



FRISCO Railfax

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NEW AAR HEAD: - Dan Loomis, president of the Association of Western Railways, was named to the presidency of the Association of American Railroads on Friday (July 26), succeeding W. T. Faricy, who becomes chairman of the board and chief executive officer---a newly-created position at a meeting of the Board of Directors in Chicago. Faricy will serve in the latter position until April 1, 1958 when he will retire.

Loomis has been with the western organization since 1942, first as executive director of the AWR when it was concerned principally with labor matters. Then in 1948 when the AWR and the Western Association of Railway Executives merged he became president of the new organization---the AWR. He has been chairman of the Western Carriers Conference Committee on all labor negotiations since 1942. A native of Connecticut, his first railroad service was with the Delaware & Hudson.

ICC APPROVES CofG CONTROL: - Division 4 of the Interstate Commerce Commission has approved the Frisco's application to take control of the Central of Georgia Railway through the acquisition of outstanding common and preferred stock. The Division rejected pleas by the Illinois Central and the Seaboard Air Line Railroad Company that Frisco be denied the authority to control. It also rejected a recommendation by an ICC examiner that Frisco either divest itself of CofG stock or control the road jointly with the Illinois Central and Seaboard. The Division said it was in the public interest for Frisco to have sole control.

The Frisco already owns more than 60 per cent of the CofG stock.

HEADS RESEARCH GROUP: - James G. Lyne, editor of RAILWAY AGE, has been named by the Eastern Railroads to head up a research project on transportation needs of shippers to meet present-day conditions. The project is expected to lead to "modern merchandising" of railroad services.

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

Retirements: - George J. Malone, district manager-sales, East St. Louis, August 1, after 45 years of service with the Frisco.

Milton H. Grote, assistant auditor, St. Louis, August 1, after 35 years of service with the Frisco.

Appointments: - T. J. Toughey, district manager-sales, headquarters, East St. Louis, effective August 1.

A. E. Davidson, statistician - personnel department, headquarters, St. Louis, effective July 16.

S. I. Poertner, supervisor employe benefits - personnel department, headquarters, St. Louis, effective July 16.

E. M. Peak, assistant to comptroller, headquarters, St. Louis, effective July 16.

P. E. Odom, manager of data processing, headquarters, St. Louis, effective July 16.

G. M. Rayburn, assistant auditor, headquarters, St. Louis, effective August 1.

FRISCO LOADINGS: - For period July 13 to July 19, 1957, inclusive, Frisco revenue freight loaded on-line and received from connections totaled 16,115, compared with 15,014 for the previous 7-day period and a total of 16,004 for the corresponding period last year.

ST. LAWRENCE BILL GOING UP: - President Eisenhower has signed the bill increasing the borrowing limit of the St. Lawrence Seaway Corporation from \$105 million to \$140 million.

Ambitious Chicago, incidentally, is planning a celebration in 1959 over the St. Lawrence Seaway.

SAUCE FOR THE GOOSE ?: - The Wyoming Trucking Association has been complaining because newspapers out there classify all trucks in the same category when it comes to reporting news of accidents, contending that the use of the word truck--whether it be a light delivery vehicle, or a half-ton farm truck--indicates that it's one of the big highway boxcars involved in an accident. "Thus," the Association laments, "the use of misleading headlines brings undue criticism on our industry."

The DAILY BOOMERANG at Laramie, Wyo., quite rightly points out that the trucking industry doesn't hesitate to use the license and tax figures on the light delivery and farm trucks "in their lobbying efforts with the Wyoming Legislature."

"The truckers should realize," continues The BOOMERANG, "that if farm trucks, delivery trucks and like are good enough to use in padding out the statistics on what percentage of taxes trucks paid in Wyoming, they are certainly good enough to be counted when it comes to accidents."

Truckers in other states might well take note!

MAIL SERVICE SHRINKAGE: - The number of mail-carrying trains in the United States has decreased almost three-quarters in the past quarter century. Twenty-five years ago there were more than 10,000 of these trains ---while today there are only 2,600, leaving about 70 per cent of the Nation's post offices unreached by direct train connections.

This information comes from Assistant Postmaster General E. George Siedle, who also pointed out that the volume of mail now going by truck has increased by 50 per cent in the last four years. Perhaps, the latter statement is the principal answer to the declining number of mail-carrying trains.

PRIMING THE PROSPERITY PUMP: - Without America's railroads, the Nation's prosperity might be dragging somewhat. Annually, the railroads pay out approximately five and a third billion dollars in wages; \$1,900 million for fuel, materials and supplies; one and one-quarter billion for additions and betterments to their properties--all, incidentally, from their own funds--and \$1,129,000,000 in various state, federal and local taxes.

REVENUE FREIGHT: - Loading of revenue freight for the Nation's railroads for the week ended July 13 totaled 691,991 cars. This was an increase of 72,003 cars or 11.6 per cent above the corresponding week in 1956, but a decrease of 102,147 cars or 12.9 per cent below the corresponding week in 1955. Loadings in the week ended July 13, which were affected by two days of the coal miners' annual vacation, were 156,657 cars or 29.3 per cent above the preceding week, which was affected by the July 4 holiday and a full week of the coal miners' vacation. Loading of commodities for the week ended July 13 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	99,975	29,526	106,550
Miscellaneous freight	325,212	283,497	315,620
Merchandise L.C.L.	50,780	45,150	55,434
Grain and grain products	70,765	49,993	66,337
Livestock	4,843	3,882	6,622
Forest products	37,562	27,483	45,714
Ore	92,640	86,422	19,807
Coke	10,214	9,381	3,904

TAXES BITE IN: - The Nation's railroads find it is almost a losing battle to keep their income from passenger service, mail and express running nearly even with the huge chunks of money they must pay out for taxes.

As an example, in 1956 the railroads received \$757 million for hauling passengers; \$287 million for transporting mail, and \$119 million for hauling express, or a total of \$1,163,000,000. In the same period taxes were chewing into the revenues to the tune of \$1,129,000,000.

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FILE FOR ABANDONMENT: - The Frisco has asked ICC approval to abandon its 15-mile line between Davidson, Okla., and Vernon, Tex., because of lack of patronage.

NEW PUBLICATIONS: - "The Human Side of Railroading," a booklet depicting all of the human elements that go to make up railroading, and "List of Maps," showing railroad lines. Either may be obtained by writing to the Public Relations Department, Room 339, Frisco Bldg., St. Louis 1.