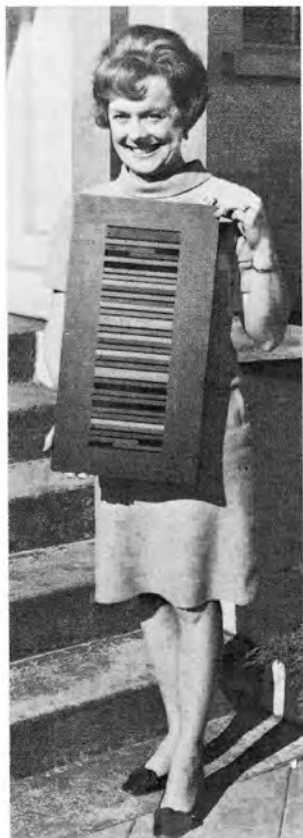
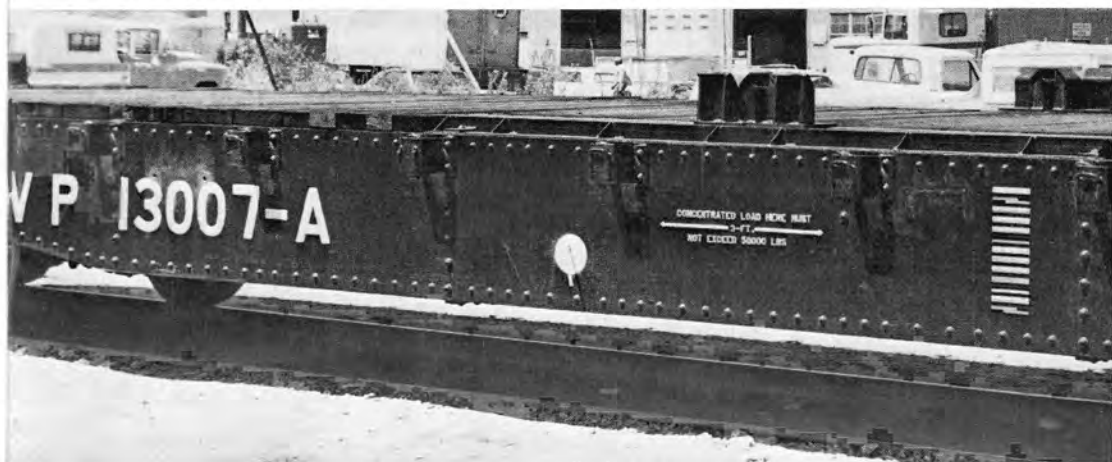


WESTERN PACIFIC
Mileposts

**JUNE
1969**



Automatic car identification—Page 3





**Little labels
will tell it
like it is**

Virtually every second of the day, year 'round, someone in the United States or Canada needs to know the location of a certain freight-train car at a given time. This is a mighty big order for the railroads who have some 1.8 million freight-train cars of various types constantly on the move over the huge network of North American railroads. Even so, the railroads have been doing a pretty good job in providing the right answers.

Beginning next January 1, the answers given by the railroads should be even better — and practically instantaneous! How this will be done depends to a great extent on those little labels.

The labels are part of a nation-wide system which has been initialed ACI —short for Automatic Car Identification. For some time these labels

(Continued on Page 4)

COVER PICTURES

Upper left (by Hy O'Rullian): To visualize its size, an ACI label to be applied by Western Pacific, is held by Blanche Lower, secretary to Mechanical Engineer Wolverton.

