

WESTERN PACIFIC

Mileposts

**FEBRUARY
1969**



THIS, THE BARBARY COAST???. . . . Page 3



San Francisco gets its own railroad

There's a railroad in San Francisco with four diesel-electric locomotives which travel more than 40,000 miles a year, yet they are never more than five miles away from their diesel house. These engines operate over some 60 miles of trackage serving piers and industries along the northern and eastern perimeter of the City. For the most part, this trackage is directly contiguous to the Embarcadero which runs in a general southern direction from Fisherman's Wharf. The line swings past the City's historic Ferry Building, under the San Francisco-Oakland bay bridge approach, to a point near the southeasterly end of Second Street. A portion of the trackage, less extensively used, extends westerly from Fisherman's Wharf through Fort Mason, past Yacht Harbor in the City's Marina District, to the Presidio of San Francisco. "This portion of the line has an excellent 'in-cab view' of mini-skirted and bikini-attired beauties sunbathing at Aquatic Park and the Marina Green," said Joseph B. Silva, superintendent for the railroad, "and our enginemen really have to have seniority to get this run!"

(Continued on Page 4)

COVER: Caterpillar tractors enroute to Australia as seen through opening in superstructure aboard WP's diesel freight car ferry Las Plumas; Jack Gore and Harry Stark check shipments and car numbers; and loading containers aboard President Lincoln, Pier 50.

* * *

LEFT: State Belt Railroad (now San Francisco Belt Railroad) engine pulls cars from Las Plumas, aided by buffer cars to prevent engine from running on ferry slip apron. Masts behind engine are those of old clipper ship Balclutha on display for the general public for a small admittance charge.

Sales Representative Bill Ginter frequently calls on long-time "Belt Line" Superintendent Joseph B. Silva. Picture on wall at right shows "Belt" engine pulling WWII troop train from Presidio of S.F.



For 78 years these engines, and others before them, were the property of the State Belt Railroad. This all began in the early 1860's when a group of San Francisco promoters made an attempt to secure complete ownership of the harbor. To protect themselves, aroused citizens chose to hand the waterfront over to the State of California. A Board of State Harbor Commissioners was created in 1863 to administer the operations, and in 1889 they authorized the State Belt Railroad which first went into operation in 1891. The railroad was then one mile in length, and included a third rail to handle narrow-gauge cars of several railroads.

On February 7, 1969 at 10 A.M., ownership of the Port of San Francisco was taken over by the City of San Francisco from the State of California, and the diesels are now operating as the property of the San Francisco Belt Railroad. To mark the transfer of \$400 million worth of Port property and facilities to City control after nearly 106 years of State operation, a brief ceremony was held. Miss San Francisco, pretty Madeline Hines, hoisted the City flag over the south wing of the Ferry Building to replace

the blue Port flag with its state emblem, the whistle in the Ferry Building tower blew an extra blast, and the fireboat *Phoenix* blew streams of water into the air offshore as Port Officials looked on.

In addition to the four locomotives, the railroad's rolling stock consists of five "barge" flat cars, used as buffers between an engine and freight cars being pulled from Western Pacific's diesel car ferry *Las Plumas*, or a Santa Fe barge, at Pier 43 near the foot of Powell Street. Three regular crews work five days per week and one crew works on Saturday. On an

Jack Gore, left, gets car spotting information from Industry Clerk Brad Zeigler near "Belt" storage yard on The Embarcadero.



"Belt" engine switching in Embarcadero yard.

average day, "the Belt" handles 130 cars although its capacity is much greater. In the war year 1945, for example, the railroad handled 259,649 cars, including 156 troop trains and 265 hospital trains.

Most traffic handled by "the Belt," inbound, is received at Pier 43 where they are interchanged over a ferry slip, or from Southern Pacific at 2nd and King Streets interchange tracks. These moves usually are between 9 P.M. and 7 A.M. Outbound moves occur mostly between 3 P.M. and 1 A.M. The Santa Fe, Southern Pacific, and Western Pacific railroads lease track areas from "the Belt," which gives team track delivery space for a total of 50 cars. "The Belt" operates three intransit storage yards with a capacity for about 200 cars.

San Francisco Belt Railroad switching charges are, in most instances, absorbed by the line haul carrier, and do not add to transportation costs for either shipper or consignee.

