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STREET DESIGN TRAFFIC AID

Cities can reduce the amount of congestion on heavily traveled streets by improved street design, according to Miller and Clark, director of the Federal Bureau of Street Traffic Research.

Often a city that considers it in need of new streets to handle the increasing volume of motor vehicle traffic can materially reduce the capacity of existing streets through minor physical improvements well within its financial capacity.

Studies made by the Federal Bureau have shown that traffic flows much like water, and flow along the course of least resistance. Similar analogy offers one of the greatest attractions.

That is many cities have an "all wall" street, which is considered to the point of acute congestion, paralleling poorly paved streets which are practically deserted. Improving the pavement of these parallel streets, virtually doubles the capacity of the main street, by leading to alternate sides of their traffic.

"The streets most American cities were never designed for motor vehicle traffic. They are still in the horse and buggy age," says Mr. McGinnis, "a city crowded street, for instance, often carries only half its traffic capacity because drivers tend to stay off the sloping sides and drive as near the center as possible. This not only allows the volume the street can carry, but slows traffic by making

it hard for overtaking vehicles to pass.

"Depressed curbs, present drivers tend to keep away from them. Depressed crosswalks or raised crosswalks at intersections may often render a street practically useless if there are parallel streets which are more comfortable for drivers to use. Careless by slowing down to avoid bumps discourages the use of such streets.

"The typical right angle curb at intersections is another factor that limits traffic capacity of the streets. Motor cars seldom turn on a radius of less than 20 feet and must make unnecessarily wide swings, thus reducing the number of usable traffic lanes."

SERVICE STATION AIDS AUTO SALES

One of the most important factors in the sale of American automobiles in foreign countries is the presence of a sufficient number of service stations equipped with modern apparatus and staffed by efficient mechanical personnel, according to H. O. Smith, chief engineering division of the National Automobile Chamber of Commerce. Given such conditions the operation of motor vehicles will be very efficient and relatively inexpensive, thus tending in turn toward a wider range of commercial for both commercial and pleasure purposes.

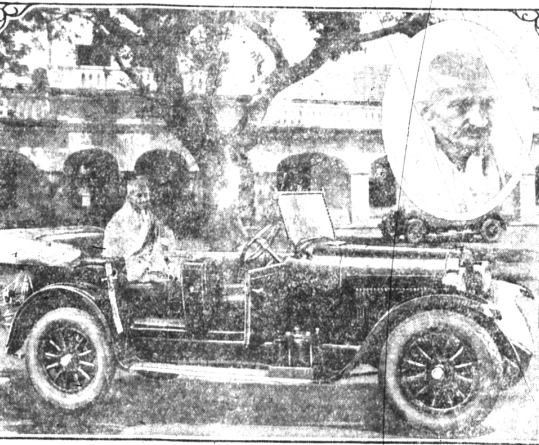
Service station development in the "outlet" states is due to the fact that from the inception of motorizing the majority of owners drove their own cars and had that of all other countries. In Europe and other motorizing countries until very recently, the chauffeur-driven car was almost universal and as a result the service station was less important. This had the effect of lessening the demand for local service stations. The fact that the automobile only in many countries also made motor car owners tolerant of delays in obtaining parts and repair service.

Today all this is changing. The efficient factors organized and supervised service on parts and repairs of the large American motor car manufacturer has been extended to practically every important country in the world and has been a large factor in strengthening the position of the American car in competitive markets.

After being in a trance for a year, during which time she was artificially fed, Frau Augusta Zepicher of Munich awoke and asked for something to eat.

Lucien Solberg, an insurance salesman, terrified and took charge of a train between Birmingham and Paris for an hour before being overpowered.

Great Indian Teacher Travels in Dodge Touring Car



Mahatma Gandhi, in spreading the gospel of work, may have even all cast and creeds and the abolition of all rights throughout India, uses a Dodge Brothers touring car as a means of transportation. In the above picture he is seen in his car seated in oriental fashion and he graciously to his followers. Gandhi has made no fewer than a dozen times as much of a stir among his own people as

has Mahatma Gandhi. He believes that most of the sufferings of his people are due to lack of work. Gandhi advocates the establishment of the spinning wheel in all homes and declares that the natives of India should discard all foreign made clothing as this measure would immediately give a tremendous boost to the native industry. By eliminating the caste system where classes are violently ar-

rayed against each other he believes that the status of the whole people will be raised. He is a strong child marriage and in favor of most of the principles which have made the white civilization progress. The automobile is well known to Mahatma Gandhi as he is a universally trained man and has traveled extensively. He believes that for each man in the people best by using an automobile as transportation.



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DIRECTOR ASKS CARE OF AUTO

"The seven or eight years of service obtained from present day motor cars is only partly the result of better material and workmanship at the factories," declares E. A. Armstrong, director of service, Oakland Motor Car company.

"There is the other very important factor in the life expectancy of a car—the general public finally is learning to take better care of its automobile, thus giving the car a chance to produce the full mileage which it represents," he says from the manufacturer's assembly line.

"In the early days of the motor industry, the average driver knew no more about his car than he did about the works of his watch. He seldom realized that engine oil or a lubrication is the cheapest and best form of automobile insurance. Tire inflation, battery and radiator inspection and many other essential things neglected."

"It remains true and education is a slow process. Attention to good habits and personal experience, however, the price came to a realization that it actually paid to care for its car. But the motorist public now no longer is young. Today it not only is motor-wise in its knowledge of car values but also in the sense that it knows how to care better for the automobile.

"One reason for the better care being taken of present day cars is the smaller percentage of persons who are now operating their first car. The motorist of today in a majority of cases are made by the 'first car' drivers. The veteran motorist permits his radiator to freeze. He watches his engine oil. He lubricates the chassis frequently. He regularly watches his tire pressure. His battery receives water at proper intervals. He takes pride in keeping his car clean and attractive through frequent washing and occasional polishing.

"Here these things became experience—and in many cases bitter and costly experience—has taught him that the matter how good his car may be built these attentions are essential to long mileage and continued driving satisfaction."

DEALERS LAUD BUICK CHASSIS
(Continued from preceding page)
Told from the driver's seat, providing an entirely new experience in driving. And everyone who has bought the new car, apparently, appreciates its new ease of lubrication.
The change which makes greasing Buick for 1928 so easy is ingenious, yet simple. It is merely the extension of the inaccessible grease connections, formerly reached by crawling under the car, to a point where they may be lubricated from the side. A little trapdoor on either running board apron gives access to them. Similarly, rear grease connections, which used to necessitate lying under the rear axle, have been brought out within easy reach. The whole job of greasing may be done now in a few minutes without soiling hands or clothes.
The refinement of Buick's lubrication system was adopted after experiments with every greasing system known. Buick engineers believe it the most practical arrangement that can be worked out, since it insures positive lubrication of every point requiring greasing and makes the job of greasing so easy that no part is

likely to be slighted. They feel that most of the many reasons why Buick for 1928 is enjoying the most national public reception in all Buick history, a reputation to which is due largely to the following:

The Buick frequently converted of crime, that his fare modeled deploring that new features would help him to "go straight," but after a short career as a writer and lecturer he is back in San Quentin prison for violating the narcotics law.

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