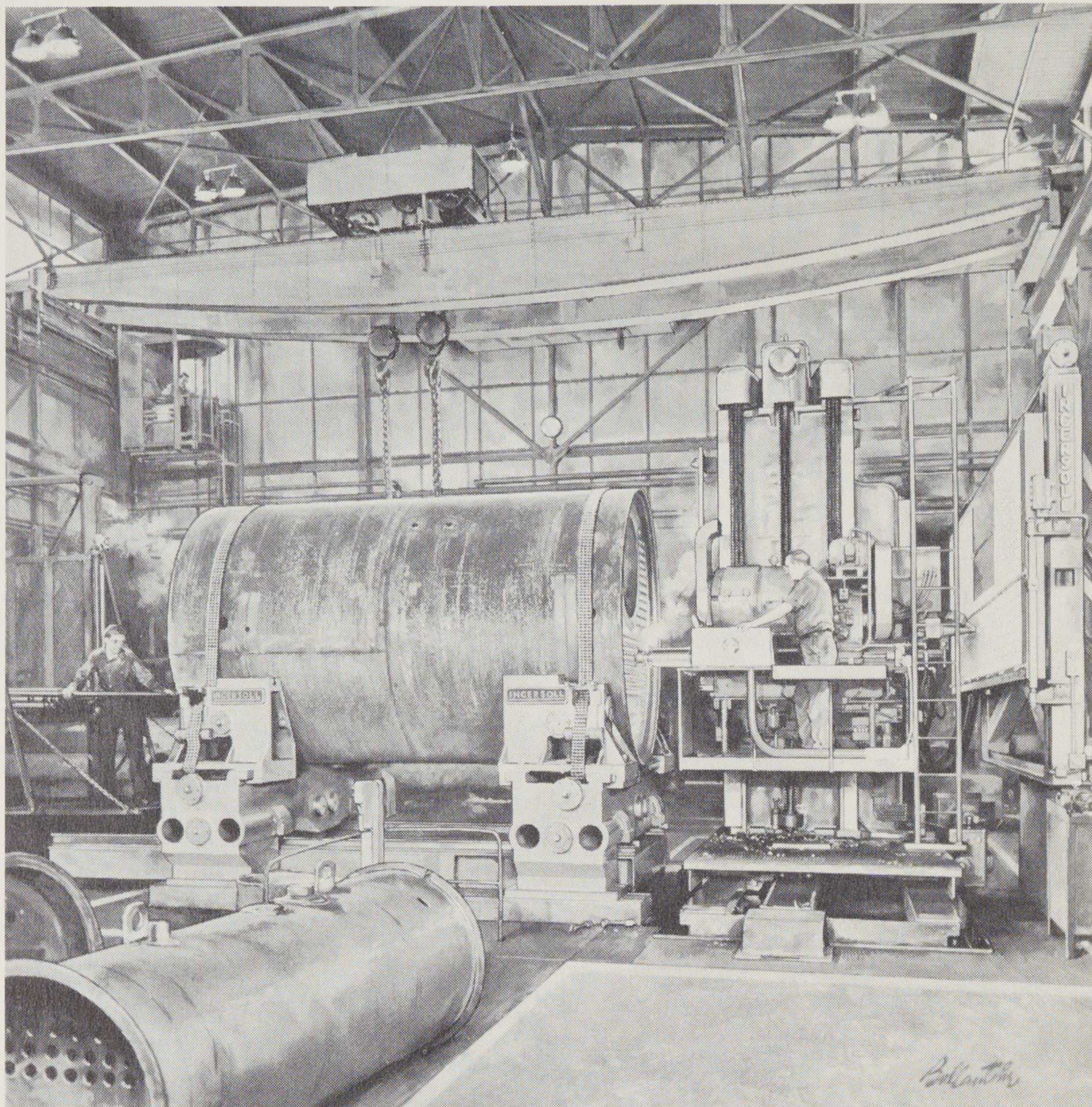




An Economical Answer to Laying Out and Machining a Complex Pattern of Holes.

The traditional boiler shop atmosphere, including stout muscles, dirt floor and a "chaw" of tobacco, has been changed to that of a modern production line plant by this specially designed Ingersoll. In five years, this photo-electrically controlled machine has trepanned and chamfered the flue holes and processed the flues in both ends of thousands of boilers.

The machine and a three man crew do the work which 25 men did before. Productivity guaranteed by Ingersoll is being exceeded by 25%.

THE INGERSOLL
MILLING MACHINE COMPANY ROCKFORD, ILL.

Ingersoll designed and built this special machine and the 180° indexing fixture for the Cleaver-Brooks Co., Milwaukee, Wisconsin

Four photoelectric "eyes", which respond to variations in light reflected from the markings on the templates, control the movements of the machine's housing, head and spindle.

MEMO ON PRIVATE ENTERPRISE

No. 5 in a series

"...private enterprise cannot hope to compete (as to charges) with the parcel post."

The Freight Forwarders Institute told a Senate Post office sub-committee in 1958 that increasing the size and weight limits for parcel post would be "a step in the wrong direction in that it would increase the area of competition between the Governmentally operated parcel post system and the hard-pressed common carrier system of the country."

The Institute is the national organization representing freight forwarders, subject to regulation under the Interstate Commerce Act, who "handle only less-than-carload and less-than-truckload shipments, sometimes referred to as merchandise or package freight."

One of the purposes of the Transportation Act of 1958, the Institute noted, "is to check or prevent further erosion of the common carrier system by persons who escape regulation." An increase in parcel post limits, the Institute said, "would permit erosion of common carrier service by Governmentally owned and

subsidized service."

The Senate subcommittee was told that "common carriers operated by private enterprise cannot hope to compete, in the matter of charges, with the parcel post service . . .

"It ought to be pointed out," the statement continued, "that costs, as used in constructing parcel post rates, are not the same thing as costs that underlie common carrier rates. There are many items of cost that are not taken into account in fixing parcel post rates . . .

"The national transportation policy of the Interstate Commerce Act," it was noted, "is designed to preserve a strong and adequate common carrier system of transportation and to discourage unfair and destructive competition."

Where motor carriers, local draymen, freight forwarders, parcel delivery companies, bus lines, rail express and other transport services are available, there is no justification for government to compete unfairly with them.

For a free copy of the informative booklet, "The Truth About Parcel Post," address the Public Relations Division,

RAILWAY EXPRESS AGENCY

219 East 42nd Street, New York 17, N. Y.

A PRIVATE ENTERPRISE IN THE PUBLIC SERVICE

