

WAR BIRDS OF OCEAN POWERED BY UNION GAS

Hungry Brood of Airplanes Safe on Three Large Carriers

LOS ANGELES, Jan. 12.—With 170 fighting, observation, torpedo-bombing and amphibian utility planes in the hangars below decks of the airplane carriers Saratoga, Lexington and Langley, and three squadrons of spotting planes cocked on the catapults of the dreadnaughts, the battle fleet steamed out of Los Angeles and San Diego harbors today for Central American waters.

And to keep this hungry brood of war birds in the air when the carriers start, the carriers and "battle warrens" are carrying a store of about 400,000 gallons of gasoline taken aboard from the Union Oil Company barges while supplies were being loaded in Los Angeles harbor for the long southward trek.

While it may be a bit drastic, the handling of this huge store of gasoline on board the carriers is highly interesting. The Lexington and Saratoga, the bigger of the carriers, each has a gasoline storage capacity of 140,000 gallons. As a safety measure the storage tanks are always kept full, either of gasoline or salt water or both. This prevents sloshing or the building up of dangerous fumes that might wreck the ship. Gasoline displaces water when the tanks are being filled and water displaces gasoline when the tanks are being emptied. The gasoline, being of lighter specific gravity than water, always rides on top. This makes it possible to draw the water off from the bottom without draining the gasoline. The tanks are designed so that

Wins Trophy at Pasadena Rose Tourney



"A Boy and His Dad," Edgar Gussel's poem, was the theme of the Western Auto Supply Company's boat in the annual Tournament of Roses at Pasadena, California. The above entry, which won for the supply company the theme prize of the tournament, was decorated to give an impression of meadow and woodland with a miniature waterfall and lake. More than 150,000 natural blossoms were used in building the float.

water will overflow at three levels.

When gasoline is supplied to the flying deck from the storage tanks, water is pumped from the reservoir tank and discharged to the expansion tank, whence it travels through piping to the storage tank, displacing the gasoline as it is supplied to the airplanes.

In taking gasoline aboard from a large hose leading from the tanks of the barge is fastened to pipe on the side of the ship leading to the distributing tank and the large pumps started. The gasoline is then permitted to flow by gravity to any of the 14 storage tanks, the capacity of which range from 15,000 to 26,000 gallons. In a test conducted while loading gasoline from the Union Oil Company barges for this cruise it was demonstrated that gasoline can be transmitted from the barges to the carrier at the rate of 25,000 gallons an hour.

By means of suction pumps the gasoline is forced from the storage tanks through long hoses

to the planes on the flight deck.

As a safety measure these hoses are brought up over the side to where the planes are being "gassed". Ever on guard against danger the navy requires fire extinguishers to be kept at hand when the planes are being fueled. Before being stored below the gasoline is emptied from each plane. This serves as an additional precaution against fire.

The planes are raised and lowered from the flight deck by two huge elevators. The floor of the elevators become part of the flight deck when the ships are taking off or landing.

When below, the planes are stored in a hangar space 480 feet long and 74 feet wide. In addition to this general storage space there is also a separate room for stowing disassembled planes.

Head of Buick Sees Need of Safety Moves

Increasing accidents and fatalities to traffic policemen in cities and towns throughout the country during the past year have given impetus to a widespread movement for better safeguarding these public servants, according to information obtained from a survey just completed.

Statistics reveal that traffic officers face their greatest danger of injury while occupying stations on storm evenings and it is to better protect them during these periods that initial civic efforts are being largely directed. One of the most serious students of the problem, Captain Charles Goff of the San Francisco traffic department, believes that much of the danger on stormy nights may be eliminated

by making the officers more easily visible to motorists.

Taking occasion to strongly commend the street and highway safety campaign recently launched through the nationwide organization of Buick dealers by E. T. Strong, president of the Buick Motor Company, Captain Goff recently detailed to a group of Pacific Coast Buick executives steps taken by him thus far in solving the traffic officer problem. At present he is investigating the feasibility of equipping his policemen with white rubber raincoats to replace the black slickers and hats now in use.

"The majority of mishaps to members of my force have occurred on rainy nights," he explained. "This has been largely due to motorists failing to see the policeman on account of his shining black raincoat and his blending confusingly with the shifting black and glaring background. Safety experts have strongly recommended the use of white or other light colored coats for night wear."

CREAMERIES OF EUGENE TO BE SOLD, REPORT

EUGENE, Ore., Jan. 12. (UP)—Offers to purchase have been received by two Eugene creameries, it was learned here today.

The move was thought to be part of a merger plan by San Francisco interests rumored Wednesday to be seeking to form a combine between creameries here, in Oregon City, Marion county, three in Portland. The merger object, it was said here, is marketing protection.

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29x4.40 (4.40-21)	\$ 5.28	\$ 6.15	\$ 7.45	\$1.15	\$1.48
30x4.50 (4.50-21)	6.10	6.95	8.35	1.28	1.67
29x4.75 (4.75-20)		8.30	8.95	1.48	1.89
30x5.00 (5.00-20)	7.65	8.95	10.45	1.56	1.96
31x5.00 (5.00-21)	7.85	9.35	10.85	1.67	2.11
30x5.25 (5.25-20)	8.80	10.25	11.80	1.72	2.18
31x5.25 (5.25-21)	8.95	10.55	11.95	1.98	2.40
30x5.77 (5.77-20)	10.45	12.35	13.45	2.18	2.58
32x6.00 (6.00-20)	11.80	13.75	16.15	2.25	2.65
33x6.00 (6.00-21)	11.95	13.95	16.90	2.25	2.65
32x6.20 (6.20-20)			17.80	2.25	2.65
33x6.75 (6.75-21)			22.20	2.25	2.65

We carry all sizes—Ask for prices of sizes not shown.

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30x3 1/2 Cl. Regular	\$ 4.65	\$ 5.35		\$1.05	\$1.47
30x3 1/2 Cl. Oversize	4.95	5.85	\$ 8.90		1.47
30x3 1/2 SS Oversize	5.75	6.95			1.47
31x4 SS Oversize	7.95	9.25		1.27	1.86
32x4 SS Oversize	8.25	9.85	13.85	Red 1.65	1.96
33x4 SS Oversize	8.95	10.45		Red 1.75	2.06
32x4 1/2 SS Oversize	10.95	13.65	17.90		2.26
33x4 1/2 SS Oversize	11.35	13.95	18.75		2.35
30x5 SS Oversize			21.85		2.75
33x5 SS Oversize		19.45	23.65		2.85

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one of the greatest series of tests ever conducted with any automobile. From time to time, the experimental models were torn down for inspection, redesigning and further testing—until the present motor was developed and pronounced correct.

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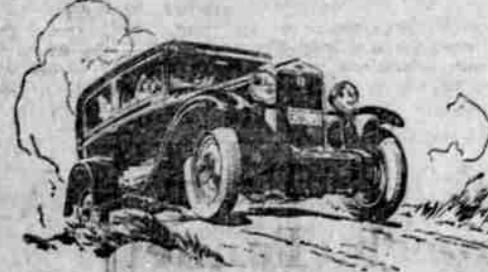
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