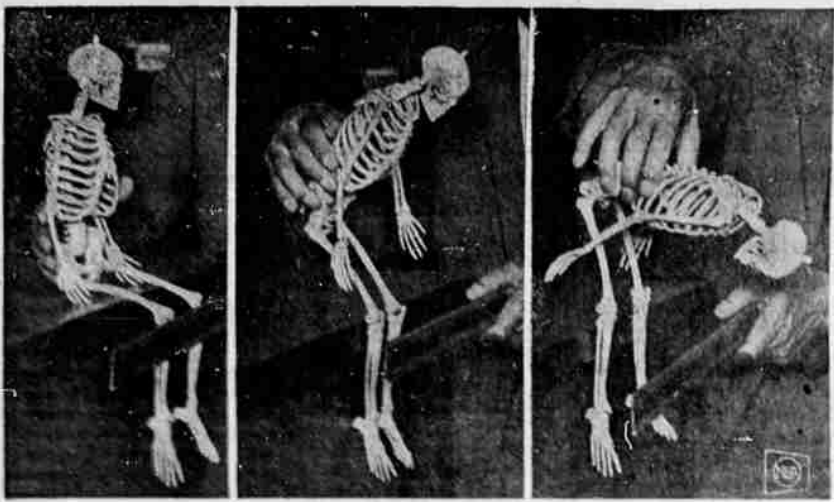




CRASH SEQUENCE — The hands of Dr. Paul Calabrisi, of the California Oil Co., put a model skeleton through the three stages of body movement which follow a head-on auto collision.

Auto makers moving at last?

Factory installed seat belts may become standard equipment on all new automobiles

By Ward Cannel

Newspaper Enterprise Assn.

NEW YORK — After three years of dispatches from this reporter and persistent efforts by consumer and civic organizations, the United States automobile industry may at long last begin installing safety seat belts as an item of standard equipment on all new models.

Usually reliable sources close to the car makers say that the industry is now deliberating whether to install the belts at this time as a voluntary move rather than wait until coast-to-coast legislation makes it mandatory.

At present, nearly 20 states require safety belts on either 1963 or 1964 models. The auto industry offers the belts as standard equipment on only two models — both of them higher-priced cars. One manufacturer is offering the belts on all of his models, but only as optional gear with a price saving if you choose not to take them.

An across-the-board assembly-line seat belt installation on new cars, however, would represent a remarkable change of Detroit policy toward both cars and drivers.

When this reporter first looked into the seat belt story nearly a decade ago, Cornell University had just demonstrated the effectiveness of safety belts in auto crash test experiments.

Despite test results that predicted 5,000 lives saved and upward of a half-million injuries avoided yearly with the use of belts, auto industry interest could be measured by the yawn. But belt, webbing and buckle manufacturers saw in the statistics an impending change in auto safety legislation — and, with more than 60 million cars on the roads, an enormous market.

When this reporter looked in on the auto belt story again six years later, the situation could be described best in one word: mess. Three states and federal government specifications required belts on vehicles. Many civic groups had endorsed the use of properly made and properly installed belts.

But who could say for sure just what those specifications were? In addition, the belt industry had become a teeming market place, with fly-by-night manufacturers of shoddy merchandise indistinguishable from the careful and reputable.

Annual flower show planned

Special to The Bulletin

REDMOND — The annual flower show of the Smith Rock Garden Club will be held August 23 from 1 until 6 p.m. in the Terrebonne Grade School.

Entries must be in place by 11:30 a.m. that day. All persons interested in exhibiting are welcome to do so, according to the sponsors.

Floral arrangements will include: Mantel, coffee table, breakfast nook, all green, patio, weathered wood, rocks, shadow box, summer corsage and fall blossoms.

Themes of the exhibits for teenagers are "fairy tales" and "old McDonald had a farm." In a special "our friends" division, non-members will exhibit their entries, featuring arrangements for dining room, old-fashioned bouquets, miniatures and glass arrangements.

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Prineville ends fiscal year in good shape

Special to The Bulletin

PRINEVILLE — The city of Prineville closed the fiscal year 1962-63 within .2 per cent of the budget for the year, in the general fund. Nearly all accounts in the general fund showed receipts above the anticipated budget figure.

Major account on the minus side was the property tax fund, which showed \$3,618 yet to be received in the budgeted sum of \$29,836. For the current fiscal year, no city taxes are to be levied in Prineville.

Total expected receipts in the general fund of the budget was listed at \$186,051, with total receipts for the year showing at \$185,689. The major item involving income above the budget was in paving, which showed that the city had received \$1,009 more than the expected \$1,500 in the budget.

In the sewer and Bancroft bond funds, income was above the budgeted level, as was the special park fund. A surplus of \$3,645 in the park fund, as the result of a special levy now discontinued, was transferred to the general fund, according to the year's end report issued by Francis Juris, city recorder.

City park and swimming pool expense during the fiscal year was \$23,381, for some nine per cent less than had been expected in the budget. Total city operating expenses in the general fund division were \$8,665 less than had been budgeted, the report showed.

Redmond school plans reported

Special to The Bulletin

REDMOND — Orientation and registration day for all grade schoolers, freshmen and high school students new to the district will be Thursday, August 29. Buses will run on last year's schedules for grade school youngsters. Freshmen and other new high school students will gather at the gymnasium at 9 a.m., after which they will follow a regular schedule of classes in brief sessions to become acquainted with the teachers and the facilities.

