

KEEP 'EM
ROLLING

POWER . . . With war in the Pacific Ogden has become one of the most important railroad centers in the world. Some of the mighty locomotives which "Keep 'Em Rolling" to and from the Pacific coast are: 1—Southern Pacific Daylight streamlined steam locomotive; 2 and 3 — Union Pacific's new "Big Boy" (4,000 series) mallet-type, the biggest in the world; 4 — Southern Pacific cab-in-front, designed primarily for operation through the Sierra Nevada mountains; 5—Electric locomotive of the Bamberger line; 6—Big mountain-type engine of the Denver & Rio Grande Western; 7—Another view of the S. P. cab-in-front.

Railroads Play Vital Wartime Role

Lines Place Orders for More Rolling Stock As Demands Increase

BY JOHN J. PELLEY

President, Association of American Railroads
Written for NEA Service

NEW YORK — On April 6, 1917, the United States declared war against Germany. On April 11 — only five days later—the railroads, meeting in Washington, D. C., pledged themselves individually and collectively to do their part in winning the war. They were the first industry to take such patriotic action.

On December 8, 1941, the United States declared war against Japan. Within 24 hours, the railroads, meeting in Chicago, answered their country's call by taking definite steps to keep themselves ahead of the nation's transportation demands. They agreed to spend millions of dollars for additional equipment to handle speedily and efficiently the increase in traffic that will result from the "all-out" war effort.

By October 1, 1942, the railroads hope to have a freight car ownership of approximately 1,765,000 — the number that it is now believed will be needed to handle the year's peak load. To reach this goal, the railroads have ordered, or will order, 114,000 cars for delivery between now and next October.

More Locomotives
In order to move the anticipated rise in traffic, additional locomotives will be required. To meet this situation, the railroads have ordered, or will order, more than 970 new locomotives or installation by next October 1, thereby bringing their locomotive ownership up to more than 42,000.

Whether this equipment is obtained depends entirely on whether the necessary steel and other materials are supplied. The railroads will place the orders and the plants have the capacity to produce what is needed.

A similar situation exists as to track and present equipment. In order to provide the essential transportation upon which everything depends, the railroads must maintain and repair the facilities they have, and this also means materials.

Greatest Job
The railroads have demonstrated, if evidence be needed, that they can and will do their part in successfully prosecuting the war. In 1941, they did the greatest transportation job that has ever been done by any carrier in the world. And they did this without car shortage, congestion or delay.

Look at the record of what the railroads accomplished during the past year:
They handled an estimated 470,000,000 ton-miles of freight—all-time high.

They loaded during the peak period more than 900,000 cars a week—a job that many people thought could not be done.
They handled approximately 28,700,000 passenger-miles — the greatest number in any year since 1929.

Moved Soldiers
They handled more than two and a half million members of the armed forces of the United States while maintaining their regular passenger service.
They delivered more than a million and a half cars of freight to government defense construction projects, and did this so well that no time was lost because of any failure of rail transportation.
They delivered export freight which at times equaled, if not surpassed, the peak volume that passed through the major ports during World War I.

They turned in other outstanding transportation performances, such as the moving of two large wheat crops at the same time.
On the financial side, the rail-

Soviet Rails Survive All War Strains

Editor's Note: Ilya Ehrenbourg, noted soviet author and journalist, in the following dispatch tells how Russian spirit has kept intact the soviet's lifelines — the railroads. His dispatch is based on personal observations and conversations with vice commissar of transport, K. I. Philippow.

BY ILYA EHRENBURG

Written for United Press

KUIBYSHEV (UP) — The outcome of the war depends to a great extent on the condition of the soviet railroads, for with Russia's vast distances and few motor trucks, they are the country's vital arteries. Russian spirit has kept those railroads intact.

In his blitzkrieg plans, Adolf Hitler hoped a swift paralysis would overtake the Russian transport system. History seemed to suggest the idea to him. He knew that during the Russo-Japanese war ordinary trains were derailed to make way for troop trains. He knew that starting in 1917 in Russia, railroad junctions became morgues for locomotives.

War found the Russian transport system in sound working order.

Staggering Test Met

The real difficulties came later when foundries, warehouses, towns, villages and millions of people moved eastward. This evacuation was affected almost entirely by railroads—a staggering test for a transport system.

All of our rolling stock was removed from now captured territories and the Germans got neither locomotives nor freight cars. It wasn't easy to find room for this rolling stock from the western railroads, but room was found.

I saw the courage of railroad workers near the front lines. I've seen them calmly uncoupling ammunition cars with bombs dropping right and left.

In Cab 70 Hours

I talked with locomotive engineer Peter Uzhakov just after he spent 70 hours in the cab. He had driven a heavy train of 240 axles (120 cars) and was on watch all the time. From time to time he would rub his face with snow. Other workers do the same. Before the war they worked 12 hours but now they keep going 50 hours or even 80.

K. I. Philippow, vice commissar of transport, told me the Russian lines were handling three times the amount of traffic handled before the war and that it would take a month to clear up congestion on a few of the lines. Automatic systems have doubled traffic in some places.

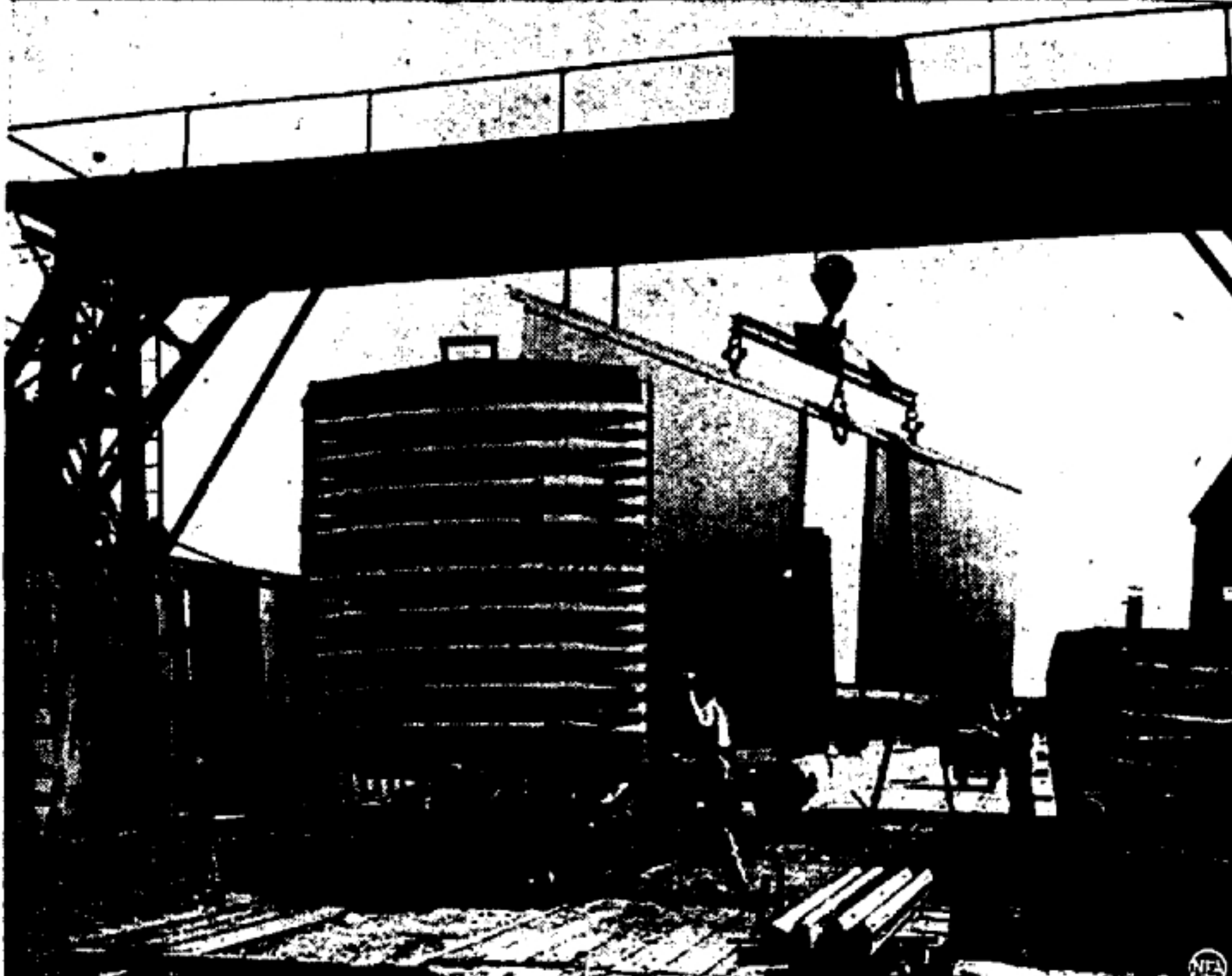
However, regular passenger service is being restored everywhere. Some lines in Siberia and central Asia have been running normally all the time, and I've seen trainloads of American and British war materials going through ahead of schedule.

U. S. Planes Praised
The old railroader with whom I talked patted a freight car affectionately and repeated: "Amerikani, Amerikani!" — the pet name for American fighter planes. One train crew of six constituted themselves a military unit — determined to get through.

The job is difficult, but the people don't lose heart in the face of difficulties although their task is as hard as putting horseshoes on a flea. The situation is incomparably better now than it was last month, and it will continue to improve.

Rails Key to War
If help is coming from Am- (Continued on Page Four)

Railroads Prepare to Move War Freight



NEW CARS... A huge crane lifts into place one of the side panels of a box car being built for the Union Pacific railroad. America's railroads, have ordered 114,000 new freight cars, expect to have a total ownership of 1,765,000 cars to handle 1942's wartime traffic load.

