



FRISCO Railfan

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

No. 386

December 5, 1960

FURTHER DEVELOPMENT OF PIGGYBACK SERVICE URGED: -

Piggybacking is one of the "wholly desirable and economical tools of transportation" and no obstacles should be placed in the way of its further development, the AAR recently said in a statement filed with Major General John P. Doyle, staff director of the Senate Transportation Study Group.

Declaring that the growth of piggyback service has been "nothing short of phenomenal," the Association said that "even those most critical of piggyback operations must in all fairness admit that its growth and development will continue to be phenomenal as it is the type of service the public demands."

The AAR added that "it is significant to note that most of the legal issues that are being raised are in the areas where the competitive impact on other modes of transportation has been the greatest, and the objecting parties generally are those that seek some form of protection even if it is to impede or curtail economic progress."

The statement filed with the Senate Study Group on behalf of the railroad industry said that "legislation and regulation should become involved only to the extent necessary to assist in the proper development of the economic process; not to protect or restrict unduly either form of transportation." It added that the findings made by the ICC in Movement of Highway Trailers by Rail, supra, "are eminently sound and the railroads should be encouraged, not restricted, in utilizing trailer-on-flat car operations commensurate with prevailing transportation conditions and public demand."

The AAR explained that piggyback service provides a type of transportation that benefits the shippers, the highway users and the public, and is designed to provide, on a national scale, "a coordinated transportation service which combines railroad dependability and economical mass movement with highway flexibility and should be of concern to all who appreciate the necessity for a strong common carrier transportation service in this country."

Admitting that there are still some obstacles to be overcome if the full potential of piggybacking is to be realized, the Association said that the railroads are continuing to search for the "common denominator" necessary to solve some of the interchange problems and establish complete unification.

RUSSIAN RAILROADERS HERE TO STUDY RAILROADS: - Nine Russian railroad officials, headed by a Soviet minister of cabinet rank, arrived in this country November 21 to inspect technological advances made in recent years by American railroads. The visit, carried out under a U.S. -U.S.S.R. exchange program, follows by about six months an inspection tour of Russian railroads by a group of U.S. railroad executives. The Soviet railroaders are expected to end their tour in mid-December.

Representatives of U.S. railroads accompanying the visitors on all or part of their American tour are: Curtis D. Buford, vice president in charge of the operations and maintenance department of the AAR; William M. Keller, vice president-research of the AAR, and Lowell B. Yarbrough, superintendent of signals and communications for the Wabash Railroad.

CATTLE GO PIGGYBACK: - An experimental shipment took 600 cattle from Chicago to the Eastern Seaboard recently, the Wall Street Journal reported. The animals rode in double-decked truck trailers mounted on railroad flatcars. The reduction in bruising due to less handling and a smoother ride saved about \$5 worth of meat per animal, and the trip was cut to 22 hours from the usual 27 hours.

LOOMIS ATTACKS NATIONAL TRANSPORTATION POLICIES: - Short-sighted government transportation policies have opened up a "major gap" in the nation's defense, AAR President Daniel P. Loomis charged in an address before the Washington chapter of the National Defense Transportation Association. He declared that a lack of "clearly defined and consistently applied public transportation policies" is draining away the strength and stamina of the railroads.

The AAR president called for "new, clear thinking for the Nuclear Age" -- such as is represented by the recent cooperative development of trial railroad runs of mobile missile-firing trains. America can no longer count on advance warning as a safety factor in any new emergency, he said, adding: "The time for correction of deficiencies in our posture of transportation for defense is now and not at some vague, indefinite future time when we happen to get around to it."

Mr. Loomis said that lip service is habitually being given to the "fine-sounding words and phrases" of the declaration of National Transportation Policy now on the statute books.

"However," he continued, "if we are to be realistic instead of ritualistic, we cannot escape the conclusion that transportation developments resulting from short-sighted public policies involving mounting subsidies to railroad competitors, gross inequalities of taxation, and adherence to outmoded regulatory restrictions have weakened and continue progressively to weaken the essential transportation system of this nation for defense. To continue public policies which deny the railroads equality of treatment is to court national disaster."

