

Radio-Television Guide For The Week

Weekly Television Schedules

KVIP-TV

REDDING, CALIFORNIA

OCTOBER 26 - NOVEMBER 1

SUNDAY

2:00 Billy Graham
3:00 Meet Th. Press
3:30 Christian Science Program
3:45 Western Wonderland
4:00 Four Star Theater — TBA
5:30 Town Crier—Linn & Fulkerth
5:45 Knowland — Political
8:00 20th Century Fox Theater "Moss Rose"—Victor Mature, Ethel Barrymore, Peggy Cummins, Vincent Price
7:30 Northwest Passage — Color
8:00 Steve Allen Show — Color
9:00 Chevy Show — Color
10:00 San Francisco Beat "The Chinatown Case"
10:30 Late Show — TBA
12:00 Late News

MONDAY

11:00 Day In Court
11:30 Peter Lind Hayes
12:30 Mother's Day
1:00 Liberate
1:30 Flyngo
2:00 Queen For A Day
2:30 County Fair
3:00 Beat The Clock
3:30 Who Do You Trust
4:00 Inside Your Schools
4:30 American Bandstand
5:00 Kit Carson
5:30 Jerrio
6:15 NBC News
6:30 Robin Hood
7:00 Curtis Tarr —Political
7:30 Media "A Room, A Boy, & Mr. Bodine"
8:00 Shirley Temple
8:00 Mr. Peter Gunn
9:30 Lawrence Welk — Plymouth Show
10:30 News Summary
10:40 Late Show "Mr. Reckless" — William Bythe, Barbara Britton, Frank Jenks, Walter Catlett
12:00 Late News

TUESDAY

11:00 Day In Court
11:30 Peter Lind Hayes
12:30 Mother's Day
1:00 Liberate
1:30 Flyngo
2:00 Queen For A Day
2:30 County Fair
3:00 Beat The Clock
3:30 Who Do You Trust
4:00 Shasta College Telecourse
4:30 American Bandstand
5:00 Brave Eagle "Spirit of Hidden Valley"
5:30 Jerrio
6:15 NBC News
6:30 Amos 'n' Andy "Kingfish's Last Friend"
7:00 Navy Log
7:30 Dragnet
8:00 Eddie Fisher — Color
8:00 George Burns Show
9:30 Famous Fights
9:45 Shasta County Demo Club
9:50 Philco Playhouse "Trail Street"
12:00 Late News

WEDNESDAY

11:00 Day In Court
11:30 Peter Lind Hayes
12:30 Mother's Day
1:00 Liberate
1:30 Flyngo
2:00 Queen For A Day
2:45 County Fair
3:00 Beat The Clock
3:30 Who Do You Trust
4:00 Inside Your Schools
4:30 American Bandstand
5:00 My Little Margie "A Mother for Vern"
5:30 Jerrio
6:15 NBC News
6:30 Honeymooners "Safety Award"
7:00 Casey Jones
7:30 Wagon Train
8:30 Price is Right — Color
9:00 Milton Berle — Color
9:30 Bat Masterson
10:00 Patti Page Show
10:30 News Summary
10:40 Late Show "Ramona"—Loretta Young, Don Ameche, Kent Taylor, J. Carroll Nash, John Carls
12:00 Late News

THURSDAY

11:00 Day In Court
11:30 Peter Lind Hayes
12:30 Mother's Day
1:00 Liberate
1:30 Flyngo
2:00 Queen For A Day
2:30 County Fair
3:00 Beat The Clock
3:30 Who Do You Trust
4:00 Shasta College
4:30 American Bandstand
5:00 Texas Rangers
5:30 Jerrio
6:15 NBC News
6:30 Death Valley Days "The Crystal Gazer"
7:00 Flyngo—"Silent Service & Grey Ghost"
8:00 McKenzie's Raiders
8:30 Twenty - One
9:00 Behind Closed Doors
9:30 Tennessee Ernie Ford — Color
10:00 You Bet Your Life
10:30 Masquerade Party
11:00 Inner Sanctum "Hour of Darkness"
11:30 Jack Paar Show
12:00 Late News

FRIDAY

11:00 Day In Court
11:30 Peter Lind Hayes
12:30 Mother's Day
1:00 Liberate
1:30 Flyngo
2:00 Queen For A Day
2:30 County Fair
3:00 Beat The Clock
3:30 Who Do You Trust
4:00 Inside Your Schools
4:30 American Bandstand

5:00 Our Miss Brooks "The Festival"
5:30 Jerrio
6:15 NBC News
6:30 Union Pacific "The Challenge"
7:00 Cavalcade of Spots
7:45 Fight Beat
8:00 Walt Disney Presents
9:00 M Squad
9:30 77 Sunset Strip
10:30 News
11:00 Bob Albertson Show "At Swords Point"
12:30 Late News

SATURDAY

1:45 NCAA Football—Big Ten Game
4:00 Sheriff Bill Ranch Roundup
5:15 Wrestling From Chicago
6:15 Dan Smoot Report
6:30 Buckskin
7:00 Chevy Showcase
7:30 People Are Funny
8:00 Perry Como Show — Color
9:00 Target No. 1032
9:30 Cimarron City
10:30 Brains & Brawn
11:00 Late Show—TBA

Railroad Finally Has To Give Up On 'Iron Horses'

By LON K. SAVAGE

ROANOKE, VA. (UPI)—The iron horse, which helped tame the west and industrialize the east, is making its last stand in the Norfolk & Western railway yards here, and thousands of worshippers are coming to bid it farewell.

