

Huge Trucks Pound State Highways To Pieces

Cause Most Damage With Overloads but 'Little Guy' Pays Cost

Giant Units Add Only \$160,000 to State Coffers Compared to \$3 Million for Others

By IRVING LEIBOWITZ

Giant trucks pounding Indiana roads to bits run on a subsidy paid by little trucks and passenger cars.

These "mechanical monsters" destroy roads faster than the state can rebuild them. Yet the big trucks don't pay their share of the load to maintain the highways.

Pounded day and night by heavily burdened trucks and trailers, Indiana's 10,500-mile road network is rapidly crumbling.

Although it usually takes repeated overloads to destroy a highway, road engineers maintain that one load, if big enough, can do the job.

State Highway Commissioner Samuel Hadden has been waging a relentless campaign on the trucks who rumble over the state's crumbling highways with overloads.

Under the state's new motor vehicle license law, big trucks, tractors and semi-trailers paid \$160,000 for licenses this year during the month of January compared to more than \$3 million paid by small trucks and passenger cars.

"Subsidy to Trucks"

"Our big trucks are receiving a subsidy to stay in business. If we made them pay for the damage they create, we would chase them off the road," Mr. Hadden said.

Railroad officials complain that trucks get a "free ride" at the expense of the public.

For years, they say, railroads have paid 20 cents of every dollar they received to maintain and pay taxes on their rights-of-way. Trucks, they charge, get their rights-of-way for less than 5 cents on the dollar, paid for by registration fees and gas taxes.

Spokesmen for the trucking industry say overloads are not responsible for pavement damage. They insist, instead, the weather is to blame and, maybe, the road materials.

Mr. Hadden is particularly concerned with the ponderous vehicles carrying steel over Indiana's roads.

"What the trucking of steel, in unlawful gross loads, has done to our highways, is simply tragic," he said. "Steel produced in Gary one day is trucked all over Indiana that night hundreds of miles away."

Some Truckers Defiant

Mr. Hadden added that the evils of trucking for unlimited distances over the public highways of excessive loads at high speeds have been accentuated by the rebellious and defiant resistance of some truckers to all forms of reasonable restraint.

"We find," Mr. Hadden said, "a persistent, aggressive, even defiant tendency on the part of a minority of truckers to overload their trucks and trailers regardless of our very liberal weight limitations."

Recognizing the danger to its members in the growing number of protests, the Indiana Motor Truck Association pledged to help "police up the industry."

Jim Nichols, executive secretary of the association, helped write a penalty clause into the new truck law that virtually "takes the profit out of overloading."

But the police must still catch the violators. This has proven a difficult task.

Warning System

Truck drivers keep one another posted on when and where the weighing is taking place. The first driver to pass a newly established check point warns trucks moving in the opposite direction by flashing his lights or wiggling his log book. Frequently, he stops and phones the news to his dispatcher.

Impatient drivers who attempt to detour around weighing stations play havoc with the state's secondary roads and bridges. There they inflict even heavier damage than on concrete roads. It has been estimated that Indiana has been losing an average of one bridge a month from overloaded trucks detouring to evade the law.

Last year, two Times reporters saw sixty-five trucks parked in Fortville and Pendleton while State Police checked trucks outside of Indianapolis on Ind. 67.

State Police, armed with 15 new permanent truck scales, are making periodic checks on trucks. They report overloaded trucks on the decline, either because the truckers have a healthy respect for the new penalty clause which charges them heavily for violations or because the truckers have learned where the perma-

nent weight stations are and carefully avoid them.

Eighteen months ago state police tests showed that of all the trucks weighed, from 20 to 35 per cent were overloaded. Last month a similar test, conducted after the state police's "get tough" policy was inaugurated, showed less than 3 per cent—or 320 trucks—were overloaded out of 11,697 weighed.

"Pumping" is what destroys most concrete pavements. The road sound—thump, thump—as the car or truck passes over pavement joints is the first sign that the highway has begun to "pump."

