



WRECKAGE ASSEMBLED—Like the pieces of a jigsaw puzzle, bits of wreckage from the two airplanes which collided over New York City Dec. 16 are carefully assembled in a hanger at LaGuardia Airport, New York. A TWA plane and a United Airlines jet collided in mid-air, killing all 127 aboard the planes as well as at least seven other persons on the ground. Now the pieces are being reassembled in an effort to determine what caused the crash. It was also revealed that one of the victims of the crash carried a \$550,000 life insurance policy. (UPI Telephoto)

Defense Conscious Provide Their Own Fallout Shelters

87% — If a nuclear bomb blazes across the sky, fallout shelters are needed for the future. You hide? A retired lumber mill employee, would seek safety with his wife in a fallout shelter they built for \$300 under the front porch of their home at Bear, Ark.

Robert W. Hansen, a railroad worker, would dash to a refuge burrowed into a high clay bluff outside his home at Council Bluffs, Iowa.

Automobile mechanic Howard Gill and his wife would descend into a bomb and hurricane shelter under their carport at Davenport, Fla.

Lowell Kraus, a Los Angeles Civil Defense coordinator, would search for survival in a \$1,000 refuge beneath his colorful garden at Woodland Hills, Calif.

At Battle Creek, Mich., defense-conscious because it is the home of the Office of Civil and Defense Mobilization (OCDM), Mike Baird would flee to a dug-out under the breezeway of his home, and Mr. and Mrs. Alvin Corfien to a hillside den that cost them \$200 plus a few acres and blisters.

TV star Dave Garraway has a shelter in busy Manhattan, and Gov. Orval Faubus has one in Little Rock, Ark. The president of the University of Tennessee and the mayor of Atlanta, Ala., have family shelters. There are shelters at the governor's mansions in Albany, N.Y., and Indianapolis, Ind.

Nobody knows just how many family fallout shelters have been built across the nation in preparation for that awful day should atomic war come to America.

Engineering Test Center Meeting Space Challenge

Tullahoma, Tenn. (Science Service) — Twenty-one of the nation's 25 top priority space and weapons systems have been tested here at the Arnold Engineering Development Center of the Air Research and Development Command.

The center is a \$325,000,000 complex of stainless steel pipes, tunnels and platforms. Items coming through the center are space, ballistic and atmospheric flight weapons, and vehicles of the future. Ninety per cent of the work done here is classified as secret.

In the unclassified area, however, general knowledge of aerodynamics, propulsion and rocket technology, valuable to both industry and national agencies of government, is made available.

The Arnold center can test equipment ranging in size from full-scale vehicles to small-scale models, under conditions ranging from altitudes at sea level to more than 100,000 feet, and from subsonic velocities to those in the hypersonic range at Mach 20. (Mach 1 equals the speed of sound, which is 763 miles per hour at sea level.)

The success in the reentry and recovery of the Air Force's Discoverer satellite capsule was due to the center's tests on parachutes designed to return the capsule safely through the earth's atmosphere.

Its wind tunnel facilities permitted testing the parachute along with no risk to the satellite or its payload at altitudes and speeds to which it would be subjected in space. At 55,000 feet and at winds eight times the speed of sound, the type of parachute used in earlier Discoverer shots that failed in re-entry was ripped to shreds in only two seconds.

Studied Failure

Arnold center engineers studied the cause of failure and designed the two-stage chute that passed the wind tunnel tests and since has been used successfully in recent Discoverer re-entry and recovery tests.

The vast wind tunnels of the center have moveable walls so that air pressures, winds and speeds can be stepped up by narrowing the throat through which the air must go before it reaches the weapon or vehicle being tested.

Some idea of the size of a wind tunnel is seen in the description by the center's director, Brig. Gen. Harold A. Bouhey, of the 16-foot supersonic tunnel that started open through the center's main heart disordered. "The flexible nozzle wall in the supersonic circuit is made of a special steel alloy of high yield and high tensile strength. The dimensions are as follows: 1½ inches thick, 100 feet long and 16 feet high. Plates are present."

That is not to say that many men do not work too hard and should not take a vacation once in a while, he said. "Many do. But modern man seems to have forgotten that life itself is a conflict. So is society. The full free life, which often includes a good scrap, has become secondary to the desire for constant peace and tranquility."

