

# STANDARD CODE OF TRAFFIC RULES OUT

Safety First Federation of America Submits Work of Committee.

YEAR AND A HALF SPENT IN STUDYING SITUATION

Hoped Adoption of Regulations Will Help Many Cities to Recognize Importance of Movement.

BY HOWARD S. FISK.

A standard code of traffic regulations is being distributed among state and municipal officials having under their jurisdiction the regulation of street traffic, according to a statement issued by Frederick H. Elliott, executive secretary of the Safety First Federation of America.

Recognizing the need of such a code, the street traffic committee of the federation, comprising some of the foremost experts in the United States and Canada, has been studying the situation for the last year and a half, and the results of the committee's accomplishments have been a source of gratification to the officials of the federation.

The code is comprehensive. It deals with the carrying of lights, the regulation of lights, it prohibits the use of whistles, deals with unnecessary noise and smoke and defines the course to be taken in case of accident.

Clauses Are Conservative.

Its clauses are conservative, but at the same time comprehensive. For instance, in reference to speed it merely states that "no person shall operate a motor vehicle in a reckless or careless manner, and shall have proper regard for the width, traffic and use of the thoroughfare, so as not to endanger the life or limb or the property of any person. No vehicle shall cross any street or make any turn at a rate of speed exceeding one-half of the legal rate of speed."

The code includes instructions about the right of way, instructions to pedestrians, how to drive slow-moving vehicles, the distance a vehicle must keep from a street car, and how to turn, stop and back with no danger to traffic. It includes regulations in parks, deals with safety zones and parking, and covers rules not only for motorists, but for bicycles, street car drivers, pedestrians and drivers of other vehicles.

For safety in street traffic there are three essential requirements, according to Secretary Elliott: First, the adoption of proper and uniform regulations; second, the education of the public, as well as the drivers and operators of all vehicles, to the necessity of conforming thereto; and, third, the proper enforcement of such regulations by the local authorities.

For Municipal Co-Operation.

To co-operate with municipal officials in meeting the first of these requirements the Safety First Federation has issued the standard code of traffic reg-

## BRIDGE TOLL ACROSS SUSQUEHANNA REDUCED

The toll charge for use of the Susquehanna River bridge between Havre de Grace and Perryville, Md., will be reduced October 1 from \$1 to 50 cents, according to a statement of H. M. Luzius, secretary of the Automobile Club of Maryland. The public service commission of Maryland has made a ruling to that effect reducing the tolls for automobiles used for pleasure purposes crossing the bridge.

ulations for general adoption by municipalities. The compilation of this code has been under the direct supervision of Police Commissioner John Gillespie of Detroit, and the committee has had the assistance not only of state and city officials, but representatives of automobile clubs, transportation and street railway companies, representing sixty-five cities in the United States and Canada.

The regulation for controlling headlight glare, as approved by the Society of Automobile Engineers and endorsed by the street traffic committee of the Safety First Federation, is now a law in Massachusetts, and has been adopted by ordinance in the cities of New Orleans, St. Louis, Cleveland, Indianapolis and Wilmington. It is as follows: "Whenever there is not sufficient light within the limits of the highway location clearly to reveal all persons, and vehicles or substantial objects within said limits for a distance of at least 150 feet, the headlights of all motor vehicles in motion shall give sufficient light to reveal any person, vehicle or substantial object on the road straight ahead of such motor vehicle for a distance of at least 150 feet."

Character of Headlights.

"The headlights shall be so arranged that no portion of the beam of reflected light, when measured seventy-five feet or more ahead of the lamps, shall rise above forty-two inches from the level surface on which the vehicle stands. Such headlights shall also give sufficient side illumination to indicate any person, vehicle or substantial object ten feet to the side of said motor vehicle at a point ten feet ahead of the lamps. The term 'beam of reflected light' as used in the above provision, shall be construed as meaning the approximately parallel focalized rays gathered and projected by a reflector, lens or other device."

In the matter of speed the committee does not recommend any fixed maximum, that being considered a matter for local decision. The section on "speed" in the code reads: "No person shall operate a motor vehicle in a reckless or careless manner, and shall have proper regard for the width, traffic and use of the thoroughfare, so as not to endanger the life or limb or the property of any person. No vehicle shall cross any street or make any turn at a rate of speed exceeding one-half of the legal rate of speed."