Rail Hours Reduced To Denver

Only a few years ago Denver & Rio Grande Western freight trains required 54 hours to make the trip between Denver and Ogden. Now the same run is made in less than 24 hours, with 90 per cent "on-time" performance.

The Rio Grande inaugurated a new stainless steel, Diesel-electric passenger train, "The Prospector," Nov. 17 for 15-hour overnight runs between Salt Lake City and Denver. Each of the two epoch-making trains is a compact two-car unit, with motors beneath the cars.

This is an additional service. Two other Salt Lake-to-Denver trains continue—the "Exposition Flyer," which runs between San Francisco and Chicago via the Moffat tunnel, and the "Scenic Limited," via the Royal Gorge.

Utah Investments Up 20 Per Cent

WASHINGTON—Investments by the public in Utah's insured savings and loan associations increased 20.1 per cent during the fiscal year, according to a report by Oscar R. Kreutz, general manager of the Federal Savings & Loan Insurance corporation.

The report, based on a special study of the nine insured Utah associations, show that accounts of their savers and investors rose from \$8,738,100 to \$10,491,000 during the period. Assets increased by 17.2 per cent and reserves and undivided profits by 15.5 per cent, while their total first mortgages held gained 21.7 per cent.

During the first 11 months of 1941, the insured associations made loans amounting to \$4,286,688, as compared with loans totaling \$4,387,989 in the same period in 1940. On November 30 they held \$11,307,270 in savings and investments of the public and their assets totaled \$19,122,640.

Some 28,664 investors in these associations now are safeguarded against loss up to \$5000 each by the Federal Savings & Loan Insurance Corporation.

Car Loadings for 1941 Set 11-Year Record

WASHINGTON (UP) — The nation's railroads in 1941 handled the biggest volume of freight traffic in 11 years as record-breaking industrial operations and ever-expanding national defense program called for increased shipments of raw materials and finished goods.

Car loadings in 1941 were 42,374,103 cars, the largest annual figure since 1930 when the total was 45,577,974 cars and compared with a depression low of 28,179,952 cars in 1932. Loadings in 1940 aggregated 36,353,609 cars, and the 1939 total was 33,911,498.

Following are carloadings for the first 11 months of 1941 as reported by the Association of American Railroads, with comparisons:

	1941	1940
Jan.	2,740,095	2,557,755
Feb.	2,524,188	2,488,579
Mar.	3,817,918	3,123,916
April	2,793,563	2,495,212
May	4,160,527	3,351,540
June	3,510,137	2,896,963
July	3,413,427	2,822,450
Aug.	4,464,458	3,717,933
Sept.	3,539,171	3,155,122
Oct.	3,657,882	3,269,476
Nov.	4,317,738	3,740,423
Dec.	3,135,000*	2,713,660
Total	42,374,104	36,353,609

*Estimated.

Low Rates

Average railroad freight rates are now slightly more than nine-tenths of a cent per ton-mile, or 26 per cent less than they were 20 years ago, and average passenger rates are 1.74 cents per mile.

Rail Speeds Increased During 1941

American and Canadian railroads stepped up their passenger service appreciably in 1941, it is disclosed in the sixth annual train schedule survey conducted by Railroad Magazine.

According to the study, daily runs operating at an average speed of 60 miles or more per hour, with all types of motive power, rose during the past year from 1226 to 1462, an increase of 19 per cent, and the distance traveled by these trains grew from 63,447 to 76,818 miles, a jump of 21 per cent.

Inclusion of high-speed trains that run only on certain days boosts the number of mile-minute to 1526 with a mileage of \$8,645, the tabulation reveals. A year ago such runs totaled 1294 and the mileage aggregated 73,165.

At the present time, the survey shows, there are 34 runs booked at 75 miles or more per hour, and the mileage covered by them is 3091. Twenty-nine of these are daily runs amounting to 2211 miles — which is double the mileage over which trains operated in 1930 at an averaged speed of 60 miles or more per hour.

The extent to which the railroads have accelerated their passenger service with safety in recent years can also be seen from the fact that the speed total of two large eastern railroads is greater than that of all the railroads in the United States combined in 1936, the survey points out.

Union Pacific Promises To 'Keep 'Em Rolling' During Dark Year Ahead

The Union Pacific railroad will be on the job 24 hours a day in 1942 to "Keep 'Em Rolling" and to "Keep 'Em Flying," despite the expected darker days.

This is the promise of President W. M. Jeffers of the U. P., who asserted:

"The railroads met the challenge in 1941, and despite the extreme uncertainty of the future, the Union Pacific is planning vast expenditures in 1942 to strongly maintain for national security the railroad Abraham Lincoln planned for national defense."

Emphasizing importance of the Union Pacific railroad and Ogden as a railroad center in prosecution of the war in the Pacific was the 1941 expenditure of the U. P. for equipment. One of the major items in this outlay was \$5,500,000 spent for 20 new "Big Boy" locomotives of the 4-8-4 mallet type, said to be the biggest and most powerful steam locomotives in the world.

Operate From Ogden

All these monsters were placed in operation from Ogden through the mountainous territory east, and proved their worth grades with trains of 3500 and 3800 tons — larger than double headers had formerly hauled over the same route.

The new engines are so big that enlargements of turntables and roundhouses were necessary to accommodate them in shops at Ogden, Cheyenne, Laramie and Green River. Here is a tabulation of expenditures by the railroad in Utah and Wyoming, much of which was necessary in order to handle the big power plants:

Utah: Echo construction of 200-ton coaling station, \$91,000; Ogden, \$234,000 for enlarging engine house, installation of new type turntable and construction of additional yard tracks.

Wyoming Expenditures
Wyoming, Cheyenne, \$56,000 for new type turntable; \$463,000 for construction of new shop buildings and facilities; Laramie, \$86,000 for installation of new type turntable; Hanna, construction of main spur and side tracks to serve Union Pacific Bitter Creek, \$29,000 for pump house, dwelling and pumping equipment; Green River, new type turntable, \$91,000; Evans-ton, construction of 200-ton coaling station, \$71,500.

One of the most encouraging notes to persons residing on the Union Pacific railroad was establishment of new industries in 1941. There were 30 such industries started in Utah, six in Wyoming, 34 in Idaho.

Already orders have been placed for delivery in 1942 of 2000 light weight steel box cars at a cost of \$7,000,000; 250 automobile cars, \$1,112,000; 100 caboose cars, \$600,000; 30 passenger chain cars, 30 baggage cars and 10 mail-baggage cars at a total cost of \$4,420,000; 20 great 4-8-4 type steam operated freight locomotives, \$5,000,000; and 23 Diesel switching locomotives at a cost of nearly \$2,000,000 which will increase the rail-

road's number of this type of switcher to a total of 50 engines.

Track Improvements

Two million track ties have been purchased at a cost of \$1,500,000 which will be used in the railroads' anticipated program for 1942 of laying more than 400 miles of heavy new rail at an additional expense of nearly \$6,500,000 for rail and fastenings alone.

Other authorizations for 1942 include: \$100,000 for a locomotive boiler washing plant at Laramie, Wyo.; \$140,000 in enlargements to the Green River, Wyo., engine house; Salt Lake City track scale, \$25,000.

"The Union Pacific during 1941 reached new heights in point of employment and in expenditures in excess of \$70,000,000 for new equipment, improvements and materials and supplies, thus keeping our property in readiness at all times to meet the existing emergencies," President Jeffers said.

Cars Purchased

Major expenditures in '41 included:

Twelve Diesel operated switching locomotives costing \$950,000, more than 2000 light weight steel box cars costing nearly \$7,000,000 for labor and material; 1000 Pacific Fruit Express refrigerator cars at a cost of more than \$4,500,000; 1000 ballast cars costing \$3,100,000; 20 high speed merchandise box cars, 50 gondola cars, \$180,000; 300 flat cars, \$800,000; two new 17-car, 6000 horse power Diesel-electric streamliners costing \$3,000,000; and lumber, machinery and other road way equipment totaling more than \$3,275,000.

In addition, during the year 481 miles of heavy new rail was laid at a cost of \$8,000,000 for material and labor, and other improvements made under the supervision of the chief engineer totaled another \$4,000,000.

Railroads Efficient

SALT LAKE CITY (UP) — Wilson McCarthy, co-trustee of the Denver and Rio Grande Western railroad and prominent western rail executive, believes that America's railroads are rendering much more efficient service during the national defense emergency than in World War I.

McCarthy said that through cooperation of the railroads and shippers, traffic was moving more rapidly now and fewer cars were standing idle on sidings than they were in the previous war — when the government finally assumed management of the railroads.

The co-trustee of the D. & R. G. W. said his own line was busier than it had been in years. October income was the highest for any month since October, 1932.

Men Look Like Mice as Turntable Installed



MONSTER... Symbolic of the constant advancement of Ogden as a railroad center is the huge new turntable installed recently at the Union Pacific roundhouse. They had to get the big turntable in order to handle the 20 "Big Boy" locomotives — said to be the biggest in the world — which operate east from Ogden. This photo was taken the day the big table was installed.

Streamlined — Comfortable — Speedy
TRAINS AND BUSES

FREQUENT FREIGHT SCHEDULES
Handling Carload and L. C. L. Freight

Best Rates
Rapid Switching
Reliable Information

BAMBERGER RAILROAD COMPANY
TRANSPORTATION CO.