* * *

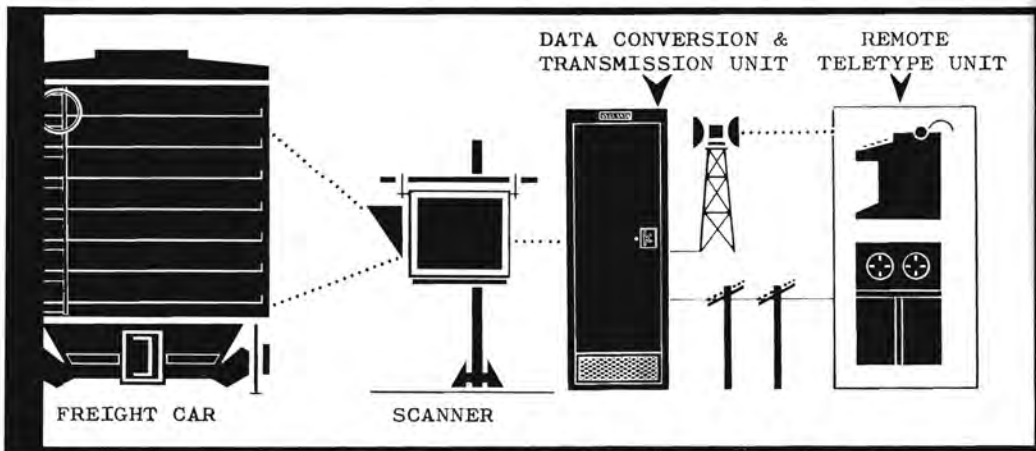
Upper right (by Hy O'Rullian): Carman Don Swaringen applies a plate with ACI label.

* * *

Lower: A Western Pacific flat car showing position of a multi-colored ACI label.

FACING PAGE

Labels on these cars are automatically "read" by the trackside scanner as the train passes at speeds up to 80 m.p.h.



The Sylvania ACI system illustrated above includes a trackside scanner which "reads" multi-colored reflective stripes on passing car labels, then transduces the optically coded data into an electrical analog signal which is converted into electrical impulses by the decoder. This conversion and transmission unit can transmit data to readout devices instantaneously, or store data on up to 40 average-sized trains for later transmission to near or distant computers.

have been appearing on more and more freight-train cars around the nation. Many WP employees on-line are familiar with these color-coded strips of reflective material which WP is mounting on both sides of its rolling stock at Sacramento shops, and also on foreign line cars entering our shops for repair.

Among the advantages anticipated through the use of ACI are:

Faster and more accurate information for day-to-day operating purposes.

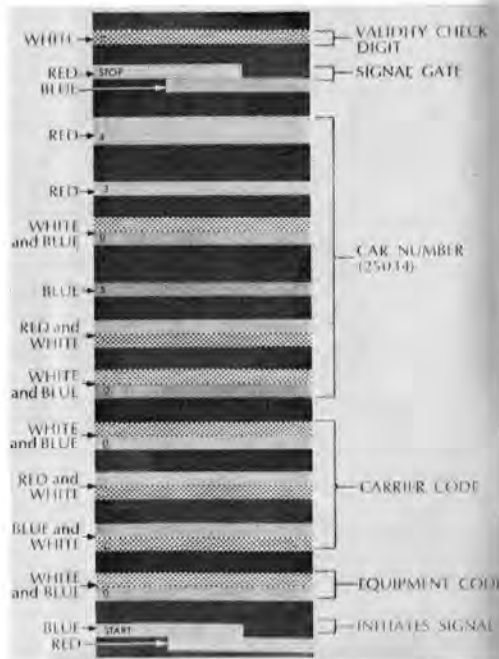
Rapid location of specific car types to meet traffic requirements.

Automatic collection and storage of special data on rolling stock for maintenance and servicing.

An up-to-the-minute record of every car interchanged between railroads.

In addition to feeding information to the railroads for their use and for the use of their customers, ACI will also be tied into TRAIN — TeleRail Automated Information Network, located in the Association of American

Right: Artists drawing of ACI label shows detailed arrangement of the color-coded modules and the information they provide which the scanner reads from bottom to top.



Left: Chief Draftsman Joe LaMalfa, Sacramento, explains meaning of label's modules to Blanche Lower, secretary to Mechanical Engineer Bill Wolverton.—O'Rullian photo

unit which converts what the scanner "sees" into electrical impulses and transmits this information to readout devices as required — with virtually no limit to the distance this information can be transmitted.

