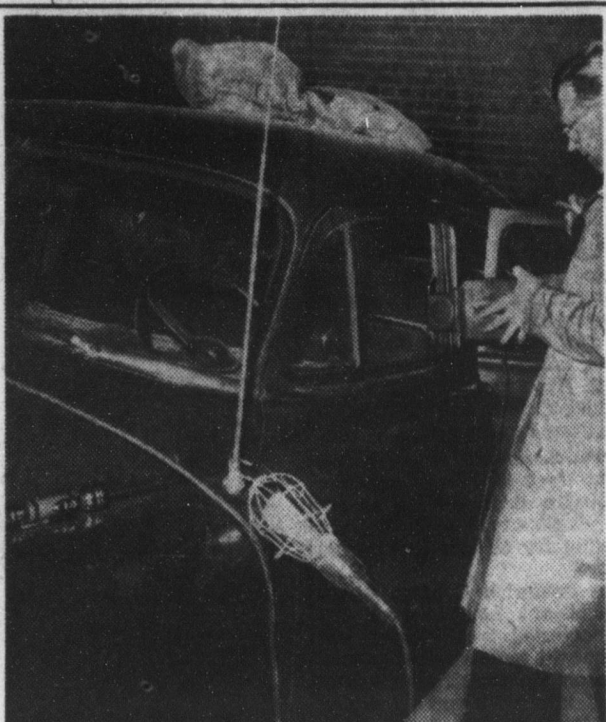




**SEARCHING FOR CLUES IN STRANGLING**—Precinct Detective Henry Perkowski stands at spot where the car carrying Miss Sarah Trachtenberg's body was parked in the 100 block of N street N.W. The fence bounds the Hahnemann Hospital grounds.



**DEATH CAR**—Sergt. Robert Sandberg of the Police Identification Bureau works on the Trachtenberg car. On car top is red blanket used as seat cover.—Star Staff Photos.

## 11-Block Area Scoured For Clues to Slaying

Continued From First Page  
Ited often with two other sisters—Mrs. Rose DeBosky of 1336 Rittenhouse street N.W. and Mrs. Lillian Winston of 4130 Eighteenth street N.W.—each sister thought she was with another sister on Thursday night.

On Friday, however, when Mrs. Winston tried to get in touch with her, her disappearance came to light. Mrs. Winston notified the Tenth Precinct, which issued a missing persons bulletin at 2 p.m. Friday.

Police questioned both relatives and present and past employees yesterday in an effort to trace her movements and habits.

Le Roy Chapman, 50, of 1537 Eighth street N.W., an employee of Miss Trachtenberg for 17 years, told police about her departure, presumably for home, on Thursday.

He was quoted as saying he saw her leave the store, walk across the street to a parking lot which she owned, get into her car and drive up Fifth street. He said he saw her turn left at Fifth and K streets—the opposite direction from where her body was found.

Mr. Chapman told police he had a delivery to make and drove behind her in his truck to the corner. Then, he said, he waved to her and drove on.

### Route Is Mystery

Her usual route home, according to relatives, was Fifth street to K, west to Sixth street north to Florida avenue, west on Florida to Georgia avenue, north to Upshur street, west to Fourteenth street, north to Webster and left one block to her home.

But how far in that direction she got on Thursday night is the big mystery. At some point along the line, police theorize, either some one forced himself into her car at a traffic stop or she picked someone up. There was also the possibility that the stranger concealed himself in the car while Miss Trachtenberg was out of the car collecting rents.

Confronted by multiple possible motives for murder—robbery, rape or something stem-

## Airline Offer Raises Hope

A new wage offer yesterday brought hope for an early end to the 18-day-old mechanics strike at Capital Airlines.

A settlement would presumably establish a pattern for new wage pacts with Trans World and Eastern airlines, also threatened with machinists' strikes.

Capital announced it had offered the union an increase of 30 cents an hour now and 8 cents on October 1, 1959. This would be on the basis of a year contract.

Since the old contract expired October 1, 1957, 15 cents of the 30-cent raise would be retroactive to the expiration of the old wage agreement. Capital officials said it would mean an average of \$312 in retroactive pay to 2,474 maintenance workers. About 7,500 Capital employees have been furloughed as a result of the strike.

