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TRAVEL TAX AGAIN INTRODUCED: - Senator George A. Smathers, an active leader in the successful campaign to win repeal of the 3 per cent federal excise tax on for-hire transport of goods, has again introduced a measure (S. 5) to repeal the 10 per cent tax on amounts paid for-hire carriers for travel.

Commenting recently before the National Transportation Institute at Chicago, Senator Smathers said:

"I remind you that once again we face a battle to remove the 10 per cent tax on transportation of passengers which now afflicts the buses, the railroads, and the airlines. We came very close last year to winning the battle, as you will recall. The tax repealer passed the Senate but was eliminated in conference at the insistence of the House of Representatives and the Treasury.

"I have already introduced a bill this year to have the tax removed. I have high hopes of success. But I warn you---it will require intensive efforts on the part of the affected industries as well as by those of us in Congress who are convinced that the tax is self-defeating. I hope that none of you will rest on the oar on the theory that last year's near victory is a sign of certain success in 1959."

RAIL BENEFIT TAX HIKE OPPOSED: - The U. S. Bureau of the Budget opposes labor-sponsored efforts to increase railroad retirement and unemployment system taxes and obligations.

Liberalization of benefits would create "a financial problem," said the Bureau's assistant director, Phillip S. Hughes, in a formal reply to a query from Senator Lister Hill, chairman of the Senate Labor and Public Welfare Committee.

"The sharp tax increase necessary to pay for the liberalizations over the next decade," the government official said, "would present a grave problem for the railroad industry... The impact on the employees would also be substantial..."

STATE SEEKS AIRLINE SUPPORT: - Airlines would join other citizens in paying some of the costs of state and local government, under the provisions of a bill introduced in the Missouri legislature.

The proposed airline tax was described as similar to the tax railroads for years have been paying on their rolling stock. It would require that airlines pay on the basis of the percentage of their total miles flown in Missouri skies, and the amount and value of equipment owned.

The money collected would be added to what railroads and others have been paying for the support of local government, education, welfare, fire and police protection, etc.

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ANOTHER FIRST: - The first electrified monorail system in the U. S., designed for commercial use, will be installed in Disneyland. Westinghouse Electric Corporation has received an order for electrical propulsion equipment to power two three-car monorail trains in a 3,650-foot loop circuit within the confines of the Anaheim, Calif., park. According to Westinghouse, operating experience and data will be obtained from the Disneyland installation for use in comparing monorail with other systems of transportation for metropolitan areas.

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BARGAIN RIDE: - Tolls recently set for use of the St. Lawrence Seaway "indicate that the American taxpayer is about to be taken for another multi-million-dollar ride," says the Association of American Railroads.

The tolls would let ships sail the entire route for a charge as little as six cents a ton. "Our studies indicate that the tolls will cover less than two-thirds of total Seaway costs," the AAR says. "They thus fall far short of requirements of law with respect to self-liquidation."

Meanwhile, Eastern railroads are considering rate reductions to try to meet the new subsidized competition.

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AIRLINE-TRUCKERS TO INTEGRATE SERVICE: - An air cargo line has signed up with 33 truck companies for coordinated air-truck freight service.

Flying Tiger Lines said that the new arrangement will provide trans-continental delivery either overnight or on the second day. It was announced that "areas up to 250 miles around each of Flying Tiger's 17 major air terminals will be serviced by motor carriers operating in the various regions."

THREE BILLS INTRODUCED: - Senator Butler of Maryland, has introduced three bills in the Senate (S. 1353, S. 1354 and S. 1355) to clarify present law to permit any form of transportation to engage in any other without undue restriction.

A memorandum presented by Senator Butler pointed out that, "Under existing law, as it has been interpreted by the Interstate Commerce Commission and the Civil Aeronautics Board, special restrictions have been imposed upon the entry of railroads into motor and water transportation and upon the entry of any surface carriers into air transportation."

Removal of these special restrictions, it was pointed out, would still provide that regulatory authorities require that any proposed diversification be in the public interest and not unduly restrain competition.

The bills are an outgrowth of the railroads' position that they help pay for highways, airways, airfields, and waterways, but do not have the same opportunity as other taxpayers to use those facilities for a business purpose.

EVACUATION PROGRAM: - The railroads are ready to evacuate 50,000 persons from Washington, D. C., in the first 24 hours after warning of an enemy attack, and 100,000 in each succeeding 24 hours. The rail evacuation program, drawn up by railroads serving Washington and the District of Columbia Civil Defense Transportation Service, is to be tested during "Operation Alert '59."

FREIGHT CAR TRACER SPEEDS CLASSIFICATION: - A new electronic system designed to identify individual freight car numbers in fast moving trains was recently announced by David D. Mason, president of Link Aviation, Inc., at a demonstration in Chicago.

The "Link Tracer Identification Control System" would help expedite the movement of freight by providing railroads with accurate information, much faster and in all kinds of weather, than present methods of manually marking down car numbers, said Mr. Mason. He added that the system could be tied directly into electronic data processing systems which had been installed or were being installed on a number of railroads.

The control system consists of a wayside "interrogator" and associated coil which is installed along the railroad tracks at key points. The coil provides an electro-magnetic interrogation signal directed to a response block, about the size of a billfold, fastened beneath the freight car. As the car passes over the coil at speeds to 100 miles-an-hour, the response block is actuated and returns a signal which is converted into the specific car number. This can then be relayed to the yardmaster's office or the railroad's data processing center.

FRISCO LOADINGS: - For the period April 11 to April 17, 1959, inclusive, Frisco revenue freight loaded on-line and received from connections totaled 15,867, compared with 15,561 for the previous 7-day period and a total of 13,698 for the corresponding period last year.

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

Retirements: - R. A. Albright, district manager-sales, will retire May 1, after twenty-four years of Frisco service.

Appointments: - John W. Kinworthy, manager, general accounts, headquarters, St. Louis, effective April 1.

P. A. Winter, manager, financial planning, headquarters, St. Louis, effective April 1.

F. K. Duren, budget manager, headquarters, Springfield, effective April 1.

Dale E. Towers, district manager-sales, headquarters, Los Angeles, effective May 1.

L. T. Hutchison, terminal trainmaster, headquarters, St. Louis, effective May 1.

R. L. Sanford, trainmaster-road foreman of equipment, headquarters, Neodesha, effective April 1.

W. D. Smith, assistant superintendent, headquarters, Joplin, effective April 1.

F. E. Wait, Jr., assistant superintendent, headquarters, Ada, effective April 1.

T. M. Galloway, assistant superintendent, headquarters, Fort Scott, effective April 1.

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BRIEFS: - Nearly 80 per cent of the railroads' slim net income of \$602 million last year was earned in the last half of the year.

. Railroad piggyback loadings last year totaled 277,000 cars, 11 per cent more than in 1957.

. The railroads performed 23.3 billion miles of passenger service in 1958 - down 10 per cent from 1957.