

In an experiment that may have far-reaching effects for touring road shows, James P. Clark's Highway Express took over the hauling and transportation of the George Brandt-William S. Levine production, "Streetcar Named Desire," which wound up at the Erlanger theatre Saturday night (21).

"Streetcar" is being hauled by an especially equipped truck furnished by the Clark organization, which is already solidly entrenched in the film handling and transportation field. The "Streetcar" tour covers a string of one-nighters in upstate Pennsylvania and New England, followed by a week in Baltimore, two weeks in Boston, then a cross-country jaunt. The truck will be permanently assigned to the production.

Clark's entry into the theatrical hauling field is of primary interest to the smaller cast troupes. Main selling points to producers are lower-cost competition with railroad hauling for small companies, especially on one-nighters and split weeks, plus freedom it allows company to travel by any train the members choose, plus elimination of crating and double-hauling from stagedoors to terminals.

Highway Express officials will appear Wednesday (25) in New York for a hearing before the Interstate Commerce Commission, and Clark has marshaled an array of theatrical notables to testify on behalf of truck hauling.

Among those slated to appear are J. J. Shubert and Milton R. Weir, attorney for the Shuberts; James F. Reilly, president of the League of New York Theatres; Herman Bernstein, representing Leland Hayward; Benjamin Altieri, for the Philadelphia La Scala Opera Co., and Louis Molitch, of Highway Express.

The trucking company will apply specifically for a permit to operate as a public utility "carrying equipment supplies and other materials useful in the operation and maintenance of itinerant theatrical productions over irregular routes."