

# Admires Ginkgo Trees of Capital's Parks

Autumn comes late to our nation's capital, a city, which is almost as personal to every American as is his own home town.

Washington, D.C. can boast of more miles of tree-lined streets than can any city in the world.

A bewildering array of species, many native, many ornamentals, now give up the last of their burnished leaves to the insistent winds of late November.

In 1804, Thomas Jefferson planted the first row of poplars along each side of Pennsylvania Avenue. Some of these still stand to bear mute testimony to many a pageant of our nation's history.

THE LATE sun slanted through the branches of beech and maple, oak and sassafras, poplar and sycamore as we drove the length of Rock Creek park. Long shadows fell on the leaf-strewn hills and hollows while we followed the rock-bound stream through north west Washington.



Mrs. Frehe

Here are 1,800 acres of wooded land also containing many of our southern trees such as chestnut, sweetgum, tupelo and locust.

ANY TRIP to our national capital is incomplete until we have walked the length of the Mall, one of the oldest of the Federal parks which extends from the slim 555 foot marble shaft of the Washington monument to the Capitol grounds.

Here grows an impressive array of both deciduous and coniferous trees. Many of the latter are imports strangely unfamiliar with their varied patterns of needle and branch.

Facing the Mall halfway to the Capitol is the National History building of the Smithsonian Institute, that famous repository of life both past and present. To ponder its treasures is a highlight for every naturalist in Washington.

AS WE approached the Capitol building, our country's most famous landmark, the morning sun glinted and shone from its impressive dome.

Standing as it does on a gentle hill in a beautiful park comprising 131 acres, it marks the meeting point of the four sections of the city.

Always when you scribe walks the streets and parks of Washington she enjoys the sight of the ginkgo, that most ancient of our leafless trees.

Many of these are scattered throughout the city. Today we saw once more the impressive specimen which stands on the lawn of the Capitol building. Now it glows yellow against the green turf while its leaves sift gently to earth like small Japanese fans.

THE GINKGO dates back to late Mesozoic times. Today this tree is widely planted as an ornamental.

Its leaves, like that of its Coal-age relatives, have no midrib and show the forked veining of the ancient ferns.

In early Permian time it was widespread over the temperate ranges of the world.

Today we have left a single species, Ginkgo biloba, growing identical to the past as though it were delivered to us from the world of some 150 million years ago.

STANDING ON the white pillared portico of the Lee mansion in Arlington we enjoyed the commanding view from its prominence.

Facing the Tomb of the Unknown Soldier our eyes followed the Arlington Memorial bridge to the moving and impressive Lincoln Memorial and across the city to the Tidal basin with its Japanese cherry trees.

On the sloping front lawn stands a monument to the Frenchman, Enfant, who laid out the city of Washington and later helped Gen-

eral Woodward to design the pattern for our own Detroit.

The woods adjoining the back of the mansion flanked by its neat picket fence were a lovely scene. Here squirrels chattered gathering the last of the acorns and beechnuts, while the wind-tossed leaves billowed and fell.

MANY OF THE TREES in the garden, magnolia, cedar, juniper and elm were plants when the mansion was built more than a hundred years ago.

A few late roses bloomed in the garden flanked by its neat picket fence and a mocking bird hid in a lolly tree nearby.

The Lee mansion remains an outstanding example of the Greek revival style of architecture. It was the home of one of America's great art men and as such it represents a way of life in Colonial America which is gone forever.

And so we left its white-pillared perfection aglow in the late autumn sun.

According to a recent Gallup poll, the three best professions for a young man to enter today are architect, engineering and teaching, according to a nation-wide survey of adults taken by Gallup poll workers. When the pollsters asked young people, 21 to 25, what professions they considered best, doctor, professor-teacher and engineer-builder were ranked in one, two, three order.

DOWN TO EARTH Season to Dig Out Those Decorations Both Old and New

By ALICE WESSELS BURLINGAME  
Special Writer for The Birmingham Eccentric

It is the time to get out all of your holiday decorations from last year and determine their role in your scheme for 1962. Every year if you pick out something unusual for this cache it won't be long before you will have a collection which will be enviable.

