



FRISCO *Railfan*

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No. 385

November 3, 1960

RAILROAD CAPITAL EXPENDITURES EXPECTED TO SHOW INCREASE THIS YEAR: - Gross capital expenditures by Class I railroads are expected to be 16.4 per cent more than the actual expenditures for 1959, the Bureau of Transport Economics and Statistics, Interstate Commerce Commission, declared last week. It estimated a capital expenditure total of \$951.8 million for 1960, based on figures furnished by 105 carriers for the last two quarters of the year. Actual capital expenditures in 1959 were \$818 million.

The Bureau said that expenditures for road during 1960 will be 24 per cent above 1959 and expenditures for equipment will increase 13 per cent, adding that the equipment expenditures during the year are expected to account for 67.4 per cent of the total capital expenditures as compared with 69.4 per cent in 1959.

For the first six months of 1960, the Bureau reported, total expenditures increased 16 per cent with expenditures for road and equipment increasing 14.1 per cent and 16.8 per cent respectively, above the comparable 1959 period.

60-FOOT DOUBLE TRAILER TAKES TO THE HIGHWAYS: - A 60-foot double trailer carrying 50,000 pounds of cargo arrived in Chicago recently on its first trip from Philadelphia.

The unit actually is two trailers - a 20-foot long secondary unit rigidly connected to the rear of a 40-foot trailer - hauled by a conventional diesel tractor. No trailer of such size has ever carried freight on an American highway, it was reported. Only six states allow trailers more than 40 feet long to use their roads.

After traveling over Pennsylvania, Ohio and Indiana turnpikes, the giant trailer was split apart into 40-foot and 20-foot units at the Gary West exit of Indiana's turnpike and a second tractor pulled the smaller unit into Chicago.

A motor express company has asked the Illinois Toll Road Commission for clearance to use the giant trailer on Illinois toll roads.

RAILS, OPERATING UNIONS AGREE TO WORK-RULE STUDY GROUP; SEE PEACE TILL 1962: - The nation's railroads and the five railway operating Brotherhoods have agreed to submit their dispute over work-rules to a special commission to be established by the President, Secretary of Labor James P. Mitchell announced last week. The study group will be composed of 15 men, five each from the railroads, the unions and the "public."

To begin work between January 1 and January 15, 1961, the study group is to present its report by December 1, 1961. Till that time, both unions and railroads have agreed not to make any changes in work-rules; an additional three-month extension of the December 1, 1961 completion date may be authorized if both unions and railroads agree.

The study group's recommendations, when made, will not be binding upon either the unions or the railroads.

C&NW ACQUIRES M&StL RAILWAY: - On October 24 the Chicago and North Western Railway acquired control of the Minneapolis and St. Louis Railway. The transaction involved an outlay by the C&NW of \$20,929,920, of which \$3,488,320 was paid in cash. The C&NW plans to operate the M&StL as a wholly-owned subsidiary.

The three-man ICC division which handled the case for the full Commission said: "The combined properties will produce a larger, stronger company, better able to meet the challenges faced by the railroad industry and better able to attract and hold competent management personnel. Such is obviously in the public interest."

PUBLIC SPENT \$91.5 BILLION ON TRANSPORTATION IN 1959: - The American public last year spent more than \$91.5 billion - about 19 per cent of the nation's total output of goods and services in 1959 - for passenger and freight transportation services of all kinds, according to the Transportation Association of America.

The analysis, made by the research division of the TAA, breaks down the total to \$41,869 million for freight transportation expenditures and \$49,652 million for passenger expenditures. Given as comparable figures for 1958 are \$39,150 million for freight, \$43,074 million for passenger costs.

The estimated freight total expenditures break down this way: \$26,905 million for highway transportation, \$9,488 million for rail transport, \$2,401 million for water, \$1,013 million for pipeline, \$446 million for domestic surface freight forwarder and \$289 million for air. Total shippers' costs, other than freight payments, but including the operation of industrial traffic departments, are given as \$1,327 million.

