

MEDFORD, OREGON, SUNDAY, OCTOBER 20, 1963

Burlington President Finds Potential of Area Unlimited

"Growth possibilities of the Rogue River valley, and the Pacific Northwest as a whole, are unlimited with the power, lumber and soil potential of this area," H. C. Murphy, president of the Burlington Lines, declared here Friday, adding, "dependent, of course, upon good transportation."

Traveling from east to west to visit the company's representatives and shippers, Murphy was joined here by Starr S. Hankis, western traffic manager, San Francisco; Guy R. Glover, vice president in charge of traffic, Chicago, and Larry G. McCubbin, general agent, Portland.

All conferred Friday with W. Harold Pyle, commercial agent for the Burlington Route with offices in the D'Anjou building in Medford, where the company has maintained offices and a commercial agent since 1956.

Entertained at Luncheon
Principal shippers were entertained at a luncheon with women guests Friday and at a stag dinner in the evening.

Opening of the Medford office was an expression of confidence in the potential of this area. It has been followed by a steady increase in service to make possible a closer relationship between railroad and shippers. Murphy noted as proof that the confidence has been justified.

With verification from the other members of his staff closer to the operation, Murphy stated that 10,000 cars are moved in and out of the Medford area annually and that he is eager to increase the amount to at least 20,000 for the Burlington Lines.

Added to Service
The Burlington Line added 1,525 freight cars to its service this last year. Last year the new cars numbered 1,225. During two years the company is spending \$55 million on freight cars and diesel power and equipment not including road improvements, which will amount to \$12 million, the railroad president said.

Murphy, who has been in railroading for 52 years, almost 50 of them with the Burlington, pointed out that box cars in the old days were constructed for \$2,500 or \$3,000. Now, "damage-free" cars, all with roller bearings, manufactured today cost

from \$11,000 to \$21,000 in construction.

With all these costs and the restrictions made upon railroads today by government mandates, the railroad "still faces a great future," the executive maintained.

Always Be Railroad
"There will always be a railroad," he declared. "Many, many millions have been spent in improvements, all kinds of improvements. There has been almost a complete renaissance in power with the railroads going from steam to diesel engines, the most efficient power plant in existence so far as the railroad is concerned."

"The public will never get the maximum for its transportation dollar, however, until the railroad is allowed more freedom," the railroad president declared, "until we are allowed to operate under ground rules just as favorable as are our competitors and with restrictions no more numerous. With a little encouragement from the government this country could have a transportation system better than anything known. Everything is there and ready, the equipment, the qualified people, if the government just gets off our backs."

Suffering Shortage
"The whole middle west is suffering from a car shortage now," the Burlington executive stated in answer to questions regarding box car shortages, which have worried lumbermen through the years. Murphy then blamed the condition on government controls which make it "impossible to predict the number of cars to be needed in the grain areas at any certain time."

"Six million bushels of milled lumber is on the ground today in Nebraska and should be moved," he explained, "but 3,500 cars are needed to move it and we don't have the 3,500 cars there. They are scattered about the nation."

to estimate this time correctly. Some of last year's crop may be released for movement at the same time as this year's crop and the railroad is in a bind.

Burlington brings empties out here by the score, the executive stated. There are 300 cars a day brought into the general area of Oregon and California. The chief haul from Oregon is lumber.

"All of the box cars owned by Burlington and other lines noted on our railroad do not represent more than 65 per cent of our boxcars," Murphy said, emphasizing the manner in which cars are exchanged and used by other lines. Burlington owns more than 22,000 box cars, he said, but many times Burlington cars are off the Burlington line for two months.

The advantages of this car exchanges and of the reciprocal use of lines were explained by the railroaders. Railroads are consolidating positions throughout the nation, Murphy stated. They are abandoning rather than building lines today where good highways are parallel to the railroad lines.

Too Much Mileage
The government has called attention to the existence of too much mileage. Although trucks have taken the business from many feeder lines, the taxpayers protest if the railroad abandons them. On the other hand, Murphy pointed out, to meet the requirements of government mandate the line must show an economical operation. When railroads continue to operate a branch line with an actual loss they are not meeting the requirements of this mandate. Missouri was mentioned as the only state in the union where there is a tax advantage enjoyed when a line is abandoned.