— Personalized Service —

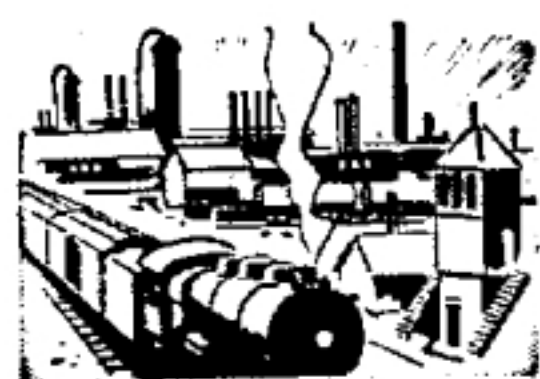


Prepared

... FOR WARTIME NEEDS
 ... FOR YOUR TRAVEL COMFORT
 ... FOR FAST FREIGHT SERVICE
 ... FOR YOUR RECREATION



—FOR WARTIME NEEDS



Union Pacific is proud of the important part it is playing in the Nation's war program. Union Pacific has done and is continuing to do a remarkable job of meeting the government's and industry's demands for transportation. There must be no delay in handling vital war materials and every man on the Union Pacific is alert to his duty to "keep 'em rolling."

—FOR YOUR TRAVEL COMFORT



You have your choice of these fine trains: **THE CHALLENGER** To Los Angeles, Chicago, San Francisco.

Modern Coaches at minimum fares . . . Economical, nourishing Dining Car meals attractively served . . . Sleeping Car accommodations . . . Smart Lounge Cars for sleeping car passengers.

THE LOS ANGELES LIMITED

To Los Angeles, Chicago and Minneapolis. Modern Diner and Club Lounge Car . . . Barber and Valet.

PACIFIC LIMITED

To Chicago, Los Angeles, Portland, Tacoma, Seattle. Coaches, Tourist and Standard Pullmans . . . Diner and Club Lounge Car.

THE PORTLAND ROSE

To Chicago, Portland, Tacoma, Seattle, Spokane. Pullmans . . . Challenger-type Coaches . . . Challenger Sleeping Cars . . . Dining Car Service . . . Club Lounge Car for Standard Sleeping Car Passengers . . . Barber and Valet.

PONY EXPRESS

Between Salt Lake and Denver, overnight—every night. Smart Modern Coaches, Pullman and Tourist Sleeping Cars . . . Comfortable Club Lounge Car . . . Dining Car Service . . . Through Sleeping Cars to Kansas City—St. Louis.

BUTTE SPECIAL

Between Salt Lake and Butte. Coaches, Tourist and Standard Pullmans . . . Diner-Lounge car.

—FOR FAST FREIGHT SERVICE



Fast "Challenger Merchandise Service" includes pickup and store-door delivery for less-than-carload shipments. This service assures careful handling

of your shipments, reliability in all kinds of weather, and the protection given to your interests by an experienced and responsible railroad organization.

—FOR YOUR RECREATION



Sun Valley, Idaho—developed and maintained by Union Pacific—invites you to enjoy new thrills, new pleasures, new vacation delights at any season of the year. Winter pastimes include skiing on "powder snow" over gentle and fast slopes served by four chair-type ski lifts—skating, dog-sledding, warm-water swimming under a brilliant winter sun. Dancing, gay night life, excellent restaurants at Sun Valley Lodge and Challenger Inn. Costs are reasonable. Train service daily from Ogden.

FOR FURTHER DETAILS CONSULT: CITY TICKET OFFICE, BEN LOMOND HOTEL, DIAL 5533

JOHN F. BAKER, General Agent

The Progressive

UNION PACIFIC RAILROAD

THE STRATEGIC MIDDLE ROUTE

They're Toilers One Day, Glamour Queens the Next

Aviation Finds Plastics of Value In Plane Building

Plastics of crystal clarity for windshields, windows, turrets, navigation "blisters" and other parts of modern aircraft are said by aeronautical engineers to be the plastics industry's greatest single contribution to aviation.

They constitute permanent improvements to modern aircraft, as distinguished from "substitutes" merely to replace other materials which are temporarily scarce.

Improve Vision

These transparent materials improve the range and clarity of vision while protecting passengers and crews in high-speed planes. The new acrylic resins, which stem basically from coal, air and water, and cellulose plastics are used for these parts:

The acrylics and other plastics materials are particularly adaptable to the aviation industry because of their inherent strength, durability and light weight. Separate plastics parts range from scores on a small plane to hundreds on a large one; their applications run into the thousands.

Light Weight

The acrylics are said by engineers to have many advantages. "Lucite" (methyl methacrylate resin, for example, weighs about half as much as duraluminum and one-sixth as much as ordinary steel. It is strong, standing up against wind resistance of more than 500 miles an hour; it has exceptional durability and is shatter resistant; it maintains its original clarity under varying flight conditions—sun, snow or rain.

"Lucite" also lends itself to mass production methods. Made pliable by heating to a predetermined temperature, it can be easily formed into desired shapes. Finishing processes, such as drilling, cutting, bevelling and polishing, are done with standard tools.

In addition to the acrylics, cellulose plastics, of which the principal ingredients is cotton linters or wood pulp, are extensively used on aircraft. Parts of cellulose plastics vary from drainhole grommets to antenna housing, from dust covers to the surface of a propeller.

New Parts Daily

Included among this wide variety of parts are berth light fixtures in Pan-American clipper and other commercial ships; cabin ventilators, all types of

conduits, lenses of many descriptions, handles and knobs, grommets, protective sheets and pannels, sight gauges and tubing.

There is a long list of parts made from the older thermo-setting materials. New parts appear almost daily on planes on the production line. Each new and improved plastic finds ready application in the booming aviation industry.

Aircraft manufacturers are spending large sums in plastics research.

Improvement Is Dairying Aim

The field of dairy production is wide; the industry is continually confronted with new problems. The constant aim is to find out more about feeding, breeding, diseases and how to combat them, cost of production, what feed to grow, the proper combination of feeds, and the development, use of and proper management of pastures.

The dairy experiment farm, a division of the Utah agricultural experiment station at Logan, Utah, is operated cooperatively with the United States bureau of dairy industry. Research at the experimental farm is planned to solve the most pressing problems of the Utah dairymen.

The object of the breeding program is to breed a class of dairy cattle that will be pure in their inheritance for a high level of milk and butterfat production. This is being accomplished by the use of better bulls.

Weber Best Way For Railroads

Ogden might easily have lost the decisive stimulus of the railroad.

In 1894 when plans for a transcontinental railroad enlivened the whole nation, the Utah legislature memorialized congress to route the railroad down Provo canyon, and thence around the north end of Utah lake, but the Weber canyon route, to Ogden's great fortune, was adjudged superior by railroad engineers.



Thousands lining the curb for blocks and blocks . . . The air charged and crackling with the spirit of celebration . . . Down the street, faint at first, come the strains of a band.

Then as it draws nearer and the figures become discernible "Oh's" and "Ah's" of wonder arise from the crowd, for it's the Ogden Union Pacific band, spotless in neat uniforms of Grecian rose (also known as Sun Valley gold.)

All ears hear the music, but eyes of men and women alike turn to follow the eight shapely drum majorettes who are leading the band.

Such 'Oomph'

That is the picture in dozens of western cities at celebration time every year.

Where does the Ogden U. P. band get such beautiful drum majorettes, such collections of 'oomph'?

The answer is so simple it is hard to believe.

They are recruited from the hundreds of girls who work for the railroad in the Union Pacific laundry or other departments here.

Toilers one day, they board a special car on a passenger train and reign as glamour queens the next day in a city hundreds of miles away, bringing exclamations of admiration from thousands of spectators as they strut down the street, batons whirling in a blur, pretty dimpled knees twinkling beneath short skirts.

The layout above depicts several phases in the life of Ogden's glamour queens. At the upper left five of the girls are shown at work in the Union Pacific laundry. Yes, there's beauty here, but the working costumes conceal too much of it. Left to right are Helen Crosbie, Verna Rawlings, D. A. White and Peggie O'Neill, with Evelyn Aaron in rear.

Clothes Make the Girl
At the left bottom — my, how clothes change the girl! Here

we have Peggie O'Neill practicing on the lawn of the Ogden Union depot, while Faye Roach, left, June Galt, and Helen Crosbie, right, look on.

In the circle at upper right three of the girls, Peggie O'Neill, Phyllis Thompson and June Galt, watch the scenery flash by the window of their special dormitory car en route to a performance.

And at the lower right, could anyone blame Glen Milligan for almost twisting his neck off to get a look at Phyllis Thompson

and June Galt as they walk by? Glen is an icier in the Ogden railroad yards, and he doesn't see anything quite like this very often.

12,500 Miles
According to George W. Jay, manager of the Ogden Union Pacific band, the organization traveled 12,500 miles last year to performances in Oregon, Idaho, Wyoming, Utah, Colorado, Nebraska and California. And the war won't be curtailing activities of the band this year, Mr. Jay promised, for the populace

needs music and beauty more than ever in wartime.

When the band travels. In two cars, the drum majorettes have a special dormitory of their own, with Mrs. P. J. Rentmaster as chaperone.

Mr. Jay admitted one of his troubles is keeping good drum majorettes. The turnover via the marriage route is quite high. Not all of them leave when they are married, however, because (and what better ending could one ask?) they very often marry members of the band.

We Have An All-American Job To Do

The maximum effort of every executive and employe of the Ogden Transit Company is pledged to our national defense and security.

You may wonder how any organization such as ours plays so vital a part in this vast and important program. Well, we'll tell you. By riding the buses you save tires, oil and gasoline your own car would consume and which is so necessary to conserve for operating our warships, airplanes, tanks and trucks, and besides you save repairs, which in many cases releases workers for the production of war material.

When you ride the buses, you ride behind trained, courteous operators and your safety is as near 100 per cent as human ingenuity and modern equipment can make it.

