



Patio Proves Delightful Place For Sunny Meal

Where will you serve breakfast tomorrow morning—in the kitchen, in the dining room, or out on the patio? Perhaps not on the patio tomorrow since it's still snow time in most sections of the country, but it's a wonderful idea for next summer.

What could get the day off to a better start than coffee sipped leisurely in warm morning sunlight and fresh air? It makes breakfast a special occasion for the family, as breakfast or any other meal should be.

During the next couple of months, smart homeowners will make use of evenings spent around the fireplace to plan home improvements for next summer's enjoyment. One project sure to come up for consideration will be the alfresco breakfast nook.

The best plan is to locate the breakfast nook where it will catch the early morning sun, even though this means that it will not be adjacent to the kitchen. There should also be some kind of shelter from wind, but this is easily solved by snuggling the nook against the house or by erecting a simple screen on one side to block prevailing winds.

Early morning diners will want to keep their feet dry, so to avoid dewy grass, a simple deck of Douglas fir 2x4s can be laid out

about four inches above the ground and supported on concrete feet.

Decorating the outdoor dining room is no trick at all, for most of the decor is already in place. Walls are the outer walls of the house, and if they're sided with handsome western red cedar or Douglas fir, they will produce the effect of a beautiful, paneled room. Flower beds or planters add the unmatched colors of nature, and their scent mingled with the fragrance of breakfast is sure to awaken the appetite.

Placing the dining nook under the shelter of a sweeping roof overhang also helps to block off morning breezes, and if the underside of the overhang is decked with either cedar or fir, an extra measure of beauty is brought into the nook.

To add to the convenience of the outdoor dining area, a couple of electric outlets should be provided. With these, virtually all the breakfast can be prepared right on the spot—bacon and eggs in the frying pan; toast, coffee, even waffles.

One thing you must be sure to provide for an outdoor breakfast is a little extra time.

SUMMER IDEAS SPRING IN WINTER—Although it's still indoor weather throughout most of the country, this is the time to start making plans for your summertime enjoyment. Before you begin to lay out elaborate patio areas, stop to consider what might be done with your home's present assets. Here, a wise homemaker took advantage of a handsome, wide overhang of sturdy Douglas fir and snuggled a tiny patio underneath the eaves. Rich texture and coloring of tongue-and-groove western red cedar siding provides outdoor breakfast nook and the luxury of a paneled room.

AF Supplies Wide Area From Base

TULSA, Okla. (UPI)—One of the smallest—and yet most vital—cogs in one of the world's biggest machines is located in Tulsa. Without this little cog, the mighty U.S. Air Force would slowly come to a standstill.

Located on a busy street and looking like any one of hundreds of small office buildings nearby is the Air Force Transceiver Control Center, the only one like it in the world.

Into the center come hundreds of telephone lines from Air Force bases, supply points and commercial manufacturers all over the world. Through it pass all Air Force supply requisitions—from tiny cotter pins to giant aircraft engines.

Watching over this most crucial operation is a civilian—J. D. (Jerry) Havnen, 39, a former officer. So important is the center to the Air Force, however, that Havnen is one of the few civilians to have the title of "officer-in-charge" and he operates directly under Maj. Gen. Thomas P. Gerrity, commander of the Oklahoma City Air Materiel Command.

Behind closed doors marked "restricted" is a battery of complicated IBM machines, each receiving coded messages from Air Force bases ordering supplies.

All these messages are reduced to punched IBM cards. They are then sorted, classed by priority, and stacked for re-transmission to the supply points, warehouses or manufacturers who can supply the needs.

The whole operation—from the remote base that needs an item to the storehouse that can supply it—need only take a few minutes. The supply point always sends back an acknowledgement, telling how soon the item will be shipped and where from.

In an average day, the center will receive, sort and send a quarter of a million cards. The record for one day was 328,000 cards.

"It might help to understand our operation if I gave an example," Havnen said.

"Let's say Honda Air Force Base in Japan needs a monkey wrench. They'll radio the request to Hickam Field in Hawaii, where it's relayed via the undersea cable to Sacramento, Calif. At Sacramento (McClellan AFB) they punch

MoPac's One Railroad That Gets Passengers

By MAC SEBREE
TULSA, Okla. (UPI)—Is railroad passenger business a lost cause? Absolutely not, says President Russell L. Dearmont of the Missouri Pacific Railroad, which is noted for the aggressive way in which it solicits—and gets—passengers for its coaches and sleepers.

Incidentally, Dearmont sometimes is in so much of a hurry to get new business for his railroad that he flies on a commercial airliner.

"Yes, I take the plane sometimes," he admitted recently. "Speed is the only department we can't compete in."

But Dearmont and his friends much prefer rail travel. "I think a businessman with a lot of worries ought to take it easy and take the train, where he can get away from the telephone, open a window and look at the landscape instead of the clouds, and just relax," he said.

"Flying is for junior executives who want to speed from crisis to crisis." Dearmont conceded that some railroad presidents are pessimistic about the future of their passenger business. The freight end of the business is secure, but passengers are getting fewer in number and more expensive to carry at the time.

"Well, the easiest thing to do in any situation is just quit. I'm not a quitter," said Dearmont.

"Besides, we don't have to quit. Our railroad is doing fine. On some runs, our business is up 50 per cent over last year," Dearmont said.

The Missouri Pacific (or MoPac, as it is popularly known) works hard at luring passengers into its cars. On some runs, sleeper fares have been cut drastically, trains speeded up, new services added and better equipment assigned.

And that old bugaboo, the dining car, has been modernized on the MoPac. The line has started serving passengers at their seats, offering budget-priced meals that have been freshly-cooked in the diner.

Won't jet planes make the railroads seem even slower and more old-fashioned than they do now? "We're not trying to lure passengers from the jets, or even conventional planes," Dearmont replied. "We're trying to lure passengers from their own cars and off the crowded highways."

"More than 80 per cent of the traveling public goes by car. The other 20 per cent goes by rail, air and bus. Why should we worry about the handful of people who travel by air or bus when there's that bonanza lode of 80 per cent to cut into?"

Dearmont maintains that rail travel is safer, cheaper and more comfortable than driving, and cites ever-more-crowded highways as proof mounting auto accidents as proof that more and more of the traveling public will turn to public transportation.

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