

'BIG' CRASH PROBE STARTS

Plane Toll—20 Killed, 6 From Long Island

Borough Digs Out After Big Snow

The city was still staggering (or slipping) today in the wake of some three inches of snow that tricky weather unloaded yesterday. Because of see-sawing statistics, the Weather Bureau issued six different forecasts between late Thursday afternoon and the time the snow started at noon yesterday.

Two elderly men died of over-exertion as they shoveled snow on the sidewalks in front of their homes. They were Charles Chamouris, 64, of 23-64 28th street, Astoria, and Joseph Pannella, 65, of 47-25 39th place, Sunnyside.

As might be expected, traffic was snarled, cars stalled and extra department of Sanitation labor crews called out.

Sanitation Director of Operations Paul Screvane of Douglaston, who will succeed outgoing Commissioner Andrew W. Mulrain of Flushing, was greeted on his first day as ranking man in the department with a chilling storm.

Ninety per cent of the plowing had been completed by 7 A. M., Screvane reported.

SCREVA NE had close to 3,000 men battling the snow through the night. To the regular night crew of 2,000 he added 500 men held over for a few hours overtime from the day shift and another 500 called in from a day off.

Today the regular 8,500-man staff will be augmented by 1,500 workers normally off and another 7,300 men secured from the offices of the borough presidents.

At 9 P. M. last night, Screvane sent 20 tow trucks to Queens to join other pieces of equipment in aiding stalled and stuck cars on such heavily-traveled roads as Queens boulevard, Horace Harding boulevard and Northern boulevard.

SOME 350 pieces of equipment, including snow plows, trucks, tows and spreading machines were used in clearing streets and roads. When equipment could be spared, it was dispatched to parkways to help Park Department workers. The parkways are the responsibility of the Park Department.

Workers sanded bridge approaches bus routes and spread salt on the streets. Today the Sanitation Department will have some 2,000 pieces of machinery in use. Screvane expected, barring any additional snowfall, that main arteries would be cleared early today.

Unless the temperature rises, waste collections will not be made until Sunday, Screvane said.

ONE OF the worst bus snafus in the history of the Flushing transit hub at Main street and Roosevelt avenue occurred between 4 and 7:30 P. M. Extra long queues of riders.

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Talks Stalled In Tug Strike, Fuel Scarce

Mediation talks have been suspended until Monday in the two-day-old tugboat strike, with authorities anxiously eyeing the city's fuel oil supplies.

Three federal and one city mediator conferred in vain yesterday with representatives of Local 333, United Marine Division of the National Maritime Union, and the Marine Towing and Transportation Employers Association.

All parties recessed for the weekend with no progress apparent.

Some 4,000 tugboat men struck New York Harbor at midnight Thursday. The walk-out spread yesterday to a few scattered small ports along the East and Gulf Coasts. However, none of the other big ports has been hit.

The tugs, in addition to maneuvering ships in the harbor, bring to the city most of its fuel oil and coal.

A WEEK'S supply of fuel oil was said to be on hand, but Mayor Robert F. Wagner has urged the industry to set up a voluntary rationing plan in event the situation becomes critical.

