OUR COMPETITORS GET THIS

The first of ten, 50-ton, all steel freight cars, representing the most modern developments in car building, was put in service on our lines last month.

The GAEX 1953, an Evans D.F. (damage free) Loader, is one of ten to be leased on an experimental basis by the Maine Central and Boston and Maine for exclusive use on our lines of less-than-carload freight and paper shipments. (The letter designation stands for General American—the car builders—and Evans Product Company, designers of the loading device. X—for privately owned.)

Easily recognizable by its deluxe green car enamel body with stencils and stripes in yellow, the new car protects freight, speeds loading, and increases the capacity of the load by about one ton. It is equipped with a Duryless suspension underframe to absorb vertical and lateral shock; Chrysler, high speed, shock-proof ride control trucks with friction snubbers and long-travel, high capacity, coil springs. Its riding qualities enable it to be hauled at the head end of a passenger train. Eight-foot side doors, wide enough to allow easy use of loaded power lift trucks, nailable steel floor and coated roof to prevent condensation, are additional new appointments of the car.

But its most unusual feature is the interior loading devices. The car comes equipped with its own load bracing equipment. Wooden gates, 4 x 9, are utilized as bracing bulk-
heads throughout the car. Cross bars of steel enforced, 2 x 2's used to lock unit loads into place, have gravity latch locks that fit into slots of steel flanges running lengthwise in the car. They will sustain a 1,200 vertical load and 4,000-pound horizontal load. The flanges are set at ten different levels, starting at the car floor, so that a shelf arrangement may be attained.

The car, incidentally the first of its type in New England, received its initiation at the Oxford Paper Company plant, Rumford. It was loaded with 27 rolls of printing paper loaded horizontally and destined for the Rumford Press, Concord, N. H., for use in the famous Reader's Digest magazine. Two different technical methods of loading were used. The cross members and bulkheads were used to hold three rolls on the floor with two cradled on top, plus four lower rolls and three top rolls in the "B" end of the car. In the "A" end, a solid unit of 15 rolls was arranged with eight on the floor and seven cradled on top. A total of 27 rolls was loaded as against a total of 22 rolls usually loaded in a car ten feet shorter.

Supervising the first loading was Perry Cogburn, supervisor of finishing and loading for the Oxford Paper Company, and E. J. Wortley, freight claim department photographer, recorded the experiment for our railroad.

DISCUSSING our new freight car at Rumford are T. E. Grover, left, district freight agent, and A. W. Rudman, agent there.

APPOINTED division general car foreman last month was Joseph D. Rourke, Portland.

Appointment of Joseph D. Rourke, Portland, as division general car foreman for the Maine Central and Portland Terminal Co., was announced last month by J. C. Marsh, superintendent of car maintenance.

Rourke entered railroad service in April, 1918 as a messenger in the transportation department, Portland. He transferred to the car department in 1920 at the old Turner's Island plant and through a series of advancements became foreman of the repair track at Rigby in 1940. In 1945 he was appointed general foreman of the car department for the PTCo.

At the same time Richard F. Dole, Melrose, Mass., former supervisor of air conditioning and steam heat for the Maine Central and B&M, was appointed to the Portland Terminal Company post vacated by Rourke.

Dole has been with the B&M for almost 25 years starting as a draftsman at Billerica Shops in Sept., 1925.

There is an average of one mile of railroad track for every 7.8 square miles of land in this country.

J. D. Rourke Promoted

New Precision Tool Valuable Cost Saver

A precision tool, unequalled on any other New England railroad for its ingenuity and cost-saving factor, has been developed at Waterville Shops by Edward Chumley, Ox-Weld Company representative at the Shops the past 18 years, in cooperation with Superintendent Frank H. Bennett.

The tool, a valve positioner for rebuilding diesel valve faces, is reported to give the rebuilt valve four times the life of an original valve. The importance of the tool's contribution to cost reduction may be compared when one realizes a new valve costs $18 and one may be rebuilt at the Shops for approximately $2.75.

A burned or worn valve is placed in the chuck of the machine which can be tilted to any angle for the convenience of the welder. The valve face is then built up with "stellite," an exceptionally hard welding rod, as an acetylene weld. During this operation the valve is slowly rotated by a small motor under the control of the welder. The speed of the valve rotation may be varied from one revolution in three minutes to 30 revolutions in one minute.