Faculty meetings will be held Thursday and Friday, August 30-31, in preparation for the beginning of the school term Tuesday, September 3.

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4-H style show set for tonight

Special to The Bulletin

PRINEVILLE — A major preliminary event to the 1963 Crook County Fair will be the style revue to be held this evening at 7:30 p.m. in the Crook County High School cafeteria, to the theme, "Style Around the Clock."

Styles will be modeled by 4-H girls showing garments they have sewn or knitted during the past year. Talent numbers will also be featured in the show, under the direction of Bonnie Gilchrist and Fay Jordan.

Selected girls from 4-H clubs will handle the narration of the show, and decorations for the event have been handled by women of the LaPine community.

Others on the committee for the style show are LaDonna Baker, Nancy Oar, Barbara Severance and Florence Congleton. Judging of the clothing and knitted work was to have been done this afternoon at the high school, beginning at 1 p.m.

Figures given for railway

Special to The Bulletin

PRINEVILLE — The City of Prineville railway, owned and operated by the city as a transportation link between Prineville and the junction with main rail lines north of Redmond, showed a net income of \$71,166 for the first six months of 1963, according to statements issued by C. C. McGlenn, railway manager.

Total operating revenues for that period were \$185,018, and total operating expenses were listed at \$107,400. On a balance sheet as of June 30, 1963, it was reported that total assets of the railroad are \$1,068,290.

The railroad was, in earlier days, first profitable, then became a near-liability. It was revitalized in 1946 under McGlenn's supervision and became of sufficient profit to the city that it was able to transfer more than a million dollars into the city's general treasury over a period of some years, passing the millionth dollar mark some time ago.

DRILL THRILLS HER

HAROLD HILL, England (UPI) — June Walker, 16, loves to go to the dentist. She feels no pain when her teeth are drilled. "The drill gives me a lovely tingling feeling," she said.

Gemini flights causing worry for space agency

By Alvin B. Webb Jr.

UPI Staff Writer

CAPE CANAVERAL (UPI) — The federal space agency is upset over the prospect that the upcoming Gemini flights into space could make a human milk-shakes out of America's astronauts.

As matters stand today, the first Gemini pilots would go bouncing off into orbit at the rate of 660 bounces per minute.

That's enough to jar the teeth of a hippopotamus.

The culprit in this particular potful of Gemini problems is the Titan-2 rocket that will boost the capsule and its two men. Technicians have discovered the rocket is a sort of flying accordion, vibrating up and down at the rate of 11 cycles per second.

The National Aeronautics and Space Administration (NASA) told United Press International that "NASA considers the present level of oscillation as unsuitable for a manned vehicle."

Intra-service memos on the subject are phrased considerably stronger.

Space agency officials said that if rocket, spacecraft and spacemen alike go around bouncing 11 times every second there would be "potential degradation of the functional capabilities of the pilots."

Translation: The astronauts would be shaken to the eyeballs. It is admittedly a bit difficult to see anything clearly while one's head is going up and down 660 times per minute (11 cycles per second times 60 seconds).

"...The relative motion between the pilot's head and the instrument panel, which also would be vibrating, could make it difficult for pilots to read instruments accurately," as NASA says.

Reactions Unpleasant

Another space agency official says tests in the 11-cycle-per-second area have turned up a long list of reactions by pilots, "most of them unpleasant."

Scientists have concluded from their studies of Titan-2 military test shots at Cape Canaveral that the critical vibrations start a little more than one minute after blast-off, and that they last for about 20 seconds or so.

The problem and the responsibility for its solution has been dumped back into the lap of the Air Force, which had the Titan-2 — problems and all — built to its specifications in the first place. The difficulty has been duly accorded a name: "Pogo-stick effect."

It has been more or less pinpointed: "...Evidently original-

ing as a pressure disturbance in propellant pumping and piping system which results in variations in engine thrust, which feeds back through the vehicle's structure, further amplifying the pressure disturbance..."

A two-point general course of action has been proposed: 1. Stop the vibrations; 2. Fix up things in the place where they started; i.e., the fuel pumps and lines.

Never Worries

The Air Force has been flying Titan-2 missiles for going on two years, but never worried about the "pogo-stick effect" because the nuclear warheads the rocket was designed to carry don't have eyeballs to shake or teeth to rattle or stomachs to churn.

NASA long ago selected Titan-2 as the Gemini capsule booster, and has had its scientific fingers in the rocket's innards for a year or more without notable results. The problem is still there, on every Titan-2 that flies from Cape Canaveral.

Asked whether the "pogo-stick" cause-effect-solution would delay Gemini's schedule, the space agency answered with a firm "no." There is a fair amount of reason for this indication of confidence. Project Gemini already is

more than a year behind schedule, and it will be another 14 months — October, 1964 — before the first pair of astronauts will board the capsule for a flight into space.

That leaves a goodly slice of time for finding some way to take the spring out of the flying pogo-stick.

WAR HERO IMPROVES

NASHVILLE, Tenn. (UPI) — World War I hero Sgt. Alvin C. York, hospitalized here last week after developing a fever, was taken off the serious list at Veterans Hospital Sunday night.

Hospital officials said they could not pinpoint the cause of the rise in York's temperature. He was brought here last week from his home at Pall Mall, Tenn.



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