

Star Theatre

Sunday-Monday, Feb. 1-2

"Back to God's Country"



There never was a film like this.

Sixteen kinds of wild animals play natural parts in this picture.

The scenes were taken in the Arctic ice fields, north of 56 degrees.

The intense cold reached sixty degrees below zero.

It is a picture of the open spaces, of the land of everlasting snow, where the gaunt wolf stalks its prey, where men settle their feudal battles with knife and gun.

Matinee 2:30.
Prices 15 and 35 Cents

WARNING.—Owing to the limited seating capacity, patrons are earnestly requested to take advantage of the matinee performance and avoid the standing at the evening shows.

BOARD REPORTS ON AUTOMATIC TRAIN CONTROL

WASHINGTON, D. C., Jan. 30.—After investigation lasting more than one year, during which many actual tests on railroads were made, the automatic train control committee of the United States Railroad Administration has reported to Walker D. Hines, director general of railroads, through W. T. Tyler, director of the division of operation, that on lines of heavy traffic, fully equipped with automatic block signals, "the use of train control devices is desirable, but that the relative merits of the various types of automatic train control cannot be determined until further tests have been made. And also that more extended service tests, including complete reports of performances, are necessary before a decision can be reached on the availability for general practical use of any of the devices that have been brought to the attention of the committee.

The committee recommended that it, or a similar committee, be continued to the end of the federal control and that at the termination of federal control the work of the committee should be continued under the American Railroad association, with a representative of the bureau of safety of the Interstate Commerce commission on the committee. The committee also recommended that arrangements be made by the railroad administration or by the American Railroad association after the termination of federal control for the further practical test, under rules that may be adopted by the committee, of such devices as may be available for that purpose. In its report the committee, without implying endorsement, found 17 appliances as available for further test.

"Train control devices will not prevent collisions due to brake failures, which are infrequent and comprise only a small percentage of such accidents," said the report of the committee. "Failure of signals to perform their functions is a comparatively rare occurrence. Track circuit control block signal systems are so designed that when any part fails the signal should display the stop indication. In some cases of failure, however, the signal indicates 'proceed,' even though it should indicate 'caution' or 'stop.' Such failures, known as 'false clear' failures, contain a serious element of danger, but their infrequency makes the possibility of collisions from this cause exceedingly remote.

"Collisions due to failure of employees to comply with rules of the roads are a large proportion of the total number reported and many of these could not have been prevented by an automatic train control device.

"Automatic train control devices may be expected to prevent only such accidents as are due to the failure of employees to observe, understand and obey signal indications. Failure to see or understand signals may be due to smoke, fog, snow, absence of the night signal indications, complexity in the scheme of indication, unfamiliarity of the engineman with the route over which the train is running, the division of his attention, or his physical incapacity, etc. Failure to obey signal indications that are seen and understood are rare and include only those cases where enginemen, in their anxiety to make time, take chances, or where they use poor judgment in the interpretation of rules which permit them to exercise some discretion.

"Statistics show that most of the collisions which have occurred on tracks protected by a track circuit control signals are due to the causes above enumerated.

"There appears to be a popular misconception as to the number of fatalities that might be prevented by automatic train control devices. Statistics show that train collisions have been the cause of less than six per cent of the fatalities to persons, other than trespassers, occurring on the railroads of the United States in the five and one-half years ending December 31, 1918.

"All fatalities resulting from train collisions average per year from July 13, 1913, to December 31, 1918, inclusive, 296, or 15.6 per cent of the fatalities to non-trespassers on the railroads of the United States, and of this number many resulted from collisions occurring on yard tracks at other places where they would not have been prevented by an automatic train control device."

The committee pointed out, how-

ever, that the foregoing facts should not be taken as minimizing the seriousness of the situation, and drew attention to the fact that in considering them weight should be given to the further fact that many of the victims of the train collisions are passengers who do not contribute by their negligence to the accident and are entitled to the largest measure of protection that is reasonably possible. It pointed out, however, that the limitations of automatic control devices should nevertheless be clearly understood.

"The cost of the automatic train control system is an undetermined item, which involves not only the original expense of installation but also the cost of maintenance and the effect of its operation upon the capacity of existing facilities," said the committee. Its installation where heavy traffic is handled may necessitate further expenditures for additional running tracks. The service to satisfactorily meet such conditions must therefore be one which will interfere as little as possible with the capacity of a railroad and this requirement may necessitate the condition of speed control apparatus, at an increased cost for its installation and maintenance."