After being built up, the valve is machined with a carboloy lathe tool and then ground to precision fit. The finished face of the valve is so hard that it cannot be scratched with a file, a perfect illustration of its long life.

The tool is a typical example of the ingenuity and progressiveness shown by the supervision and personnel at Waterville. While the tool embodies some suggestions made by the Ox-Weld Company it is definitely the product of Chumley's fertile brain. Chumley is a familiar figure in New England railroad circles. He retires this month and will make his home in Springfield, Mo.

BALLASTING

Willard Weeks' crew last month laid 5,500 tons of bank run gravel ballast east and west of Gray and Danville Junction on Track Supervisor Brean's District.
Two Engineers Issued Life Service Passes

Two locomotive engineers, both operating yard switchers, but at opposite ends of our lines, joined the ranks of Maine Central Gold Pass veterans last month.

Receiving Life Service Pass No. 145 was Lawrence P. Nielsen, Portland, working the Yard Seven switcher, Rigby. Nielsen entered railroad service as a blacksmith's helper at Thompson's Point in 1900. He became a fireman on the Mountain Division in 1906 and was set up to engineer in 1907.

Issued Life Service Pass No. 146 was Edward P. Hickson, Bangor, working a switcher in the Bangor yards. Hickson entered service on the Eastern Division as a fireman in 1900 and was set up to engineer in 1905. In 1907 he came over to the Portland Division in the same capacity.

Both men received congratulatory letters from President E. S. French accompanying their passes.

Mighty Mite Halts Eastbound Trains

A curious 22-month-old Portland boy got a first-hand look at the "choo-choo" one day last month, but only after he had stopped our Pine Tree Limited and No. 59 dead on their tracks.

Rounding the curve between Coyle and Lincoln Streets, veteran Engineer Dan Coney blinked, and "put 'er in the big hole," as he spied a 20-pound block and ground his Rockland Limited and No. 59 dead on their tracks.

Meanwhile, gates down at four crossings through the heavily traveled Woodfords area, had traffic piled up in ten-minute jams.

Robert had strolled down three flights of stairs, broke through a porch door screening and went outside to get to the tracks, his father said.
Finally, New England's income is growing, and if the trend continues, it will be 25 per cent higher in 1960 than it was in 1948. This, coupled with a predicted 25 per cent increase in retail sales volume for the same period, should stifle the critics who claim New England's economic future is dim.

APPROVED

The modern bathing beauty
Owes most of her success
To putting just a little bit more
Into a little bit less.

THANK YOU!

The following is a copy of a letter received by our bus company:

"Recently I had occasion to use your bus service from Calais, Me., to Boston. I cannot speak too highly of the kind consideration shown to my sister and myself by two of your drivers — Mr. Crane and Mr. H. A. Leeman. My sister was ill and we had to leave the bus at Bangor, Me., Mr. Crane, who was going into a duty on his own car to the W.V.C.A. He went in and found that they had a room for us. Then he helped my sister carefully up the steps and into the building. The following morning we continued our journey. Mr. H. A. Leeman was on duty as far as Portland. He was equally kind and attentive. I would like these men to know that their kindness was much appreciated."

S/Mrs. A. M. Butler of 106 Park Avenue, North, Winter Park, Fla.

We hope you haven't forgotten that last month we were called upon to do better in selling our railroad's services. It's a thought that we must keep before us constantly. We're engaged in bitter competition. We must do our part.

THE COVER

Our summer rail laying program was underway last month with a series of projects on the Eastern Division. Here, crews move down the Vanceboro - Mattawamkeag mainline on the first job. As laying machines lead the advance with other employees performing a variety of tasks behind.
ON HER WAY to the Mary Snow School, Bangor, where she is a budding young artist is Helen Leonard, 9, granddaughter of Eastern Division Engineer and Mrs. L. A. Eastman.

Bud Lawrence, son of Locomotive Fireman T. W. Lawrence and wife, has been accepted in the Chemical Engineering Course at U. of M. for next Fall. "Bud" graduated from Hampden Academy this spring and was manager of the baseball team for the past season.