The adoption of the standard code with its view to securing uniformity in traffic regulations will be of much help to the authorities in many cities who have been slow to recognize the importance of the safety-first movement, and will bring to them the experience of the more progressive municipalities.

Bronze velour de laine is used in one of the smartest coats of the season. It is made with the full skirt gathered into a semi-fitted waist; a wide fur girdle edged on either side with silk cord trimming finishes the waist. A square, inset yoke of the fur, with a military collar, is ornamented with the cord trimming. Two military ornaments fasten the coat across the front and fur cuffs finish the sleeves. Seal fur is used.

## ONLY 262,400 MILES OF ROAD SURFACED

Great Problem Is to Improve Remainder of 2,333,000 Miles of United States Highway.

There are 2,333,000 miles of public roads in the United States, of which only 262,400 miles have any kind of surfacing. In other words, nearly 89 per cent of our roads are of dirt, and it will be a quarter of a century, probably, before this percentage is reduced to 75.

The great road problem of the United States is to grade, drain and maintain these roads so as to make them of the best practicable use at a minimum annual expense. Some progress along these lines is evident, and in some sections very satisfactory earth roads have been built and are maintained in good condition, except for a few weeks in spring, by intelligent dragging.

Another method of maintenance, originating in California, is now being tried with more or less success in a number of the central states. This is oiling the roads. Its purpose is to suppress dust, for in so doing the road surface will remain smoother longer than when the road is dusty, and there is less mud formed in wet weather. But oiling roads has to be done intelligently or it will make conditions worse instead of better. It is useless to oil a dirt road which is not thoroughly drained and properly graded. It is a waste of money to oil a road which does not have a smooth, hard surface free from dust. If the surface is uneven oil collects in shallow depressions and softens the surface, so that after the first heavy rain the travel tends to make mudholes at these places. If there is dust on the road the oil combines with the dust to form a sort of mat, which the travel over it quickly breaks up into large flakes or scales.

Surface Is Bound.

If the road is in proper condition to receive the oil, and the right kind of oil is used, the oil percolates into the pores of the earth for a depth of several inches, sealing them with an asphaltic binding material which unites the surface into a tougher mass than the original surface. The oil cannot make the road any harder, for only stone or gravel will accomplish that, but it will prevent the displacement of the earth particles under any loads which an earth road is adapted to carry.

If the oiled surface is immediately covered with a thin layer of clean, hard sand, the travel will not disturb the oil and the travelers will suffer less inconvenience. The right kind of oil should be used, for there are some kinds which act as lubricants and ruin a road instead of improving it.

This kind of maintenance of earth roads is proving so successful in the central states that the Illinois state highway commission has recently issued for free distribution a profusely illustrated bulletin telling how to do it and what things to avoid doing.

Slag Also Makes Good Road.

The chief by-product of the manufacture of iron in blast furnaces is slag. An enormous quantity is produced; for every hundred tons of iron made, in such a furnace from forty to sixty tons of slag are also made. It accumulates in great piles and its utilization is a convenience to the ironmakers. It is a hard, dense, tough material, which rail-road companies have crushed and used for many years in ballasting their tracks. For a quarter of a century it

## ROAD Bulletin

The Star is in receipt of the following bulletin from the Automobile Club of Maryland regarding the progress being made in oiling the roads of Maryland:

State truck No. 1 has completed all work on the roads north of Salisbury, and has moved to Fruitland and is oiling a section of road about four miles south of Salisbury toward that city. Upon the completion of this work it will take up the oiling of state aid contracts in Wicomico county, which work will require approximately two weeks. Upon completion of these roads it will proceed to Somerset county.

State truck No. 2 is working out of Cambridge and has practically completed the work running from Cambridge east. Upon completion of that section it will treat a contract near Linkwood and another near Vienna, which will complete all the work in Dorchester county. It will then jump to Berlin to treat the roads in Worcester county, beginning at Berlin and working southward.

State truck No. 3 has begun work on the Washington boulevard at Hyattsville and will proceed north to Laurel. State truck No. 4 is working on state aid work on the Harford road. It will complete this work for approximately another week.