FORESEES AUTOMATIC RAIL OPERATION: - Complete automatic railway operation will evolve because of the need to minimize employe costs and to promote maximum utilization of the railroad plant, Ernest S. Marsh, president of the Santa Fe Railway, predicted in a speech before the Signal Section of the AAR in Chicago recently.

Such complete automation is a perfectly logical outgrowth of experiments that have been made in this country and abroad, Marsh said, and this will make for efficient transportation at the lowest possible price to the public. Estimates on the country's freight load show it will double in the next 20 years, he pointed out, "and the railroads can have the potential to move this business in a manner and at a cost that could not be approached by other transportation companies."

Completely automatic trains, however, are not the sole answer, Marsh warned. The immediate answer is equality of opportunity for the railroad industry, including legislation to modernize government transportation policies; more equality in taxation, and diversification into other modes of transport, he concluded.

FRISCO INCOME ACCOUNT: - The Frisco Railway reported System operations including Alabama, Tennessee and Northern Railroad Company as follows:

OCTOBER AND PERIOD ENDING OCTOBER 31, 1960, COMPARED WITH PREVIOUS YEAR

<u>Current Month</u>		<u>Year to Date</u>	
<u>1960</u>	<u>1959</u>	<u>1960</u>	<u>1959</u>
\$11,391,595	\$11,775,241	Total Operating Revenues	\$108,951,967 \$110,787,208
8,712,737	8,901,358	Total Operating Expenses	86,335,132 87,236,915
1,372,299	1,290,755	Net Railway Operating Income	10,447,415 10,791,692
773,063	718,261	Net Income (Before Sinking Funds)	4,725,386 5,025,114
		Earned per common share after	
\$ 0.36	0.32	requirements for preferred	\$ 1.93 2.09
Common shares: 1960 - 1,837,136		1959 - 1,837,136	

FRISCO RETIREMENT: - On November 30, C. A. Davis, roadmaster, Fort Scott, Kansas, retired after forty-seven years of Frisco service.

FRISCO APPOINTMENTS: - The following changes in personnel, effective December 1, have been announced:

D. F. Holt, roadmaster, headquarters, Fort Scott, Kansas.

H. Rainwater, roadmaster, headquarters, Fort Worth, Texas.

ROAD-RAIL GRADE-CROSSING ACCIDENTS CONTINUE DOWN: -

The Interstate Commerce Commission's Bureau of Transport Economics and Statistics has released its annual report of rail-highway grade-crossing accidents for the calendar year 1959.

According to the report, statistics for 1959 showed a continuation of the slightly downward trend observed by the Bureau through recent years in respect to the number of grade-crossing accidents, as well as the number of persons killed. The figures showed that accidents at public rail-highway grade-crossings reported to the Commission as having occurred in 1959 totaled 3,075, a reduction of 24 from the number for 1958.

MR. HUNGERFORD ELECTED TO AAR BOARD OF DIRECTORS: -

Frisco Chairman and President Clark Hungerford was one of twenty leading railroad executives elected to the board of directors of the AAR, at the Association's annual member-road meeting in New York recently.

RAILROADS READY TO HAUL BIG CHRISTMAS MAIL LOAD: -

The nation's railroads are ready again this year to shoulder their tremendous Christmas mail-hauling job. Railroads will transport the bulk of more than six million pieces of Christmas mail to be delivered by the Post Office Department between December 1 and Christmas Day. About 10 pounds of Christmas mail - letters and parcels - will be handled for every man, woman and child in this country.

To carry the holiday mail, the railroads made available to the Post Office enough cars to provide a daily average of 215 solid-mail trains, each consisting of 12 cars. . . . "Wrap securely, address correctly, and mail early," is the Post Office's plea to help make sure Christmas mail gets there on time and in good condition.