The train control committee was created on January 14, 1919, its first chairman being C. A. Morse, assistant director of the division of operation of the railroad administration and chief engineer of the Chicago, Rock Island and Pacific railroad. Its present chairman is A. M. Burt, assistant director of the division of operation, United States railroad administration. The other members are W. P. Borland, chief, bureau of safety, Interstate Commerce commission; C. E. Danny, assistant federal manager, New York, Chicago & St. Louis railroad; H. S. Balliet, chief mechanical engineer, Boston and Maine railroad; J. H. Gamba, general superintendent, Pennsylvania railroad, and R. W. Bell, general superintendent of motive power, Illinois Central railroad.

Since beginning its work it has made inspections at various places in the country, has inspected 37 different devices, either in laboratory form or in actual service on the railroad, and in addition has examined plans and specifications of 300 train control devices.

In reciting the history of investigations of train control devices, the committee pointed out that in 1906 Congress directed the Interstate Commerce commission to investigate and report upon the subject of automatic train control and that as a result in 1907 the commission submitted a report to the Congress recommending that official test for automatic appliances for the control of railroad trains conducted at government expense should be authorized by Congress. Consequently an appropriation of \$50,000 was provided by Congress in 1907, and expended in 1908. Since that time the commission has conducted various examinations and tests of train control devices and has reported thereon. These investigations have been made use of by the committee of the railroad administration.

In its report the committee laid down clear-cut definitions of automatic train control and outlined the requisites for the design and construction of such devices. It discussed extensively all the mechanical elements of the problem. "Automatic train control," the committee said, "is popularly regarded as a panacea for railroad accidents. Persons who are not familiar with railroad operating requirements generally fail to understand fully the factors which must be taken into account to the practical use of train control devices."

"Briefly stated, the problem is to provide some appliance to furnish provision against accidents when employees disregard signal indications or so far as possible when signals improperly indicate 'proceed.'"

The committee believes that any comprehensive study of automatic train control must begin with the block system, as the principal of the block system is fundamental to the subject and must be the foundation of any automatic train control system.

The superiority of the block system as compared with other methods of train operation is generally recognized. It is in use on practically 100,000 miles of railroad line, including the busiest roads of the busiest parts of practically all railroads in this country.

The first step therefore which should be taken on lines which are not operated on the block system in order to meet the need for more complete train protection is not experimentation with, or the adoption of some form of train control device, but the adoption of the block system itself.

The committee stated that from a

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practical standpoint automatic train control devices "are still in the development stage" and that many problems in connection with their practical application remain to be solved.

"Development of automatic train control devices," declared the committee, "by individual enterprises must of necessity be extremely slow, and it is believed that the time has come when more active co-operation be undertaken by the railroads. To accomplish this task a systematic study of the problem must be continued, available engineering talent must be utilized to design and construct apparatus suitable for the purpose intended, apply it to many various operating conditions and conduct experiments on a more comprehensive scale than has been done in the past.

Mozart began composing at an earlier age than anybody else on record. At four he was exhibited as an infant prodigy, and at five he composed concertos. When he was eleven he wrote an opera bouffe.

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TO AID AVIATION.

ROTTERDAM, Jan. 30.—To further national and international aviation, the municipal council of Rotterdam has resolved to construct flying grounds, at a cost of approximately \$600,000.

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NOTHING but sustained quality and unflinching effectiveness can arouse such enthusiasm. Nothing but sure relief from stubborn old colds and ear-aching new ones, grippe, throat-tearing coughs, and croup could have made Dr. King's New Discovery the nationally popular and standard remedy it is today. Fifty years old and always reliable. Good for the whole family. A bottle in the medicine cabinet means a short-lived cold or cough. 60c. and \$1.20. All druggists.

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GREAT COMPOSER OF OPERA IS DEAD

MILAN, Jan. 5. (By Mail).—Luigi Illica, the famous poet, and librettist, who recently died at his villa, Castell'Aquato, created the plots for more

operas than any other writer of the last quarter of a century in Italy. He was a prolific writer and had such an intimate knowledge of the theater and its needs that all composers of his time turned to him for subjects. Illica's most celebrated operas were written in collaboration with Giuseppe Giacosa and are Boheme, Fedora, Manon and Adrians. He wrote Iris and Maschere without collaboration and has at least forty less famous operas to his credit. Catalani, Cilea, Giordano, Franchetti and many other composers drew upon him for plots and lines.

Although Illica was 58 years old when Italy entered the great war, he volunteered for service and was with the artillery for one year. He suffered a fall from which he did not fully recover and was forced to give up military duty.

His latest important opera score was that of Isabeau, for which Mascagni supplied the music. The opera told the story of Lady Godiva and was received with indifference which discouraged Illica. There was considerable discussion about alterations made in the libretto by the composer and director and Illica said the production gave an entirely wrong interpretation of his work.

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