

BOISE, IDAHO, SUNDAY MORNING, OCTOBER 12, 1919

**OWYHEE COUNTY COMMISSIONERS BUY
TWO-TON TRUCK, TRACKING TRAILER
AND WATER TANK FOR HIGHWAY WORK**

**Road Gang Equipped With This
Outfit Can Camp on Job of
Cement Work Until Finished
—Boise Company Fills Order**

Owyhee county is preparing to go after its road improvement work with equipment commensurate to the task. Antique horse-drawn vehicles and implements will no longer do, the commissioners have decided, in an age when motor traffic cuts up highways in no time and when permanent repairing means hauling of materials in large quantities.

That is why the Noble Motor Car company of Boise was commissioned to procure a big international two-ton truck and a 3000-pound Hesse tracking trailer, with a 350-gallon steel water tank mounted on the latter. And that is why on the day after this equipment was delivered an additional order was placed for a three-quarter-ton truck.

LEAVE ALL TO NOBLE

Specifications for the equipment and the purchasing thereof were left in the hands of the Boise company by the Owyhee officials after a conference between them and H. W. Briggs, representing Mr. Noble. The big truck and trailer were secured in Salt Lake and driven here for delivery and the water tank was built and mounted under the company's supervision.

The combination will be especially useful in the construction of concrete bridges and culverts on rural stretches of road. Tools and materials, the road gang and all their supplies will be taken to the work in the truck and the steel tank will carry all the water needed. Thus the gang can camp right on the job until it is completed, with an ample supply of water both for the cement work and for the grub kitchen.

SMALL TRUCK USEFUL

Meanwhile for lesser jobs and errands and for the routine work of the county road supervisor a smaller truck fills a big place in the scheme of economy. It can serve as a passenger car, a delivery vehicle or a grocery cart equally well. The three-quarter-ton international supplied by the Noble company for this purpose is a husky younger brother of the big two-ton truck which will work on the larger jobs.

UTILITY FARM TRUCK

**New Body Adaptable to Various
Purposes Announced by
Federal Company.**

The Federal Motor Truck company of Detroit, Mich., announces a special new body for farm trucks which is instantly adaptable to any kind of farm load, according to M. L. Pulcher, vice-president and general manager of the company.

The body, which can be furnished in 1½ and 2 ton capacities, combines in one frame all the requirements of the farmer for a general utility truck body. The Federal company has long recognized the need of the best facilities for farmers to use in transporting their livestock quickly and without loss in weight or time. This body it, is felt, fully fulfills that need.

As a high grain-tight body the truck is arranged to carry its full capacity of grain in a body which makes impossible loss through leakage through the truck body.

The flareboard express body is intended for the general purposes that come up around the farm. It can be used for hauling implements and almost anything that is not provided for by the other types of body.

Two additional forms to which the body adapts itself is the basket rack arrangement which provides a 12-inch flareboard over each side of the body with 12-inch vertical extensions to these. Baskets of produce are thus easily handled and the body also can be used to carry passengers. In addition to this the hay rack arrangement, by which the truck can be converted into a hay wagon in which ½ tons or more of loose hay can be hauled, also is provided.

Trucks to be efficient farm helpers must be possible of greatest utility, and this body will help farmers to keep their trucks working continually.

**FORD MOTORS DRIVE
NC4 IN HER FAMOUS
TRANSATLANTIC TRIP**

The Ford Motor company has just received official advice from the navy department that it was four Ford Liberty motors, all built in the Ford Motor company's shops at Detroit, which furnished the power that drove the NC4 to victory in its recent record-breaking flight across the Atlantic from Tripassey, Newfoundland to Plymouth, England, a distance of 4,000 miles. They were regular stock motors built during the war as a part of the Ford Liberty motor production.

**AUTO MEN IN SEARCH
OF IDLE FREIGHT CARS**

Dealers Urged by Detroit Manufacturers to Co-operate in Campaign to Offset Serious Impending Shortage.

Quick and concentrated action toward the relief of the threatening freight car shortage is being undertaken by the automobile industry. The efforts at present are being directed primarily against unnecessary delays in loading and unloading and in preventing the holding of cars for "prospective movements."