MODERN BUS EQUIPMENT

Designed to Meet Every City Transportation Need

CONVENIENT SCHEDULES

★ 5 CENT FARE ★

Locally Owned and Operated

Ogden Transit Co.

Soviet Rails Survive

(Continued from Page Two)
erica and England, and our newly located factories are to work, only railroads make it possible. I know how difficult it must be to save the railroads in a vast country when giant cities are cut adrift and the enemy occupies thousands and thousands of kilometers. I saw the lightning collapse of French railroads when Germans invaded that country.

But that is not so in Russia. I need only to say there are fewer locomotives on the sick list now than there were last year before the war. Our railroads are in splendid condition. Our arteries have proved flexible—they survived the impact of a sharp change in traffic.

Perhaps it would be more true to say they survived due to the endurance of men, not the strength of iron rails.

DEPENDABLE FREIGHT SERVICE

Between Ogden— and Cache Valley and Idaho Points

THROUGH RATES ON ALL LINES

- MENDON
- DEWEY
- HONEYVILLE
- BRIGHAM CITY
- WILLARD
- OGDEN

Economical Passenger Fares

The Utah Idaho Central Railroad Corporation

TRAVEL By U.I.C. AND SAVE

Bus Firm Expands Services To Keep Abreast of Rapidly Growing City

The Ogden Transit Co., which operates the street bus utility in Ogden, increased its fleet of buses from 23 to 31 in 1941 and has just ordered eight more big new buses, according to P. H. Mulcahy, general manager.

"We expect delivery of these buses in about two months," Mr. Mulcahy said. "This will give us almost twice as many buses as we had operating in Ogden before the present boom began in this city."

Mr. Mulcahy said one of the considerations entering into the decision to obtain more buses is the shortage of rubber and tires, which means that more and more people will ride buses in the future instead of driving their own automobiles.

All Demands
"With our new equipment we will be able to handle all demands for personnel transportation in this bustling city," Mr. Mulcahy said. "We estimate we can take care of a city of from 60,000 to 65,000 persons."

Frequency Increased
During the last six months the frequency of service in Ogden has been increased until at present there is a bus running along Washington every five minutes during rush hours between eight and nine-thirty a. m., twelve and one-thirty p. m., and three and seven p. m. Addition of the new buses may make it possible to increase this frequency still more.

At present buses are run to Utah general depot as well as the federal housing project at Grandview acres. Mr. Mulcahy promised bus service also will be given to all new federal



P. H. MULCAHY

housing sites when the 1600 units planned for erection in Ogden are completed.

Another development of 1941 was resumption of regular bus service to North Ogden. Mr. Mulcahy promised this service will be continued, as North Ogden is a growing suburban residential area.

In 1941 the Ogden Transit Co. buses carried 3,700,000 passengers without serious injury to a single one. The buses ran up a mileage of almost one million miles.

There are now 57 drivers for the concern, 23 of whom were cited for 1941 by the national safety council as "no accident" drivers.

Morgan Boasts Ideal Rural Home Make-Up

MORGAN — An ideal small farm-home community is Morgan, with rural homes close to trading centers, schools and social activities, affording a full farm life with most modern advantages.

The entire county of Morgan is built on much the same favorable pattern.

Morgan county is known particularly for the quality and abundance of its farm products, most of which are of the type fitted to small farm production.

Par Farming
In Morgan county during the last year fur farming expanded considerably over 1940. Turkey growing also made gains. Noxious weed eradication programs now have over 50 per cent of the farms participating.

The fair grounds at Morgan, which are up-to-date in every respect, with one of the best tracks of its size in the state, were extensively improved during the year, particularly the buildings for housing stock.

Morgan county is a leader in the state in the educational field, having been one of the first to consolidate all schools at the county seat. Transportation of students from the outlying districts is accomplished through use of eight large buses. The county also has promoted an effective recreational and health program.

Ranges Improved
The Morgan Lions club is one of the outstanding civic organizations of the region.

In addition to its small farm enterprise stock grazing holds an important place in Morgan county economy. Range lands have been greatly improved by the soil conservation service in recent years.

Two large water storage dams, Echo and East canyon, furnish irrigation waters for Morgan county as well as for areas farther west on the Weber river system.

Morgan county is the site of one of the largest cement plants in Utah, located at Devils Slide 10 miles east of Morgan.

Some 15 miles farther east and north, on a road which goes up Lost creek and then up Toone creek, is the Flaming Gorge, formerly known as Chinatown, one of the outstanding scenic attractions of northern Utah. Lost creek is also famous for its trout fishing and deer hunting.

Another resource of Morgan is Coma Springs, where the Red Cross each year brings students from a wide area for training in life-saving work.

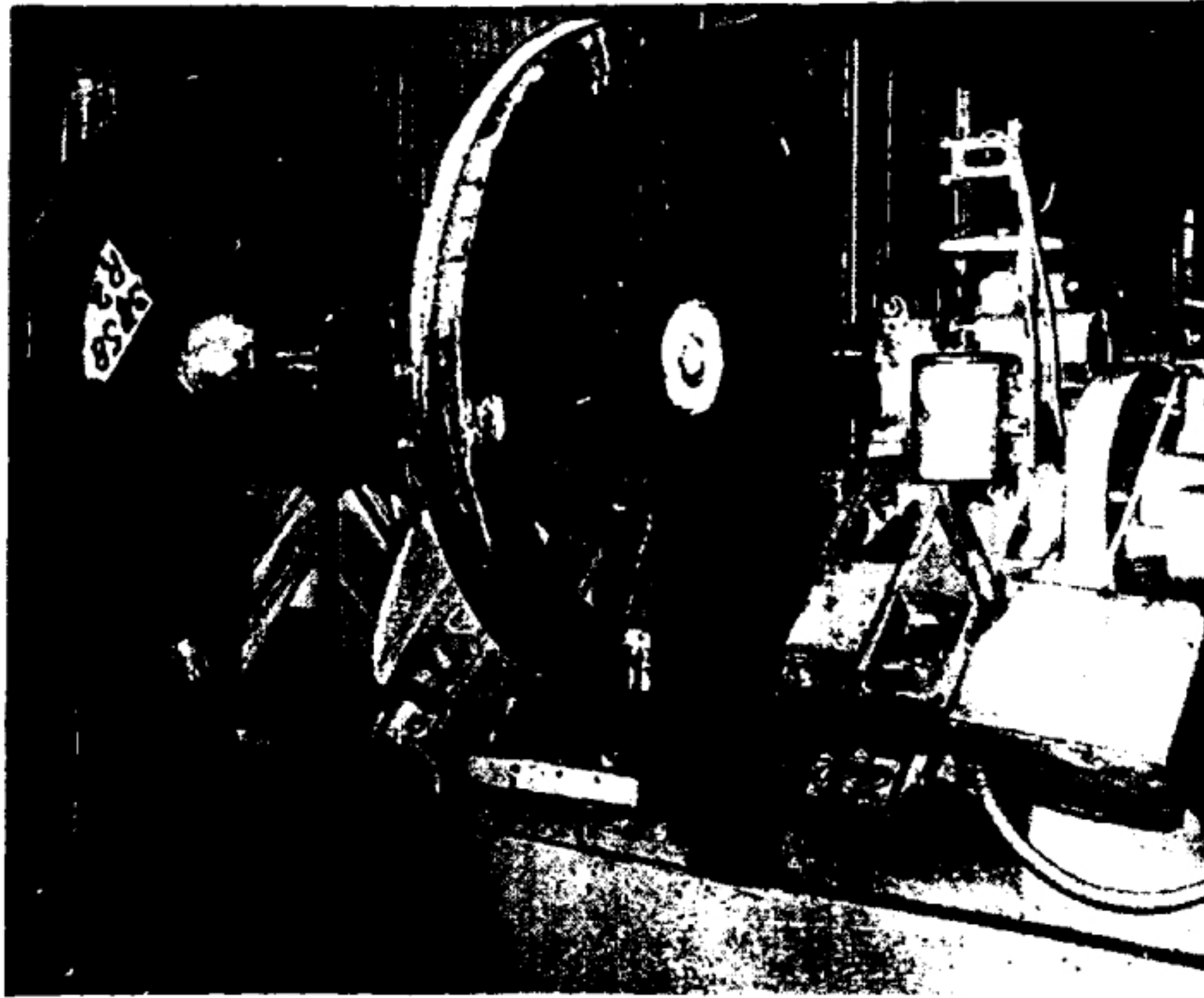
Morgan City, headed by Mayor H. H. Crouch and five city councilmen, owns its own electric power plant.

Railroad Now In Its 70th Year

Nineteen-Forty-One marked the completion of 70 years of operation of the Denver and Rio Grande Western railroad. The Rio Grande began its 71st year on Oct. 27 as a heavy-duty, high-speed railroad, up to the best railroad standards and equipped to serve the traveling public, the shippers and national defense program with the greatest efficiency in the road's history.

Carloadings for 1941 (with December estimated) are slightly over 390,000 cars, compared with an actual total of 345,254 cars loaded during 1940. The 1941 carloading total was the highest since 1930. Passenger travel during the year registered an increase of more than 10 per cent over 1940.

What Good a Train Without Wheels?



BALANCE . . . Of course trains can't run without wheels, and locomotives cannot pull without drivers, and drivers are no good unless the quartering operations, which this workman is performing, are done exactly. Though the actual work is done by complicated machinery, great skill is required in the operation to have it done properly.

Utah Smelters, Mills Have Huge Capacities

There were three large custom mills active in Utah during the year 1941—the Midvale concentrator at Midvale, the Tooele concentrator of the International Smelting & Refining Co. at Tooele, and the Bauer mill of the Combined Metals Production Co. at Bauer.