Actual San Francisco Belt Railroad engine service is provided in District "A," which comprises the northern and eastern waterfront areas (piers and adjacent industries) between the Presidio and 2nd and King Streets. In Districts "B" and "C," which include Piers 48, 50, and 54, the new Army Street terminal, and industries in the Islais Creek area, service is pro-

vided for "the Belt" by Sante Fe and Southern Pacific engines, and Western Pacific engines which work out of the railroad's 25th Street yard.

To obtain Western Pacific's share of freight traffic, which includes inbound and outbound loads to and from industries in the Port area, and overseas import and export business, three salesmen from the San Francisco district sales office and one from the railroad's new intermodal services department, literally "cover the waterfront." Senior Sales Representative Harry Stark, who will retire next June 30 ("Make that 5 P.M.," said

(Continued on Page 7)



With retirement due soon, Harry Stark (right) poses with Jack Gore for an "album picture."

Right: Bill Ginter discusses important shipment with Bill Reyn, assistant secretary and treasurer, Bauer-Schweitzer, one of his important accounts.



Below: Bauer-Schweitzer's Superintendent Dan McSweeney shows Bill how barley recently received by WP routing is processed in steeping tanks.



Jack Gore checks import papers at Pier 80 with U.S. Custom's Inspector A. A. Gaffican concerning cargo from Danish Flagship "M. S. Samoa" for East Asiatic Co., S.F. agents.



Assistance from employees at 25th Street yard is important to overall results obtained by WP's sales personnel. Above: Chief Yard Clerk Harry Loyer gives Harry Stark important information about incoming cars for accounts in Harry's territory. Below: Carl Hanson, yard interchange clerk, and Yard Car Clerk Larry Gerring frequently give assistance.

Harry, "because I'll then have 32 years WP service!"), for the most part, calls on the larger key accounts in the area. Sales Representative William Ginter, who will soon receive his 25-year Service Pin, covers accounts in a large territory north of Market Street, and a few accounts south of Market and east of Second Street which includes incoming material for BARTD contractors. Ivan McAttee, sales representative, who first worked for the railroad at Stockton on June 15, 1955, has a large territory south of Market Street. Jack Gore is representative-international sales, and his entire WP service since February 1942 has been in sales. Jack calls on steamship companies, importers and exporters, foreign freight forwarders, and custom house brokers.



Below: Larry looks up a car number in the "jumbo" for Harry Stark and Jack Gore.

These sales people work hard for Western Pacific's share of business which flows through the Port of San Francisco, aided, of course, by employees in other departments of the railroad who contribute to the overall results.

Much of their success, however, is due to the fine services provided by Superintendent Joseph B. Silva, his San Francisco Belt Railroad, and its engines and crews.



Above: Hills Bros. Coffee, Inc. is an important account in Sales Representative Ivan McAttee's territory. He was on hand with Hill's General Traffic Manager R. A. Schwarting to watch loading methods as cases of coffee roll into one of WP's new DF type box cars.

Left: To insure good service, "Mc" offers Mr. Schwarting additional information in the GTM's office.

PEOPLE ON THE MOVE

Another employee has been added to the new intermodal services department with the announcement that William B. Cook is to be manager, intermodal services, midwestern region. His headquarters will be in Chicago.

Bill Cook was born and raised on the West Coast and first worked for Western Pacific there in 1928 after five years' experience with other railroads in the area.

Since joining Western Pacific, Bill has worked in the pricing department and in various freight sales capacities



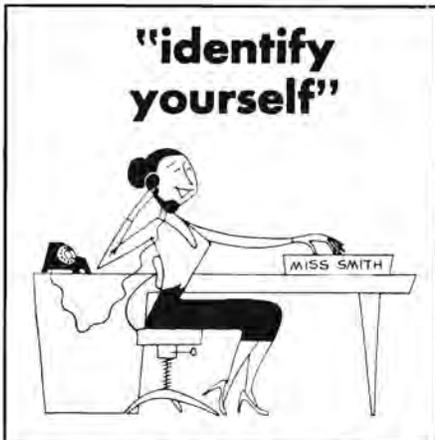
on the West Coast and in the Inter-mountain Territory. Most recently he held the position of assistant to sales manager at Chicago, handling import and export, piggyback and container services in the Midwest area.

Bill is a Certified Member of the American Society of Traffic and Transportation, and a Practitioner before the Interstate Commerce Commission.

His new area of responsibility will include international and domestic sales, trailer - on - flat - car and container operations.

Bill and his wife, Margaret, live in Winnetka, Ill.

These Phone Tips Pay Off!



