

# OVERDRIVE

SEPTEMBER 1961

SPECIAL INTRODUCTORY PRICE 10c

## CORRUPTION: MAIN INGREDIENT IN HIGHWAY CONSTRUCTION

NINE GOOD TRUCK STOPS . . . . .	.	.	.	.	.	.	.	.
ROADS YOU SHOULD AVOID . . . . .	.	.	.	.	.	.	.	.
NEW DOCTOR FOR DYING TRUCKER (CARTOON) . . . . .	.	.	.	.	.	.	.	.
STATES PLANNING TO RAISE TRUCK SPEED LIMITS . . . . .	.	.	.	.	.	.	.	.

PLUS: HANGOVER REMEDY

TRUCK STOPS TO AVOID

OUR READERS GRIPE

PENNSYLVANIA TURNPIKE BARRIERS: A MENACE

SPECIAL FEATURE FOR PRODUCE HAULERS

CARTOONS, FACTS, DISCUSSIONS, ALL GEARED FOR TRUCKERS ONLY



Overdrive, published monthly by Transamerican Press, is a magazine for the trucking industry, primarily the drivers who are the muscle and sweat and heart of trucking.

Special introductory price of this issue is one thin or thick dime. Future issues will be jacked up to 25¢ but we'll reduce that if we get enough fore-sighted advertisers who realize, though we may jest here, our mission is in earnest and our circulation, national.

Articles and material are not jealously guarded, and may be copied or quoted at any time with or without the permission of our staff (who are too busy copying everyone else to bother with what is being copied from us!)

To get a little more serious, for the benefit of politicians and business executives who might find a copy somewhere, let us state that the editorial opinions in this magazine are the opinions of the staff, and do not necessarily reflect the opinions of our advertisers.

Only our advertising rates are lower than our humor, but the readers believe in us and what we are trying to do, and what we will do. (Yes, we're trying to make money, like everyone else! ) But obviously we're not trying very hard or we wouldn't write this kind of trash.

Actually, the main difference between us and most periodicals is that we take the contents seriously, and loosen our ties here in the masthead, whereas other editors take themselves very seriously in the masthead, and laugh at their articles and the public that swallows them.

So we're not trying to wear a false coat of dignity and we won't write all kinds of slop about the "publishing rights" this and the associate editor that, the foreign office this and the circulation manager that. Ho and hum. YOU, the reader, are our circulation manager, the same as for every other magazine or newspaper. How do you like them apples?

You can reach the editors of Overdrive by writing Transamerican Press, Pittsburgh 28, Pennsylvania. Telephone LO. 3-4443. 24-Hour Unattended Teletype, No. PG 780.

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**NEXT MONTH'S TRAILER-LOAD OF ARTICLES WILL INCLUDE:**

**COMPARISON PRICES OF NEW TRACTORS**

**THE UNTIED STATES OF AMERICA, Part Two**

**WEST VIRGINIA: BIGGEST STATE IN THE U. S.?**

**Letter To Truck Manufacturers: How you can build them better !**

**YOUR RIGHTS WHEN THE STATE POLICE STOP YOU**

**PLUS: MEDICAL COLUMN FOR TRUCKER'S ILLS, A**

**TRUCKER'S WILL, A FEW BORING ARTICLES SUCH AS "THE TRUCK DRIVER'S GIRLFRIEND AND WHAT SHE SHOULD EXPECT" AND "YOUR CREDIT AS A TRUCKER, (AND HOW YOU CAN BETTER YOUR REPUTATION)" TRUCK STOP BUNK HOUSES: (What's right with them and what could be done to improve them at little cost) .. and many more including a real SHOCKER!**

# OVERDRIVE

Volume 1

No. 1

**THIS MONTH'S HAUL**

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**REMEMBER OUR SELF-MAILER CARDS?**

A month or so ago we sent out a number of self-mailer cards to several truck stops in many sections of the country.

The idea behind them was to get information and ideas and gripes for **Overdrive**, and we are happy to report that we got back a good percentage of them.

Judging from the condition and dates on some of the cards we figured out that many truckers picked up the cards and tossed them behind the seat...where dozens of them are right now!

Here are some of the comments we got. On page 5 you will see a list of some of the bad highways reported which have either been sent to us in letters or self-mailer cards.

On the last page of **Overdrive** you will see a handy form to use for your gripes and ideas. Fill in the last page and put it in the self-addressed, postage-paid envelope we provided. Now on to the comments:

"Too much weighing to force use of the turnpikes...still tolls on Pa. Pike which should have been free years ago! Fuel taxes sky-high but few roads being built."

"Why are truck routes always the worst streets in town? For instance, Casper, Wyoming, Indianapolis, Indiana and many others. Also why do our new Interstate Highways follow toll roads wherever possible? Must we pay for these roads many times over and then pay new higher taxes to keep the railroads in business?"

"Dear Sir: I think there ought to be done something about the Ports of Entry between different states. Taxes are unfair... by the time you get through all of this stuff there is nothing left. Some states have 45 miles an hour on super-highways."

"So, you want a gripe, well here is one. Yesterday I went to the highway use tax office in Youngstown, Ohio to change a permit from one truck to the other. I had to pay for a phone call to Columbus and then go to a bank to get a bank check to pay for the permit as they couldn't accept U. S. money."

(**Overdrive** checked on this stupid practice and found that no district office in Ohio accepts cash, although the home office of the Ohio Use Tax Division, 68 East Gay Street, Columbus, Ohio, will accept cash. This is another example of the hidden costs in permits...which should be eliminated right along with the permits themselves.)

"What Goes On -- let me know... (signed) a trucker" (we'd kind of like to know what goes on, too!)

One of the longest notes we got contained a lot of meat and ideas, and it went like this:

"Thanks, I need a big chance to sound-off. No. 1 There are lots of us self-employed truckers who would enjoy the respect and courtesy we give the larger rigs, such as *dims, road room & thanks for passing zone room*. Also, Texas patrol seems to dislike out of state licenses. Especially on major highways. We even have to go back for several miles to see JP's who charge \$17.50 court costs on \$5.00 fines.

"My wife goes with me sometimes and some truck stop cafes and station operators treat her like a tramp. Decent, honest wives also ride with driver husbands. Where is the old fashioned respect a wedding ring used to bring our wives?  
BURNED UP .

"Can We detour Ohio? The roads are rough enough to explode a truck of nitro or dynamite! Chicago needs some of our tax money used on truck routes -- mostly to take out the holes and straighten them up & move the stop signs off every corner too. Let's get on the ball and raise h --- about railroads "railroading" our men out of work!

Hoping to receive a few copies of your press out in the West where you have to stop smoking in San Berdoo and cut your motor in L. A. so you dont get a "smog fine."

"And, some truck stop restrooms would disgust a pig. How about a little elbow grease in them."

The above long letter was sent in by C. Black of Medford, Oregon.

We didn't list the names of the other "readers" but we appreciate their comments just as much. Many cards or letters come in with a specific gripe about a certain place, and for these we won't publish the name because there is a good chance the trucker might be well-known in the area, and we wouldn't want to cause him any trouble with some hungry JP or cop. Dig?

And another card from a trucker in southern Ohio reports what is common knowledge to a lot of truckers in Ohio, but which may not be known to many out-of-state truckers. That is, the city police of Newcomerstown, Ohio. This trucker wrote in to say that "They will not take the word of a driver or a scale card. Also, when they take you through their streets to the scales, off the truck route, who is responsible in case of an accident?" (Depends on what kind of an accident...)...he continues ---- "it's a damn shame that you have to detour around this town but they are so hungry crazy that they are even going to enforce the PUCO and ICC laws. What can be done to stop this crazy chief of police? He has bragged that when they put the new highway through this town that he is going to stop trucks and enforce the laws of whatever he can find wrong."

The moral of this card seems to be **STEER CLEAR OF NEWCOMERSTOWN, OHIO.** (This small burg with the big police is about 24 miles north of Cambridge, Ohio on U. S. 21.)

As **Overdrive** (Transamerican Press) gets more cards and warnings of areas to be avoided, we will classify the states and cities so you won't have to search through the whole list to find the state or states you travel through the most.

**STARTING SEPTEMBER 1  
RADAR LEGAL IN  
PENNSYLVANIA**

Remember this item when barreling along on the turnpike or other roads in Pennsylvania where you can get up to a decent speed.

**DIRTY LICENSE PLATES?**

The Pennsylvania State Police have started a crackdown on dirty license plates. The penalty on conviction is a \$50 fine or 10 days in jail. Trucks will be an especially good target for the checks, so make sure your plates are clean before entering, and while in the state of Pennsylvania.

**ANTI-RADAR DEVICE?**

According to several newspaper articles, an anti-radar device was invented and put on the market for motorists and truckers.

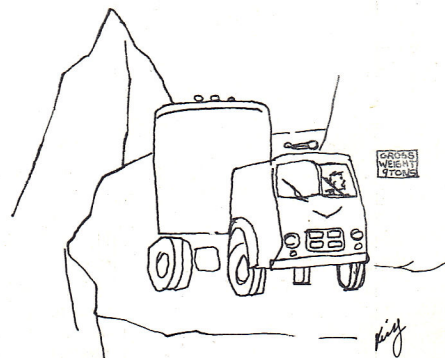
The name of this long-needed gem is Radar Sentry, and it is supposed to sell for \$39.95.

A warning beep tells the driver that he is approaching a radar speed trap, and it is effective about 1,200 feet from the radar.

However, one fly in the ointment may be finding this contraption. When **Overdrive** wrote the manufacturer a month and a half ago, they didn't even give us a small beep of an answer, so we can't give you any more information than the above, unless you want to write to the manufacturer.

Radatron, Inc. North Tonawanda, N. Y. is the builder.

If we can get some response from them the next edition of **Overdrive** will carry the details.





## BEWARE OF PENNSYLVANIA TURNPIKE BARRIERS! !

Since the Pennsylvania Turnpike is so poorly designed that it cannot even accommodate a superior type of crash-guard railing, **Overdrive** is putting other state governments on notice and reminding them that they should not allow future roads to be designed in such a shoddy manner.

When the Pennsylvania Turnpike was first opened twenty years ago, it seemed to be adequate for the traffic. But the twenty years from 1940 to 1960 saw cars being built that would cruise nicely at 80 mph (and drivers that couldn't). Even though cars improved, drivers didn't, at least not much, and neither did the guard rails on that expensive road, the Pennsylvania Turnpike.

California, long a leader in highway construction and intelligent thinking in its highway planning, developed a guard rail that is better than others.

Unfortunately for the innocent trucker or motorist, this type of guard rail cannot be used on the Pa. Tpk. simply because there isn't enough room between the opposing lanes of traffic. (There has to be at least 8 feet for the chain-link to stretch, but if a chain were stretched eight feet on the Pa. Tpk. the car would be in the opposing lane of traffic!)

The California Highway Department report on medial barriers does not state that any barrier is a firm guarantee against cross-overs, but it does list two types as being superior.

One is a cable-chain link barrier centered in a 16 foot (or wider) medial strip. The second type is made of two corrugated metal beams, one for each direction of traffic, set about 30 inches above the ground, between which are wood blocks attached to 8 X 8 wood posts planted only in earth.

The purpose of the medial barrier is, of course, to reduce the possibility of cars crossing into opposing lanes of traffic, lessen the chance of the driver being killed, and reduce damage to vehicles.

But the Pennsylvania Turnpike, because of space limitations, has started construction of a steel-post type of barrier that is buried in solid concrete. While this type of guard rail is cheaper (\$15,000 per mile) than the California types, (\$26,000 and \$38,000 per mile), it is not as effective.

Perhaps by 1987 the Pennsylvania Turnpike will be equipped with more adequate rails and guards, but in the meantime, they will just put up flimsy ones that look good and make motorists think that the Turnpike is a marvelous, safe system, well-advanced and easily worth the penny a mile that is charged for a road that should never have been a toll road to begin with. And, of course, the truckers will continue to pay the 3, 4, 5, 6, 7 and 8 cents a mile in order to avoid the many thousands of miles of rough Pennsylvania roads and curves.

## SCRAMBLED, ANYONE?

A tractor-trailer flipped on the Pa. turnpike last June 22, and with it a load of eggs.

The trucker was attempting to pass a car but the car swung out and the truck was forced into the medial barrier.

Since the accident happened about 5:00 a. m. we can assume the State Police were hard boiled about the whole matter.

## ONE IN A MILLION?

You, Mr. Trucker, are "One In A Million." That is, you are one of a group of about one million heavy-truck drivers in the U.S. with a gross weight of 26,000 lbs. or more.

## DID YOU KNOW THAT

The world's first pneumatic tire was made and patented in England in 1845.

It was more than 60 years ago that the first gasoline powered trucks were manufactured for sale in the U. S. A. The Winton Motor Carriage Company of Cleveland, Ohio put eight, 5 h.p. delivery trucks on the market.

As late as 1942 the tire companies were looking for new methods to improve cotton as a cord material, even though rayon cords had been used for eight years.

