



# FRISCO Railfax

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**'FRISCO LOADINGS:** - For period March 2 to March 8, 1957 inclusive, Frisco revenue freight loaded on line and received from connections totaled 15,668, compared with 15,352 for the previous 7-day period and a total of 16,414 for the corresponding period last year.

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**L&N TO MERGER WITH N.C. & St. L.:** - The Interstate Commerce Commission Wednesday, authorized the Louisville & Nashville Railroad to absorb its subsidiary, the Nashville, Chattanooga & St. Louis Railway.

In a second step, the ICC approved stock control of the merged lines by the Atlantic Coast Line Railroad which has financial control of the L&N for some time.

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**ACCIDENTS COME HIGH:** - The Institute for Safer Living estimated the total cost for all accidents in the United States last year was \$10,800,000,000.

This figure is equal to the net income of the 135 largest railroads, utilities and corporations in the country.

The report added "it would have clothed every man, woman and child in the Nation in 1956 and would have built 1,000,000 new single family homes, figuring the average cost at \$10,600."

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ESTIMATED NET INCOME: - The estimated net income of the Nation's Class I railroads in January 1957 after interest and rentals amounted to \$44,000,000 compared with \$47,000,000 in the same month of 1956.

Net railway operating income of the same railroads in January 1957 was \$58,266,229, compared with \$62,724,641 in January 1956.

In the year ended January 1957, the rate of return averaged 3.93 per cent, compared with the rate of return of 4.21 per cent for the 12 months ended January 1956.

Total operating revenues in January 1957 amounted to \$855,565,473 compared with \$831,707,466 in the same period of 1956, an increase of 2.9 per cent. Operating expenses in January 1956 amounted to \$688,578,802 compared with \$661,569,057 in the corresponding period of 1956, an increase of 4.1 per cent.

Twenty-seven Class I railroads failed to earn interest and rentals in January 1957, of which 14 were in the Eastern District, one in the Southern Region and 12 in the Western District.

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KATY PLAN LOOKS BRIGHTER: - An ICC "spokesman" has predicted that there will be an early approval of the new recapitalization plan of the Katy Railroad, according to the Chicago Journal of Commerce.

This spokesman said the Commission could move promptly if there was agreement among all parties in the proceedings.

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TRANSPORTATION ADVERTISING INCREASES: - The American Newspaper Publishers Association's Bureau of Advertising reports that transportation advertisers increased their newspaper lineage last year 5.7% over 1955's 42,596,291 lines.

Biggest numerical lineage gain last year was that made by the airlines--a rise of 10%. Railroad lineage rose 0.9% from 9,713,716 to 9,797,801.

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FORECASTS END OF BOX CAR: - Roy Fruehauf, president of the Fruehauf Trailer Company told the Cleveland Traffic Club recently that "the railroad box car is on its way to the Smithsonian Institution".

He believes the time isn't far off when all the freight now carried by the nation's fleet of box cars will be moved instead by truck trailers moving on flat cars.

He added "prospects are that every Class I railroad will offer piggyback service within the next several years and... piggyback is growing so fast, that figures about it are out of date before they are published".

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WYOMING PASSES WEIGHT-DISTANCE LAW: - The Wyoming Legislature has enacted legislation causing trucks to bear a more equitable share of highway costs. Under the new law the trucks will pay a one and a half mill per mile tax, an increase of three cents a gallon on diesel fuel, bringing the tax to seven cents a gallon, as well as an increase in current one-trip permit and annual permit fees. The measure is expected to bring in an additional \$10,76,000 in revenues.

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RAILROAD CONSTRUCTION: - Value of new construction by the railroads, as estimated by the Commerce and Labor Departments increased 7 per cent or \$31 million in February compared with \$29 million in the same month in 1956. It was \$32 million in January 1957 or a decrease of 3 per cent. Total new construction activity, including both private and public, declined seasonally in February 1957, but the \$2.9 billion of work put in place was slightly over the previous February record set in 1956, according to the estimates.

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MEETINGS: - .....Railway Systems and Procedures Association (annual meeting), Chicago, April 2-4.

.....Midwest Shippers Advisory Board, Chicago, April 10-11.

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REVENUE FREIGHT: - Loading of revenue freight for the Nation's railroads for the week ended March 2, 1957 totaled 703,984 cars. This was a decrease of 6,992 cars or one per cent below the corresponding week in 1956, but an increase of 50,409 cars or 7.7 per cent above the corresponding week in 1955.

Loadings in the week ended March 2 were 77,348 cars or 12.3 per cent above the preceding holiday week.

Coal loading amounted to 136,746 cars, an increase of 1,089 cars above the corresponding week a year ago, and an increase of 6,508 cars above the preceding week this year. Grain and grain products loadings totaled 55,514 cars, an increase of 9,164 cars above the corresponding week in 1956, and an increase of 8,945 cars above the preceding week this year. Livestock loading amounted to 5,629 cars, a decrease of 1,579 cars below the corresponding week in 1956, but an increase of 1,088 cars above the preceding week this year. Forest products loadings totaled 42,339 cars, a decrease of 3,063 cars below a year ago, but an increase of 4,825 cars above a week ago. Ore loading amounted to 26,522 cars, an increase of 5,780 cars above last year, and an increase of 7,562 cars above last week. Coke loading amounted to 13,559 cars, an increase of 171 cars above a year ago, and an increase of 38 cars above a week ago.

Loading of merchandise less than carload freight totaled 58,816 cars, a decrease of 5,316 cars below the corresponding week in 1956 but an increase of 9,755 cars above a week ago.

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SHALL NOTS INTRODUCED: - New legislation to add the three "shall nots" to the Interstate Commerce Commission Act as proposed in the Weeks Report and urged by the railroads to bring about equality in the Nation's Transportation Policy, has been introduced in the House of Representatives. Two bills--identical in their content--were introduced by Representative Orren Harris of Arkansas (HR 5523), chairman of the House Interstate and Foreign Commerce Committee, and Representative Wolverton of New Jersey (HR 5524).

Either of the bills would enable railroads to price their service competitively, and the effect of such rates on competing forms of transportation would be eliminated as a factor in the Commissions's decision on approval of any rate.

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