As they did two years ago, when the freight car shortage reached an alarming stage, Dodge Brothers, Detroit motor car manufacturers, have asked their entire organization, which extends to virtually every locality in the United States, to co-operate in the speed-up campaign. A Dodge Brothers executive commented on the situation as follows:

"We have asked all our dealers to notify us by wire as soon as they discover that an automobile freight car or a string of cars is being unnecessarily held up. We are positive that hundreds of such cars are on the sidings, particularly in the western districts. Presumably these cars are being held for 'later assignment,' but we must eliminate the 'later' and get these cars moving now. We emphasized our statement that dealers themselves should under no circumstances lose time in unloading and turning freight cars back to the railroads. If every trifling delay is eliminated the situation will be much less severe than the present outlook indicates and motor car dealers will benefit to a degree proportionate with their efforts to relieve the shortage."

It was added by the executive that there are fewer freight cars in active service now than at any time in the last three years.

The campaign undertaken by Dodge Brothers is in line with the advice of the director general of the railway administration, who conceded a few days ago that there was grave danger of a freight car shortage. In asking shippers to give their co-operation he suggested prompt loading and unloading of freight cars and hauling by motor truck as the most important means of affording relief.

**TIRES SAVED BY USE
OF INFLATION SCALE**

**In Lieu of Maker's Data, User
May Depend Upon Standard
Lately Adopted by Society of
Automotive Engineers.**

Despite the constant stress being placed by tire manufacturers on the importance of proper tire inflation, from the standpoint of long mileage, the vast majority of tire users continue very careless in this respect, according to some of the tire makers of Akron.

"The tire users as a body don't seem to realize that under-inflation and sometimes over-inflation are more injurious to the tires than bad roads, careless driving and the other handicaps that beset the average tire," declares E. C. Millhoff, general sales manager of the Miller Rubber company.

"It's an old story. Nevertheless, inflation trouble is so unnecessary that one cannot ignore the terrific abuse that pneumatic tires undergo in this respect. Manufacturers and dealers spend a great deal of money for literature that will show the motorist the proper inflation required for his tires, but only a comparatively few of the motorists profit thereby. The others either lose the data or pay no attention to it.

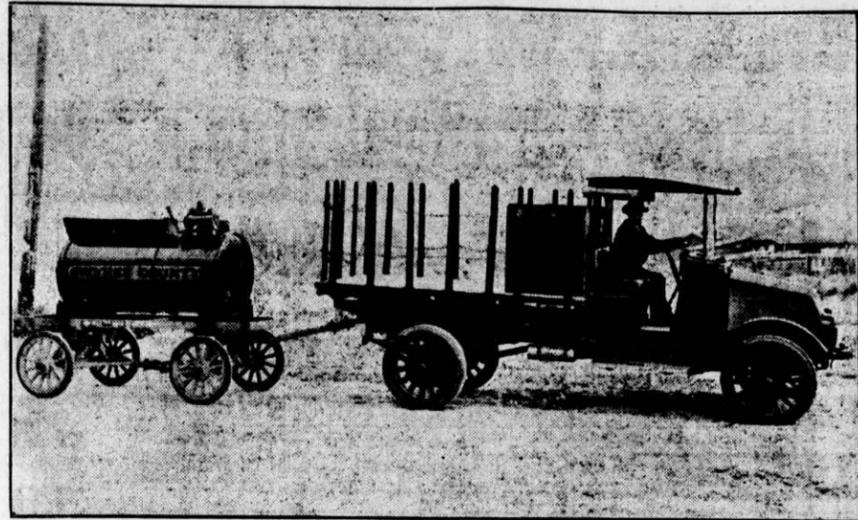
"While it is true that the proper degree of carrying capacity and inflation may vary slightly with different makes of tires a standard scale carefully arrived at could be used to advantage by all motorists. One of the best general scales for capacity and inflation is that recently adopted by the tire and rim division of the Society of Automotive Engineers."

The scale referred to by Mr. Millhoff follows:

FABRIC TIRES			
Tire size.	Maximum Load per Tire.	Corresponding Air Pres.	
2	275	45	
3	370	55	
3½	470	65	
4	570	75	
4½	670	85	
5	770	95	
CORD TIRES			
Tire size.	Maximum Load per Tire.	Corresponding Air Pres.	
2	400	40	
3	500	50	
3½	600	60	
4	700	70	
4½	800	80	
5	900	90	

According to Mr. Millhoff the motorist who hasn't an inflation scale furnished by the factory that made his tires may with safety base his inflation pressure on the foregoing figures.

