

General Interest to People of Willamette Valley

Engineers Form Ideal Road Plans

Specifications for Perfect Highway Are Framed at New York Meeting.

A group of leading highway engineers of America, sitting in New York in a two-day conference as a technical committee of the Lincoln highway association to decide on specifications for the ideal section of the Lincoln highway built on the world of the type of main traveled highway to be constructed, agreed on the following general specifications: The width of right of way for all sections shall be 100 feet. The drainage for the ideal section shall consist of submerged ditches and catch basins. The ideal section shall be constructed of concrete ten inches thick with reinforcing steel embedded in the concrete. The ideal section shall be designed with earth shoulders on each side of the concrete. The ideal section's technical committee recommends that neither ideal section nor any other should be built without adequate, intelligent, continuous and intelligent maintenance being provided.

Covers to Be Elevated. The ideal section should embrace curves having a radius of not less than 100 feet and wherever possible curves should be eliminated entirely. Curves on the ideal section shall be super-elevated for a speed of 35 miles per hour. The ideal section shall provide a path for pedestrians. The ideal section shall be provided with guard and warning rails. All embankments shall be provided with guard rails. Specifications for the ideal section shall be predicated on the regulation of motor trucks, limiting the superimposed load to 8000 pounds per inch with the surface and to 8,000 pounds per wheel.

On the ideal section all cross-grades shall be eliminated. The technical committee recommends the establishment of communications, park sites and camp along the ideal section. **Wires Underground.** All wires along the ideal section shall be placed underground. All advertising signs are prohibited along the right of way of the ideal section, and all signs of any kind or distance, except those authorized by proper authority, are prohibited. It is the sense of the ideal section's technical committee that as may be practical all obstructions to the vision shall be removed at intersecting roads for a zone of at least 500 feet each from the intersection.

Oil Company Offers Crank Case Service The average motorist," said J. Dudley, district sales manager of Standard Oil company, "knows that he should have his crankcase cleaned out every so often, but he doesn't know exactly when. It's not the most pleasant job to do, but it's necessary, as long as the car runs, the reasons for cleaning an automobile crankcase are simple, and mighty convincing. Oil at frequent intervals. To keep the engine running at its best, change the oil in the crankcase as often as the manufacturer's instruction book says it should be changed. However, it is not sufficient to simply drain out the old oil that leaves deposits of dirt and sludge in the crankcase. The whole operation must be most thorough. Cleaning the crankcase is a maintenance job to the average motorist. For this reason regular cleaning of the crankcase was suggested. To remedy this condition and to keep the efficiency and life of automobile engines, the Standard Oil company is sponsoring a new crankcase cleaning service, co-operating with high class garages throughout the Pacific coast. This new service is indicated on the sign that identifies garages where this service is simple, but according to our lubrication experts it is most thorough and exceedingly efficient. Just three operations are necessary to give this service. First, the oil is drained off. Then the crankcase is flushed with high class kerosene oil, and the crankcase is filled with the most correct oil for the engine. It's a white-crank service, too."

Motor Truck Industry Has Banner Year

Despite depressed business conditions, the motor truck industry in 1920 not only equaled the 1919 production of motor trucks but exceeded it by 43,000 vehicles, giving a total 1920 production of 345,000 trucks. Perhaps the greatest single factor in making the 1920 production of trucks greater than that of 1919 was the tremendous increase in the manufacture of small speed trucks of three-quarter to one-ton capacity. In previous years trucks of one-ton capacity and under generally did not exceed 60 per cent of the total production, but in 1920 almost 75 percent of all the trucks made were of one-ton capacity. According to an analysis made by the Commercial Vehicle in its review issue of January 1, 1921, the average prices of all different sizes of trucks have increased only 30 per cent up to January 1, 1920. Taking the different sizes of trucks separately, those of less than one-half ton in capacity have increased most in price. Trucks of less than one-half-ton capacity have jumped 25 percent in price, three-quarter tonners have increased 19 percent, one-tonners 10 1/2 percent and one-and-one-half tonners 12.3 percent. Trucks of from two tons capacity up have increased individually anywhere from one-tenth of 1 percent to 7.3 percent, those low individual price increases helping bring down the total average price to the figure of 88 1/2 per cent, as shown above. According to the same authority trucks of one and a half tons capacity form the most popular model, no less than one hundred models, or 26 percent of the total number of 527 trucks listed on the 1921 market, being of one and a half tons capacity. The next and most popular model is the two-and-a-half tonner with ninety models, followed by the three-and-a-half tonners, with 84 models.

Gasoline Gossip The Salem Tire & Vulcanizing Works have just added a new line tire to their stock. It is the E-ound tire, manufactured at Tacoma for western use. They are very much pleased with the sales since the new stock was added. Robert Perlich has abandoned automobile game, after having been employed by the Valley Motor company for several years, and will go to More county in a week or ten days where he will be engaged in the production of wheat. The Olsen Garage is starting a great sales campaign which they expect to pursue during the entire season. H. L. Church, who sold his barber shop on the corner of Commercial and State streets, has been engaged as salesman and commenced work Friday morning. Fisk Company Again Running On Full Time Chicopee, Mass., Mar. 19. — The Fisk Rubber company, which has been operating on a three day schedule since December 1, has resumed full time and a wage reduction on both day and piece work was put into effect which amounts to an average of ten percent. About 1,800 employees are affected. Demountable Rim in Two Parts. An Englishman is the inventor of a demountable rim for automobile wheels that is made in two parts, which are locked together with five bolts and a nut.

Big Reduction In Price of Samson Tractor

Reduced From \$1295 to \$1015 Now back to prewar prices

The Samson Model "M" tractor will pull two 14-inch plows at all times and three 14-inch plows under favorable conditions.

SAMSON Model "M" Tractor

VICK BROS.

Price \$1015 f. o. b. Salem, Ore. Complete with platform—fenders, governor, power take-off, brackets for canopy top and regular cleats. The even distribution of weight, compact design and low center of gravity give to the Samson greater stability. It hugs the ground. Before you buy a tractor of any make be sure and see the SAMSON MODEL "M" TRACTOR. High and Trade Sts. SALEM, OREGON

The Samson Model "M" Tractor is the last word in modern tractor construction. It is a close-coupled power unit all by itself from radiator to rear wheels. Every working part is enclosed and protected from dust, mud or rain.

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