Who's "Hello"? Make sure you let the customer know who you are, and what department you are in. Customers like to know to whom they are talking!



When you have to leave your desk to get information... let the customer know how long you'll be gone and offer to call him back. He'll appreciate it!



Service Pin Anniversaries

JANUARY-FEBRUARY 1969

40-YEAR PINS

George J. Benedict	Head Car Foreman	Stockton
Royal W. Bingham	Section Foreman	Division
Jose Quintero	Hostler Helper	Elko
Edward S. Walshley	Machinist	Sacramento

35-YEAR PIN

Raymond A. Retallic	Machinist	Sacramento
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30-YEAR PINS

Leslie H. Clapham	Diesel Shop Foreman	Sacramento
David D. Davies	Blacksmith Helper	Sacramento
Frank G. Lindee	District Sales Manager	Modesto
Eugene L. Nielson	Conductor	Division
Sidney H. Retallic	Machinist	Sacramento
George J. Welch	Asst. Mgr.-Revenue Accounting	San Francisco

25-YEAR PINS

Sheldon F. Dorius	Switchman	Division
Lido J. Libro	Electrician	Elko
Gertrude C. Pohndorf	Price Clerk	San Francisco
Clarence E. Rowe	Roundhouse Clerk	Portola
Leslie D. Rowland	Locomotive Engineer	Division
Herbert H. Singh	Chief Clerk	San Jose
Elsie M. Stevens	DC&H Clerk	San Francisco
Albert B. Townsend	Conductor	Division
Dixie M. Wingfield	Locomotive Fireman	Division
Esther A. Witt	Yark Clerk (MILEPOSTS' Correspondent)	Wendover

20-YEAR PINS

Iby B. Bear	Section Laborer	Division
Buddy L. Burris	Switchman	Division
Myron M. Christy	President	San Francisco
Richard A. Groves	Sales Representative	Salt Lake City
Robert F. Johnson	Sales Representative	Milwaukee
Owen C. Lewis	Signal Draftsman	Sacramento
John L. Rainer	Paint Gang Foreman	Division
Ida B. Royal	Comptometer Operator	San Francisco
George W. Vichich	Clerk, VP&GM Office	San Francisco
Elford L. Wall	Signal Supervisor	Sacramento

15-YEAR PINS

A. W. Decamp	Tunnel Miner	Division
Clarence H. Koester	Carman	Oakland
W. M. Lake	Division Lineman	Keddie
A. E. McNally	Ticket Clerk	Oroville

10-YEAR PINS

George A. Glazier	Wire Chief	Elko
Emiliano R. Lopez	Extra Gang Laborer	Division
Manuel J. Morris	Carman	Oakland
Mary Pisani	Secretary, VP&GM Office	San Francisco

Richard J. Mounkes

1911-1969

The misfortune which took the life of Assistant Division Engineer Richard J. Mounkes, while directing activities involved in clearing a large slide, at Milepost 243—Pole 5, during the stormy early morning hours of January 21, leaves a void in the hearts and minds of all who knew and were associated with this benevolent person.

Dick Mounkes was a patient and kindly man, possessed of a thorough knowledge of his profession. He made friends easily wherever he went, and he never lost a friend. He will be long remembered and mourned as one who lived and worked too briefly among us all.

His birthplace was Bushong, Lang County, Kansas. The date—December 21, 1911. He was not yet 19 when he and the former Eleanor Carter of Allen, Kansas were married in 1930, more than a year before he first worked for Western Pacific as a track laborer in December, 1931. He left the railroad in August, 1935 only to return as a student foreman in March, 1938. He became an assistant foreman in 1939 and foreman in 1940.

Editor:

I wish to express our thanks and deep appreciation to the many friends on the Western Pacific for all the flowers, cards and letters received during the bereavement of myself and children. It meant very much to us.

Mrs. Eleanor Mounkes
Wilma, Charles, Joe and John.



A recent picture of Dick and his Hy-Railer

On April 16, 1945, Dick was promoted to position of assistant roadmaster with headquarters at Keddie and, for the next six years, participated in the supervision of maintenance throughout the Feather River Canyon.

With this experience behind him, Dick was promoted to roadmaster on the "high line" between Keddie and Bieber in April, 1951, thence to a similar position at Salt Lake City in January, 1953. In June, 1954 he was transferred to Sacramento with the same title and his supervision included the Tidewater Southern Railway trackage and portions of that of the Sacramento Northern Railway. It was on April 1, 1967 that he was promoted to his latest title of assistant division engineer with headquarters at Sacramento.

