

# APPROVAL IS GIVEN TO AUTO SIGNALS

## Mechanical or Electrical Devices on Cars Urged as "Safety" Measure.

### PREDICTED LAWS SOON WILL REQUIRE ADOPTION

#### Belief Expressed That Many Accidents on Congested Streets Would Be Averted.

BY HOWARD S. FISK.

The use of mechanical or electrical signaling devices on automobiles, so as to indicate the course of a car, was one of the important recommendations of the committee of the Safety First Federation of America, held recently in Cincinnati, Ohio.

Such devices were considered by the police officials of many important cities who were in attendance at the meeting as a necessary upon closed or curbed streets and their use on automobiles generally was commended in view of the congestion in the larger cities and in consideration of the enormous production of automobiles announced by the manufacturers for the present year.

In the belief that automobile signal devices will increase in popularity, a plan was considered to provide uniformity in their location and attachment to motor vehicles, preference being given to a combination of a signal with the tail light and license number, the signals to be visible at least fifty feet from the rear of a car, the design of indication to be by word or pointer. The mechanism substantial and positive in action, all operating parts protected from rain, snow and ice, the control to be by hand or foot, with an automatic control for a stop signal to be given from the rear left-hand fender so as to be in direct vision of any following vehicle and unobscured by the exhaust pipes usually carried on the back of a car.

#### Signals Front and Back.

In the interest of safety and to expedite the movement of traffic it was contended that the signals should be shown both on the front and rear so as to indicate clearly and in a positive manner to traffic officers, pedestrians and drivers of other vehicles exactly what movement the car will make.

It was contended by the committee that signals to indicate the course of a car formed as necessary a part of the equipment as the lights, horn, chains or fire extinguisher, this being especially true owing to the use of closed or curbed streets, during rainy weather and in winter months, when it is impossible to signal by hand.

During the past year many commendable signal devices have been placed upon the market and have proven popular with automobile owners desirous of protecting their cars from collision, which are directly attributed to the quick stops and sudden changes in direction which are possible with the modern motor car. Several of these signals with automatic devices, desirous of protecting their cars from collision, which are directly attributed to the quick stops and sudden changes in direction which are possible with the modern motor car. Several of these signals with automatic devices, desirous of protecting their cars from collision, which are directly attributed to the quick stops and sudden changes in direction which are possible with the modern motor car.

#### Demonstration at Portland.

A demonstration of several devices was recently held in that city under the auspices of the public safety commission, and which was witnessed by members of the city council and other officials, and it is predicted that early action will be taken by the authorities with a view to requiring that street signals shall be used on all motor vehicles operated in that city.

New York is the first city to give official recognition to the need of modern signaling devices upon motor vehicles, as the street traffic regulations of the police department provide that the driver of any vehicle about to turn either from a standstill or while in motion should give timely signal by hand or whip, or in some other unmistakable manner indicate the direction of the turn.

#### Accident Report Approved.

The street traffic committee approved of the accident form of report now in use by the New York police department, which will be generally adopted by the police officials throughout the country. Consideration was given to other forms of signs and signals to be used in the direction of street traffic, but final action was deferred until the next meeting of the committee. In the meantime, a special committee will prepare a tentative outline for the consideration of the committee at its next session.

The committee discussed the necessity of an ordinance providing for the regulation of pedestrian travel, and it was the consensus that traffic officers should have the same jurisdiction over pedestrians as they now have over drivers and operators of all types of vehicles. It was agreed that pedestrians should be treated on the regular crossing and not in the middle of a block.

Police Commissioner John Gillespie of Detroit, who presided at the meeting of the committee, took occasion to state that more than 50 per cent of automobile accidents occurred in the outlying districts, where the police safety first policy is not enforceable.

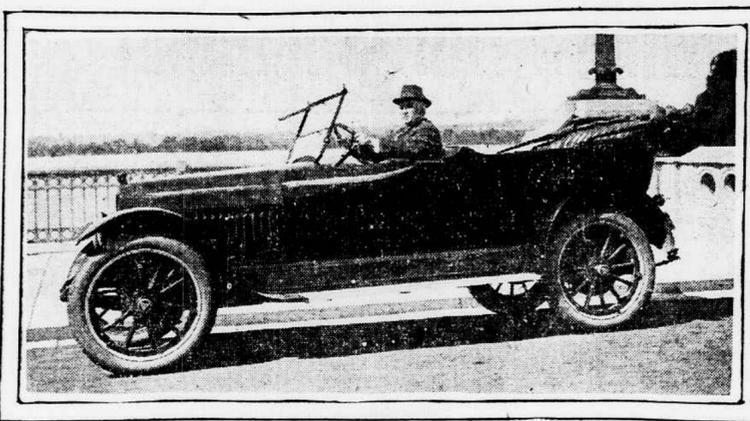
The committee approved of the application in New York to provide for an ordinance penalizing the use of improperly shod horses in the belief that such regulation should be adopted with a view to preventing horses from slipping and falling upon pavements, particularly during the winter months.

