

Truck Transportation Largest in U. S., Third-Place Winner Writes

"Full Utilization of Our Land Resources Through Truck And Bus Transportation"

Webster defines transportation as follows, "transporting, or condition of being transported; systems and modes of conveyance of persons or goods from place to place."

Transportation affects our lives every day of the year, if it ceased many people would be out of work, millions of people would starve; and thousands of dollars would be lost.

Of all our transportation systems in the world, truck transportation is about the largest.

Since the time that trucks were first used for transporting our crops, natural resources, and finished products, trucks have grown steadily. In every phase of work they have increased our ability to ship more products, faster, at the right time, and cheaper. There isn't any job too big or too small for a truck.

Because trucks can go anywhere today people don't have to live near a railroad or a river like they did years ago. And many people changed their products to other forms but today can ship their products in their natural state.

Trucks' Role Important

Here are the ways in which trucks and buses, play their important parts of hauling our products of our land resources:

Agriculture is one of the most important. Many things are hauled by trucks connected with agriculture. Dairying in some parts of the country is the main occupation. Milk is hauled to the dairy and from the dairy to the consumer. Grains are hauled to and from the farm. Seeds, fertilizer, lime, and many other products needed to build up this great land of ours are hauled. The amount of livestock hauled by truck has increased from year to year. The increase is as follows:

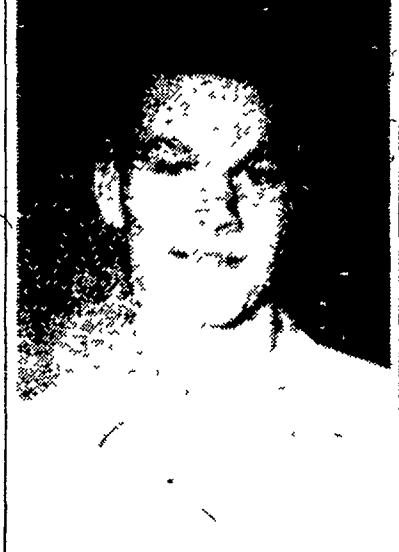
1933: Cattle, 44; calves, 51; hogs, 55; Sheep & Lambs, 21
1952: Cattle, 76; calves, 80; Hogs, 81; Sheep & Lambs, 49.

This makes it possible for farmers to "top out" their livestock and leads to more orderly and effective marketing.

Refrigerator trucks are relatively recent. Two types of refrigeration are used mechanical and ice or CO2. These trucks are used almost exclusively to haul perishables. Trucks have been very important in moving an ever-expanding production of frozen foods to market. As you know, over half of the Florida

William H. Gross, 16, son of Mr. and Mrs. William A. Gross, of Kirkwood, won third prize of \$50 in the essay contest for Solanco students last month, sponsored by the Pennsylvania Motor Trucking Association. The prize was donated by Mr. David "Stoney" Eschbach, Jr.

A Junior at Solanco, William also has attended Butler Township Consolidated and West



WILLIAM H. GROSS

Hazleton High School. He is a member of the Future Farmers of America, the high school basketball team, Senior Patrol Leader in the Boy Scouts and treasurer of the Youth Fellowship.

He has carried out four supervised projects, 200 broiler chicks in his freshman year, oats and corn in his sophomore year. This year, as a junior, he has oats and corn plus two improvement projects, and next year this will be expanded to include one purebred gilt, improvement projects, tomatoes, corn, oats and a steer.

William would like to attend Penn State University and plans to work with some form of agriculture.

orange crop now moves as frozen concentrate. Here again the truck has helped expand the market for agricultural products.

Because of the development of the refrigerator truck there is an increase in the average length of haul of fruits and vegetables.

Trucks are also used extensively. Drilling for oil, the sively for mining our natural ruck is also used, to carry bits, pipes, gasolines, oils, parts, to carry men back and forth, and many other uses connected with oil.

In Coal Industry

In the mining of coal the truck is used to carry parts needed in the breaker, to carry away the slate and excess, and to carry

the coal and dump it into pits. From there it is carried into big cities and is hauled to individuals.

In lumbering the truck has many uses. It hauls the many machines needed to help make the work easier. They haul big logs to the sawmill to be made into boards. They haul the excess off as fire wood to be used in small cottages and cabins. And then they take the cut boards to the planing house to be planed down to proper size and quality. The finished lumber is then taken to the lumber yard where it is stored until wanted. As it is wanted it is taken in trucks, to farms and anywhere else it is needed.

Truck tankers help by hauling natural gas, crude oils, bottled gas, gasoline, refined oil, milk and many other liquids.

Buses haul laborers to and from farms where they pick potatoes and tomatoes, beans, pull weeds and many other jobs which the farmer can't do by himself.

They carry men who work in factories, which make products made from raw materials. People who work in our industrial plants and manufacturing plants are carried by buses also.

Trucks In Conservation

Our power and line men use trucks for putting in poles which were once trees and belonged to our resources. Telephone companies use the same things. Wire used to carry the current was once copper and steel made from our land resources.

Conservation men use trucks for often they ride through the country to check on our land resources, and make sure that land erosion is checked and used properly. Forest rangers use trucks and check our forests for fires and to see that they are properly used. Game commissioners keep an eye on our game and put up signs to protect the game and the people, and they also use trucks.

Fire fighters use fire engines which are trucks used to protect everything in the country from fire.

