

Survivor of Train Crash Praises Servicemen for Preventing Panic Outbreak

By JOYCE LITTLE
As Told To United Press
Los Angeles — (U.P.) — It was a good thing we had servicemen like sailors, marines and soldiers on the train during the wreck or there might have been a panic. The crash occurred while I was riding in the second car on my way to my home in San Diego. We were going pretty fast and suddenly I felt that we were going around a curve. The train lifted to the right and then to the left. Then all of a sudden, it flopped over on its side. Pinned Under Seats
I was thrown across the car and pinned under the seats. I didn't know what happened at first. Then I moved my arms and legs and, fortunately, I found I wasn't badly hurt. All the lights were out. I

heard someone screaming. I heard a woman yelling. "What's happened... It's a wreck... How do we get out?" This was where the servicemen took charge. They called out to everybody. "Take it easy and everything will be okay." In a few minutes people quieted down and some of the Marines began looking around for some sort of emergency exit. Taken Through Window
They found a window they could get open on the other end of the car and started taking some of the more seriously hurt out of there, boosting them up because it was high. I waited until my turn and was helped out. Then I was taken by ambulance to Georgia Street Emergency hospital. I was lucky because all I got was a few cuts and bruises. If the servicemen hadn't been aboard, I don't know how bad it might have been. All I can say is that they were great.

Is That So?

A noggin duster. Answers follow questions and each has its own value. If you score 95 or better, in my league that qualifies you as a Park Naturalist; 85 assures you a position as Ranger Naturalist; 75 qualifies you as a Ranger; below that, 65 rates you a Woodsman; 50 a Dude Wrangler, willing but lacking in outdoor experience; 35 as a Drugstore Cowpoke, strong on voice and weak on knowledge. What are we waiting for?

I. As you know, January weather is unpredictable—but yet, some of the following statements are true. After you have read and reread this group, check those which are correct. (Seven each; 35 points.)

1. The chances are better than even that if you live in a freezing area like New York, Boston, Montreal or Washington, D.C., you will experience a thaw between Jan. 19 and 24.

2. When they come, cold spells last longer in Louisiana than in Chicago.

3. The coldest week-of-the-year for its particular area will come earlier in Florida than in Maine.

4. Ice storms are virtually unknown in Europe.

5. Snow, an extremely good insulator, may register a difference of 50 degrees between the surface and a depth of seven inches.

II. Some of these statements are true, others false. But mind, even if only a small part of the answer is wrong, the answer must be counted false. Check those which are true. (Five each; 50 points.)

1. A whale has been known to dive 3,240 feet where the pressures exceed 98 atmospheres—over 1,400 pounds to the square inch.

2. With each snowfall, fertile elements such as nitrogen and sulphur are brought down to enrich the soil.

3. In a study of opossum skeletons at random at Leavenworth, Kan., it was found that of 95 skeletons, 39 has broken bones which healed completely.

4. It is possible for grass to grow 4,000 feet of root hair within one inch of soil.

5. On the average, it takes 10 inches of snow to equal one inch of water.

6. Up to 19 new-born opossum may rest securely within the bowl of a teaspoon.

7. A marten's gestation may be as long as a moose's.

8. The elephant, although the largest of all domesticated animals, is the most easily tamed and trained as an adult.

9. A bird's blood contains many more red corpuscles per ounce than that of any other animal.

10. Although the rabbit and hare have just about the same gestation period, the hare is born with eyes open while the rabbit's will remain sealed for three weeks.

III. The number of hairs on human heads differs. However by and large—a convenient phrase if there ever was one—red heads have (?) hairs; blondes (?) and brunettes (?). Pair the right numbers: 90,000; 105,000; 140,000. (Five each; 15 points.)

Answers: I. Only 2 is wrong—as one travels south, cold spells tend to be shorter. II. Sorry, but the correct statements are: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10—every one. III. 1. Redheads average 90,000; blondes, 140,000; brunettes, 105,000.

