



LIFEBLOOD OF THE COMMUNICATION and record section of the Great Northern yard office in Klamath Falls is this yellow tape, which is completely interchangeable between the teletypewriter and key punch machines. Used on the teletypewriter circuits, the tape provides data on car and train movements to other Great Northern and Western Pacific offices. Used on the key punch machines, the tape produces punch cards which may be easily manipulated, sorted and stored. Here, Division Superintendent Paul Cruikshank, left, goes over a bit of tape with Jim Moertel, Remington Rand service engineer.



TRAINMASTER D. E. PARKS, left, waits for manifest clerk Jim Hunt to make up a key punch card on a car passing over the Klamath Division of the Great Northern. The card punching device can be activated manually, as in this picture, or by a tape, interchangeable with teletypewriter tape, "played" on the attachment in the left foreground.

British To Modernize Their Crowded Highways

LONDON (UPI) — Britain is revamping her perilously congested horse-and-buggy era road system with a network of modern super-highways for the first time in her history.

She is making her first attempt to match the high speed freeways and turnpikes in the United States and the autobahns of Germany.

So far she has completed 51 miles of spanking new dual roads, has another 194 miles under construction and plans 856 miles more.

By U.S. or even German standards those are modest figures. But in this tight little, densely populated island they represent the most ambitious highway building program ever launched.

Britain has been on the verge of traffic strangulation.

More than 5,500,000 motor vehicles clog and crawl along her 180,000 miles of existing roads. The total number of vehicles is increasing at the rate of nearly 10 per cent each year.

Britain is second only to the U.S. in the number of vehicles on her highways. Actual traffic density, according to the British Transport Ministry, exceeds even that in the U.S.

The new highway construction program — originally a four-year one — was announced by the government in February, 1955 but it was only recently that it got underway seriously.

The original cost was estimated at about 200 million pounds sterling (\$500 million dollars). But the initial plan has been greatly expanded. No new over-all cost figures have been given out but they are expected to be several times greater than the original plan.

Five major super-highways are in the works:

—A 110-mile London-Birmingham motorway. The first 53-mile section was begun in March this year and is due for completion in October, 1959, at a cost of 16 million pounds sterling (\$44,800,000).

—An 80-mile extension of this highway from Birmingham to Lancashire, costing about 20 million sterling or 56 million dollars.

—A motorway linking Birmingham with Bristol.

—Conversion of the existing

Great North Road—which despite its name is narrow, winding and hopelessly congested—to dual carriageways for some 220 miles of its length between London and Newcastle.

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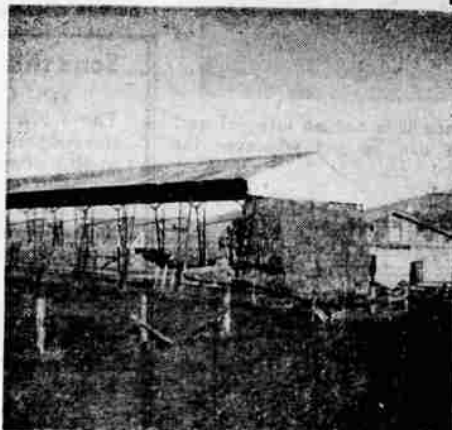
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