

SIX MILLION MEALS AND WHAT THEY MEAN.

In 1894, when the Southern Pacific took over from the Pullman Company the operation of the dining car service, the company was the proud possessor of five "rolling restaurants." Three operated between Truckee and Ogden, one between Oakland and Sacramento and the fifth between Oakland and Lathrop.

Today the Pacific System has eighty-four dining cars and the Atlantic System twenty-one, making a total of 105, the largest number operated by any railroad in the country.

On the Pacific System alone over six million meals were served last year by the Southern Pacific's Commissary Department under the direction of S. M. Estabrook, manager of the dining cars, hotels and restaurants.

Those six millions meals were served under a variety of conditions, locations, time and circumstances that no organization save that of a great railroad could successfully meet. While the Southern Pacific passenger was being whisked through the heart of the desert at fifty miles an hour he sipped his ice water and regaled himself with delicious ice cream without troubling as to how the miracle was accomplished.

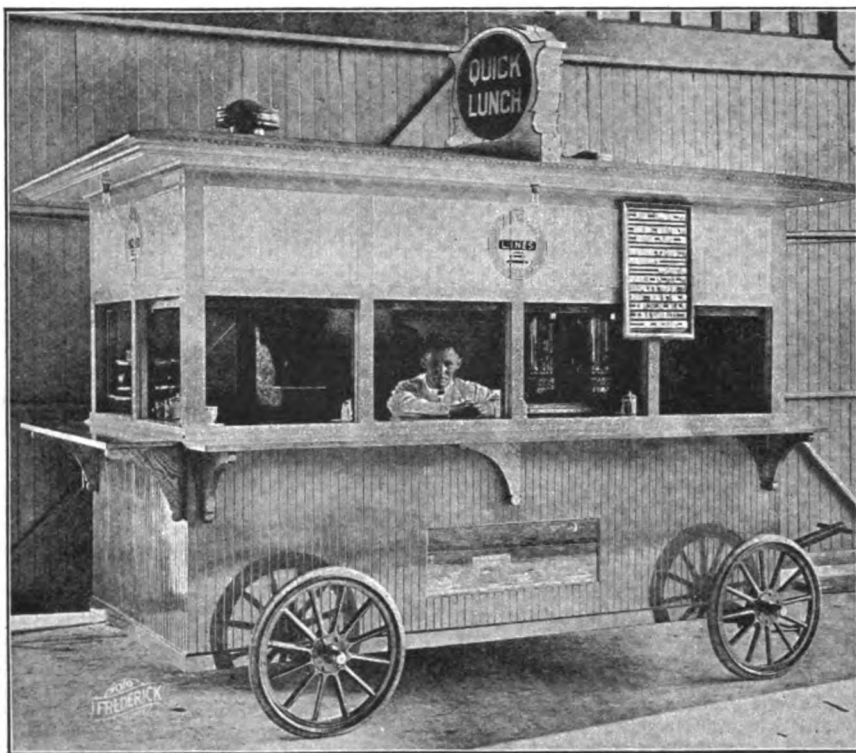
Metropolitan cafes meet the high cost of modern service with a "cover" charge that far exceeds what the traveler pays for a satisfying meal served by the Southern Pacific. Yet the "overhead" on a dining car, measuring only seventy-seven by nine feet, is larger than any restaurant or cafe of similar size in the world. In addition to the high cost of railroad operation there is the high cost of the service which the American public demands and receives. New supplies of Irish linen which formerly cost the Southern Pacific \$50,000 a year, now represent an outlay alone of over \$130,000. Over 10,000,000 fresh pieces were placed on tables in 1919, and the laundry bill amounted to \$82,000.

Silverware, glassware, china, cooking utensils, fuel, light, heat, labor—all are numbered among the things which have driven many a hotel manager to despair and many a housewife into open rebellion.

Commissary and other expenses are such that when the average guest sits down on the dining car, the company has already expended in his behalf 67.4 cents before he has been served with any food.

Some idea of the problems that confront Manager Estabrook may be gained from a statement of the amount of food products which the company is called on annually to go out in the market and buy. Last year the Commissary Department bought 1,190,730 pounds of potatoes, an average of over 3000 pounds a day; it invested in 240,000 pounds of sugar, 123,-

HE IS CHEF AND CHAUFFEUR



Enter the "Lunch Lizzie."

For the convenience of passengers who desire a light repast served promptly at any hour of the night or early morning, the Southern Pacific's Commissary Department has provided at Sacramento an improvement on the old-time lunch wagon.

Between the hours of 8 p. m. and 5 a. m. a traveling kitchen mounted on a Ford chassis is rolled into the sta-

tion shed by the chauffeur, who is also the chef. An electric coffee urn, compact steam tables and other modern culinary appliances permit the serving of hot dishes promptly. An assortment of cakes, pies, sandwiches and similar American requisites round out the menu. "Lizzie's" superstructure is work of the Southern Pacific's Sacramento shops.

000 pounds of coffee, 200,000 gallons of milk, 4900 gallons cream, 270,000 dozen eggs, 201,000 pounds of butter and other products in proportion. Its bill for thirteen staples alone, not including meats or canned products, ran up to three-quarters of a million dollars.

Then there are such trifles as 82,000 menu cards and six million checks, one million "suggestion" and "special" slips and other printing costs.

The average restaurant has no repair bill worth considering, but the wear and tear on a diner is such that one out of every eight cars is constantly in the shop, and that means more money.

As to heat, ice, upkeep, schools for waiters, etc., a volume could be written on each, but enough has probably been cited to justify the assertion made by one caterer of national prominence:

"The dining car is the commissary marvel of the age."

ROUNDHOUSE HELP NEEDED ON SHASTA DIVISION.

The Shasta Division is in need of roundhouse help, especially fire-up men, according to a circular sent by Superintendent Fitzgerald to division agents. The latter are asked to assist in procuring applicants for this sort of work, explaining that fire-up men are in line for desirable positions on the road.

The Southern Pacific recently handled east out of Los Angeles eleven cars of green chicory, another new commercial product for California.

Sixteen miles of canals are to be constructed in the vicinity of Grants Pass, Ore.

A freight rate that is too low for the railroad is too low for the shipper.—Chicago Tribune.