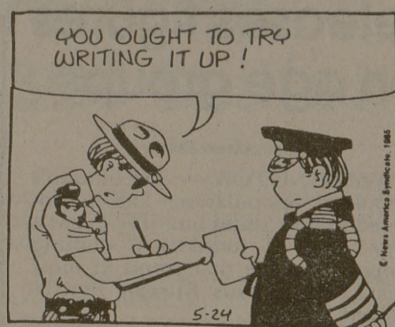


City prepares homecoming for hostages

Associated Press
LAREDO — Yellow ribbons, marching bands and a drill team await freed TWA hijacking hostages Vicente Garza and Robert Trautmann when they return home, city officials said Tuesday.
 "We are overjoyed to have them back," Mayor Aldo Tatangelo said.
 Garza, 53, and his son-in-law, 37, were due back home late Wednesday after their 17-day ordeal in the hands of Shiite Mozlems in Beirut.
 They were among 39 Americans held in Lebanon for 17 days by the terrorists, who commandeered a TWA jet bound from Athens to Rome.
 Garza's brother-in-law, Javier Santos, said three jets provided by two Laredo banks would be sent to New York's Kennedy Airport Wednesday to pick up Garza and Trautmann.
 TWA flew some of the released Americans to Andrews Air Force Base Tuesday and reported Garza was on that flight.
 But Santos said his brother-in-law was not on the Tuesday flight and would arrive in the United States with his son-in-law Wednesday.
 Garza's wife Irma, 48, her daughter Irma Trautmann, 31, and other family members were to leave early Wednesday for New York for a reunion.
 Both Mrs. Garza and Mrs. Trautmann, (Robert Trautmann's wife), and their daughters Adriana Garza, 13; Ashley Trautmann, 4; and Katherine Trautmann, 3, also were aboard the hijacked jet. They were released shortly after the incident began.
 Santos said the freed Laredoans would hold a short news conference at the local airport once they arrive, then go home for a private family reunion.
 The mayor said Laredo residents were stunned by the hijacking and held 24-hour prayer vigils at local churches.
 "Every mailbox and doorknob on city businesses had a yellow ribbon," he said.

Funky Winkerbean



by Tom Batiuk

Rowlett residents waiting for water

Associated Press
ROWLETT — Some residents in this Texas town are finding it hard to live a clean life these days.
 Dawla Boyd says she can't wash her clothes on the weekend and some week nights.
 And other residents mostly in the western parts of Rowlett said Monday that their water pressure is so low that they have problems flushing toilets, taking a bath or just washing their hands.
 "It takes five minutes just to fill a glass of water," Boyd told The Dallas Morning News.
 The problem stems from inordinately small pipes that allow only a small amount of water to pass through at any one time, officials said.
 City officials acknowledge there is a lack of water pressure in some areas but say that the problem should be resolved by July 15 when the first water lines are run to a new two-million gallon ground storage tank for Rowlett, located northeast of Dallas.
 Meanwhile, residents primarily in the western part of this small city continue to face water pressure problems.
 Resident Kathy Ladebauche said, "We kept sticking to the pool slide because there wasn't enough water to keep it wet."

The town's growth is partly responsible for the water pressure problems, officials said.
 John Schroy, a Rowlett City Council member, said, "We're working as fast as we can and in a few weeks, the water should flow easy again. Our town is just growing faster than anticipated and the hot summer kind of creped up on us."
 Schroy told The News that census figures predicted the city would have about 10,000 residents this year but the actual number is closer to 13,000. The new ground storage is supposed to accommodate a population of 30,000.
 "Our problem is not with the supply of water — because we've got plenty of it — but it's the bottlenecks in the distribution system," he said.
 Public Works Director N.L. Stewart said pipes carrying the water are not big enough to carry the volume of water needed during peak morning, evening and weekend periods.
 Schroy said if the current system is strained in the case of a fire, water from nearby Lake Ray Hubbard could be used to control the blaze.
 The city first became aware of a water pressure problem last summer, when they started making plans for improving the lines.