SOMETHING TO BEHOLD: - Surely no war-ravaged nation has recovered and moved ahead any more rapidly than Japan. Granting assistance from this country, it is impossible to take away from the Japanese credit for the determination and diligence which the people have put toward this achievement. The railroads have played a significant role in the national recovery, and their own progress is significant, too. Tremendous progress has been made in electrification. Dieselization has taken over the rest of steam operation except for switching and branch lines.

With the severe handicap of a 3 feet, 6-inch gauge, the Japanese National Railways and Japanese manufacturers have designed some of the finest passenger trains in the world. The KODAMA-type multiple-unit electrics that ply four times daily in each direction between Tokyo and Osaka, over 300 miles, include parlor cars, dining cars and buffets. Each seat has a radio. Train phones are provided at a central booth and can be jacked in at each seat in the parlor cars. On experimental runs, these streamliners have clocked 89 mph, doubtless meeting their claim to a world record for narrow gauge. Now diesel train sets of a like design have been built, and will go into service next month. Many new types of freight cars, matching the array of special equipment on U. S. roads, are going into service, anticipating the growth of highway competition.

A new research center at Kunitachi, outside Tokyo, must be one of the best equipped anywhere. Innovation is a watchword and many novel ideas are under test in the laboratory and on the road.

The frosting on the cake is their projected super railroad between Tokyo and Osaka, scheduled for completion in 1964. Trains will cruise at 120 mph over a grade-crossing-free electrified line, incorporating every railroad man's dream come true.

Japan's railroads are truly "something to behold."

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MILWAUKEE ROAD ACCIDENT: - The ICC reported last week that the collision between a passenger train on the Chicago, Milwaukee, St. Paul & Pacific Railroad and a motor truck, at a grade crossing near Newport, Minnesota, on July 18, was caused by the motor truck being driven onto the rail highway grade crossing "immediately in front of an approaching train." The accident resulted in the injury of 59 passengers and 17 railroad employees.

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RAILROADS PAY OWN WAY: - Railroads spent a total of \$1,312 million of private funds to improve and maintain their 219,000 miles of steel roadway during 1959.

By contrast, according to the Association of American Railroads, federal and state governments last year spent a total of \$271 million in public funds for inland waterways, \$434 million for domestic airways and airports, and \$10,884 million for highways.

FRISCO RETIREMENTS: - On October 31, the following men retired from service:

- A. L. Bardgett, freight traffic manager, St. Louis.
- H. M. Booth, division engineer, Eastern Division, Springfield.
- J. K. Moore, roadmaster, Southern Division, Amory.
- H. G. Harmon, roadmaster, Southern Division, Amory.
- F. R. Sullivan, roadmaster, Thayer.
- J. W. McDonald, general foreman, B&B and WS, Springfield.

APPOINTMENTS: - The following changes in Frisco personnel, effective November 1, have been announced:

- J. E. Nash, freight traffic manager, St. Louis.
- S. F. Stecher, assistant freight traffic manager, St. Louis.
- J. T. Kieffer, general freight agent, St. Louis.
- G. E. Warfel, division engineer, Eastern Division, Springfield.
- J. O. Elliott, division engineer, Central Division, Fort Smith.
- R. D. White, division engineer, Southern Division, Amory.
- G. P. Chandler, roadmaster, Tupelo Subdivision, Amory.
- W. M. Davis, roadmaster, 61st Track Division, Amory.
- O. W. Hawkins, roadmaster, Memphis Subdivision, Thayer.
- T. J. Pigg, roadmaster, 20th Track Division, Fayetteville.
- E. F. Paschal, general foreman, B&B and WS, Fort Worth.
- J. A. Latimer, general foreman, B&B and WS, Springfield.
- F. L. Richardson, Jr., general foreman, B&B and WS, Enid.

VOTE NOVEMBER 8