

# S. P. BUYS MANY LOCOMOTIVES

### Sixty-Three New Locomotives Purchased for 1924 Service by Rail Company

Sixty-three new and powerful locomotives to be placed in service in 1924 have just been ordered by the Southern Pacific Company. It was announced today.

Coincident with the new purchase, it was announced that eastern manufacturing concerns have begun delivery of fifty new freight and passenger locomotives ordered the early part of this year by the Southern Pacific Company.

The two orders, adding to a total of 112 engines for handling constantly increasing traffic in the West, will represent an expenditure of about \$8,000,000 when delivered and fitted for service.

The new locomotives embody the latest approved features for increasing efficiency and economy of operation as worked out by Southern Pacific motive power experts. They will make possible longer runs and the handling of heavier trains.

Thirty-four of the locomotives now being delivered are of the "2-10-2" type in use on any railroad.

Ten are of the "4-8-2" type, commonly known as the mountain type passenger locomotive, which are among the most powerful and modern passenger locomotives ever built. These are to be used in fast passenger service over mountain divisions and on exceptionally long runs.

The remaining six locomotives are of the "4-6-2" type of passenger engine, similar to those built in 1921 for use on the Salt Lake Division, which have proved so efficient in making the run of 556 miles between Ogden, Utah, and Sparks, Nevada.

The new mountain type passenger locomotives are heavier and more powerful than any passenger locomotive now used by the Southern Pacific. They have a tractive, or pulling power of 57,510 pounds without the auxiliary booster engine and 67,660 pounds with the booster. The total weight of engine and tender is approximately 572,000 pounds, length over all, 97 feet, 8 1/2 inches; height, 18 feet, 11 inches; driving wheels 73 1/2 inches in diameter.

The booster engine is a separate two-cylinder steam engine geared to axle of trailing truck wheels for the purpose of assisting main engine in handling trains, both in starting and on heavy grades. It is cut out as soon as the train attains a speed of about 15 miles an hour.

The "4-6-2" type passenger locomotives, found to be one of the most efficient and easiest riding engines in use, have a tractive power of 43,660 pounds; weight with tender approximately 527,250 pounds, and are 86 feet 5 1/2 inches in length. The powerful "2-10-2" freight locomotives are 97 feet, 8 1/2 inches long, have tractive power without booster of 75,150 pounds, with booster 84,740 pounds and weight approximately 619,800 pounds.

All of the engines are equipped with feed water heaters, which perform the double operation of heating the water as it comes from the tender and pumping it into the boiler. They also have clasp brakes on tender truck wheels, consisting of two brake shoes per wheel, which provide efficient braking and less wear.

### Tourist Travel in Berlin Smallest in Many Years

BERLIN. (AP)—Berlin attracted only 38,850 visitors during September, and of these 9,554 were foreigners. America furnished 1,215 of these visitors, but showed a larger number than any other foreign country. Sweden was second with 544. Austria supplied 870 tourists. Russia 559. There were only 112 from France and Belgium together.

These figures are the lowest monthly record which has been reported for several years, and they spell disaster for hotelkeepers. Many of the larger hotels now have entire floors closed up, and hotel employees are finding it difficult to get positions.

The number of visitors to Berlin in August was 112,290, which was a great decline over August of last year. Increased railway fares have undoubtedly done much to discourage Germans from traveling. Trains all seem to be crowded, but the number of trains has been greatly reduced.

### First Photo of Germany's "Man of the Hour"



Arrow points to Herr Deckers, a German merchant, who is one of the leaders in the Separatist movement. Photo shows Herr Deckers leaving the headquarters of the New Rhineland Republic at Aix-les-Bains. Note his bodyguard. The guards wear white arm bands.

### Odd Sized Cards and Envelopes Cause Trouble in Post Offices

WASHINGTON. (AP)—The Post Office Department has renewed its campaign against the use of small and odd-sized holiday postcards. Postmasters have been urged to seek co-operation of manufacturers, dealers and the public generally in eliminating the objectionable sized matter.

These cards will not pass through the cancelling machines and cause much annoyance to postal employees during the busiest season of the year. The department requests that no cards or envelopes smaller than two and three-quarters by four inches be used.

### Paris Students to Get Beer Or Wine With 15-Cent Meals

PARIS. (AP)—When Paris University students return to their studies for the winter term they will find their club-house has been over hauled and at the bar, a highly popular corner of the establishment, they will be furnished with general meals at the astounding prices of two francs and a half or somewhere around fifteen cents at the present rate of exchange.

As these meals include wine or beer, it is a mystery how the students' association can supply them at such a modest rate, with the high price of foodstuffs at the present time. The menu will comprise one hour d'oeuvre, meat, a vegetable and desert or cheese.

### Penniless, Karl Sought Throne

BRUDAPEST. (AP)—The late ex-Governor Karl of Austria did not have enough money to buy cigarettes when he was making his final attempt to

### Object To Imported Hops

LONDON. (AP)—British hop growers are working together to prevent the importation of hops. It seems 500,000 hundred weight of foreign hops came into the country during the last three years, and if this amount had been grown locally it would have given employment to 46,000 men at 45 shillings a week.

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shall have snow; and what will the golfer do then, poor thing?

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### Pistons Down—This Non-Detonating Gasoline

There are two ways in which gasolines explode. One explodes instantaneously—detonates. It hammers the piston down by a single, crashing blow. It has a tendency to explode prematurely, thus reducing compression in your cylinders and delivering less power. Detonation frequently causes "knocking" which you notice particularly on hills. The smashing blows increase vibration—which means more wear and tear.

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With Union Non-Detonating Gasoline you'll note a new "lift" on hills and no "knocking" due to gasoline. There's new speed on the level and a swifter rush in the pickup. Sustained impulse reduces vibration—saves wear and tear. There's higher efficiency and more mileage, therefore, in a gasoline like this. Union Non-Detonating Gasoline is the product of progressive refining methods. Its quality is governed by exhaustive tests. The research of able chemists, equipped with the finest facilities for studying refining methods, is constantly devoted to its improvement.

**Union Oil Company of California**

# Union Gasoline



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ORGANIST L. D. S. TABERNACLE  
Salt Lake City, Utah

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