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MOVEMENT GROUP

PRELIMINARY FIELD SURVEY
LOUISVILLE AND FORT KNOX AREA

Conducted by

ADMINISTRATIVE
AND MORALE SECTION

8 to 18
August 1951

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PRELIMINARY FIELD SURVEY
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8 TO 18 AUGUST 1951

1. Field party survey of a preliminary nature was conducted by the Administrative and Morale Section, as directed, starting 8 August and continuing in the Tumbleweed Project site to 18 August 1951.

a. The survey was conducted by three officers in civilian clothes:
Major George E. Parr, Section Chief
Captain Gordon A. Goldsmith
Captain James J. Johnson

b. Major Parr and Captain Goldsmith made the trip by private automobile, starting from Washington, D.C. 8 August and arriving in Louisville and Fort Knox 9 August. Captain Johnson arrived by air in Louisville 13 August.

2. Objectives of this survey were limited to generalities to be verified at a later date and supplemented by subsequent detailed investigations. The immediate objectives were:

a. To travel one of several practicable routes by automobile in the manner of an AFSA employee migrating to Kentucky.

b. To undergo orientation in the critical area as a first step in the process of becoming authorities on the nature and character of the region.

c. To make inquiries and gather data in the role of civilians without revealing the purpose; and explore economic, social, psychological, and geographical advantages and disadvantages without prejudice.

d. To study existing patterns and trends in population, culture, and commerce to the extent that time would permit.

e. To verify known factors and discover any possible unknowns.

3. Route:

Making the journey along a single one of several alternative routes averaging 630 statute miles between Washington and Louisville is unsufficient preparation for determining which route ultimately will be recommended to AFSA personnel. Information obtained from the American Automobile Association, standard road maps, and inquiry at points along the way show:

a. All routes involve some moutain driving either in West Virginia, Maryland, Pennsylvania, or Kentucky.

b. The trip requires time allowance of two driving days with one stopover even under ideal weather conditions.

c. Movement schedules should be so arranged that driving under Winter season conditions be avoided.

d. Maps showing actual mileage in readable type, approved stopover points, eating places, and available sleeping facilities should be provided for AFSA personnel who require such information.

4. Orientation:

Evaluation of the site and region surrounding it resulted in the following conclusions by the survey party:

a. The site is close enough to a metropolitan area to draw upon, and benefit from, urban resources, facilities, and skills without being part of, or adding to, its vulnerability as a primary target.

b. Although within a short distance of areas subject to annual floods and inundation under extreme conditions, the Tumbleweed site itself has ample flood-free elevation.

c. Sufficient unoccupied land exists in the surrounding countryside to meet requirements of housing and cultural expansion. Some undesirable areas and places exposed to inundation also are present. These are identified later in this report.

d. Centers of population, connected by adequate transportation and communication systems, exist to the northeast, west, and south.

e. The region is neither wilderness, nor undesirable. All members of the field party are in agreement that any normal Washingtonian can be as comfortable and happy in this area as anywhere.

5. Pattern of Operations:

Inquiries were made and data gathered on housing, utilities, finance, taxes, transportation, recreation, public health, education and safety. There was no evidence anywhere that information about AFSA's intentions had become known. Posing as industrial and business representatives, field party officers consulted authorities and obtained information, printed, matter, charts, schedules and other data as follows:

a. Telephone, electric power, gas and transportation companies.

b. Public water supply offices.

c. Real estate and insurance agencies, banks, loan offices and construction firms.

d. U. S. Army District Engineering Office.

e. U. S. Department of Commerce Weather Bureau.

f. Civil subdivision, corporate community and county administrative taxing authorities.

g. Louisville Chamber of Commerce.

