



FRISCO Railfax

ISSUED BY THE PUBLIC RELATIONS DEPT., ROOM 339 FRISCO BLDG., ST. LOUIS 1, MO.

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SUPERINTENDENT OF SAFETY TESTIFIES: - R. P. Hamilton, superintendent of safety for the Frisco, told the Surface Transportation Subcommittee of the Senate Interstate and Foreign Commerce Committee in hearings on June 26, that the total number of employee injuries in train accidents dropped by more than 50 per cent from 1942 to 1956 and declined even further through 1958. He said "these statistics show clearly the substantial success that the railroads had during the period 1942 through 1956 in reducing the more serious injuries to employees in accidents involving train operations."

Mr. Hamilton declared that the railroads have made "an outstanding record" in reporting accidents under rules laid down by the ICC. He added that only 24 infractions on accident reporting were found out of a total of 20,062 casualty filings with the ICC during a recent 11-month period, or only one-tenth of one per cent.

The safety official pointed to the voluminous reports that would be required of railroads under a proposed amendment (S. 1964) to the Accident Reports Act of 1910. He said this would cover "everything from a scratched finger to paint scraped from a railroad car" and would be "a backward step" in the accumulation and study of railroad accident statistics.

"If the railroads had been required to report accidents in the past as is now proposed in S. 1964," he continued, "there would have been less progress in the elimination of serious accidents and disabling injuries. Much of the time that was spent in developing and applying scientific methods of preventing accidents would have been spent instead in preparing useless reports on minor accidents."

ICC Commissioner Freas also opposed the bill, declaring that it would add to the clerical burden of the railroads and expand the workload of the ICC "without a compensating increase in the results achieved."

Harry See, chairman of the Committee on Safety of the Railway Labor Executives' Association, urged the enactment of S. 1964 on the grounds that the ICC "has placed a very restrictive interpretation" on the Accident Reports Act which "permits railroads to escape reporting many injuries to their employees."

PLAN TO AID RAILS WITH SURPLUS TURNPIKE FUNDS: -

Governor Robert B. Meyner of New Jersey proposed that surplus revenues from the New Jersey Turnpike be used to aid commuter railroads within the state. The plan, which is based on greater-than-expected receipts from current turnpike tolls, would make up to \$630 million available within the next 30 years, \$30 to \$40 million immediately, and the remainder in annual sums ranging from \$10 to \$15 million annually. The money would be apportioned by the state to municipalities served by the commuter railroads, so that they, in turn, could lighten the rails' tax burdens.

The plan will need the approval of Turnpike Authority bondholders, and a state referendum, if it is to be placed into action. At the present rate of turnpike receipts, the bonds will be retired 14 years before they are due to mature.

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SEAWAY TRAFFIC DURING MAY ANNOUNCED: - During May, the first complete month of operation of the St. Lawrence Seaway, 2,243,450 tons of cargo were carried through the St. Lawrence River canals, according to a preliminary statement of toll traffic issued on June 22 by the Canadian and United States Seaway authorities. This volume of cargo was being transported by 980 cargo vessels, the aggregate gross registered tonnage of which was 2,898,800.

As compared with May 1958, when the 14-foot canals were in operation, the increase in cargo was 741,360 tons, or 49 per cent.

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

Retirement: - A. W. Arnett, passenger traffic manager, retired June 30 after more than thirty-five years of Frisco service.

Appointments: - Delbert Fields, passenger traffic manager, headquarters, St. Louis, effective July 1.

M. R. Steele, general foreman - communications and signals, headquarters, Springfield, effective July 1.

C. E. Trotter, electronics engineer, headquarters, Springfield, effective July 1.

J. W. Dollar, terminal trainmaster, headquarters, Tulsa, effective July 1.

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TRAVEL TAX AGAIN EXTENDED: - Extension for another year of the 10 per cent Federal Excise Tax on transportation of persons was voted by Congress on June 29, and the measure, H.R. 7523, also extending corporate and other major excise taxes, was sent to President Eisenhower for signature. Presidential approval of the bill was a foregone conclusion, since, if he did not sign it by Tuesday night, June 30, the government would lose about \$9 million daily.

As finally approved, the bill provides that the 10 per cent tax will remain at its present level until July 1, 1960. At that time, it is scheduled to drop to 5 per cent, unless revised by future legislation.

Earlier the Senate, by voice vote, had approved an amendment to the House bill to repeal the entire 10 per cent travel tax effective August 1, 1959. In conference with the House of Representatives, which had passed the basic bill without mention of repeal of the travel excise, the compromise measure was agreed upon and adopted by both Houses.

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FUNDS FOR TRANSPORT STUDY AGREED ON: - The Senate and House on July 1 agreed to the Conference Report on H.R. 7349 which, among other things, provides for an appropriation of \$100,000 for continuation of the transportation study by the Department of Commerce. The measure also carries appropriations for the Bureau of Public Roads and the St. Lawrence Seaway Development Corporation.

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FEDERAL AID FOR AIRPORTS EXTENDED: - President Eisenhower on June 29 signed S. 1, extending Federal aid for airports for two more years at the current rate of \$63 million a year. Approval of the bill came after both the Senate and House receded from their original appropriations which would have raised the grants far above the current \$63 million figure.

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FRISCO LOADINGS: - For the period June 20 to June 26, 1959, inclusive, Frisco revenue freight loaded on-line and received from connections totaled 15,866, compared with 17,351 for the previous 7-day period and a total of 14,978 for the corresponding period last year.

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BRIEF: - Estimates indicate the Class I railroads will install approximately 20,000,000 new crossties this year. New rail programs call for laying 585,000 net tons of rail.

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LET HIM OFFER THIS SERVICE

