RADIO EQUIPPED FREIGHT LATEST SAFETY FEATURE

New Device Permits Engineer and Crew To Keep In Touch With Stations

By Murray M. Moler
United Press Correspondent

Provo, Utah, Feb. 6—(U.P.)—The latest word in railroading is the radio-equipped freight train—the train that not only whistles at the crossings but also talks.

The Denver & Rio Grande Western railroad is the first line in the nation to get beyond the experimental stage and put a radio-rigged freight into regular service. Engine 545—with microphone—and its gear-filled caboose had their press debute last night between Salt Lake city and Provo.

Unreal Clarity

Riding in the cab with Engineer Bill Smith and Assistant Division Superintendent Bill Horner, this correspondent tried out the equipment—and found it worked with an almost unreal clarity.

Actually, there are two radios on this fancy D & R G W train One is a "VHF"—very high frequency—set used for communication between the cab and caboose. The other is a low-frequency induction rig that broadcasts from the caboose to the pole lines along the tracks for communication with the wayside stations.

Here's the way the radio worked in one case:

Caboose to engine: "This is the conductor calling. A troop train is about 10 miles ahead of us, coming our way. Get ready to pull into the American Fork siding."

Engine to caboose: "This is the engineer. Okay. Incidentally, the head-end brakeman says he can only see a few car-lengths back because of the snow. You'd better keep a sharp lookout for hotboxes back there."

No Wait Now

Caboose to engine: "Okay. Will do."

Without radio, the engineer would have had to wait until he saw the block signal at the siding before he knew he was to leave the main line.

From the engine, we could talk with the caboose at all times. The VRF is frequency modulated so there was no static at all. United Press Correspondent Mel Jennings, who went along in the caboose, said he could talk with Provo and Salt Lake City—the division points—easier than he could if he was in the office, using a city phone.

D&RGW Radio Engineer Ed Musgrove, who's been experimenting with train radios for five years now, explains that radio can save "hours" on freight runs.

Can't See Signals

"Without radio, the crew has to depend strictly on hand and whistle signals," he said. 'Our line is mostly through the mountains — and you can't see the hand signals from end to end most of the time.

"Formerly, when trouble—such as a hot-box—developed, the conductor had to stop the train, walk up to the cab—sometimes a mile away—and find out what was wrong. Then he'd have to walk to a wayside phone, sometimes a long ways off, to report it. Now he can do everything without leaving the caboose. It's a lot safer this way, too."

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Pre-Dawn Fog Blamed for Wreck

(Acme Telephoto)

Tangle of wreckage lies on tracks where Seaboard Railway's luxury streamliner Silver Meteor crashed broadside into the New York-bound Sun Queen near Kollock, S. C., in heavy winter fog, killing seven persons and injuring at least 62.

HONOR ROLL

Honor roll for the third six weeks of the first semester at Medford junior high school follows:

7-B

Neomah Baugh, B, A, A, A, A, A; Gary Boshears, A, A, A, A, A, A; Bob Bosworth, B, A, B, A, B, B, A, B; James Colburn, A, B, A, A, B, A; Sally Cooney, A, A, A, A, A, A; Claudia Cooper, B, B, B, A, A, A, B, A; Maxine Falwell, A, A, B, A, A, A, A; Darlene Frohreich, B, B, B, B, A, A, A; Leroy Reel, A, B, A, A, A, B, B; Virgie St. Clair, B, B, B, A, B, A, A; Shannon VanValzah, B, A, B, B, B, B, B.

8-B

Eleanor Bragg, A, A, A, B, A, B; James Collins, B, B, B, A, A; John DeZell, B, B, A, B, A; Kay Grantham, A, B, B, B, A, A; Joanne Harrison, A, A, B, A, A, A; Shirley Kendle, B, A, A, B, B, A; Ruth Lininger, B, B, A, A, A, A; Marian Mitchell, B, B, B, B, A, A; Delores Morris, A, A, A, A, A, A; Leah Peabody, B, B, A, A, A, B; Mildred Rubedew, B, B, B, B, B; Carole Sams, B, B, B, B, A, A; Warren Wendt, A, B, A, A, A, A; Francis Zimbleman, B, B, B, B, A.

8-A

Bill Hess, B, B, B, A, A.