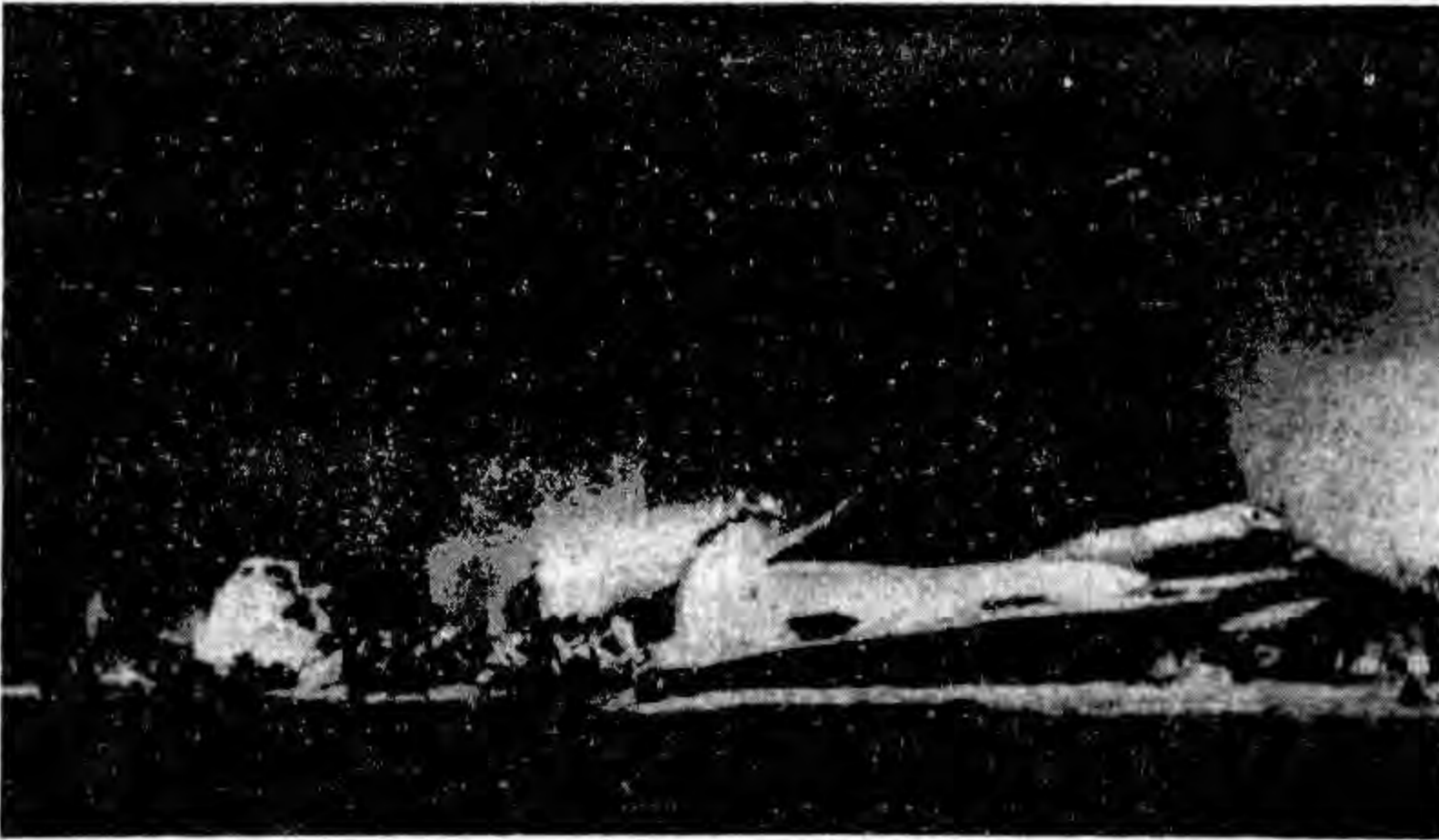
The city yesterday eased its regulations on trucking oil into Manhattan. A 13-day tugboat strike in 1946 resulted in the dimming of street lights and the closing of some amusement and business places.

A 10-day walkout in 1953 was not felt as severely. EVEN WHEN a settlement is reached in the present dispute, union leaders say, it will take at least three days to reverse the strike machinery.

The union is demanding an 18 per cent pay raise, while employers have offered 12 per cent over two years.

Current hourly wages range from \$1.76 to \$2.80. The tugmen also are seeking to abolish the 16-hour day on some tugs.

THE BULLS HAVE IT PERTH, Scotland (AP)—World cattle breeders convened today on this ancient Scottish city for the 93rd annual show and sale of Aberdeen Angus bulls and heifers. There is a record entry of 867 bulls and 182 heifers.



The wreckage of the Northeast Airlines DC-6 lies in the snow on Rikers Island.