In addition to the do-it-yourself shelter, the OCDM offers plans for an underground concrete shelter in new housing, an above-ground double-wall

Taking It Easy May Not Be Cure

Milwaukee, Wis. (Science Service) — Physicians should not always tell worried, nervous business executives to "take it easy," Dr. Gerald Gordon, chief of the psychiatric section of the medical division of E. I. du Pont and Co., Wilmington, Del., said here.

He said that it is not true that "the only thing we have to fear is fear."

"If a man wants to worry, let him," Dr. Gordon said. "The idea that a nervous man must be removed from a situation, leave work, calm down and rest is a delusion."

Gordon said that more and more good men were being relieved or removed from responsible positions because of such erroneous thinking. If the emotions were not released, they would be turned inward and result in "suicide through stress," he said. "The man who is under constant stress is like a man who is under constant stress. The man who is under constant stress is like a man who is under constant stress."

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Clark Has Faith in Humanity Restored

Minneapolis, Minn. (UPI) — Arthur Anderson, deputy clerk of Minneapolis Municipal Court, recently had his faith in humanity restored.

A defendant to whom he loaned \$25 cents 10 years ago so the man could meet a fine and avoid a workhouse term showed up to repay the debt.

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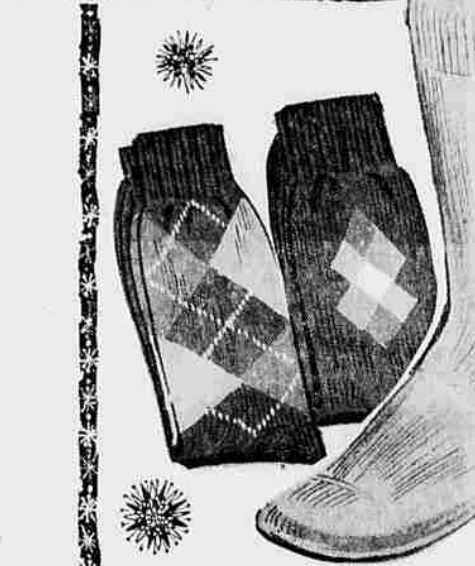
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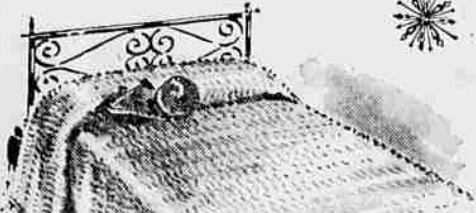
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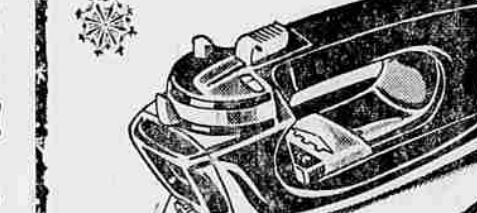
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Auto Industry Realignment Not Set; New Models Coming

Detroit — 87% — The auto industry added five new lines of cars and dropped one during the past year as it struggled for the second year in a row to realign its offerings to meet consumer demands. And it appears the struggle and its accompanying realignment of cars on the market is not over yet.

The new cars introduced during the past year were all small cars, compact cars, Mercury division of Ford introduced the Comet, General Motors introduced the Tempest, the F-85 and the Special in its Pontiac, Oldsmobile and Buick lines, and Dodge Chrysler Corp. came out with the Lancer.

The casual car was the DeSoto. It was dropped by Chrysler Corp. almost a year to the date after Ford produced its Edsel.

Auto industry sources say at least four new model cars will be added to the industry's offerings within the next year or two.

They report that both Chevrolet and Ford plan to build cars smaller than their current standard sized models but bigger than the compacts they introduced a year ago.

In addition, Ford is reported to be developing a "sub-compact" car to compete with such imported models as the Volkswagen and Renault. And sources say Studebaker-Packard also plan to introduce this type of car probably within a year.

The sources say Chevrolet also is considering production of a sub-compact but has not made any definite plans along this line yet.

It is safe to assume that Chrysler Corp. will match any efforts by Chevrolet or Ford either in the sub-compact field or in the area of a model placed between the standard sized, low priced models and the compacts.