#### "Safety" Magazine Planned.

A committee consisting of Charles L. Bernheimer, treasurer of the federation; W. T. Foley, assistant secretary of the Cincinnati Automobile Club, and Frederick B. Elliott, executive secretary, was appointed with full power to arrange for the publication of an official magazine or for a public safety section in some established journal in conformity with the movement.

Consideration was given to plans for

## ONE OF WASHINGTON'S PIONEER MOTORISTS.



JOHN J. SHEEHY, DRIVING HIS NEW HUDSON SUPER-SIX TOURING CAR, DELIVERED TO HIM A FEW DAYS AGO.

### GOOD ROADS ONLY BY CONSTANT CARE

Expert Says Nothing Wears Out So Fast as a Highway.

### POLICE MAKE REPORT ABOUT AUTO ACCIDENTS

New York Document Is Worth Studying, Says National Automobile Chamber of Commerce.

### DIFFERENCE BETWEEN MAINTENANCE AND REPAIR

Earth Roadways the Most Neglected—Cannot Be Kept Up Without Intelligent Attention.

### Signals Front and Back.

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### Case Car Deliveries.

Among those who have recently purchased Case cars are the following: L. A. Gaskins, H. B. Lamson, B. M. Laskin and Lieut. von Steiner.

### A Bessemer Truck Visitor.

R. H. Scott, representative for the Bessemer truck, spent several days here last week, closing an agency prior to his departure.



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### PLANS FOR IMPROVING THE COUNTRY ROADSIDE

Permanent Grasses and Trees Recommended in Preference to Flowering Plants.

The improvement of Illinois roadsides is receiving considerable attention, and the division of landscape extension at the University of Illinois receives frequent requests for advice on methods of doing such work. Prof. L. D. Allison of that university reported recently that one of the best things to do along open country roads with bare earth banks was to disk, smooth and seed the slopes with timothy, clover and other permanent grasses. He recommends encouraging the school children to do this work, for the attention to it required at any time does not amount to much, but must be given rather frequently.

Tree planting should be made to conform with the local conditions, on the open prairie he recommends planting elms and sycamores on alternate sides at intervals of forty rods, the young trees should be well shaped, high headed and have trunks not over two inches in diameter. The soil should be spaded deeply, and if it is poor some rich black earth should be hauled in to give the young tree a good start. The sapling should have a strong guard and should be a few feet from the fence line. It must have some care during the first few years. The ground should be well cultivated, and it is desirable to place a heavy mulch of mown grass about it in a circle of three or four feet radius, but not touching the trunk.

In addition to trees, Prof. Allison advises setting out such native shrubs as viburnums, dogwoods, sumacs and the elder, but he gives the following warning regarding flowering plants: "The hounding bet, yarrow, butterfly weed and compass plant are gorgeous in themselves, in the well cared for perennial garden or park, but we are not justified in leaving millions of unsightly noxious weeds, such as the ragwort, scattered far and wide over cultivated fields for the sake of a few scattered wild flowers along an ordinary roadside."

### Present Policy Unsatisfactory.

In his last annual report E. A. Stevens, state highway commissioner of New Jersey, says, very truly, that "our present road-building policy was not designed to meet the needs of today, but for entirely different conditions." The traffic has changed, the methods of transportation are altogether unlike what they were when the battle of Brandywine was fought, it takes heavier construction to stand the strain of auto truck and motor car than was required in the undisturbed days of the ox cart and the farm wagon, and it is for the traffic that the roads must be built.

State Highway Engineer Meeker of New Jersey makes this point in his report when he says: "The road work of the state during the past year has been largely one of repaving and realigning roads formerly macadamized. The excessive wear, caused by the constantly increasing motor traffic, has compelled the several counties to use a pavement of higher resistance to disintegration than macadam."

"It is clear as day that the improvement of roads cannot be accomplished without improved supervision. Their maintenance has become a business, and we must handle it in a business-like way. We cannot afford any amateur trifling in our engineering, nor any political interference in the administration of our roads. We must have a force that, by its trained ability and thorough teamwork, will command the confidence of the public."

