



Railfax

ISSUED BY THE PUBLIC RELATIONS DEPT., ROOM 339 FRISCO BLDG., ST. LOUIS 1, MO.

No. 366

September 30, 1958

TURBO-PROP TRAIN PROPOSED: - Propeller-driven trains that could hurtle from New York to Washington in two hours are being discussed on a "hush-hush" basis by the Pennsylvania Railroad and the Curtis-Wright Aeronautical Corporation. The train, driven by a 3700-horsepower engine, could clip 85 minutes from the three-hour and 25-minute trip between New York and Washington.

In addition, it was understood that a propeller-train using the powerful turbo-compound engine could reach a speed of 115 miles-an-hour within 7,000 feet after starting. Its reversible pitch propeller could add vastly to the braking power of trains, increasing the safety margin on railroads.

It was felt that high-speed trains would have a time advantage over airlines which must operate outside the heart of cities.

PROPOSED PHYSICALS FOR FIREMEN AND ENGINEERS: - Prompted by the recent commuter train disaster on the Jersey Central, Senator George A. Smathers has announced his intention of holding early hearings on the advisability of requiring locomotive engineers and firemen to have annual physical checkups. Senator Smathers said it might be wise to give the ICC authority to require the same type of physical for engineers and firemen as the Civil Aeronautics Administration now has for airplane pilots.

HOT BOX DETECTIVE: - In a move to save lives, property and cash, the Chesapeake & Ohio Railway is adding another sleuth to its staff. This one is a "hot box detective," an electronic gadget resembling a box camera which is fastened outside the rails, with an "electric eye" lens that scans the axles of moving railroad cars and records on tape the temperature of every journal box.

When the device spots an overheated journal box--which could cause a derailment--it flashes a warning signal and the train is stopped. The equipment notes the location of car and axle.

TURNABOUT: - Bond issues to expand its municipal airport were recently voted down by Omaha taxpayers. The margin was more than four to one against a total of 13 issues. Together the issues would have provided \$2 million for expanding the present airport and providing new facilities. Half of that amount would have been a direct gift to the airlines, financed by increased property taxes on Omaha citizens' homes.

The railroads serving this territory worked hard to show the citizens what would happen, in terms of dollars and cents, if the bond issues were passed.

RAIL EMPLOYMENT UP: - The ICC announced that Class I railroads, excluding switching and terminal companies, had 844,394 employees in August 1958, an increase of .82 per cent compared with July, and a reduction of 16.11 per cent compared with August 1957.

PASSENGER PICTURE FOGGY: - ICC Examiner Howard Hosmer predicted an end to passenger service by 1970, if business continues to decline at the rate at which it has fallen off in the last 10 years. Sleeping car service might die by 1965 at the same rate of decline, he declared.

Mr. Hosmer, who reported September 18 on an ICC examination into rail passenger train deficits, gave only commuter service a lease on life after the 1970 date, due to its more essential nature in areas of large population. Reason for the gloomy prediction, he said, was the mushrooming growth of private passenger automobile travel, as well as government subsidized air and intercity bus competition.

FRISCO LOADINGS: - For period Sept. 13 to Sept. 19, 1958 inclusive, Frisco revenue freight loaded on-line and received from connections totaled 15,646, compared with 15,433 for the previous 7-day period and a total of 16,000 for the corresponding period last year.

FASTER FREIGHT SCHEDULES: - Western railroads generally have fallen in line with new freight schedules which cut a day from delivery time on perishable products moving from the West Coast to Chicago.

Almost all the rail lines now have announced that beginning November 1, they will deliver perishable goods from California points to Chicago on the fifth morning after consignment. Currently the delivery schedule is six days.

HEAVY TAXES THREATEN RECOVERY OF RAILS: - Clair M. Roddewig, president of the Association of Western Railways, emphasized in a recent speech that heavy taxes imposed by state, county and local units of government are threatening the recovery of the Nation's railroads.

In a talk before the Sacramento City-County Chamber of Commerce, he said that "these taxes in many areas have increased over the years to a point where they are far out of proportion to the earning capacity of the railroads."

The railroads, he added, pay large sums to all units of local government through which their physical properties run. He said the railroad industry recognizes that it has an obligation to pay fair taxes for the support of the schools and the other functions of local government.

"In contrast," Mr. Roddewig continued, "our competitors, since they use government-owned facilities such as waterways, highways and airports, are not required to pay local taxes on the value of that public property which they use as a part of a commercial enterprise."

"Tax authorities everywhere must take a second look at the taxes railroads are required to pay," Mr. Roddewig warned, "otherwise we may see the day when nationalization of the railroad industry will remove this source of local tax revenue in its entirety."

AIRLINE TO GET MILLIONS FROM PUBLIC TREASURY: - The Civil Aeronautics Board has announced it will pay Southern Airways, Inc., \$2,449,298 a year in mail pay and subsidy, according to the Wall Street Journal. Of the total annual payment, only \$101,200 is for actual mail hauling service, while \$2,348,098, or 95 per cent, is for Federal subsidy which will permit the airline to earn 9 1/2 per cent on investment.

The Journal also reports that the CAB proposed to pay Southern Airways \$4,475,620 retroactively for the period from April 6, 1956, through March 31, 1958.

PERSONNEL CHANGES: - The following changes in Frisco personnel have been announced:

Appointments: - L. W. Menk, vice president and general manager, headquarters, Springfield.

J. E. Gilliland, vice president traffic-industrial development, headquarters, St. Louis.

R. L. Akins, division trainmaster, headquarters, Ft. Smith.

A VITAL PART OF THE PLAN

