

Acid Truck Crashes, Kills Two

(See Story Col. 3)

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San Mateo Times

And Daily News Leader
A HOME OWNED NEWSPAPER

WEATHER

Overcast late tonight and early tomorrow. Otherwise fair through tomorrow. Little change in temperature. Gentle winds. Low temperature tonight, 51 degrees; high tomorrow, 71. San Francisco—high fog tonight and early tomorrow; fair tomorrow afternoon.

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CALL FORE MURDER TRIAL OFF

Nixon Charges Kennedy Is On 'Low Road'

WASHINGTON (UPI)—Vice President Richard M. Nixon, embarking on his first campaign swing, today accused his Democratic rival, John F. Kennedy, of taking a "low road" in his drive to win the White House.

Before departing on a four-day, 10,000-mile trip that will take him to Hawaii and three other states, the GOP presidential nominee was asked about charges by Kennedy and other Democratic leaders that Nixon is a man without "basic beliefs."

Modern Rip Sleeps 18 Years, Wakes

MOSCOW (UPI)—Red army Pvt. Pyotr Ivanovich Vetrov remembers the Nazi dive bombers that popped out of the clouds and pounced on his patrol in the battlefield outside Moscow in 1942.

Then everything "went black" in the mind of the 29-year-old soldier. Vetrov remembers today—after an 18-year coma. Soviet doctors recently succeeded in reviving the man who slept away the years between his 29th and 47th birthdays.

He smiled and seemed relaxed in his hospital bed as he told local reporters how it felt to be a modern Rip Van Winkle.

Remembers Patrol "I remember that I was sent with my comrades on a patrol to some factory building. Suddenly the enemy planes came over and started dropping bombs.

"One exploded nearby and I was buried in the earth, my head full of shell fragments. I lost consciousness," Vetrov said.

"That was in 1942," the wide-eyed Russian said, "and now they tell me it is 1960."

He lay in a Moscow hospital bed throughout the 18 years and said he remembers nothing. Doctors said Vetrov occasionally managed to swallow food during his coma, but only like a robot obeying his master's continually repeated commands.

Begins Therapy Vetrov began recovering last year after Dr. Leonid Konderyakov started electro-therapy treatments with the use of amiazin, sulfazin and insulin. Little by little, Vetrov's memory returned.

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Fatal Paste Envelops 2 Truckers

LUKE, Md. (UPI)—A tank truck loaded with chemicals, including 2500 gallons of hydrochloric acid, sped out of control on a winding mountain road today and crashed into another truck.

Both drivers died. A third man escaped with minor burns by leaping into the nearby Savage river.

The brakes of the tanker, which in addition to the acid was carrying 600 pounds of caustic soda, 600 pounds of sodium sulphate and 800 pounds of soot ash, apparently failed.

The driver, Thomas Lee Farmer, 21, Belle, W. Va., wrestled with his steering wheel for several miles as the truck raced down the steep grade of Backbone mountain.

But he lost control at a 90-degree curve near an unloading gate of the West Virginia Pulp & Paper Co. plant here. The speeding tanker slammed broadside into a pulp wood truck parked at the entrance with its driver, Glenn Snyder, 26, Levels, W. Va., sleeping in the cab as he waited to unload.

The tanker burst and its contents spewed in a paste-like compound over the wreckage of the demolished trucks. Within moments, the substance, which company officials said would burn fatally upon contact with a human body, poured onto the surrounding ground in depths up to a foot.

Trees nearby were seared as much as 25 feet from the ground. Plant firemen, aided by two volunteer companies, poured water onto the wreckage to dilute and wash away the chemicals. But it was three hours before rescue workers were able to attach wrecker cranes, pull the trucks apart and reach the drivers.

Both were trapped in their cabs—their bodies stained yellow by the chemicals. But a company official said he believed the terrific impact of the crash, rather than the acid mixture, caused their deaths.

