

ICC Fed Up With Politicians Seeking Data on Oregon Boxcar Shortage

By A. ROBERT SMITH
Mail Tribune Correspondent
Washington — Officials of the Interstate Commerce Commission who have to wrestle with the freight car shortage that plagues Oregon, are fed up with also having to cope with politicians from both parties who are now demanding information and curative action.

They refer specifically to Republican Gov. Paul L. Patterson and Democratic Sens. Wayne Morse and Richard L. Neuberger, whose aides have been dogging the trail of ICC experts in quest of hopeful data they can make public in Oregon.

"We need a special tax just to supply both sides with information," said one harassed official. "That's what happens when damned politics get involved and you have to satisfy demands of opposing candidates."

Pointed Reference
This was a pointed reference to the prospect that Sen. Morse may be challenged in next year's election by Gov. Patterson. Officials cite the numerous conferences they have held with the Washington staffs of the senators and with the emergency committee set up by the governor to deal with the car shortage, plus numerous communications.

It's not that the government officials resent being petitioned for the information they are responsible for compiling, but they say it is that they find their workload unnecessarily burdened by ignorant and publicity-inspired inquiries. They cite, as an example, a four-page communication received this week from

Clifford Ferguson, advisory counsel for the governor's emergency transportation committee. "There's nothing new in it," ICC Commissioner Owen Clarke reportedly declared after studying Ferguson's letter. Clarke, who hails from Yakima, Wash., was backed up in this judgment

by other ICC authorities. "I haven't seen anything in that letter that wasn't gone over in detail in the hearings we held several years ago on the Oregon freight car shortage," an ICC veteran said. He added that he was confident none of those now appealing for help had ever read

the detailed pertinent data accumulated in that shippers supply committee case. Reports filtering out of the ICC say Charles H. Heltzel, Oregon public utilities commissioner, was verbally chastised during a conference here at the ICC. Heltzel reportedly com-

plained to the ICC that the Association of American Railroads was slanting its figures to protect the railroads as best it could against criticism of their inadequate supply of freight cars.

Doing Same Thing
While agreeing that Heltzel was right about AAR tactics, ICC experts charged that he and the governor's committee had been doing the very same thing in order to make the severity of the car shortage appear as extreme as possible.

Whatever comes out of the rival shipping and railroad camps, ICC has to steer the middle course of statistical accuracy—and it has concluded that the shortage boils down to just one

thing: the railroads haven't built enough new cars or repaired enough old cars to take care of their business.

What burns up ICC is that it gets urgent demands for action when the shortage is acute and everyone is crying for help, but it is forgotten by the politicians when it comes time for annual budget allocations by the administration and Congress. The budget controls the number of field service agents ICC can hire to check up on where the railroads move their cars, to locate empties hidden in freight yards, to see that shippers aren't discriminating against, particularly in western Oregon where Southern Pacific has a monopoly.

When asked whether ICC needs more field men, an official replied:

"Let me put it this way. In 1950 we had 120 service agents. Now we have 20. We have one man at Portland where we used to have three. We have one at San Francisco where we had four or five. We had two in Seattle, and now we have none up there. We have one man at Spokane, but he has to cover all of eastern Washington, Idaho and Montana. We really ought to have 12 or 14 agents for the Northwest alone."

"These men," he added, "are our eyes and ears. When we don't have them, we can't do anything."



Daily's U-Drive
Medford Airport

MEDFORD MAIL TRIBUNE

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ARRIVING at Capitol Hill, Vice President Richard Nixon is in serious mood as he prepares to relieve ailing President Eisenhower of heavy responsibilities. (International)

Quotes From the News

By UNITED PRESS

Henry Ford II, announcing that Ford Motor Co. plans to spend \$500,000,000 for expansion in 1956 as evidence of its faith in the future:

"The so-called market of the future, the explosion we all anticipate for the early '60s, is no longer a distant dream."

Defense Secretary Charles E. Wilson announcing that it still has not been decided whether to expand the Marine Corps to the 215,000-man level recommended by the Democratic-steered Congress:

"There is no need to pop up to \$18,000 if you are going back down again."

Walter F. O'Malley, president of the Brooklyn Dodgers, at the start of the third game of the World Series, on former Mayor William O'Dwyer's proposal to move the team to Mexico City:

"If we blow this thing Mexico won't be far enough south for us to go."

Mrs. Mamie Bradley in reply to rumors that her son, Emmett Till, had been seen on the streets of Detroit since a jury in Mississippi failed to convict two white men of his murder:

"I am willing to have my boy's body exhumed from the vault for a thorough examination if that would dispel these wild rumors."

Ned H. Dearborn, president of the National Safety council, on the higher rate of traffic deaths this year:

"The rising tide of traffic deaths means that every driver must be his brother's keeper."

Deputy patrolman Mahlon Craft after a breeze blew shut the door of a cell locking him in with six prisoners he had escorted to the cell:

"The prisoners had a field day making jokes—none of which I thought was funny."

Mrs. Glenn G. Hays of Evanston, Ill., president of the WCTU on liquor and alcoholism:

"Nowhere is abstinence from alcoholic beverages suggested as a method of preventing alcoholism, as it should be."