At 9 p.m. last night, the meetings were recessed until noon today.

In an effort to break the deadlock which has grounded all Capital flights, Federal Mediator Francis A. O'Neill, Jr., yesterday met with company and union negotiators.

The IAM postponed a strike which had been called against TWA for Friday night and notified Eastern it would strike Monday.

Both Capital and the IAM have agreed to accept binding arbitration of the strike paralyzing the airline if further negotiations fail and if "an acceptable referee can be found."

While there are other matters to be resolved in the negotiations, the principal issue is wages. Prior to the offer last night, Capital had offered the mechanics 26 cents an hour. The union demanded 42 cents an hour.

The average wage of all Capital mechanics before the strike was \$2.46 per hour, but most mechanics received \$2.54 an hour.

ming from her business affairs—police concentrated on trying to find the location of the attack on her.

One of the big puzzles was why her body lay unnoticed in the car while scores of children passed up and down the street on the way to and from Dunbar High School and a nearby playground. To spot the body, however, a passerby would have had to get close to the car and peek in through dusty windows.

Police have located witnesses who are sure the car was parked in the same spot from Friday morning on. The body was found when a man in work clothes and carrying a set of tools approached Mrs. Gladys Spriggs of 234 Ascot street N.E. as she started to enter Hahnemann Hospital where she works as a nurse.

### Saw "Sick Woman"

The man, who has not yet been identified, told Mrs. Spriggs that a sick woman was lying in the back of a car around the corner. Mrs. Spriggs went into the hospital to get the night nurse supervisor, Mrs. Dorothy Bradtmiller of 6111 Westland drive, Hyattsville, Md. Another nurse, Mrs. Margaret Harper of 1441 Twenty-second street S.E., joined them as they went to look in the car.

The doors of the dark blue sedan were all unlocked. They opened one of them and saw Miss Trachtenberg's body.

Deputy Coroner Christopher J. Murphy performed an autopsy and reported that death was due to manual strangulation. Miss Trachtenberg's eyes were blacked. Her face was bruised and the marks of the strangler were on her neck. Dr. Murphy said an attempt had been made to criminally assault her.

She had been dead more than 24 hours. It was believed that death occurred either Thursday night or very early Friday morning.

Born and educated in Baltimore, she had long considered Washington her home. Her only son, Bernard Trachtenberg, who assumed his mother's maiden name, said she was trained as a nurse at Baltimore's Mercy Hospital and took graduate work in nursing at Johns Hopkins Hospital. She came to Washington in 1906.

Mr. Trachtenberg said his mother was married in 1907 to Ellis Greenstein, who died in 1915 and was Bernard Trachtenberg's father. During World War I, he said, his mother served as a nurse and was married to Charles Rosenfeld, whom she divorced in 1929.

She went into business at 444 Rhode Island avenue N.W. as the Service Tire and Brake Co. But, in 1933, she was involved in a serious automobile accident. Between illness and the depression she lost everything. Her son figured her losses at that time amounted to half a million dollars.

Later in the 1930s, however, she started again with a little money and some used furniture. She opened the Square Deal Furniture Co. The real estate interests followed. Her son estimated that her holdings now amounted to more than \$200,000.

In addition to her son, who is in the real estate business in Florida, and her three sisters, she is survived by one brother, Jacob Trachten, who owns the Walter Reed Antique Shop, and four grandsons.

## 'SILENT' POPCORN EXCITES THEATER MANAGERS HERE

A new "silent" popcorn was hailed by movie theater managers today.

The new popcorn, discovered by Department of Agriculture scientists, has had little commercial appeal because it requires twice as much of it as the ordinary product.

But theater operators were happy over the possibilities.

"If it adds to the comfort of our patrons, more power to it," said Ronald Sterling, assistant manager of Loew's Capitol Theater, 1326 F street N.W.

Jerry Baker, manager of RKO Keith's, 619 Fifteenth street N.W., was really fractured by the news.

"We're all for it if it adds one iota to our customers' enjoyment," he said between laughs. "But do you think people will enjoy popcorn as much if they can't hear it?"

