

Strong Utah Line Promised By Santa Fe Traffic Chief At Hearing

By ROBERT STRAND
SAN FRANCISCO (UPI) — Gerald E. Duffy, Santa Fe railway traffic vice president, insisted today that if his company wins Western Pacific, it would not divert traffic from the Utah to the Arizona gateway.

"Our self interest would be in having both a strong Utah line competing with the Southern Pacific and a strong Arizona line competing with the Southern Pacific," he said.

Western Pacific lines would not be allowed to wither, he said, because "when you own a railroad and have 50 million bucks in it, you want to make it grow."

Duffy was testifying at Interstate Commerce Commission hearings on whether Santa Fe or Southern Pacific should be given control of Western Pacific.

Southern Pacific has argued that Santa Fe's self interest would be to send freight "all the way" on its own line from San Francisco to Chicago via Arizona rather than on the Utah route.

On the Arizona route, Santa Fe would get all the revenue, but on the Utah route, it would make one-

ly one-third as much because it would have to share revenues with other roads.

Duffy said the public would be best served by Santa Fe control of Western Pacific because the smaller road would be financially stronger.

He said Western Pacific then could obtain greater credit to finance "gambling" on new equipment because lenders would know that "daddy Santa Fe owned it."

Attorneys opposing Santa Fe control sought admissions Tuesday from Leo C. Hudson, a Santa

Fe official, that the firm's selection of the midcontinental route, interest might require diversion of traffic from the Utah to the Arizona gateway.

Santa Fe now advertises its ability to send freight "all the way with Santa Fe" from San Francisco to Chicago via Arizona.

Hudson admitted under cross-examination that his firm would earn only one-third as much on traffic via Utah as on shipments via Arizona. The statement came in response to questioning by Martin Cassell of the Rock Island Railroad, which composes a sec-

tion of the midcontinental route. But Hudson said that railroads designate the routing "of less than one per cent" of freight. He said routings are specified by shippers' own traffic departments.

When asked how many routings were "carrier influenced," Hudson replied, "As a wild guess, I would say maybe 10 per cent."

He admitted that railroads place some restrictions on routings originating in their own territory, but said this was not the practice on transcontinental routes.

Hudson also faced questioning by Charles W. Burkett, a Southern Pacific attorney. SP would control all railroads in the Western Pacific area if it wins control of WP.

Burkett tried to trap Hudson into saying that shippers get just as good service when one railroad dominates an area as when rail competition is present.

Burkett asked Hudson if Santa Fe rates and service at Albuquerque, Roswell, Carlsbad and Las Cruces, N. M., would be better if another railroad served the points.

"I couldn't say," Hudson said. Earlier, a Cambridge, Mass., consultant refused to be budged from a forecast that Western Pacific tonnage would exceed its World War II peaks by 1970.

Dr. Cyril C. Herrmann, appearing for Santa Fe, sustained Santa Fe's contention that there is plenty of room for rail competition in the fast-growing West.

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No Tickets For Negroes At Theaters

KNOXVILLE, Tenn. (AP)—Negro college students marched in orderly lines to the box offices of three downtown movie theaters Tuesday night in unsuccessful efforts to purchase tickets and be admitted.

The students, among them many of those arrested Monday night in similar demonstrations, stood in a long line before each box office, moved to the ticket window and asked to be admitted. Turned down, the demonstrators would move to the rear of the line and come through again.

Fifty-four students were arrested Monday night on charges of disorderly conduct for refusing to obey a police order to disperse.

Police Chief French Harris said that as long as the students continued to march in an orderly manner they would not be taken in or asked to move along.

White persons desiring to enter the theater were asked by theater ushers to go to the rear of the demonstrators' line and to purchase their tickets when they got to the box office. Most did and theater officials said business was about normal.

Hundreds of white persons jammed Gay Street — the city's main thoroughfare — driving and walking by to see the demonstrations.

One white youth was taken from his car and arrested on the traffic-snarled street after he drove by heckling the Negroes. Another man was arrested when he shoved the lone white youth marching in the line.

Police officers, uniformed and in plain clothes, kept pedestrian traffic moving in front of the theaters.

William Corey, manager of two of the theaters, said he planned to confer Wednesday with his attorneys to seek legal means of stopping the demonstrations.

Epileptic Lad Ordered Out

HAYWARD (UPI) — A Scottish youth has been ordered deported from the United States under a 50-year-old law against immigrants with any degree of epilepsy.

Norman Riach, 19, who came to Hayward with his mother earlier this year, fell under the law when he volunteered the information that he had suffered four fainting spells for 2½ years.

He offered the information while undergoing a routine health examination by the Immigration Service. Doctors checked him further and found no other illnesses—but diagnosed the fainting spells as a mild form of epilepsy.

Then the service denied him his residency permit because of a 1911 immigration law which stated no one afflicted with any degree of epilepsy can be granted anything but a visitor's visa.

Norman and his mother, Mrs. Ann Riach, were sponsored by Norman's sister, Mrs. Sylvia Davidson, who came here two years ago. Mrs. Riach was granted residency, and Norman enrolled at Oakland City College to become an architect.

Norman now has a choice of going back to Canada, where he waited two years to come to the United States, or returning to his home in Aberdeen, Scotland. He is scheduled for deportation Nov. 7.

Mrs. Davidson assured the Immigration Service that she can get alternate sponsors to assure that Norman will not be a public burden, but officials said they must stick to the laws.

"We understand America doesn't want anyone to come here who will become a public ward," Mrs. Riach said, "but we Riachs always have been an industrious and independent family—all Norman needs is a chance."

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