

# Truck Loading Zones For Downtown Retail Stores Talked By City Fathers

The long-disputed problem of truck loading zones for downtown retail stores reared its obstinate head once more at the meeting of the city council last night.

A letter to the council from the Klamath retail trade bureau by Paul Skeen, president, started the councilmen off into a long, involved discussion. The letter stated that the present system of having loading zones in alleys was not satisfactory. It asked that new loading zones be worked out to eliminate the present hardship on truckers. The trade bureau requested that there be less space on Main devoted to bus stops, a loading zone in each block, and no cab stands on Main and certain side streets. Specifically, they asked that there be loading zones in blocks on the north side of Main between 5th and 9th, and on the south side from 5th to 7th.

**Opinion Divided**  
Opinion was divided on the matter of selecting a committee to work on the problem with the retailers. The final decision was the selection of a secret committee to consider the problem and report later to the council.

Further discussion came up on the project of widening S. 6th, with regard to the moving of water mains and installing meter boxes. The question will be looked into more fully and reported later.

L. L. Lombard appeared before the city fathers asking that something be done about 80 feet of open ditch into which a storm sewer runs in front of the site of Lombard's new truck service garage at 522 S. 6th. It was feared that a bridge over the ditch would not support the weight of a heavy truck. The

council decided to do what it could to have the street paved with the support of a petition from property holders in that area.

**New Siren**  
Permission to order a new siren for the recently ordered police car was granted to Orville Hamilton, chief of police. Absent from the session were Police Judge Harold Franey and Councilman Paul O. Landry.

**Lost River Post, VFW, To Initiate**

MERRILL—The Lost River post, VFW, will meet Friday night, February 1, in the Odd Fellows hall for initiation of several candidates. Assisting will be the Pelican Bay initiation team. Refreshments will be served following the meeting. Harold West is post commander.

**Quickly Relieves Distress of Sneezing, Stuffy Head Colds**

A little Va-tro-nol up each nostril promptly relieves sniffly, stuffy distress of head colds—makes breathing easier.

Also helps prevent many colds from developing if used in time. Try it! You'll like it! Follow directions in package.

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## Klamath Basin Men Receive Discharges

The following Klamath basin men received honorable discharge certificates January 24 from the U. S. army at Fort Lewis, Wash.  
PFC John Spears Jr., Chilo-

quin; PFC Ronald E. Angus, Kenos; PFC Peter J. Morris, Sgt. David L. Rose, Cpl. Charles L. Mahan, Sgt. Paul C. Williams, PFC John T. Garity, T/5 Charles M. Albritton, Sgt. Robert H. Force, Klamath Falls.

Stromberg-Carlson Radios, Derby's Music Co.

## Albany Boy Admits Automobile Theft

ELLENSBURG, Wash., Jan. 29 (AP)—Telling police he had stolen a car in Albany, Oregon last week, then abandoned it west of Fitzville, Wash., and hitch-hiked into Spokane, a 15-

year-old Albany boy gave himself up here yesterday, Sheriff Gus Lindeman said last night. Lindeman said the boy returned here yesterday, found the car gone, and decided to tell police.

Hans Norland Auto Insurance, 123 N. 6th St.

Tuesday, Jan. 29, 1946

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**Cold Preparations**  
Liquid, Tablets, Salve, Nose Drops.  
Caution: Use only as directed.

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You Drive-Long, Short Trips Move Yourself—Save 1/4  
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Southern Pacific is happy to announce that plans are under way for the

# SHASTA DAYLIGHTS

between Portland and San Francisco



Two brand new custom-built streamlined trains for daily daylight service; CASCADE will be streamlined!

**THIS IS IT!** This is the announcement we had to postpone through four long years of war.

We are happy to tell our friends in Oregon that plans are under way for the first streamliners in Southern Pacific's post-war program—the *Shasta Daylights*. We promise you that we will spare no expense to make these the finest and most luxurious streamlined coach trains ever constructed—*Oregon's Own Trains!*

Leaving Portland and San Francisco in the morning and arriving in the late evening, the *Shasta Daylights* will speed daily in each direction over Southern Pacific's famous Shasta Route—certainly one of the most magnificent scenic trips in all the world.

Each seat on the *Shasta Daylights* will have its own individual window, and these windows will be of unique design—much taller than the windows on any other train. Through these enormous windows you will see the lovely Willamette Valley, the rugged Cascade Mountains, Odell Lake and Diamond Peak, Mt. Shasta and the vast lake behind Shasta Dam, California's Sacramento Valley.

Aboard the *Shasta Daylights*, travelers from all over the world will enjoy a close-up grandstand view of the wonders of Oregon. The trains will, we think, be a fine advertisement for the state.

With our companion *Daylights* between San Francisco and Los Angeles, the *Shasta Daylights* will enable tourists to see almost the entire Pacific Coast in the traditional comfort and luxury of these famous streamliners created by Southern Pacific.

Fast, powerful diesel-electric locomotives will smoothly pull the *Shasta Daylights*. The exteriors will be brilliantly

streamlined in red, orange and black. The interior color schemes will be inspired by the soft blues, greens and browns of Oregon's lakes, rivers and forests. The *Shasta Daylights* will have every modern refinement in comfort and service that we and the builders can conceive. Above all, they will be safe, solidly built and dependable.

We have given our ideas to the designers of the car building companies, who are now working out the details and technical specifications. As soon as bids are received, we will place orders for actual construction of the *Shasta Daylights* for delivery, we expect, before the end of the year.

### A faster streamlined CASCADE

Our plans include streamlining the *Cascade*, making it a de luxe overnight sleeping car train between Portland and San Francisco. Based on designs now being worked out, orders will be placed for triple unit articulated cars for the *Cascade*—each unit consisting of a lounge car, a dining car and a kitchen car. (If you have ridden our famous *Lark* between San Francisco and Los Angeles you know how stunningly beautiful these three-car units are. The dining car and lounge are one continuous room 131 feet long, with no partition between the cars. They are the only cars of this kind in America.)

As fast as the manufacturer can deliver new streamlined sleeping cars they will be placed in service on the *Cascade*. This, we hope, will be early in 1947. The *Cascade*, as well as other trains, will be speeded up as soon as the present heavy traffic load eases, and before we receive the new equipment.

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Special Purchase!

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Only 25 to choose from, Sizes 34 to 42.

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**SO FINE FOR TASTE**

Its satisfying goodness gives invitation for more!

**SO...MORNING FRESH**

**BREAD IS AT ITS BEST WHEN ITS MORNING FRESH**

**S·P** The friendly Southern Pacific