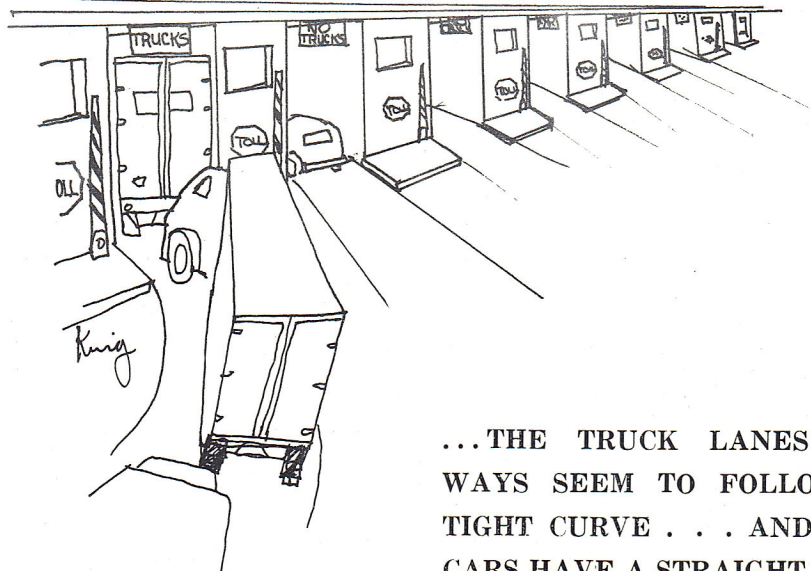
Steel cord tires have been used widely in Europe for many years, but are just now beginning to "catch on" in this country.

Reclaimed rubber in tires isn't as bad as it sounds. In fact, reclaimed rubber has a certain desirable characteristic because it has already been vulcanized.

## DO YOU DRIVE WITH YOUR EYES CLOSED? ARE YOU A BLIND DRIVER?

If you cover 400 miles on a ten-hour run, and if you are an "average" driver, you will have driven 33 miles with your eyes closed! Why? Because the average person blinks his eyes 25 times a minute and each blink takes up .2 second. Anyway, it all figures out to 33 miles with your eyes shut. (Ed. note: We know some drivers who always have their eyes shut!)

## WHYZZIT DEPARTMENT



...THE TRUCK LANES ALWAYS SEEM TO FOLLOW A TIGHT CURVE . . . AND THE CARS HAVE A STRAIGHT RUNWAY LIKE A LANDING STRIP !



## BAD ROADS

Here are *just a few* of the bad roads which would better be avoided by truckers, or else roads that seem to have cops or highway patrolmen with vivid imaginations and a heavy foot on the throttle and a thin regard for justice.

**CALIFORNIA:** Take it easy around Holtville and on U. S. 99 on the 25 mile downgrade heading east into Indio. (Is there any spot in California where the Highway Patrol isn't especially hot?)

**ARIZONA: Phoenix** - - truck routes should be better marked. There have been lots of roads built around here lately so if you are unfamiliar with this booming town better stop at the outskirts of town. **You can save lots of time by checking first.** And watch out for the cops in **Flagstaff, Arizona.** They will give you a ticket as quick as you can say "U.S. 66."

**ALABAMA:** On U.S. 80, 20 miles east of Demopolis there is a section of about 20 to 25 miles that is bad, bad, bad. The road **looks** good but it is cupped asphalt, and anything over 40 mph is almost impossible.

**KENTUCKY:** Many roads in this state are horrible, but stay away from U.S. 25W from Lexington to the Tennessee state line.

**Maysville, Ky. to Paris on U. S. 68** is also rough.

**TENNESSEE:** Speed trap in **Loudon** where many truckers are stopped. Of course we don't think the county judge is crooked or anything. (He won't starve to death, either!) ...some bad roads at **Jellico** and just out of **Knoxville**, also.

**PENNSYLVANIA:** Does anyone really need to be warned about the roads in this state?

**MISSISSIPPI:** Ditto

**WEST VIRGINIA:** Ditto

**GEORGIA:** Ditto, but also watch U. S. 78-29 west of **Athens**.

**Duluth, Georgia** has a detour on state road 120 but no truck detour is marked. There is a sign that says "Trucks over 10,000 lbs. Detour." But there are no directions, no arrows, **NO NOTHIN'**. There is no indication of how long the detour is or where it goes.

**Athens, Georgia:** Many traffic lights on steep hill even at 3:00 a.m.; but they have one of the main traffic lights not working in downtown. They also have a couple of lights or more at T intersections working like mad at all hours, whether or not there is any traffic. The roads in this town are **rough**. If you can avoid the town that stole its name from Greece and its roads from Hell, you are better off. Bad news all the way around.

**OHIO:** Lots of rough railroad crossings that will make you shudder and your springs snap. **Detour Newcomerstown, on U. S. 21 if at all possible.** This little burg is discussed elsewhere in this edition of **Overdrive**. If you go through this town, take lots of money and make sure you have lots of time. This \$\$ happy burg is about 25 miles from Cambridge, north.

**NEW YORK: N.Y.C.:** If you have a delivery in this fouled up traffic jungle get your help outside the city. It will pay you to have him direct you as truck routes are marked poorly or not at all, and you can get in big trouble driving on the wrong streets at the wrong times. The so-called richest city in the world is almost the worst in the world for traffic, unless you can slip through late at night. **Don't drive through the Bronx without radar ... lots of unmarked low underpasses.**

**ILLINOIS:** **Chicago**, a grimy, fat giant of a city with bad streets and poorly-marked routes. Bad news.

**ARKANSAS: Little Rock** has a truck route that is poorly marked and it sometimes shifts with the wind, so watch it.

**Texarkana (Ark.)** Here is a town you better not even think about, let alone enter, either walking, running, crawling or driving. You are liable to be picked up for breathing too hard, and the cops can and will hold and question you for hours. You can't do anything about it; they have nothing better to do since they lost the instruction book on how to build streets. If you have to go downtown, go to **Texarkana, Texas.** There's a difference, podnuh !!

**If you would like to know about more roads, cites and areas to avoid, send in your pet town and**

**we will publish many more next month. Turn to the last page for handy form to fill in.**

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## SWITCH TO 11:00 20 TIRES AND YOU WONT BE SORRY

Because 10:00 22 tires are a much more popular size, truckers may have **some** difficulty in finding 11:00 20 tires in the smaller tire shops, but most decent truck tire shops stock them, and there is very little difference in price between an 11:00 20 and a 10:00 20, but a whale of a difference in tire strength.

Naturally, you give up power when you switch to a larger tire, but **Overdrive** recommends 11:00 20 over a 10:00 22 because there is more shoulder ... thus the tire is better able to withstand road shocks and heavy loads.

In addition, you have more traction with an 11:00 20 on either dry or wet roads. There is very little difference in the height, or circumference of the tire compared to a 10:00 22. A new 10:00 22 will revolve 480 times per mile and an 11:00 20 will revolve 488 times per mile.

The rated load capacity of a 10:00 22 tire is 4,880 lbs. but an 11:00 20 is rated at 5,150 lbs.

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## BEE LINE FOR SAFETY

Near **Melrose, New Mexico**, a truck turned over containing 200 active beehives on U. S. 60. About 3,000,000 bees and several state policemen were quite upset over the whole, buzzing affair, as was the owner of the bees who was greeted with more than 100 stings. A honey of a mess.

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## LOOSE FUSEES?

If you carry spare fusees that roll around or are liable to stick into something, press their points into corks.

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## IDEAS WANTED

If you have any time or money-saving ideas send them in to **Overdrive**, and we pass them on to other truckers.



## SILENCE IS DANGEROUS

During 1960, thousands of truckers have been thrown out of work as a direct result of "piggybacking", a railroad practice now quite familiar to car-haulers and other truckers all over the country.

Actually, "piggybacking" has been going on for about 40 years, but it was concentrated in the New England area where the railroads are still more developed than highways. But it has just been during the past couple of years that the railroads have started an all-out drive to put many trucking companies out of business.

What the railroads are doing, and how they are doing it legally, is a source of much concern to many truckers and truck stop operators alike, who depend so much on truckers for their livelihood.

How are the railroads allowed to take so much business away from truckers? Simple: The Interstate Commerce Commission has authorized the railroads to haul cars at rates much lower than the trucking companies. The railroad rates are so low that truckers not only cannot compete with them, but are not even allowed to compete with them because the federal government has established a different class for truckers. In other words, even if the truckers wanted to cut their rates they could not... and as a result, the penny-watching automobile manufacturers are shipping more and more cars by rail. But cars are only one of the many targets the hungry railroads have singled out for rate cutting and piggybacking.

We must remember that the largest trucking companies are small compared to an average railroad. The railroads have millions of dollars to play with. They can afford to put the squeeze on the truckers in every way they can, for they realize how flexible and dependable trucking really is, so that they are prepared to wage an all-out battle to grab business away from truckers by price cutting and other means. After they take a big chunk of the truckers' business away they can raise their rates little by little and still keep the business because the truckers who were forced out of business have either gone into other fields or are so broke they can't afford to get back in.

This is just one example of how Big "Business" puts the financial squeeze on little businesses. It is one of the reasons the Communists can sneer at this country and say "See... America is just a dog-eat-dog society. All they care about is making money." Sure, we do care about making money, but we think truckers should be allowed to make money on even terms with the giant railroad corporations that are just giving the Communists a lot of ammunition for their propaganda guns.

Readers are urged to send us ideas. But don't just write us; write your congressmen, your senators. We know that only a small portion of readers will write, and it is partly because of this lack of response from truckers themselves that the railroads are able to cram so much anti-truck legislation down the throats of the silent trucker. The most dangerous man is the man who says nothing, does nothing.

Just because you are now hauling a load and paying your bills is no reason to think that you will tomorrow. (Of course, it couldn't happen to 15,000 car haulers last year, and it will never happen to you.)

### THE GOOD OLD DAYS?

For those of you who like to think of "the good old days" here is a photo which may remind you that perhaps not all the old days were good ones, at least in trucking.

This truck (a Packard) set a new speed record in 1920 for coast-to-coast trucking, making the run in a road burning 13 days and 5 hours. These Goodyear-equipped trucks made many trips coast to coast that year to help prove the worth of the pneumatic truck tire.

There have been more advances in tire making in the past 40 years than in road-building, and, though we couldn't find out where that truck was photographed we feel sure that it was not in California.

Readers are invited to send to **Overdrive** any pictures or stories of hazards encountered by truckers in the 20's or 30's, and any other interesting items such as length of tire life, truck life, etc.

For the best true story about transcontinental trucking in the "roaring twenties" (or the depressed thirties) **Overdrive** will award 100 gallons of gas or diesel fuel.

This may be picked up all at once or in smaller lots at any truck stop the winner desires.



Just send the name of the truck stop along with your story, and we will take care of the rest. All entries are subject to the judgment of **Overdrive**.

In case of a tie, the prize will be split. Write:

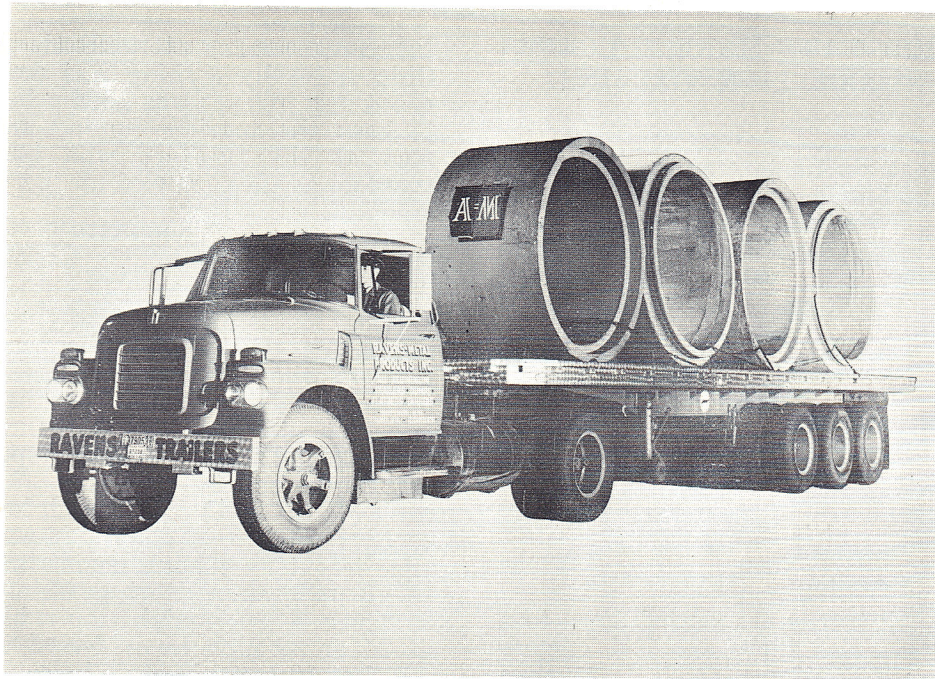
Overdrive  
c/o Transamerican Press  
Pittsburgh, 28, Pa.

### MONEY TO SPARE

The Federal Highway Trust Fund wound up the month of May with a surplus of \$297,286,705.

It is always nice to have a surplus, and we could think of several stretches where a 300 mile piece of four-lane could be built. Louisiana would be a good state to throw a decent road across, although we could think of a few places to throw Louisiana's roads. Like out.





**NEW TYPE FLAT BED TRAILER INTRODUCED**

A West Virginia metal fabricator has introduced a new type of flat bed trailer which combines an all-aluminum frame with a tri-axle construction. Ravens Metal Products, Inc., of Parkersburg, is the builder.

The new Ravens Tri-Axle Flat Bed was designed to extend payload by 40% over conventional tandem steel units, and up to 22% over aluminum flat beds now available. In Ohio, Michigan or Indiana, for example, the Ravens Tri-Axle Flat Bed will carry 56,000 lbs. legal load on public highways, using single-axle tractors. According to the manufacturer, the 9,300 total weight allows between 80,000 to 115,000 tire mileage before re-capping.

The reason for the extra weight allowable is obvious: the all-aluminum fabricated frame is 50% lighter than steel frames, and the tri-axle suspension with six wheels allows an extra 15,750 lbs. gross.

