

**Performance Award Presented at CW**

Mrs. Ora A. Dexter, who presented the award yesterday by James A. Callan, project construction engineer of the Rogue project, bureau of reclamation, Camp White.

Mrs. Dexter has been responsible for records of the office since her assignment in August, 1958. She received the award for "performance of duties exceeding normal requirements of her post," Callan announced.

She was originally employed by the bureau of reclama-

tion at Coulee Dam, Wash., and later transferred to the Columbia Basin project headquarters at Ephrata, Wash.

The award is part of an employees' incentive program of the bureau.

It is estimated there will be 16 million persons over age 65 within the U.S. in the next five years.

The island of Formosa is 245 miles long and about 88 miles across at its point of maximum width.

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**MEDFORD MAIL TRIBUNE**

2nd SECTION

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Pages 1-10

**Reasons for Split Among Railroads On Car Shortage Situation Uncovered**

By A. ROBERT SMITH  
Mail Tribune Washington Correspondent

Washington (Special) — As the Senate Interstate Commerce Committee set out this week in quest of a solution to the growing shortage of freight cars expected to hit Northwest lumber and grain shippers this summer, it discovered some reasons for the sharp split within the railroad industry on what to do about the problem.



A. Robert Smith, Mail Tribune Washington Correspondent.

The split is so severe and, for the most part, so evenly balanced on either side, that the Association of American Railroads was forced to suggest a do-nothing approach for the present until the railroads can get together.

Generally, there seemed to be no great enthusiasm among the senators for the legislation which would increase the per diem charges levied on railroads when they use cars which they don't own. The Interstate Commerce Commission recommended this type of legislation.

Senator Dubious  
A group of western rail-

roads are backing this concept, but Sen. Clair Engle (D-Calif.) appeared openly dubious of its merits. Southern Pacific and Union Pacific split away from most of the other western railroads and came out against the bills.

Essentially, the division within the railroad industry is between the railroads serving the west and the heartland of America, where most of the rail freight traffic originates, and those railroads serving the periphery, the so-called terminal railroads which lie chiefly on the Atlantic seaboard and serve its major cities and ports.

Patrick McGinnis, president of the Boston & Maine, pointed out that because his is a terminal railroad it is mostly on the receiving end of the traffic line. It receives four cars for every one which it "loads out." This means it must return three empties toward the west or south whence they came. Under ICC rules it must give preference to loading cars that have come in from other lines, rather than its own freight cars.

Said Uneconomic  
McGinnis claims it is uneconomic for his line to invest in construction of new freight cars, yet this is the thing which the western railroads complain against—that the eastern lines use their cars, paying the modest \$2.75 per diem rental charge, rather than building their own adequate car fleets.

McGinnis argues that per diem charges constitute his company's largest single cost and that increasing it would bankrupt his line, rather than impel it to build its own cars, as the ICC contends. He said he often thinks Boston & Maine would be better off owning no cars.

James M. Symes, whose Pennsylvania Railroad has just invested \$215 million in construction of 23,500 new cars, said it is not lack of incentive that stops terminal railroads from building new cars but lack of earning power and available credit. McGinnis and C. C. Shannon of the New Haven line echoed this financial plight.

Federal Agency Favored

The eastern railroads are united in favoring creation of a new federal agency which would order railroad cars from private manufacturers and lease them to the railroads at a rate designed to cover the government's investment in each car amortized over 20 years. Symes said it would take \$2.5 billion in government capital to do the job, with the agency being self-sustaining thereafter. He said the railroad industry couldn't do this itself because of inability to raise more than \$400 million in capital.

Contentions Pooh-Poohed  
The western block didn't comment on the idea of a federal transportation agency, but it pooh-poohed the contentions of the eastern terminal lines.

"Just so long as it is cheaper to rent a car than it is to own one — and that is the situation today — underbuilding will be the policy of strategically situated railroads, and construction will

**Freak 'Twister' Strikes at Bend**

Bend (UPI)—A freak twister known as a "dust devil" swirled along the north edge of Bend at 1:30 p.m. Wednesday and ripped apart a 100-by-34-foot storage building nearing completion at the Henslee Mobile Homes plant.

Two men were working on the roof and one inside, but all escaped injury.

The one-story building, largely of aluminum, was ripped from its anchoring bolts, raised several feet, then tumbled against a fence and collapsed.

The workers on the roof slid to safety as the worker inside fled from the structure. The workers said small bits of metal were sent spiraling several hundred feet into the air by the force of the "dust devil."

No immediate estimate of damage was available. No other building was reported struck.

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be held to minimum requirements," said Eldon Martin, of the Burlington speaking for the western block which included Great Northern, Northern Pacific, Western Pacific and Santa Fe.

As cries for freight cars become louder from shippers, the pressure on Congress to resolve this problem will mount. But as of now no clear line of legislative action is in sight.

**Office Building Being Constructed**

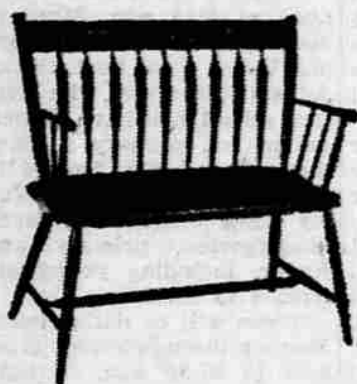
A \$73,000 office building is being erected at 1307 West Main st. for Lumberman's Realty, Inc., according to the Medford building department.

A permit for the structure, at the intersection of West Main and Lincoln sts., was issued yesterday. The site is in a multiple family zone, which according to an interpretation of Medford's zoning ordin-

ance permits professional offices and other offices not involving display or sale of merchandise on the premises.

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MISSILE MAIL — Regulus missile aboard U. S. submarine Barbero is elevated for firing at sea, off Jacksonville, Fla., in first successful delivery of mail by guided rocket. The missile was carrying official mail, and delivered it to Mayport Naval Air-Station, at approximately the speed of sound.

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Here's a Chevrolet Fleetside pickup that plays a key role in the fueling of over 300 planes a day at Washington's bustling National Airport. Allied Aviation Fueling counts on its radio-equipped Chevy to get crews and tank trucks to the right planes at just the right time. Aside from occasional time out for the usual service, its Thriftmaster 6-cylinder engine has been running 24 hours a day for the past 9 months! That's stamina in any man's book—Chevy's own special brand!

Once you've got that kind of endurance working you don't worry much about lost job time. Breakdowns go out of style the day your Chevy goes into action.

The fact is, Chevrolet trucks are dead set on dropping the word "downtime" right out of the English language. And they just might, if precision engineering and top-quality materials have anything to say about it. Chevy trucks are put together to stay together—incorporating the most advanced chassis developments, the most efficient 6-cylinder and V8 engine designs. They're built to last, built to keep Chevrolet's hard-earned reputation for reliability flying high.

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Engine runs 24 hours a day as this 3134 Fleetside directs Allied fueling trucks to planes. The popular Thriftmaster 6 is famous for its fuel economy.



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