Friend Charles Dougherty of the Auditing Department of the Auditor of Disbursement's office in Boston made us a call on June 19. Road in one of our local papers where he had been in my home town, Hampden, a short time ago and acted as judge for bird dogs, pointers and setters, at a meet held under the auspices of the Eastern Bird Club Dog Club. One of my neighbors told me Dougherty was riding around straddle of an old grey mare, looking like a Major General in the Army, when all of a sudden the old nag stood perpendicular on her hind legs, ears back and gave one thunderous snort. He told me Charlie almost had a little spell. Cause of the eruption was a big buck and doe coming out of the woods directly in front of Dougherty's mount.

Machinist Helper J. M. Blakney and Electrician G. M. Hathaway attended a recent meeting of the Maine Consistory, SPPS 32 held in Portland where a large number of candidates received the 32nd Masonic Degree.

Engineer James W. Kelley has been granted a permit to build his home on his lot in the eastern part of Bangor near the neighborhood grocery store.

June 6. Also to R. H. Duddy and wife owing to the death of their only son, his mother, Mrs. W. J. Russell, the latter part of May, Miss Ellen Duddy, daughter of Hostler B. H. Duddy and Mrs. Duddy, has left for Baltimore, Md., for the summer, expecting to appear before employes at Ban-}

nancial habits at Bangor Engine House, laid at rest the same day. Supervisor B. & B. Warner, on vacation, was missed around the yard. Also on vacation, Cora Hoy, file clerk, in the engineering department, together with her son Philip, spent a recent week end with friends in Wellesley, Mass.

W. Lampson, Supervisor B. & B., on vacation in the Tim Pond region again where he says he knows there is always an abundance of fish if he can get them to rise to his lure. Also on vacation, Cora Hoy, file clerk in engineering department.

There's a good reason for Assistant Supervisor B. & B. and Mrs. Leonard to smile these days—after a seemingly vain search for a home, the couple finally secured a house at Redbank and moved his family from Bryant's Pond.

Maurice S. Thorne, assistant track supervisor, Portland Terminal, together with Mrs. Thorne and family, have moved to their cottage at Pettengill Shore, Aug. 1.

JUNE GRADUATE of Westbrook High School is Donald V. Thorne, son of Assistant Track Supervisor and Mrs. Thorne, Portland. A promising young musician, Donald plays sax and xylophone with a local dance band in which his brother plays lead sax.

"Tommy" Dunn, clerk in the engineering department, won't have any housing problems any more—he's building a new home in Westbrook and we are being kept right up to date on the progress of its construction.

Mary Plummer, stenographer in engineering department is enjoying a ten days' leave of absence, visiting with Mrs. Paul Smith at High Point, North Carolina. Mrs. Ruth Hollywood is substituting during her absence.

The marriage of Miss Joan Louise Lentz, daughter of L. M. Lentz, signal supervisor, and Mrs. Lentz, of Richardson St., South Portland, to Laurence A. Cross, Jr., son of Mr. and Mrs. Laurence A. Cross of Boston, took place recently at the home of the grandparents of the bride, Mr. and Mrs. Carl O. Everberg, at Woburn, Mass. Both the bride and the groom are graduates of Deerfield High School, she being employed at the Portland Savings Bank and Mr. Cross in the Signal Engineering Department. On their return from a trip to the White Mountains, they will reside at 19 Morning Street, Portland.

By EDITH W. MACGIBBON, GERTRUDE C. HOBROOK, DORIN M. THOMAS AND LILLIAN G. SMALL

Mrs. Alice Elifson, chairman in the engineering department, together with her son Philip, spent a recent week end with friends in Wellesley, Mass.

PROUD PARENT WAS L. B. "Pete" Connary, head clerk in the engineering department when son Joseph, his graduated last month with his B.A. degree from the University of Maine, and his daughter, Joan, from Cathedral High School, Portland.

Mrs. Alice M. Maddocks, mother of Mrs. M. M. Maddocks, clerk in the engineering department, who has been a patient in the Mercy Hospital, has returned to her home.
Machinist Helper Maurice Weeks is making fairly good progress in his house painting job, as well as attending to his garden duties.