THE LABELS

The car labels of red, blue and white retro-reflective material with pressure-sensitive adhesive backing, are fabricated from SCOTCH-LITE™ by the 3M Company. They may be permanently affixed to a car

(Continued on Page 6)

Railroads' car service division in Washington, D.C. This will provide up-to-date nation-wide car inventory and interchange movement records to permit more rapid distribution of equipment to meet shipper needs for freight cars.

The ACI system adopted by the AAR is KarTrak™, designed and manufactured in Bedford, Mass. by the Commercial Electronics Division of Sylvania Electronic Products, Inc. The system consist of three basic components: 1) color - coded labels about 10 x 20 inches in size; 2) weatherproof, tamperproof trackside optical scanner which "reads" car labels as a train moves past; 3) data conversion and transmission

Right: This O'Rullian photo shows Carman Don Swaringen riveting plate with label to WP car. Car Foreman George Spencer checks that modules correspond to car's number.





The scanner, housed in a steel tamper-proof sealed enclosure, is mounted on a mast about 12 feet from and 7 feet above the track.

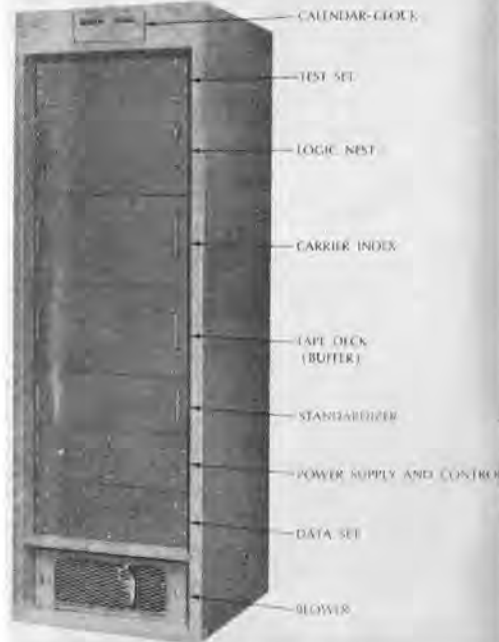
side, or to a metal plate for mounting to the car side, anywhere within a 9-ft. high area. The material can reflect light energy over wide angles of incidence in such a way that it appears to be about 200 times brighter than the brightest available paint.

Each label is composed of 13 elements, or modules, as illustrated on Page 4 which are "read" by the scanner from bottom to top as a car passes. The modules vary in color—some in one color, others in two colors—and some bear an identification number. The bottom module (Start) signals the scanner to start reading. The next 10 modules identify the type of equipment, the owner, and the car number. The 12th module (Stop) signals the scanner to stop reading. The top module is a validity check digit, used internally to assure that the scanner has read and reported the label correctly. As an example, Western Pacific's code number is 840. If the 10 modules between (Start) and (Stop) showed 8-840-123456, it would indicate a freight car, owned by WP, numbered 123456.

80 MPH TRAINS SCANNED

The labels when viewed by the scanner reflect a brilliant light that can be sensed by the trackside unit day or night, in the severest rain or snow storm, while trains roll by at more than 80 miles per hour. The scanner is started automatically by an approaching train, will record a standing labeled car only once, and can be programmed to transmit only the information desired from a particular location. As the reflected light from the labels is received by the scanner, the optically coded data is transduced into an electrical analog signal which is received, analyzed and interpreted by the decoded, for transmittal to near or distant data accumulation points for direct printout and/or later use in data processing equipment as required.

Internal circuitry of the decoder turns system on and off automatically upon receipt of train approach signal.



INCREASED CAR UTILIZATION

"Labeling the national fleet of nearly 2 million cars will run upwards of \$20 million," said AAR President Thomas M. Goodfellow. "But, with better information, the railroads can expect to get more efficient use out of the entire freight car fleet. A 10 per cent increase in freight car utilization would have the effect of adding 180,000 more cars to the industry's fleet, a savings equal to a capital outlay of at least \$2.7 million. This is based on today's cost of about \$15,000 for an average freight car, and from \$20 to \$40 thousand for special purpose cars," Goodfellow pointed out.

This is how those little labels will tell it like it is—a big story!



