

Capital Spending Figure for 1964 About \$40 Billion

NEW YORK (UPI)—The next year's spending plans of American business and industry for new plants and equipment are very much in the economist's mind at this time of year.

A recent study by McGraw-Hill puts the capital spending figure for 1964, to go for new plants and equipment, at about \$40.7 billion, or about 10 percent more than 1963. Most of it will be industrial spending.

The new plant segment of this planning is of interest to more than just economists looking for trends. The why's and where-fors of plant building, expansion and relocation occupy the attention of government workers, federal, state and municipal; transportation interests have a vital interest in them. So do road builders, city planners, and potential employees.

The American Trucking Association recently released a study of the principal factors considered by a company in planning a new site for a plant, based on a mail survey of managements of 4100 plants across the country. Each of the companies contacted had in recent years begun a new business at a new site, opened a branch plant, moved an establishment to a new site, or expanded facilities at an existing site.

The study was made possible, the ATA said, by a grant from Rockwell-Standard Corp., Carrollton, Pa. The survey got a substantial return of 38 per cent, with responses in varying quantities from 22 major groups in the federal government's standard industrial classification.

13 Factors Dominant

According to frequency of mention, 13 factors in plant site consideration were dominant.

The first five, according to the frequency with which they were mentioned, were:

Proximity to good highways (71.9 per cent); abundant labor supply (62.1); availability of suitable land (61.8); proximity to markets (58.8); availability of rail service (41.1).

The study reported, however, that among larger firms, "the transportation factors of highway and rail came more closely into balance—the highway factor falling from first to third place when responses were weighted for size, and the rail factor moving from fifth to fourth."

Plant location decisions in some groups were particularly oriented toward the transportation factor, with both the highway and rail factors vital, the survey found.

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American Finds Traffic Jams Commonplace in Most Cities

By MURRAY J. BROWN United Press International LONDON (UPI)—The American finds traffic jams are as commonplace in London, Rome, Paris and New York, Chicago, Los Angeles and other major cities in the United States as they are in European cities. True, there is no language difficulty to add to the complications for the average American visitor in London as in other European cities. But there are road signs and automotive nomenclature which may seem strange to the American making his first visit to Europe. For example, a "flyover" is not an aerial display but what is commonly known in the United States as an overpass. "version ahead" doesn't mean some kind of entertainment is in store but merely that one is about to come to a "roundabout" which is a traffic circle and not a merry-go-round. And there are no elephants or clowns in Piccadilly Circus which is a major road hub in central London. Then cars in England have bumpers, bonnets, boots and winders instead of fenders, hoods, trunks and windshields. Service stations sell petrol, not gas. It may not take too long to catch on to this part of the Queen's English. The major problem is adjusting to the strange Alice-through-the-look-in-glass sense of keeping to the left, walking and motoring. A lot of behind the wheel on a car. Americans find they must reverse many traffic safety habits picked up over years of keep to the right. The pedestrian must remember to look to the right for oncoming traffic before stepping off the curb instead of to the left as he normally does at home. And just strolling along Throg Street or other main thoroughfares in London begins to feel like a salmon swimming upstream as he backs the tides of keep-to-the-left Londoners. But it is when the visitor from the United States alights behind the wheel of a car for the first time that he realizes the difference which really are. If his car is equipped for domestic use, everything with the steering wheel will be on the right side, the gear lever will be operated with the left hand, the accelerator and brake pedal with the left foot, the clutch with the right foot. It takes time getting used to. Learning how to drive such domestic use, everything with the steering wheel will be on the right side, the gear lever will be operated with the left hand, the accelerator and brake pedal with the left foot, the clutch with the right foot. Even driving a car equipped with the familiar left-hand drive, the American finds it no cinch. Keeping to the left side of the road instead of to the right is only one problem, although it is the most important. The first rule to learn and remember, naturally, is to keep to the left. But among other things, American motorists will look automatically to the right side of the road for signs and guidposts. Naturally, in England they are posted on the right. Unless he remains constantly on the alert, the American will find the car "strange" in right. And he almost must fight against the habit of pulling out of traffic by going to the right. No one knows for certain how the practice of keeping to the right began in the United States, which adopted many of the customs and traditions of its left-handed parent country across the sea. One theory is that drivers of Conestoga wagons rode the last horse on the left-hand side of the team. Thus they would move to the right when meeting other wagons to make sure the wheels cleared. The custom of keeping to the left in England, it is said, stemmed from the practice of wary travelers in days of yore who wanted to keep the sword or pistol arm on the side of action in case passing strangers turned out to be enemies or highwaymen.

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