



FRISCO Railfax

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PRESIDENT'S NEW BUDGET: - President Eisenhower's new budget supports a pay-your-own-way approach to transportation. In his budget address, he asked for higher road user and airplane gas taxes. "I believe it fair and sound," he said, "that such taxes be reflected in the rates of transportation paid by the passengers and shippers." Further, he recommended a new approach to other fees and charges so that those receiving special services from the federal government "will more nearly pay the cost of those services."

Specifically, the President asked for a boost in the automotive gasoline tax from the present 3 cents to 4 1/2 cents; an increase in the tax on aviation gas from 2 cents to 4 1/2 cents, and a new tax of 4 1/2 cents a gallon on jet plane fuel. The higher automotive gas tax is needed, he explained, to keep the multi-billion dollar federal highway program on a "pay-as-we-go" basis. It would prevent a dip into general tax funds to pay the cost of the roads.

Similarly, Eisenhower said, users of the federal airways should pay a larger share of the rising costs of operating those airways through the higher taxes on aviation fuels.

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TAXPAYERS TO PAY? - Recent tragic airline crashes are spurring the federal government's search for airplane safety innovations, reports the Wall Street Journal.

Ultimately sought in a program that may cost the taxpayers as much as another \$2 billion, the Journal says, is "eventual automation of the airways, through such devices as three-dimensional, radar, push-button air-to-ground communication of routine flight data, and electronic computers that can 'remember' flight paths and warn of possible conflicts."

Many years ago, the railroads, too, were developing the safety innovations that today make railroad travel the safest there is. But the railroads paid the bill -- all of it. They are still paying all of it, even in competition with competitors who depend so largely on the taxpayers to assure the safety of their patrons.

'OPERATION NORTHWEST' A HIT: - Philadelphia's experimental mass transit program--offering low 30-cent rail fares, frequent train service, and bus-to-rail transfers--has produced "extraordinary" results in its first three months of operation.

The experiment--which the city is subsidizing up to \$160,000 for a six-month period, to cover the cost of 218 additional trains a week--has so far:

--Brought the railroads 4,000 additional riders a week.

--Reduced automobile trips to and from the center of the city by 3,000 a week.

--Increased rail commuter traffic in the test area by 14.9 per cent at a time when other commuter lines have been experiencing a continuing 6 per cent drop in traffic.

Philadelphia City Solicitor David Berger released a three-month report on 'Operation Northwest' based on figures submitted by the Urban Traffic and Transportation Board, the Philadelphia Transportation Company and the Pennsylvania and Reading railroads.

"We are immensely pleased that the program is achieving the primary goal of reducing downtown traffic congestion," said Mr. Berger. "The results are extraordinary . . . The program has proved that people will use trains provided the fares are low enough and the service frequent. Undoubtedly extension of the plan to other commuter lines would rejuvenate them dramatically also."

He said the money put up by the city is not a subsidy to the railroads, but "more a subsidy to the commuters."

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TO HEAD R.E.A.: - William B. Johnson, former assistant general counsel for the Pennsylvania Railroad, has been named president of the Railway Express Agency, Inc.

In assuming the post, Johnson issued a statement denying that his appointment as Railway Express President means that the agency's future has been determined. He declared that "large losses continue to be incurred in operating the business, and for this reason, the Express picture is still critical."

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CONGRATULATIONS: - H. E. (Gene) Trotter, passenger representative, was selected president of the City Passenger Agents Association of St. Louis, for the year 1959.

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A C&O "FIRST": - While the Chesapeake & Ohio is one of the last big railroads to go into piggybacking, it apparently can lay claim to a "first" in the field.

C&O passenger trains No. 1 and 2 - the "George Washington" - are hauling flatcars with truck trailers between Staunton, Va., and Charleston, W. Va. The trailers involved in this 233-mile move are owned by Smith's Transfer Corporation of Staunton. The C&O said the passenger schedules fit in perfectly for Smith. Too, the railroad thus hopes to cut the deficit on the passenger runs.

Other motor common carriers, C&O says, are expected to join in the operation later. C&O shops have converted 20 fifty-foot flatcars to handle the movement. Other cars will be added to the fleet as the service is expanded.

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R.E.A. PLIGHT GETS SENATE ATTENTION: - Troubles of the Railway Express Agency and the possibility of its being taken over by the Post Office Department are on the agenda of the Senate Post Office and Civil Service Committee.

Explaining the committee's interest in the subject, the chairman, Senator Olin Johnson of South Carolina, said: "Many of the railroads have threatened to pull out from under the R.E.A. We must investigate the field to see what must be done and how to set up charges in the event the Post Office Department has to go into this field."

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PACKAGE DEAL: - Three meals for \$5.00 is the new "American Plan" package being offered travelers on Atlantic Coast Line trains. ACL hopes many travelers will take advantage of the new plan by buying meal coupons when train tickets are purchased. Prices run from \$1.25 for breakfast to \$1.50 for lunch and \$2.25 for dinner.

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FRISCO LOADINGS: - For the period February 28 to March 6, 1959, inclusive, Frisco revenue freight loaded on-line and received from connections totaled 14,834, compared with 14,525 for the previous 7-day period and a total of 14,318 for the corresponding period last year.

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BRIEF: - The railroads' 1958 total of 30,200,000 carloadings of revenue freight was the lowest in 25 years and 15 per cent below the 35,500,000 cars loaded in 1957.

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TRANSPORTATION POLICY STUDY AUTHORIZED: - By a voice vote, the Senate recently approved Senate Resolution 29, providing for a comprehensive study of the nation's transportation policies. The resolution, sponsored jointly by Senator Magnuson of Washington, and Senator Smathers of Florida, carries an appropriation of \$290,000 to cover the costs of the study which probably will be made by a subcommittee of the Senate Interstate and Foreign Commerce Committee.

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

Retirements: - J. H. Webberley, special representative, after thirty-five years of Frisco service.

F. L. Richardson, Sr., assistant general foreman B&B-WS, after more than fifty years of service with the Frisco.

Appointments: - J. F. Christian, superintendent, Central Division, headquarters, Fort Smith, effective March 1.

T. F. Norvell, trainmaster, River Division, headquarters, Chaffee, effective March 1.

Enos Gaines, Jr., safety supervisor, headquarters, Memphis, effective March 10.

H. A. Linderer, assistant superintendent, Chickasha Subdivision and Oklahoma City Yard, headquarters, Oklahoma City, effective March 1.

J. M. Godfrey, assistant superintendent, Cherokee and Oklahoma Subdivisions, headquarters, Tulsa, effective March 1.

L. W. Menk (Texas Line), vice president, headquarters, Springfield, effective March 1.

Clyde A. McLeod (Texas Line), vice president and superintendent of the Red River Division, headquarters, Fort Worth, effective March 1.

J. G. Skaggs (Texas Line), district manager-sales, headquarters, Fort Worth, effective March 1.

C. C. Lane (Texas Line), assistant superintendent, Red River Division, headquarters, Sherman, effective March 1.

R. E. Catlett (Texas Line), division engineer, Red River Division, headquarters Fort Worth, effective March 1.