It starts usually after too heavy a load passes over it. Moisture beneath the concrete is forced out of the joints. Each time the pressure is reapplied, more water and mud is forced out until a cavity is formed. Soon the corners break off and the damage is done.

Test Fixes Blame

Mr. Hadden's assertion that truck traffic increases the state's highway bill is supported by the findings of the U. S. Public Roads Administration which conducted a survey in New Jersey last year.

The report indicates that on two identical roads—one a "truck route" and the other largely used by passenger cars—the annual upkeep of the truck route may run from 27 to 56 per cent greater than the passenger car route.

The governors of the country regard the big-truck problem as the leading question facing them at the moment.

At White Sulphur Springs, the state's chief executives, meeting recently at the annual Governors' Conference, lashed out at the "highway box cars" for overloading.

Gov. Schricker said the small percentage of truckers who violate the law "must be stopped." "We're not trying to destroy the trucking industry," he said. "But the trucks ought to be mindful of the fact that the people have provided their rights of way."

Woman Terrorized, Robbed of \$80, Car

A reign of terror with her life being threatened climaxed moving day yesterday for a 30-year-old woman.

Miss Virginia Irvin, 1616 N. Pennsylvania St., Apt. 4, reported to police a "conscientious" workman returned to her apartment last night to explain why he had not finished his work.

She gave him a drink of water on his request, she said. He came from the kitchen with a knife, robbed her of about \$80, her car keys and subsequently her 1949 automobile.

He tied her hands, threw her dress over her face and put her in a closet with the warning, "I'll kill you if you call police."

Miss Irvin freed her hands and called police.

Scooter Rider Hurt

Oliver Jones, 19, of 910 E. 20th St., was injured when his motor scooter collided with a car driven by Jay H. Coffey, 21, of 1802 Ruckelshaus St. and 17th St. and Arsenal Ave. yesterday. He is in fair condition in General Hospital.

5 DILIGENTS NOW 7

Buenos Aires, Argentina, July 15 (UP)—The Diligent quintuplets celebrated their seventh birthday today by entertaining dozens of their friends in the 14-room mansion built for them. A birthday cake with 33 candles on it was cut.

PLUNGES TO 'UTOPIA'

NEW YORK, July 15 (UP)—Willard Seligman, about 55, wrote a note saying, "goodbye civilization, I'm going to Utopia," and plunged to his death from a 10th floor hotel room today. His papers gave a Miami address.

WILL ENTER OHIO U.

COLUMBUS, O., July 15—Nancy Ann Fink, 3827 Broadway, Indianapolis, is among 40 students who recently completed their admission requirements for entering Ohio State University.

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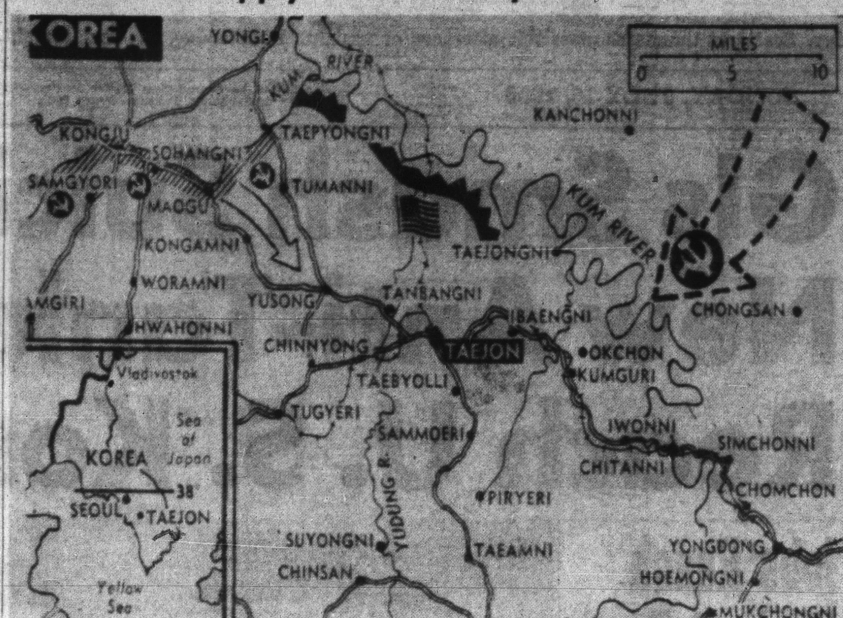
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Korean Reds Apply Pincer to Trap GIs