The standard flat bed is 35' long by 8 feet wide, although the frame is so constructed that almost any length or width can be supplied.

Additional details may be obtained from Ravens Metal Products, Inc., 1300 Market Street, Parkersburg, W. Va.

**TROKEROS GET WARM WELCOME SOUTH OF THE BORDER**

The *Trotero* (Spanish for truck driver) gets a warm welcome in many border towns in the southwest, and he is much more appreciated than many of the American tourists who walk or drive across the international border to hold their noses high in our southern neighbor's backyard.

Of course, one of the reasons the truck driver is so welcome is because he brings with him not only *mucho dinero* (a lot of money) but a willingness to spend it on a drink or ten or a woman or ten.

The most popular border town is Juarez, in the state of Chihuahua, Mexico. This roaring town of almost a quarter of a million has more bars per block than any other city in the world...yet you seldom see a drunk lying on the street. (The police are very efficient when it comes to keeping the curbs clear).

Juarez has many good restaurants serving good, efficiently served food. Most of our typical American restaurants would do well to copy their style of fast service. You seldom have to ask for a second glass of water or a pat of butter, as a boy is usually right there, taking care of your needs in advance.

Truckers need not feel out-of-place in their driver's uniforms in Juarez, even in the best restaurants and bars, and much liquor

can be taken back over the border at low cost

One of the best restaurants is located just two blocks from the pedestrian bridge to Juarez (across from El Paso), and the name is **Alcazar**. A good four course meal usually costs less than two dollars. The service is swift and the atmosphere great.

After your meal if you want a good bar where many truckers (and women) hang out, walk a couple more blocks to the Fausto Night Club. There, the manager is just like one of the boys, and the prices (but not quality) are lower than most of the hot spots around. The Fausto also features a night club act consisting of dancers, singers, strippers and the like, with the last show ending just a couple of hours before the sunrise. *Arriba!*

**CHEVRON TRUCK SERVICE**  
311 West Paisano Drive  
El Paso, Texas

Tire Service, Gas and Diesel, Big Lot for Parking. Just Two Blocks from International Bridge to Juarez, Mexico and four blocks to Western Union. Lot Help Furniture Movers, Sympathy for Hangovers.

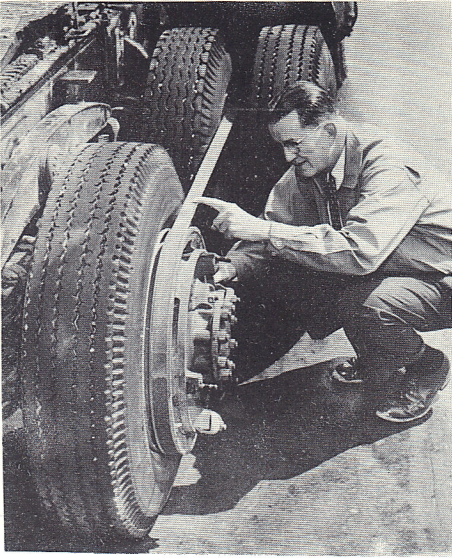
Highway 80, Best Truck Stop Location in El Paso.

"I know everything there is to know about laws, new products, ideas, where the good truck stops and garages are, and how to save money on the road. Therefore, please do not send me Overdrive." OK, Jack.....



"DID YOU HEAR SOMETHING SNAP?"





### RUBBER V BELTS A DRIVING SUCCESS

Many tandem tractors are now equipped with a drive axle that is powered by a high traction V belt such as the one developed by the B. F. Goodrich Industrial Products Company.

This powerful belt links the drive axle of the tractor with the unpowered axle, thus making a tandem drive at just a fraction of the cost of standard tandem drive differentials.

This belt goes on the drive under a tension of only 600 lbs. which is a big advantage over conventional belts offered which require 1,600 lbs. tension to overcome the high-stretch once in operation.

Since the BFG belt has low stretch characteristics, the cost of maintenance is low. One reason is that fewer "take-ups" are necessary.

B. F. Goodrich markets this V belt through the Dayton (Sterkel) Tandem V-Belt Drive Company, Denver, Colorado.

Other advantages claimed for the V belt drive for pusher or trailing axles include: better traction in all weather conditions; smoother power and brakes, safer downhill traction, improved tire mileage. Of course, the biggest savings come in comparison to tandem axles . . . not only in initial cost but in maintenance. For further details and prices, see your local Goodrich dealer or truck garage. From all reports seen and heard from, these belts are doing a darn good job, and they will probably replace tandem drive units on over-the-road equipment.

### HOW LAWS MAKE TRUCKERS LOOK LIKE VILLAINS

The State of Ohio, along with its weak-sister state of Pennsylvania, has long been a good example of how laws (and lack of them) and stupid legislation have made many truckers look like villains.

One of the most common ways to disgust tourists and truckers alike is to have plenty of two-lane roads, especially in areas that need three and four lane roads.

Just east of Salem, Ohio, there is a hill long-known for its traffic-clogging abilities. The hill, located on Rt. 14 is still a two-lane affair even after years of crawling trucks and fuming motorists.

All trucks are slowed down to a crawl and there are just enough bends that passing is more than dangerous. Certainly, the truckers don't like to hold up traffic, but they are hardly in a position to build the badly-needed third lane.

This stupid piece of highway engineering used to be a much hotter subject of conversation for truckers and motorists in the eastern Ohio region. But when the Ohio Turnpike was opened, much of the traffic drained off this once-busy state route. The curses have been fewer, but just as loud.

When Senator Lausche (then Governor of Ohio) was active as the President of The Society For

the Advancement of Railroads in Ohio, naturally nothing was done about this hill. It was good policy to keep the tourists fuming and mad at the truckers who held them up as they crawled up the  $\frac{3}{4}$  mile hill.

(And it was during Lausche's reign as Governor that the Ohio Axle Mile Tax was born.)

Many states have reduced speed limits for trucks, and the very tourists who curse out the speeding truck yell even louder as they crawl behind the truck shuffling along behind a state cop at 40 mph. (of course the tail-gating tourist can't see the cop.) With such low speed limits it is almost impossible to get up enough momentum to go up even a short grade . . . so where a truck might top a hill at 25 or 30 mph he is forced to crawl at 10 or 12 because he could not get a run for the hill.

Another example of how laws turn truckers into villains is best shown by an accident that happened on the Fort Pitt Bridge (U. S. 22-30) in Pittsburgh, Pa.

A tractor-trailer turned over on the ramp and spilled its load of steel at 4 a.m. June 8. *But it wasn't until that evening* that the truck was hauled away and the jam cleared. Why?

It seems that a law was passed which provided that tow truck operators could not hold a truck and cargo for payment.



LONG TRIP?



## WHAT IS A HANGOVER?

Can It be Avoided?

From the grape came the wine, from the wine came the headache.

There is nothing funny about a hangover, and many people think it is from taking in too much alcohol that a hangover results. But one of the main reasons for a hangover headache is not the excess of fluid taken in, but the loss of body fluids caused by the alcohol intake.

It is fortunate that many of us have not experienced the "morning after the night before" headache characterized by the deep-rooted, throbbing pain that appears to be multiplied ten-fold in intensity by any otherwise normal, everyday sounds, lights and movements.

The cause for this penalty for exceeding moderation is thought to be a general loss of body fluids. More specifically, *the decrease of fluid surrounding the brain and spinal column.*

Then, traction is produced on the blood vessels in the brain, which, in turn, produces the dull, throbbing pain known as the hangover headache.

The "average" hangover might often be avoided or at least lessened by drinking 2 or 3 glasses of water before "hitting the sack" in order to replace lost body fluid.

Common aspirin and a warm tub or shower may also be quite helpful.

Research on hangovers and other effects of alcohol is far from complete, so if you find yourself faced with a man in a white coat and a basketful of test tubes while bending an elbow or two, volunteer your services . . . the hangover you save might be your own!

---

### AL & SONS TRUCK GARAGE

8840 Alameda, El Paso, Texas

(Highway 80, south side of highway, 9 miles from downtown El Paso.)

MACK, GMC (Operated by former Mack Garage Service Manager of El Paso) and other makes. Complete Truck Repairs. Sane Enough to Do an Excellent Job but just nuts enough to work right through the wee hours to get your truck rolling again!

Al Enriquez, Prop.

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## "BIG FOUR" MOVERS NAMED IN RATE FIXING CHARGES

Four of the nation's largest moving companies and five of their top executives were charged by the government with conspiring to fix rates for moving household goods.

A Federal Grand Jury in Washington, D. C. charged that the conspiracy smothered competition and forced the Government and the public to pay higher shipping costs.

The four companies cited were:  
North American Van Lines  
Allied Van Lines  
Mayflower Transit Co.  
United Van Lines

The executives named in the so-called conspiracy were James D. Edgett, president and Paul Clarke, assistant president of North American Van Lines. John Sloan Smith, President of Mayflower, Emmett J. Flavin, executive Vice President of Allied Van Lines and Loren A. Larimore, executive Vice President of United Van Lines were also named as defendants.

Most of the defendants either had no comment or else denied the charges.

Another defendant was the Household Goods Carriers' Bureau, a non-profit trade organization devoted to hundreds of moving companies in the U. S.

Maximum fine for each defendant is \$50,000 on each of two counts and up to one year in jail.

The defendants were also charged with forcing various agents to refuse warehouse storage space to independent movers and with preventing or postponing the introduction of simplified handling and packing methods.

What the government didn't mention, of course, was that it forces these movers and many others to haul commodities for Uncle Sam at cheaper rates than for private industry.

This sort of thing is frowned upon if a large company does it, but the government gets away with it all the time. If anyone should be cited for "rate fixing" how about Uncle Sam?

Since most moving companies have to haul the goods of armed forces personnel at lower rates than those fixed for private industry, why doesn't Uncle Sam ask that those rates be raised and made uniform?

A more thorough examination by Uncle Sam should be instigated before the names and reputations of several movers are stained because of an investigation based on half truths.

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## THE TAX SQUEEZE: REAL OR IMAGINED?

Truckers are always yelling about the increased taxes, and rightly so, for they are paying double tax in many instances.

This is because many states have their own tax setup, such as Ohio, New York, Colorado, Alabama (and so on, far into the night!) . . . the Federal government pays no attention to these taxes that have already been paid to the various states. If the trucker is going to put more miles on Federal system highways then he should not have to pay the state an equal or larger tax for the same road.

Send in your squawks to Overdrive, c/o Transamerican Press, Pittsburgh 28, Pennsylvania. Use the handy form on the last page of this magazine. Don't delay one day, one hour. Help yourself and other truckers by writing us your ideas. The more names we have in our files, the more weight we can carry in our fight against higher taxes and unfair taxes. What about it, trucker?

---

## HOW MUCH ARE THE NEW TAXES COSTING TRUCKERS? MOTORISTS?

The increased fuel and rubber taxes will cost the average motorist a little over a buck a year . . . about 10¢ per month.

But the truckers will be paying \$218 more in Federal user taxes (based on a four axle rig). That's for gas. A diesel user will be paying about \$545 more per year, just increase over what he paid last year.

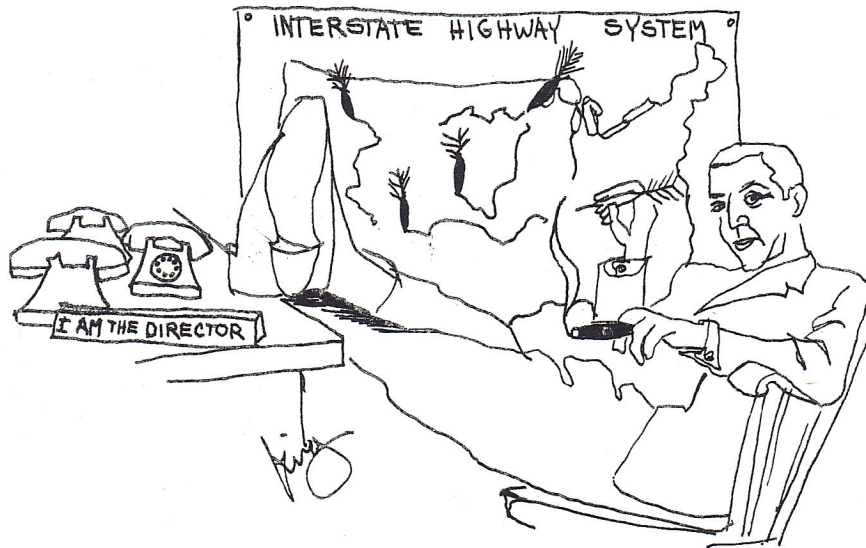
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DON'T READ THIS NOTICE. TURN TO PAGE 15. TOO BAD IF YOU WASTED YOUR TIME READING THIS AD!

YOU CAN VOTE FOR "MISS OVERDRIVE" STARTING IN NEXT MONTH'S EDITION. WOW!



## SUSPICIONS . . . CONFIRMED!



## WHAT STATE HAS THE MOST HIGHWAY MILEAGE?

Have you ever heard the story that Pennsylvania has the most highway mileage? We have, and we have talked to many truckers who have been told the same thing.

Possibly one of the reasons this rumor has "leaked" out is because the state is embarrassed at having so many bad miles of roads and highways. Perhaps the state thinks that the number of miles it has makes up for the poor quality of the roads.

**Overdrive**, trying to clear up rumors of any sort, decided to list for readers' benefits the actual miles of roads in the leading states (as far as number of miles is concerned).

Pennsylvania actually falls into ninth place if you consider the **total** number of miles of streets and roads but if you consider the **paved** miles, Pennsylvania drops into eleventh place.

