

Allied Wings Bomb Sunchon, and Rail Center Concentrated Attack On Vital Network

WILLIAM C. BARNARD
Associated Press Staff Writer
SUNCHON, Korea—(AP)—Hundreds of warplanes bombed Sunchon, a North Korean rail junction, in a concentrated, day-long attack Tuesday.

There'll really be a major re-attack of Red rail schedules to- day, a Fifth Air Force spokesman said.

The full strength of four fighter-bomber wings joined in the at- tack. Sabre jets guarded the area while the fighter-bombers roared in repeated attacks on the railway link, 25 miles north of the North Korean capital, Pyongyang.

ALLIED PLANES followed the plan used so successfully last in the heaviest bomb attack on the Korean war when 312 Al- planes hit airfields at Sinui- chon, the Korean border.

The concentrated attack on Sunchon was preceded by a-the-clock raids on the ma- jor Communist railroad linking Sunchon with the Manchurian border.

Sunchon the rail lines to supply either end of the front lines.

Eighty-bombers concentrated day on a 40-mile stretch of between Kunu and Hulichon. It reported they tore up rails in spots. Kunu is a junction 20 miles north of Sunchon. Sunchon is 60 air miles south of Manchurian border.

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DOUBLE CONCENTRATION on the vectors of a single vital rail line is a new technique to nullify speed with which Communists bombed out roadbeds.

NAVY reported pilots from carriers Valley Forge and Boston sent out Monday to destroy laboriously recon- structed rail lines, left 118 new "for enemy repair gangs to construct."

BARRIER PILOTS also swept eastern end of the battle line. Navy said they killed 400 Communist troops.

THE toughest spot on the West- front erupted again Tuesday. 40 Reds attacked an Allied position northwest of Yonchon at 10 p.m.

THE U.N. troops withdrew from much fought outpost. But reoccupied it without firing. After it was blasted by Al- artillery.

Runoff Floods
Cut Highways

ALT LAKE CITY — (U.P.) — A raging spring runoff floods two major highways Tuesday, closed a third, endangered mainline railroads and killed a boy who tried to ford swollen stream.

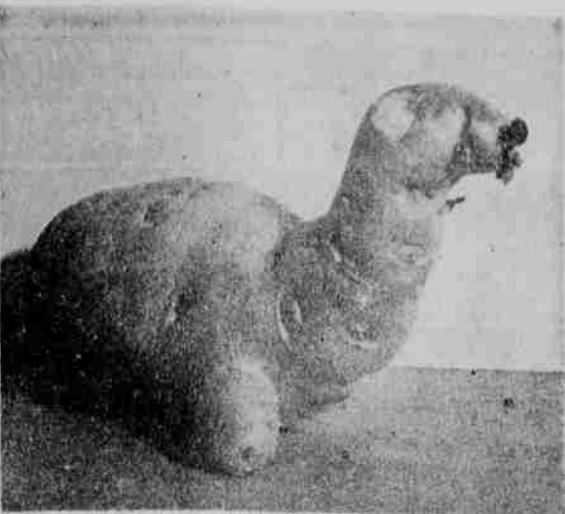
The victim, first in the 10-day brought on by the rapid melting of a record mountain snow, was Robert Spaul, 17, of Alt Lake.

Spaul said the Spaul youth Tom Woods, 19, also Ogden, to cross the Ogden River in a motor raft at the mouth of the canyon just east of Ogden. Their craft capsized after it was hit 100 feet downstream. Spaul swam ashore but was hos- pitalized for bruises and shock. Body of Spaul, a swimming lifeguard, was lost in the flood.

Highway 30, the main route to northeastern Utah into western Wyoming, was cut in several places by the rampag- ing Weber River which isolated community of Morgan. The Ogden stockyards were flooded by the flood. Highway 189 went out in Provo, where authorities warned residents to evacuate.

STABBED
SHELTONHAM, Eng. (AP) — An Oshman bent over to lace shoes and was stabbed in the back by an open penknife in his trousers pocket Satur- day. The hospital reported he had an artery but is recov- ering.

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THIS POTATO BUG, which weighs half a pound, was not believed responsible for Lane County's great potato famine which had housewives worried this week. It just grew this way in the potato patch of Mrs. J. D. Barker, 4600 Highway 99, South.

Cool Reception For Flood Bill

Insurance Program
In Legislative Jam

WASHINGTON—(U.P.)—Presi- dent Truman's urgent request for a \$1,500,000,000 government flood insurance program was caught in a legislative log jam Tuesday.

