



# FRISCO Railfan

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

No. 321

February 21, 1957

FRISCO PERSONNEL: - The following changes in Frisco personnel have been announced:

J. K. Beshears, vice president-personnel, headquarters, St. Louis, effective March 1.

T. P. Deaton, director of labor relations, headquarters, St. Louis, effective March 1.

W. J. Mulligan, director of labor relations, headquarters, St. Louis, effective March 1.

N. A. Weaver, assistant to vice president-personnel, headquarters, St. Louis, effective March 1.

J. J. Ratcliff, assistant director of labor relations, headquarters, St. Louis, effective March 1.

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SEES 118 MILLION AIRLINE PASSENGERS BY 1970: - The Civil Aeronautics Administration has predicted that by 1970, domestic airlines will carry 118 million passengers annually. The prediction was made in the booklet "Civil Aviation and Federal Airways Forecast" prepared by the C. A. A. Program Planning Office as a guide in establishing airway and airport requirements. It was estimated that domestic air passengers would amount to 66 million in 1960 and 93 million by 1965.

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FRISCO LOADINGS: - For period Feb. 9 to Feb. 15, 1957, inclusive, Frisco revenue freight loaded on-line and received from connections totaled 16,098, compared with 15,654 for the previous 7-day period and a total of 15,872 for the corresponding period last year.

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RAILS TOTAL INCOME DROPS IN '56: - The Association of American Railroads estimated that net income of Class I railroads in 1956 was \$874 million. This was below earnings of \$915 million in 1955, and \$677 million in 1954. Net railway operating income of Class I railroads in 1956 was \$1,068,343,682 compared with \$1,128,867,391 in 1955 and \$874,017,894 in 1954.

The 1956 rate of return, based on property investment, averaged 3.95 per cent, compared with a return rate of 4.23 per cent in 1955 and 3.28 per cent in 1954.

Total operating revenues for 1956 were \$10,550,936,013, compared with \$10,106,761,916 in 1955, an increase of 4.4 per cent. Operating expenses for 1956 amounted to \$8,108,273,368, compared with \$7,641,369,403 in 1955, an increase of 6.1 per cent.

Twelve Class I railroads failed to earn interest and rentals in 1956 of which seven were in the Eastern District, two in the Southern Region and three in the Western District.

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FEED GRAIN FREIGHT RATE CUT IN MISSOURI: - Gov. James T. Blair announced Monday that a freight rate reduction, amounting to about 10 cents on the bushel of rough grain has been granted by the railroads for all areas of Missouri, effective April 24.

The reduction amounts to 18 cents for 100 pounds of grain such as barley, oats and corn used for feeding livestock.

State Agricultural Commissioner John Sam Williamson said the freight rate reduction does not apply to wheat or grains used for seed.

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SENATE CONFIRMS ICC NOMINATIONS: - The Senate last week confirmed the reappointment of Richard F. Mitchell of Iowa and Laurence Walrath of Florida as members of the ICC for terms expiring Dec. 31, 1963.

REVENUE FREIGHT: - Loading of revenue freight for the Nation's railroads for the week ended Feb. 9, 1957 totaled 665,251 cars. This was a decrease of 19,077 cars or 2.8 per cent below the corresponding week in 1956, but an increase of 26,463 cars or 4.1 per cent above the corresponding week in 1955.

Loadings in the week ended February 9 were 17,279 cars or 2.7 per cent above the preceding week.

Coal loading amounted to 134,025 cars, a decrease of 7,167 cars below the corresponding week a year ago, but an increase of 10,354 cars above the preceding week this year. Grain and grain products loadings totaled 51,396 cars, an increase of 6,094 cars above the corresponding week in 1956, but a decrease of 327 cars below the preceding week this year. Livestock loading amounted to 5,407 cars, a decrease of 1,011 cars below the corresponding week in 1956, but an increase of 6 cars above the preceding week this year. Forest products loadings totaled 38,395 cars, a decrease of 2,793 cars below a year ago, but an increase of 3,070 cars above a week ago. Ore loading amounted to 21,679 cars, an increase of 432 cars above a year ago, and an increase of 726 cars above a week ago.

Loading of merchandise less than carload freight totaled 56,574 cars, a decrease of 4,364 cars below the corresponding week in 1956, but an increase of 1,031 cars above a week ago.

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RAIL EMPLOYMENT DECREASES IN JANUARY: - The ICC announced that Class I railroads, excluding switching and terminal companies had 996,105 employes in January, a reduction of 4.75 per cent compared with the same month last year and a reduction of 2.13 per cent below December 1956.

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PASSENGER FATALITIES INCREASE IN 1956: - The I.C.C. announced that 45 passengers were killed and 1,034 injured in train accidents in 1956, compared with four killed and 417 injured in 1955. Two passengers lost their lives in train accidents and 72 were injured in December 1956, compared with no fatalities and 17 injured in the same month in 1955.

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FRISCO SAFETY TROPHY AWARDS: - Winners of the Annual Safety Trophy Awards will receive their awards and plaques at a special presentation to be held in the ballroom of the Statler Hotel in St. Louis on the afternoon of March 6. Winners are as follows:

President's Trophies

Mechanical Department.....Ratio 3.39  
Communications & Signals.....Ratio 1.46

Vice President's Trophies

Transportation-Western District....Ratio 9.89  
Maintenance of Way-Western District.Ratio 5.13

General Manager's Trophies

Western District-Kansas City Terminal...Ratio 2.86  
Eastern District-Memphis Terminal.....Ratio 5.23

Chief Engineer's Trophies

Western District-Northern Division.....Ratio 1.33  
Eastern District-Eastern Division.....Ratio 4.96

Chief Mechanical Officer's Trophies

Kansas City.....Ratio 2.04  
West Coach Shop.....Ratio 3.24

System Ratio for 1956...6.24

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BRIEFS: -.....A total of 67,080 new freight cars were placed in service on the railroads of the United States in 1956. Coupled together, they would form a train 572 miles in length.

.....More than 2,300 walkie-talkies are now in daily service on the railroads of the United States.

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