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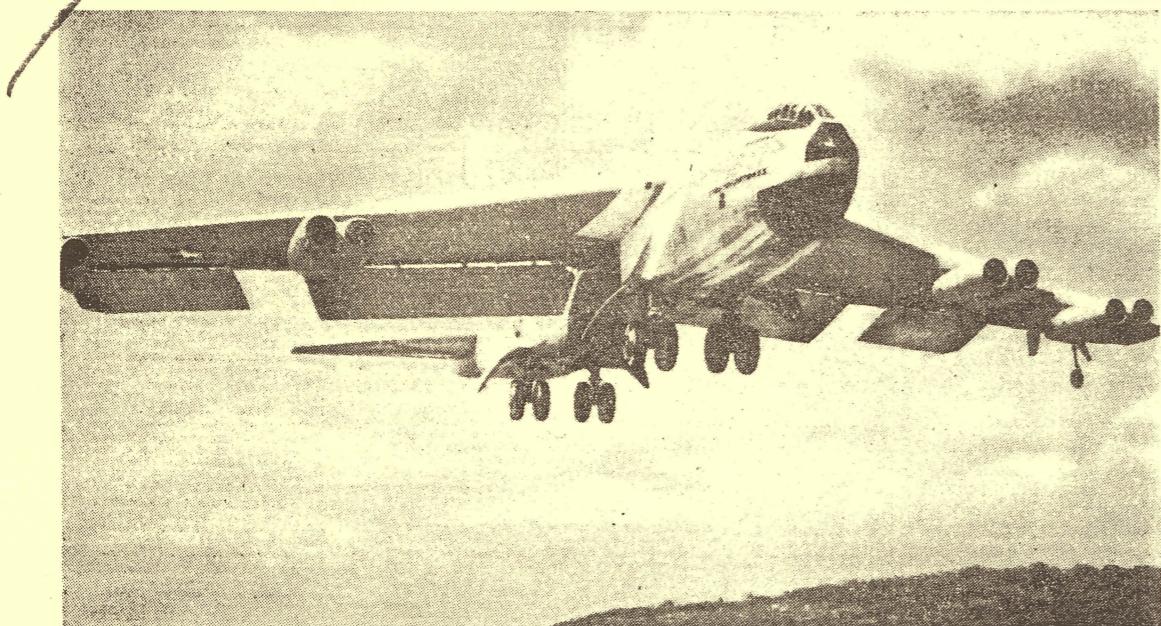
Texas' Leading Newspaper

The Dallas Morning News

Part 3

DALLAS, TEXAS, SUNDAY, AUGUST 10, 1952

Oldest Business Institution in Texas



A five-story bomber, the Boeing B-52, got the Air Force's nod as its intercontinental all-jet bomber to replace the B-36. The B-52 can travel faster than 600 miles per hour, compared to the B-36's 435 mph.

Heat Stroke Puts Three In Hospital

Heat strokes sent three people to the hospital Saturday as the mercury climbed to 102 degrees, giving Dallas 100-plus weather for the eighth straight day.

Two heat victims spiked popular reference to the city jail as "the cooler." Both collapsed in the jail office simmering with 106-degree fever.

Parkland Hospital doctors used for the first time this season a bathtub installed in the emergency room for heat-stroke treatment. The men, both about fifty, were packed in ice in the tub one after the other. The condition of one was described as critical.

Police picked up both men in a park near Kelly and Parks Streets. Both fell to the jail office floor when they reached head-quarters.

A third man, William A. Johnson, collapsed in the 1900 block of Pocahontas. He, too, was taken to Parkland. Doctors said Johnson had been discovered before the heat stroke had taken full effect.



Convair's YB-60, strikingly similar to the B-52, is two feet higher and eighteen feet longer than the successful Boeing model. Both of the huge eight-jet planes dwarf a good-sized man. The YB-60 is 50 feet high,

171 feet long, with a sharply swept-back wing span of 206 feet. The B-52's measurements: Forty-eight feet high, 153 feet long, 185-foot wing span. It is six feet shorter and one foot higher than the B-36.

Individuals to Be Left Man's Body Cut in Two

EIGHT Lake Site Losses Re-

B-36 Production to End With Current Contracts

Layoffs at Convair To Aid Area Plants

By DOROTHÉA McGRATH

The giant B-36 bomber, now outmoded by the Boeing B-52, will continue in production for two years at Convair's Fort Worth plant. But some 6,000 workers eventually will be laid off, a Convair spokesman said Saturday.

The Convair layoffs undoubtedly will be a boon to other manpower-hungry aircraft firms in the Dallas-Fort Worth area.

