

A plan for your survival

prepared exclusively for Canadian Automotive Trade
by J. F. Wallace a top-level civil defense authority

WE IN CANADA are fortunate in that in time of emergency we have sufficient transport to move our whole population and the space into which we can disperse our urban population. With early warning of impending air-borne attack and the organization of our people we can develop a plan for survival. The plan we suggest is based upon four phases: the pre-attack evacuation of major cities; the planned withdrawal of the remainder of the population; the action to be taken after a bomb has exploded; and aid and rehabilitation of the population.

It is reasonable to assume that there will be at least eight hours' warning of impending danger and it would be in this period that all non-essential elements of the population should be evacuated to communities some 100 miles away from the main cities. Statistically this works out to about 35% of the population. These people would

have to be billeted on a one-to-one basis which should not cause too much inconvenience to the receiving communities.

The main mode of transport for pre-attack evacuation would be boats, buses, trains, trucks and private automobiles. It is probable that people being evacuated in this phase would know of their ultimate destination.

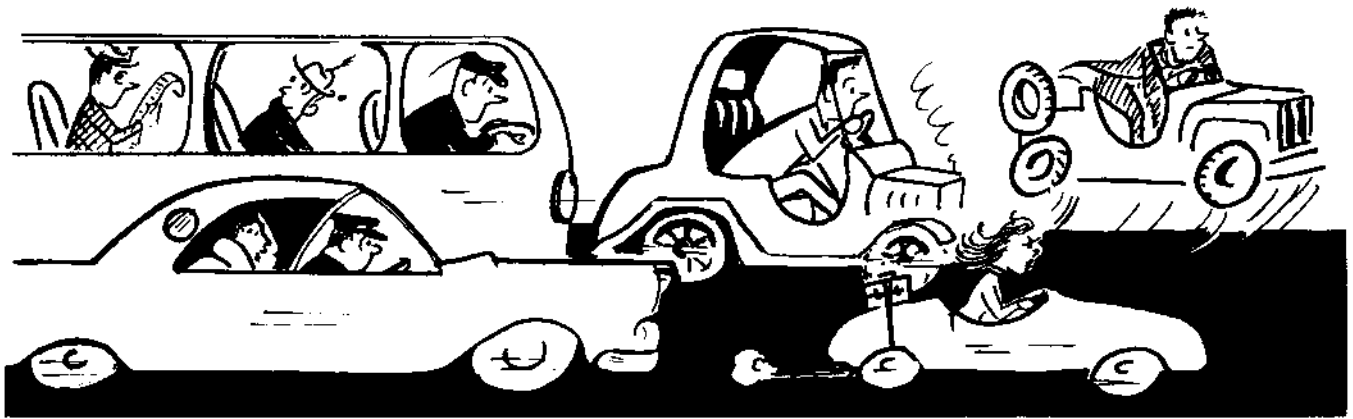
PLANNED WITHDRAWAL

The continental early warning system will give Canadian cities some three hours' warning of impending air attack. On such a warning the remaining 65% of the urban population would be evacuated and billeted on a five to one basis in towns lying within 100 miles but not closer than 25 miles of the centre of a hazardous city. The problems of reception of this segment of the population into small communities are immense but not insuperable.

The main mode of transport for this move would be by private automobiles and trucks. This phase obviously depends on a well-organized system of traffic control where cities are divided up into traffic tight compartments leading to one-way evacuation routes leading out beyond the city limits. Naturally all incoming traffic would be halted before it reached the city.

ACTION AFTER

After a city had been atomically or otherwise attacked there would be major problems of firefighting and rescue work. This is particularly true where planned withdrawal had not been completely successful. During the pre-attack evacuation and the planned withdrawal civil defense lifesaving forces would have been stationed in a belt around the city boundaries. Following the bomb's explosion, and depending upon the degree of radio-



active contamination from fallout, these forces would re-enter the city to carry out lifesaving tasks.

Apart from this organized activity residents in all areas would stay put in their shelters until they had been advised by official civil defense announcements that it was safe for them to come out. These announcements would be made over the radio.

REHABILITATION

If most of the major cities in Canada were attacked it can be seen that the time duration of the after-aid phase would be a long one. However, in the early part of this phase the immediate problems are the re-uniting of separated families; the reshuffling, easing or resorting of the evacuees from overcrowded conditions into better long term accommodation; and the relocation of manpower in order to keep industry going.