The new popcorn, which makes little or no noise in chewing, is actually sorghum rather than corn. The difficulty is that it expands only about 17 times on popping compared to 38 times for the newly developed hybrid popcorns.

Kenneth Valdes, manager of the Dupont Theater, 1332 Connecticut avenue N.W., has no plans to introduce popcorn (silent or otherwise) to his patrons.

"It's a wonderful achievement," he said, "but we won't serve it till they figure a way of getting it to our customers without having it in a box. It's too messy."



MISS SARAH TRACHTENBERG  
Victim of strangling

## LAUDED FOR 'HEART OF GOLD'

## 'Miss Sarah' Recalled For Her Kindnesses

Around Fifth and I streets N.W., everyone knew "Miss Sarah." She was the woman who worked long hours—the woman her neighbors could always go to for a few dollars at the end of the month—the woman who "lived poor" as far as the Fifth street residents knew.

So it was with a sense of bewilderment that the neighbors clustered around the door of Sarah Trachtenberg's Square Deal Furniture Store yesterday.

"Oh lordy," cried a woman with a market bag clutched in her arms, "why would anyone do a thing like that to Miss Sarah?"

"That" was murder. As policemen and reporters converged on Miss Trachtenberg's store, the word spread quickly through the neighborhood that Miss Trachtenberg's body had been found 11 blocks away.

"She was the kindest thing," said a withered little woman who occasionally helped Miss Trachtenberg clean shop. "Never a mean word, and when you needed a dollar to help tide you over, she'd give it to you and never a word about when she would get it back."

Miss Trachtenberg lived with her sister in a comfortable home on Webster street, but the center of her life was the real estate business and furniture store she had labored 23 years to make prosperous.

### Indefatigable Worker

Ludwig Krafthofer, owner of the corner grocery store across Fifth street from the furniture store, has operated his store nearly as long as Miss Trachtenberg. He was perhaps as close to her as anyone.

"She never stopped working," he said. "I'd see her lots of times stay late at night working over the accounts."

The folks would see quite a lot of her, Mr. Krafthofer said. Although she would seem a little hard to approach on the surface, he added, they knew she would help them out if they really needed it.

"She would help anyone worthy of help," he said. "She was nice to people who deserved it." And she must have felt many did deserve it. For, Mr. Krafthofer said, "I'd sure like to have the money she's lost giving it away."

### Charity Described

He said she "dressed poor and ate poor." Whenever she'd take time out for lunch, she would go across the street to Mr. Krafthofer's and buy a little bologna and bread.

"I'd tell her, 'Miss Sarah, why don't you stop this and go have a steak dinner once in a while,'" he said. "But she'd always say she was too busy and didn't want to anyway."

"But," he reflected, "she sure had a heart of gold."

## Apartment Shortages Hit Washington Area

An unprecedented peacetime demand for apartments in the Washington area was disclosed yesterday in Government and private vacancy surveys.

The District office of the Federal Housing Administration said a survey of 48,000 rental dwelling units showed a vacancy rate of 1.11 per cent, compared to 2.28 last March.

This survey, completed only last week, included garden and elevator apartments in Washington and nearby Virginia and Maryland. Most of these units, built with FHA-insured mortgages but privately owned, are in the moderate rental range.

An FHA official said the 1.11 per cent vacancy rate—slightly more than one apartment out of a hundred temporarily unoccupied—is "about as low as it can get."

Other surveys, however, show even fewer rental units.

A recent check by the Project Management Association indicated less than 1 per cent vacancy in 20,000 dwelling units.

"This survey covered all sections of the area," said Joseph C. Murray, manager of the property management department of Shannon & Luchs Co. "I have never seen the rental market so strong," he added. "This condition is amazing, particularly since rents are rising."

### Demand for Luxury Spots

Mr. Murray said the only soft spot was in run-down and poorly maintained rental property.

Property managers also noted an increase in the demand for higher priced and luxury apartments.