"Any surplus of aircraft workers definitely would ease the labor market in Dallas," said a Texas Employment Commission official.

Aircraft employment has been growing by leaps and bounds in Dallas County during the last few months. TEC expects demands for another 1,000 workers here in the next month.

Just two weeks ago, the Air Force picked Boeing's eight-engine B-52 as its intercontinental bomber to replace the smaller and slower B-36. The all-jet B-52, with a speed over 600 miles per hour, won out over Convair's similar YB-60 entry.

However, Convair has enough unfilled B-36 orders "to keep us busy until late 1954," the spokesman said.

"There probably will be some slight reductions in personnel before we get into production again on another type major aircraft," he said, "but we don't expect to go below 20,000 in the near future."

The huge plant on the shores of Lake Worth now employs about 26,000 workers. That is some 5,000 below last October's 31,000 peak. Most of the 5,000 were casualties of the government's "stretch out" program in aircraft deliveries.

Convair, which has been producing the revolutionary B-36's since 1947, normally would taper off employment as it reached the end of its B-36 contract, assuming it had no other work to do.

"But," said the spokesman, "we have projects in the design stage of an entirely new aircraft that will be ready for production after the B-36 is concluded."

That work, plus a sizeable amount of modification on B-36's themselves, that are being returned for modernization will help

★
**LIKE FATHER,
LIKE INFANT**

A baby girl was born in Dallas Wednesday with two front teeth.

She was Vicki Lynn Fugitt, who arrived at St. Paul's Hospital, the second child of Mr. and Mrs. Edgar C. Fugitt of 1906 Morrell.

The two teeth are in front and are lower teeth.

The infant's father said that he, too, was born with two front teeth.

Doctors said this is rather unusual.

**Crull Says
Tax Boost
Not Needed**

By ALLEN QUINN

City Manager Elgin E. Crull Saturday recommended no tax increase for 1952.

The recommendation was contained in a message Crull will present to the Dallas City Council this week along with a \$33,863,590 budget for the fiscal year starting Oct. 1. Crull must file the budget by next Friday, but released an advance copy of the message Saturday.

In the message, Crull told the Council that the city can get by for the next year without the expected tax hike, but only if the Council slows down in annexing new territory and keeps pay raises moderate.

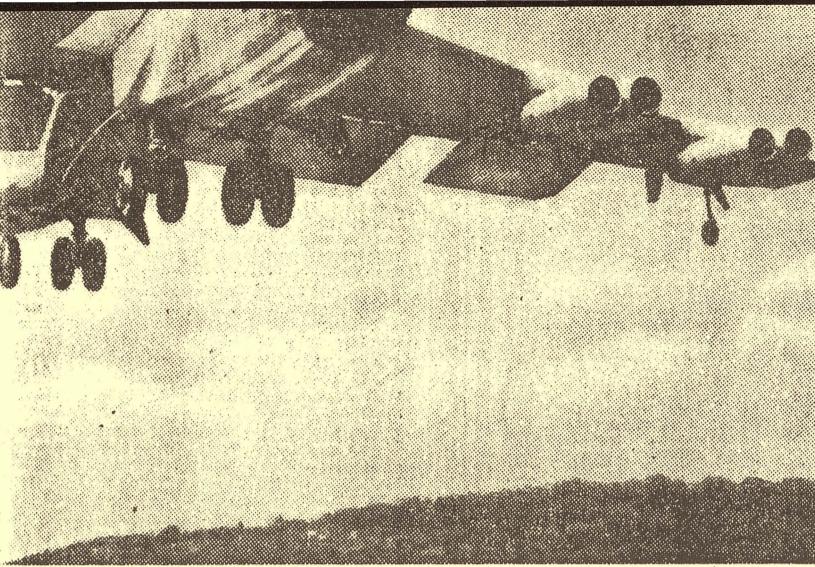
Crull's message noted that "the Council already has indicated its support of a policy of conservative operation as opposed to major expansion and changes with an accompanying increase in the tax rate."

Crull bore down hard on the question of annexations. This year, he recalled, the Council has annexed twenty-four square miles, an increase of 16 per cent in the city's area. Annexation of thirty-six and a half more square miles is under consideration.

