

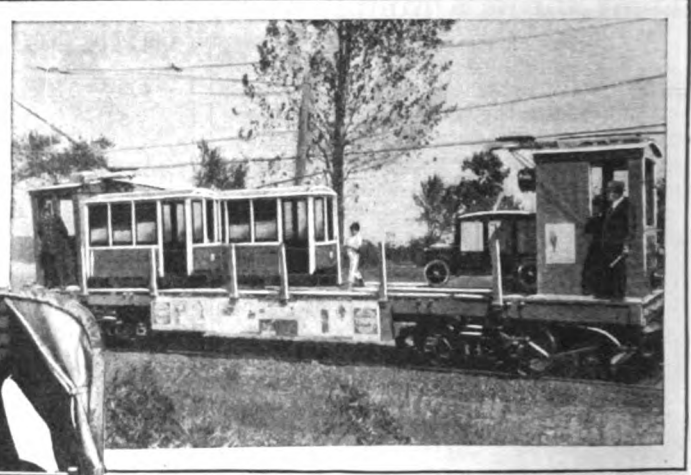
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**Race Horses Ride in Special Trailers**

WHEN the first automobiles broke down, the cry was, "Get a horse!" Now the situation is reversed, and the horses are being carried by cars. A pneumatic-tired trailer, in which a race horse can be carried from one track to another, has recently been brought out in England.

The vehicle is virtually a narrow box stall on wheels fitted with every comfort to make traveling easy for the horse, and to prevent it from being frightened or tired by travel. The ends of the trailer drop to the ground to provide two inclined platforms by which the horse can enter or leave the stall.

Fox hunters who wish to attend meets in various parts of England are finding this invention a means of carrying their favorite mounts with them.



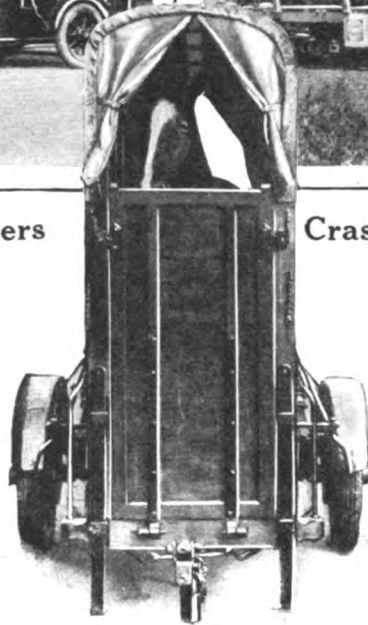
Courtesy National Safety News

**Crash! Reckless Drivers, Take Notice!**

WHAT is likely to happen when an automobile carelessly crosses behind a moving car? A graphic answer to the question was given recently by a moving safety exhibit mounted on a flatcar that repeated its lesson at frequent intervals along the trolley tracks of New Haven, Conn.

The exhibit consisted of two miniature street cars and an automobile, and was arranged so that the cars could be operated in both directions while the auto crossed from one track to the other.

The first car missed the auto, but the second car invariably struck it. As it did so, the radiator caved in to make the "wreck" realistic. For the next demonstration, the auto was pulled back into shape by a rope attached to the hood.



Traveling in a rubber-tired limousine is easy on the horse's nerves

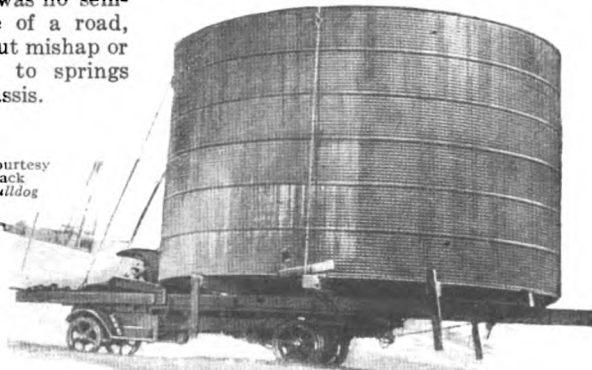
THE new Hudson River bridge will be the first large bridge to be weatherproof. That is, its steelwork will be so completely enclosed with bronze to exclude rain and moisture that the annual cost of repainting—the most serious item in the upkeep of a big bridge—will be reduced to a minimum. Only about 15 per cent of the structure will be exposed to the weather. If the entire surface were exposed, it is estimated that the annual painting bill would be nearly \$500,000 a year.

**Motor Truck Outdoes the Ant**

A 1500-gallon oil tank, 30 feet in diameter and 24 feet high, was not too bulky a load for the five-ton motor truck that recently carried the tank several miles over the open country of the Elk Oil Fields, Calif. The truck is a stock model, without special body or trailer.

The tank was so large that it was necessary to support the load on heavy timbers that extended far beyond the hood in front, and some distance beyond the chassis in the rear. In addition, a five-foot timber was bolted vertically to each end of the hindmost transverse support. These timbers were for emergency use, in case the car should start to overturn; but the five-ton truck carried the load over the rough ground, up hill and down, where there was no semblance of a road, without mishap or strain to springs or chassis.

Courtesy Mack Bulldog



With the aid of heavy timbers as extension supports, the truck was able to haul this 1500-gallon oil tank



**Army's New Dirigible Passes Tests**

SUCCESS marked the recent trial flight of the semirigid airship *Roma*, shipped knocked-down from Italy, and assembled by airmen of the American army at Langley Field, Va., for the coast defense service. The dirigible remained in the air for three hours and 37 minutes, making a 260-mile cruise above the waters of Hampton Roads.

The *Roma* is of a type more familiar in America than the ill-fated ZR-2, which was a rigid ship on the lines of the Zeppelins. The metal framework is reduced to a minimum, and is confined chiefly to the fin-shaped keel below the gasbag. As the *Roma* is much lighter in weight, it is slightly faster than the ZR-2, having a maximum speed of 70 miles as against 65. However, the cruising radius of the ZR-2 was nearly four times as great. The *Roma* can work over a radius of 1500 miles.

**Will Cables Guide Intercity Planes?**

CABLES 400 feet in the air to guide airplanes during trips between large cities, is the proposal now advanced by British aviation experts for creating greater safety in intercity air line travel. The cables, according to the plan, would be stretched between towers. The airplane "car" would run along the line of the cable, to which it would be connected, but not upon it.

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