IT WILL WORK

From the foregoing it can be seen that an immense amount of work is involved in developing a workable plan. It will not work unless the majority of the Canadian public are prepared to learn something about it and how they are to co-operate. A large number of people have criticized this plan as unrealistic and they usually cite two main reasons why it won't work, viz. every day 5 p.m. traffic tie-ups, and there won't be enough warning.

The point is that traffic tie-ups would not occur if there were only one-way routes with no cross traffic, exceedingly limited access to these routes and everyone going more or less to one destination. The other point is that, even if we didn't get all the warning indicated here, it is better to get out what you can rather than make no attempt at all. It is also

probable that the people of any large city would make some attempt to evacuate, therefore a plan should be developed to cater to this inherent instinct to survive.

THE AUTOMOTIVE TRADE

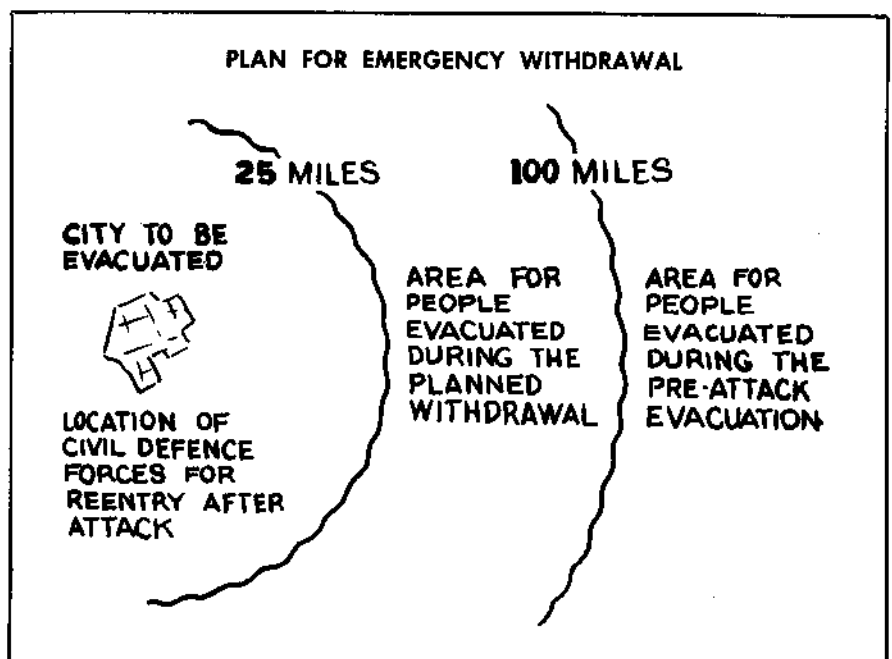
Of immediate concern to the automotive sales, parts and service industry is the part they can play in this plan for survival. The first thing, of course, is that each component of the industry should find out from its local civil defense organization just what the role of the community will be, because the role depends on whether or not the community is a target or reception area.

People who have just escaped a town and are making their way to reception communities will find that their automobile offers reasonable pro-

tection against radiation fallout by keeping the particles off their person. Each automobile should have a survival kit consisting of food, clothing, blankets, for the riders.

As evacuation depends primarily upon automotive transport then these vehicles must be in excellent mechanical condition and be filled up with gasoline if they are to carry their passengers to safety. Those automobiles which are equipped with radios will have the advantage of being able to listen to official civil defense announcements.

One source of vehicles for evacuation which may be useful from a vehicle pool point of view are the vehicles on sales lots. From a practical point of view these vehicles would be destroyed by the bomb but if used for the evacuation they would be saved



and still remain the property of the owners.

Service stations have many uses as they are usually strategically located with respect to routes being used for evacuation. These might be used in a number of ways such as collecting points, traffic regulation posts. Beyond the limits of the evacuation area they could serve as staging points for the evacuees and repair depots.

If one can visualize the untold destruction that could be caused by a series of H bomb explosions across Canada then one can also visualize the tremendous importance of automotive transport during the phase of aid and rehabilitation. With the majority of major communications out of action, automotive transport will become one of the major factors in the successful rehabilitation of the population.

CONCLUSION

Those who are engaged in planning for survival do not feel that war is inevitable but they do feel it is prudent to develop a comprehensive insurance policy where the premiums are attainment of knowledge concerning the hazards which may befall us and the development of a plan for survival.

Should a global war ever start again then we in Canada are going to have to face up to the problem of whether Canada as a nation can survive. The effects of atomic weapons are so great that survival will hinge upon the moral fibre of the individual citizen. It is the belief that the fibre can be toughened, providing the people in Canada support and participate in development of the plan which has been outlined in this article.