

# Calendar No. 1399

77TH CONGRESS }  
2d Session }

SENATE

{ REPORT  
No. 1357

AMENDING SECTION 1 OF THE ACT TO AUTHORIZE THE PHILADELPHIA, BALTIMORE & WASHINGTON RAILROAD CO. TO EXTEND ITS PRESENT TRACK CONNECTION WITH THE UNITED STATES NAVY YARD, WASHINGTON, D. C.

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MAY 19 (legislative day, MAY 15), 1942.—Ordered to be printed

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Mr. WALSH, from the Committee on Naval Affairs, submitted the following

## REPORT

[To accompany S. 2526]

The Committee on Naval Affairs, to whom was referred the bill (S. 2526) to amend section 1 of the act entitled "An act to authorize the Philadelphia, Baltimore & Washington Railroad Co. to extend its present track connection with the United States Navy Yard so as to provide adequate railroad facilities in connection with the development of Buzzards Point as an industrial area in the District of Columbia, and for other purposes," approved June 18, 1932 (47 Stat. 322), as amended by the act approved June 20, 1939 (53 Stat. 849), having considered the same report favorably thereon without amendment and recommend that the bill do pass.

The purpose of the bill is to change the location of the Pennsylvania Railroad tracks leading from the "Jersey Yard" to Buzzards Point in order to eliminate serious interference with the activities of the navy yard in connection with the navy yard's recent expansion.

Pursuant to the authority of the act of Congress approved May 6, 1941 (55 Stat. 151), and the appropriation contained therein, and with the approval of the President, the United States of America acquired title to 7.25 acres of land, more or less, in the city of Washington, D. C., for the establishment of additional facilities for use in connection with the Naval Gun Factory, Navy Yard, Washington, D. C.

It is proposed to relocate the railroad tracks now running through the property recently acquired mentioned above to First Street SE., in which location the railroad will be enabled to serve more advantageously the navy yard and private industries in that locality.

2 AUTHORIZE EXTENSION OF TRACK CONNECTION

The authorities of the Pennsylvania Railroad have been approached concerning this subject and are quite anxious to relocate the line so that it will be on First Street SE., all the Way from the "Jersey Yard" to some point south of the navy yard as extended.

The bill was introduced at the request of the Navy Department and has been cleared by the Bureau of the Budget.

AMENDING SECTION 1 OF THE ACT TO AUTHORIZE THE PENNSYLVANIA RAILROAD & WASHINGTON RAILROAD CO. TO EXTEND ITS PRESENT TRACK CONNECTION WITH THE UNITED STATES NAVY YARD, WASHINGTON, D. C.

May 19 (legislative day, May 15), 1913.—Ordered to be printed.

Mr. WATSON from the Committee on Naval Affairs, submitted the following

REPORT

(To accompany H. R. 2320)

The Committee on Naval Affairs, to whom was referred the bill (H. R. 2320) to amend section 1 of the act entitled "An act to authorize the Pennsylvania Railroad & Washington Railroad Co. to extend its present track connection with the United States Navy Yard so as to provide adequate railroad facilities in connection with the development of the navy yard as an industrial area in the District of Columbia, and for other purposes," approved January 19, 1912 (47 Stat. 822), as amended by the act approved June 29, 1908 (35 Stat. 219), having considered the same report favorably thereon without amendment and recommend that the bill do pass.

The purpose of the bill is to change the location of the Pennsylvania Railroad tracks leading from the "Jersey Yard" to Buzzards Point in order to eliminate serious interference with the activities of the navy yard in connection with the navy yard's recent expansion.

Pursuant to the authority of the act of Congress approved May 8, 1901 (31 Stat. 157), and the authorization contained therein, and with the approval of the President, the United States of America acquired title to 7.25 acres of land more or less in the city of Washington, D. C., for the establishment of additional facilities for use in connection with the Naval Gun Factory, Navy Yard, Washington, D. C.

It is proposed to relocate the railroad tracks now running through the property recently acquired mentioned above on First Street SE., in which location the railroad will be enabled to serve more adequately the navy yard and private industries in that locality.