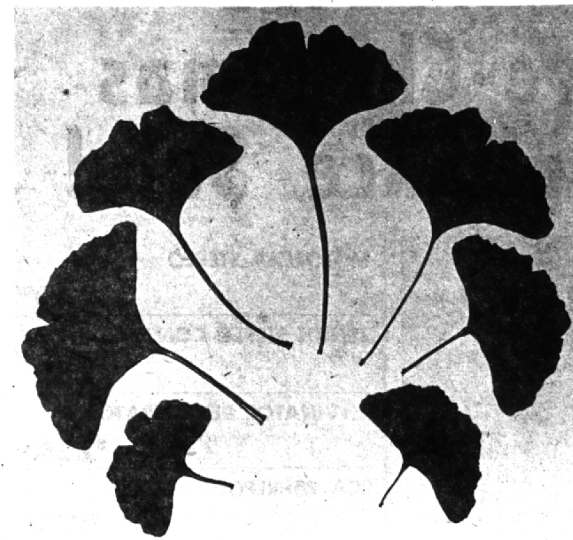
Recently Mrs. H. W. Schoenlein of Ferndale gave an unusual program presenting good practical ideas for all to share.

We know that artichokes are beautiful used in holiday table decorations after being sprayed with copper or gold. Mrs. Schoenlein pushes hunkie tissue into the layers of the flower head and then allows it to dry in this manner for two weeks. If the finished dried artichoke is sprayed with shellac it can be used for many years.

ONE OF her finest examples of art work was a single sprig to begin with a 12-inch styrofoam cone, spray it with gold. (Only a special spray can be used on styrofoam.)

Collect all of the old artificial flowers you can and begin to place them on the cone, using hairpins near the bottom and as you progress near the top of the cone, use glue.

First spray the attached flowers with silver, then white.



NOTICE THE variations in leaves taken from a ginkgo tree which grows in front of the nature cabin in the Detroit Zoological Park. Like those from its Coal-age relatives, they have no midrib and show the forked veining of the ancient ferns.

8-D December 6, 1962 THE BIRMINGHAM (MICH.) ECCENTRIC

## The Birmingham Eccentric Features Mobile Lounge-Ramp Ends Walk to Planes

The airport mobile lounge concept was originated for the Dulles International Airport by a Federal Aviation Agency-retained team of architects, engineers and airport consultants following a year-long study of the growing problem of jet airport passenger handling.

Since Dulles International will be the first airport designed primarily for jet aircraft and the facility where most foreign dignitaries will land, it was the objective of the Dulles airport planners to establish a pattern for convenient and economical operation—and at the same time provide a method for the proper handling of the anticipated heavy flow of passenger traffic.

THE FAA sent out more than 200 invitations for proposals to construct such a vehicle. A conference was held with the 21 top industrial firms that responded with proposals.

The proposal submitted by Chrysler Corporation's Defense Operations Division was selected, and in March, 1959, the company received a contract to design, develop and test a mobile lounge prototype vehicle.

Studies of all U.S. and foreign four-engine domestic aircraft were made to establish a method of passenger transference. Work was then initiated on body configuration, method of leveling at the terminal building, reliability and cost studies.

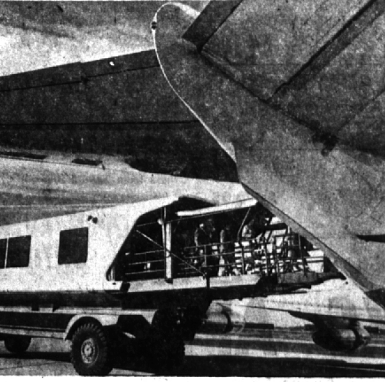
In the spring of 1961, a prototype body and chassis was first assembled and given a preliminary check-out in Philadelphia. The FAA ordered the vehicle disassembled and shipped to the Dulles Airport for an extensive 24-hour-per-day, two-month durability and adaptability test program.

DURING THIS period the vehicle made approximately 30,000 steps simulating the course over which it would travel in actual operation. Approaches were made to mock-ups of the five most critical aircraft configurations scheduled to be operating during the next ten years.

The results of the test program indicated that the vehicle met all expectations and would require only minor changes prior to entering production.

The production contract to build 20 Mobile Lounges for Dulles Airport was awarded to Chrysler in February, 1962. Chrysler's Warren Defense Plant, a 50,000 square foot facility in Warren, Mich., was selected as the chassis production site.

The University of Michigan's Institute for Social Research is the world's largest academic organization for basic social research.



WAITING-ROOM-on-wheels is one term describing the Airport Mobile Lounge, built for the new Dulles International Airport near Washington, D.C. In five minutes or less the lounge can carry passengers or from the terminal located at special service ramps one-half to two miles

away. When approaching the aircraft, a feeder device extends out from the lounge to make initial contact with the plane fuselage, thus guiding the lounge operator in properly positioning the passenger ramp. Passengers use the weather-protected ramp to enter or leave the aircraft.

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