A Sylvania engineer changes modular circuit board in data conversion-transmission unit, which railroad personnel can plug in on-site if configuration changes necessary.



Distinguished Salesman

That big smile on the face of William E. Ginter is the result of a significant event which he achieved as a member of Western Pacific's district sales office staff in San Francisco.

Bill is about to receive from Charles K. Faye, the railroad's assistant vice president-sales, a "Distinguished Salesmen's Award" presented by the Sales & Marketing Executives Association of San Francisco to outstanding salesmen employed by San Francisco based firms.

Bill was nominated for the Award on the basis of his over-all outstanding sales record during the past year.

Intermodal

Walter C. Brunberg, vice president-marketing, announced on June 5 the appointment of Teruo Murakami as Far East representative for the railroad in Japan. His office will be located at #10 Mori Building in Tokyo.

As promotional representative in Japan, his appointment will expand Western Pacific's representation in the international transportation market by providing timely rate, terminal, and schedule information to the railroad's Far East customers.



"Terry" has completed an intensive railroad indoctrination program at San Francisco. This education and his previous years of experience with trading companies provides WP with the opportunity to offer its coordinated distribution and transportation service to shippers throughout the Pacific area.

"Terry" was born in Rangoon City, Burma, on February 5, 1928. He graduated from St. Paul's High School in Rangoon City and from Komazawa University in Tokyo in 1952, before completing in 1955 a supervisory management and development training program sponsored by the United States Army in Japan.

"Terry" was employed by the Office of the Provost Marshal, U.S. Army, Japan, as an advisor from February 1948 until October 1963 when he became manager of the trade department for John S. Latsis, Overseas (Japan) Ltd., which preceded his appointment with WP.

He has Letters of Commendation from the Provost Marshal, Incentive

PEOPLE ON THE MOVE

Awards Certificate from the U.S. Army, Japan, and he is an Honorary Citizen of Little Rock, Ark. "Terry" speaks Japanese and English, and reads in addition, Burmese. He enjoys fishing and photography.

Teruo was interned in India during World War II after which he was in Japan for the first time. His father is a doctor, and "Terry's" family includes a six-year-old son.

General Manager's Office

General Manager L. D. Michelson announced the appointment of Gardner S. Rogers as assistant to general manager-planning & control, effective June 1.

Gardner was born in Bryn Mawr, Pa., on September 16, 1926. After completing high school at Episcopal Academy in Philadelphia, he entered Massachusetts Institute of Technology in Cambridge, and later attended University of Colorado in Boulder, and University of California at both Berkeley and Los Angeles. He majored in business administration and received a B.S. degree in mechanical engineering.

He was first employed as a mechanical engineering draftsman for the Baltimore & Ohio Railroad in 1943. He became a chainman and rodman for the New Haven Railroad's Boston

division in 1944, and a year later joined the Chicago & North Western, first as member of a survey party on the Galena division and then in field and office engineering work at Chicago. He worked part time in 1946 as a mechanical draftsman for Southern Pacific before joining Western Pacific in 1947 as a draftsman. Since that time he has been estimating engineer, assistant engineer and, since 1964, engineer of costs, valuation and statistics.



Gardner's numerous past and present railroad and community activities as an officer or member, include: Military Order of Loyal Legion of the U.S., vice commander, San Francisco; Colorado Alumni Association, president, Northern California; Alpha Tau Omega Fraternity, board of directors, U.S.; American Railway Engineer's Association, committee II engineering & valuation records; Interstate Commerce Commission, railroad advisory board committee on equipment & roadway property, and vice chairman, sub-committee on rail; Western Pacific Railroad, Civilian Defense Chairman, director employees activities fund, and loaned executive, United Bay Area Crusade; St. Mark's Episcopal Church, senior warden, junior warden, treasurer, chairman finance, vestry (board), Berkeley; Berkeley Tennis Club; Commonwealth Club of California; Society of the Cincinnati, Delaware State; American Society of Mechanical Engineers; Pacific Railway Club; and the M.I.T. Alumni Association, San Francisco. He was awarded a Citation & Medal "Order of St. Mark" by the Episcopal Church.