Here are the states, with mileages reported by the Bureau of Public Roads, Washington, D. C.

### STATES LISTED BY TOTAL NUMBER OF MILES OF ROADS, HIGHWAYS, STREETS:

STATE:	RANK:	No. MILES:
Texas	1	229,423
California	2	143,558
Kansas	3	133,506
Minnesota	4	123,785
Illinois	5	123,214
Iowa	6	111,514
Missouri	7	110,983
Michigan	8	110,089
Pennsylvania	9	108,716

### RANK OF STATES SHOWING TOTAL NUMBER OF PAVED MILES:

Texas	1	144,749
Illinois	2	112,156
Minnesota	3	103,424
Iowa	4	99,842
California	5	99,362
Missouri	6	96,363
Indiana	7	92,271
New York	8	91,908
Michigan	9	89,308
Wisconsin	10	88,750
Pennsylvania	11	83,839

It is to be remembered that these figures do not indicate the quality of roads, merely the number of miles of roads (including city streets).

## NO THINKERS ALLOWED!

We wonder what goes through the minds (?) of city and town councilmen in various sections of the country who make up laws prohibiting trucks from traveling on certain streets in their precious little burgs.

In the first place, no through trucker wants to be bothered to spend time sightseeing with a 30 ton rig, on streets that are usually too narrow, too rough, and too out-of-the way. And in the second place, if the trucker **did** get on a side street there is usually only two reasons why:

(1) He has a delivery to make and has been directed to go on that street

or

(2) He is lost and is finding the quickest way out of a town that spends more money on **restriction** signs than on **direction** signs.

If these councilmen and politicians who recommend such local laws would just take a few seconds to think, they would realize how much of the taxpayer's money is being wasted and perhaps they would remember that election time has a habit of rolling around even more frequently than the occasional trucker who commits the sin of getting off a main route.

**Ambridge, Pennsylvania** is just one of hundreds of towns with signs planted all over telling truckers to beat it . . . and it is ironic that so many towns that depend on trucking to bring them their wares (or take them out) are among the first to appropriate

valuable tax dollars for the "No Trucks Allowed" signs. There are all kinds of variations to these signs, as every trucker knows, and we can't help wondering if in the hallways of the various municipal buildings, there isn't a sign that says "**No Thinkers Allowed.**"

## UGLY STRIPPERS ?

In the glorious state of Pennsylvania, there was a bill introduced recently which called for strip miners to fill in or fix the damage their scoops and shovels did to the land. Of course, this would cost the strippers lots of money, so naturally they opposed the bill, which was conveniently held up by a state senator by the name of John Haluska.

Well, this Haluska fellow is a good friend of one of the state's biggest strip mine operators, but of course this had nothing to do with the fact that he held up passage of the bill.

And it is not surprising to find the **Pennsylvania Railroad** fighting the bill and going to bat for the strip miners. If the bill passes, the strip miners will lose money and of course the dear, old railroad will lose, too.

We think this is a wonderful, public-spirited outlook by the nation's largest railroad and we can think of nothing nicer than to have lots of big holes all over, unable to grow much of anything, and an inviting death-trap for playing children.

This is just another example of how the railroads have the public interest at heart.



## HOW SAFE ARE SEAT BELTS?

Much has been said for the seat belt, and, while such a safety item may have lots of merit, there are many disadvantages, too, especially for the trucker. The trucker drives differently than the average car driver (thank God!) and he is involved in different types of wrecks.

The main purpose of a seat belt is to hold you in your seat in case of a collision. While in the cab of a truck, this might keep you from being bounced around, it might also keep you tied in a burning cab.

In addition, seat belts can cause severe internal damage, for a lot of pressure is put on the lower abdominal wall at moment of impact.

What about the trucker who is ditching his outfit? In the split-second it takes to decide what to do, there might not be time to unfasten the seat belt, and the trucker might be carried over a mountain slope -- with no seat belt he could leap out and save his skin.

A truck rolling over on its side will usually cause less injuries to a trucker than to a car driver in the same type of scrape: The trailer and load absorbs most of the impact. In addition, truck cabs are generally stronger than cars, and less likely to be damaged on a side-roll-over type of accident.

With so much emphasis on the safety of seat belts, **Overdrive** cannot understand why this gimmick is so highly recommended. If you are going to use gimmicks, why not use good ones, and get shoulder straps and crash helmets?

What is the good of half-baked safety toys when they don't eliminate the accident, teach the driver, or help in any way except the possible reduction of a few hundred deaths.

How about some safety built into the highways? What about adequate and well-placed signs? What about roads without dozens of chuck-holes and cracks which tear apart tires, springs and frames? (And, when an accident is caused by a failure of one of those, it is blamed on the tires, or the springs --- hardly ever on the lousy road which caused their breakdown).

How about adequate warnings for traffic lights and other "safety" features? What about better dividing line paint?

What about safety guard rails? (See page 4 for a further dis-

cussion of guard rails.)

*Last, but far from least, what about getting rid of some of the lousy drivers who clog our roads and attack other cars with a lethal weapon that should have a driver who has had months of training before he is allowed to take a driver's test. And then, whenever he is allowed to take a test, he should be given a strict one; a rough one that would include driving at least two hours under all conditions.*

But no, what are we faced with? 73 million cars and trucks on the road and only about 2 million competent drivers. Is this exaggeration? We think not.

Any Sunday afternoon in most states shows you the "average" driver, (the car full of gaping tourists and screaming kids... merrily zooming along at 80 mph in the hands of a fellow who doesn't know which, if any of his tires are worn, or what he would do if a fuse blew at night... or else the crawling, wide-eyed Mama with the front seat full of kids, toys and other distractions) and what a sorry sight he is! But he's safe, safe, safe because he has a seat belt at 11.95. With chrome buckles.

Yes, almost anyone can get a license, but how many licensed drivers can really drive?

(Read next month's issue of **Overdrive** for a hard-hitting article on **America's Worst Drivers**, or **Fifty Million Drivers Can Be Wrong!**)

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## FREE SERVICE FOR FLEET OWNERS BY KENDALL OIL CO.

Kendall Oil Co., of Bradford, Pa., has a free service for fleet owners which should result in more economical operations. This service is called the **FOUR DRAIN TEST**.

The Fleet Superintendent selects a certain number of units for the test, either long or short haul operations. Then, a pre-selected Kendall Motor Oil is introduced and used for four of the present drain intervals.

At the time of the fourth drain a representative of Kendall will take a sample of the oil and records the oil changes and then sends it in to the refinery to be analyzed. Based on this analysis, Kendall technicians will recommend a proper drain interval, or else suggest that additional samples be submitted.



## NEW TIRE TREAD DESIGN

The tire shown in the photo was designed by the B. F. Goodrich Company mainly for trucks needing good traction in either forward or reverse gears.

This tire is called the BFG Silvertown All-Purpose Traction tire, and is especially good for mud and snow. It is made in either Nylon or Tyrex, and should be a good, all-purpose tire.

The girl in the photo, Betty Jo Williams, works for the B. F. Goodrich Company as a secretary.

She is not available to help truckers change tires.

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## BURT'S CANFIELD TIRE SERVICE, Inc.

Route 224, One Mile West of Canfield, Ohio, North Side of road. Road Service and Tire Repairs by an outfit that knows tires and tire problems.

---

## CLINE'S TRUCK STOP

Rt. 14 Columbiana, Ohio

Many brands of oil, accessories and clothes for truckers. 24 Hr. Axle Scales. Bunks, showers, cafe, tire service. Cattle bins. Plenty of parking space.



## PERISHABLE HAULERS TAKE NOTICE:

**Thermo King Corporation**, long a leader in mobile refrigeration for all sizes of trucks, now offers a diesel unit of 36 BHP. The engine weighs but 400 lbs. It is equipped with a fast action glow plug starting system with a 12 volt starting motor. Two fuel filters and a full-flow oil filter aluminum pistons and chrome-nickel cast iron cylinder blocks. The engine drives an alternator to provide power for the evaporator fans. This unit uses No. 2 diesel fuel.

These units come equipped with a standard 50 gallon fuel tank although larger tanks are available at extra cost.

Thermo King was a pioneer in mobil refrigeration, and was established in 1937 with a staff of eight people. This company is a good example of positive-thinking, for a compact refrigeration unit for trucks 24 years ago fell into the "It can't be done close quotes category. Now, of course, Thermo King is thought of as the "It can be done" company.

Whether or not you own a Thermo King, we are sure you will appreciate having this list of perishables and their temperatures, or what **should** be their temperatures.

At the bottom of the page is a list of Thermo King factory-trained men you can get 24 hours a day, in case your nearest dealer is closed.

COMMODITY	MINIMUM	MAXIMUM
Apples .....	38°	42°
Beans, green .....	40	45
Butter .....	45	50
Cabbage .....	45	
Cheese .....	39	45
Corn, sweet .....	45	
Cream .....	40	45
Eggs, fresh .....	38	45
Fish, fresh, iced .....	32	36
Fish, frozen .....	0	5
Fish, smoked .....	40	50
Flowers .....	45	50
Frozen fruits, vegetables and concentrates .....	-5	0
Grapefruit:		
Calif. & Arizona .....	45	55
Florida & Texas .....	32	34
Honey .....	45	50
Lemons .....	55	58
Lettuce .....	45	
Melons .....	40	45
Milk .....	40	45
Oleomargarine .....	34	36
Oranges .....	50	
Peaches .....	50	
Pears .....	40	
Potatoes, white .....	45	60
Poultry, dressed .....	29	32
Poultry, frozen .....	0	10
Tomatoes, ripe .....	55	70
MEAT:		
Bacon, fresh .....	36	40
Bacon, smoked .....	60	65
Beef, fresh .....	38	42
Beef, frozen .....	0	10
Fat backs .....	38	42
Ham, fresh .....	38	42
Ham, frozen .....	0	10
Ham, cured .....	60	65
Lamb, fresh .....	34	42
Pork, frozen .....	0	10
Pork, fresh .....	36	40
Veal .....	36	40

**IMPORTANT** The above recommendations are taken from the American Society of Refrigerating Engineers publication and other commercial sources, and generally conform to commercial practices. Because certain foods may be cooled by the vacuum process, they may require lower carrying temperatures. Other foods may also require special temperatures, therefore the shipper should be consulted.

### CALIFORNIA:

Danville  
Paul Richardson, 226 Montego Drive VE 7-7533  
San Francisco  
Leroy Bottemiler c/o Thermo King  
185 King street EX 7-1606  
Glendora  
Henry Kolbo, 743 E. Northridg Ave AD 3-4187

### COLORADO

Denver  
Fred Young, 7864 Wandot

### FLORIDA

Jacksonville  
Earl Dayo, 6881 Bidy Lane SP 1-4775  
Tampa  
Frank Bresnahan, 4110 De Leon Ave.  
RE 6-9665

### ILLINOIS

Oaklawn  
E. O. Willis, 10101 S. Buell Court GA 3-0639

### MARYLAND

Pasadena  
Wendell Bjork (No street address) SO 1-5558

### MASSACHUSETTS

Newburyport  
James Griggs, 3 Jackson Street HO 5-0390

### MINNESOTA

Hopkins  
Richard Hanson, 717 Robinwood Lane  
WE 8-4934

Minneapolis, 20  
Thermo King Corporation, 314 W. 90th St.  
TU 1-2601

St. Paul  
Herman Thissen, 589 S. Cleveland MI 8-5321

### MISSOURI

Kansas City  
Wilbur Rimmer, 9801 E. 53rd St. FL 37896

### NEW HAMPSHIRE

D.J. Magowan, 512 Broad St. GE 6-2775  
Portsmouth

### NEW YORK

New York City  
Jack Connor, 209 E. 33rd. St. MU 7-2550

### NORTH CAROLINA

Charlotte  
Wayne M. Upright (No address) EX 9-8008

### OHIO

Cincinnati  
W. J. Theis, 6078 Jessup Road WE 1-7973

### PENNSYLVANIA

King of Prussia  
Joseph B. Crandley, 225 Hawthorne Rd.

### TENNESSEE

Memphis  
J. D. Smith, 2179 Ravenden Drive EX 7-0335

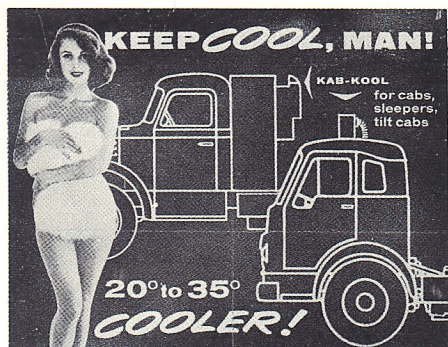
### TEXAS

Dallas  
Dallas 29  
Jim Will, 1910 Utica Drive EX 1-4551  
Vern Elias, 3668 Northhaven Rd. FL 2-1542  
Irving  
Gene Bravenec, c/o Thermo King,  
Dallas, 412 E. Highway 183 BL 3-9194

### WASHINGTON

Seattle  
J. C. Heil, 1602 N. 47th St. 1 ME 3-0261





### COOL, MAN, COOL!

Tired of sleeping in a pool of sweat? Do you feel like an old tarp or a dirty dishcloth? You don't have to, thanks to an inexpensive cooler designed for trucks called Kab-Kool. Now you can breeze along the road or stretch out in your sleeper and relax in solid comfort. How?

A Los Angeles, California outfit called Metal Products Engineering Co. offers several models of water - evaporative coolers designed and built for the comfort of truckers.

This cooler has many advantages over the higher-priced air-conditioners, one of them being that they are installed easily and quickly.