(Continued on Page 11)



In Memoriam

Louis F. Baser, retired carman, Sacramento, November 1968.

William D. Benedict, brakeman, Oroville, February 3.

Francis K. Byrne, yard clerk, Elko, November 22, 1968.

Joseph B. Corven, retired engineering accountant, San Francisco, November 1968.

Frank A. Dahms, retired clerk, Sacramento, December 1968.

Oscar Denham, retired baggage-man-clerk, Oakland, December 1968.

Antone Franco, retired patrolman, chief special agent's department, December 1968.

Eladie B. Franco, section laborer, division, January 21.

Antonio Gaspari, retired Alameda

Richard J. Mounkes ...

Dick was a member of the Masonic Lodge, Oroville, Association of Railroad Maintenance of Way Supervisors, and the Roadmasters' and Maintenance of Way Association of America. He was active in the affairs of Rancho Cordova Community Church and Glenbrook Home Owners' Association, and enjoyed gardening and home care, fishing and hunting, and travel.

Surviving are his widow, Mrs. Eleanor Mounkes of 8667 Everglade Drive, Sacramento, and four children: Wilma P. Parker, 36, Richard C. Mounkes, 35, Joseph R. Mounkes, 30, and John C. Mounkes, 21 years.

Belt Line machinist helper, Alameda, December 1968.

George M. Henyan, retired yardmaster, Vancouver, Wash., February 11.

Jacob W. Hutt, retired Alameda Belt Line yardmaster, November 1968.

George F. Kirk, sheet metal worker, Oroville, January 23.

Everett E. Kibler, locomotive engineer, Sacramento, January 11.

Heazle B. Majors, retired Central California Traction Co. brakeman, De Quincy, La., date unknown.

Richard J. Mounkes, assistant division engineer, Sacramento, January 21.

Axel B. Nelson, retired marine captain, Oakland, December 1968.

Adolfo F. Olaque, section laborer, division, January 21.

Jesse L. Owens, retired blacksmith, Oroville, date unknown.

Thomas Plesko, retired chief clerk-marketing, Salt Lake City, February 9.

Ramon D. Rosales, retired Sacramento Northern laborer, Yuba City, November 1968.

Pedro A. Sanchez, retired section laborer, Division, December 1968.

Samuel J. Seidel, Feather River, Calif., January 17.

Henry F. Stapp, brakeman, Oroville, January 24.

Minor A. Wingo, retired electrician, Sacramento, December 1968.



Caboosing

KEDDIE
Elsie Hagen

The first baby born in Quincy in 1969 was Laura Ann Leavy, daughter of Roundhouse Foreman **BILL LEAVY** and Mrs. Rosemary Leavy. She arrived on January 3 in Plumas District Hospital weighing seven pounds ten and one-half ounces.

A number of letters of appreciation have been received from our boys in Vietnam, happy about receiving Christmas trees sent to them from their home by Operation Pine Needle.

Glen Metzdorf, Jr., son of Conductor and Mrs. G. M. **METZDORF**, returned to Kodiak, Alaska where he is stationed with the U.S. Navy. He was home visiting his parents for three weeks. Another son, Gary, just returned from a tour of Navy duty in Okinawa and is now at home.

Since the opening of our Plumas County Historical Museum on October 26, there have been 905 visitors. Among the many interesting articles on display is an oil painting of Mt. Lassen, done during the 1914 eruption by the father of George Penman. After hiking from Janesville to the top of Diamond Mountain, he later returned home and rendered by candlelight a detailed painting of his observation, although he had never had any formal training in art. Another historical treasure is a strong box taken off a Mountain Stage by the famous Sierra Nevada bandit, Black Bart. Many oth-

er pieces of art and historical collections provide interesting hours for a visitor to the Museum. The beautiful walkway in front of the building was donated by William Barlow, building contractor, and the beautiful landscaping was done by the Quincy Garden Club. The first Christmas after the Museum was opened, six of our high school students decorated a 10-foot Christmas tree which included handmade red Christmas balls, popcorn strings and gingerbread cookies.