Youngest U.S. battleship sees a lot of idle time

Associated Press
 The Battleship Wisconsin, slated for renovation and reassignment at Corpus Christi in the next decade, is the youngest of the nation's battleships but has been idle for more time than it's been in service.
 The ship, launched Dec. 7, 1943, was commissioned April 16, 1944. Just 15 years later, it was taken out of commission and relegated to the Philadelphia Naval Shipyard, where it has remained part of the Navy's mothball fleet.
 Embellished with the No. 64 on its bow, the vessel has nine 16-inch guns, capable of a top speed of 35 knots, and when in service, carried 95 officers and 2,270 enlisted men. It's 887 feet long, nearly the length of three football fields, and its engines can put out 212,000 horsepower.
 According to Jane's Fighting Ships, the definitive reference book of warships, current Defense Department estimates indicate it will cost \$60 million a year to operate the Wisconsin after expenditures of \$458.4 million to refit it. The renovation is expected to take about two years.
 Among the changes are an addition of electronic warfare systems and modernized radar systems, replacement of four twin 5-inch gun mounts with two quadruple Tomahawk missile launchers, and installation of Harpoon missiles.

The Wisconsin, slated for reassignment at Corpus Christi, and its sister ships are "the most heavily armoured U.S. warships ever constructed." — Jane's Fighting Ships

Jane's calls the Wisconsin and its sister ships Iowa, Missouri and New Jersey "the most heavily armoured U.S. warships ever constructed."
 Its 16-inch guns fire 2,700-pound projectiles — about the same weight as a compact car — to a maximum distance of 23 miles.
 Jane's notes that the Navy no longer manufactures shells for the 16-inch guns, but has a stockpile of 21,300 of them at three arsenals around the country.
 The addition of the Tomahawk missiles will give it a firing range of more than 250 miles.
 A 1976 history of battleships indicates the Wisconsin and similar ships were mothballed in the late 1950s because "these expensive warships had become obsolete for the mission for which they had been designed and built."

Robert O. Dulin writes in "Battleships: U.S. Battleships in World War II," that the Iowa and Wisconsin were cannibalized in the mid 1960s to speed up the renovations of the New Jersey, which was assigned to Vietnam duty.
 During its war career, the Wisconsin was in the west Pacific immediately after it was commissioned and joined the Third Fleet Dec. 9, 1944. It participated in all major Pacific naval operations until the Japanese surrender.
 It was inactivated July 1, 1948, then recommissioned March 3, 1951 and sent to Korea.
 On March 15, 1952, it was hit by a 152 mm shell fired from an enemy coastal battery. The damage, the only combat damage the ship ever sustained, injured three crewmen and left a 24-inch by 30-inch hole on the second level deck on the starboard side.
 Four days later, the ship left Korea.
 On May 6, 1956, it collided off Norfolk, Va., with an escort destroyer, Eaton, which sank. The Wisconsin's bow section was replaced later.
 On March 8, 1959, the Wisconsin was placed out of commission and assigned to Philadelphia.

Cable group's delay costing Austin money

Associated Press
AUSTIN — Austin city officials say the delay of Austin Cablevision in installing a cable network designed to help operate traffic lights is losing the city an annual savings of about \$5 million.
 Austin Cablevision said the network has been delayed because of a five-year plan to expand its services from the current 23 and 33 channels to 54 channels.
 According to a consultant's recent report, the city could save \$4.8 million yearly in costs of operating traf-

fic lights if it had access to the cable network. That access was part of the franchise agreement made by Austin Cablevision.
 Don Smith, city cable officer, said an additional \$1 million could be saved if the city telephone system is hooked into the network.
 Ching Wu, assistant director of the Austin Urban Transportation Department, said the city has traffic lights at 480 intersections and only 250 are controlled by a central computer because telephone lines are not available for the signals.

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