In 1962 he was a member of a special advisory team of railroad officials to study the New Haven Railroad for the U.S. Government under the Secretary of Commerce.

Roger is a registered professional industrial engineer, State of California; he wrote and had published a non-technical book on student education, behavior and orientation, Copyright 1948, Library of Congress; and part time is an instructor in astronomy and calculus. His hobbies include architecture, astronomy, photography, philately, tennis and swimming.

Gardner married the former Margaret E. Windsor of Prescott, Ariz. in 1954. With their two children, Ann Windsor, 13, and Barbara Lloyd, 10, they live in Lafayette.

Roadway

The following appointments and promotions have been announced by Superintendent J. C. Lusar:

T. A. MERRITT, appointed roadmaster 6th district, headquarters Elko (vice R. F. Hobbs, now assistant division engineer, Sacramento).

A. A. SCHUETTER, promoted to roadmaster 7th district, headquarters Wendover (vice T. A. Merritt).

M. D. MOUDY, promoted to assistant roadmaster 3rd district, headquarters Keddie (new position).

K. T. ROSENGARTEN, appointed track supervisor 5th district, headquarters Herlong (vice M. D. Moudy).

LUTHER THOMPSON, appointed track supervisor 1st district, headquarters Tracy (new position).

E. S. LACEY, appointed track supervisor 1st district, headquarters Oakland (vice A. A. Schuetter).

T. W. MAGIERA, appointed track supervisor 6th district, headquarters Elko (vice K. T. Rosengarten.)



Service Pin Anniversaries

Herbert W. Edwards
W. C. Emerson
Vincent J. Howard
William T. Patterson
Frank J. Pelzman
Robert L. Runge
George K. Wenig

40-YEAR PINS

Machinist Sacramento
Loss & Damage Prevention Officer San Francisco
Transit Clerk San Francisco
Conductor Division
Carman Sacramento
District Sales Manager Sacramento
Sales Manager Chicago

James F. Barrett
John W. Canfield
Martin L. Canfield
Daniel L. Gonsalves
Melvin E. Graham
Silviano Gurrola
Artellio S. Lipparelli
F. Mlakar
William M. Peterson
Arnold S. Skootsky
Albert J. Toomey
Anthony Villegas

35-YEAR PINS

Revising Clerk Sr. San Francisco
Locomotive Engineer Division
Track Laborer Division
Upholsterer Sacramento
Trainmaster Portola
Track Laborer Division
Flagman Division
Yard-Train Desk Clerk San Jose
Conductor Division
Head Export Clerk San Francisco
Carman Sacramento
Section Stockman Oakland

Foy W. Cole
William H. Francis
Sheldon Glatt
Robert E. Gonsalves
Tholburn A. Merritt
Mickey T. Pantalone

30-YEAR PINS

Supervising Icing Agent Portola
Boilermaker Sacramento
District Sales Manager Oakland
Director of Passenger Sales San Francisco
Roadmaster Wendover
Diesel Shop Foreman Sacramento

Margery C. Bischoff
Eric R. Borg
W. E. Brown
Dorothy G. Davidson
Mildred H. Gates
Brodie V. Green
Joseph C. Jiminez
Thomas A. Kyle
Pearlean Mumphrey
Edwin Wickliffe
Frank Williams

25-YEAR PINS

Code Clerk "A" San Francisco
Locomotive Crane Operator Sacramento
Extra Gang Foreman Division
Chief of Solicitation Bureau San Francisco
Laborer Oroville
Sheet Metal Worker Oroville
Laborer Oroville
Asst. to Director of Passenger Sales San Francisco
Laborer Oakland
Waiter Oakland
Stenographer-Ticket Clerk San Jose

Herbert J. Berg
Kenneth E. Cochran
Rosalie E. Finley
Jose Franco
Kenneth L. Heineman

20-YEAR PINS

Conductor Division
District Sales Manager Portland
Stenographer-Clerk Sacramento
Section Laborer Division
Signalman-Maintainer Oroville

(Continued on next page)

