

STATE AFFAIRS COMMITTEE
February 7, 1967

The meeting was called to order by the Chairman, with all members present except Messrs. Andrews, Doyen, Mikesic and Woodworth, who were excused. The Chairman stated that the individuals who opposed HB 1055 would be heard, and then questions asked by the Committee.

Mr. Thad Sandstrom of WIBW radio and TV, represented the radio and TV industry, and explained that to remain on standard time would necessitate taping programs for later play, and that the cost would be prohibitive and that it is just out of the question to give people their favority programs. He emphasized particularly, athletic broadcasts that the men are interested in and the ladies' serial programs.

Mr. Bob Lusk of Merriam, Coordinator of Trans-World Air Lines appeared and explained the complexities of travel with certain states on one time and adjoining states on another. He stated that it was not possible to print a timetable and that even the employees working with this type of industry sometimes become confused, and that the traveler who does not utilize the service with much regularity, is truly confused. He stressed the desirability of not "daylight" versus "standard" but some kind of uniformity. Mr. McGill inquired about the statement that 75% of the states are going on daylight Time, and Mr. Lusk replied that it wasn't 75% of the states but 75% of the population. The Chairman inquired why Central Airlines from Kansas City to Denver didn't operate on Central Time. Mr. Errol H. Klein, representing Central Air Lines, stated that he is for "uniform" time; that if Missouri falls under daylight time, passengers traveling west will find quite a difference; and explained that a man traveling from Wichita to Kansas City for a morning appointment may find air service not suitable since the time is so very different and the airlines will probably lose considerable business because of things like this. He stated that Colorado is going daylight; Missouri probably will; Arkansas is undecided; Oklahoma is undecided and Texas will probably go daylight. He pointed out with time differentials, in some instances people will arrive at their destination "before they left".

Mr. Dan Loeb, representing the Chamber of Commerce of Junction City, testified that last year the Board of Directors adopted a resolution favoring daylight time for the state. He explained that many of their people work at Fort Riley and that the post works on daylight time; that there are 6,000 people involved there; that the workers would have to live by one time and work by another if the state should exempt itself.

Mr. George M. Brown of Wichita, testifying for the radio-TV industry, stated that the cost of taping shows to be shown at their regular times would be prohibitive, assuming that the electronic equipment would be readily available, which it would not be. Mr. A. J. Mangelsdorf, Chamber of Commerce of Atchison, stated that many of the people there are in favor of daylight time; that they have several major industries that would be inconvenienced if Kansas remains on Central time.

Mr. Henry Schulteis of the Santa Fe Railroad Co., asked to present some information about how retention of central time would affect the railroad business. He introduced Mr. Floyd Elterman of the Santa Fe Railroad who stated that he was speaking for the entire railroad industry. He reiterated that they were not concerned about standard vs. daylight time, but rather some kind of uniform time. He displayed a map which showed rail service from St. Louis to a point in Colorado, and stated that there would be five time changes in that length of service. He stated this would hamper both passengers and freight service, especially in single track areas because some would be running on one time while a "head-on" train would be running on another; that to try to schedule them would be a most complex business, resulting in loss of time for passengers and loss of business for the railroads. Mr. Unruh stated that there is a Resolution proposing Greenwich time, and Mr. Elterman stated again that uniformity was what the railroads are interested in. In asking specific questions, the Chairman ascertained that actually there were only four times changes in the area which Mr. Elterman discussed, and that with the institution of daylight time in Colorado and Missouri, this would not change.

Mr. Don Moore of Continental Trailways, stated that he also represents Greyhound; that anything he could say would be repetition; and reiterated that to try to schedule passengers would be difficult indeed if Kansas chooses to remain an "island".

Mr. Art WolfeoffLawrence, stated that he represents only himself, but that he is affiliated with Centron, a film corporation that manufactures films, makes movies, and deals in other business; that his business is not only national but now international and that to maintain his business on an economical and efficient basis, daylight time, or at least a uniform time is a must.

Mr. Joseph Press of Kansas City, with a frozen food concern, a division of Beatrice Foods of Topeka, stated that in the food storage and distribution business, you must deal with real close schedules; that they are doing business on a national scale and to keep up with the time zone sequences when daylight time is instituted in some places, they will need additional staff in order to compete and maintain the business they now have.

After a period of questions, the meeting was adjourned.

MARGARET GENTRY, Secretary

~~THAD SANDSTROM, TOPEKA~~
~~BOB LUSK, MERRIAM TWA & related airlines~~
~~ERROL H KLEIN, PRAIRIE VILLAGE~~
~~DAN LOEB, JUNCTION CITY~~
~~GEORGE M. BROWN, WICHITA~~
~~A. J. MANGELSDORT, ATCHISON~~
~~HENRY SCHULTEIS JR.~~
~~FLOYD ELTERMAN~~
~~D. E. MOORE~~
ART WOLF, LAWRENCE
JOSEPH E. PRESS, KANSAS CITY