Ask yourself, "How'm I doing?" and tote the score. Of course it could be worse. (Copyright, 1955, by Eugene Burns) Released by McClure Newspaper Syndicate)

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Election Campaign Officially Under Way; Maestro of Buttons Warming Up To Task

New York — (U.P.) — It's official, folks. The campaigns are underway. You always know they are off and running in the presidential sweepstakes when the poet laureate of politics begins plunking his bloom'n' lyre. Emanuel Ress, the maestro of the campaign button, is warming up to the task he faces every four years — inventing the slogans that you and I wear on our lapels.

Ress, lest we forget, is the man who early in 1952 gave us such lines as "Kefauver, Take Over..." "We Need Adlai Badly..." "Averrell Will Fill

The Bill." He also claims to have invented "I Like Ike" back in 1947. Ress has manufactured and sold millions of buttons, and it goes without saying that he's strictly neutral in politics. When you see him around a nation convention, he usually is wearing a huge button reading "I Don't Care Who Wins—My Business Is Buttons."

"Well," he said, "I've got 'My Pick Is Dick.' I just dusted it off from 1952. It originally was for Dick Russell, but with Nixon looming it could come in mighty

handy again this year. "But for something brand new I've got 'Me For Milt.' There's a fellow down in Georgia starting a Me-For-Milt movement, and he ordered a thousands buttons to send out as feelers. This was shortly after the President's heart attack. But now, with Ike recovering, he's waiting for things to simmer down.

"This fellow was an original I-Like-Ike-Man, but there's one thing about him—he doesn't like Nixon, no how. He wanted something on buttons like 'Nix on Nixon,' but I talked him into a positive approach. "Also, there were some re-

quests from Knowland people in New York, asking how long it would take to turn 'em out, but now they're holding up pending a decision by Ike. I'm turning over in my mind like "There's Knowland Like My Land," but nothing definite yet."

Song Parody
Ress said he washed off a song parody for the Milt man down South and sent it along to him for possible use. "Based on 'Tea For Two,' it starts like this. 'Me for Milt and Milt for me—' for he's the one that ought to be—President if only he— will run . . ."

And it ends: "First it's Ike, we all agree; but if Ike says no, then it will be, brother Milt, yes, brother

Milt for me." tons, and he has made up a sample of "If We Ever Need Ress said he's had a couple of calls for "I Still Like Ike" buttoned Ike, We Need Him Now." He's also thinking of this Ike campaign button: "Peace, Prosperity . . . And Ike's Sincerity."

And looking ahead to one possible Democratic ticket, he's holding in reserve: "Adlai and Estes are The Bestes."

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L.A. Train Wreck Worst in State's Railroad History

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Los Angeles — (U.P.) — Last night's train wreck in Los Angeles was the worst railroad tragedy in the history of California. The last California passenger train derailment of major importance was that of Santa Fe's transcontinental streamliner San Francisco Chief, 17 miles west of Stockton, Sept. 22, 1954. There were no deaths in that wreck, but 19 persons were injured. Eight men were killed near Salinas last Oct. 27 when a Southern Pacific train hit a truck carrying 14 Mexican nationals.

New York — (U.P.) — The 10 most serious major railroad disasters in the United States:
July 9, 1918, Nashville, Tenn., 101 killed.
Nov. 1, 1918, New York subway, 97 killed.
Aug. 7, 1904, Eden, Colo., 96 killed.
March 1, 1910, Wellington, Wash., 96 killed.
Dec. 19, 1876, Ashtabula, O., 92 killed.
Feb. 6, 1951, Woodbridge, N.J., 84 killed.
Aug. 10, 1887, Chatsworth, Ill., 81 killed.
Sept. 6, 1943, Shore, Ia., 79 killed.
Nov. 22, 1950, New York commuter train, 79 killed.
Dec. 16, 1943, Lumberton, N.C., 72 killed.

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