Michigan Gov. G. Mennen Williams announcing he had declined a bid to speak at a Democratic Jefferson-Jackson day dinner in Birmingham, Ala., because Negroes would not be allowed to attend:

"When I learned of such an ordinance I talked to Alabama Democratic leaders. I told them I would not be able, in good conscience, to attend the meeting if such a racial barrier existed."

SCHMELING COMING TO U.S.
Hamburg, Germany — (U.P.) — Max Schmeling, who was warmly congratulated by the German press Wednesday on his 50th birthday, said he plans to visit the United States in November. "It will be just a private visit," he said. While in America he may purchase some cattle and hogs for his large farm near Hamburg. The former heavyweight champion appears remarkably fit at 50, but he no longer talks of returning to the ring.

Charges Against Mother Dropped

Portland — (U.P.) — Charges of disorderly conduct and contributing to the dependency of a minor brought against 20-year-old Shirley Bunnell were dismissed here yesterday by Municipal Judge J. J. Quillan.

Mrs. Bunnell was found by police in a downtown women's club Wednesday after she had abandoned her two infant daughters at the home of her employer and left two notes behind.

Mrs. Bunnell told police when she was booked at headquarters that she had been seeking a job to finance medical care. She is separated from her husband.

Judge Quillan said the charges were dismissed for lack of a complaint.

BEND ENROLLMENT UP

Bend — (U.P.) — A record enrollment of 290 students was reported here yesterday by officials of Central Oregon College, a night extension class institution in Bend high school.

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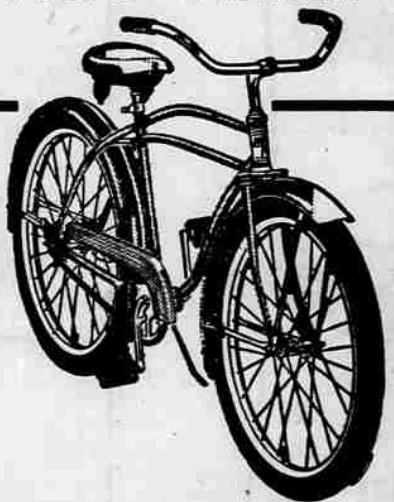
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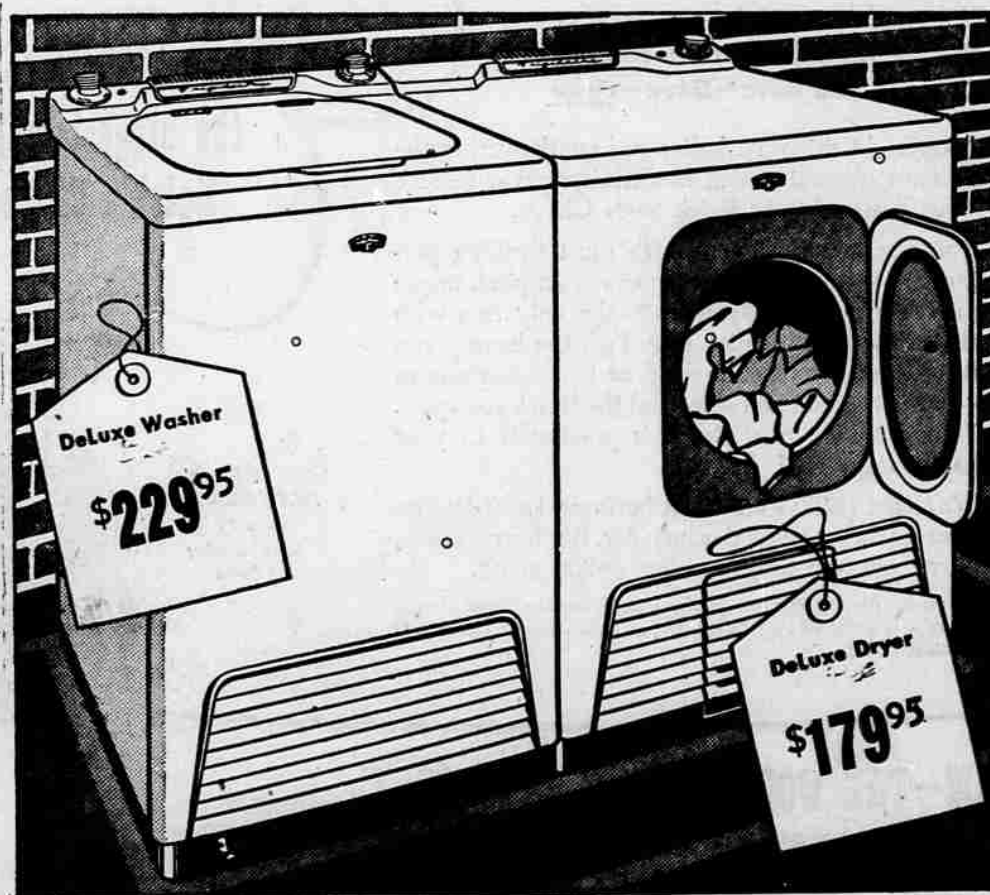
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