6. Fundamental Factors:

Time limitations imposed restrictions which compelled the field party to confine itself to relatively superficial examinations. But certain fundamental factors which may be studied in detail and reported in particular at a later date are:

a. Housing is insufficient at present but can be constructed within the required time on desirable off-base sites if private investors are encouraged.

b. Off-base developement and construction probably will be distributed along and adjacent to highways 60 and 31W northward and northeastward from the site toward Louisville, southward toward Elizabethtown, and westward toward Brandenburg, and also along some connecting secondary arteries.

c. There is an area of low elevation from Cameron Ridge, north of the site, extending beyond West Point as far as Kosmosdale, which is unsuitable and subject to flood. The main highway, which passes through this depression, also is exposed to inundation, resulting in traffic interruption.

d. Areas of high elevation within varying distance of the site are served by electric, gas, and telephone companies and municipal water systems. Some service diagrams have been obtained but additional field work and study is necessary to ascertain the limits of this coverage and the ability or willingness of authorities to extend it.

e. Schools of corporate communities and counties having jurisdiction in the area already are filled to capacity. This subject of public education appears to be a major problem. (See Recommendations, Sec. 18, Par. b-6.)

f. Local, state, and county tax structures were examined and discussed with officials, including the mayor of Elizabethtown. Methods of property assessment and the imposition of taxes by counties appear to be cumbersome and antiquated. Further study is essential for better understanding the capacity of the affected counties to provide educational facilities on an expanding scale. (see Recommendations, Sec. 18, Par. b-7.)

g. Communities and areas visited during the survey include some which, for reasons of distance from the site, unsufficient elevation or other undesirable characteristics, should be omitted from further study or consideration. These are:

(1) All places and localities on the Indiana side of the Ohio River. Those accessable by way of bridges from Louisville proper are beyond the congested city area, in addition to being over 30 miles away. Attractive and desirable countryside on the northerly side of the Ohio River in Indiana can be reached only by a single ferry of limited capacity which operates on schedules, periodically interrupted by floods, at $1.00 per trip.

(2) West Point, situated at the confluence of the Ohio and Salt rivers at insufficient elevation to be flood-free.

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(3) Muldraugh: Unsuitable because of existing sub-standard construction and haphazard subdivision which already constitutes a potential health and social hazard. It offers little opportunity for expansion or improvement.

(4) Bradenburg proper, also subject to floods, offering only limited cultural or supply advantages, but not to be confused with territory lying between the Tumbleweed site and the town itself along the highway to Bradenburg (Route 60).

(5) Shepherdsville, too far from the site and situated in a valley upstream on the Salt river, subject to inundation under extreme conditions.

h. Plans of the General Electric Company to build a plant in a Louisville suburb of Beuchel eventually will employ 16,000, have become a matter of record and soon will result in actual construction. This operation will add weight and velocity to economic forces which raise prices and wages, and exert influence in the labor market. The area most to be affected by General Electric lies east and southeast of Louisville. Southwest of Louisville and in the immediate Tumbleweed site area the affect of General Electric will diminish in relation to increased distance. But all appraisals and estimates, particularly those dealing with the labor market and employ potential and future recruiting, must be modified by General Electric's intended program. This also suggests the desirability of immediate action proposed in the Recommendations section of this report.

i. Racial segregation is practiced in the area and throughout Kentucky. This is accomplished without noticeable friction as an accepted principle of long-established social order. There are separate schools, sanitary facilities, and residential districts for whites and negroes. Negroes are not accomodated in restaurants, hotels, or theatres, but there is litigation pending as a result of refusal to serve colored persons at eating places. Except in neighborhoods where colored residents predominate, the proportion of colored persons seen along central streets and driving cars appears considerably less than in Washington, Maryland, or Virginia. While the situation appears to be no problem for either the whites or the negroes native to the area, it contains elements to be considered realistically by AFSA movement planners. Colored employees are certain to be conscious in advance that living conditions for them will necessitate adjustments greater than those which confront white employees. Suggestions will be made in this connection under the Recommendations section in this report.

7. Real Estate:

A group of real estate agencies were visited and the following information obtained:

a. There is moderate but insufficient construction along the Dixie Highway south of Shively.

b. Due to an expected influx of General Electric employees most of present new construction is expected to concentrate southeast of Louisville in the vicinity of Buechel.

c. The housing problem, at this time is not acute. Houses are available in the lower price range (10,000 to 12,000), but many of these houses are located within Louisville city limits, about 30 miles from the Tumbleweed site.

d. Apartments are available at rents lower than prevailing Washington rates, but they are located in Louisville, 30 miles from Knox.

e. One apartment developement project is under construction in Shively, approximately 25 miles from the Tumbleweed area. This consists of 583 two-bedroom apartments, renting at $57.50 per month. The rent does not include utilities, but equipment includes a kitchen range and refrigerator. The apartment unit is to be completed in October or November.

f. The preliminary survey leads to the conclusion that ceiling prices for homes is about 20% less than in the Washington area.