WINNEMUCCA
Wm. A. Hoxsey

Very best wishes to Conductor **GEORGE W. "STONY" STONESTREET**, on his retirement on December 15. He started his railroad career on the old Vandalia Branch of the Pennsylvania at East St. Louis, Ill. During the en-



George with his wife and youngest daughter

suuing years "Stony" worked for several railroads in the midwest, before joining for the MP in Arkansas, GC&SF at Temple, Texas and Fort Worth, the SFe at La Junta, Colo. and later in New Mexico and Arizona. After working for the SP at Carlin, Nevada he hired out with Western Pacific in 1934, "the best railroad of all!" He married Cathryn Barrett of Glenwood Springs, Colo. on August 3, 1937 and they have two daughters. Jackie teaches in West Covina, Calif., and Juanita is a teacher in Gold Beach, Oregon.

Retired Brakeman and Mrs. S. F. **SEALS** are now living in Los Molinos, near Red Bluff, Calif. They have a nice garden and orchard and operate a small fruit stand. They would be happy to have any of their friends stop by when in the area and would also welcome letters from the old gang at Winnemucca.

A new addition was added to the terminal recently. We now have a couple of "Yard Birds," a small cart the car inspectors ride alongside a train during inspection. This has helped to reduce train delays, and only one difficulty has been encountered . . . they just don't move in a foot of snow. But with rain having melted our snow, the "Yard Birds" are once again put-put-putting.

WENDOVER-SALT LAKE CITY
Esther Witt, J. B. Price

When you can't get retired employees to come to see you otherwise, all it takes is other retired employees to pick them up in Salt Lake and bring them to Wendover. This is what happened to retired Brakeman **HOWARD R. STONER**. He was lucky enough to encounter retired T&T Lineman **TOM SHEA** and Tom's wife, **PEGGY SHEA**, retired waitress, in the doctor's office. The Sheas gave Howard a lift to Wen-

dover on December 5 for a visit with his many friends. We all enjoyed his visit and hope for many more.

Our deepest sympathy is extended to Mrs. Henry Sprague and family, whose home was suddenly saddened by the death of Conductor **HENRY W. SPRAGUE** from a heart attack on December 15. It was so unrealistic to many of use who had visited with Henry here at Wendover the day before his death. He will be missed by one and all.

Agent and Mrs. **LEO P. WATERS** are happy grandparents again. Their daughter Mitzi and her husband Russ Lewis presented them with a baby girl on December 11. Congratulations to one and all!

At the close of his shift on December 14, Switchman **EUGENE T. LAVELLE** completed 50 years of railroad service. He worked from 1918 to 1928 as a clerk for the Erie & WLE Railroad between Elmira, N.Y. and Cleveland, Ohio. He worked the next 10 years for the Cuyahoga Valley Railroad at Cleveland, and from 1938 to 1946 for the Newburgh and South Shore Railroad; NKP. This was mostly switching for the steel mills. He decided that the West would be a good place to complete his career, so after a few months with the SP he joined Western Pacific forces as a switchman at Wendover in 1947. We wish "Barney" and the Missus many happy years of retirement and good health.

Sincere sympathy is extended to Spotting Gang Foreman and Mrs. **WALTER J. SMITH** upon the death of Walter's father, Harry E. Smith, in Tooele Rest Home on January 12.

fight birth defects
Give **MARCH OF DIMES**

SACRAMENTO NORTHERN

Milton F. Ziehn

OVID H. HOOK, 80, a resident of Sacramento for 58 years, died on December 8, 1968 after a brief illness.

Mr. Hook was born in Missouri in 1888. After serving an enlistment in the Army he and his wife, Ida, moved to Sacramento in 1910.

He was employed as a telephone foreman, in Sacramento Northern Railway's communications department, and had worked for the railroad for 43 years. At the time of his retirement in 1953 he was the oldest employee in point of service.

Mr. Hook subsequently operated the loud speaker system in the Senate Chamber of the Capitol in Sacramento for 14 years.

Survivors include his wife and two children, Virginia Artz and Donald Hook of Sacramento.

JERRY GOSNELL, Sacramento freight office, reports that a retirement party was held in February for H. H. THORNE, locomotive engineer, CHARLIE WALLACE and DANNY ROB-



Harold Mulford and Walt Harrison

BINS, switchmen, and WALT HARRISON, carman. There were 61 people present, including five Brotherhoods' representatives; Superintendent HAROLD MULFORD; BILL TUSSEY and BILL COPE from San Francisco; Agent BEN GRAVES, Woodland; and Agent LARRY RAMSEY from Chico. LOUIS GONZALES was master of ceremonies.

Switchmen JIM KENNEDY, BOB KENNISTON and CLARENCE BISSON did the leg work and Engineer JOE LEWIS and Switchmen JIM KENNEDY and RAY SEGUIN ran the refreshment stand.