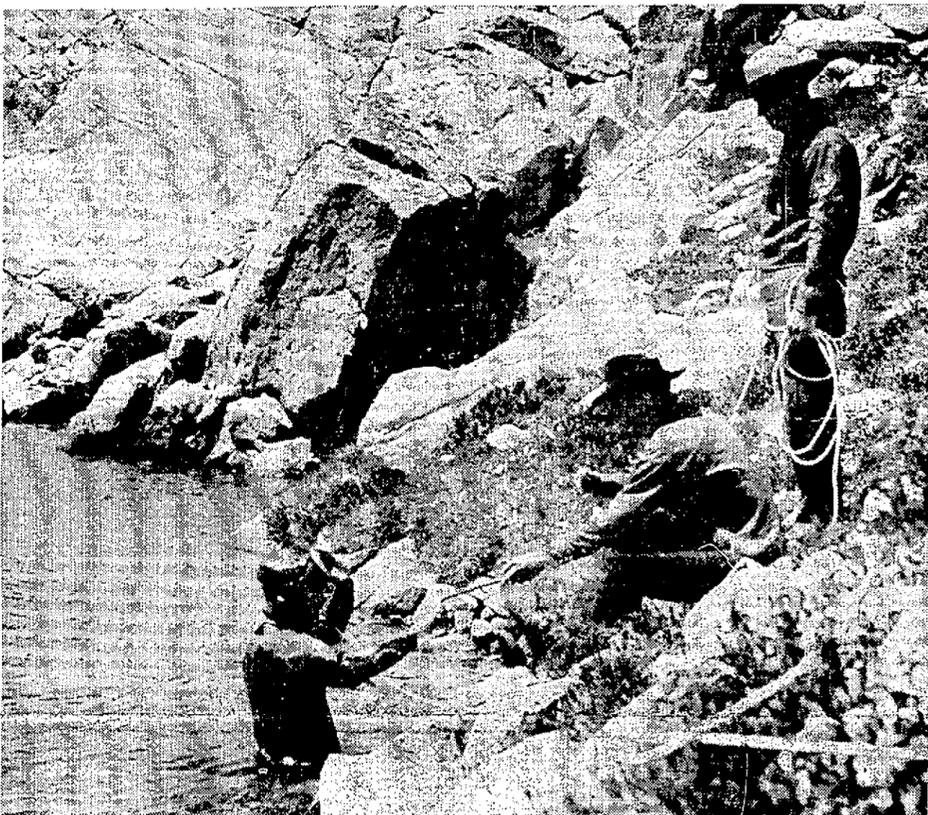
II Killed in Vienna Crash

VIENNA, Austria (UPI)—Two crowded streetcar trains collided at high speed today, killing at least 11 persons and injuring 80 other, 30 seriously.

The accident occurred when one three-unit streetcar train jumped the tracks at high speed and crashed into another similar train in the suburban residential section of Doebling.

Police said all the cars were badly smashed and several overturned.

Severed arms, legs and feet littered the splintered wreckage at the passenger stop where the accident took place.



RECOVER CRASH EVIDENCE — Skiddiver Bob Fischer of 1642 South Grant street, San Mateo, on Times-KCBS expedition into Sierra, brings back plane fragment from World War II Liberator bomber which crashed December 5, 1943. Here he passes it to United States Forest Ranger Leroy Brock as Ranger Pete Sheft stands by. Fragments completed positive identity of plane missing 17 years. (See other exclusive Times photos on Page 5.)

Jail Pair in School Theft

WOODSIDE — A Redwood City man's trafficking in narcotics led to the arrest of himself and another man yesterday on suspicion that they burglarized Woodside High school during the weekend.

Sheriff Earl B. Whitmore said the pair is also suspected of taking \$1000 from the Woodside post office in another burglary.

Held in county jail are John R. Bean, 29, a truck driver, 1418 Middlefield road, Redwood City, and Ladd D. Bashline, 25-year-old vacuum cleaner salesman, 1324 Addison street, Redwood City. Whitmore said both are ex-convicts.

Bean was booked on charges of burglary and possession of marijuana; Bashline was booked for receiving stolen goods and for investigation of burglary.

Sheriff Whitmore gave full credit for their arrest to Edward Mantler, agent of the state narcotics bureau. Mantler, working through an undercover agent, had been dealing with Bean in the purchase of marijuana. Mantler said the undercover man brought a "tin" of marijuana from Bean

(Please See Page 2, Column 3)

Find Clues to Bomber Crash

Fred Goerner, KCBS newsman, returned today from the site of the fatal crash of a B-24 bomber in the High Sierra in 1943 with

mutual but definite evidence of the storm disaster which claimed six lives.