Bollmaker Charles Jackson tells me his daughter and family arrived safely from California after rather an eventful trip in which they were involved in an accident. They will reside with Charles and his wife for a time.

Engineer "Pete" Nelson recently received his 50 year, gold pass. The last breath of existence of the old Rigby diner was drawn recently when it was completely gutted by a fire.

The Forest City Rod and Gun Club, of which several of our boys are members, had a very interesting time at Sebago Lake region.

Stores Department Laborer Charles DeCoste and Bollmaker Helper Joseph De Vine have returned to work after serious illnesses.

There were two claims paid by the Welfare Fund last month. Although our list of members has been depleted by layoffs it is still able to pay claims.

Furloughed Machinist Helper Hilaire Goslin is working at a summer vacation, that of digging blood-worms, and it pays well. They seem to exist off the shores of Harpswell in abundance. They are used for bait by fishermen.

MUSCLE MAN is Laborer Raymond Maxwell, Rigby. According to his development of his bar bell, Maxwell takes a deep breath for the photo.

Machinist Arthur Hutchinson who was furloughed recently is now working at the Bangor Engine House as a spare man on a swing job.

Laborer Roger Dudley is back into full swing with the tennis racket with which he maintains quite a name for himself last summer.

Machinist Helper Robert Wadsworth attended the convention of the Veterans of Foreign Wars as a delegate, at Old Orchard Beach, where the Machinist Helper Maurice Weeks was of course at the opening session of the horse racing.

Stores Department Clerk Jerrie Flaherty was on vacation and also attended the graduation of her son, Robert, who has made a name for himself in football at South Portland High School.

Machinist George Miller witnessed the graduation of two of his sons, Thomas and Richard, from high school.

Engineer F. Conlen, regular first trick man taking over. Dyer has 32 years' service and Conlen, 47.

GOING OFF DUTY from the swing shift at Tower Four, Portland, is Ralph E. Dyer, left with a burst appendix. At this writing, Dyer has been hospitalized six months.

Mayor George Hale, now in his 60th year, has been elected to a fourth term in office.

Engineer J. B. Johnson, former chief, has been named assistant manager of the Bangor and Aroostook.

Engineer John D. Johnson, the veteran of 45 years' service, has been elected senior vice president of the Order of Railway Conductors at a convention held in Chicago.

By JOHN J. KEATING

Station Baggage Checker Walter Sawyer, Jr., at Portland Union Station, with Mrs. Sawyer and their daughter, made a tour to the West Coast. The boys in the baggage room received a card postmarked New Mexico.

Happy to report that Switchman Ralph Moffatt of Brunswick is back on duty after being hospitalized six months.

Baggagemaster Al Spencer of Trains 23 and 48 was presented with a birthday gift by Baggagemaster Harry Philbrick, June 30. Engineer Jim Fay is sporting a new car. What was the matter with the old Star, Jim?

Engineer Frank Hollis is a patient at the Maine Eye and Ear Infirmary stricken with a burst appendix. At this writing, four days later, he was reported doing O.K.

Engineer Ben Benson is sporting a new car. The old 41 only showed 1400 miles. Why change, Ben?

Former Conductor John F. Casey, who is still on our books with 45 years' service, has been elected senior vice president of the Order of Railway Conductors at a convention held in Chicago.
IT'S A SECRET where Engineer Earl Drew, left, his son, center, and Engineer John Goodale, right, landed this beautiful catch. It's claimed they own the lake.

On May 26, in Bangor, Railway Express Messenger Elmer Allen was presented with a fifty year service button. On this same date Elmer celebrated his 70th birthday.


We notice Trainman Glen Morrell is sporting a new car.

Happy to report Conductor Charles Burke, while on vacation, visited friends in Buffalo and New York City.

Railway Express Messenger Jim Leighton, left Friday, June 9, for his annual monthly fishing trip. This time it will be at Spencer Lake, up around Moosehead. Previous fishing trips he made were at lakes that I could not even spell, so Jim says.

Retired Conductor Don Hachey of the Eastern Division attended the Elks Convention at Rumford. Don is steward at the Elks home, Bangor.