Kab-Kool comes in three models, all of them essentially the same, designed for different needs, such as tilt-cabs, sleepers etc. There is a roof-mounted model called Kab-Kool Dual Jr. which was especially designed to eliminate the spillage of water on tilt-cabs.

It has an eight-gallon water capacity which should be enough to last all day under the hottest of Arizona suns.

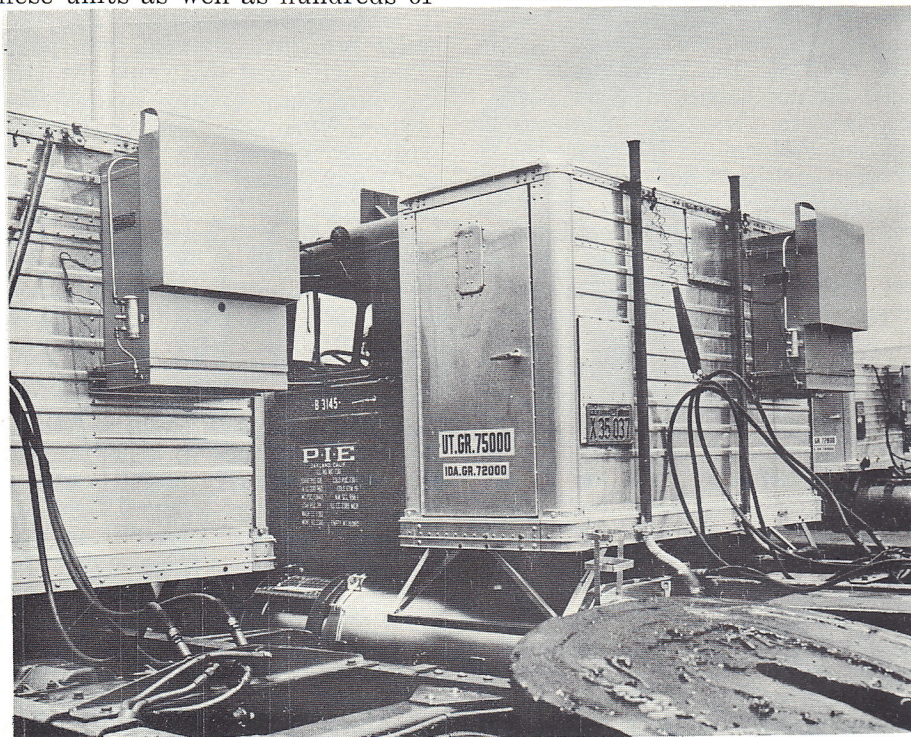
Another advantage of Kab-Kool is that there is no power loss due to its being a completely independent unit, having its own electric motor to turn the high volume squirrel-cage blower. There is also an electric Bendix pump to circulate the water and drive it from the tank to the evaporative pads through plastic tubing. An additional air scoop helps bring in even more quantities of air, and this can be installed at very little extra cost. While the southwest is ideal for this type of cooler, truckers in the humid east may not find Kab-Kool as satisfactory as a "regular" air-conditioner.

But if you are a trucker who drives in Texas, Arizona, California, New Mexico or any of the other western states, you will find this cooler is ideally suited, and very

economical. The maintenance is practically nothing, and the drain on your battery is slight.

While other types of air-conditioners cost in the neighborhood of \$300, \$400 or more (some cost as much as \$600!) Kab-Kool can be purchased for \$137.50 plus about \$6.00 Federal Tax.

Delivery is fast, and Metal Products Engineering (4000 Long Beach Avenue, Los Angeles, 58, Calif.) will ship out the complete unit in a carton anywhere you like. Shipping weight is only 50 lbs. and this light weight is yet another advantage over other types of air conditioners. A lot of big companies, such as **PIE, Transcon, Watson Brothers** etc. are using these units as well as hundreds of



independent truckers.

If you want more information on the models and applications, write Metal Products Engineering at the above-listed address, or else drop a line to Transamerican Press, Pittsburgh, 28, Pa. Don't delay, there's lots of hot weather ahead.

#### TUCSON TRUCK TERMINAL

4445 EAST BENSON HIGHWAY

(Highway 80 - East)

ONE OF THE LARGEST, MOST COMPLETE TRUCK STOPS IN THE SOUTH WEST. GIANT PARKING AREA. ICE, LAUNDRY SERVICE TELETYPE, DIESEL FUEL, ACCESSORIES, CLOTHES.

Tire and Lube.

Flying A Service

WEST SACRAMENTO, CALIF.

KING'S FLYING A TRUCK STOP

U. S. 40 & Harbor Boulevard 60 Ft.

Scales, 24 Hr. Teletype Service, Diesel

& Butane. Complete Icing Service. Free

Showers. Washmobile & Steam Cleaning

Service. 24 Hour, Air-Conditioned Cafe.

Tel: FR 1-7073

#### REMEMBER HALL-SCOTT?

Famous makers of heavy-duty truck engines, Hall-Scott has been out of business since May 31, 1958. The engine operation was sold to Hercules Motors Corporation, Canton, Ohio.

KINGMAN, ARIZONA

Southern Truck Service

Highway 66, 1 1/2 Miles East.

Diesel, 24 Hr. Service, Butane.. Mechanical Service, Lube.

FLYING A FUEL & SERVICE



## CORRUPTION: MAIN INGREDIENT IN HIGHWAY CONSTRUCTION.

Although the Kennedy Administration has backed much legislation that will cost truckers many hard-earned dollars, all is not gloomy, and some of the other Kennedy Administration practices will no doubt benefit the truckers. This will be discussed more fully in the October **Overdrive**.

It seems a sure thing that a lot of the waste and corruption that has eaten the guts out of the highway system will be brought to light by the keen eyes of the Kennedy Brothers.

This monstrous waste has so infected the highway system in so many states that it is hard to begin with any particular state.

As of July 10, the Bureau of Public Roads withheld New Mexico's right to advertise for bids for proposed Federal-aid highway construction projects.

In addition, the BPR is also refusing to approve any contracts previously authorized until the New Mexico State Highway Department outlines the changes it will have to make to make sure that the Department has adequate control over construction operations.

Furthermore, New Mexico will get no more money from the BPR for projects completed until the State Highway Department can prove that the work it does is good enough.

One of the stretches of bad road that was brought to the attention of the House Special Highway Investigating Committee was in Lordsburg, N. M. *where the road was falling apart even before it was completed.*

**Of course, New Mexico is just one of dozens of states where graft, waste and improper construction practices have either been brought to light or will be brought to light.**

Currently, West Virginia, South Dakota, Massachusetts, Georgia and Montana are being investigated.

In Oklahoma, a 13.2 mile section of a by-pass around Tulsa showed more than one irregularity, and this project (\$8,600,000) was not only constructed with faulty material, but there were also many shortages of vital materials and many test samples were faked by the engineers of the State Highway Department.

During the Florida hearings, the investigating committee proved that state employees got regular cash payments from the road contractors they were supposed to be supervising. Many state workers received other favors, such as Christmas gifts, building material for their private use, and loans of hundreds of dollars were made by the road contractors to state employees who were theoretically inspecting the work performed by the contractors. These "loans" were not expected to be repaid, and most of them went unpaid for months or years.

**What will be the result of these investigations? Where will they lead?**

First, the investigations are a long way from over. They will take not just months, but years. They will lead, we hope, to more adequate supervision by the Federal Government and the various state governments.

The purpose of the investigations is two-fold:

The first is to uncover the people directly involved in the scandals, and to find out from them exactly how deep the corruption has seeped.

The second reason is to show the governments of the states that a much more rigid policing is needed if roads are to be built properly. The sad thing about the past practices is that the policemen -- the inspectors themselves -- were the ones who were being bribed by the crooked contractors who were saving thousands of dollars by their skimping methods.

In Dade County (Miami area) Florida, a shaving of the surface of about one-eighth of an inch resulted in not only inferior roads but enough additional profit for the contractor to buy more than one Thanksgiving turkey.

Now, mainly because of the investigations (headed by chief counsel Walter May) the Bureau of Public Roads is withholding more funds from states under the eagle eye of the investigators.

*In the state of Massachusetts there were so many irregularities in the purchase of rights-of-way that the Federal Government has held back 11 million dollars in aid from that state.*

The city of Boston has many bad roads and streets. But it should be remembered that that town is supposed to be the center of culture in New England, and not the highway hub, and we

wouldn't dare suggest that there was a bit of corruption or waste in Boston's road - building program.

What is one of the ways the Federal Government can probe areas with bad roads... many of them built with Federal funds?

Simply write **Overdrive** and tell us the highway that you think is either in bad need of repair, or has been repaired badly.

Not only will we make up a list of bad roads for other truckers' benefits, but we will call them to the attention of the House Special Highway Investigating Committee.

For those of you truckers familiar with the Lordsburg, New Mexico road, or the Tulsa by-pass, it will be satisfying to learn that there is something being done. There is yet a lot to be done.

You can help tremendously if you will just cooperate with **Overdrive** and send in the names of highways that are bad.

This will serve two purposes which have already been discussed.

You have long wanted an opportunity to put your gripes to good use. Will you? Or will you be a Silent Sam?

(Turn to the last page of this issue, fill it in and send it in!)

## AND NOT A MILE IN BAD SHAPE?

The total number of roads and streets in the United States in 1959 was 3.5 million miles, according to a recent release of figures by the Bureau of Public Roads.

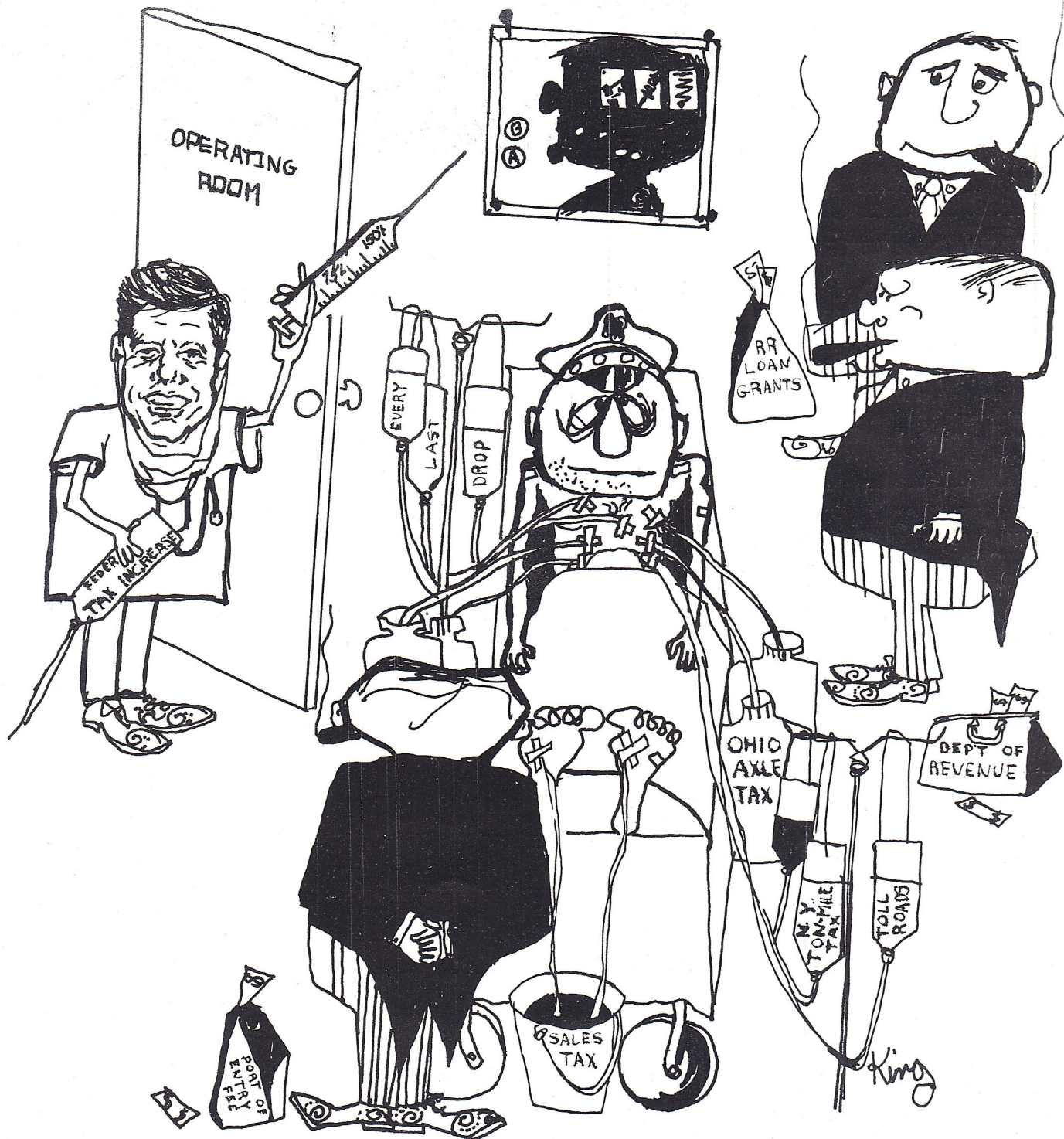
Of this total, over 1 million miles are unsurfaced. (37% of the total are soil-surfaced or have surfaces of gravel or crushed stone or slag. The remaining miles are made up of surfaces which the average person thinks of as "paved" although they include many of the lowest types of surface, which, if old or not kept up, may look like gravel roads.)

It is easy to see how other nations of the world, though having many less total miles of roads, can point at the U. S. and say "See, more than half the roads in the U. S. A. are unpaved."