The N & W, last major line to use them, is in the process of retiring its whole fleet of 262 steam locomotives and replacing them with diesels. The change will just about wipe the old iron horse from American tracks and leave only a handful chugging on several small lines spotted around the country.

But the end isn't coming without wailing and weeping.

Railfans pour in here at the rate of about 100 a day from all parts of the nation to pay tribute to the steel monster and mourn its passing.

They watch, touch, smell, photograph and listen enraptured as the big, black engines come steaming in from their last runs. They make tape recordings of the whistles and bells. They wheedle for rides, and if refused, some get in their cars and race along the highways bordering the tracks to take more pictures and see the engines in action.

The last of the N & W's big, black locomotives are still chugging the mountains of southwest Virginia, and making the Roanoke-Norfolk coal run, but their days are numbered. N & W President Stuart T. Saunders says the railway will be completely dieselized by the end of 1960.

The N & W, which gets about two-thirds of its income from coal, fought and bled to save the iron horse, but it just didn't pay.

During and after World War II, the N & W continued building its own steam engines in its yards here, while other lines dropped them like so many old shoes and turned to diesels.

Gradually, as steam engines disappeared, so did the allied industries which made the parts for them. The N & W was faced with either subsidizing the allied industries or giving up the iron horse.

But it didn't give up. Not yet. Instead, it made the "John Henry," the biggest thing ever dreamed of in steam locomotives, in an effort to revive interest in them.

The "John Henry," 161 feet long and weighing 1,700,000 pounds, had enough boiler pressure in her to blow up a goodly portion of the city of Roanoke. It took seven years to build her, and the railway is still not sure exactly how much she cost. A coal-eating electric generator on wheels, "John Henry" was supposed to be the answer to diesels—powerful but relatively cheap to operate.

But the "John Henry" developed bugs almost immediately. Parts kept breaking during trials. She wasn't much more powerful than standard steam locomotives. Last January, the big monster was retired.

The N & W first experimented with diesels in 1935 on its Lynchburg-Durham run. It found, as did other companies, that maintenance was cheaper; fuel less expensive.

Gradually, the diesels began pushing down other N & W lines, shoving the steam engines out one by one. Last year our other major N & W runs fell to the oil eaters. In July of this year. The last pas-

senger train dropped its steam engine and added a shiny diesel. At about the same time, the company announced contracts or the purchase of 268 diesel units for delivery in small lots over a 30-month period. It said it would scrap 202 of its steam engines and keep 60 in the yards for emergency use.

That's about the end of the story, except for the tears and nostalgia.

"It's a sad thing," said 74-year-old retired engineer Charles (Windy) Davis, who can recall playing tunes on the old steam locomotive," he said. "When a whistles 50 years ago. 'All the children, young or old, enjoy watching a locomotive run.'"

Davis believes the iron horse will some day come back.

"I don't think the diesels will ever fulfill the place of a steam locomotive breaks down anywhere, they can have mechanics there and have things running within an hour. But I understand the diesels, when they quit, it's right much of a job to find the trouble with 'em."

But most engineers seem to disagree. W. O. Hylton, a railroad man or 41 years, said, "I'd rather have the diesels any day. I think most of us feel that way. It's like going from an old stove to one of those push button ones . . . comfortable."

Hormones On Sheep Said Time Waste

By United Press International

A University of California veterinarian says that sheepmen are wasting their money when they buy expensive hormones to treat ewes affected with lambing paralysis.

Dr. Louis Holm, physiologist at the Davis Campus, claims tests made with two groups, one treated with the hormones and one untreated, showed no difference in the survival rate.

The veterinarian says some sheep producers and vets have believed such treatment was beneficial since cattle had responded favorably to the same treatments. He adds that at present there is no known cure for the lambing paralysis.

He does suggest several measures that sheepmen can take to avoid an outbreak of lambing paralysis. He suggests giving pregnant ewes high energy feed and increasing their plane of nutrition as they approach lambing time.

Another protection is keeping the ewes' feed and water some distance apart so the animals will be assured of getting a moderate amount of exercise in walking from one to the other.

Dr. Holm describes lambing paralysis as a "non-infectious metabolic disorder that may strike ewes in late pregnancy. It is usually brought on by feeding a ration that is too low in calories to maintain a pregnant ewe. Dr. Holm says a heavy rain can also bring on the outbreak as the wet wool will drain the ewe's energy and result in a caloric deficit unless she is in good shape.

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