Ascuncion M. Inostroza Track Laborer Division
James W. Lassiter Carpenter Helper Division
Paul D. Phelps Telegrapher Division
Walter T. Simpson Waiter Oakland
Earl W. Smiraldo Fireman Division
Patrick Sullivan Asst. Division Engineer Sacramento

15-YEAR PINS

Joe L. Chavez Track Laborer Division
E. B. Dick Rate Quotation Clerk San Francisco
Stanley R. Dinkel Senior Sales Representative Seattle
Jose Valasquez Track Laborer Division
C. Walker B&B Carpenter Division

10-YEAR PINS

Jerry A. Branson Brakeman Division
Donald D. Dali Assistant Engineer San Francisco
William H. Day Brakeman Division
Hestel A. Hayes Brakeman Division
Ronald G. Holferty Brakeman Division
Kenneth J. Hunderman Brakeman Division
Gilbert H. Jester Sales Representative Dallas
Arthur Jones Chair Car Porter Oakland
Richard B. Kenney Brakeman Division
Leo Knowles Chair Car Porter Oakland
Daniel W. Olsen Brakeman Division
Bernard E. Pedersen Dir. Advertising-Public Relations San Francisco
Roy D. Southall Machinist Oroville
Michael O. Thomas Brakeman Division
Gerald R. Thompson Brakeman Division

Where to send Medicare claims

It is very important for railroaders and members of their families who are enrolled in Medicare to know that their Medicare claims should be sent ONLY to Travelers Insurance Company—the only company authorized to pay Medicare claims for railroad retirement beneficiaries.

When a claim is filed with any other insurance carrier, it has to be transferred to Travelers for payment—one of the main reasons for delays in payment of claims. Claims initially filed with Travelers are usually paid promptly.

One of the main problems involve individuals whose Medicare premiums are being deducted by the Social Security Administration because they are receiving benefits from both systems. Such persons must still file

their claim with Travelers even if their Medicare card was issued by the Social Security Administration.

Another problem occurs when an individual assigns his payment to the doctor. Many doctors erroneously send their claims to carriers other than Travelers, because they are not familiar with the proper procedure for railroad beneficiaries. If you do assign your payment to your doctor, be sure to tell him filing must be made only with the Travelers Insurance Company.

There is a convenient list of all Travelers claims offices in "Your Medicare Handbook" — pages 27-29. If you have any other questions or need help, your nearest Railroad Retirement Board office will be glad to assist you.



Caboosing

In Memoriam

It's difficult to believe that the column beginning below will be the last report to MILEPOSTS by Esther A. Witt. A heart attack took her life, at the age of 58, while at work as yard clerk in Wendover on May 31. Funeral services were held at Tate Mortuary in Tooele, Utah on June 4 preceding burial in Tooele Cemetery. Known survivors include two nephews, Robert S. and Charles E. Graham, St. Louis, Mo., and two great nieces.

Esther was born August 15, 1910 at Shell Rock, Iowa. She first worked for Western Pacific in January 1942 and during ensuing years held several positions, all at Wendover. Her first MILEPOSTS column appeared in the November 1953 issue and she never missed a deadline, even though it often meant writing at night and on

her days off to maintain the deadline.

Esther was a member of the Southern Baptist Church in Wendover and very active in church activities, especially involving children. When others needed assistance Esther was always first to give aid or a check if necessary. As co-Correspondent J. B. Price said: "We cannot name all of her friends, but we can her enemies for she had none."

Esther was blessed with the ingredients of character — duty, loyalty, good manners, modesty, hard work and courage. Western Pacific, MILEPOSTS, numerous "rails," friends, and retired employees who, as she so often wrote, stopped for "for a chat," will deeply mourn her loss and be ever grateful for those years Esther was in our midst. The Editor

WENDOVER-SALT LAKE CITY

Esther Witt, J. B. Price

Welder Helper and Mrs. ROLAND SHARP are the proud parents of a beautiful little girl born on March 6. Name is Toni Raye, she has two brothers, Todd and Allen to assist mother in caring for the new member of the family.