These, together with the Silver King Concentrator, had a rated capacity of about 150 tons of mill ore per day, of which capacity a little over half was used. The chief product milled in 1941 was zinc-lead ore.

There were two copper smelters active in Utah in 1941—the Garfield smelter of the American Smelting & Refining Co.

at Garfield, operating at near capacity, and the Tooele copper smelter of the International Smelting & Refining Co. at Tooele. The combined rated capacity of charge in 1941 was 1,500,000 tons.

Three lead smelters—the Midvale smelter of the United States Smelting, Refining & Mining Co. at Midvale, the Murray smelter of the American Smelting & Refining Co. at Murray, and the Tooele lead smelter of the International Smelting & Refining Co. at Tooele—had a combined rated capacity of charge in 1941 of 1,120,000 tons.

The International Smelting &

Refining Co. completed the installation of a slag-fuming plant during 1941. This plant has capacity to treat 120,000 tons of slag per year, from which a 70-per cent zinc fume (containing some lead) is obtained. Operations began in September of 1941.

Rock Wool Use Grows

With builders generally becoming insulation-minded, the manufacture of rock and wool insulations in Utah is growing steadily. Rock wool is manufactured from slag deposited through years and years of smelter operations.

Auto Accidents Often Mean Long Months of Suffering

Utah hung up one of its worst traffic fatality records in 1941 when 204 persons were killed—but that is only part of the story, according to a survey made by a Standard-Examiner reporter.

In Ogden city eight persons were killed, but there were 57 pedestrians injured in 53 accidents; 118 persons injured in 84 two-car collisions; seven bicycle riders injured in seven accidents; four persons hurt in four accidents involving motor vehicles and fixed objects; eight persons injured in five non-collision accidents; five persons hurt in four accidents involving other motor vehicles in collision with automobiles.

This adds up to a total of 199 persons injured during the year. But let's see how many of them are still suffering from their hurts.

Knocked to Pavement

Charles J. Paoletti, 60, of 753 Twenty-eighth, who was knocked to the pavement Dec. 17 by a

hit-run driver, at the time of this writing was still in serious condition in the Dee hospital. He suffered a compound fracture of the lower leg, injuries to the head, and other hurts.

Ruth Dickamore, 21, of 235 West Twelfth, who was injured in an automobile-truck collision at Wall and Thirty-third Nov. 29 of last year, also was still confined to the hospital. She suffered a broken left leg and a fractured skull. The fracture to her skull, according to members of the family, resulted in paralysis of her left side. An operation was necessary to relieve the pressure on the brain causing the condition. Added complications set in when Miss Dickamore suffered infection in her injured knee.

Elbert H. Garr, of 2673 Van Buren, a guard at Hill field, was still in a Salt Lake City hospital recovering from compound fractures of both legs and chest injuries received when he was struck by a car September 23.

Shock also plays a dangerous part in any accident, regardless of how trivial it may seem at the time.

Arlene Haws of 451 Twelfth suffered a broken right leg July 3, but was still under doctor's care. Shock brought on a nervous breakdown.

Sherman Stock of 736 Twenty-ninth, who had his leg broken Oct. 13, was still wearing it in a cast.

Ben H. Storey of 870 Thirty-second had his jaw broken in an accident Feb. 23. He recovered from that, then went out to the yard and fell and broke his left leg which was still in a cast at the time of this writing.

Out of Limerick
These are but the more serious of the injury cases, and the victims are those who happened still to be suffering as we entered 1942. Undoubtedly there are many more persons who suffered long weeks and months after being broken and crushed in auto accidents.

Terrible as it is, the death toll is but a small part of the price exacted by traffic accidents. The deaths are what we hear about, but those injured do their suffering away from the limelight. The public doesn't consider them when thinking of the havoc wrought by careening autos.

Gobblers Gain All-Year Spot

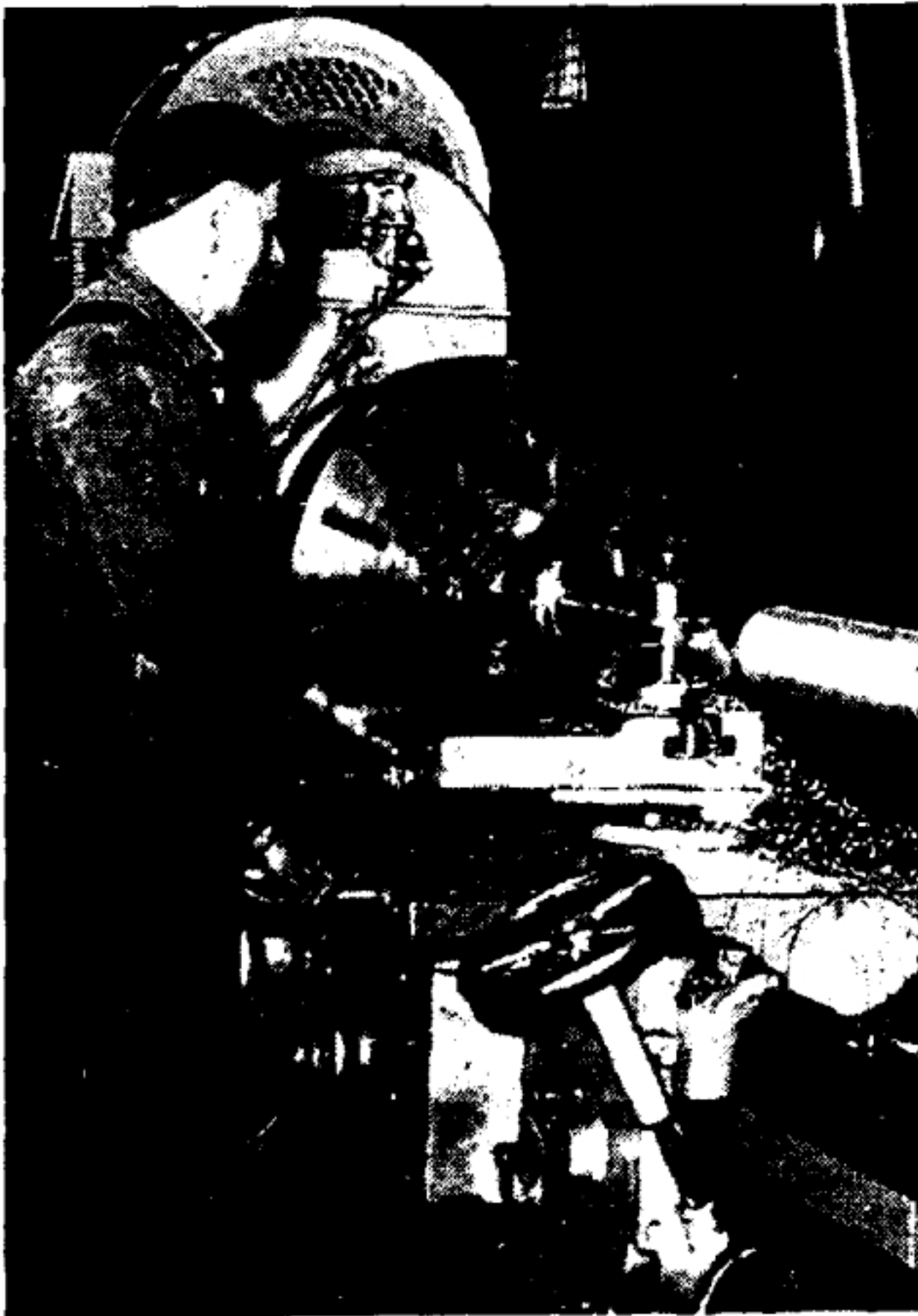
Turkey as an "all-the-year-round meat dish" is becoming a favorite of chef and housewife alike throughout the nation. Because it is, the industry in Utah and Idaho is assuming the importance of cattle and sheep raising.

In fact, a turkey flock on the Utah ranges has to be tended much like other livestock with a picturesque herder tending to his charges until they are ready to be rounded up and driven to the pens for market.

The circle of hatching, feeding, ranging, killing, processing and shipping of turkeys has become a big industry of importance, requiring and offering employment to thousands, as well as drawing attention and wealth to the state of Utah.

In a state with a background of dramatic progress, the turkey raising industry has been another step in justifying the faith of those who find Utah a place of untold wealth and development.

Skilled Workmen In Shops



LATHE . . . One of the hundreds of highly skilled machinists who are employed in the Ogden railroad shops is shown here operating a metal lathe.

Hospital for Monster of Rails



REPAIRS . . . At regular intervals the giant locomotives which "Keep 'Em Rolling" on railroads leading every direction from Ogden must come into the shops for repairs. This picture shows mechanics in the Southern Pacific shops in Ogden swarming over a locomotive which is undergoing a routine checkup. The Southern Pacific and Union Pacific shops here employ hundreds of workmen.



HOTEL BEN LOMOND

"Center of Intermountain Hospitality"

Make This Hotel Your General Headquarters

Delicious Meals Served in Modern Comfort With Courteous Service



350 ROOMS With Bath

SERVICES

Dining Room, Coffee Shop, News Stand, Ladies' Shop, Taproom, Barber Shop, Union Pacific Ticket Office, Beauty Shop

OGDEN, UTAH

Ogden Most Important Railroad Center

Terminal Here Serves Army Centers, All of West; Vast Improvements Made

BY R. E. EDENS
Superintendent, O. U. R. & D. Co.

In the vast network of rail facilities serving the United States in completing its defense preparations, the Ogden Union Railway and Depot company is the most strategically important terminal west of Omaha.

Besides directly serving an army supply depot, an arsenal and Hill field, the depot company represents a direct doorway to the west coast, north, west, and south and is also a natural gateway for freight and passenger transportation to all points in the western territory.

