

# RAIL CROSSING RULING MADE

A new standard of conduct in approaching railway crossings was prescribed for motorists recently in a decision handed down by the Supreme Court of the United States. This decision virtually affects every motorist in America, according to the Detroit Automobile Club, which reviews the decision as follows:

The motorist must now stop, look and listen before proceeding across the tracks. If there are attending circumstances which ob-

struct his view or prevent him from hearing the warning whistle, he must not only stop, but must get out of his machine and assure himself that no train is approaching.

If he fails to do this, and an accident results, he is charged with contributory negligence and held liable for his own injuries. He may recover from the railway company for damage or injury to person or property.

## SNAKES OF FLORIDA AID TO GAS DEALERS

Tampa, Fla. The vicious rattlesnake, usually given a wide berth, has come into sudden popularity in Florida.

Filling stations along state highways have discovered that tourists

frequently are fascinated by the big reptiles, and miniature zoos full of snakes and alligators have sprung up in many sections.

While the gasoline supply of his motor car is being replenished, the tourist rests over a bottled drink and a sandwich as he views the zoo. A price of 10 cents a rattler is paid to boys for bringing in the snakes. Thus a 15-year-old snake brings \$1.50, and not frequently several are caught in an afternoon. A forked stick, which pins the rattler's head to the ground, is used by the young hunters.

Owen Barnes, a paralytic, has fractured skull and William Casey, a one-armed man, has his throat slashed after a fight in Louisville following an argument over Tunney and Dempsey.

# CLEAR TRUCKS SALES HEAD WITH SURVEY PRAISES HUPP

As the first step in a nationwide campaign to reduce the number of motor truck accidents, the National Automobile Chamber of Commerce has just issued its final report on a fact-finding survey of accidents in Hupmobile trucks during the first half of 1927.

The survey in that city of 175,000 population reveals that motor trucks caused 56 per cent of the street accidents in which they were figured, and were not to blame in 44 per cent of them.

It was found that of 409 accidents involving trucks during the first half of 1927 no fewer than 181 were the fault of pedestrians or of the drivers of other types of vehicles. The figures obtained in the survey were compiled from the official records in the office of Commissioner Robbins B. Stoeckel, of the Connecticut Department of Motor Vehicles.

Accidents for which trucks were to blame were analyzed and remedies for them suggested by the study are being distributed to operators of truck fleets in all parts of the country.

The survey also shows that in a city which has many manufacturing plants using trucks that trucks were not at fault in a large majority of them.

Accidents which were the fault of truck drivers were found to be due to four major causes: Inattention, failure to grant right of way, skidding and careless backing. Right of way accidents were most prominent in the congested districts, while skidding accidents predominated in less congested sections.

By R. S. COLE, (General Sales Manager)

The use of symbols to designate either person or thing is a practice almost as old as time. The automobile industry has been a notable user of identifying marks almost since the first motor cars were built, and their symbolism has meant much to many people. An emblem is valuable advertising. It conveys in a few ideas something of the ideals that must be behind any successful undertaking.

The ideals that have been Hupmobile's, and which have underlain its policies and its products for nearly a score of years, are well illustrated in the trademark of the new Hupmobile 1928 Six. Back of this emblem are almost countless traditions and legends with which history surrounds the glimmer of the past. Included on it are a Roman battle axe and bundle of elms or birch rods, two shields and medieval castle—all well imposed by a flaming and rather ornamental letter H.

Students of history will recall the axe and bundle of rods as the symbol of authority and power used to denote the approach of kings or Roman consuls in the


days when that city ruled the civilized world. In their passage through the streets, these rulers were preceded by 12 bearers, known as lictors, who carried the axes and rods as called. Since that time, this symbol has often been used to designate the approach of a person or thing deserving unusual homage and respect.

The origin of each shield has never been definitely established. History is unable to tell us which of the tribes that roamed and ruled the Europe, Asia and Africa of centuries ago first used them. The shape of the shields has been handed down almost from time immemorial. Over the centuries the sign of a shield has come to indicate that its wearer was bent on conquest. Similarly, that of a castle has grown to be regarded as suggesting permanence, stability and durability.

The black, yellow, and flaming red colors that comprise the new Hupmobile emblem, were chosen for their beauty and harmony. The deep, rich red of the letter H was selected to typify Hupmobile brilliance and spirit.

He who seriously studies this emblem can not do other than gain from it a clear conception that the highest ideals must permeate a successful business and that the portrayal of those ideals where everyone may know them, benefits the effort of the craftsmen in the plant, men in the office, dealers in the cars and the men who actually sell and service them.

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### Under The Hood

**BE CAREFUL OF GLOVES**  
When testing the battery with a hydrometer or filling it with water the motorist is tempted to keep on his gloves. The practice has been far more helpful to the glove manufacturer than anyone would expect. Acid that splashes upon the leather quickly eats it to shreds, and once it gets a start there is no stopping it until the whole hand is worthless. Either use an old pair when performing this important carriage or better still, bare hands. The acid, incidentally, will not hurt the skin, although it is well to wash the hands thoroughly after this operation.

**CHANGE OIL WHEN HOT**  
Before having the oil changed in winter, it pays to have driven the car a sufficient distance to have thoroughly warmed up the engine. Otherwise, when the draincock is opened, the oil will flow out so sluggish that the flushing action which is helpful in the removal of impurities will be missing. Even when the oil is thoroughly warmed, it may pay to have the crankcase flushed occasionally during cold weather. Use a light flushing oil; never kerosene.

**CLUTCH IS BAD CRADLE**  
Stuck in mud or snow, many motorists resort to the old trick of rocking the car out by alternately engaging and disengaging the clutch. In the days of the old cone clutch this practice was particularly bad. It still is inadvisable today, although clutches have immeasurably improved.

**CUT WINTER CAR COST**  
Experts have found that under the best of conditions the motorist is inclined to be wasteful of fuel during cold weather. A richer mixture is necessary, it is true, but on thousands of cars carburetors could be cut down greatly. Instead of adjusting the carburetor simply for a richer mixture, the motorist should have it set for just the amount of richness needed for average winter conditions in the locality in which he lives.

**CONTAINS MANY GOOD TIPS**  
Car owners who have not glanced over it in some time, can spend a profitable winter evening mulling over the instruction book that came with their automobiles. Authors of these booklets have written considerably upon cold weather car-care and a study of what they have to say will reveal much to the motorist who would like to see winter car operation made more simple, convenient and generally economical.

**WATCH FOR FIRE HAZARD**  
Automobile fire hazards are greater during winter than at any other season of the year. This is apparent in the fact that misfiring and short-circuiting are more common, something to which nearly every motorist can attest. It is well to be ever on the alert for the appearance of either of these two sources of danger, the former of which occurs frequently during the starting process. Start with caution.

**IT MAY BE SWEET, BUT—**  
Honey is advocated in some quarters as an ideal antiseptic for the automobile cooling system. That it will protect the car against low temperatures is not to be questioned, but it may cause damage because of its high viscosity and sluggish flow. Experts of the federal government point out that this is true of all sugar solutions which are used as anti-freezes.

James Melrose conducts a large business in York, Eng. at the age of 99, but declares he will never use an automobile.

While making his first sale in his new store, Joseph Ohweg of Gleece, Ill., 'dropped dead.'

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