



FRISCO Railfax

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No. 333

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FRISCO DIRECTORS RENAMED: - Frisco stockholders at the annual meeting Tuesday re-elected seven directors, whose terms expired this year, to another three-year term. They are Daniel Catlin and H. McKittrick Jones of St. Louis; E. M. Dodds, Kansas City; B. K. Goodman Chicago; Hugh Harrell, Oklahoma City; R. Otis McClintock, Tulsa and David M. Roberts, Jr., Birmingham.

President Hungerford told the stockholders that the Company will continue to study its operations toward improving efficiency and reducing expenses.

DEPARTMENTS CONSOLIDATED: - Effective May 16, the Freight Loss and Damage Prevention and Freight Claims Department were consolidated under the jurisdiction of E. P. Olson, assistant to vice president, with headquarters at Springfield.

H. K. Hayes, superintendent freight claims, will continue to handle freight claim matters as before.

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

Retirements: - E. H. Wilson, chief special agent for 29 years, retired May 10, after 35 years of railroad service.

Appointments: - A. E. Kerr, chief special agent, headquarters, St. Louis, effective May 16.

SENATE PASSES FEE BILL: - Without a dissenting vote the Missouri Senate Monday passed the Avery Bill to up the annual fees of trucks licensed to operate on Missouri's highways from \$600 to \$700. The bill now has gone to the House, where also rests a measure to permit 50-foot trucks carrying a maximum load of 64,650 pounds to operate in the state.

The truck-length-weight bill was previously passed by the Senate but has received no House action other than its referral to the Committee on Transportation Other Than Railroads, of which Representative Jennie Chinn of Shelbyville is chairman.

The legislative session will end on May 31.

FRISCO LOADINGS: - For period May 4 to May 10, 1957, inclusive, Frisco revenue freight loaded on-line and received from connections totaled 15,160, compared with 14,852 for the previous 7-day period and a total of 16,155 for the corresponding period last year.

CAR CLEANUP DRIVE ON: - A "keep it clean" campaign for box cars has been started by the American Car and Foundry Division of A.C.F. Industries, Inc., in an attempt to reduce "the estimated \$110 million the railroad industry spends annually for car cleaning".

The division said that all cars received by A.C.F. would be cleaned thoroughly before their release to railroads. Then, a large, red-and-black placard, with a request that the car be kept clean is put on an interior wall of the car. The placard reads:

"This freight car was cleaned by A.C.F. after unloading and made ready for you. When it's empty, won't you do the same?"

APPOINTED TRANSPORTATION COMMISSIONER: - Fred E. Hartsch has been named Commissioner of the Transportation and Public Utilities Service of General Services Administration. Creation of that service resulted from studies on transportation made by the second Hoover Commission.

RUINING A GOOD LAW: - A steady stream of 5,000 passenger automobiles daily over a given stretch of road will not wreck the damage to the same surface from a dozen overladen transport trucks. Yet the State Legislature is in the throes of attempting to enact changes in Oklahoma's road weight laws which would convert our none too adequate highways into rubble.

Oklahoma's axle and weight limit law was enacted during the Turner Administration after a tremendous and lengthy debate. At the time it was considered to be a "model" among similar acts over the nation; its provisions included the best portions of other enactments in the various States. Not only was it designed to afford more safety from trucks on the highways but also to limit the length and weight of transports which were clogging up traffic lanes.

To increase the weight limit now, would in all probability create a condition in which the model enactment of the Turner Administration would be thrown wide open to needing amendments in each succeeding Legislature. Eventually, of course, there would be no truck weight law of effectiveness and the State would gradually revert back to the old days when any and everything traveled on our highways, irrespective of size, weight, length or condition.

Governor Gary ought to stop this assault in its tracks. He ought to advise the Senate and House that he will veto the bill if passed, and with this reminder both houses should refuse to tinker with what has been an excellent and adequate regulation that protects Oklahoma roads from destruction.

* THE TULSA WORLD *

May 8, 1957

CONGRATULATIONS: - To Frank M. Hicks, formerly president of the G. M. & O., who has been elected chairman of the board and chief executive officer of that road; and to Glen P. Brock, former executive vice president who succeeds Hicks as president.

And to Russell L. Dearmont, former vice president and general counsel, who moved up to the presidency of the Missouri Pacific Railroad Thursday, succeeding Paul J. Neff, who becomes chairman of the board. Both were elected at a meeting of the Mo-Pac Board held following a two-day stockholders' session.

RAILROAD CONSTRUCTION IN APRIL: - The Commerce and Labor Departments estimate the overall spending rate for new construction in April 1957 was slightly ahead of a year ago, and with total outlays of more than \$12.5 billion for the first four months of 1957. This sets a new record, up 2 per cent over the total for the same period last year.

New construction by the railroads alone in April was \$37 million compared with \$35 million in the same month in 1956 and \$35 million in March 1957. New construction by the railroads in the first four months of 1957 was estimated at \$135 million, compared with \$127 million in the same period of 1956, or an increase of six per cent.

NATIONAL DEFENSE TRANSPORTATION DAY: - The U. S. Senate has adopted a resolution authorizing the President to issue annually a proclamation designating the third Friday of May of each year as National Defense Transportation Day. The Judiciary Committee of the House of Representatives has approved it without amendment. It now goes to the House for consideration.

REVENUE FREIGHT: - Loading of revenue freight for the Nation's railroads for the week ended May 4 totaled 718,924 cars. This was a decrease of 51,634 cars or 6.7 per cent below the corresponding week in 1956, and a decrease of 17,980 cars or 2.4 per cent below the corresponding week in 1955. Loadings in the week ended May 4 were 28,135 cars or 4.1 per cent above the preceding week. Loading of commodities for the week ended May 4, 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	132,610	134,685	136,812
Miscellaneous freight	350,964	342,510	383,034
Merchandise L. C. L.	55,468	54,618	61,035
Grain and grain products	47,934	45,646	50,019
Livestock	6,190	5,391	7,481
Forest products	39,145	39,143	43,964
Ore	74,751	56,494	75,349
Coke	11,862	12,302	12,864