Korean Reds today were putting the big squeeze on Americans defending Taejeon, which South Korea earlier abandoned as its provisional capital. Shaded lines show where the Reds made their big breakthrough along the Kum River which forced the thin line of defending Americans (sawtooth symbol) to fall south toward the mountains. Broken arrow shows where the Reds were attempting to outflank the Americans' right. If they succeed the Yanks will be trapped. The Yanks also will be cut off from their seaport, Pusan, further south.

GIs Smash Red Suicide Raids in Korea

(Continued From Page One)

tank crew, drove back a North Korean attempted river crossing. Gen. Douglas MacArthur's afternoon communique reporting on the Taejeon battle said only that two regiments of the U. S. 24th Division on the Kum River line inflicted heavy losses on Communist forces trying to cross Friday night and Saturday. He did not report on the fighting Saturday night or Sunday.

An air communique reported B-29 Superfortresses blasted Kimpo airfield, 10 miles west of Seoul with 50 tons of bombs in a raid Saturday. More than 220 fighter and bomber sorties were flown in air attacks all along the Communist war front.

Front reports said the Americans gave up the western half of their Kum River line and began falling back through the mountains to Taejeon.

Correspondents at the front said the Communists were expected to try to close their pincers on Taejeon within the next 24 hours.

The North Koreans also tried all Saturday night to crack the American Kum River line north and west by north of Taejeon, but without success. U. S. 8th army headquarters announced this morning that American forces in that area were holding firm.

In their western bridgehead the Communists apparently captured Kongju, the major Kum River crossing point in that area. Ground dispatches did not report on the fate of Kongju but aerial reports said American planes attacked the city and set off fires with flames 100 feet high, indicating big dumps had been hit.

In their southward rush from Kongju the Communists occupied Nonsan late Saturday. B-26 light bombers blasted Communist targets on the north bank of the Kum all Saturday night. When Sunday morning dawned with clear blue skies, new sorties of bombers and rocket-carrying fighters hit the Reds all along the 150-mile Korean war front.

U. S. 8th army headquarters announced the first successful allied commando-type action of the war along the east coast of Korea. A landing party went ashore from warships in small boats and cut off a Communist motor column by road demolitions near Kumum, on the coastal highway 18 miles north of Yongdok.

The landing party withdrew safely in boats and then warships moved in to shell the trapped Communist column. The announcement said the shelling "took a heavy toll."

The Communists made a major breakthrough both on the South Korean front north of Taejeon and on the American front to the west.

The northern arm of the pincers attack smashed three to five miles through South Korean lines holding the American east flank in the horseshoe bend of the Kum north of Taejeon.

In this area the Communists reached within eight to 10 miles of Taejeon. Pilots reported they already had crossed the Kum River at two points north of Taejeon.

It was at the western arm of the Communist pincers where the heaviest fighting was in progress. The Communists fought to widen and deepen their 15-mile-wide bridgehead along the Kum River south of Kongju, 19 miles northwest of Taejeon.

But instead of smashing straight ahead through the American lines to Taejeon, the Communists launched a sweep through Nonsan, a seven-way road and rail hub 21 miles southwest of Taejeon.

Nonsan is 18 miles south of Kongju and only a few miles from the southern end of the Communist bridgehead.

From Nonsan the North Koreans can outflank the American line and plunge up the highway to Taejeon, closing the south side of their three-sided box on all American forces in the Taejeon area.

No Draft Appeal Planned Here

Police, Firemen

Deferment Doubtful

While at least one Indiana mayor urged presidential exemption of police and fire department personnel from the draft, no similar action was contemplated in Indianapolis.

