

COUNTY PUSHES ROUTE STUDY ON SUPERHIGHWAY

Must Submit Proposal to
State March 1.

[While Cook county is planning a \$50,000,000 superhighway northwest from the loop the city is planning a \$30,000,000 super to the west, and it is anticipated that the state highway department will undertake a similar improvement to the southwest.]

BY MAJ. GEORGE A. QUINLAN.
[Cook County Highway Superintendent.]

Cook county by March 1 must submit to the state highway department for approval its proposals for a superhighway location and design. This requirement was written into the law authorizing the county to spend \$30,000,000 for super roads, the funds to be derived from the sale of notes anticipating future gasoline tax revenue.

The county is progressing with its route studies so that the design and location will be determined in time to comply with the statute and to acquaint all civic and public authorities with the plans.

Route Survey Ordered.

The board of county commissioners on Sept. 28 passed a resolution directing the superintendent of roads to prepare studies, surveys and plans for a route beginning in Grant park and extending in a northwesterly direction to suitable connections with Higgins road, Algonquin road, North-west highway, Milwaukee avenue and other major highways.

Engineers are exploring all possibilities. Consideration is being given to six possible connections with the outer drive at some place between Wacker drive and Oak street. Northwest of Ogden avenue and northwest from about Halsted street and Chicago avenue, thirty-five possible variations of alignment are being studied. Some follow the north branch of the Chicago river and others follow the North Western railroad embankment.

Cost Enters Calculations.

The engineers are calculating the right of way and the construction cost at each of these possible locations. They are also determining the relative values of the various locations in serving traffic and population.

It is known now that it will be necessary to have four traffic lanes in each direction, free of cross traffic, free of pedestrians and free of parking, without access to abutting property except by ramps or grade separations.

Many physical difficulties will be encountered in designing and constructing a system of superhighways which may at places require the elevation or depression of the roadway, as the need arises. Because of this, no one type may be selected as standard for a particular route.

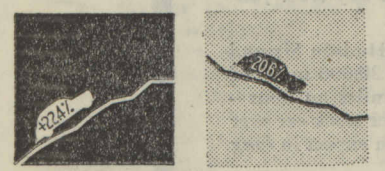
CALIFORNIA'S SET FOR NEW TOURIST RECORD IN 1940

Los Angeles, Cal., Nov. 4 [Special].—Alto this is the greatest motor tourist year in the Golden state's history, the high record now being set will be far exceeded by the 1940 influx of such visitors, according to the Automobile Club of Southern California. This statement is predicated upon the tremendous number of early inquiries from Chicago, Detroit, Cleveland, Cincinnati, Minneapolis, and other cities of the middle west, as well as those of the east. Illinois is among the leaders of the states with requests for data.

Touring authorities of the Southern California motorists' organization voice the belief that in excess of 600,000 private motor vehicles will bring up to 3,000,000 persons from other states into California during 1940. This figure is based on the wide general interest already apparent and also on the showing made during the first nine months of the current year, when 362,728 cars arrived, with 1,957,531 passengers. The 1939 total is expected to run well over two and one-half million persons. Hundreds of thousands of Americans who traveled in Europe and the orient when conditions were less perilous there are seeing their own peaceful country now. Chicago always has been a major contributor of motoring visitors to Southern California.

TRAFFIC DEATHS IN NIGHT TIME SHOW INCREASE

Nine years ago 50.9 per cent of all traffic deaths occurred during the hours of daylight. Today the daylight percentage has dropped to 40.4 per cent and the majority of fatalities



ties are happening in hours of darkness.

