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RAILROADS SUM UP 1960 OPERATIONS, FORECAST 1961 PROSPECTS:

As 1960 drew to a close, the nation's railroads generally summed up their operations and looked forward to 1961. All but a few reported that 1960 net earnings would trail 1959. . . . . With prospects of declining carloadings across the country, most roads foresee a New Year equaling or slightly poorer than 1960.

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EXTEND REDUCED FARES FOR MILITARY PERSONNEL: - Earl B.

Padrick, chairman of the Interterritorial Military Committee which represents all railroads in the East, Southeast and West, recently announced that reduced furlough fares, as much as 1.9 cents per mile, for military personnel traveling in uniform at their own expense, have been extended by the nation's railroads to June 30, 1961.

The reduced furlough fares would have expired December 31, 1960.

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R.L.E.A. TO FIGHT ALL RAILROAD MERGERS: - The 23 Standard

Railroad Labor Organizations represented in the Railway Labor Executives Association recently announced that henceforth they will oppose all applications proposing merger of railroads throughout the country, including those which are pending now.

The RLEA, until now, has generally gone along with the ICC's interpretation of labor-protection provisions of the 1940 Transportation Act, which provides only that the ICC shall require a fair arrangement to protect the workers involved in rail mergers. Since 1940, the Commission has interpreted that to mean that any employee whose job is abolished within five years after a merger must be offered severance pay or another job at no loss in pay. The unions feel that the law intends that no employee can be displaced or fired because of a merger.

Reason for the RLEA's apparent change of heart was the fact that current mergers, pending or suggested, will eventually eliminate 50,000 jobs if approved by the ICC. RLEA also called for a return by the Commission to the "public interest philosophy" of the 1920 Transportation Act, which directed the ICC to draw up a master plan for railroad mergers across the country, and stick to it.

PIGGYBACK BOX SCORE: - Following is a year-by-year record of the number of cars loaded with piggyback trailers as compiled by the Car Service Division of the Association of American Railroads:

1954	44,102
1955	168,160
1956	207,783
1957	249,065
1958	276,767
1959	415,156

Cumulative piggyback loadings for the first 45 weeks of 1960 totaled 484,686 for an increase of 123,509 cars or 34.2 per cent above the same period of 1959, and 246,462 cars or 103.5 per cent above the same period in 1958.

Fifty-five Class I railroads were originating piggyback traffic as of November 17, 1960, compared with 50 one year ago and 40 in the corresponding week of 1958.

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R. J. STONE ELECTED VICE PRESIDENT, SECRETARY AND TREASURER: - At the December meeting of the Board of Directors, R. J. Stone, vice president-executive department, was elected vice president, secretary and treasurer, with headquarters at St. Louis, effective February 1, 1961.

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ESTABLISHMENT OF PRESIDENTIAL COMMISSION TO STUDY WORK RULES PLEASES DEFENSE DEPARTMENT: - The Department of Defense recently declared that it "views with satisfaction" the establishment of a Presidential Commission to study railroad work rules and practices.

In a statement released December 27, 1960, the Department said it has "long recognized the vital role the railroad industry of the United States has played and will continue to play in the maintenance of a sound national security posture.

"It has recognized also," the statement said, "the serious problems confronting labor and management within the railroad industry due to the significant technological progress in railroad operations, particularly since World War II. These complex problems must not be permitted to interfere with the maintenance of a sound and efficient railroad system, including a highly skilled and competent working force.

"The Department of Defense therefore views with satisfaction the establishment by the President of the new railroad fact finding committee whose purpose is to resolve questions which are of serious concern to labor and management in the railroad industry. An amicable resolution to these questions will enhance the national defense posture of the United States."

'TIME-SAVER' PIGGYBACK CARS BOUGHT BY TRAILER TRAIN: -

Trailer Train Company has disclosed that it has purchased, from General American Transportation Corporation, 50 piggyback cars of a type which can be loaded with a trailer by only one man. The 50 specially-designed cars are the first of their type in Trailer Train's fleet of more than 6,200.

Delivery of the cars will begin in mid-January at the rate of eight cars per day, according to T. M. Thompson, president of General American.

The new cars, called G-85's, can be loaded easily. The driver of the truck simply backs the trailer into position and releases a hook. The hook engages the car's hitch and pulls it into position automatically. The tractor then nudges the trailer into lock position.

For unloading, the driver backs his tractor into position and couples the air lines. He backs the tractor to the trailer. This automatically disengages and lowers the hitch and couples onto the trailer. Then he drives away.

General American claims that loading time can be reduced to 30 seconds, compared with "well over two and one-half minutes" for what it describes as competitive cars, and that unloading time can be cut to 20 seconds with its new car.

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FRISCO APPOINTMENTS: - The following changes in Frisco personnel became effective January 1:

E. M. Peak, assistant controller, headquarters, St. Louis.

W. L. Cannady, assistant to controller, headquarters, St. Louis.

C. P. Bell, auditor-disbursements, headquarters, St. Louis.

G. E. Bailey, tax counsel, headquarters, St. Louis.

E. W. Rice, diesel supervisor, headquarters, Springfield.

A. L. Crews, diesel supervisor, headquarters, Memphis.

K. I. Dyché, general supervisor diesel maintenance, Springfield.

M. L. Thornbrough, supervisor of track and structures, headquarters, York, Alabama.

F. H. Gresham, roadmaster, 72nd Track Division, headquarters, Chaffee.

D. F. Richardson, roadmaster, 73rd Track Division, headquarters, Chaffee.

FRISCO RETIREMENTS: - Mr. E. R. Belt, vice president, secretary and treasurer, will be succeeded on February 1, 1961, by Mr. R. J. Stone. Mr. Belt will continue as vice president (advisory) until March 31, 1961, when he will retire after more than fifty years of railroad service, forty-one of which will have been with the Frisco.

Mr. H. A. Slentz, diesel supervisor, retired January 1, 1961, after thirty-eight years of service.

Mr. John Redyard, general supervisor diesel maintenance, after more than thirty-seven years of service, retired January 1, 1961.

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EVERETT HUTCHINSON ICC CHAIRMAN FOR 1961: - Commissioner Everett Hutchinson of Austin, Texas, began his one-year term as chairman of the Interstate Commerce Commission on January 1, 1961. Appointed to the ICC in 1955, he has served on every division of the Commission.

Mr. Hutchinson succeeded Commissioner John H. Winchell under the Commission's policy of rotating the chairmanship annually on a seniority basis. In addition to serving as chairman of the ICC, he will also act as ex officio chairman of the Legislation and Rules Committees.

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REVENUE FREIGHT CARLOADINGS: - Loading of revenue freight on Class I railroads totaled 30,439,609 cars in 1960, the AAR announced on January 6. This was a decrease of 574,940 cars or 1.9 per cent compared with 1959, but an increase of 217,464 cars or seven-tenths of one per cent above 1958.

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

NOVEMBER AND PERIOD ENDING NOVEMBER 30, 1960, COMPARED WITH PREVIOUS YEAR

Current Month			Year to Date	
1960	1959		1960	1959
\$11,054,557	\$11,243,093	Total Operating Revenues	\$120,006,524	\$122,030,301
8,313,917	8,768,039	Total Operating Expenses	94,649,049	96,004,954
1,400,487	1,127,618	Net Railway Operating Income	11,847,902	11,919,310
777,287	607,607	Net Income (Before Sinking Funds)	5,502,674	5,632,722
		Earned per common share after		
\$ 0.36	\$ 0.27	requirements for preferred	\$ 2.29	\$ 2.36
		Common shares:	1960 - 1,837,136	1959 - 1,837,136