Increases Shown

With the improvement and extension of railroad properties to keep abreast of defense demands, the O. U. R. & D. Co. has of course shown a considerable increase in all departments. It is the largest single industry in Ogden, and during 1941 averaged some 1100 employees with a payroll of \$2,117,149.75.

In 1941, there were 2,639,835 man hours worked, compared with 2,108,187 worked in 1940, representing an increase of 25.2 per cent. In 1941, there were 1,560,087 cars handled through the Ogden terminal, compared with 1,552,412 handled in 1940, an increase of 19.5 per cent.

Livestock Center

United States government statistics list Ogden in third place as a livestock center, and a steady increase in importance is reflected in the 1941 figures. In that year, a total of 2,365,339 head of livestock were handled through Ogden, representing an increase of 16.55 per cent over 1940. To handle this increase, 1840 more cars were required than in the previous year. The estimated market value of livestock handled through Ogden in 1941 is \$30,449,000.

Track Installed

To properly take care of the pyramiding rail business through the terminal, the Ogden Depot company installed six miles of new track in the Ogden yards in 1941. In addition, improved locker facilities for yard crews have been erected, including a modern change-room at Twenty-first. Plans have been made for construction of a locker-room for carmen at Twenty-eighth, and, during the coming year, the company proposes to construct a completely new and modern yard office building.

With this 1941 progress pointing toward a greater expansion in 1942, the O. U. R. & D. Co. is preparing constantly to meet any increased demands which may be placed upon its facilities.

Census Shows Farmers Same as '30

Tabulations from the 1940 agricultural census shows that the farm population of the United States has remained almost stationary. The age picture has changed quite a bit, however, for there are fewer children and more old people on farms now than there were 10 years ago.

There has been a marked increase in the number of small farms, those under 10 acres, but many farms in the west have been consolidated. Due to this trend and the increasing number of sharecroppers, the total number of farms has declined three per cent in three years.

The 1940 census shows 6,288,648 farms in the United States compared with 6,258,648 farms enumerated by the 1930 census. The lower level of prices in 1940, as compared with 1930 has been in a 30 per cent decline in total valuation of farm land and buildings.

In Utah, there were 25,411 farms ten years earlier. The total land area of the state is 52,701,440, an increase of 104,000 acres or 7 1/2 per cent since 1930. Of the total land area — 12.9 per cent — or 7,302,007 acres are in farms. Only 1,762,296 acres of this land, however, is available for crops. The average farm in Utah has 257.4 acres of ground in it, and is valued at \$9774. This places as the value of the average acre of ground at \$21.14.

Steel Output Shown

NEW YORK (AP)—This is a war of steel, and the side that can produce the most may win because of that fact.

A steel authority, giving each country involved credit for the best year it ever had, scored the contending sides this way:

Germany, Italy, Japan and all conquered Europe — 60,000,000 tons a year.

U. S., British Empire and Russia — 130,000,000 tons.

Should Germany manage to capture and be able to use fully all Russian facilities located west of the Urals, the score would read:

Axis and conquered Europe — 73,500,000 tons.

Preston Is Wealthy Farm Area

PRESTON, Idaho — Preston, second largest city in Cache valley and seat of fertile Franklin county's government, is surrounded by rich, agricultural, productive land.

Although the county of Franklin is one of the smallest in the state of Idaho, it contributes greatly to the production of the Gem state—in several types of agriculture. Sugar beets, hay, wheat, oats, barley, potatoes, peas, beans, alfalfa seed, small fruits and truck gardens all go toward making a great total output for the county.

Also Industries — And that isn't all. In the county, farmers produce many purebred dairy and beef cattle, hogs, draft horses, sheep, and poultry.

Industries abound — industries which change raw farm products into finished, marketable goods.

Preston, the county seat, is the nucleus around which are strung the smaller communities of the area:

Whitney, Fairview, Banida, Franklin, Weston, Mink Creek, Clifton and Dayton. These communities all do their share in making Franklin county what it is today. They are more than just contributors to the county welfare. They are the county.

Valuable Businesses — Preston itself is a thriving little city of 4238 people. It is a stronghold for good schools, has a good water supply and sewage system, good wide roads and streets and beautiful homes and grounds. The town was started in 1877 and has been growing ever since until it now has business properties assessed at more than two million dollars — and this does not count the public utilities and creameries.

Ice Cream Makers Continue Gains

Maintaining a sales pace that has brought envy to other productive enterprises, the ice cream industry of the intermountain west has grown by leaps and bounds in the last decade. Manufacturers 10 years ago did yearly business of perhaps no more than \$1,500,000, while last year it is estimated that the total greatly exceeded \$2,000,000.

Valuable Tools Used In Shops



CUTTERS . . . This picture, taken in the tool room of the Southern Pacific back shop in Ogden, where heavy repairs are made to locomotives, shows metal cutting tools worth thousands of dollars. Because of the high quality steel necessary for some machining operations, price of a single tool may run as high as \$100.

Boosters' League Promotes Railroads

The Union depot-Union Pacific-Southern Pacific Boosters' League of Ogden, representing the booster interests of some 3200 railway employees in Ogden, continued in 1941 to promote the public relations of the railroads and their employees, as well as to advance rail transportation through employe activities.

In the matter of traffic tips, whereby employes assist the traffic departments of the Union Pacific and the Southern Pacific in solicitation of business, both freight and passenger, the league's bulletins for 1941 reflected a commendatory progress over the previous year. While the passenger tip results were slightly under the 1940 record, the 1941 bulletins report 69 carloads and 17 L. C. L. compared with nine carloads and 12 L. C. L. in 1940. Through a series of promotion activities on the part of department chairmen of the league, the past year developed a marked increase on the part of rail employes in submitting tips for business promotion.

Legislature

During February, March and April of last year, the league was instrumental in conducting meetings and arranging contacts for the protection of railroad interest insofar as legislative activities are concerned. This program led eventually to the establishment of the Ogden railway shop and car department joint legislative committee, which will be maintained in working order to participate in legislative programs affecting the welfare of the railroads and their employes.

At regular intervals throughout 1941, the league conducted business meetings, at which various department chairmen were present as well as special guests, speakers, and supervisors. These meetings were usually preceded by luncheon in the depot restaurant.

Music Festival

In April of last year the Ogden chamber of commerce conducted a canvass to obtain room accommodations for the 5000 students and escorts attending the spring music festival here. The league undertook the responsibility of canvassing railroad employes; response to the campaign was generous, and the league was able to report a considerable list of accommodations.

Railroad Booster week, sponsored by the Ogden chamber of commerce and the Union Depot-U. P.-S. P. Boosters' league, was conducted from June 9 to 14. All Booster league members cooperated with the chamber of commerce in the entertainment of railroad visitors during the week. Special merchandising displays and entertainment features spotlighting railroad facilities were highlights of the week, climaxed by a luncheon given by the chamber of commerce June 13. As a community enterprise for the week, the league sponsored a dance for rail employes and their friends at White City ballroom the evening of Friday, June 13. A large crowd attended, and comments pointed generally toward the success of Railroad Booster week in promoting cooperation between the railroad employes and members of the community.

Spanish Float

For the Pioneer celebration, the league sponsored an impressive Spanish float which took part in the pageants of July 19 and 20, as well as the two parades, July 23 and 24.

Early last fall, a Booster league bowling team was organized, captained by A. Faldini of the O. U. R. & D. Co., B.

Daggett-Lacks Industry

There is but one county in Utah which has no manufacturing establishment, according to latest department of commerce census figures. That is Daggett county.

Song Still Brings Tears to Eyes of Ogden Pioneer

(Editor's Note: George C. (Dad) Streeter, western pioneer and cowhand who has gained considerable fame with his writings, tells below why he always cries when he hears a certain song.)

BY DAD STREETER

When I was a boy at home in western Nebraska, about 14 years of age, or in the early 80's, I was driving an ox team hitched to a large wagon hauling sand. The load was heavy, the day quite warm; the oxen were moping along and I, wishing to increase their speed, popped the bull whip in their direction and accidentally struck the high ox in the eye.

The next morning father came out where I was. Taking the whip, he said, "I will drive up to the pit and help you get this load. When he noticed the poor ox's eye, it was swollen shut with water running out and dripping off his nose, father said, "Is that some of your work?" I said, "Yes, I did it accidentally." Whereupon he struck at me with the butt end of the whip. Fortunately I dodged the blow. I jumped out of the back of the wagon and ran, with him after me. As he weighed about 300 pounds, I easily outran him.

He had to stop for air, but I kept on going until I came to a town and went to the only hotel in the place and sat down in the lobby.

During the evening several young ladies gathered there to practice singing, and their first song was "Where Is My Wandering Boy Tonight?" When they had finished one

of them happened to look at me and saw the tears running down my cheeks. She came and sat down beside me, dried my tears and said, "Where is your coat and hat?" I said, "I haven't any. This shirt, pants and shoes is all that I have in this world." "Have you any money?" I said "No."

"A boy without money and with very little clothing, who cries when he hears that song, must have run away from home." She said "What is your name, and where are you from?"