The above figures do not indicate the number of bad miles of roads and we would hate to shock our already kidney-bruised readers with an estimate of how many miles of roads are in need of repair.



# Doctor To The Rescue?





## WHAT DID YOU GROSS LAST YEAR?

See next month's **Overdrive** for a list of hauling revenues from different truckers. Is steel hauling really undependable? What about those produce haulers? Are you a pad-folding furniture man?

These and other types of truckers will be discussed, and average revenues compared . . . in next month's **Overdrive**. Make sure you get your copy. **Subscribe NOW.**

### OVERDRIVE GIVES THE GREEN LIGHT TO THE FOLLOWING TRUCK STOPS

(Every month, **Overdrive** will feature many truck stops of the caliber that we think truck stops should be. Here are just 9 truck stops we recommend. With your cooperation, we will list more with each issue, just as we will list the truck stops that are not recommended.)

**LARAMIE, WYOMING:** Diamond Horseshoe, U. S. 30, south side of highway, just west of town. 24 Hour Service for fuel, grease, minor repairs, cafe etc. Plenty of parking, easy to get into and out of. Fuel there is cheaper than in Sinclair, Wyoming where there is a refinery outlet. Motel, trucker's rooms and showers on the property. Bulletin board in the cafe for drivers' mail. Another good spot in Wyoming is:

**LITTLE AMERICA, U. S. 30,** Little America. North Side of highway. This is one of the most complete, cleanest and up-to-date truck stops in the U. S. Enclosed, drive-through grease pits and repair facilities. Free showers are in a clean, tiled trucker's quarters. Plenty of parking, much of it paved. Service is quick, efficient and there are special truck islands and pumps. Easy to spot from either east or west. Plenty of tourists in cafe, but food is good and plentiful, and there is a special trucker's menu with discount prices. There is even a bar and a carpeted men's room with piped music in the restaurant, or main building. Fuel and oil prices are not out of line even though the place is 50 miles from nowhere. RPM Delo is cheap here. If you stop here once, you will stop often.



**TUCSON TRUCK TERMINAL, TUCSON, ARIZONA**

**TUCSON, ARIZONA:** Triple T Truck Stop. This Truck Stop has so much parking space we think part of it is in Texas! Located about 10 minutes east of downtown Tucson on Highway 80, on the north side of the road. It's big, it's complete. Separate shower and bunk building located half-way between cafe and station. Laundry service, 24 Hr. Teletype, clothes, accessories, greasing. You name it they've got it. Good iced tea and air conditioning better than most downtown high-class restaurants. Easy to spot, hard to forget. Used to be Gulf but is now Humble (Standard) along with a lot of other stations in Arizona that turned away from Gulf to Standard Oil. Ice for reefers. They're so complete they even peddle **Overdrive!**

**LOS ANGELES, CALIFORNIA:** Richfield Truck Stop (Paul's Truck Stop) . . . we aren't sure of the name now but this is the only truck stop on south Alameda that has a new restaurant. Clean showers and they even had a washer and drier (free) for trucker's dirty lingerie. This truck stop is within a couple of blocks of Mack and GMC. They have scales, washing, greasing etc. An all-paved parking lot, natch. Address is about 1900 South Alameda on west side of street.

**YUMA, ARIZONA:** Just a few miles east of Yuma on the north side of U. S. 80, try **Ted's Truck Center**. Another ex-Gulf station now merrily pumping Standard. This is another large truck stop, easy to get into and out of, and

with complete facilities. No dancing girls, however.

**PHOENIX, ARIZONA:** On Black Canyon Highway, there is a new Texaco Truck Stop with the Roadrunner Cafe. We don't know too much about the food, but it is probably as good as the service. This is on the west end of Phoenix on state road 69 (Black Canyon Highway) and has lots of parking space. Easy to see, and a welcome addition to Phoenix, which has needed a good, big truck stop such as this.

**DEMING, NEW MEXICO:** McLain's Truck Service, McLain's Truck Stop, or whatever you call it it is still a good place to stop. This is one of the few truck stops in the country where the boys rush out to clean your clearance lights with a brush and bucket of water. Service is quick and efficient, and they do a great job on windshields and mirrors. Fuel and oil prices are reasonable. Free showers and bunks and they don't just show you a mangy mattress, either. In fact, you get **pink** sheets. Oh, say! Plenty of parking, and a good cafe to boot. This outfit (a small chain of McLain's in Texas gives the same good service on windshields etc.) is a Truck Stop from the word whoa. They go all out to help a trucker in many ways. If every truck stop were like McLain's, **Overdrive** wouldn't need to make recommendations.

**BIG SPRING, TEXAS:** On the west end of Big Spring, on the north side of U. S. 80. Can't





**MCLAIN'S TRUCK STOP, DEMING, NEW MEXICO**

place the name but it was a Phillips 66 station at last report. This is a fairly complete truck stop with lots of parking and the accent on good food worth waiting for.

**COLUMBIANA, OHIO.** Cline's Truck Stop, route 14, on south side of road, about  $\frac{3}{4}$  miles west of route 7. This truck stop has a good supply of RPM and many other truck oils at much lower prices than most so-called discount truck stops or stations. Scales, ice and cattle bins help make this one of the most popular truck stops in eastern Ohio. Tire Service and an ever-expanding supply of truckers, clothes and stuff. Three rest rooms, bunk house. This is operated by John Kelton and Bob Cline, two fellows who go out of their way to help truckers. They are interested in more than just making a buck. Easy access from road, ample parking. This is on the main route from Pittsburgh to the west. Just 5 miles south of the last exit going east on the Ohio Turnpike. Healthy discounts and healthy food. A trucker's truck stop. Shell Products.

### GOOF!

In Eggertsville, New York, a town near Buffalo, work crews were building a new street. Everything was fine except they forgot to move a telephone pole and they paved right around it, leaving the pole standing in the middle of the street!

### TRUCK STOP RELOCATION

The State Line Service Center that used to be on the Ohio-Pennsylvania border on U. S. 20 has

been abandoned and is now located at the junction of U. S. 6N and Interstate 90, at New Kensington, Pennsylvania.

### TRUCKER'S FUSEE AVERTS RAILROAD TRAGEDY

Near Van Wert, Ohio, a speeding Pennsylvania passenger train smashed into a stalled truck at the crossing in Convoy, injuring 11 people.

There were no serious injuries but there might have been if the trucker, from Macon, Georgia, hadn't put out a fusee which the train's engineer saw in time to slow down considerably.

It is good that the trucker had the presence of mind to get his fusees out, but we wonder if he could have avoided the accident by not shifting gears going over the tracks, or else having enough momentum to carry him across even if the engine did stall.

### THUMBS DOWN ON THE FOLLOWING TRUCK STOPS:

**B. F. Gordon's Truck Terminal, U. S. 41, North, Fort Myers, Florida.** This is a Pure Oil Station that doesn't seem to stand up to Pure's usual good run of truck stops. At last report it had an unpure shower room. No restaurant, not too much parking space.

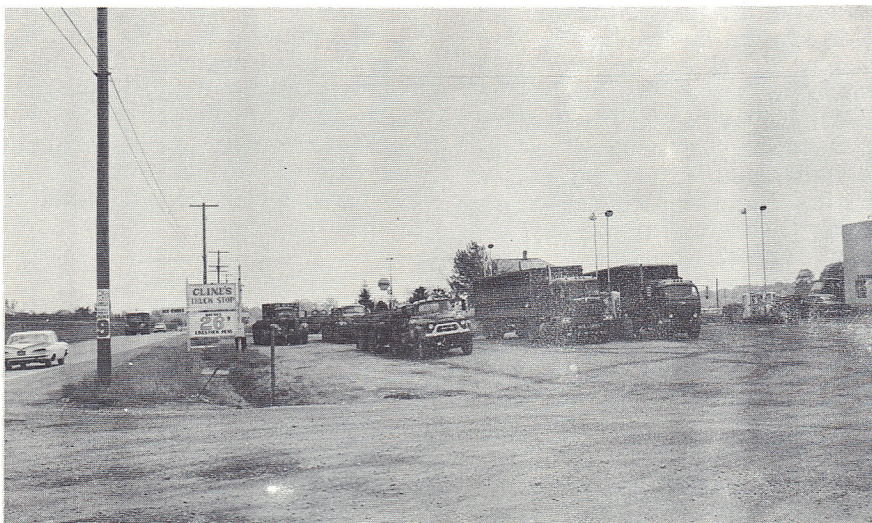
**Betty's Gulf Truck Stop, Highways 78, 29, Athens, Georgia.** Dirty Rest Rooms, seldom equipped with towel. Too bad if you like fruit with your cereal here, and too bad if you dislike those scratchy plastic glasses which may be nice for clumsy waitresses but which kill the taste of good water and make bad water taste worse! Drive on, brother.

**All States Truck Terminal (Pure) north of Leesburg, Florida on U. S. 27, 441.** Dirty... need we say more?

And there is another **GULF Truck Stop 14 miles west of Tuskegee, Alabama** which we got a bad report on. Don't know the name, but, again, drive on, brother, unless you're a brute for punishment.

A telephone call from a burned-up trucker in Ohio said that it would be better to skip **Wheeling White in Wheeling, West Virginia.** Unless you have lots of money. And the International Garage (T&T) in Portsmouth, Ohio is "run by a bunch of amateurs" according to a report.

There is a sign at a **GULF station in Wills Point, Texas** that says "Truck Stop" but just drop into a higher gear as you sail by this one. Filthy restroom, hard to get into with an outfit etc. Otherwise, it's great!



**CLINE'S TRUCK STOP, COLUMBIANA, OHIO**



## THE UNTIED STATES OF AMERICA

### PART ONE:

Every trucker is familiar with the many laws that bind him and bleed him. Every trucker is familiar with the many ridiculous, wasteful practices that have gone into our licensing system.

It costs the truckers millions of dollars a year just to wait at Ports of Entry and weighing stations. It not only costs the truckers, it costs Mr. John Q. Taxpayer, as well. Far too much money that the trucker spends for licenses is spilled over into the huge political saucepan that makes up so much of our state governments.

Every day, hundreds of truckers spend thousands of hours in Ports of Entry in the western states, such as Arizona, Colorado, Wyoming, Utah, Oregon, New Mexico etc. This is a big understatement, for the records show that there are **thousands** of truckers every day crossing state lines and writing trip tickets, license request forms, all sorts of state clearance forms.

The situation would be funny if it did not cost so much money and cause so much aggravation.

What the various state governments fail to realize is that the present system of reciprocity must come to an end sooner or later. They seem to think that since it was all right ten years ago it must be all right now.

Instead of modernizing the system, it is actually getting more complex. Instead of doing away with many forms, certain states are adding them.

It is easier to get a more realistic viewpoint if you ask yourself: "Is this system desirable 25 years from now?" Of course, you will answer NO. You will laugh at the question. You will picture in your mind a modern system of highways and cloverleaf intersections as far as the eye can see, with gleaming trucks and cars whizzing along at fantastic speeds.

But will that happen? No. Not if the present crop of political macaroni that passes for lawmakers has anything to do about it.

The idea of these progressive chowder-heads is to keep things as they are and let the next generation take care of the modernization.

We are behind Russia in the space-race but we are hopelessly behind ourselves in the race for sane, rational thinking and decisive action when it comes to a simple problem like truck licensing.

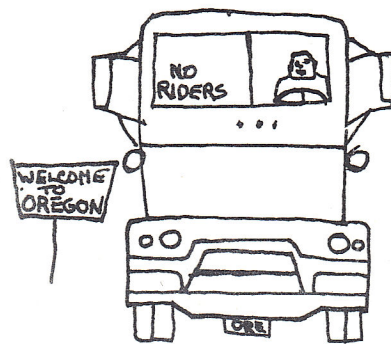
Every state wants their cut, their piece of the pie. They don't realize they could have more of that pie if it was cut with but one knife, Uncle Sam's.

If every gas station were to have its own refinery, where would be the low gas prices and the uniformity of quality?

If you would suggest such an idea, you would be laughed off the face of the earth.

Yet that is exactly where our state licensing system stands today.

States fighting, fueling, fussing, fuming like a bunch of 7-year old boys in a sand-box, each one afraid there won't be enough sand to go around, so each one puts up his own little corner, his own little wall.



### RAILROADS PAY NO DIESEL FUEL TAX

Except for the small payments to the general fund in the form of tax on lubricating oil, the railroads pay no heavy excise tax on new equipment or parts.

Furthermore, the railroads don't pay any Federal tax on the diesel fuel which powers the trains. Nice, huh?

### THANKS A LOT!

The American Automobile Association is opposed to current proposals to raise size and weight limits until all tests are known from the ASSHO Road Test. (Ed. note: Huh?)

What these stupid little boys don't see is that they now have even less room to play, for the walls take up a lot of room and waste a lot of sand.

But they are happy . . . happy because each one thinks he has his own sand box. Too bad if millions of grains are wasted, too bad if all the boys are uncomfortable!

And so it is with states and their petty desires to be "recognized" and looked at and admired. "Oooh, look at my pretty license plate." "Oh, yeah, see my pretty license plate," cries another state. "Well, yours may be prettier, but mine is big and impressive" cries yet another state.

And so it goes, with almost every state requiring special licenses and permits from truckers who happen to live in another state.

Pretty soon, maybe no more sand.

(Part Two, *The Untied States of America* will start in next month's issue of *Overdrive*.)



If you would like to take advantage of our crazy editors, you can get two subscriptions for \$3. Normal subscription price is \$2. for a year, but we thought you might like to have a copy sent to your home or girlfriend's or buddy. If you want one subscription, send in two bucks. If you want two, make sure and list both names and addresses. And don't forget the extra buck. Hurry! They may send the men in the white coats before you take up this wild offer. See Page 15.