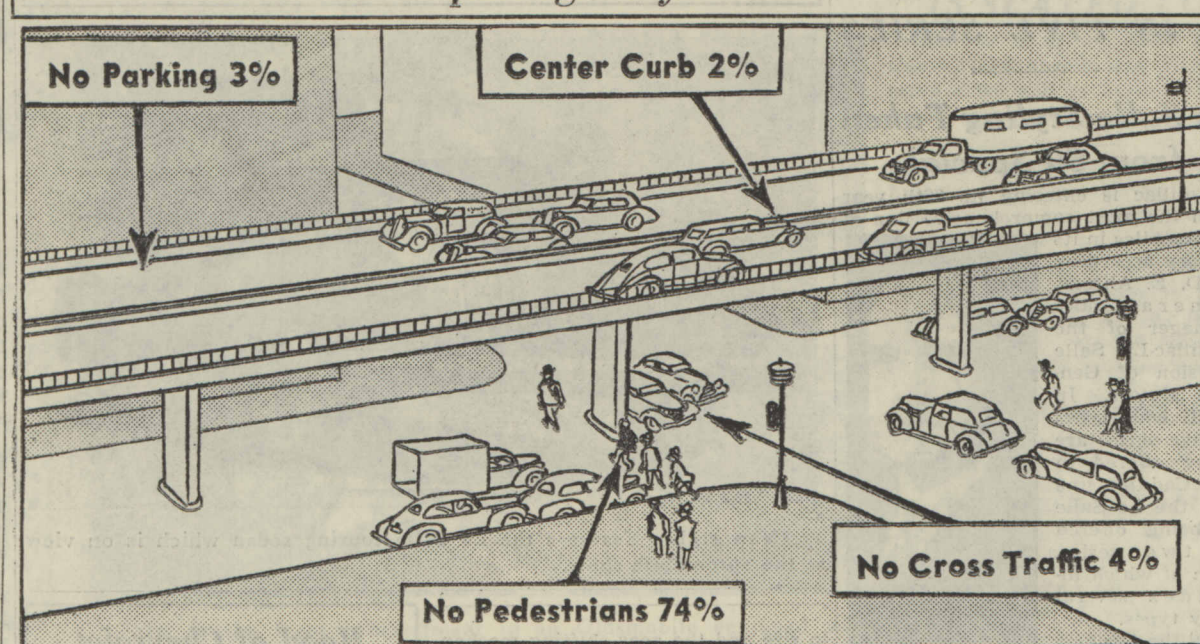
The ratio of traffic deaths at night has increased 22.4 per cent during nine years. The ratio of daylight deaths has decreased 20.6 per cent.

This trend, according to the Travelers' Insurance company, indicates an imperative need of recognition of the night driving problem by drivers, pedestrians, and traffic officials.

New Highway Projects Began in McHenry County

[Chicago Tribune Press Service.] Woodstock, Ill., Nov. 4.—Three important highway construction projects are under way in McHenry county. State highway 67 is being continued east of its junction with state highways 47 and 31, south of Crystal Lake, and a railroad grade separation is under construction in Harvard for U. S. 14.

How Superhighways Save Lives



This sketch points out features of an elevated highway that would eliminate the causes of 83 per cent of the traffic toll on Chicago's streets. According to safety experts, 98 per cent of all fatal accidents are of types physically impossible on an elevated road. The absence of railroad crossings, street cars, bicycles, trucks, safety islands, and other obstructions accounts for the additional 15 per cent.

CARE IN SPENDING OF 'L' HIGHWAY CASH DEMANDED

Safeguards Are Set Up for Motorists.

BY J. J. CAVANAGH.
[Vice President and General Manager,
Chicago Motor Club.]

Illinois motorists expect the state highway department to exercise the powers given it by the motor fuel tax law in supervising the expenditure of the \$60,000,000 in city and county gas funds to be made available for the construction of a system of elevated highways in Chicago.

When the state legislature made it mandatory upon highway department officials to approve plans for spending motor fuel tax funds, it acted wisely. State supervision, properly applied, prevents the possibility of municipalities and counties spending the motorists' money unwisely in an effort to meet the demands of purely local pressure not founded on safety or traffic requirements.

Routes to Be Picked.
One of the most important details the state highway department must supervise is the selection of routes. Without this action by the state, there is grave danger that local pressure groups, interested in only one section of the city, may influence a choice that will fall short of accomplishing the greatest possible results in serving all motorists.

It also is important that connections with state routes be considered in planning Chicago's limited way system. These superhighways must be planned to serve motorists coming into the city from downstate and motorists from Chicago who are bound for suburban and downstate communities.