Congressional leaders said the proposal would have to wait its turn for a hearing before the Senate and House Banking Com- mittee, both tied up now with other legislation.

Chairman Burnet R. Maybank of the Senate committee said he would introduce the flood insur- ance bill sought by Mr. Truman in a message to Congress Monday. But the South Carolina Democrat said no hearings could be planned immediately because his commit- tee will be occupied for two weeks with housing and wage-price controls measures.

CHAIRMAN Brent Spence (D- Ky) said the House committee will give the proposal "sympa- thetic consideration," when it can get around to it.

It, too, is tied up now with con- trols legislation.

Another House committee member, Rep. Charles D. Deane (D-NC) predicted that Congress would reject the flood insurance program. Mr. Truman recom- mended a similar program last year but Congress turned it down.

Deane said Congress should "get along with" the flood con- trol projects already planned by the Army Engineers and the Bu- reau of Reclamation.

McCLELLAN, a member of the Senate Public Works Committee, said only "preventive projects" can solve the flood program.

Two senators from the flood- ravaged Missouri River Valley generally favored the idea of flood insurance, though they took no stand on the administration bill.

It would let the Reconstruction Finance Corp. issue insurance against flood losses where such protection is not available from private firms at reasonable rates. Private companies issuing flood insurance could go to the RFC to reinsure themselves against ex- cessive losses.

Railroad Stations Rented in England

By MICHAEL NEWMARCH
Associated Press Staff Writer

LONDON—(AP)—Britain's latest idea for a quiet holiday is hiring a railroad station.

It may not sound like every- body's idea of heaven—but it's cheap, and the rented stations are in English and Scottish beauty spots along branch lines where there are not many trains a day.

Last summer hundreds of Britons spent vacations in this way. This year the nationalized rail system reports it is "solidly booked up" for July and August almost every place where it has stations for hire.

The railroads began closing down lots of old uneconomic stations during a post-national- ization economy campaign. Then someone had the idea of convert- ing the derelict stations into camping chalets.

Now holidaymakers are jump- ing at the chance of dining in

what once was the stationmas- ter's office.

The rail authorities provide furniture and other needs down to sheets, blankets and cooking utensils.

Each chalet consists of all the railroad buildings on one side of the line.

A family of six gets a week's vacation for just over 15 dollars a week—one of the cheapest holidays this nation offers.

The money just about pays the cost of maintaining other- wise useless buildings.

The railroad makes its profit by insisting that the vacationers travel by rail as near as they can to the closed station. That usually is a few miles down the line.

So far, about a score of rail- road chalets have been made out of converted stations, and more are planned as suitable disused stations become avail- able.

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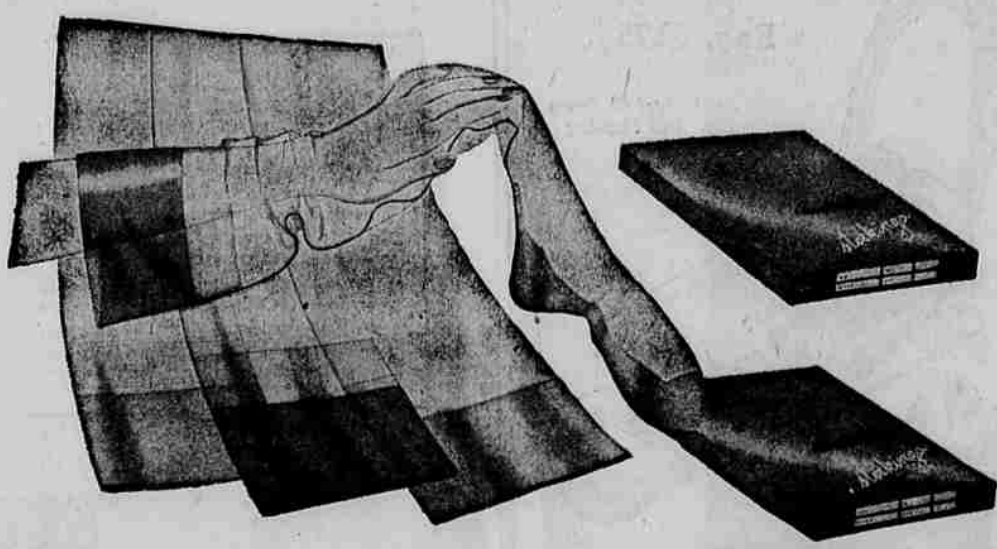
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