9-B

Virginia Balch, A, B, A, B; Kenneth Boshears, A, B, A, A; Fitz Brewer, B, B, A, B; Glenda Fields, A, A, A, A; Tom Frey, A, B, B, A; Leonard Gillin, B, B, B, A; Mayola Gillispie, B, B, B, B; Patricia Greb, B, B, B, B; Eleanor Hoover, B, B, B, A; Jean Houston, B, B, A, B; Shirley Hutchinson, A, A, A, A; Clythia Jackson, A, B, A, A; Glenna James, A, B, A, A, A; Sheryl Jensen, A, A, A, A, A; Helen Jones, A, B, A, A; Joyce Kirby, B, B, B, A; Nancy Lageson, A, A, B, A; Betty Lemmon, B, A, B, A; Millie Nelson, B, A, A, A; Beverly Newton, A, B, A, B; Nancy Potter, B, B, B, A; Bobbie Zimbleman, B, B, A, A, A.

9-A

Lillian Roberts, A, B, A, A.

Production of lemons in Arizona during 1945 set a new record for the state.

LAST RITES HELD FOR MRS. DAVIS

Funeral services for Georgia M. Davis of Phoenix, who passed away Feb. 1, were held in the Conger-Morris chapel Tuesday afternoon with Elder G. A. Thompson officiating. Interment will be in the family plot at Hood River Thursday afternoon.

Mrs. Davis was born at Eagle Creek, Ore., Jan. 14, 1864, and was married to Charles Davis of The Dalles in 1881. The couple lived at Tygh Ridge, near The Dalles until about 1895, later lived at Hood River, came to Grants Pass in 1920 and to Medford in 1927. Mr. Davis died in 1935.

The deceased was an active member of the Seventh Day Adventist church for about 45 years. Of eight children born to Mr. and Mrs. Davis, seven survive, including O. V. Davis, Ashland; Mrs. Evelyn McLean, El Monte, Calif.; Charles N. Davis, Placerville, Calif.; Mrs. Letha Hale, Hood River; Aubrey N. Davis, Odell, Ore.; Lynn Davis, The Dalles and Gladwyn Davis, Bend. Also surviving are a sister, Mrs. Bell Graham, Portland; four brothers, Frank, John and Percy Foster, Portland, and Guy Foster of Boise, Ida.; 21 grandchildren and four great grandchildren.

Mrs. Davis was a member of a pioneer Oregon family, her grandfather, Phillip Foster, having come to Oregon with his family from Portland, Maine, by way of the Horn in 1840. He settled at Oregon City and was in partnership with John McLaughlin in the first flour mill in Oregon.

It is related that Phillip Foster and a Mr. Pettygrover, of Boston, Mass., tossed a coin to determine the naming of Portland, Ore. Mrs. Davis' mother, Mary Welch, was from Kentucky, crossing the plains by ox team late in 1840.

The number of mule foals produced in the past eight or 10 years has been only about one-fourth as many as are needed to offset deaths.

Catholic Directory For Archdiocese Of Portland Published

Publication of the first annual Catholic Directory for the Archdiocese of Portland in Oregon, covering all counties in the western portion of the state, has been anounced by the Very Rev. Henry A. Orth, pastor of Sacred Heart parish in Medford.

Directories will be distributed at all Sunday Masses, February 10, Father Orth said.

The directory, issued by the Board of Directors of Catholic Charities, Inc., in Portland, is published to supply information about Catholic churches, schools and institutions, clergy and religious in the western half of Oregon. In addition to listing all parish clergy, the times of Masses and other services at each parish and mission in the archdiocese are provided in the directory.

In charge of preparing and issuing the directory were Charles W. Wentworth, chairman of the Catholic Charities finance committee, and S. A. Nizic, chairman of the directory committee, both of Portland.

Fenway Park in Boston has a new assistant ground keeper. It's a civilian Jeep which is used to lay tarpaulin on the field, or roll it up before a game.

WORLD ALMANAC IS WIDELY USED BOOK OF FACTS

The World Almanac and Book of Facts for 1946, in its 61st year of publication, recently was placed in circulation. The Almanac has become a widely consulted book of information and offers, in addition to a chronology of the war, specific text of the surrender documents and such important state papers as the statements on occupation of Germany, the Potsdam Declaration, and the Berlin-Potsdam conference. It gives the full text of the charter of the United Nations organization adopted in San Francisco and the record of ratification. It gives a compact account of the atomic bomb and its effect on international relations.

Also included in the 1946 edition is a battle and casualty record of World War II. The vast business of governing the United States also is included. Here is a vast range of specific and general information, texts of the Constitution and Declaration of Independence; substance of the Monroe Doctrine and other historic acts; a description of every state and territory in the Union, a special article on the late Franklin Delano Roosevelt and biographies of all other presidents; information on elections, taxation and judiciary.

Another important function of the World Almanac is to publish sports records of the past, including nearly every known sport. It also carries sections of radio and motion picture entertainers, crimes, colleges and universities.

The Almanac is quite oblivious of being called on to "settle a bet" and has been known to restore the balance of power in the family, according to its publishers, the New York World-Telegram, a Scripps-Howard newspaper.

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