OAKLAND

John V. Leland

Our congratulations to Engineer JACK L. WALLIS, who has been re-appointed to the San Leandro Planning Commission's Board of Zoning and Adjustments. It will be 10 years this March that Jack has served in this capacity.

Former Switchman EARL NOLDIN was in the office on February 10 and it was good to see him. Earl told us that he recently assisted WILL WOOD, former secretary-clerk for what is now the office of general supervisor or roadway work equipment, in entering a convalescent home in Miami, Florida. Will, near 80, retired about 1954.

JOHN FRIEDMAN, sales representative in our Oakland district sales office, reports that BENJAMIN PAREDES is their new chief clerk. Ben formerly worked in the Marketing Division's rate department in San Francisco, and lives in Pleasant Hill with his wife, Yvonne, and their twin girls, Gabrielle Suzanne and Stephanie Marie, now two.

The district sales staff will move into a new office at 8201 Edgewater Drive near Oakland Airport March 1.

If you qualify Act Quickly!

Persons not presently covered by supplementary medical (doctor bill) insurance under the Medicare program have only until March 31, 1969 to enroll warns the Railroad Retirement Board.

This will be the last opportunity to enroll for persons born before October 2, 1901, or for those who had previously dropped out of the plan before January 2, 1967.

To be eligible for enrollment you must qualify under one of the following categories:

1. Railroad employees and their wives who have recently attained the age of 65, or will attain age 65 before April 1, 1969.

2. Others aged 65 and over who did not enroll in the previous general enrollment period (October 1, 1967 to

VOLUME 21, NO. 2 FEBRUARY 1969



Milepost No. 190: Hy-Railer on main line midway between Tambo and Craig.

WESTERN PACIFIC MILEPOSTS

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

Member Assn. of Railroad Editors



FEBRUARY 1969

April 1, 1968) or at the time they reached age 65.

3. Beneficiaries who had previously dropped out of the plan and now wish to re-enroll.

The monthly premium for the doctor bill insurance is \$4, but persons in the last two categories may have to pay a slightly higher premium.

The Railroad Retirement Board is in the process of sending information and enrollment cards to all eligible persons who are not carrying doctor bill insurance. Anyone age 65 or older wanting to join the plan who does not receive this material by February 1, should get in touch with the nearest Board office before March 31, 1969.

Railroad Ads Continue

If you didn't see or hear one of the lively TV or Radio spot announcements advertising the American railroads during February, as announced in MILEPOSTS' January issue, you can do so on the following dates in March:

TELEVISION

(2nd) Meet the Press (NBC); (8th) NCAA Basketball (NBC); (9th) Face the Nation (CBS); (11th) Huntley-Brinkley (NBC); (15th) NCAA Basketball (NBC); (16th) Meet the Press (NBC); (22nd) Golf Classic (CBS), and NCAA Basketball (NBC).

RADIO

(CBS) Morning Report, twice weekly; Harry Reasoner, once weekly. Days vary from week to week.

(NBC) 11 spots each week; at various hours between 7 a.m. and 11 p.m., Monday through Friday.

The story of American railroads—and how they help Americans live the kind of life they like—will appear in *Time*, March 25; *Newsweek*, March 4, April 1; *U.S. News & World Report*, March 17.

WESTERN PACIFIC MILEPOSTS

526 Mission Street
San Francisco, CA 94105

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Bulk Rate
U.S. POSTAGE
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San Francisco, Calif.
Permit No. 5371

EMP
John W. Henderson
156 Essex Way
Pacifica, Calif. 94044

RAILROAD
LINES



The Brotherhood of Railroad Trainmen, Order of Railway Conductors and Brakemen, Switchmen's Union of North America, and Brotherhood of Locomotive Firemen and Enginemen—all 82 to 100 years old—merged into one United Transportation Union on January 1.

* * *

Construction starts this spring on a new railroad—Permian Basin—expected to be in operation between Odessa and Seagraves, Texas in early 1970.

* * *

Piggyback traffic showed 12 per cent increase in 1968 with rail flatcars carrying record load of 2.2 million truck trailers and containers in revenue service, representing about 5 per cent of total freight carloadings.

* * *

New motor vehicles moving on multi-deck rack cars totaled some 5.4 million in 1968; 50 per cent of the cars and trucks shipped by all modes of transport.

* * *

One of the largest of its kind is Union Pacific's \$12.5-million new automated classification yard at North Platte, Neb., occupying 800 acres.