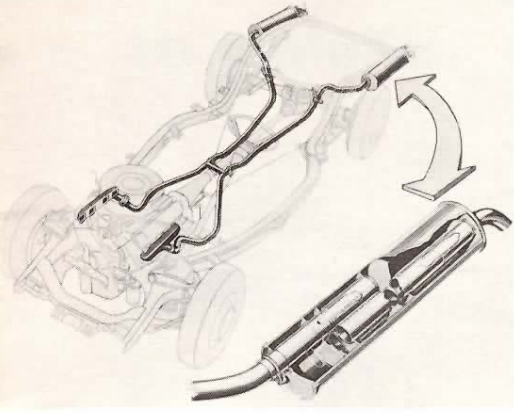


Teamwork Builds Our Highways



Because exhaust system failures are potentially dangerous to the motoring public, greater muffler life has been long sought by car manufacturers. Several makes of dual-exhaust V-8 cars now feature corrosion-resistant stainless steel for interior muffler parts which receive the greatest abuse. The result: improved muffler durability.

(Continued from previous page)

1) Have your car's entire exhaust system — mufflers and pipes — checked regularly by a competent mechanic. If you hear an increase in engine exhaust noise, or a rattling, banging, or sputtering sound from beneath the car while driving, have the system inspected immediately. A corroded tailpipe, which you can see beneath the rear bumper, is a sign of a potentially defective muffler. Don't ignore the warning.

2) At the first sign of nausea, headache, dizziness, drowsiness, poor coordination, increased pulse and respiration, or sudden perspiration while driving, stop your car. These are symptoms of carbon monoxide poisoning. Get out and breathe deeply in the fresh air.

3) Always drive — winter and summer — with at least one front vent window open, preferably with vent window and air-heat intake open. Never drive with all windows closed or with only the rear windows open.

4) Avoid crowding the car in front of you. Fumes from that car's exhaust system can reach you through your car's air and heat intakes. In slow-moving, close-spaced traffic — or in a vehicular tunnel — close these intakes. Don't park close behind a car that has its engine running. A combination of closed windows and operation of your car's heater could suck a quantity of carbon monoxide into your car.

5) Never warm up your car in a closed garage or other enclosure. A lethal concentration of carbon monoxide can be generated in a matter of minutes. The suddenness of its effects may prevent your taking proper emergency action.

6) Quick first-aid action can save the life of one overcome by carbon monoxide. Get him into the fresh air immediately; apply artificial respiration if necessary; and have someone call a doctor and emergency squad. Keep victim warm to minimize danger of shock; aid circulation by rubbing his arms and legs. Do not give the victim any stimulants; they may cause heart strain.

The automobile is capable of delivering much convenience and pleasure, but ignorance or neglect of vital components can pose a serious threat to safety. Just as you wouldn't want to drive with faulty brakes, you shouldn't attempt to stretch extra mileage from a defective exhaust system. Those extra miles can cost dearly. ★

Comes the time of your two or three weeks vacation and you've packed your old gas buggy to the brim and taken off for the hills and rills, you're going to see lots of highways a building. Our expanding highway program is rapidly becoming a very visible thing along many a mountainside, through the outskirts of many a town.

What actually goes on when men decide to build a highway and go ahead and build it? The answer to that one makes an interesting story.

In the beginning, men in a position to decide such things decide that they're going to build a highway from Here to There. That decided, the aerial surveyors take off in their special planes, take hundreds of photographs of the area between Here and There, reduce these photos to highly detailed maps, and then decide on the best possible alignment of the highway to get from Here to There.

Then members of city councils, state legislatures, and possibly people at public hearings held by the United States Bureau of Public Roads study the situation, discuss, evaluate, and decide on details of financing and alignment.

That settled, agents fan out along the alignment and purchase right of way, possibly from a thousand and one householders and farmers.

Men in charge of the building now call in the contractors, furnish them with detailed maps, detailed cross-sectional drawings, samples of the dirt to be moved, and ask them for bids. The contractors bid, and low bidder gets the job.

With the job contract safely in his pocket, the winning contractor goes out to buy the necessary equipment for the building. He knows his problem, and he knows the available equipment. He knows just where and how to get that equipment and he gets it. It's not the pick and shovel of yesteryear, the basket or wheelbarrow. It's the giant bulldozer, the scraper, the enormous hauler that can literally move mountains of dirt.

The bulldozers move in first. They gather up the topsoil and store it for future use in piles along the alignment. They clear a road for the other equipment.

Blueprints in hand, the engineers lay out the highway in about 100-foot sections, driving in grading stakes every 50 feet. These stakes tell how much earth is to be moved or filled at the various points.

And then in comes the big equipment to blast, and tear, and move. Giant bulldozers move dirt for short distances. Giant scrapers,

which can pick up as much as 15 yards of dirt and rock in one gulp and then spread it out as daintily as a dancer, move dirt for longer distances. And giant haulers, which weigh 24 tons when empty, make the long hauls.

When the road is graded, in come the sheepsfoot rollers to tamp down and make solid the roadbed. This will be the firm foundation of the highway.

Motor graders spread the sub-base gravel and fine stones. Paving crews put down asphalt or concrete. Bulldozers move the topsoil back to the side of the road for landscaping. Ground cover and shrubs are put in to prevent erosion and to beautify. Up go the highway signs, and the ribbon. Some high official cuts the ribbon, and another stretch of fine highway is open to the motorist.

That's what goes on when men build a highway to make motor travel easier, safer, and more pleasurable for you.

CITIES SERVICE MERGER

NEW YORK—Cities Service Co., of New York, has consolidated Cities Service Refining Corp., Lake Charles, Louisiana, and Cities Service Oil Co., New York, into Cities Service Petroleum Co., New York, which has been the chief exploration and production unit. The latter company has changed its name to Cities Service Oil Co.; until now the name had been used solely for Cities Service marketing operations.

YOUTHS ON WHEELS—A report from Detroit indicates that more than 50 percent of the three million teen-agers who reach driving age each year get licenses before they are 20. Furthermore, it is estimated that by 1970 approximately 11,000 youngsters will reach driving age every day. Ample reason for the increase in promotional material being directed to this vital group.

LORRIES MAY BE LARGER

LONDON — The Minister of Transport is considering allowing even bigger trucks to use the roads. The announcement caused general concern in the House of Lords recently. Lord Lucas of Chilworth asked "Do you not consider this will be an affront to the people of this country who are already alarmed at the growing size of goods-carrying vehicles, which are becoming a menace to road traffic?"



The 1963 Kellison Panther, as a complete car or in kit form, is based on 1954-1962 Chevrolet Corvette chassis. In complete form, the Kellison lists at \$6,500 with production from 75 to 100 units a year. Full details from: Kellison Car Co., 905 Sutter St., Folsom, Calif.

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