



# FRISCO Railfan

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

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FRISCO LOADINGS: - For period Feb. 23 to March 1, 1957 inclusive, Frisco revenue freight loaded on-line and received from connections totaled 15,352, compared with 16,173 for the previous 7-day period and a total of 16,638 for the corresponding period last year.

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NEW MTMA AREA HEAD: - Col. Thomas R. Vague of the U. S. Force, has been appointed as regional director for the southwestern traffic region, with headquarters in Dallas, Texas. The appointment was announced by Maj. Gen. E.C.R. Lasher, executive director.

Colonel Vague will have management responsibility for all commercial freight and passenger transportation used by about 115 armed forces installations located in the states of Arkansas, Louisiana, New Mexico, Oklahoma and Texas.

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NO MERGER PLANNED: - C&NW Chairman Ben W. Heineman says that merger plans of the Milwaukee Railroad and the Chicago & North Western "are dead". J. P. Kiley, president of the Milwaukee concurs.

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FIRST COAST-TO-COAST 'PIGGY-BACK' SHIPMENT: - A printing press started from New York to San Francisco on March 1, to become the first TOFC shipment coast-to-coast. It was moved by the Lackawanna, Wabash and Santa Fe.

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URGES COORDINATION OF TRANSPORT FACILITIES: - The railroads have a "bright future" and they should take the lead in bringing about a "complete combination of services with every existing form of transportation" in order to meet changing conditions, ICC Commissioner Arpaia recently told the Third Michigan Railroad Management Seminar at Ann Arbor, Mich.

"While some of them are still cautiously temporizing they (the railroads) are now on the right track, and . . . . . the I.C.C. has encouraged coordinated service each step of the way. They have begun to associate with other media of transportation either in combination or through coordination. Instead of thinking in terms of orthodox and conventional railroading, they are broadening their outlook and beginning to give vitality to transportation service. This is the real key to their future."

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RAIL EXHIBIT IN NEW YORK STOCK EXCHANGE: - Visitors to New York's Stock Exchange are getting a glimpse of an animated rail exhibit. The viewer may see three different, third-dimensional dioramas in which different miniature scale-model passenger trains move across three scenes representative of the 1860's, the present, and the future, each running at different speeds and accompanied by characteristic sound effects. The effects are produced by a combination of mechanical animation and regulated lighting, together with "some illusive optical magic".

The exhibit was installed by the A. A. R.

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MEETINGS: - . . . . . Southeast Shippers Advisory Board, New Orleans, La., March 20-21.

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

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TO DISCUSS RAIL CAR UTILIZATION: - The Railway Systems and Procedures Association has announced that management and production controls over railroad equipment utilization will highlight the annual meeting in Chicago on April 2-4.

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CONGRESS HEARS ICC ON FREIGHT CAR SHORTAGE: - The I.C.C. has renewed its request for authority to use per diem demurrage charges against railroads as a weapon to combat shortages of freight cars. The authority sought by I.C.C. Chairman Owen Clarke, before a Congressional Committee, would be for use in periods of actual or threatened emergency.

Clarke said the nation's railroads needed a net increase of 75,000 freight cars--a gross increase of about 150,000 cars when retirement is taken into consideration.

In 1956, approximately 65,000 new cars were produced, but about 50,000 others were retired.

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REVENUE FREIGHT: - Loading of revenue freight for the Nation's railroads for the week ended Feb. 23 totaled 626,636 cars. This was a decrease of 60,382 cars or 8.8 per cent below the corresponding week in 1956 and a decrease of 4,436 cars or seven-tenths of one per cent below the corresponding week in 1955.

Loadings in the week ended February 23, which included Washington's Birthday, were 49,330 cars or 7.3 per cent below the preceding week.

Coal loading amounted to 130,238 cars, a decrease of 9,073 cars below the corresponding week a year ago, and a decrease of 2,735 cars below the preceding week. Grain and grain products loadings totaled 46,569 cars, an increase of 1,066 cars above the corresponding week in 1956, but a decrease of 5,569 cars below the preceding week this year. Livestock loading amounted to 4,541 cars, a decrease of 2,072 cars below the corresponding week in 1956, and a decrease of 1,075 cars below the preceding week this year. Forest products loadings totaled 37,514 cars, a decrease of 5,886 cars below a year ago, and a decrease of 5,429 cars below a week ago. Ore loading amounted to 18,960 cars, a decrease of 807 cars below last year, and a decrease of 3,999 cars below last week. Coke loading amounted to 13,521 cars, a increase of 18 cars above a year ago and a decrease of 309 cars below a week ago.

Loading of merchandise less than carload freight totaled 49,061 cars, a decrease of 6,159 cars below the corresponding week in 1956, and a decrease of 7,133 cars below a week ago.

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C. A. A. PREDICTS INCREASE IN AIR TRAVEL: - The Civil Aeronautics Administration has made public a document prepared by its Program Planning Office which says that "it seems probable" that "in terms of passenger-miles air travel will exceed total rail traffic within the next two years and by 1970 should account for more than two-thirds of the total common carrier traffic."

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LESSON TO LEARN: - . . . A man is only as healthy as his heart; and his heart is only as efficient as the veins and arteries that transport the vital materials his body needs. There is a lesson in this-- a lesson that socialists of all brands can't seem to understand.

The heart of American prosperity is free enterprises, the industries that create wealth in ever-increasing amounts and with growing efficiency. As these free industries produce more and more, the consumer has a greater choice of products. As competition increases, prices are lowered. Simply put--more people have a greater choice among more products.

But the veins and arteries of transportation must carry the products of farm and factory. A dozen eggs atop Mt. Wilson isn't worth a hoot. The product and the consumer must be in the same place at the same time or it's no sale.

The discriminatory taxation which has been placed on some industry and some systems of transportation have thrown burdens on the consumer. By subsidizing airlines, the government robs the railroads, the trucking companies and the consumers of the products carried at subsidized rates.

The trucker benefits from roads which are built by general taxation, and so does the bus company. Since the day the railroads were given their land grants--at that time virtually valueless stretches of wasteland--they have had to compete with subsidized competitors.

It is never good business to tax any group to benefit another. You cannot tax the arteries without taxing the heart. The whole body of American prosperity depends upon fair and equitable treatment for all the facets of production. No producer of wealth should be penalized and none subsidized.

This is what the socialists simply cannot understand.

..... MORNING STAR.....  
Harlingen, Texas  
February 20, 1957