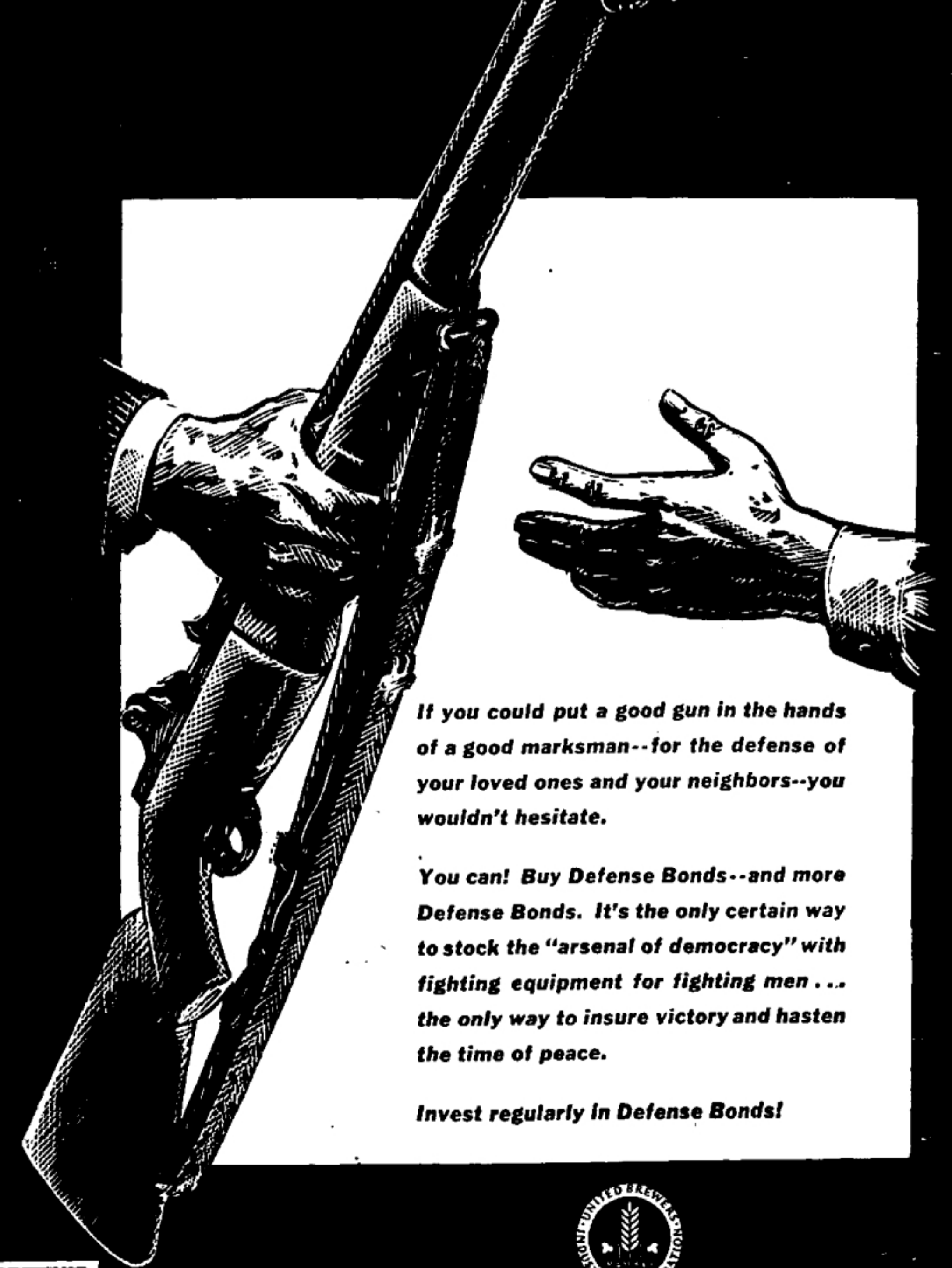
I told her. Then the company talked it over for a while and decided to take up a collection to pay for my board. The proprietor, hearing what they were doing said, "Stop right now! I will give this young man board and room till spring or till he can find work."

The money that had been collected was spent for clothes. The next day the hotel keeper sent a man to tell my father where I was. He said, "let him shift for himself, he'll come home when the clothes he has on are worn out."

He was mistaken, I never did go home. I stayed at the hotel three days and hired out to work on a cattle ranch. I never saw or heard from home until about 15 years after. I met my father on the street in Ogden, Utah. He was so overcome with emotion that he cried.

Although I am 73 years old I never hear that song, "Where Is My Wandering Boy Tonight?" but it brings tears to my eyes, because it must have been my mother's thoughts at that time.

Hand him a Gun!



If you could put a good gun in the hands of a good marksman--for the defense of your loved ones and your neighbors--you wouldn't hesitate.

You can! Buy Defense Bonds--and more Defense Bonds. It's the only certain way to stock the "arsenal of democracy" with fighting equipment for fighting men... the only way to insure victory and hasten the time of peace.

Invest regularly in Defense Bonds!



BECKER PRODUCTS COMPANY

Ogden, Utah



The American Eagle Spreads His Wings

Men and machines, men in khaki . . . planes, tanks, ships and guns. All gathered under the eagle's wings. Speed . . . more speed, is vital to America's final day of Victory! And when it comes, will you be the owner of adequate insurance protection? You may need it then more than you think now. This company is ready to serve you, and you are invited to confer with any of the following representatives, who will gladly acquaint you with any life insurance information you desire.

All of the Following Representatives Are at Your Service

JOHN VELTON, Manager

STACY D. GARN, Assistant Manager

ELVIE W. HEATON, Assistant Manager

WILLIAM C. WOOD, Assistant Manager

WILLIAM R. POULTER
ORVILLE LARSEN
EDWARD E. LINDQUIST
LUMAN P. GREEN
SAMUEL L. RILEY
CLIFFORD W. HEALY
MERRILL T. FURLONG
MARTHA O. McENTIRE, Nurse
MELVIN B. SQUIRES
B. O. VANDERSHUIT

LYNN S. FURLONG
THERON W. FOTHERINGHAM
WRAY GLENN
JOHN H. RIPPPLINGER
DAVID O. ANDERSON
WALLACE P. GALBRAITH
GERALD H. JONES
GARNEL E. LARSEN
IVER L. LARSEN
MERLIN T. VAN ORDEN

OFFICE STAFF

KATHERINE FELT
ELIZABETH H. ATKIRE
INGRID SORRENSEN
MILDRED E. SESSIONS

LOLA ALLRED
LORENE FARR
BERTHA CLARKE
MARGARET RANDALL

METROPOLITAN LIFE INSURANCE COMPANY

707 First Security Bank Building

Phone 2-2525

Rio Grande Makes News In War Program; It Serves Rich Area

In vital minerals, Denver & Rio Grande Western territory is big news in the present war program. Individually, one or more of the states served by the railroad ranks among the four leaders in the production of molybdenum, feldspar, fluorspar, gold, copper, manganiferous iron ore, tantalum ore, (tungsten, uranium, vanadium and vermiculite, bitumen, copper, lead, potassium salts, silver and sodium salts.

Of equal importance in times of peace or war are the enormous coal fields served by the Rio Grande in both Utah and Colorado. No other states in the union individually contain as large reserves of bituminous and sub-bituminous coals as Colorado and Utah.

The Rio Grande railroad was the first railroad to tap the great coal fields of Carbon, Emery and Grand counties, where 95 per cent of all Utah's coal is mined. It was first to extend rails to Bingham canyon—the west's most amazing mining operation, where within 60 years more than one billion dollars of new wealth has been produced. It was first to serve the Sanpete and Sevier valley. It was first to reach the Tintic mining district, and first to serve Park City—two camps, each of which has produced more than \$300,000,000 in little more than half a century.

Arms Plants

The Rio Grande played no small part in the locating of the two "small arms" plants at Salt Lake City and Denver. Rio Grande engineers were the first to show government and Remington Arms officials the locations finally decided upon at these two points. Likewise, Rio Grande officials visited Washington, D. C., on numerous occasions and presented data to government officials which resulted in the expenditure in these two states of approximately \$50,000,000 and, states Wilson McCarthy, co-trustee: "We are still working closely with the government for further development in our territory."

The Rio Grande is equally important in the movement of troops. The railroad transported about 25,000 soldiers and enlisted men since the first of 1941; it is now hauling war materials, merchandise and other items necessary to the war—without impairing the service to regular shippers and travelers.

New Freight Cars

New freight cars purchased during 1941 were designed to conform to government defense shipping requirements.

The Rio Grande's ability to meet increasing demands of the war program has necessarily been furthered by about \$700,000 expended since 1935 for more efficient and safer shop machinery and tools and a new materials testing laboratory.

Approximately 24 millions of dollars have been spent in improvements since trusteeship. From Jan. 1, 1936 to Jan. 1, 1941, a total of 1294 bridges have been repaired, built or rebuilt, while 130 have been eliminated by filling or providing modern metal culverts. The road's rail-laying program has involved an average cash outlay of a million dollars a year. During this period, a total of 589.6 miles have been relaid (297 miles with new rail) at a cost of \$4,709,890. In addition, 2,273,525 cross-ties have been replaced at a cost of approximately \$3,285,000. Reductions have been made to grades and curvatures in great volume.

Payroll Benefits

Measured by employment and payrolls, the Rio Grande ranks among the largest employers in its territory. The 1941 payroll in Utah was over \$4,000,000. Wage increases authorized Dec. 2 for the operating and non-operating brotherhoods of the nation's railroads, will add about \$700,000 to Rio Grande paychecks in Utah during 1942, officials estimated. Rio Grande employees and their families—every one dependent upon a railroad paycheck—support a community of 10,560 Utah citizens.

The 1 1/2 million dollars paid in taxes in Utah and Colorado annually in normal times is no small item. In 1941, the Rio Grande's Utah school tax contribution gave the privilege of modern education to 4584 school children.

Improvements to Property

The Rio Grande during 1941 continued its vast improvement program under the trusteeship of Wilson McCarthy and Henry

Swan, which began Nov. 1, 1935. During the year, the road purchased five new heavy-duty steam locomotives; three 5400-h. p. Diesel-electric freight locomotives; 14 new Diesel-electric switching locomotives; 500 new boxcars; 100 auto boxcars; 100 combination ballast and coal cars and 50 steel gondola cars. In addition, there were built, rebuilt or modernized in Rio Grande shops a total of 300 livestock cars, 10 flatcars (designed for national defense needs) 10 cabooses, four work-cars; six idler cars; 78 auto cars; and 60 passenger cars.