TWO-TON TRUCK WITH WATER TANK ON TRAILER PURCHASED BY THE OWYHEE COUNTY BOARD FOR USE IN HIGHWAY REPAIR WORK.



**ONLY SLIGHT CHANGES
IN CHANDLER MODELS**

**Modifications in New Sedans,
Coupes and Limousines Are
Designed to Add to Comfort
and Artistic Appearance.**

Only a few changes, incorporated to make the models more comfortable and to add to the artistic appearance of the line, have been made in the Limousine, Coupe and Sedan by the Chandler Motor Car company of Cleveland for the present season. The power plant is the same that has maintained for the Chandler a reputation for quiet, flexible efficiency and all models are built upon the same chassis.

New features in the seven-passenger sedan and four-passenger coupe are noticeable in the high hood and radiator; the lower windshield panel, which curves to follow the high, rounded cowl; the permanent, metal-covered posts; undivided front seat (in the Sedan); spring cushions in auxiliary seats; larger doors with square corners; silk plush upholstery and Colonial design with dull silver finish in the interior hardware.

The new series limousine is exceptionally well appointed and finished. Its interior has mahogany panelling, an autophone and mahogany smoking and toilet cases. Lights include a dome, reading and automatic step lights. Nickered coat hooks are provided. A striking new feature is the beveled ledge along the outside of the windows which adds to the general symmetry and artistic appearance of the limousine.

All Chandler closed cars are entirely metal covered with square cornered doors and windows. The lower windshield panel curves following the high, rounded cowl. Windows are of heavy plate glass adjusted by an automatic lift. Windows have been made rattler-proof by the addition of a special anti-rattle device.

Over size tires are regular equipment on all closed models and sedans and coupes are supplied with windshield wipers.

THREE SIZES AT ONCE

**Uniform Production of Trucks
Purpose of New Addition
at Packard Factory.**

According to word received by the Sims company, local Packard dealer, both an increase in output and a more uniform production of the various sizes of the truck it builds will follow the completion of a substantial addition now under construction at the Packard Motor Car company's factory. More than \$1,750,000 is being invested in the building and its equipment. The excavating is under way, and the addition will be in operation in about six months.

With these expanded facilities at its command, Packard will be able to turn out three sizes of trucks, for instance, its three-ton, its five and its two, simultaneously. This will affect favorably the delivery to distributors, and through them to users. So far, Packard has had to run on one size until a sufficient quantity was on hand, then change over its tools, jigs and fixtures for a run on another size. This limitation affected manufacturing costs, but was even more keenly felt in the matter of deliveries.

Assured by present conditions of a continued heavy demand for its cars, Packard is building toward a steady production of about 1000 trucks a month.

The addition is to be a three-story building, of standard factory construction, adding 250,000 square feet of floor space to the Packard's present total of 60 acres.

CAUSES OF GRINDING
When a grinding noise is heard in the transmission case it will be found to be caused by one of the following conditions: Lubrication failure—either the oil has leaked out or is too thin in body to do its appointed task; the shafts may be out of alignment; bearings may be badly worn or broken, or there may be chips from injured teeth in the cast. Whatever the cause it should be run down and eliminated immediately.

**UNITED STATES MARINE CORPS ADOPTS
NASH QUAD FOR EXPEDITIONARY DUTY;
WAS USED IN DOMINICAN ROW OF 1916**

**Sixteen Years Following War
With Spain Busy Stretch of
Activity on Foreign Soil for
"First to Fight" Crew.**

"This is to notify you that the Nash two-ton Quad has been adopted by the Marine Corps standardization board as the standard duty truck for expeditions."—Major Utley, U. S. Marine Corps.

Briefly, this means that from now on, whenever Uncle Sam finds it necessary to send the Fighting Marines, Nash Quads will go to transport supplies, bring up guns and ammunition and, in short, do all the various hauling tasks necessary.

To those most familiar with the activities of the Marines, this means that the Nash Quad has been paid about the highest honor which could be conferred upon a motor vehicle.