Goerner represented The Times as well as KCBS on a rugged trek to one of this country's most inaccessible areas and one of its highest lakes—11,246 feet above sea level. No living man is known to have visited the scene until last week.

He returned with a section of instrument panel containing the serial number of the B-24 bomber (4128463); the panel also listed the plane type and date of delivery to the U. S. Army Air Forces (6-23-43).

Goerner was accompanied by Bob Fisher, aqualing diving specialist of 1642 South Grant street, San Mateo.

Pack Equipment Together, they packed heavy equipment high into the mountains above Bishop, and 42 miles from that town. Then they carried 50 pounds apiece of the diving and survival equipment up 3000 feet through "almost straight up" rocky inclines.

The pack journey took nine hours on horseback and six hours of climbing, often hand-over-hand.

"We found the actual spot where the bomber crashed," (Please See Page 2, Column 1)

Ike Planning Campaign Aid

NEWPORT, R.I. (UPI)—President Eisenhower was understood today to be working out for himself a fairly heavy campaign schedule in support of the Republican drive to put another GOP administration in the White House.

One of his first campaign efforts since the party's convention in Chicago already was in the works: message—its form still uncertain—in which he will press the reconvening Congress to bypass "budget busting" Democratic welfare proposals in favor of his

(Please See Page 2, Column 2)

Powers' Kin To See Trial

WASHINGTON (AP)—The Soviet Embassy reported today it has issued visas for Francis Gary Powers' wife, father and mother, to visit the Soviet Union in time for his trial on spy charges beginning Aug. 17.

Powers was pilot of the U2 reconnaissance plane downed in the Soviet Union May 1.

An embassy spokesman also said visas would be, or have been, issued for three others who wish to accompany the family members—Carl A. Macafee, an attorney for the father, Oliver W. Powers; Dr. Lewis K. Ingram, physician for the ailing mother, Mrs. Ida Ford Powers; and Sol W. Cury, home town friend and adviser of the father.

Visas apparently have not been issued for four attorneys who want to go to Moscow to help defend Powers against Soviet espionage charges, if they can.

The Soviet Embassy issued the visas, a spokesman said, after being advised by Moscow that they should be granted.

The pilot's father, a Pound, Va., shoe repairman, already had been issued a visa, but he had not yet announced whether he would definitely go ahead.

Pair Admits Guilt to Lesser Plea

REDWOOD CITY — Retrial of James Avery and Charles Hazen on a murder charge was canceled today when the defendants pleaded guilty to a lesser charge and threw themselves on the mercy of the court.

Their pleas to charges of involuntary manslaughter were accepted by the court and the prosecutor, Deputy District Attorney Brian Rowson. They are to be sentenced August 17.

The maximum penalty for involuntary manslaughter is 10 years in state prison. A county jail sentence is a possibility, however.

Trial Was Due Hazen, 29, of Redwood City, and Avery, 22, of Mountain View, had been scheduled to stand trial the second time this morning on the charge that they murdered Vern O. Fore of Redwood City. The first trial held in June ended in a jury deadlock, the jury being split evenly on whether to convict the defendants of second-degree murder or manslaughter.

Fore, the father of two, died April 1, four days after he had been injured in a fight with the defendants. Evidence was produced showing that Fore and two companions fought with Hazen and Avery following a minor traffic accident in Redwood City. Fore suffered a skull fracture, evidently when he struck his head on the ground after being hit by Avery.

District Attorney Keith C. Sorenson declared today that his office will demand state prison sentences for the pair when they come up for sentencing August 17. Sorenson pointed out that, because prison terms are set by the state Adult Authority, the defendants could, theoretically, serve as much or more time for manslaughter than for second-degree murder. The penalty for second-degree murder is five years to life in state prison.

One Concession Rowson made only one concession. In a precourt session in the chambers of Superior Court Arthur L. Mundo, Rowson agreed that he will ask Washington state authorities to drop the "hold" they have for the defendants. Both Hazen and Avery are parolees from Washington state prison and are subject to being recalled there as parole violators.

