



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

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FRISCO LOADINGS: - For period March 30 to April 5, 1957, inclusive, Frisco revenue freight loaded on-line and received from connections totaled 15,021, compared with 15,063 for the previous 7-day period and a total of 15,928 for the corresponding period last year.

C. OF G. HEARING: - The Frisco's application to acquire control of the Central of Georgia has been taken under advisement by the ICC's Finance Division following a hearing in Washington Tuesday.

The hearing was conducted by Examiner John L. Bradford, who referred it to the Finance Division, composed of Commissioners Richard F. Mitchell, Robert W. Minor and Donald P. McPherson, Jr.

P-S GLOOMY ON PASSENGER BUSINESS: - Champ Carry, president of the Pullman-Standard Car Manufacturing Co. told the New York Security Analysts Society last week, that his company has cast its lot with those who predict an end to rail passenger business.

Carry said "we've given up on passenger business to the extent that we've closed our biggest passenger equipment plant". The company is the largest independent builder of passenger and freight car equipment.

He added "I am very bullish on the future of freight carbuilding but do not have the same feeling about passenger cars". He indicated that his reduced facilities could be re-opened if demand materialized.

ESTIMATED NET INCOME: - Estimated net income of Class I railroads in February 1957, after interest and rentals amounted to \$47 million, compared with \$48 million in the same month of 1956, according to the A.A.R. Net income for the first two months of 1957, after interest and rentals was estimated at \$91 million or a decrease of approximately four million from the corresponding period of 1956.

Net railway operating income of Class I railroads in February 1957 was \$65,734,214 compared with \$67,047,928 in February 1956. For the first two months of 1957, net railway operating income totaled \$124,000,444 compared with \$129,924,058 for the same period of 1956.

In the twelve months ended February 1957, the rate of return averaged 3.92 per cent, compared with a rate of return of 4.20 per cent for the 12 months ended February 1956.

Total operating revenues in the first two months of 1957 amounted to \$1,671,027,680, compared with \$1,646,576,830 in the same period of 1956, an increase of 1.5 per cent. Operating expenses in the first two months of 1957 amounted to 1,331,918,282, compared with \$1,303,060,291 in the corresponding period of 1956, an increase of 2.2 per cent.

Twenty-nine Class I railroads failed to earn interest and rentals in the first two months of 1957, of which 14 were in the Eastern District, four in the Southern Region and 11 in the Western District.

DELEGATES TO PAN AMERICAN RAILWAY CONGRESS: - The United States will send a delegation to the Ninth Pan American Railway Congress in Buenos Aires, Argentina from August 30 through Sept. 13 this year, it was decided at a recent meeting of the United States National Commission in the Pan American Railway Congress Association with State Department representatives. The delegation will consist of members of the Commission, headed by the President of the Association of American Railroads as chairman, and U. S. government and railroad officials and industrialists as official and technical advisors. Fifty-one technical papers have been prepared by United States citizens for submission to the Congress.

MEETING: - Southwest Shippers Advisory Board, Amarillo,
May 21-23.

FOUR-MINUTE LOADING OF PIGGYBACK DEMONSTRATED:

The New York Central System recently unveiled its "Flexi-Van", with which they will inaugurate its own piggyback service in about six months.

The "Flexi-Van", a van-type truck trailer loaded with 45,000 pounds of concrete blocks (total weight of about 60,000 pounds) was backed up to a railroad flat car and four minutes later, the driver of the truck, working by himself and with no equipment other than that on the truck and the car, had shifted the loaded trailer to the car, had positioned it and locked it in place ready for transport.

The "Flexi-Van" differs from a conventional trailer in that its rear wheel assembly, the "bogie" is completely detachable from the body of the trailer. The transfer from highway to rail begins when a "Flexi-Van" is backed to the side of a railroad flat car, at a 90-degree angle.

President Perlman, said the NYC will offer the new service between "key points" over the Central's system.

CARS USED MORE EFFICIENTLY:

The I.C.C. reports that the Nation's railroads got more out of their freight cars in 1956 than in any year since 1951. Each serviceable car moved daily an average 1,023 net ton miles of freight.

CONGRATULATIONS!:

- Three Friscoans were in the graduating class of the Eleventh Institute on Rail Transportation conducted by American University in Washington. They are Glenn J. Cosatt, assistant diesel superintendent, Springfield, J. C. Cowles, assistant superintendent Oklahoma City, and Bill C. Davidson, assistant process engineer, Springfield.

BRIEFS: - In the ten-year period ending with 1956, the average hourly wage of railway employees increased from \$1.117 to \$2.124, a gain of 90.2 per cent.

..... 43% of all railway employees in 1954 entered railway service before 1941; 26% entered railway service during the war period 1941-45; 14 per cent entered railway service in the post-war years 1946-1950, and the remaining 17 per cent entered service during 1951-54.

REVENUE FREIGHT: - Loading of revenue freight for the Nation's railroads for the week ended March 03, 1957, totaled 694,922 cars. This was a decrease of 30,046 cars or 4.1 per cent below the corresponding week in 1956, but an increase of 40,161 cars or 6.1 per cent above the corresponding week in 1955.

Loadings in the week ended March 30 were 9,089 cars or 1.3 per cent above the preceding week.

Coal loading amounted to 142,383 cars, an increase of 2,514 cars above the corresponding week a year ago, and an increase of 2,294 cars above the preceding week this year. Grain and grain products loadings totaled 51,869 cars, an increase of 1,663 cars above the corresponding week in 1956, and an increase of 1,894 cars above the preceding week this year. Livestock loading amounted to 5,590 cars, a decrease of 1,286 cars below the corresponding week in 1956, but an increase of 12 cars above the preceding week this year. Forest products loadings totaled 401,713 cars, a decrease of 6,352 cars below a year ago, and a decrease of 381 cars below a week ago. Ore loading amounted to 22,838 cars, a decrease of 678 cars below last year, and a decrease of 439 cars below last week. Coke loading amounted to 12,953 cars, a decrease of 71 cars below a year ago, and a decrease of 219 cars below a week ago.

Loading of merchandise less than carload freight totaled 57,968 cars, a decrease of 4,273 cars below the corresponding week in 1956, but an increase of 706 cars above a week ago.

PASSENGER TRAFFIC LOWER--REVENUE HIGHER IN '56: - The ICC reported that passenger traffic of Class I railroads (other than commutation) in 1956 was below 1955, but revenues were higher.

Class I railroads in 1956 carried 165,204,434 passengers in coaches and 16,255,496 in parlor and sleeping cars, a reduction of 1.0 per cent and 2.6 per cent, respectively, below 1955.

Revenue passenger miles in coaches aggregated 17,073,722,138 in 1956, reduction of 1.3 per cent below 1955. In parlor and sleeping cars, passenger miles totaled 6,274,725,234 or 2.6 per cent below the 1955 aggregate.

Passenger revenue derived from coaches in 1956 totaled \$436,590,637, an increase of 2.1 per cent over 1955, while from parlor and sleeping cars, the aggregate was \$213,021,784, a reduction of 0.2 per cent.