

Railfax

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

No. 381

July 8, 1960

SENATE EXTENDS TRAVEL TAX: - By a vote of 84 to 0, the Senate passed a bill extending for another year the 10 per cent tax on passenger fares. The action was taken despite a recommendation by the Senate's own Finance Committee that the travel excise be repealed entirely.

CAB GRANTS FARE BOOST: - The Civil Aeronautics Board approved a flat 2.5 per cent increase in airline passenger fares, plus an additional flat \$1.00 per one-way ticket, effective July 1, 1960. Effect of the \$1.00 charge, when added to the 2.5 per cent rate hike, is expected to result in about an over-all 5 per cent fare boost, and is estimated to increase the trunklines' revenues by approximately \$84 million annually.

The increase applies to all 12 domestic trunkline air carriers: Eastern, American, Trans World, National, Braniff, Northeast, Northwest, Delta, Capital, United, Western and Continental.

NEARLY HALF OF ALL AMERICANS DRIVE CARS: - Slightly over 47.2 per cent of America's total population have motor vehicle licenses in force, the U. S. Department of Commerce's Bureau of Public Roads announced last week. The Bureau said that 84.5 million licensed drivers were reported by all 50 states, in a survey conducted by the Department. This is 3.5 per cent higher than the figure resulting from a 1958 survey.

SEEKING NEW NAME: - The Railway Express Agency has launched a campaign among its employees for a new name for the company. Reason for the name change, President William B. Johnson explained, is that REA's current wider use of all forms of transportation to move small shipments, coupled with the fact that the word "agency" is misleading, in view of its greater (since last year) freedom to operate on an outright profit-and-loss basis.



ICC REFUSES TO REOPEN DOCKET NO. 31375: - In an order made public last week in Docket No. 31375, Movement of Highway Trailers by Rail, the ICC denied the request of the American Trucking Associations, Inc., and a number of individual motor carriers, for reopening of the case for oral hearing and for reconsideration of its decision made in 1954 in which it set forth its views on the legality and scope of rail and motor piggyback operations.

In its 1954 decision, the ICC was said to have made precedent-setting determinations concerning piggyback operations, in response to inquiries from the New York, New Haven & Hartford Railroad.

The ATA petition, filed jointly with more than two score trucking companies, said that the ICC rulings have prevented certain for-hire motor carriers from using the same piggyback service that was available to others. It added that the Commission's disposition of the issues in the proceeding was "characterized by what can only be described as a sense of urgency," and that the ICC "can now afford to give these matters the time and thoughtful reflection which they merit.

Replying to the ATA petition, the National Industrial Traffic League, as well as the Freight Forwarders Institute and eastern and western railroads, said that reopening of the proceeding would constitute a further burden on the time and resources of the ICC, and should not be undertaken.

SENATE PASSES ACCIDENT REPORT BILL: - On June 27 the Senate passed and sent to the House, S. 1964, a bill to amend the act requiring the railroads to report to the ICC with respect to certain accidents in order "to clarify the requirements of such act."

According to Senator Smathers of Florida, the bill is a "compromise measure" which "would require the railroads to make reports of accidents with respect to injuries to their employees and to their passengers, and with respect to damage to property, in more nearly the same fashion and same manner required today of the airlines and motor bus companies."

The measure provides that all accidents resulting in death or injury to any person which keeps him away from his work for 24 hours or more, as well as all accidents resulting in physical damage to railroad property, be reported to the ICC.

FRISCO LOADINGS: - For the period June 25 to July 1, 1960, inclusive, Frisco revenue freight loaded on-line and received from connections totaled 15,546 cars, compared with 16,827 cars for the previous 7-day period, and a total of 15,346 cars for the corresponding period last year.

MISSILE BASES ON RAILS: - The railroads, always a strong arm in national defense - are now putting that same strength in our country's missile-firing plans.

A series of tests to demonstrate the mobility of missile trains, on short notice and without revealing what routes are to be used, or designated locations, are being held this summer and fall. The first test runs will originate from Hill Air Force Base in Ogden, Utah.

Fourteen western railroads are taking part in the tests.

The trains will be mobile launching pads on wheels, from which it will be possible to fire missiles on intercontinental range from almost any point along the nation's 220,000 miles of railroad line. Most importantly, the mobility of these bases protects against enemy detection and destruction.

The "hide-and-seek" missile train concept is designed to prevent pinpointing of launching sites by any enemy, Strategic Air Command headquarters said.

Minuteman Missiles will not be carried aboard the trains, SAC headquarters announced, since the tests are primarily designed to explore problems in communications, control, logistic support and environmental conditions.

B&O DIRECTORS TO CONSIDER NYC OFFER: - New York Central Railroad's proposal to acquire a half interest in the Baltimore & Ohio Railroad will be considered by B&O directors July 20.

Howard E. Simpson, B&O president, said that he had been officially informed of the offer through a letter from Alfred E. Perlman, Central president. Mr. Simpson said B&O directors have been appraised of the offer and will discuss it at their regular board meeting. He did not say whether he will ask the directors to endorse the Central proposal.

The Chesapeake & Ohio Railway already has made an offer to acquire control of B&O through an exchange of stock as the first step toward merger, and B&O directors have approved that move.

The Central is seeking a three-way merger of the carriers and planned its offer to counter the C&O proposal.

DO YOU KNOW . . . That for each thirty-minute period of the day and night the railroads pay out \$281,000 in wages, \$54,600 for Federal, State and local taxes, and more than \$70,200 for fuel and supplies?

RETIREMENTS: - On July 1 the following men retired from Frisco service:

W. M. Fraser, operations supervisor, Springfield.

C. I. Garton, communications and signal supervisor, Springfield.

L. E. Shannon, communications and signal supervisor, Springfield.

* * * * *

PERSONNEL CHANGES: - The following changes in Frisco personnel, effective July 1, have been announced:

R. J. Stone, vice president-executive department, St. Louis.

L. W. Menk, vice president-operation, St. Louis.

W. R. Allen, general manager, Springfield.

W. W. Francis, assistant general manager, Springfield.

E. P. Olson, assistant to general manager, Springfield.

J. W. Tipton, vice president and general manager (Frisco Transportation Company), Springfield.

R. C. Grayson, general manager-sales, St. Louis.

D. H. Andreas, district manager-sales, Oklahoma City.

A. J. Morrow, district manager-sales, Memphis.

D. R. Holt, operations supervisor, Springfield.

P. W. Davis, communications and signal supervisor, Eastern and Central Divisions, Springfield.

K. B. Gardner, communications and signal supervisor, Southern Division, Amory.

C. C. Lane, superintendent, Southwestern Division, Tulsa.

R. V. Holden, assistant superintendent, Chickasha Subdivision and Oklahoma City Yard, Oklahoma City.

H. O. Buzbee, car service supervisor, Tulsa.

P. J. Coleman, car service supervisor, Springfield.

E. J. Isenberg, assistant data processing engineer, St. Louis.