IN MEMORIAM

HAMPTON KENT SNELL

Professor Hampton Snell was born March 10, 1904, in Harvey, Illinois and died August 7, 1997, in Austin, Texas. In 1928 he married Margaret Elizabeth Frye. They had one son, Hampton Kent Snell, Jr. (deceased) and two grandsons.

"Hamp" Snell graduated from the University of Wisconsin with a B.A. in 1925 and an M.A. in Economics in 1928. At the University of Wisconsin, he received the Wisconsin Legislative Scholarship, The University YMCA Scholarship, and the Anna M. Ely Scholarship in Land and Public Utility Economics. Several years later he enrolled in the Yale Doctoral Program where he was awarded the Lord Strathcona Fellowship in Transportation. He earned a Ph.D. from Yale University in 1941.

In 1926, Professor Snell was employed to teach chemistry as a graduate assistant at West Virginia University. During the depression years of 1930-1936, he was an Assistant Professor and subsequently Associate Professor of Economics and Business Administration at Montana State University where he taught courses in Economics, Money and Banking, Finance, Transportation, Public Utilities, Investments, and Economic Geography.

From September 1936 until February 1942, Professor Snell was Associate Professor of Transportation at the University of Southern California where he also served as Chairman of the Program Committee and Secretary-Treasurer of the Pacific Coast Economic Association. During the summer of 1936, he was Visiting Professor of Utilities and Transportation at Stanford University. He was on leave of absence from January, 1942 until June, 1945 during World War II. During the war years he had Lectureships at the Department of Agriculture Graduate School,
the Industrial College of the Armed Forces, and from 1945-1947 he was a Lecturer in Transportation at Georgetown University in Washington, D.C.

Professor Snell joined the faculty of the University of Texas College of Business in 1947 and taught there until he was named Professor Emeritus upon his retirement in 1974. During the 37 years that Professor Snell was at the University of Texas, he taught a variety of transportation and economics courses in the Department of Management and the Department of Marketing to which he brought his experiences in government and industry. His writings included dozens if not hundreds of articles, presentations before committees, items on rate hearing documents, studies, and proposals. During the depression he wrote a series of articles for the Missoula, Montana Sentinel and was host of a weekly radio program entitled “Economics Behind the News” for Station KCVO in Missoula. The dozens of articles and studies Professor Snell prepared during and after World War II included titles such as: Analysis of Motor Transportation in Southern New England; Analysis and Review of the Supreme Court Decision in the St. Louis O’Fallon Railroad Case; Railroad Rates during Times of Depression; Standardization of Locomotive Types; Locomotive Requirements of U.S. Railways and Industries; Analysis of Transportation of 100 Principal Commodities; Santa Fe Second Track, Clovis to Texico; Southern Pacific Pecos River Bridge; Refrigerator Car Situation and Requirements in the United States, 1943; Analysis of Possible Utilization for Commercial Purposes of War Time Air Bases.

During his World War II years in Washington, Hamp Snell became one of the nation’s experts on railroad and highway transportation. While in Washington in charge of the Transportation and Traffic Section of the Office of Civilian Requirements for the War Production Board, he traveled extensively with the objective of determining the security and protection requirements of every major transportation structure in the United States.
In 1942-43, as Chief of the Railway Unit, Office of Civilian Requirements of the War Production Board, he completed more than 40 projects which defined the requirements for domestic and foreign railroad equipment and presented special studies of significant transportation problems.

The following year, as Head Program Specialist for the Office of Defense Transportation, he was conducting special studies and advising the military and the government concerning significant transportation problems for the war effort. The studies included railroads, truck and bus lines, city transit systems, inland waterways, and were most often directed toward the supply and movement of controlled materials such as steel, copper, and aluminum.

During his last two years in Washington he served as Assistant Director of Research for the Army Industrial College and as Assistant to Vice President of the Association of American Railroads with responsibility for transportation research and the development of transportation and public utility courses for the Army Industrial College. His assignments included not only questions concerned with continued mobilization for the war in the Pacific but also an analysis of German Transportation and Power Resources for possible use in the war against Japan.

These were also years during which he testified before countless governmental commissions such as Interstate Commerce Commission, the Hoover Commission on the Organization of the Executive Branch, Texas Railway Commission, and many local and regional governmental groups. He served as a consultant on transportation and related issues for many cities, government agencies, and business corporations. His knowledge of rate structures was legendary, and coupled with his understanding of the role of transportation in the United States, added to his prestige as a teacher and his value as an advisor to policy and decision makers. While
Hamp Snell developed a fine reputation as a transportation theorist, he was happiest and probably most effective when he was directing his substantial knowledge and talent toward the resolution of specific problems that plagued the transportation industry in this country. His capacity for hard work and his penchant for details made him a valuable resource to any group contemplating the enormously complex question of how best to transport things or people from one place to another in the most efficient and effective manner.

Larry R. Faulkner, President
The University of Texas at Austin

John R. Durbin, Secretary
The General Faculty

This Memorial Resolution was prepared by a special committee consisting of Professor Emeritus Floyd Brandt (Chair), Professor Emeritus I. B. Helburn, and Professor Timothy Ruefli.