



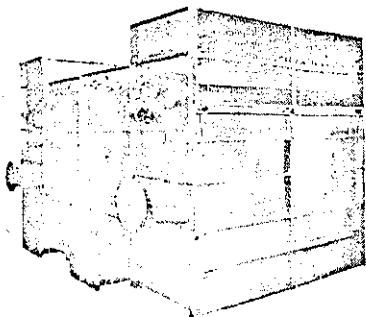
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Over 40 years service in air engineering equipment.

material properties, fabric strength, carcass shape, and other variables. The digital computer will be used to simulate the phenomena of tire skidding and hydroplaning.

New instrumentation is being developed at the Bureau to monitor such tire variables as rubber temperature, air temperature, and inflation pressure during road and track testing. The road testing will be contracted for and supervised by NBS.

✓ Pollutant-injured Plants ✓

(Acute and chronic injury to plants by air pollutants is increasing across the United States. Dr. Howard E. Heggstad of the U. S. Department of Agriculture Research Service said that agricultural losses are estimated at \$500 million annually. Although more efforts will be made to control air pollution at the source, "we can anticipate a continuing serious problem," he said. Heggstad, leader of ARS' new plant air pollution laboratory at Beltsville, Maryland, spoke at a joint meeting of the American Phytopathological Society and the Society of Nematologists in Washington, D. C.

Air pollution injury would probably be more apparent except for the selective propagation of resident plants having the least injury. Injured plants or species that grow poorly are automatically eliminated from culture by breeders, horticulturists, homeowners, and others, even though the cause of the injury is unknown.

✓ Death Traps ✓

(Director of Public Roads Francis C. Turner estimates the cost of removing the death traps that have been built into many links of new highways in recent years would cost \$1 billion for the entire system.) The hazards include unprotected bridge and overpass abutments and guardrails that snap, among other things.

Also listed as hazards are trees, ditches, signposts, and faulty exit

and access lanes. Correcting the faults in the interstate system (more than 25,000 miles have been completed) would not be so expensive, but still would represent a substantial sum, Turner told Congress in testimony.

Nevertheless, the highways to be built in the future will represent the best brains in engineering to prevent the hazards cropping up. He said programs are already under way in the Federal Highway Administration to eliminate such hazards in the future. Meantime, about a score of congressmen have introduced bills that would require the Secretary of the Department of Transportation to withhold Federal matching funds from states that fail to comply with Federal roadside safety standards.

Turner testified that in many cases the existing hazards are the outgrowth of safety features. He said, for example, overpasses designed to eliminate railroad grade crossings present new dangers of bridge abutments near roadsides.

Rebuilding Cities

White House Press Secretary George Christian says that any major plans for reconstruction of the nation's cities must await President Johnson's State of the Union message, which traditionally is presented each January.

Meantime, there are 10 or 12 task forces, including some of the nation's urban affairs experts, working on the big project which will cost billions of dollars. It is apparent that as soon as the war in Vietnam is over, the Administration hopes to send billions of dollars back to the nation's violent-plagued cities and to other cities that have had no troubles. Even before the war is ended, the Administration would like to be able to start rebuilding the blighted areas of cities into places where people want to live.

The one big problem thus far, to use a phrase of a congressman who frequently rises on the floor to ask:

cd Turner, Francis C.