Other extensive improvements during the year included installation of a new steam firing system for locomotives at Salt Lake City; new centralized traffic control system on portions of the main line; new passenger depot at Salida, Colo.; new dining car commissary at Burnham; extension of the roundhouse at Grand Junction; new turntable to accommodate new giant locomotives at Burnham; and extensive refinements to roadway and trackage.

The Rio Grande begins the new year owning 337 locomotives, including 56 narrow gauge locomotives; 14,714 freight cars, including 2668 narrow gauge freight cars; 211 passenger cars and 724 units of "work" cars. The Rio Grande's investment in road and equipment is now about \$200,000,000. More than a third of the Rio Grande mileage is narrow gauge—1531 miles of standard gauge and 740 miles of narrow gauge track. Measured by miles of road, the Rio Grande accounts for over one-third of all the railroad mileage in Utah and Colorado (33 per cent of Utah's, 36 per cent of Colorado's.)

Ft. Douglas Hospital Capacity Doubled

During the past year the hospital bed space at Fort Douglas hospital, Salt Lake City, has been expanded from 70 beds to a total of 162 beds—more than doubled—as a result of a construction program which included the erection of 10 new frame buildings and remodeling a large brick wing of the original post hospital.

The expansion was necessary to provide adequate hospital facilities for the increased number of men stationed at Fort Douglas and also to provide hospital facilities for men stationed at Salt Lake air base, new army air base at the western edge of Salt Lake City.

Work was started on these buildings January 26, 1941, and completed during the following April.

Remodeling of the south two-story brick wing of the original hospital was carried out by W. E. Ryberg of Salt Lake City under a \$39,876 contract. This project was completed October 20, 1941.

The hospital expansion project occupies about seven and one-half acres of land within the Fort Douglas area.

Reception Center Has 20 Buildings

The Fort Douglas 500-man reception center consists of 20 frame buildings located at the western entrance to Ft. Douglas in Salt Lake City, overlooking the city and Great Salt Lake to the west. It has been in operation since February, 1941, initiating into army life young men called into military service under the selective service act from Utah and surrounding states in the intermountain region.

Construction work was started Nov. 20, 1940, and work was finished on the principal contract Feb. 18, 1941, the scheduled completion date. Total estimated cost of the center is \$547,471.37.

Western Outdoors Beckons



PARADISE . . . They say paradise is where you find it, and out west here you can find such paradises as this in abundance—many of them within easy bicycling distance of Ogden.

Farm Income To Hit Record High

NEW YORK (AP)—Farm cash income, including government benefit payments, is expected to rise to a new record high of at least \$13,000,000,000 in 1942, compared with an estimated \$11,200,000,000 for 1941, an increase of about 16.1 per cent, trade analysis estimates.

The 1941 farm income was roughly the equivalent of 1929, and compared with \$9,123,000,000 in 1940.

Encourage Production

Government crop benefits in the past had as their goal the bettering of agricultural prices to improve the farmer's earnings—make his pocketbook closer to the equivalent of the city worker.

In 1942 benefit payments take on a new significance. Government money—higher parity loans—now are designed to encourage production so that we will have food not only for ourselves in the war crisis, but also some for Great Britain, China and Russia.

Higher Prices

Higher prices brought by vast government purchases of eggs, butter, cheese, dried milk, canned vegetables and meats for the army and navy and for shipment to Britain, agricultural department officials say, are designated to increase the incentive of the farmer to produce more of these products.

With farm cash income equaling 1929 levels and the cost of living substantially under 1929, rural retail buying raced along in 1941 at record levels in many localities.

Ogden Structure Is 'Quake Proof'

The Ogden-Weber building is earthquake resistant, employing the principle of a whip in construction. The base, or handle of a whip, is solid and becomes more flexible toward the point. The same scheme is followed in "earthquake proofing" the 12-story building.

Foundation units of the structure are rigid with heavy bulwarks of cement and reinforced steel. The building narrows above the third floor and assumes a character of flexibility which enables it to "absorb" earthquake disturbances, according to architects.

A severe tremor would no doubt crack the walls and shower the floors with plaster, but the framework would hold, the architects said.

Hog Prices of '41 Aided By Government

CHICAGO (AP)—Looking back on 1941, livestock circles were agreed that the year's outstanding development was the support which the federal government gave live hog prices through purchasing dressed pork and lard.

Adoption of the government's buying program was a direct result of passage of the lend-lease act and this country's determination to aid those nations fighting the axis. The program was designed to increase hog output and to assure farmers a reasonable price for their product.

Early in April, the surplus marketing administration announced it would buy sufficient quantities of pork and lard to assure an average live hog price at Chicago of \$9 a hundred pounds. At that time the average price was below \$9, but it didn't stay there long.

A substantial rise set in immediately, carrying the average above \$11 in early September. From there a seasonal decline followed in October and November, which ended with an abrupt reversal in trend following the Japanese attack on Pearl Harbor. The average price is now back to around \$11.

During this period—from early April to now—the SMA has purchased more than 450,000,000 pounds of pork meat and 325,000,000 pounds of lard. Most of this has either been shipped to Great Britain, or will be, although some may be used for Red Cross and domestic relief purposes.

The SMA also has the power to sell part or all of its holdings if it so desires—a power which, in the opinion of livestock circles, it may use if the cost of pork and lard to domestic consumers rises above what it considers a fair level.

Stock Transfers Low

NEW YORK (AP)—Transfers of stock in the New York stock exchange in 1941 reached the lowest level since 1918.

Only about 166,000,000 shares changed hands compared with 207,636,059 in 1940, itself the lowest year since 1921. In the last year of World War I, transfers totaled 143,278,000.

Bond sales in the last year, on the other hand, reached the highest total since 1937. About \$2,200,000 face value of bonds were transferred, compared with \$1,671,598,775 in 1940.

'Auto Industry Makes Record Change-Over to War Jobs

DETROIT—The nation's automobile industry, second only to steel in normal business volume, closed its books on 1941 with the record of having converted the major part of its production capacity to national defense and at the same time rolled out approximately 5,000,000 passenger cars and trucks.

The industry twice before has produced more than 5,000,000 vehicles in one year, but it never before undertook at the same time the volume manufacture of war material. Of commitments already totaling about \$4,000,000,000 for aircraft engines, bomber planes, army tanks and a long list of other items, the industry has thus far delivered approximately \$2,000,000,000 worth; it expects additional contracts totaling several billion dollars to be allocated during the coming year.

The year closed brought to the automobile industry, a bulging retail demand, swollen largely by fears of a production curtailment so drastic as to make cars

unobtainable; it brought the curtailment orders from the government defense agencies, but coincidentally a sudden lag in consumer demand that piled up stocks of new cars in the early months of the new model year; it brought also a partial explanation for this development in increased prices, increased taxation on automobiles and sharp restrictions on installment buying.

Certainties of the year ahead of the car industry include a steadily shrinking monthly production volume of passenger automobiles to effectuate a drastic curtailment for the 1942 model year, a coincident swelling of the output of the major machines of war—army tanks and bomber planes—and, inevitably, a scarcity of vehicles, for civilian uses that may force a rationing to would-be car buyers.

Incidentally, there are no present plans among the manufacturers for 1943 model passenger cars as distinguished from

the present units; the styles now coming from the production lines will hold through 1943 or later if the defense emergency continues, provided, of course, the industry is able to obtain materials to carry on any degree of civilian production.

Small Reservoirs Aid West



VALUABLE . . . One of the outstanding developments of recent years in utilization of the resources of the arid west is construction of many small reservoirs, such as Muddy reservoir, above, in Box Elder county.

AMERICA Must Always Go Forward!



America is fighting the greatest battle that has ever threatened this democracy. Our way of life is in jeopardy. We must translate words into deeds in order to preserve our institutions and ideals that Freedom and Liberty shall ever prevail.

war and wholeheartedly carry out our part in the conflict. No sacrifice we can endure will be so great as the sacrifice many of those in our armed forces will be called upon to make.

While this struggle is being waged, America must continue to go forward. In addition to providing the sinews of war, we have the responsibility of maintaining and preserving all those things that helped to make this country the great nation that it is.

The preservation of the vital elements that constitute America and for which our men on the firing line are fighting, rests upon the shoulders of every citizen of the United States. As we work together and hold up our end, so shall we win.

We as Americans must pledge our full cooperation in the prosecution of this war. We must strive to do our full duty in the preservation and defense of this nation, its institutions and the principles for which it stands.

But that for which we have fought and toiled in the past, that which we have builded with the sweat of our brows will not be destroyed or mutilated beyond repair.

America has sounded the "all out" alarm. And no nation fighting as we are fighting today for the principles of freedom and the preservation of our accomplishments and ideals can help but taste the fruits of victory in the end.

The job before us is one of enormous proportions. Before victory can be ours we must make tremendous sacrifices. We who remain at home must keep faith with those who go forth into the battle. We must provide them with the necessities of



SEARS, ROEBUCK AND CO.

2231 Washington Boulevard Phone 5741
Free Customer Parking in Rear

Mountains Lure Nimrods



GAME . . . Not the least of the permanent values of the mountains of northern Utah are the quantities and variety of wild game found here. These hunters are on the Cache national forest.

. . . may we suggest!

that you have your printing done by your

LOCAL PRINTER

thereby increasing Ogden's payroll

"BUY IT IN OGDEN"

OGDEN PAPER CO.

OGDEN, UTAH