Construction, Military

Construction companies lean heavily upon the truck, for hauling materials for buildings, especially our schools so that they can better understand, and learn what our land resources mean to us.

Our Military department depends greatly on the truck, because nearly every piece of atomic-age artillery has been designed to move by truck, because of their use we can have greater freedom. If proper care of our land resources is taken they will last for many years to come, and with trucks getting bigger, and more powerful, roads getting better, we will be able to do things in half the time it takes us now.

The truck not only serves the public directly, but also serves "all other forms of transportation." The rails, the airlines, and the waterways — all depend upon the truck for the assembly and delivery of their own freight. Yes, without trucks, American business, industry, and agriculture simply could not be met.

ALERTNESS REWARDED

Sutton, N.C. — Kenneth Thorne, 10, whose alertness averted a possible train wreck, received a shiny new bike and a \$100 savings bond at Christmas. When the click-clack of the rails didn't ring true to Kenneth's ears when the eastbound mail train roared through here recently, he investigated and found a broken rail. With the westbound train due in minutes, the boy ran a quarter mile to alert a brakeman. The engineer was ordered by radio to stop his train. The bicycle and the bond came from Great Northern Railway President John M. Rudd.

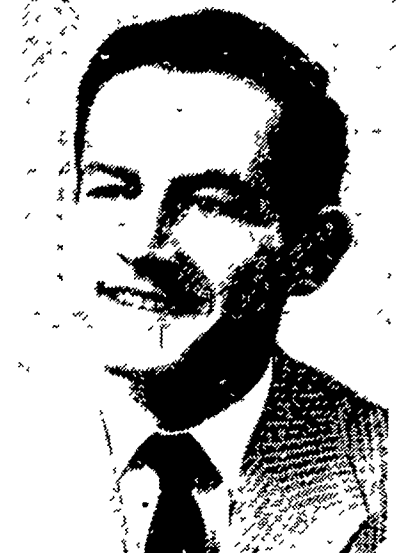
Dressed Down

Smithson—"Hicks looks very sad. He told me he is the victim of a designing woman."
Jonesworth—"Regular Don Juan, hey?"
Smithson—"Not exactly. He has a great big dressmaking bill of his wife's to pay."

Solanco Vo-Ag Staff



Jack Owen



Luther D. Peck

Instructors in the outstanding vocational agriculture department of the Southern Lancaster County Joint Community High School, Quarryville, are shown above, Mr. Owen on the left, Mr. Peck on the right. The two have helped develop one of the outstanding vo-ag divisions in the county, and their records have extended far and wide through local, state and national competition.

Farm Boy Looks Ahead, Gets Quick Results on Pennsylvania Tree Farm

This is the story of a Pennsylvania farm boy who is looking ahead to the future, but is already reaping rewards for his advanced planning.

In a comparatively few short years, Glenn Gilbert, 16, of Newville, is going to harvest some trees for cash income if all goes well as it has up to now. But these won't be ordinary trees — they will be ones Glenn has cared for right from the start.

A member of the Cumberland County 4-H Forestry Club, Glenn last spring planted 1,000 Scotch pine seeds purchased from funds in the club's treasury. He had an almost perfect survival rate, and now has almost 1,000 thriving seedlings in two seed beds.

Helps Manage Woodlot

Next spring, he will plant the seedlings in his father's 15-acre woodlot. Since Glenn eventually expects to take over the 182-acre farm, he expects to harvest the trees himself for a tidy profit. A firm believer in practicing forestry, Glenn has regularly helped his father in managing the woodlot.

But Glenn hasn't had to wait for his Scotch pine to mature for a reward. Because of his seed bed and other forestry work, he was adjudged state winner in the national 4-H Forestry competition sponsored by American Forest Products Industries, Inc. For this distinction, he received a gold medal and became eligible to join more than 1,000 other top 4-H boys and girls at the recent National 4-H Congress in Chicago.

A number of local forest industries pitched in at this point

to provide the trip to Chicago, giving Glenn his first trip of more than 100 miles to attend the event of the year for all 4-H youth.

Members of PFIC Listed

The national 4-H competition, designed to stimulate a greater awareness and appreciation of our forest resources among youth of the nation, is participated in by more than 50,000 boys and girls. Grand prizes in the national competition are four \$300 college scholarships.

In addition, various state and county awards are provided. This year, county medals were awarded by the Pennsylvania Forest Industries Committee, affiliated with AFPI, to Calvin Ernst of Crawford County and Homer Kenyon of Huntingdon County.

Members of the PFIC include: E. O. Ehrhart, Johnsonburg, Johnsonburg, chairman; George F. Patterson, Wellshoro, vice chairman; W. P. Arnold, Pittsburgh, Ray F. Bower, Erie; F. Marshall Case, Troy, A. J. Diebold, Jr., Pittsburgh; John E. DuBois, DuBois; William B. Eisenhardt, Easton; James L. Elliott, Coudersport, William L. Faull, Jr., Bradford; R. J. Gustafson, Endeavor; Russell E. Headlee, Garards Fort; J. John Herz, Williamsport; D. E. Hess, Gettysburg; Charles Holtzapfel, Lewisburg; Louis Krumenacker, Carrolltown; John C. Lehman, Everett; William H. Lynn, Tyrone; Edward A. Pontzer, St. Marys; H. E. Sanford, Windber; and James B. Watson, Sr., Uniontown.

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