

Automobile Hints



The Arterial Highway.
The foregoing illustration of the etiquette of a "through street" demonstrates that Oregon is growing. In the old horse-drawn days men lived close to their places of work—it didn't take long to get home and back and everyone went home for lunch. Our Oregon cities were small and compact.

With the advent of the motor-drawn vehicle, conditions changed. Men began building their homes miles from where they worked and our cities and towns started in to grow by leaps and bounds. With this growth the traffic problem grew. Two classes of traffic were created on the highway—neighborhood traffic and through traffic. As the neighborhood traffic became greater it congested the streets so that it was impossible for the man who had built his home several miles from his work to get home in time to eat with his family—the lunch at home was a thing of the past.

The problem became so serious that traffic experts became rather alarmed over it, but finally a partial remedy was solved, the "Thru Street" or "Arterial Highway."

As there are certain main arteries in the body through which the major portion of the blood flows and net works of local vessels running from those arteries, it was found that certain main traveled roads were the arteries over which the through traffic was carried and that, connected with these were net works of neighborhood streets which distributed the traffic from these main arteries. Based on this, these main arteries or streets were segregated and it was found that if traffic on these streets was speeded up, the man hurrying through a district to his home could get there in a reasonable time without seriously inconveniencing neighborhood traffic.

This speeding up could best be obtained, it was found, by creating "thru streets"—that is streets upon which a higher rate of speed was permitted, and at the entrance to which any vehicle crossing the streets at an intersection must come to a full stop before entering the same.

The 1927 legislature adopted the "Thru Street" as a part of the Oregon system of highway control. This feature was one sponsored by the Oregon State Motor association because it was felt that a standard system of thru streets would be of great benefit to the motoring public.

Paragraph 14C (Rules of the Road as adopted by the 1927 legislature) provides that local authorities are authorized to create by ordinances these thru streets at the

entrance to which vehicles about to cross are compelled to stop, and to provide in creating these streets, if desirable, for an increase of the speed limit on these streets. However, before such "through streets" become effective, signs must be posted on such streets giving notice of the speed.

TROUTDALE

The entertainment given by the S and D club June 3d was a success and \$45 was cleared, which will be sent to the Red Cross for the Mississippi flood sufferers.

Mrs. Russell Wilson entertained at her home Saturday a number of school teachers from Portland. The afternoon was spent in playing cards, after which a dainty lunch was served.

A number from here went on a picnic last Sunday to Government Camp. Among them were Mr. and Mrs. J. R. Knarr, Mr. and Mrs. Richard Knarr and son Bobby, Mr. and Mrs. J. T. McGinnis and Mr. and Mrs. Arthur Matches.

Will Crawford and son Emerson, who have been fishing at Skamania, Washington, spent a few days at home this week, and report not many fish.

J. H. Hudson of Portland spent Wednesday with his parents, Mr. and Mrs. J. S. Hudson.

Mrs. L. A. Harlow attended a bridge luncheon at the home of Mrs. Herbert Palmer in Portland Friday.

Mr. and Mrs. DeRocker and Mr. and Mrs. R. L. Crookston of Portland were visiting at the home of Mr. and Mrs. J. R. Knarr on Sunday.

Saturday guests at the A. D. Kendall home were Mr. and Mrs. Robert Conyes of Stockton, California. Guests on Sunday were Mr. and Mrs. A. Buckley and son, Dick and Miss Mary Buckley of Portland and Mr. and Mrs. Julius Lampert and two children.

Mrs. W. Small and Mrs. C. E. Robinson of Portland and Mrs. Glenn Collins and son and daughter of Berkeley, California, were luncheon guests at the L. A. Harlow home Tuesday.

Mrs. Dora Shute of Portland is visiting at the home of her mother, Mrs. E. Parsons.

Mrs. L. A. Harlow, Mrs. C. F. Parsons and Mrs. Mary Parsons of Troutdale and Mrs. Joseph Beveridge of Portland were luncheon guests Saturday at the home of Mr. and Mrs. Sam Harlow of Portland. They listened to the welcoming of Lindbergh at Washington, D. C., over the radio.

Dr. and Mrs. James Robinson, Mr. and Mrs. Paul Hubble and son James of Seattle, Washington, were visitors at the homes of Mrs. Bernice Robinson and Mrs. M. Parsons over the week-end.

Children's Day was observed at the church Sunday. Only a few children took part as nearly all who are old enough are picking berries. Those who attended enjoyed the exercises by the primary class.

Mr. and Mrs. David Burns and children, Robert and Betty, and their niece and nephew who are with them, all of Newberg, spent the week-end with Mrs. Margaret Burns.

ELIMINATE VIBRATION IS BUICK PRINCIPLE

"An automobile engine cannot vibrate if there is no vibration in the engine," is the obviously truthful statement of E. A. DeWaters, chief engineer of the Buick Motor company, who has spent a large share of his many years as a member of the Buick engineering staff in study of this important phase of performance.

Mr. DeWaters, in explaining the steps which have been taken by his company to eliminate vibration as the result of this study and research has used the above axiom as the basis for certain engineering developments which are incorporated in the Buick chassis.

"There are two methods used to prevent vibration in an automobile," Mr. DeWaters states. "The most general is to try to confine vibration by various means. The Buick principle is to seek out the causes of vibration and eliminate them. For this purpose we employ a heavy, four-bearing crankshaft complete with counterweights and torsion balancer.

"A balancing machine developed on an entirely new principle by the General Motors Laboratories is used in our crankshaft division to balance every shaft assembly both statically and dynamically, more perfectly than has ever before been possible. This, of course, reduces to a minimum any vibration, resulting from an out-of-balance condition in the shaft. The torsion balancer has no moving or wearing parts and smoothers any vibration which might occur as rapidly as it develops. Counter-balances are used to help keep the shaft in perfect alignment.

