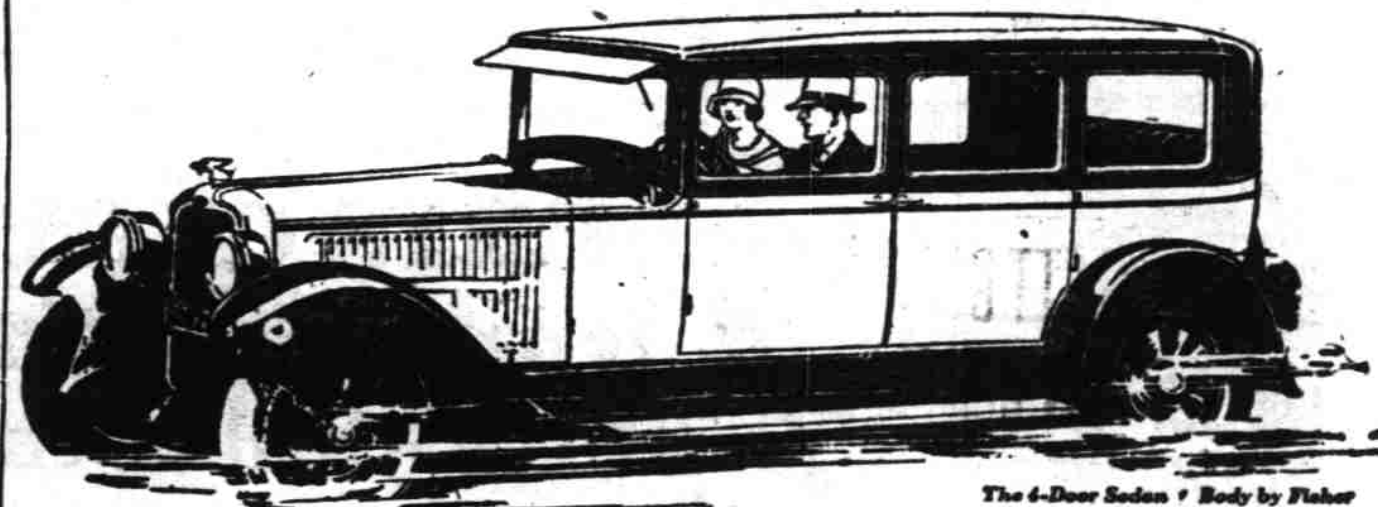


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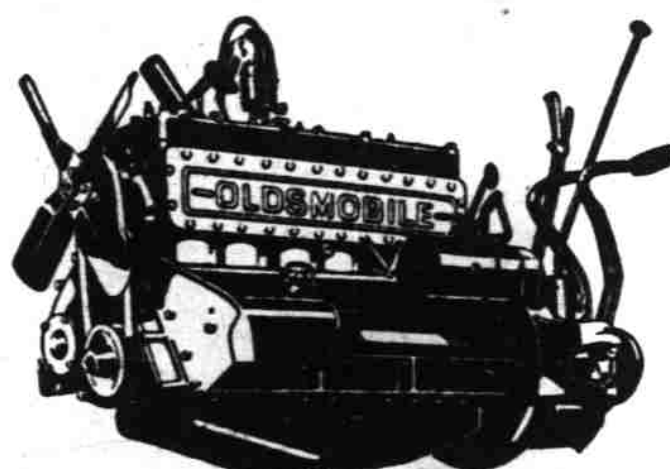
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