It is one thing for a truck to perform satisfactorily where roads are good and quite another for it to keep up with the Marines and do its work in any out-of-the-way corner of the globe, where the president may deem it necessary to dispatch these soldiers of land and sea.

"Go everywhere—see everything" is one of the well-known slogans of the Marine Corps, and to meet the requirements of this most active branch of the service, the Nash Quad must "go everywhere and do everything."

"If you want to fight, join the Marines" has long been another Marine slogan which has contained much more truth than poetry. The Marines get there first when trouble is brewing. They don't wait for nice roads to be built or other elaborate preparations either. They get on the job.

The heroic part played by the Marines in the great war is of too recent

occurrence to need recalling. Something of the so-called "peace-time" duty which the Quad will be called upon to perform as the official expeditionary truck of this branch of our fighting forces, may be had from a brief recital of what the Marines were doing during the 14 years that followed the Spanish-American war.

For the Marine Corps those 16 years were an unbroken stretch of activities on foreign soil. There were the Samoan operations of 1899, the Boxer expedition of 1900; those tense days on the Isthmus of Panama in 1901, '02, '03 and '04. There were the activities in the West Indies and Central America, the Cuban pacification in 1906, the Nicaraguan expedition in 1909-1910 and later in 1912, the seizure and occupation of Vera Cruz in 1914 and the landings Haiti and Santo Domingo at the close of that period. And where Marines with quads are now on duty, guarding property and keeping watch on the political situation.

Before reaching its decision to use nothing but Nash Quads for its future expeditions the marine corps was already familiar through actual comradeship with the quality of quad performance where roads were bad and where there were no roads at all.

At the time of the standardization on Nash Quads the marine corps owned and was operating 400 of these powerful and sturdy trucks. Many more quads are now being rapidly added to this equipment.

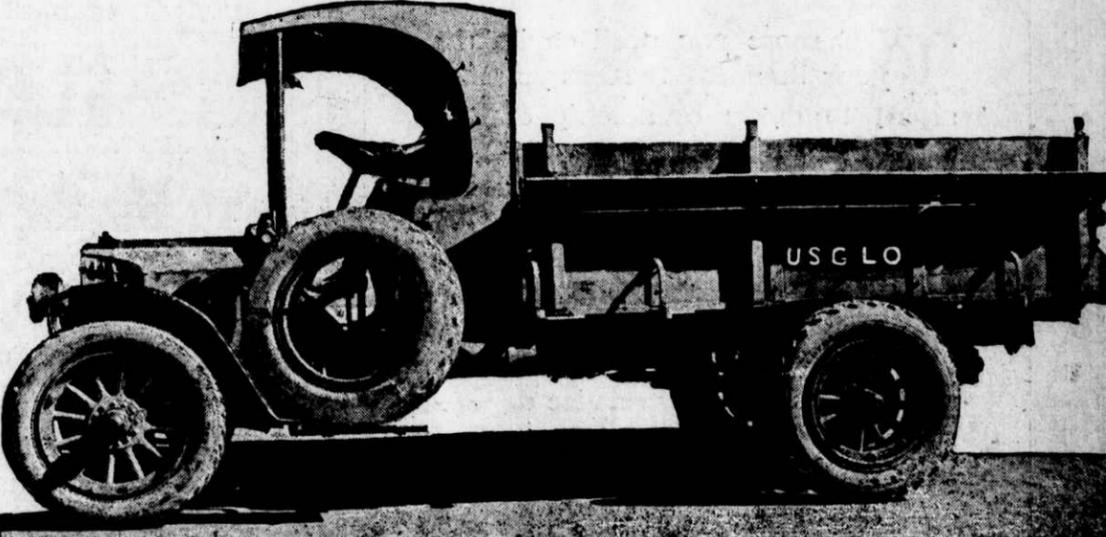
In the famous march from Monte Cristi to Santiago de Los Caballeros, over country which has to be seen to be appreciated as a route for motor trucks, the Nash Quads with the column were used as tractors and hauled ammunition wagons, field guns, supplies and carried their own loads at the same time.

This was in 1916 and these same quads are still on duty in Santiago de los Caballeros, Dominican Republic.



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