

## Greyhound Plans Air Bus Service

Air bus service, a nation-wide helicopter passenger transportation system, became a post-war possibility when an application for this type of airline was filed with the Civil Aeronautics Board by the Greyhound Corp., largest operators of highway busses.

The application states that the Greyhound lines propose to operate helicopters or similar aircraft of large carrying capacity to provide passenger, mail and express service over their present bus routes which cover some 60,000 miles of highway. Plans will be developed to coordinate and integrate this new air service with bus lines and, in addition, to act as a "feeder" to companies engaged in the present type of airline service.

The most novel feature of the project and one for which helicopters are ideally fitted is the plan to adapt present bus terminals, bus garage and other facilities close to central sections of cities and towns as landing ports and maintenance hangars.

"We have been making plans for some time to enter the air transportation field as a means of providing additional service," said C. E. Wickman, Greyhound President. "Our studies have shown a need on the part of the nation for the type of air transportation we propose to operate. We know that people along bus routes—and there are over 70,000,000 of them residing in smaller cities and towns not served by existing airlines—want the services of air transportation.

"If our application is approved by the Civil Aeronautics Board, we plan to make air travel available to the millions who live scores or hundreds of miles from the large airports that present airlines must use. With helicopters, air travel will be no further away than the nearest bus terminals—rarely more than a few minutes' ride by private car or local transportation service.

"Just as motor buses can make frequent stops without loss of operating efficiency to serve small communities, so will the helicopter Air Buses be able to maintain schedules providing for landings at comparatively short distances. Thus the convenience and speed of air travel will be made available to thousands of smaller communities. By operating both land and air transportation, we will be able to offer a coordinated travel service that will be entirely new.

"There is another postwar consideration in our plans. Hundreds of our employees are now with the flying forces of the United States or our allies. They are serving as pilots and mechanics. After the war, they will be well equipped to operate and maintain a fleet of Air buses."

The Air Bus Service, according to Mr. Wickman, would not compete substantially with existing airlines. Instead the Air Buses will supplement the transcontinental and global airliners by providing quick and convenient means of reaching the major airports in the nation's metropolitan cities.

Since the Greyhound buses now serve practically every section of the United States, as well as parts of Canada, the helicopters will follow highways and be established over routes where Greyhound officials, from their knowledge of traffic movements, know the added service to be needed.

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### FACTS ABOUT FISH

Fresh fish isn't a matter of guesswork. Watch for these characteristics say Westinghouse home economists: Gills should be red. Scales should stick closely. Eyes should be bright and bulging. Flesh must be free from slime, elastic and firm to the touch. In fact, when you touch the flesh with your finger, your finger should leave no impression.

#### Shortcuts on Washday

Dry clothes correctly and they iron with less effort, according to the Westinghouse home economists: Fold sheets and tablecloths right side out, hem to hem, and hang them so the hem extends over the line 8 to 10 inches and you prevent dog-eared corners. Hang towels and pillow cases square and they give longer service. Hang shirts by the tail, dresses by the hem, anchor several handkerchiefs, napkins and washcloths with a single pin.

### SWAP WIVES FOR PIPES

Glenn Battson, with the Cee Bees here, wrote home for some pipes. "They are among the best articles for trading with the natives," he wrote his wife. "They will gladly trade a wife for a pipe."

### RUDY VALLEE PROMOTED

LOS ANGELES—CPO Rudy Vallee, Coast Guard band leader, has been commissioned a lieutenant.



Bud Abbott and Lou Costello are shown in a scene from their latest comedy, "It Ain't Hay," featuring Grace McDonald, Cecil Kellaway, Eugene Pallette.

### SOLDIERS ENJOY ASHLAND HOSPITALITY

Two soldiers visiting the Ashland-USO last Sunday enjoyed home hospitality when they were invited to dinner in the home of Mrs. H. S. Aikens on Taylor Street. The men were Cpl. B. C. Waters and Pvt. Hughie L. Wilson from Camp White's 81st Division.

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### FOR A CHANGE

Instead of cookies -- or when the cookie jar unexpectedly resembles Mother Hubbard's cupboard -- Mrs. Julia Kiene, Head of Westinghouse Home Economics Department, makes a filling of powdered sugar, butter and vanilla, spreads on one graham cracker and puts another one on top. Makes a nice change in a lunch box, but do wrap carefully in wax paper.

## First Death Occurs

Ed. Note: This is one in a series of stories commemorating the Old Oregon Trail Centennial.

On July 17, the first death in the train occurred. Little Joel Hembree, 6 years old, fell from the front of a wagon and the wheel passed over his body. There was no time to mourn, so a grave was hastily dug and the child was laid away with only the antelope and coyote to keep him company. Stones were piled on his grave and a note tied to a stick told the sad story. There was considerable sickness in the train, but the sick had to take their chances and recover, if they could, in the jolting wagons.

There were also symptoms of discord to contend with. In order to handle such matters a strict military discipline was necessary and all offenders were punished by Trail Law. One man who slept on guard duty had his gun taken from him and sold, others had to do extra guard duty for disobeying the rules, while banishment from the train was imposed upon those who were trouble-makers.

There was a gradual rise in the trail which was hardly noticeable. The route led across high, rolling hills, covered with sagebrush and scattering pine and juniper. Violent wind and rain storms had a habit of coming on without warning. Tents would be

### Plan Before You Pack

By planning a lunch box meal well in advance and by doing much of the preparations at dinner time the night before, Mrs. Julia Kiene, Head of the Westinghouse Home Economics Department, packs a good-and-good-for-you box lunch in less than eight minutes. For example, take butter out of the refrigerator so it will spread more easily in the morning. . . . Slice or grind meat, wash lettuce, vegetables and fruits, then wrap in wax paper and store in refrigerator overnight. . . . Put stewed fruits, puddings, salads or mayonnaisse in separate containers. . . . Keep cocoa syrup on hand, if possible, and add a tablespoon or so to hot milk at the last minute.

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blown down and the contents and occupants drenched. Hailstorms would hit the camps at times, causing the live stock to stampede in a mad dash to escape the stinging pellets of ice. If these storms happened on the march, the oxen and horses would be turned with their tails toward the storm until nature quieted down.

Several tributaries of the Platte were crossed, including Horse-shoe, La Bonte, Wagon-Hound, Box Elder, Deer and Muddy Creeks, all prominent camping places.

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