The Candlelight was the setting on April 25 for the wedding and reception for Bonne Jean King and Scott Penman. The bride's parents are Mr. and Mrs. B. Max King of Malad,

Idaho. The bridegroom's parents are Engineer and Mrs. PAUL A. PENMAN of Salt Lake City, who gave a wedding breakfast at the Panorama Inn in honor of the newlyweds. Bonne attended Idaho State University and Scott is a University of Utah student. We wish the young couple many years of happiness!

Our most sincere sympathy is extended to Mrs. Glenn W. Johnson and family of Elko, in memory of Conductor GLENN JOHNSON who passed away suddenly at his home on April

4. He will be sadly missed by one and all.

Life has its joys and sorrows and sometimes they travel hand in hand as they did for WALTER J. SMITH, spotting gang foreman at Burmester. Walt's mother, Mrs. Harry E. Smith passed away at the Tooele Valley Rest Home at the age of 91 on March 29. He had lost his father on January 12 this year. On the night of March 31, Walt retired from Western Pacific after more than 37 years of loyal and faithful service. So we extend the deepest sympathy to Walt and his family, and at the same time wish for him and Mrs. Smith, many happy years of retirement.



Judy Matthews, a daughter of Diesel-Yard Clerk and Mrs. DANIEL F. MATTHEWS, took second place as Individual Winner in bookkeeping, and second place in the First Year type-writing contest in the Region 5 Commercial Contest held at Stevens Henager College on April 11. Judy

also participated in this year's Sweetheart Queen Contest. 'Though she didn't win, she was a very pretty contestant and we sincerely congratulate her.

Hearty congratulations to the Engineer and Mrs. EARL A. HASTINGS family, in the arrival on April 20 of a 9 lb. 3 oz. daughter, Miss Denise Mechelle Hastings, a young prize fighter in her own right.

Sincere sympathy is extended by all to Conductor LARRY M. HAYS of Elko, whose "Missus" passed away in Elko. Though she had been ill for some time

she continued to have a happy outlook on life. She will be missed by all of her many friends.

Wendy Shepherd, daughter of Switchman and Mrs. GERALD D. SHEPHERD, and Mike Linares, son of Ruth Richey and Al Linares, were crowned Queen and King of the Jun-



Queen and King of the Junior Prom

ior Prom held at Wendover Junior High. Wendy was Sweetheart Queen several years ago. We wish them much success in their reign.

April 30 concluded over 45 years of service with Western Pacific for Laborer-Hostler Helper JOE HERNANDEZ. We have all enjoyed working with Joe, and hope that he and his wife will enjoy many happy years in retirement.

OAKLAND

John V. Leland

Former Oakland Switchman ARTHUR E. SEYMOUR stopped by recently and reported on the achievements of his son, Larry, who received his Eagle Award on May 1. Larry has been in Scouting since he was nine, first as a Cub Scout for two years at which time he received the highest award for Cub Scouts of Webelos. He has since earned 27 merit badges, has served his troop as Senior Patrol

Leader, and was recognized by his fellow scouts for services rendered to his troop by being nominated for the Order of The Arrow, an exceptional honor for Scouts. His troop, 449 of Fremont, Calif., also named their newly acquired camp "Camp Seymour" in honor of Larry being their first Eagle Scout. Larry is 16 and



Honored Eagle Scout Larry Seymour

now attends AA Stagg Senior High School in Stockton. A sophomore, he plans to follow a career in forestry, soil and water conservation, and wild life preservation. He lives with his two sisters, mom and dad, at 35 West Walnut Street, Stockton, where dad now works as switchman.

KEDDIE

Elsie Hagen

The first Plumas County Court House bell, used in the 1800's, was added to the recently completed Carriage House in back of our Museum. The Carriage House, along with the

Plumas County Museum completed in October 1968, will be dedicated on June 7.

Our little town of Keddie was the scene of considerable excitement recently, when a \$160,000 counterfeit ring was taken into custody after having been watched by the sheriff's department for several months. Photographic materials, plates, and a commercial type printing press were confiscated, and several cars and trucks were taken during the raid.