8. Banking and Mortgage Loans:

Inquiry at banks and real estate offices showed prevailing money market conditions as follows:

a. Limited money being made available for G.I. loans.

b. F.H.A. loans sluggish because of current loan restrictions.

c. Money available for 1st mortgages on a short-term basis (15 years) at 4½ to 5% and for long term (over 15 years) at 5½ to 6%.

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9. Telephone Rates:

The telephone situation in Louisville is similar to any other part of the country. In the old established areas, phones are available, while in the new developements a shortage of station and cable equipment is delaying installation of new phones. Although the situation is difficult it is not acute. The company stated that applications for phone service on hand as of August 1951 will result in service by January 1, 1952. Rate schedules reviewed show:

a. Telephone rates are approximately the same as in the Washington area. Rates are:

Private line - - - $6.31
2'party line - - - $5.25
4'party line - - - $4.14
Installation Fee - $2.50

b. For persons requiring phone service outside the Louisville area (approximately 15 miles from the center of town) a mileage fee is charged at the following rates:

Private line - - - 40¢ per ¼ mile
Semi-private line- 25¢ per ¼ mile

c. The mileage rate is not chargeable to subscribers outside the Louisville area who have rural or local phone service. Subscribers outside the 15 mile-radius may choose between a city phone and a phone from a local telephone company. The rural or local phone is limited to the immediate area. Louisville calls are handled as toll calls. Service within the local area is unlimited. This type of service is similar to that now available to subscribers in Falls Church and Arlington.

10. Gas and Electric Rates:

While the field party was unable to obtain public utilities rates in all political subdivisions visited, schedules were prepared for Louisville and the metropolitan area which includes many communities of the critical suburbs. Rates also were obtained for Elizabethtown. Rates established are as follows:

a. Gas rates, city of Louisville and Jefferson County, Ky., for residential, commercial and industrial customers:

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(1) Character of Service: Gas supplied under this rate schedule shall be natural gas with a heat content of not less than 1,000 Btu per cubic foot, supplemented when necessary because of extremely cold weather or other supply emergency, by mixing therewith manufactured gas with a heat content of not less than 1,000 Btu per cubic foot.

(2) Charges:

First 400 cu. ft. or less per month		60¢ net
Next 1,200 cu. ft. per month	7.5¢ net per 100 cu. ft.	
Next 2,800 cu. ft. per month	6.0¢ net per 100 cu. ft.	
Next 15,200 cu. ft. per month	5.5¢ net per 100 cu. ft.	
Excess over 19,600 cu. ft. per month	5.0¢ net per 100 cu. ft.	

Minimum bill 60¢ per meter per month.

(3) Prompt Payment Provision: The monthly bill will be rendered at the above net charges (including net minimum bills when applicable) plus an amount equivalent to 5% thereof, which amount will be deducted provided bill is paid within ten days from date.

b. Residential electric rates effective in City of Louisville and Jefferson County, Kentucky.

(1) Availability: Available for single phase residential service supplied at 120 volts two-wire, or 120/240 volts three-wire, for lighting, heating, cooking, refrigeration, household appliances and other domestic purposes including single phase motors not exceeding three horsepower individual capacity which can be served through the residential meter without undue disturbance or impairment of lighting service. Flourescent and other gaseous tube lighting installations must conform with Company's power factor correction rule applicable thereto.

(2) Charges:

First 40 kilowatt hours per month	3.5¢ net per kwh.
Excess kilowatt hours per month	2.0¢ net per kwh.
Minimum bill	60¢ net per meter per month

(3) Prompt Payment Provision: The monthly bill will be rendered at the above charges (including net minimum bill when applicable) plus an amount equivalent to 5% thereof, which amount will be deducted provided bill is paid within ten days from date.

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c. Electric rates for Elizabethtown:

(1) City Rates:

16kwh.	$1.00 (minimum)
next 34kwh.	$4.50
next 100kwh.	$3.00
all over 150kwh.	$ .02

An off peak rate of 1¢ is offered to persons who have "all electric kitchens", hot water heaters, or who live outside the city limits.