U.N. Demands Israel Quit Gaza Strip

By BRUCE W. MUNN A clash between Israel and U.N. emergency forces (UNEF) and growing tension along the Israeli-Egyptian border lent force today to U.N. demands that Israel quit Egyptian territory at once.

The General Assembly began weekend debate at 10:30 A.M. on new, American-backed proposals to get Israel out of Egypt and take steps to maintain Middle East peace. U. S. Ambassador Henry Cabot Lodge Jr. was expected to address the group at today's session.

The situation was given a note of urgency when the United Nations announced that a Swedish patrol of UNEF exchanged fire with Israeli soldiers near the Gaza Strip yesterday morning. No casualties were reported.

IT WAS the first clash involving UNEF and Israeli soldiers, although a Yugoslav unit complained earlier of Israeli mines. UNEF troops exchanged fire with Egyptian terrorists in Port Said shortly after the international force entered the area.

A U.N. spokesman said the clash occurred near Rafah at the Egyptian end of the Gaza Strip. He said five Israeli soldiers chasing a group of refugees failed to answer the challenge of a Swedish patrol and that both sides exchanged gunfire.

UNEF commander Major General E. L. M. Burns of Canada sent a "strong protest" to Israel.

Chaplain Describes Moment of Horror

The huge airliner that crashed on Rikers Island last night ripped into an icy, snow-covered field just 50 yards from the house occupied by the Rev. Frederic E. Froese, a Protestant chaplain assigned to the prison there. This is his eyewitness account of the tragedy as told to George Douris, Star-Journal staff reporter.

By REVEREND F. E. PROELLS I was in my room shortly after 6 o'clock when all of a sudden everything lit up. I jumped up, ran to the window and looked out. . . there it was: a big airplane coming right for my house!

The pilot was doing everything he could to avoid hitting my house and thank God he was successful! He landed the plane just 50 yards away.

There was an immediate blast and then flames, fire and smoke. The wings were torn off as the plane skidded along toward me and then veered away into the field.

MY WIFE, my daughter, my son and my houseman rushed out to see what they could do. I picked up the telephone and shouted to the Rikers Island operator: "Emergency! Emergency! A plane has crashed right by my house! Alert the island!"

I left the phone hanging and rushed out to help. I saw the stewardess in her See CHAPLAIN Page 3, Col. 6

Flames and the cabin filled with dense smoke," Mrs. Schulman recalled.

WHEN she managed to grope down the plane's cluttered, smoky aisle to the emergency door, she saw a figure aflame tossing in the snow outside.

"I began heaping snow on the man and then discovered he was my husband," she grimly remembered. Rescuers hoisted him to the island's hospital where he got first aid.

Mrs. Schulman said passengers began screaming after the crash, in deadly fear of an explosion. "This was the only display of any kind of panic, she said. The plane did explode later.

HER DAUGHTER, Arlene, attractive and blonde, was calm while she gave her account of the tragedy. "I stumbled to the aisle and heard my mother but couldn't see her or dad," Arlene said. Moment later she found herself outside with other survivors in the biting cold and snow.

The women were taken to the island's hospital for treatment.

Two Bombers In Collision; 3rd Crashes

SAINT LO, France (UP) — A four-engine American B-29 bomber and another U. S. Air Force plane crashed in flames 14 miles southeast of here today, police reported.

Saint Lo Municipal Hospital reported it had received eight victims of the crash—"all dead or dying."

An on-the-spot witness told United Press there was one survivor.

MEANWHILE, in Gloucester, Mass., the Air Force and Coast Guard searched for the four-man crew of a B-47 Stratofortress which exploded "like an atomic bomb" nine miles off that fishing port last night.

Fishermen in the area reported seeing a "ball of flames" which plunged into the water at about 6:45 P.M., the time that Portsmouth, N. H. Air Force Base lost contact with the six-engine jet bomber.

U. S. Air Force officials in Paris and London said the B-29 Superfortress was on a flight from Southport Air Force base in England with two escorting aircraft.

THERE WAS no immediate word of the fate of the third plane.