The decision of the defendants to plead guilty to the lesser charge was made this morning in a closed conference in a jury room. In the room with the defendants (Please See Page 2, Column 3)

Two Cities Spur Action to Abate Jet Noises

City councils in Millbrae and South San Francisco took two major steps last night in an accelerated effort to spur abatement of jet noises at the International airport.

In Millbrae the board received a full report from sound expert Dr. Maurice Garbels on his plan for a \$100,000 wall and baffle to block sound and divert smoke and gas. The plan is to be forwarded immediately to the Federal Aviation agency in Washington, D.C., and the San Francisco PUC.

Court Action In South San Francisco, councilmen took cognizance of the airport's economic importance to the county by introducing a special resolution, but at the same time urge the San Francisco PUC to take immediate action to abate the noise. The resolution includes a clause that the city will seek relief in court if continued mediation fails.

Garbels, who was retained by the Millbrae council to engineer an effective sound baffle, told the council it would require a 12-foot-high steel baffle to block smoke and gas ejection, and a 22½-foot concrete block wall to impede the sound of jet take-offs. The wall would be 500 feet long and the baffle would be as wide as the runway.

Garbels has been at work for the city since the special Congressional hearing was held on the subject at the airport last April.

On advice of City Attorney Robert Thompson, the council decided to present the plan to the San Francisco Public Utilities commission headed by Joseph Martin Jr. as early as possible.

Younger To Get Plans Too Copies of the plan will be submitted to Congressman J. Arthur Younger in Washington, D.C. He

will, in turn, submit them to General E. R. Quesada, chief of the Federal Aviation agency and to members of the House Subcommittee on Transportation which met at the airport at Younger's request.

J. F. Fitzroy, sound engineer, who accompanied Dr. Garbels, testified on tests in terms of decibels of "tolerable" and "intolerable" sound in Bayside Manor, Millbrae and other parts of the city. Bayside Manor gets the brunt of the jet thrust on take-offs from the north-south runway at the airport as it is directly across the Bayside roadway from the runway.

Dr. Garbels also included in his presentation, the desirability of building warehouse-type buildings between the freeway and Bayside Manor, to further impede sound from the take-offs.

Dr. Garbels explained that construction of the buildings would be desirable because the baffle and wall, while effective during the time planes are on the ground developing thrust, would not be high enough to stop the sound once the plane is in the air higher than the sound wall.

\$100,000 cost Marvin Church, mayor of Millbrae, questioning Dr. Garbels about estimated cost of the project, was advised that it would run about \$80,000 plus about \$20,000 in engineering fees. The cost would be borne by San Francisco if they accept the plan.

At the same time, it was reported at the meeting that San Francisco engineers are working on a similar project to alleviate the noise. All agreed the important thing is to get something done, regardless of whose plan is accepted.

George A. McQueen, representing Congressman Younger at the meeting, said the congressman would make full presentation of the plan to FAA officials in Washington immediately on receipt of details, which Dr. Garbels promised to have in his hands by early next week. This would include drawings of the baffle and wall.

Younger yesterday announced that he has secured FAA approval of \$600,000 in discretionary funds left over from airport allocations which were not used by other cities. This is sufficient, with \$248,000 previously transferred, to lengthen the east-west runway back into the bay 2350 feet. The added length will allow planes to reach a higher altitude before reaching outskirts of South San Francisco, decreasing that city's noise problem. He also announced allocation of funds to Stockton airport to lengthen its runways

to accommodate jet training flights now done at San Francisco. Younger said this accounts for about 60 per cent of the noise.

SOUTH SAN FRANCISCO — A resolution which will allow the city to prepare a lawsuit against International airport and the airline operators should mediation fail was adopted by the city council last night.

Ryan Introduces A council committee headed by Leo J. Ryan introduced the resolution, pointing out the city "realizes the importance of the airport to San Mateo county and wishes to keep it here." The resolution added, however, that the noise problem must be solved.

According to City Attorney John Noonan, the resolution was adopted to state the city's official position on the jet noise problem. The lawsuit clause will be used if mediation between the city and the airport fails, Noonan said.

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