"These methods, each of which serves a definite purpose, are supplemented by engine mountings of resilient rubber which prevent any traces of engine tremor which might still remain from reaching the frame, and hence the interior of the car. In this way we eliminate vibration rather than confine it."

FAIRVIEW

Mr. and Mrs. Lester Campbell and children and Wittmer McDonald motored to Schools on Sunday where they were the dinner guests of Mr. and Mrs. F. G. Millar.

Wittmer McDonald is home from Corvallis and will spend the summer with his mother, Mrs. Lester Campbell.

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Do You Know?

A game of questions for the whole family.

The Outlook has arranged to run this interesting feature regularly. The answers to the following questions will be found elsewhere in this paper. Reasonable and proper questions sent to this department care of Outlook will be answered, if possible.

1. Why was corn bread called "johnnycake"?

2. Why was Larch mountain so named?
3. What is the difference between the sugar from beets from sugar cane and from a sugar maple tree?
4. Does the devil fish grow to any considerable size?
5. Can all camels go long without water?
6. Does any American country except the United States exclude the Chinese?
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Economy Low operating cost; long life; slow depreciation—these are examples of the economy of owning a Buick.

Value Because Buick gives everything a motor car can offer—in greater measure, at moderate cost—Buick is today the greatest value automobile dollars can buy. A-46-15

Walter W. Metzger

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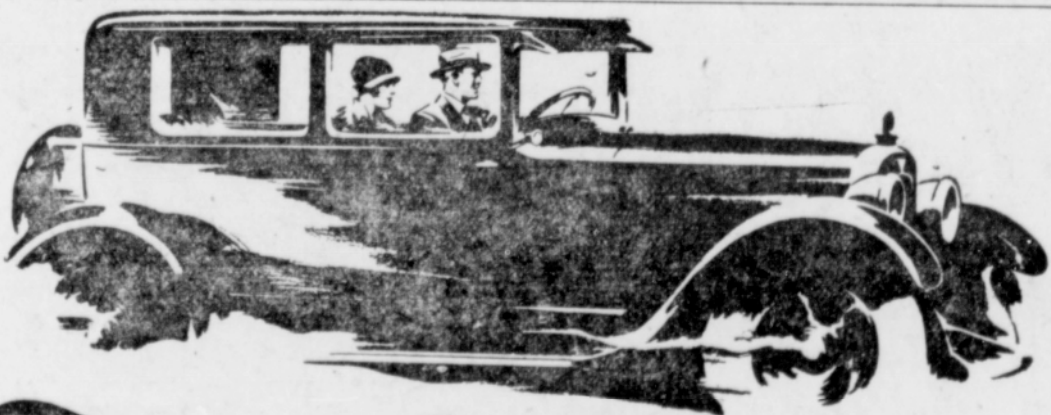
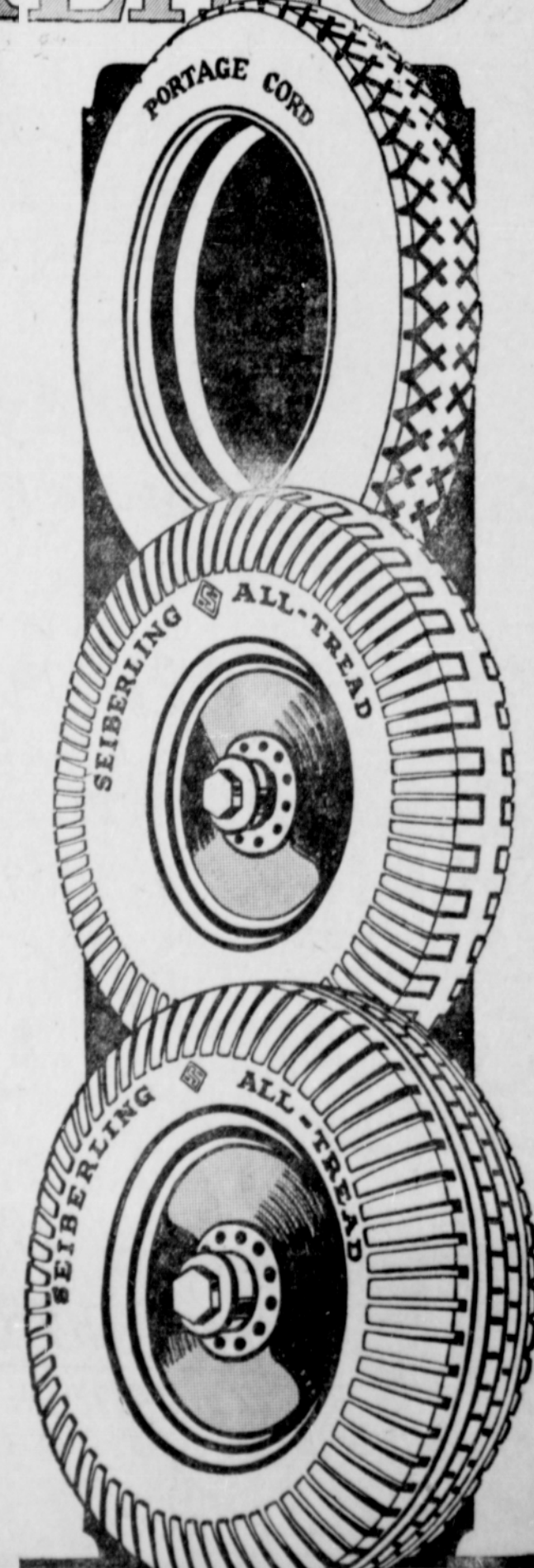
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