State truck No. 5 is now treating the roads between Westover and Manchester, all other state work in Carroll county having been completed. State truck No. 6 is at Thurmont treating the Emmitsburg pike between that point and Frederick City. Work at this point has been delayed for one week due to the non-arrival of material.

State truck No. 7 is at Grantsville, treating the roads in that vicinity. This work has been delayed due to the non-arrival of oil. State trucks Nos. 8 and 9 are still at Oakland, treating the roads just north of Oakland. They will also treat the road running from Oakland south for approximately four miles.

has been used in road building, but until quite recently very little was ever said of this work. It has been in service now on a large scale for several years in Ohio, Pennsylvania and New York, and to a smaller extent in West Virginia, Illinois, Michigan, New Jersey, Delaware, Maryland, Alabama, Georgia and Mississippi. The experience with it has not been so long as with different classes of rocks, but it has been so satisfactory that the material is recognized in the specifications of some of the leading state highway departments. Furthermore, the United States office of public roads built an experimental road of slag at Youngstown seven years ago and the reports of the annual official inspections of the road made since it was laid are convincing testimony of the value of this by-product that has so long been regarded as of very limited utility.

Fleece-lined white sweaters bob up each season for extra use and are always welcome. This year they are prettier than ever owing to the turn-back trimming for collar, cuffs and banding, showing the fleece side. They are buttoned down the front with large pearl buttons.

## MARYLAND AUTO RULES.

Commissioner of Motor Vehicles

Calls Attention to Requirements.

Commissioner of Motor Vehicles Baughman of the state of Maryland calls attention to the requirements of several sections of the new automobile law, which are at the present time being enforced by his department and the police department of Baltimore: The proper display of license tags. Every vehicle must have displayed two tags, one on the front and one on the

rear. The tags must be kept clean and fastened so as not to swing. The rear tag must be so placed that the rear light shines upon it. Proper tags must be used on the car for which they are issued, and cannot be transferred to any other person or any other car. Operator's license and registration certificates must be carried in the car. Cuts cannot be operated at any time of the day or night, within the limits of cities, towns or villages in the state. Speed regulations. Reports of accidents involving fatalities or serious injury. Forbidding operation while intoxicated. The commissioner states that some criticism is being directed against this

technical enforcement of the law, but feels that all law-abiding motorists will commend him for his action, inasmuch as it adds a protection to them as well as users of the highway in general.

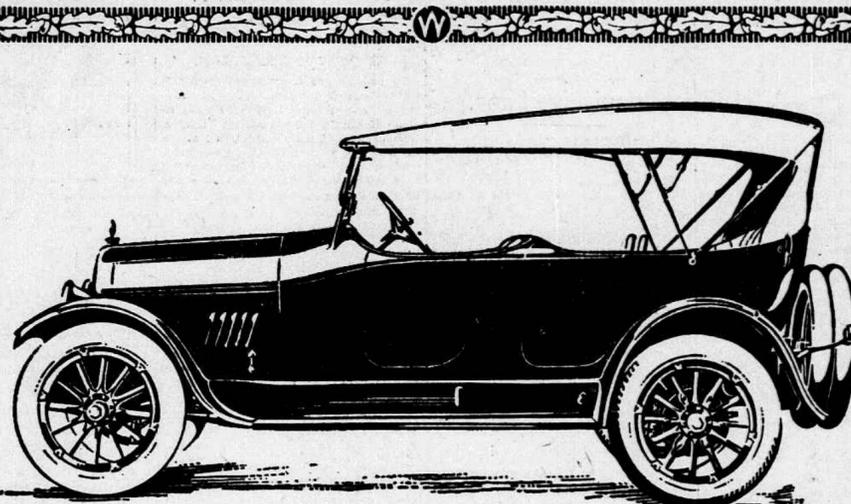
## AUTOMOBILE EDITORS HOSTS.

Washington Newspaper Men Entertain at a Baltimore Hotel.

A complimentary dinner was given at the Hotel Emerson, Baltimore, Tuesday afternoon, by the automobile editors of the National Capital to William

P. Barnhart & Co. of this city, upon the opening of a branch in Annapolis in the Monumental city, on Mount Royal avenue. The automobile editors of Baltimore and automobile representatives were the guests of the local newspapermen.