Safety Board President Leroy J. Keach said there was no current planning to ask for mass deferment of internal security workers. Of the 690 policemen and 722 firemen in Indianapolis, Mr. Keach said, less than 5 per cent would be affected by the current draft call.

Pay Problem

During World War II, Mr. Keach said, the city's greatest problem in keeping security personnel was attractive pay scales offered by the services to highly trained police and fire workers.

In a telegram to President Truman, Mayor George Schock of South Bend, yesterday asked for deferment of police and fire personnel in the event of immediate draft calls or activation of reservists.

"Such personnel is the only existing and first line of local defense against a foe," Mayor Schock pointed out.

In the last war draft, city and state agencies were permitted exemptions for personnel in certain cases.

Allied Warships

'Decimate' Reds

U. S. 8TH ARMY HEADQUARTERS, Korea, Sunday, July 16 (UP)—Allied warships decimated a Communist motor column on the Korean east coast road above Pusan yesterday after commando-type landing parties went ashore and cut off the road by demolitions. U. S. 8th Army Headquarters announced today.

The announcement said the action took place near Kumum, on the coastal highway 18 miles north of Yongdok and 55 miles south of Samchok.

The landing party members went ashore in small boats, cut off the Communist column by setting a big landslide with explosives and then withdrew safely. Warships then moved in and "took a heavy toll" by shelling the enemy column, the announcement said.

AUXILIARY TO GIVE PICNIC

Past President Farley of Wayne Unit, No. 64, American Legion Auxiliary, will hold a picnic dinner at 1 p. m. next Sunday at High Rock Camp, Martinsville.

\$200,000 SANTA FE FIRE

CHICAGO, July 15 (UP)—A flash fire swept a portion of the Santa Fe railroad yards with damage estimated at \$200,000.

There'll Be a Delay in Honeymoon



Mr. and Mrs. Clarence V. Wilson . . . the copper was an understanding soul.

Utility Pole Nearly Causes 'Waiting at Altar' Crisis

Bridegroom-to-Be Crashes Brother's Car, Gets Help in Talks With Police

Clarence V. Wilson, a young man in a hurry, yesterday almost left his bride-to-be waiting at the church.

But in this case the "law" was a pretty understanding copper. As it is, he and the girl, Miss Beverly Phillips, 16, of 26 S. Rural St., were married shortly later than planned after overcoming various obstacles, including Mr. Wilson's arrest by police.

The honeymoon, however, will be delayed considerably longer than shortly, pending Mr. Wilson's appearance in Municipal Court 3 tomorrow afternoon.

The trouble began when the 22-year-old construction firm employee drove his brother's car into a utility pole in the 3100 block Newton Ave. A short time later police picked him up at Clayton and Dearborn Sts.

He was charged with reckless driving, having no driver's license and leaving the scene of an accident. Then the phone calls started. Most of the several calls indicated to Police Capt. John E. Amuhl that the bride-to-be was upset. Mr. Wilson was released on his own recognizance about 5 p. m. The wedding was set for 7:30 p. m.

Of course he had to dress, pick up his fiancée. . . .

"She had to get ready, too," he said.

The wedding, was to have been at the Englewood Christian Church, 57 N. Rural St.

"We didn't find anyone there," he said. "We didn't wait."

This time, the couple had an assist from police—in Beech Grove. There, they received an escort, with siren and all, to a justice of the peace.

With the ceremony finally completed sometime after 8 p. m., the young couple went to the reception and greeted friends. Everything went well then. There was no hurrying.

"We had thought we'd just start off anywhere for a honeymoon," Mr. Wilson said. "Now we'll have to wait. I guess I'll just have to take time for a honeymoon when this is settled."

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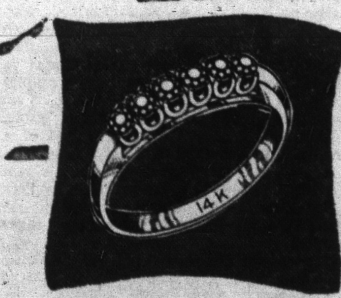
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