

COUNTY PUSHES ROUTE STUDY ON SUPERHIGHWAY

Must Submit Proposal to State March 1.

[While Cook county is planning a \$30,000,000 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 northerly 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].—Altho 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.

TRAFFIC DEATHS IN NIGHT TIME SHOW INCREASE

Nine years ago 50.3 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 fatal-

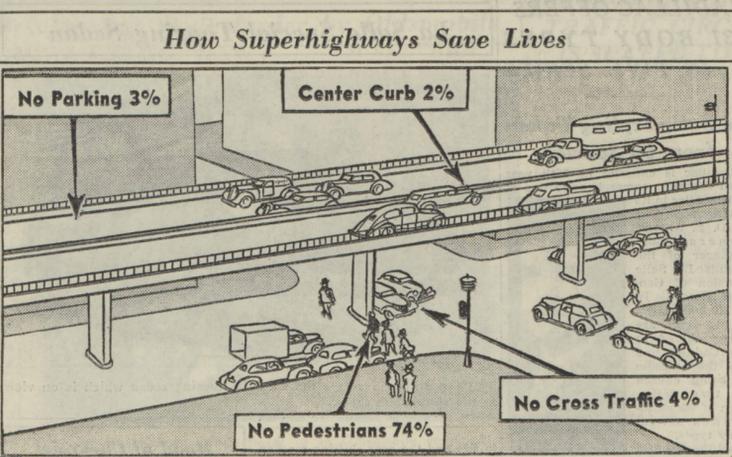
ties are happening in hours of darkness.

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 Begun 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.



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

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.

Safeguards Are Set Up for Motorists.

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.

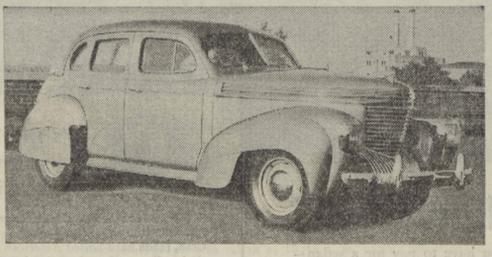
Engineering and construction details must also be examined thoroughly by the state. This will eliminate the danger of spending the motorists' money for slum clearance and city beautification projects. Every penny of the money should be spent to provide the best and safest type of highway possible.

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.

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 located 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 in the 1939 models. Lights are of 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.

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.

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 windshield 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 cars 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.

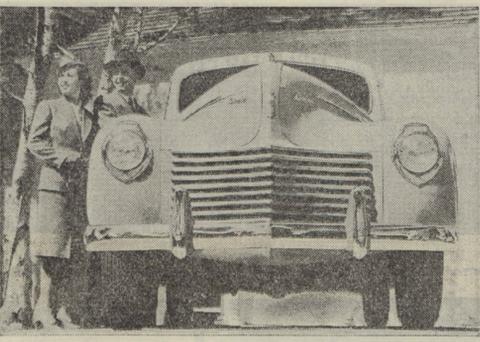
Engines for the Royal and Windsor models now produce 108 horsepower, says Jacobson. For the Traveler, Saratoga, and New Yorker they produce 135 horsepower, and for the Crown Imperial—most expensive car in the line—they produce 143 horsepower.

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.

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.

All A. A. motor clubs report an increased number of routings supplied to motorists this year as compared with 1938. Seventy-five per cent of the state travel promotion bureau report increased travel, while 12 1/2 per cent report declines, and a like percentage report that the volume is unchanged from last year.