



FRISCO Railfax

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FRISCO RECEIVES AWARD: - The Frisco, through President Clark Hungerford, was the recipient Wednesday night of the Department of Defense Reserve Award for its outstanding contribution and participation in promoting the nation's Reserve program. The presentation was by Rear Admiral Emmet P. Forrestel, Commandant of the Ninth Naval District, and it marked the first time that the award has been presented by the Navy in Missouri. The Southwestern Bell Telephone Company also received a similar award during the presentation ceremony.

Frisco's award was at the direction of Secretary of Defense Charles E. Wilson, and recommended by Fred Berg, a Frisco employee, who is a chief petty officer in the Naval Reserve.

Admiral Forrestel commended the Frisco for not only encouraging its employees to become active members of the Reserve, but also for "assisting materially in our nation's preparedness by affording their employee-reservists two weeks leave for training duty, with full pay each year."

President Hungerford, in accepting the award on behalf of the Frisco, declared "We are especially proud that one of our own employees recommended that the Frisco receive the award." He pointed out the importance of a strong reserve and expressed the belief that industry should encourage and assist its employees to participate in the reserve.

President Hungerford was also honored on May 17 as brigadier general of the Army Reserve and commanding general of the 3rd Transportation Railway Command, when he officially received the key to open the U. S. Army Reserve's New Training Center in St. Louis, in special ceremonies at which Secretary of the Army Wilber Brucker was the principal speaker.

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

Stanley F. Stecher, general freight agent-divisions, headquarters St. Louis, effective May 16.

Charles J. Hofmeister, assistant general freight agent-divisions, headquarters, St. Louis, effective May 16.

FRISCO LOADINGS: - For period May 11 to May 17, 1957, inclusive, Frisco revenue freight loaded on-line and received from connections totaled 14,815, compared with 15,160 for the previous 7-day period and a total of 15,658 for the corresponding period last year.

FREIGHT CAR DELIVERIES: - Deliveries of new freight cars to the railroads totaled 8,961 in April, compared with 9,772 in March, and 5,943 in April 1956.

April orders for new freight cars rose to 6,429 compared with 5,359 in March 1957 and 6,559 in April 1956.

The backlog of cars on order and undelivered on May 1 was 105,190, compared with 107,708 on April 1 and 137,436 on May 1, 1956.

CENTENNIAL OBSERVANCE: - Citizens of Phelps County, Missouri will be observing the one-hundredth anniversary of the county from June 2-8 with special programs during the week at Rolla. June 4 has been designated as Frisco Day at which time special recognition will be given the railway which was responsible for the founding of the City of Rolla.

RAIL EMPLOYMENT BELOW LAST YEAR: - The ICC has announced that Class I railroads, excluding switching and terminal companies, had 992,593 employes in April, or a decrease of 5.38 per cent below April 1956, but an increase of .47 per cent above March 1957.

TRUCK BILL STYMIED: The bill before the Missouri House of Representatives to permit longer and heavier trucks to operate on the state's highways, was stymied Thursday--and may not be dislodged before the Legislature adjourns--when Speaker Roy Hamlin postponed until Monday, a ruling on a move to force the bill out of committee and onto the floor of the House for consideration. This bill, along with a measure to increase the state fee on over-the-road trucks by \$100 annually, is before the House Committee on Transportation Other Than Railroads, and hearings have not been completed by the Committee. Both measures have already passed the Senate, the weight-length bill after a bitter floor fight, the fee bill with but little or no opposition.

Thursday, supporters of the weight length bill sought through parliamentary maneuvering to suspend the House rules, take the bill from the Committee and bring it out for immediate action, along with the fee bill. When this move was challenged as being opposed to House rules, a ruling by the Speaker was sought. The Speaker indicated he wanted to give a written decision and would not be able to do so before Monday.

The legislative session will end on May 31, and proponents of the length-weight bill have raised the question that there will not be sufficient time remaining to obtain action on the measure.

REVENUE FREIGHT: - Loading of revenue freight for the Nation's railroads for the week ended May 11 totaled 723,392 cars. This was a decrease of 54,214 cars or 7 per cent below the corresponding week in 1956 and a decrease of 29,253 cars or 3.9 per cent below the corresponding week in 1955. Loadings in the week ended May 11 were 4,468 cars or six-tenths of one per cent above the preceding week. Loading of commodities for the week ended May 11, 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	133,847	132,610	139,781
Miscellaneous freight	351,869	350,964	375,211
Merchandise L.C.L.	54,684	55,468	60,336
Grain and grain products	47,561	47,934	50,756
Livestock	6,174	6,190	6,747
Forest products	39,778	39,145	45,454
Ore	78,001	74,751	86,006
Coke	11,478	11,862	13,315

C.&N.W. BUYS L.&M.: - Purchase of 88 per cent of the common stock of the Litchfield & Madison Railroad by the Chicago & North Western Railway has been announced. The C.&N.W. is expected to eventually absorb the smaller line, and a special board meeting of the former is to be called soon to approve the merger.

The purchase gives the C.&N.W. direct access to St. Louis. It now operates to East St. Louis freight terminal through an interchange with the L.&M.

LOCOMOTIVE INSTALLATIONS: - Class I railroads in the first four months of 1957 installed in service 491 new locomotive units compared with 535 in the same period in 1956.

Of the total number placed in service in the four-month period this year, 487 were diesel electric and four were electric units. In the same period last year, all were diesel-electric.

Class I railroads installed 114 diesel-electric units in April, compared with 133 in March this year and 136 in April 1956.

New locomotive units on order on May 1 totaled 693, of which 663 were diesel-electric and 30 were gas turbine-electric units. Class I railroads on May 1, 1956 had 938 new locomotive units on order, of which 911 were diesel-electric, 15 gas turbine electric and 12 electric units.

BOUQUETS: - ...America's railroads are, in many respects, the "fabulous invalid" of the national economy. Despite their many, and in most cases justifiable, complaints about restrictive regulations -- particularly in the matter of rates -- they manage in most years to make some money and continue to perform invaluable services. But there can be no question that the time is at hand for something to be done for this "fabulous invalid" of the industrial world*****This may come this winter when Congress is due to consider a bill embodying the main points of the Committee report which proposes to recognize the merits of competition in the movement of freight and "for the first time in the nation's history to loosen and not tighten the hand of government regulation."

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