

RIGOR MORTIS SETS IN

Riders' Gripes Sound Transit Knell

By DENNIS HOOVER
News Staff Writer
(First of a series)

"Worst bus system in the world" asserted a retired businessman one afternoon last week as he waited at a transit stop on Ross Ave.

Many other bus riders over Dallas agree.

"The service is awful," growled a store clerk in Oak Cliff.

"You really want my opinion? It stinks," said a laundry employee waiting for a White Bus.

The gripes of transit patrons center heavily on too few buses, too far between. But they include almost everything:

"So rattly you can hardly hear yourself talk."

"Big cracks in the door that let cold air in."

"Almost no service on weekends."

"Full of gasoline fumes half the time."

The Dallas public has a multimillion-dollar interest in this pending case of rigor mortis.

For one thing, bus quitters become motorists. To make room for private automobiles, \$114,000,000 worth of new freeways and other thoroughfare improvements have been laid down in Dallas during the past decade. Yet the rush-hour traffic jam has thickened along many arteries.

THIS CONGESTION tends to discourage people from shopping and transacting business downtown. Declining business lowers rents and cuts the downtown tax yield.

Last year the Dallas tax department granted lower valuations for tax purposes of up to \$1,000 per front foot for many downtown retail establishments. Locations were the south side of Elm between Ervay and Akard and both sides of Main between Ervay and Akard. Lesser reductions were granted along other downtown streets.

Overall, tax values in downtown Dallas have been rising. But they would be rising faster without the negative factors of poor transit service and traffic snarls.

Who supplies the tax money that cannot be raised downtown? Home and business owners across the city, whether or not they ride transit buses.

Some costs of switching from transit to private cars affect individuals directly: gas, oil, maintenance, parking fees, high accident frequency. If bus-quitting requires a second family car, the expense is really steep—double car payments, insurance, license tags, all the rest.

A study made in Dallas showed that commuters who change from transit to private automobiles pay from \$34 to \$64 per month, beyond their erstwhile bus fare, for the privilege.

AS DALLAS' transit system dies, other losses to riders and non-riders alike are numerous.

The lack of bus service lowers residential neighborhood property values. Many families balk at buying or renting houses and apartments in areas without mass public transportation.

Bus service affects the employment of many types of workers, and their wage scales.

Cars carrying people who could and would ride buses if service were convenient get in front of cars carrying people who couldn't or wouldn't use transit, causing expensive and nerve-racking delays.

But cost be damned, transit patrons take only so much inconvenience and discomfort, then they flee.

Dallas now appears to have as many potential ex-riders as riders. They include:

Harry Himmelstahl, cleaner and presser, of 9448 Forest Hills Blvd.: "I'm doggone tired of waiting an hour for a bus. The service is getting worse all the time."

George C. Lontos, mail clerk, of 729 Ridgway: "The buses are often late. Some are unbeatable."

Mrs. Clara Garland, housemaid who lives at 2010 N. Washington: "The buses are usually overcrowded. They leave about 10 minutes late. In summer, the buses I ride are seldom air-conditioned."

Mrs. Margarita Funderburk, downtown saleslady, of 824 N. Marzall: "The store closes at 8:30 on Thursday nights, but I have to wait until 9:10 to catch a bus home."

IF DALLAS had a transit diary, it might be: "We're Not Wild About Harry."

That would be Harry Weinberg, the out-of-town financier who took control of the Dallas Transit Co. three years ago with the alleged aim of squeezing the juice out of it and dropping the husk.

Such grabbing and wringing of ailing transit companies is not a new wrinkle in money-making. There are ample signs the DTC is being liquidated, among them the ragged condition of its bus fleet. The last new bus was purchased in 1956.

The transit firm is approaching 70 per cent depreciation, noted Utilities Superintendent J. M. Hall. "To have a normal amount of operating equipment, by standards of the U.S. transit industry as a whole, a firm should be only 30 to 40 per cent depreciated."

IN FACT, however, Dallas' transit troubles began long before Harry Weinberg entered the picture.

Many persons, including veteran transit specialists in other cities, say that Dallas has waited too long to attack its transit problem.

"We had troubles, too," related one of these leaders in San Antonio, "but we didn't wait until everything fell apart and there was a crisis before taking remedial action."

How San Antonio and other cities are striving to revitalize the role of public transportation will be told later in this series.

Transit ridership in Dallas peaked during World War II, when automobiles were scarce and gas was rationed. In 1946, the DTC had 105,000,000 revenue passengers. The total has been sinking ever since:

BIG D

By PAUL CRUME

IN VIEW of the current New Frontier craze for walking 50 miles, an associate asks whether the Kennedys invented the phrase, "Shank's Mare."

The Kennedys did not, of course, though "Shank's Mare" is Scotch, and the Kennedys may own the distribution rights in this country. "Shank's Mare," referring to the human legs which so often have failed to make 50 miles in the last few days, was evidently an old phrase when Scottish poet Robert Ferguson 200 years ago wrote "And said Shank's mare was tire, I dread . . ."