Station Baggage master Eddie Hurley of Portland Union Station is on his vacation. A few trips to the ball games in Boston and a motor trip to the Mountains will wind up a grand vacation.

Engineer Harry Lowell of Waterville has had a new paint job on his car. The painting and decorating was done by Engineer Charles Ladd.

Station Baggage master Harold McMann of Lewiston has returned to duty after a case of chicken pox.

Trainman Arthur Winslow is on a trip to the west coast. Plans to visit one of our ex-conductors in Seattle, Wash. He is Harvey Locke of 416 N. 36 St.

Engineer Ralph Hooper of Trains 22 and 15 is sporting a new car.

Trainman George Kennedy of Trains 11 and 16 is sporting a new car.

Wednesday, June 14, was the birthday and anniversary of his wedding for Fireman George Clark. Also Engineer Archie Black celebrated his wedding anniversary and birthday last month.

Sympathy is extended to the relatives of Herbert Mareo, railway express messenger, who died recently. Bert ran for many years on our Boston to Bangor trains.

He has about two acres of cabbages to attend to on his Dundee farm.

Conductor A. F. Bergeron and Mrs. Bergeron visited friends in New York. Conductor S. L. Chandler also has been on vacation.

Relief Operator Walter H. Burnell was here taking over second trick for Saunders, one day. Walter is feeling better, he says.

NOT ONLY STEAM ENGINES but buses too, must take on water, as demonstrated by Slim Wheeler, at Waterville. He's operator on a Portland-Waterville run.

Clarence "Doc" Edwards, popular operator on the Lewiston-Portland run completes ten years of accident-free driving this month. Doc has bid off a job at Canaan, Vt., for the Summer.

Lewiston citizens are breathing a bit easier these days with the Bean-Foss-Libby triumvirate scattered. Warren Libby is out of service due to a broken arm, Bean is working a swing job, and Foss, who b'd all but two of the 56 positions on the board, drew one of them and is off to Dover-Foxcroft. The latter two were part-time inhabitants of Libby's apartment in Lewiston.

Among those enjoying vacations recently were: Operators Art Bennett, Cecil Bradstreet, Ray Briggs, Arnold Brune, Erwin Carter, Ed Conant, Don Hill, Art Leeman, Bob Leighton, Einar Mason, Vernon Murphy, Carl Harrington, Ralph Rich and Jim Rollins.

Miss Barbara Foster, daughter of Freight Checker Burleigh Foster, is em-
employed in the freight office for vacation work.
Trainman Marshall Pratt and Dick Green are the star battery for the Tri-Corner A.C. baseball club of Lewiston. Melvin Pitcher, Dan Green, and we understand the Red Sox scouts are looking them over.
Ernest Haskell, former pick up and delivery truckman, has taken the job of freight handling vacated by Herman Paterson who resigned to take him with Operator V. F. Atwood worked second shift at Portland station a few days this month.
Trainman Richard O'Green, Augusta switcher, is on vacation, his job being filled by Trainman S. A. Adams.

Waterville Station and Yard
By W. P. Flynt

RECEIVING BEST WISHES from their many friends: were Operator Laurence E. McIntosh, and the former Miss Lorraine Reny of Waterville, who were married May 30.

Retired Conductor Bert Corrigan is confined to his home by illness. We hope to see him up and about again soon.

Ticket Clerk Betty Beach, Operator Mac Crilie and your correspondent of ticket office have all been enjoying their vacations. Substituting were Mrs. Betty Varney and Operator Richard Achorn.

Retired Conductor Freeman Dearborn of Portland made a short call quite recently.

Foreman Romeo Beaulieu with his truck crew are engaged in work in the Eastern Division in the vicinity of Danville.

Operator Rene Michaud with Operator Roger Drolet, Mrs. Drolet and young son made an errand trip to Montreal to visit relatives.

Foreman A. W. Smith and crew are repainting passenger car siding at the Round House with new cement curb and relaying brick surface.

With deep regret we report the death of Crossingtender Paul N. Boyard, faithful employee for many years he had spent much in the service of the Maine Central. He is survived by his widow, three sons and a daughter. The bereaved relatives have the sympathy of the entire yard office.

Operator Paul L. Overfield has bid in relief job at Augusta and expects to move his family to that point soon.

