

TRANSPORTATION NEWS

2 Shasta Daylights Will Make S.F.-Portland Run

Two deluxe diesel-powered streamliners, the Shasta Daylights, will be placed on daily service on a daytime run between San Francisco and Portland, perhaps late this year or in early 1947, Southern Pacific announced recently.

The Daylights will leave San Francisco and Portland in the morning and reach their destinations in the late evening, operating on the Cascade line of the Shasta route.

Each of the new trains will have 14 cars in addition to the diesel-electric power units, and besides the coaches will include baggage car, diner, kitchen car, coffee shop, tavern car and observation-parlor car.

The coaches will be red, orange and black on the exterior and, inside a new type of window is planned to give passengers a wide-angle view, vertically as well as horizontally.

Plans are being made for the progressive streamlining of the Cascades, sleeping car trains on the same route, with additional improvements when equipment is available.

Beginning March 15, reservations for sleeping car and coach

space may be made as far in advance as desired, Southern Pacific announced last week. The ODT will rescind the 14-day limit it imposed on advance reservations to meet the wartime travel emergency on that date.

All dining cars will again serve three meals a day to civilian passengers instead of the two-meal restrictions necessary while many dining cars were withdrawn for military use. SP pointed out, however, that the demand for sleeping car space on some trains is still so heavy that it may not immediately be possible to meet every request for accommodations on a certain train on a certain day.

After three weeks of day and night excavating, by SP crews, the Sacramento river was diverted into its new channel through the Masson and California Oregon Power company property near Dunsmuir at 4 p. m. Monday, March 4.

SP crews have been fighting against time because of the danger of a possible recurrence of landslides which halted transportation early this year.

An interesting sidelight of the moving of the river channel is

that employes of the California state fish hatchery at Mt. Shasta were on hand to see that fish were directed into the new stream so that some would not be left confined to the remaining waterholes of the old river bed.

The pilot channel is 1200 feet long and about four feet deep. When completed it will be 70 feet wide and two feet deep. When the old river channel is sufficiently filled the SP track will be moved.

R. N. Whitman, Great Northern rules examiner, is in Klamath Falls from his headquarters in Spokane today. He arrived yesterday to instruct GN men in refresher classes on transportation regulations.

To provide a more frequent and complete service between Atlantic and Pacific coast ports, Pope and Talbot, Inc., McCormick Steamship division and the Pacific-Atlantic Steamship company, Quaker line, general and berth agents for the war shipping administration announced today the completion of plans for a new coordinated inter-coastal steamship schedule effective immediately. Under the new schedule the first sailing westbound will be the SS Nampa Victory from Baltimore March 18. Eastbound, the first sailing will be the SS Middlesex Victory from Puget Sound April 1.

Belated word of Southern Pacific employes killed in action

with the armed forces was reported in the latest issue of the SP bulletin. Among the men listed was Robert Paul Marin, a machinist apprentice at Dunsmuir before entering service, who was killed in an airplane crash over the island of Crete, December 12, 1945. He was a sergeant in the army air corps.

The superstition that a broken mirror brings bad luck came from the fact that a shadow or reflection once was considered part of the soul.

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