(2) Rural Electric Administration Rates:

First 40kwh.	$3.00
Next 40kwh.	$ .05 each
Next 120kwh.	$ .025 each
Over 200kwh.	$ .015 each

Rural:

First 100kwh.	$5.50
Next 200kwh.	$ .011 water heater
Over 400kwh.	$ .015

11. Water Supply and Rates:

Water in the Tumbleweed area is obtained from artesian well systems. Elizabethtown water supply also is obtained from artesian wells with pressure maintained by pumping into elevated storage tanks. The city of Louisville, however, obtains its supply from the Ohio River. The system has the following characteristics:

a. Filtration, purification and softening under methods employed by the Louisville Water Company.

b. Filtration capacity 120,000,000 gallons daily.

c. Estimated peak requirements 80,000,000 gallons daily.

d. Reserve, or safety factor, at peak load periods 40,000,000 gallons.

e. Average daily consumption 60,000,000 gallons.

f. Normal pressure 45 to 100 pounds per square inch.

g. Minimum bi-monthly charge is $1.74 for 2,000 gallons. For bi-monthly charge in excess of above minimum allowances, up to 400000 gallons, 30¢ per 1,000 gallons. Outside city customers pay 50% more.

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12. Sewer System:

Sewer systems beyond the Louisville city limits remain to be studied. The Louisville system; sewers are installed and maintained by the Louisville and Jefferson County Sewer District, under the following arrangement:

a. Sewer rental charge is based on water use and roughly is one-half the municipal water supply bill, less three percent state tax which applies to water only.

b. Sewer rental charges are billed to users on the same bill rendered by the Louisville Water Company.

c. Fifty percent added to water rates for water service outside Louisville city limits does not apply to sewer rental.

13. Transportation; Lousiville and Fort Knox:

Transportation between Louisville and the Tumbleweed area along routes 31W and 60 is furnished by Southwestern Greyhound. 24-hour schedule is maintained with buses operating every 30 minutes from both terminals. Established rates and schedule study shows:

a. Running time from Louisville to Fort Knox is roughly 60 minutes. From Fort Knox to E-Town is 30 additional minutes.

b. Information obtained at the Greyhound Terminal in Louisville shows that company is prepared to handle any increase in traffic with a minimum inconvenience to passengers. The management is prepared to furnish express or through bus service between Fort Knox and any point, provided a full load is assured. Express service can be furnished from the new site to any housing developement along the route. Fares; Louisville and Fort Knox:

1 way ticket - - - $ .75
Round trip - - - - $1.38

c. The company provides commuter books of 20 tickets for $8.40. This is a savings of 33¢ on a one-way ticket and 54¢ on a round-trip. Fares are graduated by zones in the usual manner along the route.

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14. Taxicab Service and Fares:

Largest taxicab operating company in Louisville is Yellow Cab. Yellow cab operates 245 cabs, whereas the next largest operator has approximately 50 in service, inquiry shows:

a. The rate established in Louisville is 25 cents for the first four blocks which may be referred to as a square. For each additional four blocks, or square, the cost is five cents.

b. Thus a ride of eight blocks costs 30 cents and 12 blocks 35 cents.

c. Meters are used by the taxicabs also operate on a flat rate basis for more distant trips.

15. Amusements and Theatres:

Mr. Boyd Martin, drama critic of the Louisville Courier Journal, was contacted concerning Louisville theatre programs. He has placed the writer's name on his mailing list for all future theatre and concert announcements. Mr. M.W. Sittle of the Louisville Chamber of Commerce is responsible for musical productions presented at the Iroquois Amphitheatre during the summer season.

a. The season begins in July and continues nightly through August, and the programs consist of a variety of Broadway musicals. The program for the current season includes: Rose Marie; Annie Get Your Gun; No No Nanette; High Button Shoes; Song of Norway; and a Rogers & Hammerstein Music Festival. The productions bring to Louisville such radio, TV, and screen stars as Gil Lamb, Walter Cassel, Nancy Kenyon, Victoria Sherry, Gail Manners, Robert Shafer, Dorothy Keller, and Donald Clark. These productions are presented in the beautiful setting of the Iroquois Park Amphitheatre under the direction of some of Broadways leading directors. The amphitheatre has a seating capacity of 3,400 and the price range is $ .60 to $3.00. In past seasons demand for tickets has been so great that a season ticket plan has been put into effect. Season prices are from $6.50 to $16.25 for six tickets. There are no summer theatres or outdoor concerts on regular schedules, but at times traveling road companies of Broadway productions play Louisville.