Shannon & Luchs soon will announce the firm has been retained to manage the 402-unit Capitol Park Apartment in Southwest Washington. This luxury apartment, the first to

## White House Seen Getting Bridge Row

Engineer Commissioner A. C. Welling indicated last night that some higher authority—possibly the White House—will be relied upon to break any future stalemates between the District and the Interior Department on Constitution avenue bridge problems.

This implication developed from Gen. Welling's answers to questions about the bridge controversy on the WDC radio program, "Report to the People."

Gen. Welling expressed strong confidence that no further construction delays would occur in the bridge project, despite questions raised by the Interior Department about certain approach road proposals.

### Can Resolve Disputes

"If we thing one element is necessary and Interior is opposed, I believe we can resolve our differences by taking the problem to someone else for a decision," Gen. Welling said.

Asked by reporters if "someone else" meant either the President or the Congress, the general said he was not talking about anyone in particular.

But he twice repeated this method of resolving any possible future conflicts.

Last week, Interior Secretary Seaton expressed his department's "complete approval" of approach road preliminary plans submitted by the District, but said that further study is needed between the two agencies in three specific areas near the Lincoln Memorial.

Gen. Welling vigorously denied last night that this further indicated an "impasse" which might hold up construction schedules. He said Interior had indicated only that it wanted more opportunity for joint consideration of the problem areas.

At the same time, he made it clear he does not feel the District will yield on its proposals, particularly one which calls for an overpass to carry Twenty-third street traffic over Constitution avenue N. W. Interior officials in the past have urged that this structure be eliminated.

Gen. Welling said he is confident traffic will be using the Constitution avenue bridge (or the Theodore Roosevelt Memorial Bridge, as it is now called), by 1962. Construction is expected to begin next year.

## Planning Board Prepares Inner-Loop Express Plan

By JAMES G. DEANE  
Star Staff Writer

The District has handed the National Capital Planning Commission a new plan for the Foggy Bottom stretch of the inner-loop expressway.

The major feature of the plan, it is understood, is a switch in the position of a north-bound roadway between Virginia avenue and M street N.W. Planners favor moving it west from Twenty-fifth street, closed to the south-bound road.

The revamped layout, informed sources indicated yesterday, would be cheaper and have less impact on private property than previous expressway plans.

### Willing Orders Start

It wouldn't endanger George Washington University or Potomac Plaza expansion plans, they added.

Action on the Foggy Bottom project was triggered late last week by Interior Department approval of plans for the Theodore Roosevelt bridge. The loop roads are to connect with the bridge, as well as with the projected Potomac freeway to be built soon upriver from the bridge at K street.

Brig. Gen. Alvin C. Welling, District engineer commissioner, ordered a start Friday on detailed plans for both the bridge and the freeway. Highway officials, late Friday, sent the loop plans to the planning commission.

Harland Bartholomew, commission chairman, said yesterday he had only a brief look at the Foggy Bottom drawing. He said he plans to take up the proposals tomorrow, however.

The commission meets this week, but is not expected to act on the expressway before detailed study.

### Oppose Property Seizures

City officials indicated no immediate plans for making details of their proposals public. This question is to be taken up with the planning commission, they said.

The Foggy Bottom revamping stems partly from a request from the planning body. The commission last year asked to have the north-south roadways brought closer together.

Commission members felt earlier plans required taking too much property, Mr. Bartholomew recalled.

The commission in 1956 approved a plan putting the expressway between Twenty-third and Twenty-fourth streets and

under Washington circle. But this was dropped after protests from George Washington University and other affected property owners.

Last year a plan drafted by Harold L. Aitken, now planning chief of the highway department, proposed splitting the expressway, with the south roadway running between Twenty-sixth and Twenty-seventh streets and the north roadway on Twenty-fifth street. It is this plan which city officials have now modified.

### Relocated Roads Planned

Besides the relocation of the northbound road, it is understood the new plan includes changes in connections with the new river parkway, which is to link with Route 240 in Maryland.

Below Virginia avenue and above N street N.W. the north and south expressway roads would be joined.

The inner loop is intended eventually to encircle the core of Washington. The Foggy Bottom stretch is to link to the south with the Southwest-Southeast freeway, now under construction. To the north the loop will follow S street and Florida avenue to another north-south link at Eleventh street N.E. Also projected is a center north-south leg just west of the Capitol.

