



# FRISCO Railfax

ISSUED BY THE PUBLIC RELATIONS DEPT., ROOM 711 FRISCO BLDG., ST. LOUIS 1, MO.

No. 320

February 15, 1957

**FRISCO LOADINGS:** - For period Feb. 2 to Feb. 8, 1957, inclusive, Frisco revenue freight loaded on-line and received from connections totaled 15,654, compared with 15,236 for the previous 7-day period and a total of 15,420 for the corresponding period last year.

\*\*\*\*\*

**RAILROAD CONSTRUCTION IN JANUARY:** - New construction by the railroads in January has been estimated at \$32 million compared with \$30 million in the same month in 1956, and \$34 million in December 1956, by the Commerce and Labor Departments. Those departments estimated that all new construction for both private and public use in January amounted to approximately \$3 billion, a reduction of 10 per cent below December 1956, but an increase of 3 per cent above January of that year.

\*\*\*\*\*

**MEETINGS:** - ..... National Association of Railroad and Utilities Commissioners (executive committee meeting), Washington, D.C. Feb. 28.

..... Trans-Missouri-Kansas Shippers Advisory Board, St. Louis, March 28-29.

..... American Railway Engineering Association, St. Louis, March 4-5-6.

\*\*\*\*\*

**HUMPHREY AGAINST EXCISE REPEAL:** - Secretary of the Treasury Humphrey is opposing tax relief for any particular groups, which places him in opposition to repeal of the wartime excise taxes on travel and freight.

EASTERN RAILS SEEK TRIAL OF 40% HIKE: - The Interstate Commerce Commission has under advisement the plea of six eastern railroads that they be allowed to increase their first class passenger fares 40 per cent over competing roads strictly on a trial basis.

The proposals, advanced as a "bold move" to wipe out multi-million dollar passenger service deficits which have occurred in every year since World War II, brought Railway Labor and Railway Management into sharp disagreement.

James L. Highsaw of the Railway Labor Executives Association said the unions traditionally leave rate-making to management but that the present "drastic proposals" potentially affect labor. He said the higher rates may put first class rail passenger service on the petitioning lines out of business.

To which, Robert Brooks of the New York Central replied "if the increase is not put on, that is exactly what's going to happen".

Brooks contended the railroads should not be required to "subsidize" passenger travel with freight revenues and asked: "If you don't raise the rates, how are you ever going to know that this (passenger) traffic could be made to pay for itself?"

The railroads involved in the petition are the Pennsylvania; Chesapeake & Ohio; New York Central, Norfolk & Western; The Pennsylvania-Reading Seashore Lines and the Pittsburgh & Lake Erie. These lines account for about 80 per cent of the passenger business in their operating territories.

\*\*\*\*\*

AMONG WORLD'S GREAT BOOSTERS THESE DAYS ARE RAILROAD PEOPLE: - Railroad folk, like the rest of us, have a lot of fine qualities. And there's one trait, which, at the moment, is of particular interest.

They always have a good word for just about every town on the line. They go out of their way at times to give a boost to some town or city, especially one that's a junction or a metropolitan terminus, whether it be at the end of a branch or main line.

That's good business. It's the essence of high class public relations.....

.....William Happ  
St. Louis Globe-Democrat Financial Editor



REVENUE FREIGHT CARLOADINGS: - Loading of revenue freight for the Nation's railroads for the week ended Feb. 2 totaled 647,972 cars. This was a decrease of 33,017 cars or 4.8 per cent below the corresponding week in 1956, but an increase of 12,193 cars or 1.9 per cent above the corresponding week in 1955. Loadings in the week ended Feb. 2 were 17,773 cars or 2.7 per cent below the preceding week. Loading of commodities for the week ended Feb. 2 compared with the preceding week this year and the corresponding week one year ago follows:

	<u>This Week</u>	<u>Last Week</u>	<u>Last Year</u>
Coal	123,671	141,303	142,789
Miscellaneous freight	344,151	340,429	352,230
Merchandise L.C.L.	55,543	54,179	59,788
Grain and grain products	51,723	51,203	44,286
Livestock	5,401	5,635	7,146
Forest products	35,325	39,327	43,207
Ore	18,946	20,143	17,810
Coke	13,212	13,526	13,733

\*\*\*\*\*

NATIONAL TRANSPORTATION WEEK: - May 12-18 has been designated as National Transportation Week according to Frank L. O'Neill president of the Associated Traffic Clubs of America. E. F. Hamm, Jr. publisher of Traffic World has been named general chairman of the event, in which 200 traffic clubs about the country are expected to participate. May 17 will be designated as National Defense Transportation Day.

\*\*\*\*\*

NEW TRANSPORT BILL NEAR: - New legislation to put the recommendations of the Cabinet Committee on Transportation are about ready for introduction in the 85th Congress. This information was obtained by Chairman Warren Magnuson of the Senate Interstate and Foreign Commerce Committee, during recent hearings on the confirmation of Frederick C. Nash of Michigan to be general counsel of the Department of Commerce.

Nash said the bills--which will replace S-1920 and HR-6141 that died with the adjournment of the 84th Congress had been changed only in minor, technical matters, and would be introduced soon.

\*\*\*\*\*

### THE TRUCKERS RAISE AN ISSUE

(From The St. Louis Post-Dispatch of  
February 11, 1957)

A bill to increase both weight and length limits of trucks on Missouri highways has been introduced in the State Senate. Supported by the Missouri Bus and Truck Association, it may arouse opposition because of the arrogance of the truck lobby seven years ago.

The new bill should be considered only on its merits, but it also has to be considered against the whole range of highway legislation.

Senators J. F. Patterson of Caruthersville and James P. Kelly of Trenton, who introduced the measure, argue that present Missouri law compels truckers to engage in costly unloading or transshipment of cargoes before crossing this state. The sponsors say only eight other states limit truck lengths to 45 feet and a majority permit loads two tons above Missouri's 60,010-pounds limit. Therefore they propose a length limit of 50 feet and load limit of 64,650 pounds.

This bill does not call for additional fees for the additional weights. Yet granted that Missouri's limits do cause some obstruction to interstate trucking, the people of this state would undoubtedly be more willing to accept bigger trucks if they were sure the trucks would pay a fair share of highway costs. The question can hardly be avoided.

Increasing truck weights means increasing highways costs. Studies have shown what any observant motorist knows: a 30-ton truck does far more damage to a road than a ton-and-a-half passenger car, and the damage increases faster than the increase in weight.

Moreover, highways nowadays are built to handle trucks. Hence they are built wider and thicker, and at greater cost. A New York State study showed that funds needed to construct 737 miles of heavy truck highways would build 26,000 miles for use only by cars. The truckers have always challenged such figures, but since the general public is being called on to pay more for big new highways, the public should be told what the facts are.

Sponsors of the new bill for heavier weights say it has the approval of the Missouri Highway Department. If so, the same Highway Department might tell Missouri whether truckers are paying a fair share of the cost of roads built to truck specifications. The Highway Department ought to know.