b. The fall and winter theatre season is from October through April. The season includes recitals and concerts by the Louisville Philharmonic Orchestra, the Chamber Music Society, and visiting artists from both this country and abroad.

c. Concerts and recitals are held in the Louisville Memorial Auditorium, which has a seating capacity of 2,448. The Louisville Philharmonic Society is sponsor of most of these programs. Demand for tickets has been greater than the seating capacity of the auditorium. Season membership in the Society is required for admission to the concerts. The memberships are $7.50 and $10.00 per year.

d. The program for the coming season consists of the Cleveland Symphony, Gucomain Nonaes, Yfrah Neaman, Eileen Farrel, and the Robert Shaw Choral Group. Other artists will be scheduled to fill open dates in the presently incomplete schedule. Most of these programs are under the direction of Mr. Wm. G. Meyer, Secretary of the Community Concert Society.

e. There is a "Little Theatre" group in Louisville under direction of Mr. Boyd Martin of the Courier Journal. This group is considered to rank above the amatuer class and each year presents five Broadway productions. Performances are held at the Louisville University Campus Auditorium, having a seating capacity of 2,000. Admission prices are $1.00 to $3.00.

f. Other theatres in Louisville include:

Catholic Theater Guild
Louisville Park Theatrical Association
Children's Theater
The Green Room Players
YMHA Theater
Gateway Players
The Carriage House
Anchorage Children's Theater
Ballet Theater
The Little Theater of Dance
Arts
Louisville Dance Council
Lowe's Theater
Rialton Theater
Strand Theater
Brown Theater
Scoop Theater

16. Seasonal Floods:

Fort Knox and the Tumbleweed site have elevations above annual flood levels and the highest crest ever recorded. But some intervening area between Fort Knox and Louisville is subject to flooding under extreme conditions such as existed in 1937 and in 1945. The following information has been gathered:

a. Highest annual crest stages including all flood crests, Ohio River Dam No. 41, Louisville, Kentucky, 1878 to 1947, are shown in a Meteorological Summary obtained for study and staff files.

b. The greatest crest of 57.15 feet at the upper gage at the Louisville Dam in January 1937, resulted in the inundation of Louisville and much of the surrounding area. To establish the locations which were flood-free under extreme conditions, the staff obtained a chart from the District Engineering Office, U. S. Army.

c. Mean sea level elevation of the upper gage is 403 feet. The maximum flood crest of 57.15 at the upper gage therefor resulted in the inundation of areas having an elevation no greater than 460.15 above sea level.

d. U. S. Geodetic Survey charts showing contour intervals of 20 feet, with auxiliary contours at 10-foot intervals, were consulted to ascertain which areas were subject to flooding under average and extreme conditions.

e. Flood conditions involving property damage, rail and highway traffic interruptions, and interruptions in electric, gas, and water service have occurred in Louisville and along the highway which traverses the valley between the city and the Tumbleweed area.

f. Areas particularly exposed to flood conditions are northeast of Cameron Ridge and Round Hollow 2.5 miles northeast of the Tumbleweed site. The city of Louisville including the incorporated community of Shively will be protected by a floodwall system now under construction and scheduled for completion by U. S. Army Engineers in 1953. The area between Shively and West Point and between West Point and Cameron Ridge, therefor, will continue to be exposed to flood conditions.

16. Seasonal Floods: (Contd)

g. The immediate shore rises to 420 feet and these bottomlands are used for growing corn and tobacco. Highway U. S. 60 between West Point and Cameron Ridge, which has been notched to admit the highway 2.7 miles from Fort Knox, crosses the tableland at an elevation averaging 440 feet.

h. To the south of the highway, hills rise sharply to an elevation of 500 to 700 feet in a semi-circular pattern, with the lowlands forming a horseshoe-shaped plateau over which the highway has been built.

i. Engineers who surveyed the route for the Illinois Central Railroad selected higher ground for the spur line which serves Fort Knox. The tracks have been built along a semi-circular route from a point south of their intersection with Louisville-Nashville Railroad line southwest of West Point.

j. The Louisville-Nashville line, however, traverses the valley at an altitude of less than 450 feet on the route between West Point and Brandenburg and is exposed to inundation.

k. Only part of the Louisville flood wall and pumping stations system has been completed. Much of it still is in the planning stage in anticipation of necessary additional appropriations. Some doubt was expressed by some engineers consulted that the entire project would be completed in 1953.