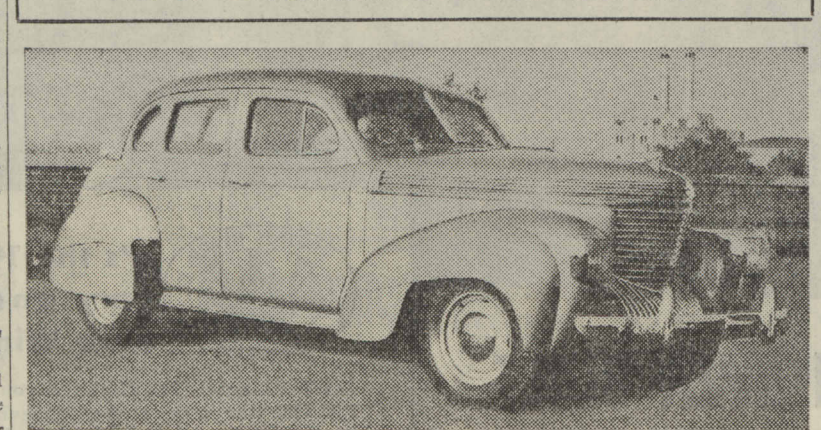
Plans to Be Studied.
Engineering and construction details must also be examined thoroughly by the state. This will eliminate the danger of spending the motorists' money for slum clearance and city beautification projects. Every penny of the money should be spent to provide the best and safest type of highway possible.

Motorists of Chicago and Illinois have fought long and hard for a superhighway system that will meet the demands of modern traffic. They are insisting that the state highway department exercise its statutory powers to their fullest extent to guarantee that this is done.

Tiny, High Speed Motors Seen for Autos of Future

Some motor circles are predicting that automobiles of the future will have small, high speed motors in the rear of the car. The engines will be small enough to fit into the trunk compartment and will achieve sufficient horsepower by an extremely high number of revolutions per minute.

1940 Graham 4 Door Sedan



Here is the Graham 4 door supercharger.

BY JOSEPH B. GRAHAM.
[President, Graham-Paige Company.]

Graham this year is continuing its 1939 design which proved to be popular with the public. However, we have made improvements in both the interior and the exterior appearance.

In addition to the four door sedan, the two door sedan, and the combination coupe, which have been in the line during the last year, we have added a five passenger convertible coupe.

The power out. Joseph B. Graham, put of the supercharged motor has been stepped up to 120 horsepower and that of the standard motor to 93 horsepower. Individual cylinder wall lubrication, whereby a protective film of oil is provided to all cylinder wall and piston surfaces with the first movement of the motor, is being retained.

SAFETY COURSES ARE RESUMED IN ILLINOIS SCHOOLS

BY H. H. HARRISON.

[Illinois State Traffic Engineer.] An acquaintance with traffic laws, knowledge of highway design and traffic devices, and a proper attitude toward motoring are three of the most desirable attributes that any one who operates a motor vehicle can possess.

With a view toward developing these attributes in the motorists of tomorrow, the division of highways has resumed supervision of instruction this year in 3,000 Illinois grade schools and 600 high schools.

High school driving and classroom safety courses, based on the text book, "Man and the Motor Car," issued by the National Conservation Council and supplied at cost to the schools, are taught by members of regular school faculties with the assistance of Illinois state highway police safety officer and members of the division of highways safety engineering staff.

High school students who pass written examinations which are given following 17 hours of classroom work may obtain instruction permits and upon learning to drive are given road tests by Illinois state highway police officers. Those who pass these road tests successfully are eligible for drivers' licenses without further examination.

PUTS 'STRENGTH WITHOUT WEIGHT' AS MOTOR MOTTO

BY H. A. WEHMEIER.

[Vice President, Community Motors, Inc., Chicago Pontiac Distributor.] The trend today is to streamline. Manufacturers took the lead in this respect several years ago, but perhaps the word, as far as automobiles are concerned, should be "strengthening."

The smooth lines of the 1940 models are nice to look at and suggest frictionless motion, yet in actual fact the chief purpose is to furnish strength without weight. Actually the exterior design of a car has little effect on air resistance unless unusually high speeds are encountered. To wind resistance, several design changes would be necessary.