Design money for the west leg—the Foggy Bottom portion—is tentatively budgeted for next year. The highway department hopes to complete the loop road from the new bridge to K street and the new river freeway by 1963.

The west leg stretch is expected to cost about \$23 million. The bridge and the river freeway as far as Foxhall road N.W. are tagged at about \$24 million apiece. The city hopes to finish the bridge by late 1961 and the freeway stretch by 1963.

## Southerners to Retain D. C. Committee Grip

By GRACE BASSETT  
Star Staff Writer

Next Tuesday's elections are bound to alter drastically Republican membership on the House District Committee. But control of the local lawmaking unit will be left entrenched with conservative Southern Democrats, 10 of whom are running unopposed.

Three of the nine Senate District committeemen are fighting to retain their seats.

Pollsters see Democrat Proxmire of Wisconsin as a winner; Republican Beall of Maryland in a tossup race with Democrat Thomas D'Alesandro, and Republican Proxmire of West Virginia edged out by Democrat Jennings Randolph.

Should challengers D'Alesandro and Randolph unseat incumbents, they would be likely prospects for District Committee service. Both Mr. D'Alesandro, mayor of Baltimore, and Mr. Randolph, former Washington public relations man, used to belong to the House District Committee during previous terms in Congress.

### Leadership in Doubt

Republican leadership on the House Committee is left uncertain by the absence of the late Representative Simpson of Illinois and Representative O'Hara of Minnesota.

These political war horses were among the staunchest friends of the District in Congress.

They championed added Federal aid to the city and home rule for years. They steered the \$305 million municipal public works program through a skeptical House in 1954. Mr. Simpson, who headed the House Committee in the 83rd Congress, died unexpectedly Saturday, October 25. He was his party's nominee. Republican chairmen promptly nominated his widow, Edna Oakes Simpson, to carry his campaign against Democrat Henry W. Pollock.

### Minnesota Race

Mr. O'Hara retired after this last 85th Congress. Minnesota, a swing State this year, could follow either Republican Senator Thye or Democratic contender Eugene McCarthy in the overshadowed House contests.

With the Simpson and O'Hara chairs empty, the Republican roster on the District Committee totals nine, all seeking re-election. They are Representatives Broyhill, of

Virginia; Hyde, of Maryland; Talle, of Iowa; Miller, of Nebraska; Auchincloss, of New Jersey; Allen, of California; Kearns, of Pennsylvania; Patterson, of Connecticut; and Holt, of California.

If re-elected, Representative Talle can become the ranking Republican on the House District Committee. Mr. Talle has long served on the committee.

Mr. Talle favors eliminating Washington's Federal office buildings that are eyesores in the parks and elsewhere. He wants the slums removed, particularly from the Capitol Hill area, and generally urges that Washington be made a model city, befitting its world rank. He has worked to improve the city's criminal code, for public works and for unemployment compensation.

Democrats in the last Congress took 14 district seats. Unopposed with no worries are House Committee Chairman McMillan of South Carolina, Harris of Arkansas, Abernethy and Williams of Mississippi, Smith of Virginia, Teague of Texas, Davis of Georgia, Morrison of Louisiana, Matthews of Florida and Mitchell of Georgia.

Also expected to win handily is Southern Democrat Dowdy, whose campaign is one of the three contested House races in Texas.

Facing opposition are Northern Democratic Committeemen Dawson of Illinois, Wier of Minnesota and Multer of New York.

The upcoming 86th Congress will organize its committees anew in January. With a Democratic leadership, the House can be expected to keep the current count of 14 Democrats and 11 Republicans at work on local affairs.

A Republican House would shift the Party majority. But Democrats are bound to keep on the committee the hard core of Southerners, who traditionally have guided House District policies.



## PALS AT FIRST SIGHT

Alfred (Rusty) Chester, 6-year-old son of Mrs. Shirley Hinkston, of 55 Allison street N.E., gets a loving kiss from the black and white mongrel puppy he found at the District Dog Pound.—Star Staff Photo by Ranny Routt.