17. River Pollution:

In connection with investigation of flood conditions and flood control measures, the field party learned that the City of Louisville empties raw sewage and industrial wastes into the Ohio River. While this does not appear to constitute a serious health hazard, the extent of the pollution and its possible influence remains to be ascertained. Facts thus far obtained are:

a. Volume of pollution is considerable and the outflow contains, besides human waste, chemical discharges from industrial plants. The corrosive action caused by this material has eroded limestone rock of the levy rip-rap.

b. Evidence of this was produced by personnel in the District Engineer's Office during an interview on 14 August at Broadway and Ninth Street. The limestone rock surface shows unmistakable evidence of surface disintegration and the condition was attributed to chemical pollution.

c. Some flood protection work has been completed but much is only in planning stages. The entire program includes rip-rapped embankments to a height two feet greater than the 1937 flood crest, gates at the mouths of creeks, and numerous pumping stations designed to carry surface and storm water from these creeks and from sewer lines over the embankment into the Ohio River.

d. Allied with the federal flood project is a municipal plan for a sewage treatment plant to alleviate pollution.

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18. Recommendations:

a. That a field office be established as soon as possible.

b. That complete statistical surveys be made in Louisville and all civil subdivisions adjoining and adjacent to U. S. 60 and 31 W between Elizabethtown and Fort Knox, Brandenburg and Fort Knox, and Fort Knox and Louisville covering the following:

(1) Housing

(2) Rents

(3) Land Values

(4) Building Costs

(5) Water, fuel, power and telephone supply, complete with service main and line diagrams, rate schedules and reserve capacities.

(6) Public school educational equipment, facilities, programs, organizational structure, expansion potential and financial ability, including indebtedness and bonded debt limits, transportation, school lunch, pupils guidance and extra-curricular programs and policies.

(7) Tax structure, municipal, county and state, property assessment methods and percentages used for taxation purposes, fiscal and tax year dates, rates of interest, penalties and methods of collection.

(8) Employment and labor, showing wages, hours, working conditions and recruiting methods and work opportunities with particular attention to the probable affects of General Electric Company's expansion program and projected construction of other new manufacturing and chemical reduction plants at Brandenburg and elsewhere.

c. That consultations be held as soon as is practicable, to acquaint key personnel in AFSA with facts, circumstances and conditions in the critical area.

d. That private capital through insurance companies, etc., be invited to participate in the community off-post development and accelerated economic expansion which is certain to occur.

e. That after the survey in para. b is made, proper officers be authorized to consult with officials and/or directors of banks, corporations, public utilities and transportation companies, municipal, county and state departments in order that appropriate planning be initiated.

f. That similar action be taken to acquaint county or regional school boards and committees, university directors, religious leaders in all denominations in order that preparation be made in any manner considered necessary.

g. In order to obtain a fair share of the required clerical and professional new employees AFSA should initiate a recruiting program as soon as possible. General Electric already have a substantial force in Louisville for recruiting purposes and although they will require different types of personnel in the main, they will utilize all available sources of new personnel unless we take some action to counteract the effects of their position.

h. Attention is invited to the importance of delaying distribution to the personnel of unsubstantiated information such as might be contained in partial or incomplete reports, until all essential factual data is assembled and properly evaluated. Too much emphasis cannot be placed in this connection since it is recognized that a single erroneous fact or misleading statement may destroy faith and confidence in the reliability of the whole effort. Properly spaced reports on the progress of the Movement Group would be advisable. These reports could include factual information which will give the employee some ideas of what the program is and the status thereof.

i. It also is recommended that, in addition to the above operations in the Louisville area, accurate surveys and statistical studies be completed in the Washington and suburban Washington areas in order that intelligent comparisons may be prepared in tabular form to illustrate the difference between living in the present location and in the new.

GEORGE E. PARR
Major USAF
Administrative and Morale Section

Approved:

CHARLES G. DUFFY
Colonel FA
Chief, Movement Group