### Recent Allen Purchasers.

Among the recent purchasers of Allen cars include the following: A. E. Powell, G. J. Hoffman, A. D. Bryant, Tony Saxon, J. T. W. Miller, H. T. Winfield, Peyton Gordon, I. B. Sartz, A. Goldmann, R. G. Phelps, R. B. Selby, O. W. Bond, J. H. Gordon, W. A. Pierce, M. J. Smathers and John Alden.

### MEMBERSHIP INCREASING.

Twenty-One Additional Names on District A. A. A. Club Rolls.

Another big jump upward is recorded for the membership roster of the A. A. A. District of Columbia Club.

The past week brought the club

### Left to Take Care of Themselves.

The largest proportion of the public roads in the United States are the earth roads, and they are the most neglected. Inadequately drained, badly packed oftentimes, and generally left to take care of themselves after they have been constructed, they are a constant and increasing expense to the people they are designed to serve. In so-called repairs, in their utterness for traffic travel, in the ruinous strain upon the wagons and harness and horses of the farmers at-

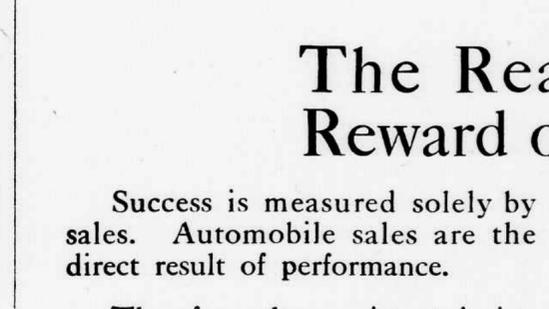
### Law to Maintain the Work.

"The states that will not play the game will not share in the appropriation, whatever it is. But neither Uncle Sam nor any of his relatives would be justified in any such undertaking if there were not ample security in the law to maintain the work after it has been done. This is why the distribution and expenditure of the money appropriated by Congress for good roads have been placed in the hands of the Secretary of Agriculture and why he will depend in large measure upon the efficiency and experience of the United States office of good roads and rural engineering, which has evolved out of the old office of road inquiry, in justifying federal participation in the construction of good roads."

The office of public roads is under the direction of Logan Waller Page.

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There now seems to be little chance of our ever catching up with immediate orders.

From a standing start to sixty miles an hour, in less time than you can say it; for swiftness without noise, rattle or vibration; for soft, smooth and perfectly balanced operation; for real economy; for the last word in comfort and smartness—get a Cole Eight.

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Order yours now.

## HENDERSON-ROWE AUTO CO.,

1012 Fourteenth Street N. W.  
Cole Motor Car Company, Indianapolis, U. S. A.

twenty-one new members, as follows: William J. Vonderheide, James O'Donnell, Mrs. John Taylor, C. A. Kenyon, J. A. Pierpont, Benjamin B. Hunt, Col. L. W. Little, U. S. A., M. H. Draper, William T. Clark, Louis Simon, Edward Snelgrove, Rear Admiral Benjamin Tappan, U. S. N.; Ross D. Thompson, Thomas C. Pollock, J. Heil, U. S. N.; Representative John H. Small, J. J. Griffin, G. N. Everett, Mrs. Aaron French, Eugene A. Roggenmoser and J. N. Ruth.

C. W. Hoover Motor Co. Manager.

C. Walter Hoover has been appointed general manager of the Combs Motor Company. Mr. Hoover has been identified with the local automobile business for several years. He is a resident of the District and a prominent member of Almas Temple, Mystic Shrine. Mr. Combs and Mr. Hoover returned last night from Detroit, where they have been attending a convention of Chalmers representatives during the past week.

A telegram was received last night announcing that the Chalmers car will hereafter be represented in Washington by the Combs Motor Company. Mr. Hoover has been identified with that car for the past year.

Detroit Electric Delivery.

A Detroit electric cabriolet, finished in blue and upholstered in blue leather, was delivered a few days ago to William H. Hibbs.

## What Caused This "Gabriel Snubbers" Will Prevent It

ALL TYPES of springs will rebound and throw you—no matter how long or how flexible they may be. Ever compression is followed by an equal effort of the springs to expand—to jolt, jar and bounce the car and its occupants—unless the rebound is overcome by Gabriel Snubbers.

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B. F. ZIMMERMAN,  
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