Operator W. R. Lewis has taken relief job at Augusta. The vacancy has been covered by Trainman C. A. Hounslow until assignment made.

Welders G. E. Vonlanken and R. Doyon are plugging their skill on the Switch Crew in the vicinity of Carmel.

Jr. Frank Leo St. Pierre is working on the Eastern Division where extensive track work is going on.

The Editors are asking for snapshots for use in our magazine. Any employee having such,—we know you have them,—please leave at Ticket Office with identification noted on back. Also your correspondent welcomes personal items from all.

Farmington Branch
By G. A. Ellis

Grum Truck Traveling Freight Agent Fred Godwin and Ed Carrol, traveling for the Agent at Farmington, have visitors at our station at Wilton recently.

Conductor and Watchman Tom Toomey has filled by Trainman S. A. Adams.

Locomotive Engineer Frank Hollis, who recently underwent surgery, is gaining and expects to return to work soon.

Brunswick
By J. Desjardins

Retired Locomotive Engineer Frank Mc- Crum of 8 McKeeon Street, Brunswick, died recently after a long illness. He began work in the railroad in 1905 and in 1932 was appointed road foreman, serving in that capacity for ten years. He had more than 42 years’ service on his retirement.

He is survived by his wife, Viola Mc- Crum, and three sons, Ralph of Los Angeles, Calif., and Ray- mond, a student at Norwich University.

Waterville Shops
By G. K. Stevens

Magazine News from the Hub of the System. Our Maintenance Mechanic Bob Young had the misfortune to fall from a ladder while working at the heating plant. No bones were broken but the young man got a bit shaken up.

Assistant Freight Foreman Chick Pooler showed his skill and wood butchering ability when he completed the second of two boats made of marine plywood. Really a fine job.

Assistant Paint Foreman Laurence Campbell has recently purchased a new 10 h.p. outboard motor and Machine Appr- opriator Fred McLaughlin bought a new speedboat to go with the motor.

Millman Eddie King, after two oper- ations at the Lahay Clinic is getting around and recovering slowly.

Electrician Parker Hall is getting a new ear, new he has been in the service of the Maine Central. He received medical treatment at Snow Pond, recently.

Tractor Driver Everett Trask has been confined to the hospital for an appendectomy. Carman Oscar Moore has his house for sale and is in the market for a farm.

The Somerset Outboard Racing Association held its first race at East Madison recently. The winner was Electrician Helper Doug Bell, who is a member and a frequent participant in the races. Doug has won several times in the seven and one-half horsepower class during the past two years.

Clerk Simon Hallett has been named the "Outstanding Legionnaire of the Year" for the Buckingham-Luconian Post of the American Legion of Waterville.

Arthur, son of Assistant Paint Foreman and Mrs. Laurence Campbell has recently been graduated from Lawrence High and is now starting an apprenticeship in the Paint Shop.

Assistant Superintendent Wilbur C. Lunt, who has been a surgical patient at the Maine General Hospital, Portland, was discharged recently but at this writing has re-quired surgery for a rest period.

Newman Tabor has recently completed his apprentice term and is now on the Tin Track Foreman in Foreman Justin Bussell’s crew. Tabor replaces Carman Arnold Tippin as the youngest carman.

Painter Leroy Jackson is building a new home on Fairfield Street, Oakland. He purchased the lot from Painter Henry Potter.

Marilyn Phelps, main office stenog, has been discharged by Lillian Poulin from the Paint Shop.

Dr. R. E. Jones, Brooklin, has been discharged recently by Lillian Poulin from the Paint Shop.

Driver Walter, has been discharged from the Paint Shop.


due to work soon.


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ROAD HOGS

The highways which you as a taxpayer provide are, according to the statistics of the trucking association, being taken over by trucks—railroad's growing competitor.

Big truck use of the highways has now surpassed passenger car use on a ton-mile basis. What's more, studies made by the U. S. Bureau of Public Roads show that big trucks impede the flow of traffic by as much as one half, depending on the terrain. This necessitates the building of more and wider highways, for which you pay.

What this means to you is that you are financing the competition which is threatening your job, and getting less use of more and more expensive highways.