Poet Ferguson came to no good end at age 24, but he set the pattern for Robert Burns later. As a matter of fact, Burns enlisted a couple of Ferguson's poems and took credit for them. It was of no moment. Poet Burns also came to no good end.

It was hard to come to a good end back there before the export trade left the Scotch from stewing in their own juice.

At the back, says Grady P. Millican, of an Irving hardware store: "LEAVE ICE EVERY OTHER DAY THURSDAY."

AS EVERYBODY has probably already noticed, Carol Burnett has decided to make her only personal appearance of the year in Dallas in "Calamity Jane."

The story had hardly got on the streets the other morning when a woman called Mrs. Arthur Hale of the State Fair ticket office.

"Is this Mr. Hale of the State Fair box office?" inquired the caller at 6 a.m.

Mrs. Hale managed to wrench herself awake enough to admit it. The lady said she had noticed the story about Carol Burnett's appearance.

"Put me down for four tickets," she ordered. "I want to be at the head of the list."

The show's promoters were betting this week that the entire country would be watching the comedy between Miss Burnett and Dallas goes on and on.

Proving, maybe, that birds of a big mouth flock together, or else birds of a big heart.

On a lot with some used merchandise this sign: "AS IS LOT."

SIGN, says Judy Atkins, in a courtroom at the Culture of Continental out in Preston Center.

"We Regret We Cannot Be Responsible for Articles Left in This Classroom Until the King of Diamonds is Captured."

Unfortunately, our gifted jewel thief has come to the end we predicted for him months ago. He has become a publicly stung.

At the beginning, the King of Diamonds was a debonair and uncommercial figure. He robbed from the rich and did not give to the poor. Apparently, he stole only for the love of the art and did not peddle his loot.

It was too good to last. The purpose of the stunt is becoming clear. The King of Diamonds is a franchise setup like Gene Autry. Any morning now he will appear masked on TV with a testimonial for a certain valuable diamond developing second-sight muscles. Once second-sight muscles, once second-sight muscles, once second-sight muscles.

Mr. Knott's cartoons were noted from the start for the incisive bite of their humor, both in ideas and execution. They brought the cartoonist nationwide and international recognition.

While he made the world his parish, he never slighted the local and the familiar. His single greatest creation was "Old Man Texas," the Talk Texan with a Texas accent.

John Francis Knott's cartoons became a power in molding public opinion, Page 11.

Handkerchiefs, a 10-gallon hat, how tie and cowboy boots became as much a symbol of Texas as is Uncle Sam for the United States.

His cartoons were widely reprinted and received numerous awards including a Pulitzer Prize citation in 1938. He was elected to the National Cartoonists Club award in 1939 and the National Safety Council citation in 1941.

In 1939, on his 75th anniversary, Baylor University gave him an honorary doctor's degree along with William Howard Taft.

Mr. Knott is survived by two daughters, Mrs. David V. Robb and Mrs. William H. Burnett, both of Dallas; two sons, Karl Knott of Dallas and John F. Knott Jr. of Kent, Ohio; eight grandchildren and three great-grandchildren.

Funeral services will be held at 11:30 a.m. Monday in Embury Hall of the First Baptist Church, with Dr. W. A. Criswell officiating. Burial will be in Resland Memorial Park.

Save time and money—buy or sell YOUR home through MLS. See your Realtor!—(Adv.)



—Dallas News Aerial Photo by Tom C. Dillard.

ANOTHER MILE OF R. L. THORNTON FREEWAY

The newest completed section of the R. L. Thornton Freeway, a 1-mile stretch ending at the Haskell exit past the curve at top center, will be officially opened by an electronic impulse from former Mayor Thornton's heart at ceremonies Tuesday. The roadway extension will allow traffic to move westward into Dallas over East Grand, intersecting at center of picture, to near the second overpass around the curve. The newest link will increase the completed portion of freeway to five miles. The final section, from Haskell to Industrial, will be completed in two years.

News' John Knott, Creator Of 'Old Man Texas,' Dies

John Francis Knott, whose Dallas News cartoon figure "Old Man Texas" became the symbol of his adopted state, died Saturday. He was 81.

Born in Iowa, educated in the Midwest, matured in the South, the veteran editorial cartoonist of The News blended the horse sense and wit of two continents.

For nearly five decades he used this rare combination of talents to clarify the implication of the day's events with simple but powerful editorial cartoons in The News.

Mr. Knott was born Dec. 7, 1878, in Austria. His father, Francis Knott, brought his wife and John, then 4, to Sioux City, Iowa, where the boy was educated in public schools.

After attending the Holmes School of Illustration in Chicago, he moved to Texas in 1901 to work for a commercial engraving firm in Dallas. Four years later he joined The News.

After two years' study at the Royal Academy of Art in Munich, Germany, Mr. Knott returned to The News in 1912. His cartoons hit the front page and stayed there until a change in makeup years later rebuked the editorial cartoons on the inside editorial page.

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Save time and money—buy or sell YOUR home through MLS. See your Realtor!—(Adv.)

WEATHER

Dallas and Vicinity... Partly cloudy and a little warmer. High temperature expected Sunday in the lower 50's. Low Monday morning in the upper 30's, Saturday high: 48.