At the conclusion of the dinner brief addresses were made by A. C. Cosgrove, W. A. Clare, Harry Ward, William P. Barnhart and others. In attendance, in addition to those named, were Albert M. Schneider, H. E. Gordon, O. I. Wright, R. E. Lincoln, C. W. House, C. G. Revilla, H. L. Carpenter, L. Frank O'Brien, J. W. Foster, Howard S. Fisk and C. B. Weiss.



# THE NEW Westcott SIX HAS ARRIVED

One Chassis Six Bodies \$1590-\$1690

EVER BEFORE has there been a line of motor cars of the light-weight tendency that could be compared with the new Westcotts. This sweeping statement is made without reservation. From tip of radiator to the tire carriers, the Westcott is characterized by originality approaching to boldness in conception, but every line and every curve is held in reserve by an exquisite sense of proportion and good taste. Closer inspection only adds to the delight of first impressions. The upholstery is all of long grain leather held in place by invisible fasteners. The leg room seems to indicate that the designer was well over six feet tall; yet the adjustable pedals on clutch and brake can be set to bring the foot control within the reach of the tiniest woman. And what a roomy aisle between the two front seats! No trouble at all to pass from front to rear without disturbing the driver or slowing down the car.

THE REAR COMPARTMENT is a delight! Such generous space! Disappearing auxiliary seats that really disappear. Tonneau lights in the rear of the front seats. Robe rails and foot rails and deep, luxurious cushions that invite one to relax and ride, blissfully free from all suggestion of motoring fatigue.

LOOKING FORWARD the eye rests on the solid mahogany instrument board,—a thing of beauty in itself. There are big compartments for gloves and personal effects. All instruments are fastened from beneath, leaving no screws or other attachments to mar the beauty of the board. On the steering wheel all metal parts are of aluminum. The wind-shield is a work of art.

But splendid as are the proportions of this car,—beautiful as are its body appointments,—it is the chassis that places the new Westcott in a class unique.

THE WHEEL BASE IS 125 INCHES,—the length which gives most complete riding comfort coupled with greatest ease of driving and turning. The frame is of extra duty pressed steel in U-beam construction,—tremendously strong for its weight. Every leaf of every spring is of chrome vanadium steel, practically unbreakable but luxuriously resilient. The axles are the most approved Timken construction with Timken bearings. Firestone Remountable Rims with oversize tires on all four wheels.

THE DELCO TWO-UNIT SYSTEM assures absolute efficiency and freedom from troubles with the starting, lighting and ignition. And a magnificent six cylinder continental motor, cast en bloc, 3 1/2 bore x 5 1/2 stroke, delivers a stream of consecutive power impulses that are practically free from vibration, with never a knock between speeds from one mile upward to as fast as you will ever dare to drive.

A CENTRIFUGAL PUMP AND FAN, with thermostatic control, keep the water circulating through the

cellular radiator so that the motor runs at the same temperature in January as in July. The radiator shell is removable.

THE RAYFIELD CARBURETOR is of an improved type and it is bolted direct to the cylinder block without manifold. One simple regulator operated from the driver's seat makes all carburetor adjustments.

LUBRICATION is kept at constant level by a combination of force feed and splash. The crank case is a solid aluminum casting, saving two-thirds in weight as compared to cast iron.

THE CLUTCH is Brown-Lipe dry plate multiple disc of a brand new type. Three speeds forward and one reverse are provided by the Brown-Lipe Transmission system, with its sliding gear, selective type, and gears of nickel steel. The bearings on main shaft are Timken. And the breather pipe on the transmission housing provides ample allowance for the expansion of the lubricant and prevents leakage of grease.

THE DRIVE is transmitted through a tubular shaft with torque arm and two Spicer Universal Joints. No torque strains on the rear springs even in the hardest driving and braking.

TIMKEN SERVICE AND EMERGENCY BRAKES are of ample dimensions and are provided with equalizers.

A GEMMER SEMI-REVERSIBLE WORM AND WHEEL STEERING GEAR holds the car to the road with plenty of allowance for sudden obstructions,—another element of safety that experienced drivers will appreciate.

With a tank that holds 19 gallons of gasoline and the Stewart Vacuum System of largest size, the fuel supply is practically perfect. There is also storage capacity for 1 1/2 gallons of oil.

