



CRASH KILLS 10 CHILDREN—This school bus, its body ripped from its chassis, lies beside railroad track near Spring City, Tenn., after a fast freight train struck it on grade crossing. Ten of its small school children occupants were killed. The driver, Raymond Moore, 38, was charged with manslaughter. Slightly injured, he said, "I stopped at the crossing but didn't see the train. When I started across the tracks, I saw it and heard the engineer blowing the whistle. I prayed I would make it but I knew I was too late."

A Nichol's Worth of . . . Comment On This and That

By HARMAN W. NICHOLS
United Press Feature Writer

Washington—(U.P.)—Fred M. Pownall is the only man I know silly enough to build a boat in his basement.



and smart enough to get it out without tearing the house down. "I did it on purpose," the 68-year-old professor says. "It wasn't a very big boat." Pownall explained that the boat was only 10 feet long "and not wide enough to scrape the doors in the cottage."

My friend of over a quarter of a century has just retired as director of university publications and publisher of student publications at the University of Iowa. The building of boats and book shelves and the like are just a sideline with the bountiful, lovable old timer. He is 68. **Wife Is Newspaperwoman**

Dorothy, his attractive wife, is a newspaperwoman. She, in her day, has done everything from chase fires to answer letters to the troubled in love. Currently she edits the woman's page for the Iowa City Press-Citizen, in the home city of the university.

Fred Pownall's roots are in Iowa. He was born in Centerville. He always liked to fancy himself as a reporter, which indeed he was, and still is. "I'll never be happy behind a desk," he once told Mrs. Pownall.

But happy or not, he spent 35 years behind one. It must be said, though, that he didn't sit on a chair for very long at any one time. I never saw such a bouncer in all my life. He would be in one spot one second and 10 blocks away a moment or so later.

Looking back, the professor thinks that his biggest thrill as a working newsman came in 1917. That was a year after he had joined the Des Moines Register.

"In 1912, eight people had been murdered in Villisca. By 1917, the state thought it had enough evidence to convict a

State May Qualify For Defense Funds

Salem—(U.P.)—Evacuation and reception plans developed in Oregon during the past year should qualify the state for financial assistance from the federal government, State Civil Defense Director Arthur M. Sheets said yesterday.

Congress recently appropriated \$12,000,000 to help evacuation planning and testing in the nation's 70 critical target areas.

State highway and civil defense officials said, during a meeting with Russell W. James of the U.S. Bureau of Public Roads, that tentative evacuation plans for the Portland area have been completed and will be tested in late September. Traffic control points have been established on the perimeter of Portland and throughout the adjacent counties.

Jekyll-Hyde Combination Shown by Buffalo Cop

Buffalo, N.Y.—(U.P.)—Motorcycle Patrolman George E. Marts of the Buffalo Police Department is a combination Dr. Jekyll and Mr. Hyde to city motorists.

Of the 106,000 parking tags issued in 1954, Marts handed out 10.46 per cent of the total. But while he's tough with parking violators, Marts also believes in lending a helping hand. He carries tools for unlocking automobiles with him at all times. And there's no charge—or ticket—for aiding motorists who have locked their keys in the car.

Marts, who will retire with 25 years' service next fall, holds another distinction. He has never taken a day of sick leave.

Plan Drawn To Aid Molalla Log Crisis

Portland—(U.P.)—Forest Service and Bureau of Land Management officials today announced a plan for alleviating a serious log shortage in the Molalla area, which has forced some mills to shut down.

Regional Forester J. Herbert Stone and BLM area Administrator James F. Doyle agreed to adjust boundaries of land managed by the agencies at the headwaters of the Molalla river.

Forest Service land in the Molalla drainage would be exchanged for BLM timber acreage in the Clackamas river drainage area, simplifying administration and making more mature timber available to Molalla logging operators.

Round Trip Ocean Travel In One Day Believed Near

London—(U.P.)—Britain now holds a record "breakfast to supper" round trip crossing of the Atlantic by a Canberra bomber and there were predictions such flights would be commonplace in the near future.

The Royal Aero Club said pilot John Walter Hackett, 32, established a record timing Tuesday of 14 hours, 21 minutes, 45.4 seconds for the London to New York and back flight of 6,915.92 miles.

Hackett and Navigator Peter Money Penny, 28, guided the bullet-nosed Canberra at an average speed of 481.52 miles per hour although the twin-jet bomber often exceeded 550 miles per hour.

Chairman Sir Miles Thomas of British Overseas Airways sent

congratulations to the crew on the "historic flight." He said he was "sorry that the Canberra was not carrying a payload of passengers or freight but that will come."

British newspapers had a field day of backpatting. The Daily Mirror agreed with Thomas that the flight was only a sample of things to come.

"The fact is that within five years the most ordinary men and women reclining in their

luxury passenger seats will be doing the same flight in the same time without the slightest fuss or trouble," the newspaper predicted.

Hackett established or broke three records in the flight. He took off at dawn from London, arrived at New York's Floyd Bennett Field in time for lunch and set down back in London in time for dinner.

He set the first there-and-back record between London and New York, and broke existing records for the London-New York and New York-London laps.

The Royal Aero Club said the London-New York lap was covered in seven hours, 29 minutes, 56.7 seconds at an average speed of 461.12 miles per hour for the 3,457.96 mile distance.

The return trip was faster because of favorable winds. It was completed in six hours, 16 minutes and 59.5 seconds for an average speed of 550.35 miles per hour.

**"A Story
That Needs
Telling"**

SEE PAGE 8
Section 1

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