The French News Agency said three planes crashed in this Normandy area near the English Channel.

Third Air Force headquarters in London received a report that the B-29 was ripped by an explosion at 1:30 P.M.

Other reports spoke of an aerial collision involving two of the three planes.

The Civil Aeronautics Board started an intensive investigation today into the mysterious crash in a blinding snowstorm of a DC6A airliner carrying 101 persons.

Twenty passengers were killed, six from Long Island in the crash of the four-engine Northeast Airlines plane on Rikers Island. Twenty other Long Islanders were injured and in hospitals.

The plane was piloted by Captain Alva W. Marsh, who was suspended for 21 days after a crash in the East River on Jan. 14, 1952.

Queens District Attorney Frank D. O'Connor announced he will probe the circumstances surrounding the plane's takeoff. A district attorney's spokesman said it was learned that heavy accumulations of ice and snow were removed from the plane's surfaces at least once during a long wait for takeoff.

Survivors accounts of the tense few seconds before the crash differed. One passenger thought there might have been an explosion. Another said that an engine caught fire.

All five crew members and a stewardess survived.

Rep. Steven B. Derounian, Long Island Republican, demanded a Congressional investigation. He said he wanted to know why the takeoff was cleared in the snowstorm after several hours of delay and asked assurance that airlines "are not loading their planes to get the last two cents out of a plane load and in bad weather to boot."

Police Commissioner Stephen P. Kennedy accepted an offer from J. Edgar Hoover to put the FBI at the police department's disposal in helping to identify the charred and mangled bodies.

AS DAWN BROKE over the snow covered island which is used as a city prison, the ferry boat Astoria cruised across the river with 20 bodies in body bags.

The bodies were placed in rows of two, 10 in a row, in the front part of the ferry with several emergency police surrounding the bags.

"At least one of the bodies is that of a small child," a high-ranking police official in the emergency squad said.

A truck waiting at the ferry slip took the bodies to Bellevue Morgue for identification.

Police said some bodies were burned beyond recognition. Others still have pieces of clothing and jewelry which police hope will help in identifying them.

On Rikers Island, about 50 policemen began searching the crash scene at daybreak in hopes of finding clues to the cause of the tragedy.

THE NORTHEAST airliner, a converted cargo plane leased from the Flying Tiger line, crashed after taking off from LaGuardia Airport at 6:01 See AIRLINER CRASH Page 3, Col. 1

Casualty List

DEAD, OR MISSING AND PRESUMED DEAD From Long Island

Mrs. Stella Warren, 50, of 87-14 Homelawn street, Jamaica Estates.

Aaron Wein of 252-05 63rd avenue, Little Neck.

Mrs. Lillian Robit, 55, of 141-27 78th road, Kew Gardens Hills.

Irving Leichman of 64 Scott place, Glendale.

Mrs. Leichman, his wife.

Eileen Domash of 16 Cambria road, Plainview.

Others

Mrs. R. H. Anderson of Montreal.

A. J. Brusso, no address.

E. R. Fox of Lake Placid.

Robins (first name unknown) of 201 West 16th street, Manhattan.

David Peterson of Manchester, N. H.

Mrs. McAloon of North Andover, Mass.

Mrs. Rose Ritman, no address.

Mrs. Carly of 615 West 173rd street, Manhattan.

Mario De Rosa of 2220 Tomlinson avenue, Bronx.

Mr. H. Schwartz of 1654 East 13th street, Brooklyn.

Mrs. Blanche Giroux of Quebec.

Joseph Lesard of Montreal.

Norman Chadwick, Lowell, Mass.

Lillian Nixon of Worcester, Mass.

LONG ISLANDERS INJURED

Charles Taylor, 34, of 69 Arbor street, Roslyn Heights.

Phyllis Taylor, his wife.

Kenneth Kronen, 24, of 8 Nora avenue, Plainview.

Selma Kronen, 23, his wife.

Richard Kronen, 2, a son.

Dr. Benjamin Kovnat, 54, of 83-00 Talbot street, Kew Gardens.