**Standard Equipment**  
THE storage batteries are Willard. (10 ampere hour.) The new Westcotts are delivered to the buyer completely equipped for the road. Fantastone one-man top with Jiffy Curtains, Cow-fitting double ventilating, rain-proof wind-shield; Shroud Lamps; Oil Pressure Gauge; Warner Speedometer; Warner Electric Clock; Boyce Motometer; large Klaxon with push button in center of steering post; flush Tonneau Lamps; engine-driven Tire Pump; robe rails; foot rail; license holder; spare tire saddle; foot accelerator; Gasoline Gauge and complete tool kit with jack and repair outfit.

Such, in brief, is the new Westcott Motor Car,—a creation of incomparable efficiency, beauty and endurance. The specifications which the factory sent us in advance convinced us beyond doubt or question that this would be the greatest value ever offered to the buyer who is "motor wise". The stock cars exceed even our most optimistic anticipations.

And yet this car is not a "millionaire's car." In price it compares favorably with most of the popular cars of the day. \$1,590 for the Roadster or the Five Passenger Touring Car. Only one hundred dollars additional for the Seven Passenger Touring Car. The closed bodies will be in proportion.

You must see this car. You must judge it in cold-blooded comparison with other cars, without reference to price. You must ride in it and drive in it and put it to every test that you can think of. Call us up for an appointment or visit our warehouses.



# ONLY 14 CHALMERS CARS PER DEALER ARE LEFT IN THE GREAT \$56,000,000 "RUN"

We are but one of 1600 Chalmers Dealers. There are only 20,000 of the 3400 r. p. m. Chalmers left. So if we had to take our chance on an even allotment among the 1600, we'd probably get only 14 more of them.

The run on this car has been mastodontic.

We're lucky to have one left, because the Chalmers Company set out to build only \$22,000,000 worth last fall.

These were all built and delivered before the first day of summer came. Then we got the Chalmers executives to add 10,000. These were pretty well cleared up before the first day of September.

Now we have just got them to build 20,000 more—making 48,000 of the 3400 r. p. m. Chalmers all told—just \$56,000,000 worth of one model.

So you see it has been like a regular "run" on a bank. Only instead of a bank it has been a car. And a truly magnificent car, too.

We attribute the "run" to the wonderful quality in the car.

We find men and women are buying better and better cars every day. Just go down among your acquaintances and note how many of them are driving better cars than they used to.

Probably 75 per cent of our sales have been to people who have owned lower priced cars. There's a peculiar and interesting kind of pride in owning a regular car. A man said to us the other day:

"I bought a 'price' car a year ago. It was a one-year car. It looked fine and drove well for a while. I got 10,000 miles out of her, but she couldn't stand the racket. I'm all done trying to

buy price tags. I used to say I'd never pay more than a certain sum for a pair of shoes.

"I ventured \$2 beyond the price one day and, thoroughly to my surprise, I got such a better fit, so much more comfort, so much more in looks, and so much more in wear, that I just figured I'd been a blame fool all these years.

"It's the same way with cars. You get just about what you pay for in a cheap car. It's like advice. I'm paying \$300 more for this Chalmers than I paid for my old car. But I can see right away I'm really getting \$500 more in car and quality. Besides I'm driving a regular thoroughbred."

There are lots of men like our friend. People don't shop around much in buying meat for the home. A rib roast is a rib roast. If one butcher has rib roast at 2 cents a pound less than the other, it's safe to venture that it's 2 cents a pound inferior meat.

Quality—and the quality scale of life—that is what the American people are seeking today as never before, in our casual observation.

And a great help is a quality car like the 3400 r. p. m. Chalmers. Forget that the price is only \$1090 Detroit. The price is not determined by the President of the Company, nor by the Chief Engineer. The price is determined by cost accountants. That accounts for the odd figure \$1090.

The sum of \$1,000,000 has been added to Chalmers factory equipment since the birth of the 3400 r. p. m. Chalmers about a year ago. Added why? Just to make each car a little better than the one that went out the factory door ahead of it.

P. S.—To remind you—the Chalmers Company is building 20,000 more of them. This model will be continued without change in design into next season.

C. Walter Hoover  
Gen. Mgr.

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