



FRISCO Railfax

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

No. 341

August 9, 1957

PERSONNEL CHANGES: - The following changes in Frisco personnel, effective August 1, have been announced:

W. T. Bryan, director of industrial engineering, headquarters, Springfield.

H. L. Gastler, superintendent, Western Division, headquarters, Enid.

G. A. Honey, assistant superintendent-roadmaster, headquarters, York, Ala.

R. H. Kessner, director of supervisory training, headquarters, St. Louis.

L. J. King, Jr., assistant superintendent terminals, headquarters, Memphis.

R. H. Paschal, assistant superintendent - Birmingham Subdivision, headquarters, Amory.

D. W. Patton, terminal trainmaster, headquarters, Memphis.

K. E. Richardson, terminal trainmaster, headquarters, Birmingham.

P. J. Schmitz, assistant to general manager, headquarters, Springfield.

R. P. Shoaf, terminal trainmaster, headquarters, Tulsa.

R. E. Tyndall, terminal trainmaster, headquarters, Memphis.

V. C. White, assistant director of supervisory training, headquarters, St. Louis.

NEW FREIGHT RATE INCREASE APPROVED: - The Interstate Commerce Commission has granted railroads new freight rate increases. These will amount generally to 7 per cent in the East and West, and 4 per cent in the South. Carriers are authorized to make the new rates effective upon 15 days notice to the public.

CONGRESS TO CONSIDER NEW IDEA: - Some rail men have advanced a plan for Congressional consideration which when boiled down comes to thisthe setting up of a self-supported Federal agency to lease rolling stock to the railroads. It would be known as the Railway Equipment Agency, having an initial capital of \$500 million with more to be advanced as needed. The carriers could, under this plan, apply to the government agency for long term leases for the equipment needed.

AAR ELECT NEW BOARD MEMBERS: - Harry W. Von Willer, president of the Erie Railroad, and W. Thomas Rice, president of the Atlantic Coast Line Railroad, were elected members of the Board of Directors of the AAR. Willer succeeds Paul W. Johnston, chairman of the board and chief executive officer of the Erie, and Rice replaces C. McD. Davis, former president of the Atlantic Coast Line.

EMPLOYEES GET HALF RAILROAD DOLLAR: - In 1956, out of every dollar the railroads received as income, 46.9 cents went to pay for wages and salaries of railroad employees. 3.1 cents went to pay for railroad retirement and unemployment insurance benefits for railroad employees, and stockholders received 4.1 cents in cash dividends. Federal and local taxes took 7.3 cents.

ACTING DIRECTOR OF FINANCE BUREAU NAMED: - Vernon V. Baker, assistant director of the Bureau of Finance, has been named acting director to succeed Roger T. Boyden who retired July 31.

NEW ASSISTANT TO UNDER SECRETARY OF COMMERCE: - Edward Margolin has been appointed assistant to the under secretary of commerce for transportation. Margolin served as program coordinator for the under secretary and has been with the Commerce Department since 1948.

ALLEGHANY CORPORATION TO SHARE ILLINOIS-MISSOURI
TERMINAL: - An ICC order issued July 22 authorized Alleghany Corporation
and the New York Central Railroad to share equally with 10 other railroad
companies in ownership of the Illinois-Missouri Terminal Railway Company.

USE OF DIESEL LOCOMOTIVES HAS INCREASED RAPIDLY: - The
growth of the diesel locomotive is shown by the Bureau of Transport Eco-
nomics and Statistics' latest report. At the end of 1956, Class I railroads
had approximately 86 per cent of their power in diesel locomotives, while
only 12 per cent of the total number of locomotives operated were steam.

MAY RAILROAD RETIREMENT PAYMENTS: - The Railroad Retire-
ment Board has announced that the railroad retirement and survivor benefit
payments in May amounted to nearly \$58,600,000. This sum included
\$45,079,000 in retirement benefits and \$13,503,000 in monthly survivor an-
nuities and lump-sum benefits.

NSC STUDIES RAILROAD SAFETY PROBLEMS: - The National Safety
Council has delegated three entire sessions of the 45th annual National Safety
Congress, to be held in Chicago on October 21-25, to the accident problems
of railroads. One session will be on "transportation," another on "mainte-
nance of way," and the third on "maintenance of equipment and stores."

FRISCO LOADINGS: - For period July 27 to August 2, 1957, inclusive,
Frisco revenue freight loaded on-line and received from connections totaled
15,699 compared with 15,277 for the previous 7-day period and a total of 16,550
for the corresponding period last year.

RAILROAD FACTS: - Highway-railway grade crossing casualties for
all classes of persons, including trespassers, in 1956, resulted in 1,337 fa-
talities and 3,760 persons injured, compared with 1,446 fatalities and 4,014
persons injured in 1955.

..... Class I railroads in the first six months of 1957
installed in service 735 new locomotive units compared with 785 in the same
period in 1956.

REVENUE FREIGHT: - Loading of revenue freight for the Nation's railroads for the week ended July 27 totaled 736,407 cars. This was an increase of 86,601 cars or 13.3 per cent above the corresponding week in 1956, but a decrease of 54,019 cars or 6.8 per cent below the corresponding week in 1955. Loading of commodities for the week ended July 27 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	138,813	136,817	131,593
Miscellaneous freight	333,043	335,504	321,383
Merchandise L.C.L.	52,759	52,027	57,054
Grain and grain products	61,771	68,193	61,326
Livestock	5,535	5,441	8,155
Forest products	41,819	42,202	48,911
Ore	91,550	92,614	17,118
Coke	11,117	10,561	4,266

ESTIMATED NET INCOME: - Class I railroads in June 1957, after interest and rentals, amounted to \$58,000,000 compared with \$79,000,000 in the same month of 1956, according to the AAR. Net income for the first six months of 1957, after interest and rentals, was estimated at \$345,000,000 compared with a net income of \$404,000,000 in the corresponding period of 1956.

Net railway operating income of Class I railroads in June 1957, was \$74,030,563 compared with \$95,258,445 in June 1956. For the first six months of 1957, net railway operating income totaled \$450,303,531 compared with \$511,593,738 for the same period of 1956.

In the twelve months ended June 1957, the rate of return averaged 3.69 per cent, compared with a rate of return of 4.13 per cent for the twelve months ended June 1956.

Total operating revenues in the first six months of 1957 amounted to \$5,233,825,887 compared with \$5,236,344,953 in the same period of 1956, a decrease of less than 1/10 of one per cent. Operating expenses in the first six months of 1957 amounted to \$4,110,382,398 compared with \$4,037,305,569 in the corresponding period of 1956, an increase of 1.8 per cent.

Twenty-one Class I railroads failed to earn interest and rentals in the first six months of 1957, of which eleven were in the Eastern District, four in the Southern Region, and six in the Western District.