Burlington has operated trucks, too, since 1934, expanding to cover 75 per cent of the territory as a complimentary service. The company tried to establish airplane service by using helicopters to give service between certain points, Des Moines to Creston, Iowa, for example, but the CAB ruled against it, requiring railroads to operate on the surface.

The only construction done in recent years by the railroad was to shorten the run from Brookfield, Mo., to Kansas City and in that instance, also, the line found it more economic and expedient to use a portion of the Wabash line than to construct all its own. So this was done, Murphy said.

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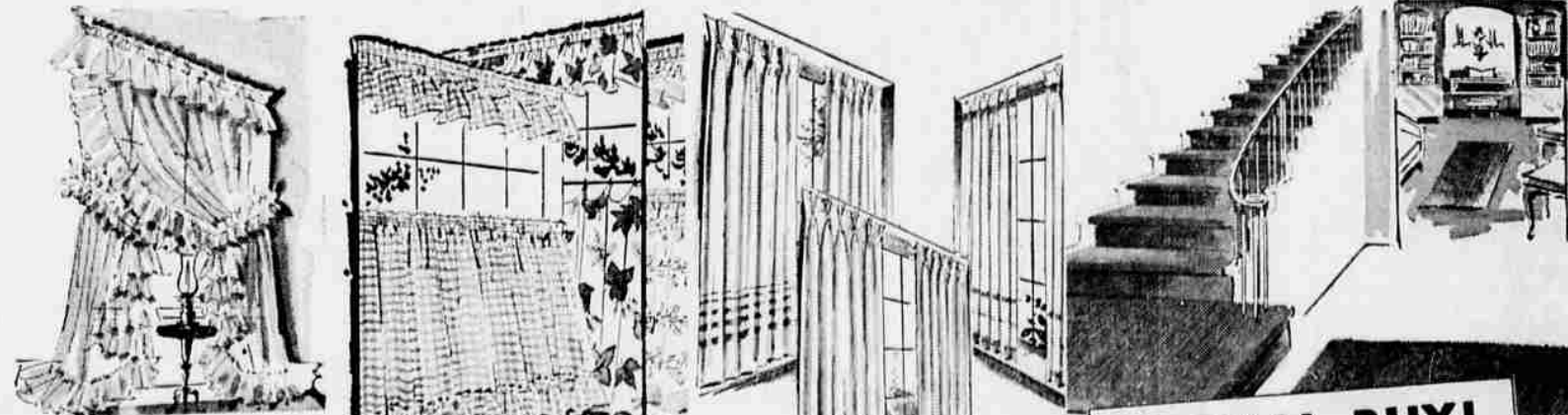
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PET TALK

By M. I. L.

"A Pompeii Hero"—About 30 years ago certain men were digging out a part of Pompeii, that Italian city which, in the first century, was suddenly destroyed by an eruption of the volcano Vesuvius. Outside a dwelling they discovered the body of a small lad appearing as if he had fallen asleep. The little chap had been overtaken by the clouds of poison gas and torrents of red-hot ashes from the mountain. Beside the boy was a big dog with its teeth caught in its master's cloak. It looked as though the dog had made a great effort to save the boy.

Around the dog's neck was a big silver collar. The metal was all tarnished, but when cleaned it was seen to have this inscription in Latin: "This dog has thrice saved the life of his little master. Once from fire, once from water, and once from thieves." Even at this last hour, when destruction poured down from the sky, it was plain that the faithful animal has tried to save his little master a fourth time.

(From Tail-Wagger Magazine)
Buddies—You do not need to look at a dog to know he's your friend. You can feel his cold nose and warm fur; you can hear his affectionate "wuff" and the "thump" of his wagging tail. For all these reasons, wouldn't a dog be a wonderful pet for a blind child?

Maybe you've never thought of this but a school on Manhattan Island has. It's the New York Institute for the Education of the Blind, and it brings blind children and dogs together in a project called Buddies, Incorporated. In it the youngsters and puppies pair off, every child who wants one getting a dog of his own. The pups are not intended as guides, but just as playmates.

Naturally, the youngsters are taught to care for their new pets, and after a training period, the child and dog "graduate" together. The child has a "pal" that helps build his confidence, the dog has a considerate master.

(From the Rotarian)