Annette Munch, 24, of 112-34 158th street, St. Albans.

Joan Broadfoot of 78 Gibson avenue, Valley Stream.

Barbara Domash, 16 Cambria road, Plainview.

William Domash, her son.

Arlene Schulmann, 22, of 69-27 Ingram street, Forest Hills.

Rita Schulmann, 52, her mother, same address.

Abraham Schulmann, 62, her father, same address.

Gary Selmonsky, 2, of 229 Jerome street, Syosset.

Sandra Selmonsky, 22, his mother.

Edwin Dresser of 215-10 43rd avenue, Bayside.

Roslyn Dresser, his wife.

Paul Elden of 83-13 139th street, Kew Gardens.

Peggy Elden, his wife.

Bus Cuts Begin at Midnight—And Bayside Hills Won't Like 'Em

This is the last in a series of articles dealing with the Transit Authority's new bus schedules, which go into effect on Sunday. The net result of the new schedules is an overall reduction in service, with some North Queens lines hit harder than others. The principal changes involve non-rush hour service.

By JOSEPH W. MOONEY, JR. A new era of complaints, frayed tempers, protests of long waits and too-little service begins at midnight tonight when the Transit Authority axes almost 1,000 bus trips a day from Queens lines.

And three of the areas that will feel the effects of the T.A.'s economy cuts worst are the populous Bayside Hills, Oakland Gardens and Bell Park sections. Bus commuters have groaned

and growled over the T.A. "blitz" of Q-16 and Q-17-20 schedules. They thought the worst was over.

THAT WAS before they got a gander at what's in store for them on the Q-26 Flushing-Queens Village, and the Q-31-A Bayside-Queens Village lines. What's happened on these lines shouldn't happen even to an Eskimo on the Alcan Highway.

In five words: "Bayside Hills has had it." Under the schedules that go into effect tonight here's what's happened:

All service on the Q-31-A line has been discontinued. Net loss in trips a day—82. Service on the Q-26 has been sharply curtailed by the elimination of that part of the route

that runs from Horace Harding boulevard to the Queens Village station of the Long Island Railroad. Trips lost—54.

Early morning buses on the new Q-31 Bayside West-Jamaica connection make no trips after 10:34 at night until 7:04 A. M. And service on the new Q-31, which the Authority had touted as the parallel replacement of both the old Q-31 and Q-31-A, has failed to absorb all day bus traffic from 48th avenue Bayside to Queens Village.

The only innovation the T.A. has acquiesced to is free transfer privileges at 48th avenue and Bell boulevard for riders of the Q-27 Flushing-Rosewood line. However, a total of 5 trips daily have been whittled from

See BUNES Page 2, Col. 1

'I Can Hardly See,' Pilot Told Tower

By WARD WELSH "I can hardly see . . . can't see!"

Those were the words Captain Marsh radioed the LaGuardia Field control tower before his Northeast airliner plowed into the southern corner of Rikers Island.

The plane had been given the take-off signal only moments before because "the weather was within operating minimum," a Northeast Airlines spokesman said.

"There was an 800-foot ceiling obscured by light snow and fog but the airport has been in 90 per cent operation all day," it was declared.

YET WITHIN a few minutes of its 6:01 P.M. take-off and a little over a mile away, the loaded DC-6A rumbled across a snow-covered

farm on the dark prison island. The control tower, witnessing a "bright red flash" from out across Rikers Island Channel, immediately alerted airfield and police emergency equipment.

The alert was relayed to local hospitals and fire departments.

IN THE DRIVING snow, a tangle of fire engines, ambulances, and police equipment converged at the 135th street berth of the Rikers Island Ferry in the Bronx.

Queens General Hospital and Bellevue Hospital rushed emergency units to the ferry terminal where they set up operations.

St. John's Hospital rushed two ambulances to the terminal but called them back as emergency vehicles rushed badly bruised survivors to nearby hospitals in the Bronx.



A survivor is helped ashore at the ferry slip after the trip from Rikers Island to the Bronx.