McLAIN'S TRUCK SERVICE

DEMING  
NEW MEXICO

HIGHWAY 80, One Mile East of Town.  
Our Service Built Our Reputation. Free bunks, showers.



### HULA HOOPS NOT DEAD!

In *Oakland, California* a while back the city councilmen decided to let the controversial "hula hoop" intersections stay in the Clinton Park Area.

In case truckers are fortunate enough not to have run into this piece of stupidity in other towns, let us describe the function of the "hula hoop" intersections.

The purpose of these truckers' nightmares is to discourage through traffic . . . (to hell with people who want to get somewhere!) Certain intersections in a many-blocked area are designed so you can't drive straight ahead. You are forced to make a 90° turn and drive several blocks further in order to find your delivery address.

Big concrete islands in the middle of the intersection is one way this traffic-clogging is caused. And too bad if the next block has the same thing so you are forced to drive many blocks out of your way.

While the councilmen maintain that the intersections will reduce speeding and accidents, we feel that these are pure guesses and nothing else. Have they taken into consideration the frustrations and the extra miles driven by hundreds of motorists and truckers?

Streets should be designed to *move* traffic, not stop it or foul it up.

These "wise" councilmen should ask themselves the purpose of a street or road before spending thousands of dollars in alterations designed to fool the motoring public.

These same councilmen in their haste to protect the lives of children playing near the street would not build a fence to keep their children away from the street. Yet they feel justified in confusing the motorists and truckers by erecting those concrete monuments in the middle of intersections.

Why don't these same wise and wonderful councilmen spend more money for the erection of fences to keep the kids from being splattered in the gutter by a car or truck?

Or why don't they have a six-mile speed limit everywhere? Freeways, turnpikes, roads and streets? Surely, the accident rate would be cut way down, and fatalities almost eliminated. Why don't they resort to this sort of thinking?

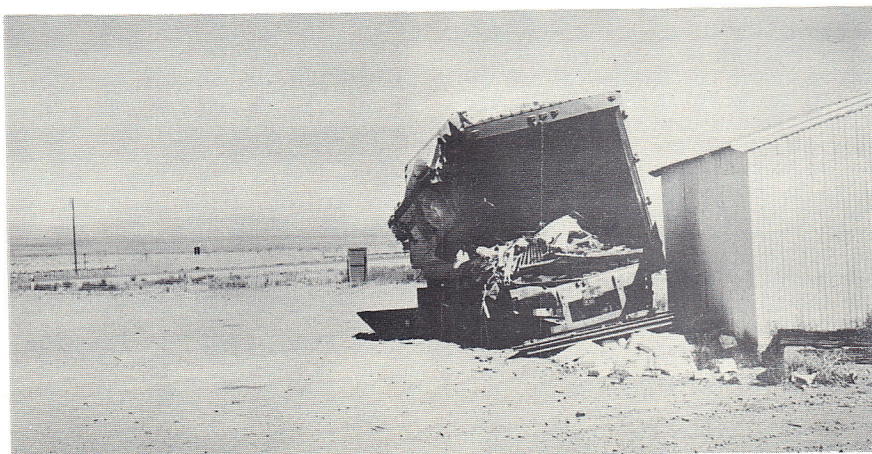
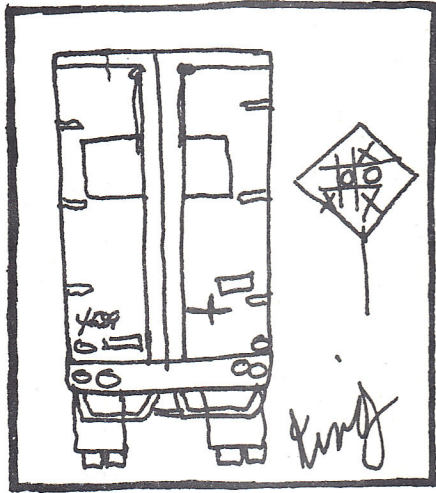
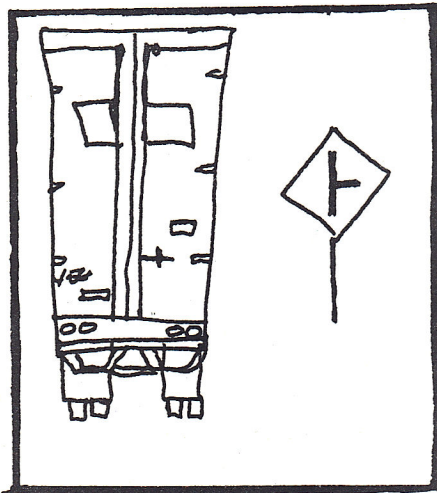
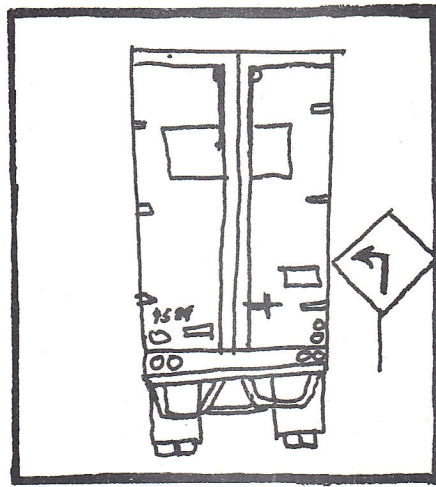
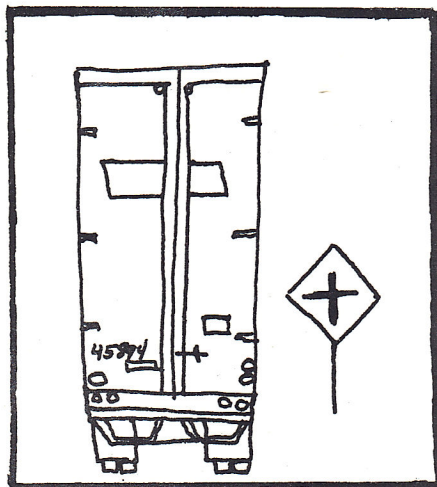
Surely, an accident or two might be prevented by such complicated methods but there is a limit to common sense, and here it has been stretched past the breaking point. If you want to prevent an accident, *really* prevent it, then you simply do not drive at all.

To those of you drivers still lost in Oakland's hula hoops, give us a call and we'll send you a map and a canteen!

WEST SPRINGFIELD, PENNA.  
STATE LINE SERVICE CENTER No. 2  
U. S. 6 & Erie Thruway (I-90)  
(Formerly on U. S. 20, at Ohio-Pennsylvania Line)

PURE OIL PRODUCTS  
ONE OF THE NEWEST, FINEST  
TRUCK STOPS IN THE NATION

Frank Talarico, Prop.



"Charley, I told you not to slam those trailer doors!"



## CLASSIFIED ADS

General policy: No ad from any hotel, motel or cafe not connected with a complete, 24-hour truck stop will be given space of more than two column inches. Ads in this section are mainly dedicated to truckers having equipment for sale, truck stops with equipment for sale, trucking companies needing drivers, truck brokers, tire repair shops & garages. When there are several ads from different states for the same type of service, *Overdrive* will list the state first to help readers find the ad quickly. An ad in this section does not cost you -- it pays you, because you know the readers are truckers and truck stop employees and, because the circulation is national, a good response is assured. Rates: ½ inch by one column wide, \$5.00. A one inch by one column wide ad is \$9.00. Two inches by one column wide is \$16. Almost unlimited number of words allowed in ad.

Ads payable along with ad itself. Cash, checks or money orders accepted. Make all checks payable to Transamerican Press. Mailing address is just: Transamerican Press, Pittsburgh, 28, Pennsylvania. Send your ad in now, as October edition is being assembled.

## USED TRUCKS FOR SALE

INTERNATIONAL CO - 210, 3000 gallon capacity refueling aircraft gasoline truck. Slightly used with original tires and less than 4,000 miles. Albert Wright, Box 87, Sharpsburg, Kentucky. Phone CH 7-2951

ALMOST A STEAL: 1956 930 GMC Diesel. Single Axle Tractor with 22 in. rubber. Roadranger transmission. Every thing in A-1 shape. 671 diesel engine. A real good buy at \$4,500.

1951 910 GMC diesel tandem tractor. Double reduction rear-end. 5 speed transmission & 3-way auxiliary. Sleeper cab. The engine on this was just overhauled. NEW TIRES. The title says this truck is 10 yrs. old but the care it has been given makes it in better shape than many two-year old outfits. \$4,500.

1950 900 GMC diesel. Single-axle tractor, 2-speed rear end. NEW TIRES. This truck is also in good condition. \$2,200. Private party. Contact Lee Lynn, RD 1, Columbiana, Ohio. Telephone IVanhoe 2-2592.

Ed. note: The owner of the three GMC's listed above is well-known and respected by many truckers in Ohio. The staff of *Overdrive* knows Lee Lynn well, and we can assure readers that these outfits are in good shape and have had exceptional care.

These tractors are hauling freight all the time for one of the largest companies in the U.S. All outfits are equipped with fifth wheels, fuel tanks, and of course ICC equipment. This paragraph was inserted by *Overdrive* and is not part of the ad paid for by Lee Lynn, an owner-operator who knows how to take care of equipment.

ALMOST NEW GMC TRACTOR!  
1960 4000Series GMC tractor. Straight. Air, 9:00 20 Rubber. Only 7,000 miles on it. Fifth Direct transmission, 2-speed rear end. Radio. West Coast Mirrors.

Chrome clearance lights. This tractor was bought with intention of putting driver on it but owner couldn't find driver so it just sits waiting for smart operator to drive it away. OWNER WILL TAKE YOUR TRUCK OR CAR OR BOAT IN TRADE. What have you? Contact Paul Reed Salem Ohio. \$4,500.

MANY USED TRACTORS of all makes. Diesels, gas rigs. Wexford Motor Sales, Wexford, Pa. Located on Rt. 19 a few miles north of Pittsburgh. IH dealer.

USED MACK DIESELS. New ones, too, of course! Try us. One of the largest garages in the U. S. Mack Trucks, 2001 South Alameda, Los Angeles, Cal.

## TRUCKERS WANTED:

FAIR DEAL FOR OWNER-OPERATORS. We need complete rigs or just tractor to haul west of Pittsburgh for OHIO FAST FREIGHT. We don't promise the moon, just a fair deal and good percentage of return hauls. Telephone Pittsburgh Pa. WA 2-4413 or FU 5-2467 in East Liverpool Ohio. InSomerset, Pa., 7251 and in New Kensington, Pa., ED 5-9805.

## GARAGES, TIRE SHOPS:

EL PASO, TEXAS is the home of Al & Sons Truck Garage. We can make *your home* happier if we repair your tractor. Truck repairs of all kinds, but we specialize in diesels, and have equipment for injectors etc. Run by former manager of Mack Trucks in El Paso, our garage is in business to serve you without trying to steal you blind. If you break down at 3:00 A.M. don't hesitate to call. We'll groan and moan, but we'll come to your rescue. Our reputation is built on our service, and truckers from California to Florida come to us for repairs. Located on east edge of El Paso on Rt. 80 on south side of road, next to shopping center where you can get almost anything you want while you wait for repairs. Address is 8840 Alameda, El Paso. Al Enriquez, prop. Phone UL 9-7573.

TIRE TROUBLES? If you have a flat in Kansas, or a blowout in Arizona, we can't help you. But if you are ever in eastern Ohio give us a call because we have a fast Ford pickup that *goes!* Better than that, we know tires and truckers, and it will pay you to see us for new or used tires, recaps or just plain trouble-shooting. We cap many size tires in our own shop. Just a few minutes from the Youngstown interchange of the Ohio pike, one mile west of Canfield on U. S. 224. Burt's Canfield Tire Service, Inc. Galen T. Burt, Mgr. & general fixer-upper.

## MARKET TRUCK TERMINAL

FORT PIERCE, FLORIDA

U. S. 1, 2 Miles South

Wet Ice, Sleeping Facilities, Scales, Broker, dispatching, feed services.

## HOTELS, MOTELS:

(*Overdrive* does not accept ads from hotels and motels in this section unless they have been previously checked and okayed as being "for" truckers. You can have faith in an *Overdrive* ad because we check or know the hotel or motel in question).

ALBUQUERQUE, NEW MEXICO:  
Lo La Mi Lodge. We are one of the few motels that really caters to truckers. Full length scales on our property, and parking space for dozens of rigs in a fenced-in area. Air-conditioned rooms at rates much lower than for tourists. This is no line, ask anyone around. Our sign means what it says, and we put in the window: "Truckers only after midnight." We can get you tire repairs or ice on the spot. Cafe across the street, ditto laundry etc. Located on city route U. S. 66, southeast Central Avenue, Albuquerque. Ed Geiger, Mgr.

## EL PASO, TEXAS:

Gateway Hotel. Downtown El Paso, just 2 blocks from Western Union, and not far from truck stops on U. S. 80. Air conditioned room, friendly atmosphere and low rates. TV and cafe in restaurant. Convenient to everything.

## OAKLAND, CALIFORNIA:

Have you tried the Travelers Hotel? Real showers with real glass doors instead of those flip-flop shower curtains. Same-day laundry service, bar. Most drivers stay here, right downtown Oakland, but only a couple of blocks from where you can park your rig. Need we say more?

## HOLLYWOOD, CALIFORNIA:

Mark Twain never had it so good! Downtown Hollywood with rooms at \$4.75. Convenient for everything. Mark Twain Hotel.