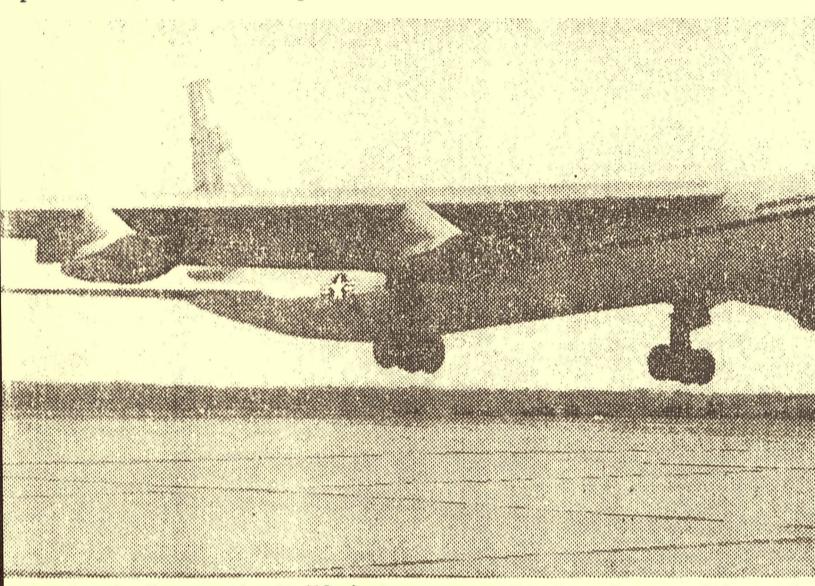
"Newly annexed areas do not pay in taxes the cost of services required by them," Crull's message said. "It is obvious that no municipal budget can stand the cost of such major increases in area without some partially compensating increases in income."

"Consequently this budget carries the recommendation that the City Council during the coming year follow a very conservative annexation policy and that, wherever possible, largely undeveloped areas remain outside the city limits until some real and pressing need arises for their inclusion within the municipal boundaries."

Three patients with spinal polio were admitted Saturday. They were an Irving boy, 3, a Kaufman girl, 2, and a three-year-old girl living on Santa Clara Drive.



It won out over Convair's YB-60, which is slightly larger and somewhat slower. The Air Force plans to buy seventy of the heavy jet bombers at an estimated \$15,000,000 apiece.



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Individuals to Be Left Lake Site Leases

SON divisions of private developers have farther from the lake waters. "I can't see that anything much in federal land will be left at Grapevine for private individuals or groups," said F. K. Mixon, chief planner of the engineers' reservoir utilization section. "If there is, there won't be much available for several years. We have too many applications from nonprofit government, church, educational and quasipublic groups. They have priority."

(Grapevine dam was closed July 1, but the big basin still is awaiting its first big rain.)

Closure of the dam at Lavor isn't due till about April 1, 1953, but the rush for sites there is already under way.

Mixon said seven Dallas area towns have indicated they want recreation tracts on the shores of Lavor. These include Wylie, Caddo Mills, McKinney, Rockwall, Farmersville, Garland and Terrell.

The City of Dallas has not filed an application at either Grapevine or Lavor, but is expected to ask sites at Graza-Little Elm, another Trinity lake to be completed in

1954, near Lewisville, north of Dallas.

Mixon said the Dallas Park Board, however, is installing 100 picnic tables at Grapevine at Silver Lake Park and Walnut Ridge Park at the south end and on the south side of the lake basin. These are public recreation areas.

The shorelines of both lakes, however, will be kept open to the public under a federal law providing access of the public to the water.

Too, there will be thousands of recreation sites offered for sale outside the government reservation area. Grapevine Lake will have a shoreline of 146 miles. Lavor's shoreline will be 161 miles.

THIRD CLASS

Two Boys Pass FCC Radio Test

Last winter on cold evenings after school two Dallas boys built several crude, one-tube radio receivers.

Working on the tiny sets proved so fascinating that they decided to spend their free time studying radio during the long, hot summer



With Current Layoffs at Convair To Aid Area Plants

By DOROTHEA McGRATH

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That work, plus a sizable amount of modification on B-36's themselves, that are being returned for modernization will help fill in the gap to keep employment near 20,000 until new production can begin.

For security reasons, he could not give details of the new aircraft Convair is working on. However, American Aviation Daily, an industry publication, recently said it had learned Convair was to produce a supersonic (faster than sound) bomber and is now working on the design for it.

Boeing, itself, is already building new testing tunnels for experimental supersonic bombers to eventually replace the B-52, the country's first heavy all-jet bomber.

From the Air Force, Boeing has a letter of intent to purchase some seventy B-52's at an estimated cost of \$15,000,000 apiece. (President Truman has said the B-36's now cost \$3,500,000 each.)

The swept-back wing B-52 is designed to carry 10,000 pounds of bombs 10,000 miles and drop them from altitudes of more than 50,000 feet.

HEADLINER PORT

Vice-Cor Will Ru

By WERNER RENBERG

A strikingly handsome man with wavy graying hair and bristling mustache awaits with increasing eagerness the arrival of the mailman each day.

Any time now, he will get a