

Electronics, Diesel Change Railroading Scene

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Eugene, Albany, Salem and Portland.

In 1964, Southern Pacific also continued to lay new continuous welded rail in the area, spiking down some 24 miles of rail in quarter-mile lengths way in and around Klamath Falls, making a total of 65 miles placed down in the past few years on the high-density main line between here and Crescent Lake.

With technological change, has come new concepts in service. Al Kusker, district traffic manager for Southern Pacific at Klamath Falls, puts it this way: "The welded rail, it is explained, results in increased life and reduced maintenance for track, thus minimizing the time the line might have to be out of service for maintenance crews, aided by a fleet of mechanized track equipment, rebuilding some 15 miles of road."

Of major significance, he pointed out, is the effort by the railroads to provide more and more special freight cars to meet specific needs of industry.

"For example, last year we added more than 3,500 wide door and 100-ton covered hopper cars to our freight car fleet in order to meet the needs of the forest products industry," he said. "This kind of car makes the most of modern mechanical loading equipment and provides an extra margin of efficiency that helps keep these Northwest products competitive in national markets."

He listed mechanical refrigerator cars, hydra-cushion cars for fragile freight, 90-foot long auto parts cars, wood chip cars and 100-ton covered hopper cars.

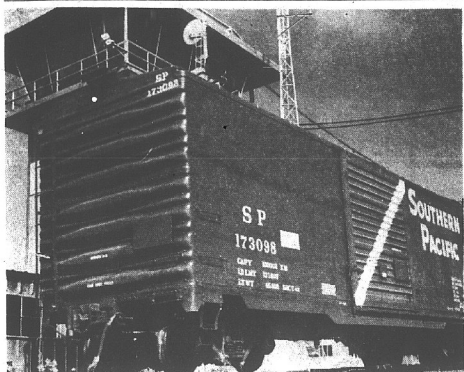
Another major new concept, he said, was the introduction in recent years by SP of lower rates through rate incentives to shippers to load cars more heavily. The shipper saves money and the railroad benefits through more business and better utilization of car supply.

New concepts at work, Kusker said, are clearly visible on trains that operate over the Cascade line.

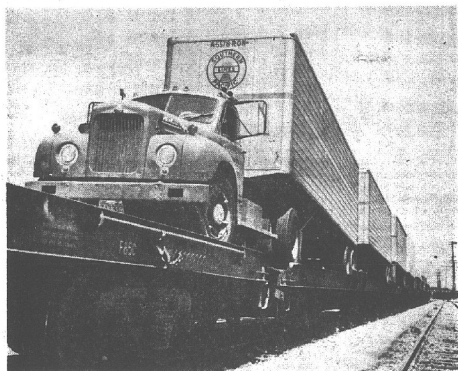
Called the "Pacific Coast Express" and the "Starpacer," they combine low cost rail haul with door-to-door highway flexibility, Kusker said.

The trains also carry bi-level and tri-level cars of new automobiles on their way from California assembly plants to dealers in the Northwest.

"Our aim is to operate as efficiently as we can, and embrace the newest concepts of service so the industries of this area can compete effectively in Eastern markets," Kusker said.



MEETING SPECIAL DEMANDS — Northwest shippers expressed need for more wide-door cars recently, and Southern Pacific converted 2,500 standard cars to wide-door design. The diagonal on the new wide door is a bright yellow and helps speed the return of the car from distant terminals.



DRAMATIC DEVELOPMENTS — The growth of piggyback on the railroads has been one of the dramatic developments in transportation. Such traffic on Southern Pacific, which pioneered piggyback in the West in 1953, has increased from 4,000 trailer loads to more than 100,000 during 1963.

POLITICAL PAYOFF

KANSAS CITY, Mo. (UPI)—A political campaign made some Kansas children a little richer.

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YEAR

for 47 years Drews Manstore has always been a part of our great Klamath Community. Pictured at left is "N. B." and Pearl Drew dressed to celebrate Klamath '49er days, an event of the early thirties. Then as now, Drews Manstore had always been a part of the business and community activities of the Basin.

• 1918 •

• 1965 •



THE GAY GROUP ABOVE

In 1918 when "N. B." Drew opened the first Drews Manstore, there was just one serious minded man in the store — "N. B." The store has grown and prospered with the great Klamath Basin to two Klamath locations with a total of 15 employees selling the finest names in men's and boys' wear. Such nationally advertised brands as Hart Schaffner & Marx, Curlee, Madisonaire, Nunn-Bush, Stetson, Jantzen, Arrow and many many more line the shelves and racks in these two stores. It takes a serious minded group to always keep the very latest styles, colors and sizes ready for you at all times. Come in and meet them... any time.

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