Although the compact cars introduced in the past two years by General Motors, Ford and Chrysler have reversed a trend favoring foreign car makers, the American companies are not entirely satisfied yet.

They have reduced the number of imported cars sold in this country as well as increasing sales abroad.

But profits still have continued to slip.

The auto makers make less on the sale of a compact car than they do on the sale of a larger model. And most of the gains in sales have been achieved through the compact's.

So the auto makers feel it necessary to increase their sales volume to make up for the smaller profit per unit. In their effort to increase sales they apparently are planning to offer a wider variety of cars to attract more customers.

The scrambling of new cars being introduced and older models disappearing was admittedly "confusing" to some auto industry officials, and the predictions of the future, while still optimistic, were not always confident.

Stockholders, however, and revelations of "conflicts of interest" among officials at Chrysler Corp. also unsettled the industry.

William C. Newberg resigned by request from his post as Chrysler president almost exactly two months from the date he took office. He was asked to resign after it was revealed he held half interest in Pressed Products Co. and Bonan Inc., both of which had supplied Chrysler with parts.

Newberg agreed to pay Chrysler \$425,000, which represented his share of the earnings of the two companies, and Chrysler launched investigations of the financial holdings of other company officials.

One other important official, Jack M. Alton, director of the Plymouth-Dodge-Chrysler division, was fired as a result of the investigations. When other company officials were given a hearing, they were given a bill of health at the conclusion of the investigations, minority stockholders cried "renewed hearing" and the industry seemed to settle down again.

CAB Crash Probes Said Tend To Give Airlines Protection

Washington — 40% — Congressional investigators also reported evidence of possible misconduct by some employees of the Interstate Commerce Commission who are supposed to enforce safety rules in the trucking industry.

The charges were contained in a report drafted by the staff of the House commerce subcommittee on legislative oversight which conducted an investigation into regulatory agencies.

The subcommittee Friday ordered the report made public despite protests from some members that it contained unconfirmed allegations which had not been tested in hearings.

The staff report said that tighter federal regulation of the broadcasting, airline, trucking and gas industries is needed to protect the public interest.

Criticizing the CAB, the staff said "until very recently very few, if any, penalties have been recommended by the board against airlines or their employees, for negligence contributing to the cause of an air crash. The maximum penalty for safety violations by airlines now is \$1,000 for each violation."

It recommended that Congress boost the maximum penalty for negligence in an air crash to five years imprisonment.

At least the belief of a New York architect who said large part of the trouble with downtown stores is simply that they have fallen behind the times in modern architectural planning.

Morris Ketchum Jr., partner in the architectural firm of Ketchum and Sharp, said department stores in the next few years are going to be old and new customers alike by extensive and long overdue remodeling and modernizing programs.

These programs, along with continued efforts to solve traffic and other problems, will help strike a healthy balance of trade between downtown and suburbs, Ketchum declared.

He noted that since World War II many downtown stores have concentrated their efforts on opening branches in the suburbs and have "sadly neglected" their downtown headquarters.

"No store can expect a woman to make a trip downtown to select a new hat or dress in the same old setting she knew as a girl," the architect stated.

Economic forces also are making modernization programs imperative, and Ketchum estimated that as much as 40 per cent of space in older stores is not being used productively because of the outmoded layout and obsolete fixtures. He said no store in a high rent area can afford that kind of waste.

Of course the long standing problem of getting downtown by automobile and of parking when you get there has reduced trade of the centrally-located stores, but many stores are finding it hard to solve this problem.

Ketchum noted that new expressways in a number of areas are making it impossible to get downtown in the city easy and going away with traffic bottlenecks. At the same time, many stores are providing parking spaces nearby to give shoppers the minimum of walking.

Downtown department stores also are expected to benefit from urban renewal plans designed to provide good housing near the cores of large cities.

Downtown Stores Plan Remodeling To Attract Trade

By HENRY J. BECHTOLD
UPI Financial Editor

New York — 40% — Urban housewives have a pleasant surprise ahead for them.

Downtown department stores in many large cities soon will be as powerful as magnets as they were before the days of the shopping center.

At least the belief of a New York architect who said large part of the trouble with downtown stores is simply that they have fallen behind the times in modern architectural planning.

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