Central Airlines keep Your Fares for everyone under \$21. Fly 14 days to Alaska, Mo., Okla., Kan. & Colo. TA-6700. (Adv.)

Shots Cross Ship's Path U.S. Rockets Fired To Signal Hijackers

By the Associated Press

U.S. Navy planes intercepted the hijacked Venezuelan freighter Anzoategui and fired signal rockets into its path Saturday, but the ship's pro-Communist captors ignored U.S. orders to change course for Puerto Rico.

The freighter steamed steadily down the South American coast at 15 knots, its hijackers apparently intent on having in Brazil.

U.S. Navy planes dogged the freighter's wake Saturday night, and two Venezuelan bombers were reported flying to the scene. Two Venezuelan destroyers, also were reported giving chase.

The hijackers apparently were in a race against time to get to a port that might offer them safe asylum before the ship could be intercepted at sea and boarded.

A high Brazilian government source indicated that the hijackers would be returned to Venezuela.

In Caracas, the leftist newspaper Clarin said the Anzoategui was bound for the nearest Brazilian port of Belme, at the mouth of the Amazon River.

The leftist newspaper said the freighter was making trouble at home, too. They used bombs, gunfire and banditry in stepped-up strikes against Venezuelan businesses and the Roman Catholic Church.

Following terrorists struck back in kind, embarrassing the moderate, pro-American government of President Romulo Betancourt, who went ahead with plans to leave Monday for 12 days of state visits to the United States, Mexico and Argentina.

The leftist newspaper blamed for a string of bombings across Venezuela including destruction of an oil pipeline belonging to a Gulf Petroleum subsidiary, and two robberies that netted about \$25,000.

A right-wing terrorist group called the Black Cross hit back with an unsuccessful bombing attempt on the life of a leftist lawyer, Omar Mesa Ramirez, in San Cristobal. A Black Cross hit began at 3 p.m. and continued intermittently through the afternoon and evening.

By 9:30 p.m. the weatherman said no more rain or snow was expected.

Monday's high is expected to near 60 after an overnight low in the upper 30s.

A right-wing police investigator more than 100 wrecks on slippery city streets before the slow rain ceased. About 10 injuries, none critical, were blamed on the slick pavement.

Much of North Texas was less fortunate than Dallas. Wichita Falls and nearby Elgin had two inches of snow on the ground by mid-afternoon, and snowfalls in the Panhandle cleared up to four inches of snow from roadways.

Lows down to 21 were expected in the Panhandle region Sunday morning, with 40 degrees lower than predicted temperatures in South Texas.

A warming trend is expected over most of Texas Sunday, and only in extreme Northeast Texas was the possibility of more snow forecast.

At this, the ship radioed: "Be- U.S. Navy planes intercepted the hijacked Venezuelan freighter Anzoategui and fired signal rockets into its path Saturday, but the ship's pro-Communist captors ignored U.S. orders to change course for Puerto Rico."

Associated Press correspondent Horst Buchholz, who with other reporters flew on a Navy plane to the area, said the rockets were intended to persuade the freighter to change its course.

However, a Defense Department spokesman in Washington said they were fired merely "to attract the attention of the ship so they could communicate. The ship did not respond and continued on its course."

The spokesman said he did not know the number or kind of rockets used, "I imagine it was some kind of smoke rockets," he said. "They have had difficulty communicating with the ship. This was the purpose of the rockets."

Peppering Of Rain Hits City

By JOHN GEDDIE

Light snow and a peppering of rain slicked Dallas late Saturday afternoon, causing a flurry of automobile wrecks, but the precipitation was expected to be brief.

Weathermen predicted an end to the rain before a near-freezing low early Sunday, eliminating frozen roadways and the threat of a major driving hazard.

Saturday's low was 33 degrees at 8 a.m., but the temperature declined steadily to a high of 1:30 p.m. before dropping back to 37 degrees by 7 p.m.

Considerable cloudiness was expected overnight and early Sunday, but temperatures in the lower 80s were forecast for Sunday afternoon under decreasing cloudiness.

Only a trace of snow and rain was recorded at the U.S. Weather Bureau at Dallas Love Field. It began at 3 p.m. and continued intermittently through the afternoon and evening.

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Fighting Fear

HUMANS MUST learn to live with radioactivity—rather than being overly frightened by its hazards. So says Dr. Ernest F. Glynn, a University of Texas engineer who specializes in public health problems.

Dr. Glynn, M. Morehead of The News' Austin Bureau reports on this and other health problems. See, Page 14.

A LADY with a mystic smile has revived the debate over the state of culture in America. Does the re-creation of the Mona Lisa reflect a "culture explosion" in the U.S.? In the first of a 3-part series, the American Institute of Public Opinion probes the cultural activities of Americans. See, Page 14.

HOW WOULD you like to live in a colonial atmosphere, with all modern conveniences for one fourth of what it now costs you? It is possible and is being done by a number of retired Americans in Guanajuato, Mexico. Mrs. Julie B. Smith describes the retirement haven she has discovered in a special report to The News. See, Page 16.

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