



FRISCO Railfax

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FRISCO LOADINGS: - For period June 29 to July 5, 1957, inclusive, Frisco revenue freight loaded on-line and received from connections totaled 14,083, compared with 15,794 for the previous 7-day period and a total of 15,007 for the corresponding period last year.

NATIONAL LOADINGS APPEAR BRIGHTER: - 13 regional Shippers Advisory Boards are looking for carloadings to pick up in the third quarter of 1957 by approximately 8.6 per cent of the comparable period of 1956.

On the basis of the estimate by the Boards, loadings of the 32 principal commodities will be approximately 7,769,134 cars in the third quarter of 1957, compared with 7,155,284 cars in the corresponding period last year. The highest increase is estimated for the Northwest, where the Boards predicted loadings would go up 55.2 per cent. Declines in loadings were estimated only in New England, Trans-Missouri-Kansas, Pacific Coast, and Pacific Northwest areas.

SPECIAL AAR MEETING: - Member roads of the AAR will hold a special meeting in Chicago, July 26, to consider an amendment to the Association's Plan of Organization, which will provide for election of a chairman of the board. At present, the organization calls only for the election of a president who serves as ex-officio chairman.

If the amendment is approved at the member meeting, the Board of Directors will then proceed to elect a chairman who will be the chief executive officer of the Association, and a president who will be chief administrative officer. It is expected this separation of positions of chairman and president will remain in effect until April 1, 1958.

RAILROADS AMONG LARGEST EMPLOYERS: - Railroads operating in Illinois and Chicago have more employes on their payrolls than any other state or city in the country, the Bureau of Railway Economics has disclosed.

In a report prepared for government agencies studying employment in states and metropolitan areas it showed that Class I railroads and switching and terminal companies in Illinois employ 104,000 persons, with 61,660 of them being in metropolitan Chicago.

Pennsylvania ranks second in the number of railroad workers. The Keystone State has 101,950, with 19,450 being employed by railroads in Pittsburgh and 18,735 in Philadelphia.

New York State comes next with 76,440 railroad employes, 30,000 of whom are in New York City. However, across the Hudson River in New Jersey, there are 14,335 additional railroad employes.

Ohio reports 74,370 railroad workers while California, which ranks fifth in railroad employment, has 62,740 workers. In Texas, the railroads have 50,100 employes on their payrolls.

Total railroad employment in the Nation is 1,092,549, with 1,040,290 being employed by the Class I railroads and 52,259 by switching and terminal companies, according to the report.

ST. LAWRENCE SEAWAY TO COST MORE: - It is probable the taxpayers will be asked to provide additional funds for completion of the St. Lawrence Seaway, now almost two years away from actual use. A request has been made to Congress by the St. Lawrence Development Corporation for permission to increase the total of its borrowing power to \$140 million, instead of its original \$105 million. The initial plans were for the Seaway to cost the United States \$100 million and Canada \$200 million.

COAL OUTPUT TO GAIN: - Coal production in 1957 is expected to exceed last year's despite a slight decline in industrial production, according to the National Coal Association.

The output in 1957 is estimated at 506 million tons, compared to the 1956 output of 500 million tons. The Association, looking even farther ahead, estimated a production rise to 510 million tons in the 12 month period between June 30, 1957 and June 30, 1958.

FEAR CONCENTRATION OF MOTOR CARRIERS: - Two University of Michigan professors recently told the Senate Small Business Committee that the policy of the Interstate Commerce Commission had led to a concentration in the trucking industry. The two, Drs. Walter Adams and James B. Hendry, had been hired by the Senate committee to study 1950-56 trends in trucking mergers. Their report was the subject of a recent committee hearing in Washington.

The four general conclusions they reached were:

"(1) The number of interstate trucking companies is declining steadily.

"(2) Big mergers are increasing noticeably and aggregate concentration is increasing dramatically.

"(3) The Commission has sanctioned mergers and concentration without a clear showing that they would result in increased efficiency and lower transportation costs.

"(4) The Commission has followed a vague, vacillating, and inconsistent merger policy--especially with respect to small and large carriers."

Immediately following presentation of the report, Chairman Clarke and Commissioner Mitchell of the ICC, gave testimony taking short issue with the report. The ICC members contended that the study was "based on nothing more than the advocated transportation philosophy of the authors--a philosophy which is set forth as new and progressive, but is actually outmoded, discredited and discarded."

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

C. L. Holdaway, roadmaster - Leachville - Jonesboro Sub, headquarters, Kennett, effective July 1.

E. F. Swope, assistant roadmaster - Northern Division, headquarters, Fort Scott, effective July 1.

R. I. Taylor, assistant roadmaster - Central Division, headquarters, Fort Smith, effective July 1.

R. E. Nichols, assistant general foreman, B&B & WS - Southwestern Division, headquarters, Tulsa, effective July 1.

ESTIMATED NET INCOME: - Class I railroads in May 1957, after interest and rentals, amounted to \$65,000,000 compared with \$86,000,000 in the same month of 1956, according to the AAR. Net income for the first five months of 1957, after interest and rentals, was estimated at \$287,000,000 compared with a net income of \$324,000,000 in the corresponding period of 1956.

Net railway operating income of Class I railroads in May 1957, was \$80,798,427 compared with \$102,637,490 in May 1956. For the first five months of 1957, net railway operating income totaled \$376,272,969 compared with \$416,335,294 for the same period of 1956.

In the twelve months ended May 1957, the rate of return averaged 3.78 per cent, compared with a rate of return of 4.18 per cent for the twelve months ended May 1956.

Total operating revenues in the first five months of 1957 amounted to \$4,365,911,101 compared with \$4,336,348,021 in the same period of 1956, an increase of 0.7 per cent. Operating expenses in the first five months of 1957 amounted to \$3,424,599,021 compared with \$3,351,512,386 in the corresponding period of 1956, an increase of 2.2 per cent.

Twenty-four Class I railroads failed to earn interest and rentals in the first five months of 1957, of which thirteen were in the Eastern District, three in the Southern Region, and eight in the Western District.

REVENUE FREIGHT: - Loading of revenue freight for the Nation's railroads for the week ended June 29 totaled 732,349 cars. This was a decrease of 22,930 cars or three per cent below the corresponding week in 1956, but an increase of 36,508 or 5.2 per cent above the corresponding week in 1955. Loadings in the week ended June 29 totaled 14,415 cars or 1.9 per cent below the preceding week. Loading of commodities for the week ended June 29 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	126,960	144,430	106,142
Miscellaneous freight	356,742	354,046	375,905
Merchandise L.C.L.	54,938	53,513	59,979
Grain and grain products	49,662	48,347	66,476
Livestock	4,071	4,490	5,831
Forest products	39,772	42,505	48,561
Ore	90,568	88,628	81,579
Coke	9,636	10,805	10,806