However, several hundred pounds more of material would be necessary to make a square built car as sturdy and as quiet as our present day streamlined models.

Headlamps, increased to 20 inch length, nestle lower in the fenders, nearly 10 inches farther apart than in the 1939 models. Lights are of the new "sealed beam" type of safer night driving.

The hood is of the alligator type, opening at the front. The hood is equipped with a theft proof lock so that access to the engine compartment can be gained only after releasing a control knob under the dash of the car.

Among the other improvements are new safety running board, enlarged gasoline tank, wider doors, better balanced springing, and numerous other items.

All series for 1940 include sport sedan, town sedan, and business coupe.

A Glance at the Ford's New Panel Tells Whole Story

The Ford V-8 instrument panel is entirely new and distinctive in design. Gauges are grouped compactly for easy visibility thru the new two-spoke steering wheel. There are ash trays on each end of the panel, which also contains a built-in grille for easy installation of radio speaker, and a glove compartment with a lock.

Left Hand Thread Used on Plymouth Wheel Bolts

A special safety feature of the 1940 Plymouth, engineers of the company say, is the left hand thread on wheel hub bolts on the left side of the car. Thus no wheel can work loose.

Greater Rigidity Keynote of New Pontiac Bodies

The bodies of the 1940 Pontiac have been designed for greater rigidity, the company says. The floor and roof sills are now box section steel and the cowl assembly has been improved.

1940 CHEVROLET NEW FROM FRONT TO REAR BUMPER

Appearance Is Entirely Changed, Holler Says.

The 1940 Chevrolet is a brand new car from front bumper to rear bumper, says W. E. Holler, general sales manager of the Chevrolet division of General Motors.

In appearance the car is entirely changed from the preceding model and both body and engine contain numerous improvements and refinements.

This year's line is offered in three series—the Master 85, Master De Luxe, and Special De Luxe. All are virtually identical with respect to chassis, except for rear axle ratio, steering gear, and front suspension.

The Master 85 has conventional front springing only, the Master De Luxe has knee action and double acting rear shock absorbers and the Special De Luxe, in addition to these, has a number of special appointments and items of trim.

Extends Silent Speeds.
Among the features of this year's lines is a new synchro-mesh transmission which extends Chevrolet's silent speeds to include both low and reverse speeds. The vacuum power shift, with steering column control, is regular equipment on all models. The mechanism is entirely new, being simpler and neater and it is now mounted at the side of the transmission case for more positive operation and greater accessibility.

The wheelbase is 113 inches and the overall length of the car has been increased by 4 1/2 inches, making it one of the longest cars in the low priced field. The six cylinder engine develops 85 horsepower. Virtually every unit of the car had to be either relocated or entirely redesigned to accommodate the longer, wider, higher, and more massive bodies used this year in all three series.

In entirely changing the appearance of the car the ensemble from the front is made to present greater mass and width due to the new design of hood, fenders, grille, headlamps, and bumpers. The curve of the hood is carried farther down than hitherto, bringing the top of the grille considerably closer to the ground.

Grille of Chrome Plated Bars.
Thick horizontal chrome plated bars comprising the grille lend then out toward the bottom of that unit, covering the space formerly occupied by separate louvers in fenders. Fender valleys are eliminated.

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NUMBERS NEEDED IF CAR IS STOLEN; CARRY A RECORD

The prospect of a car being stolen isn't a pleasant thought, but it pays to be prepared for that emergency by having information at hand which will aid authorities in recovering the car as quickly as possible. Every motorist is advised to make a permanent record of his license, engine, and serial numbers, as well as the numbers on tires, radio, locks, and other special equipment, and keep them in his wallet so they will be instantly available in time of need. Having this information for the police enables them to broadcast a complete report of the felony immediately, hastening the possibility of recovery.

Funeral Processions Have the Right of Way

Funeral processions have the right of way over other traffic except emergency cars. The only cars which can legally break through a procession in which the cars are carrying mourners, marked by flags or wind-shield stickers, are ambulances, fire engines, and police cars.