In our local paper's "25 Years Ago" Column recently was an article about George Oels, son of retired Agent C. A. OELS. While in the South Pacific during WWII, George, by chance, met Harold Seyferth, son of another railroad man, Engineer GEORGE SEYFERTH. The chance meeting gave George an opportunity to pass on to Harold's papers from home and the two men enjoyed discussing the happenings which had taken place since they left Keddie to serve in the Armed Forces.

Shirley Bancroft, daughter of your correspondent, has completed an eight-week training course with the telephone company in Chico, and is now employed by the firm in Quincy.

We lost one of our young brakemen to the U.S. Navy in April when MARK SHIPMAN left to enter boot camp at San Diego. Mark entered WP service as a brakeman at Stockton in June, 1968, the same month he and his wife, Sharon, were married. He had spent most of his time as brakeman at Portola and the young couple lived at Blairsdan. Sharon is now living and working in San Francisco during her husband's absence. Mark's father, GENE SHIPMAN, former fireman, is now information control clerk in the transportation department at San Francisco. We hope Mark will soon be back home.



In Memoriam

Richard J. Beach, retired store helper, Portola, March 1969.

Lewis J. Bell, retired gardener, Sacramento, March 1969.

Merle Bowman, retired section foreman, Redwood Estates, Ca., April 13.

John C. Devlin, retired clerk, San Francisco, April 1969.

Cecil C. Duck, station agent, Herlong, May 11.

Scott E. Gearhart, retired switchman, Sacramento, March 1969.

John F. Green, retired clerk, Oroville, April 1969.

Carl F. Hettinger, locomotive engineer, Oroville, May 27.

Glen W. Johnson, conductor-brakeman, Elko, April 4.

James O. Lane, retired government rate clerk, San Francisco, April 1969.

Gilbert A. Lathrop, retired foot-board yardmaster, San Jose, March 1969.

Emzy V. Marvin, retired car inspector, Oroville, March 1969.

Ray McNeil, retired B&B carpenter, Goad, Calif., date unknown.

Russell G. Nelson, retired Sacramento Northern brakeman, Oakland, March 1969.

William B. Nunes, retired signal repairman, Sacramento, April 1969.

Henry D. Reitz, retired car repairman, Sacramento, May 24.

Charles L. Ryder, retired carman, Sacramento, April 1969.

H. D. Spradlin, retired locomotive engineer, Oakland, May 17.

Scott W. Vanpell, retired section foreman, western district, March 1969.

Charles Vaughn, retired cook, Oakland, March 1969.

Alvin L. Vizina, retired storekeeper, Elko, May 17.

Walter A. Wilkerson, retired Sacramento Northern brakeman, Sacramento, date unknown.

Esther A. Witt, yard clerk and MILEPOSTS' Correspondent, Wendoover, May 31.

VOLUME 21, NO. 6

JUNE 1969



Milepost 194: Field behind sign was ready for squash planting when photo was taken.

WESTERN PACIFIC MILEPOSTS

526 Mission Street
San Francisco, CA 94105
Lee Sherwood, Editor

Member Assn. of Railroad Editors

JUNE 1969

WESTERN PACIFIC MILEPOSTS

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San Francisco, CA 94105

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RAILROAD
LINES



Erie Lackawanna revised all operating timetables and is now dispatching all trains under new 24-hour clock system, though public passenger timetables continue to use conventional A.M.-P.M. designation.

* * *

Public hearings being held in St. Louis June 9-12 on 21 railroad proposals for new service charges that would yield estimated \$50 million year with two-fold purpose — (1) to delay new general rate-increase proceeding and, (2) to encourage more efficient use of cars by shippers; decision on whether to file with the ICC will follow the hearings.

* * *

A closed railroad car, the 89-ft. Vert-A-Pak, will carry 30 sub-compact automobiles in vertical position, front-bumper down; for loading, autos are driven onto lowered five-section car "sides" hinged at bottom.

* * *

Southern Railway's stockholders approve changes in company's articles of incorporation to include transportation of "things of every kind and nature, by means of railroad, motor vehicle and aircraft" and conduct of any other business authorized by law, if circumstances warrant and the ICC approves.