## THREE BUCKS FOR TWO

Do you have a favorite bartender or girlfriend or wife? If so, why not send them a subscription to *Overdrive*? For only a dollar more per year you can send them a copy. If you're selfish or just plain hungry for our brand of potatoes, send us \$3. and we will send you two subscriptions. MAKE SURE AND LIST NAME AND ADDRESS OF WHERE YOU WANT EACH SUBSCRIPTION SENT. Normal subscription rate for this abnormal magazine is less than the price of a carton of cigarettes per year. Two bucks, in fact. Use the self addressed envelope stuck in this issue.



## OFF THE SHOULDER...

Each month, **Overdrive** will give to truckers items of interest in the form of national and state trends... laws that will affect you... laws that may be changed. This feature will be called Off The Shoulder.

**CALIFORNIA** is considering **increased speed limits for trucks**. The current limit, 45 mph is in effect for most highways except four-lane divided roads.

**The license fee will also go up**, but they are considering repeal of the carrier gross receipts tax.

**CONNECTICUT**, too is considering raising the truck maximum speed limit, and so is **DELAWARE**. **NEW JERSEY**, **OHIO**, **WISCONSIN**, **FLORIDA** AND **NORTH CAROLINA** have all come up with new angles to their point system for driver's licenses. **UTAH** has **joined 30 other states this year** by adopting a point system for driver's licenses.

The **DISTRICT OF COLUMBIA** has added a provision to its point system which makes it rather costly to leave the ignition keys in any unattended car or truck. **Four points** will be assessed for this lapse of memory. This is, in effect, just a fine or punishment for drivers who leave a vehicle in an inviting position to be stolen. Wonder when banks will be fined for holding large amounts of cash? What about women who are raped? Why aren't they fined for being "inviting?" What about liquor store owners... will they be fined for carrying beverages that help get people drunk and disorderly? Can a doctor, hurrying to an operation, always be counted on to remove the keys to his car? What about a mover? Will milk truck drivers have to take their keys with them every time they deliver a half-pint of cream? (Have we made our point, Washington City Manager?)

**THE TREAD RUBBER TAX** has been jumped from 3 to 5 cents a pound. Quit complaining, fellows, after all, it could have gone up to six cents a pound. It will. Fortunately, tire manufacturers are helping fight these increased taxes by making tires that last longer.

**OAKLAHOMA** is also considering increased speed limits for trucks. But don't get too happy, because they are also planning to raise truck license fees by substantial amounts, and they are considering

a mileage tax. Better never than Sooner.

## MILEAGE TAX PROPOSAL DEFEATED IN ARIZONA, ARKANSAS, MINNESOTA, NEW MEXICO AND WEST VIRGINIA.

... And there's a proposal up for grabs in **Alabama** to do away with that state's mileage tax.

A reduction in mileage tax rates passed the Oregon legislature but was **vetoed by Republican Governor, Mark Hatfield**.

Attempts were made to repeal the mileage tax in **Colorado**, **New York** and **Ohio**, but of course that idea didn't get to first base. Some of these states, with their discriminatory axle and ton-mile taxes would have to find other jobs for the politicians thrown out of work if the tax was repealed. **How about sending them to Newburgh, N. Y.?**

**Lots of cows may be scared out of their milking machines in IOWA** if the hornblowing law is enforced... a new crack-down in that state is designed to make sure drivers sound their horns before passing... but of course if a trucker gives a blast on the horn some irate tourist, roaring along at a smart 37 mph, will be mad if he is awakened from his nap at the wheel.

And in John F. Kennedy's home state of **MASSACHUSETTS**, the Bureau of Public Roads has advised that this state may lose \$51 million in Federal-aid funds for the Interstate System because of a new state law that increased the gross weight allowed for tractor-trailer combinations from 30 tons to 36½ tons. Because of this the governor may call a special session of the legislature.

They will then, no doubt, consider special acts for either reducing the gross weight to conform to Federal laws in order to get the millions in Federal aid, or else they will provide some legal "out" so that they can have their financial cake and eat it, too. *This is another example of how legislation directs weight laws, and not common sense.*

MEXICO, MISSOURI  
PAT'S TRUCK STOP

1 Mile East on Hwy 54

Lube & Tire Service, Mechanic, Parts,  
Butane, Diesel.  
Skelly Products.

The home state of Jesse James, **MISSOURI**, is now considering a point system for drivers which would call for a cancellation of the driver's license if 12 points were accumulated in one year, or 18 points in 2 years, or 24 points in 3 years. As with many such laws, this does not take into consideration the number of miles one may drive in that state in a year, which should be the determining factor. While we're still in the state with good roads, let's not forget to mention that Governor John Dalton vetoed a bill to **increase gross vehicle weight from 64,650 to 73,280 lbs. and to increase height from 12½ to 13½ feet**. The new weight limit proposal was well within the weight "freeze" set up in the 1956 Federal aid Highway Act.

And those cotton pickers in **Raleigh, North Carolina**, will probably push through increased truck license fees by next year. **NORTH DAKOTA** now has a 60 mph speed limit for trucks, **DAY OR NIGHT**. Hooray for North Dakota!

And dear, old, **Ohio** not satisfied with driving many trucking companies out of business or out of the state, will raise **their truck license fees in 1962**, in an attempt to get more change for their hungry state cash registers. Truckers say **NO SALE** to this one, but too bad if you live in Ohio!

And the mighty state of **Texas**, the proud owner of many a good mile of highway, is another state considering an increase in truck speed limits. **It's about time.**

While you are still clapping hands over the higher license fees in so many states how about a round of applause for the state of **WASHINGTON**, which enacted an increase for all vehicles... (just to show that they are democratic **even though they voted Republican in the last fall's election.**)

Just so we don't wind up with a sour pint of cream, another dairy state, Wisconsin, is considering increased speed limits for trucks.

**SUMMATION:** Lots of "considering," higher license fees, stricter law enforcement, **some** higher truck speed limits.

**DID YOU READ PAGE 15 ? ?**  
**IT IS REALLY WILD. PAGE 15!**



Mr. Bob T. Trucker  
c/o Truck Stops & Garages  
Every Highway  
U. S. A.

Dear Mr. Trucker:

If you have read this, the first issue of Overdrive, then you won't have to read this letter. You already know what we are trying to accomplish.

You have noticed that many of the articles are slanted, prejudiced and spiced with more than a dash of sarcasm. Why? Simply because we, like hundreds of thousands of truckers all over the country, are sick and tired of the stupid MESS that is called our "road system."

This magazine is written for produce haulers, furniture movers, steel haulers, freight haulers . . . in fact, for every trucker who hauls anything from toothpicks to Polaris missiles.

Where are the speed traps, the rough roads, the crooked cops and JP's? Where are the garages that will work on your truck at 3 a. m. without taking you to the cleaner's? What is the best breakaway valve? How much difference is there between Texaco diesel and Sinclair? Where are the good truck stops? The lousy ones? What are the new state laws that will affect you, a trucker? . . . These are just a few of the hundreds of subjects we will cover in future issues.

But we can't do it alone. We need your help and we need it now. We need ideas, big or small. Send us your gripes and comments on any subject that interests you and which you think will interest other truckers. Just tear off the next page and stick it in the envelope we provided. (Yes, we even pay the postage!) That's all. If you do that, we can guarantee that the next issue of Overdrive will be crammed full of the kind of information you want and need.

Don't depend on the "other fellow" to do it . . . for the "other fellow" may be thinking the same thing. We must have your response right away. It takes time to put together each issue. Already we are working on October's issue but we need your ideas (and subscriptions!) to help us get it out.

Overdrive isn't working with the Rockefeller millions behind us or even in front of us. No oil company backs us, no truck manufacturer, parts makers or tire company has a hand or even a finger in our editorial policies and ideas. We are completely independent . . . in this way we feel that you, the truck driver, will have faith in our reports.

Because of this, we think we have a good thing going. We'd like to keep it going. What about it? Are you disgusted enough with the MESS (and pleased enough with our mess) to send us two bucks for a year's subscription? That's right, just \$2 will put Overdrive in your tractor each month for a year. We may be nuts, but that's our offer. How about it?

Sincerely yours,

THE EDITORS



(Tear off this entire page and send it in NOW !)

**HOW TO INSTALL OVERDRIVE IN YOUR TRACTOR  
FOR TWO DOLLARS A YEAR**

To: The Editors

**OVERDRIVE**  
Transamerican Press  
Pittsburgh 28, Pennsylvania

Gents:

I would like to recommend the following truck stop(s) because I feel they are doing a good job:

.....  
.....  
.....

A good garage for truck repairs is: .....

And a lousy truck stop or garage and the reason I think so is: .....

.....  
.....  
.....

(AND NOW, THE BIG BITE!) I am nuts enough to shoot you this form and two bucks in the envelope attached. I understand I will get each month a copy of **Overdrive** for the next year. And if I am not satisfied I'll have my head examined for sending you this subscription in the first place !! (\$2. is payable in cash, check or money order to Transamerican Press)

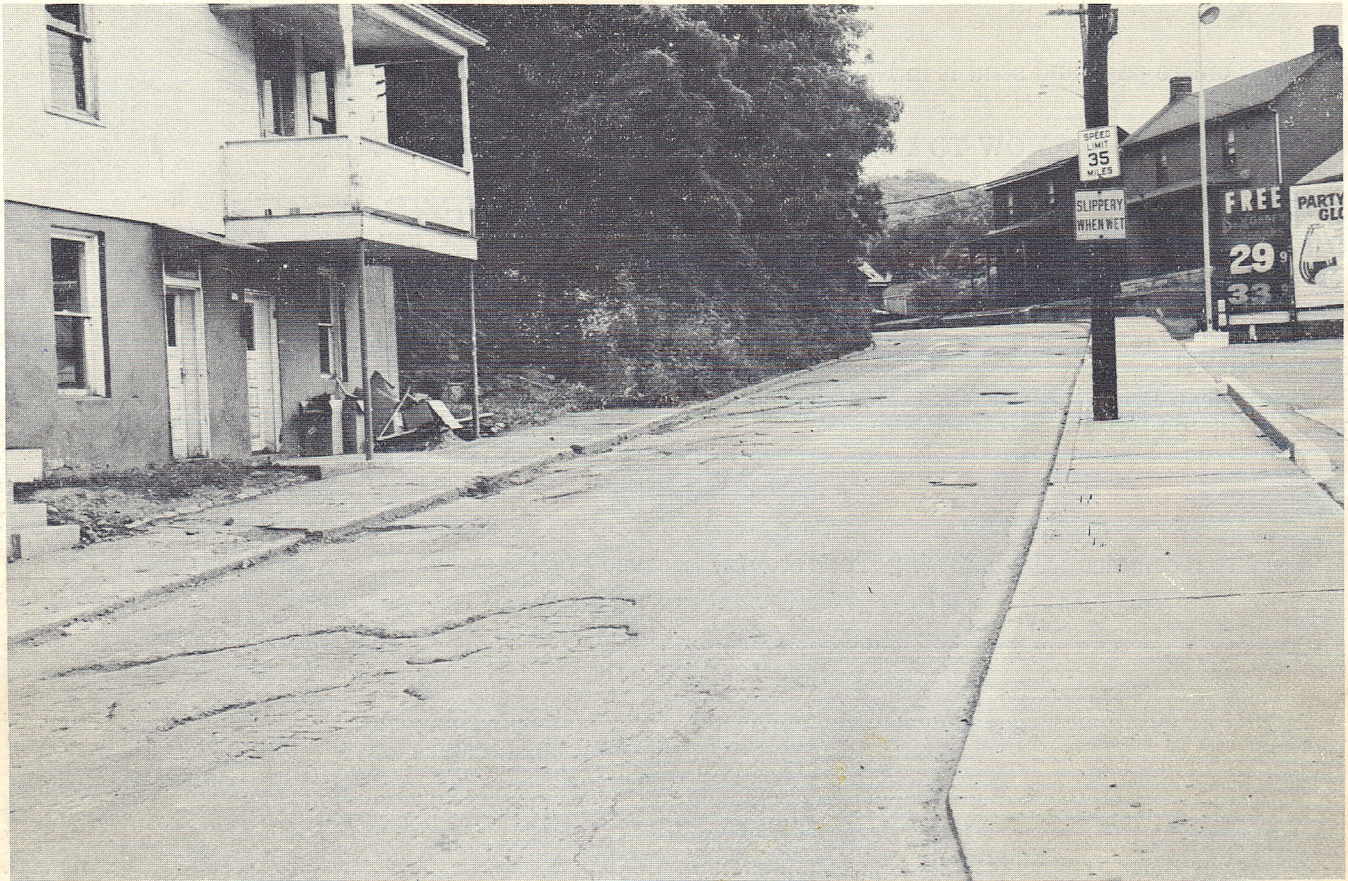
Name: .....

Address: .....

City ..... Zone..... State .....

( Hey! Isn't that just about the first coupon with enough space to write all that jazz in?)





## **DOES THIS MAKE YOUR BLOOD BOIL?**

(A SHORT STRETCH OF "DEEP STRENGTH" ASPHALT . . .  
ESPECIALLY DESIGNED FOR BOB-TAILING!)

Now that you've seen our first issue, what do you think of it? We would appreciate your filling in the form below. It will help us bring you the kind of trucking magazine you want. We need your ideas. Tear this whole last page off, and put it in the self addressed, postage-paid envelope on the inside. And how about your subscription?

Things I like about OVERDRIVE:

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Things I would like to see in OVERDRIVE:

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Roads and/or areas to avoid:

.....

Why?

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