NEW CHRYSLERS ARE BIGGER AND MORE POWERFUL

Crown Imperial Produces
143 Horse Power

Greater beauty, more powerful engines and larger bodies feature the 1940 Chrysler which are being displayed at the automobile show, says Charles L. Jacobson, vice president and general sales manager of the Chrysler sales division of the Chrysler corporation. The "fluid drive," which was first introduced on passenger automobiles in America by Chrysler, is being offered again this year in the more expensive lines.

Engines for the Royal and Windsor models now produce 108 horse power, says Jacobson. For the Traveler, Saratoga, and New Yorker they produce 135 horse power, and for the Crown Imperial—most expensive car in the line—they produce 143 horse power.

All models have longer wheelbases, Jacobson says that some years ago the engineers found that by placing the car engine farther forward in the frame and moving the seats ahead, the car weight would be more evenly distributed and an easier, more comfortable ride would result.

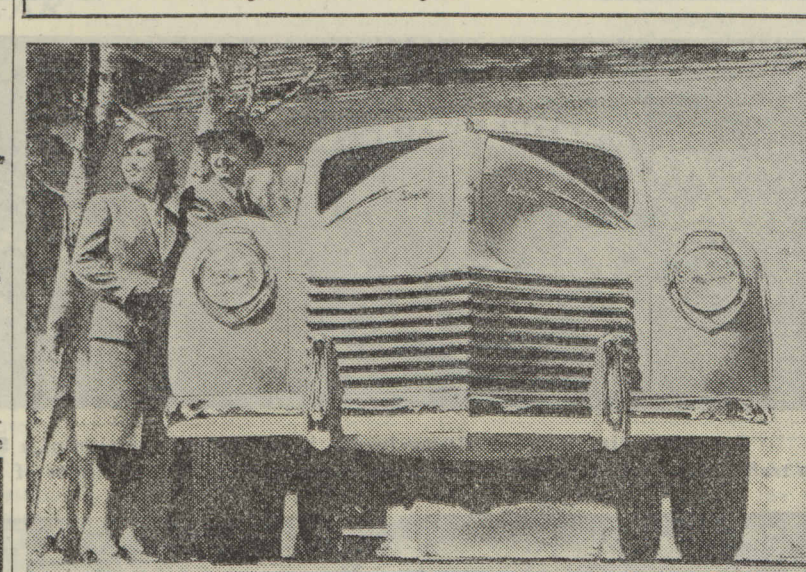
Other contributions to an improved ride include independent coil front springs and tapered leaf rear springs which are synchronized in action and react with approximately the same frequency.

The fluid drive, which makes it possible to drive the car in high gear a large percentage of the time, eliminating the necessity for using the clutch, this year is standard equipment on the Crown Imperial and is optional equipment at extra cost on the New Yorker and Saratoga lines.



Charles L. Jacobson.

Chrysler Royal for 1940



Here is the Royal—lowest priced car in the line of automobiles bearing the Chrysler name. It has a 108 horsepower engine.

DODGE INCREASES RIDE COMFORT BY SHIFTING WEIGHT

The ride featured by Dodge this year is due to a combination of factors, says George B. Allen, chief engineer of the Dodge division of Chrysler corporation. Basically, it is the long sought consequence of newly worked out changes in weight distribution. One of these involved the shifting of the engine forward. Another change caused the rear axle to be located further back.

Another change was the location of the seats—front as well as back—further ahead on the chassis. The chassis frame was redesigned and lengthened. Contradictory as some of the changes may appear, says Allen, they, in combination with improvements in spring suspension, produced a car with riding qualities of such improved smoothness as to give a well defined sensation of "floating."

\$130,000 Bridge at Elgin to Aid U. S. 20 Traffic

U. S. 20 traffic thru Elgin will be eased by the completion of a new 278 foot bridge over the Fox river now in its final stage of construction. The structure, built by the city of Elgin with motor fuel tax refunds, has a 58 foot roadway and dual 8 foot pedestrian walks. Cost of the project will be \$130,000.

Central Avenue Viaduct Work to Be Started Soon

Work on the construction of the Central avenue viaduct over the Milwaukee road tracks is expected to start soon, according to word received by C. H. Bullen, president of the Franklin Park Kiwanis club, which has been urging the project.

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