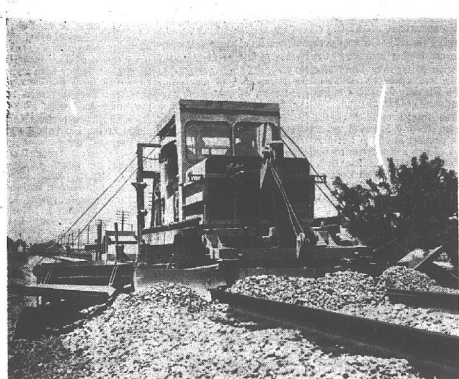


Electronics, Diesel Change Railroad

HERALD AND NEWS, Klamath Falls, Ore.

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NEW GANDY-DANCERS — The gandy-dancers are mechanized these days on the Southern Pacific. Machines like this one figured prominently in improvements to the railroad's line in the Klamath Falls area last year.

Track Width The Same; Otherwise All Changed

"The width of the track is the same, but that's about where the similarity ends." That is what Larry DuBose, SP trainmaster at Klamath Falls, tells you when asked to compare railroading today with that of 10 or 15 years ago. DuBose is a one-time locomotive engineer with the treasured experience of having operated the big steam engines that once ruled the High Line. Today he directs SP rail operations here, including the movement of some 12 to 16 trains in each direction daily over the lines toward Portland, San Francisco and Alturas.

Dieselization
The advent of dieselization, coupled with technological advances in all phases of rail operations, have made tremendous changes, he points out.

"The steam locomotive must be credited with helping the railroads open the West, but it

is the diesel that is enabling us to do a better job today in terms of faster schedules and greater reliability," he says. The dramatic change from steam to diesel, DuBose states, is being matched today by the increasing use of electronics — through centralized traffic control, improved microwave radio communications systems, and the use of television and electronic data processing equipment in major classification terminals for car inventory and handling. Also, the development of new mechanized track equipment to aid maintenance of way crews and the introduction of such advances as continuous welded rail, he said, have helped the railroads better maintain their rail lines for high-speed service.

Centralized Control
Centralized traffic control, DuBose points out, permits a dispatcher at a control panel to operate switches, change signals and generally control and direct train movements over hundreds of miles of railroad from a central, strategic location. In CTC territory, trains no longer need to be stopped to have a crew member hand operate a switch in order to take a siding. The dispatcher does it by remote control.

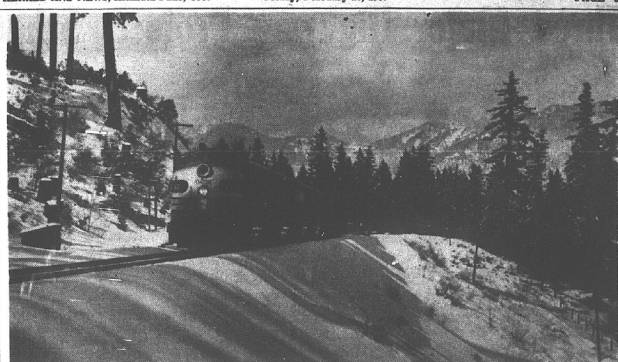
Trains running north from Klamath Falls have operated under CTC for some time, moving under direction of a dispatcher and control panel at Dunsmuir. Another dispatcher and panel is at Eugene.

Last year, DuBose said, CTC was extended from Eugene to Portland and CTC will be extended this year from Klamath Falls to Black Butte, Calif., near Dunsmuir, providing for automatic dispatching of mainline trains through the length of SP lines on the Pacific Coast and through the Southwest.

Microwave System
In other evidence of continued SP improvements, the railroad is also extending its microwave radio system north from Dunsmuir through Klamath Falls to Portland, all linked to the existing microwave network in California.

The system, which utilizes high-frequency line of sight radio, will help SP expand and improve its communications system. It included recent construction of repeater and reflector radio towers at Soda Ridge, Humboldt Mountain, Chase Mountain, Steiger Butte, Chiloquin, Applegate Butte, Odell Butte, Chemult and Crescent Lake, plus others in or near Oakridge.

(Continued on Page 7-B)



WORKHORSE ON DUTY — Powerful diesel locomotives do the work along the Southern Pacific route. Here, a freight train moves up the snow-covered slopes of the Cascades pulled easily by one of Southern Pacific's diesel workhorses.

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Ice Storage Firm Places KF On Map

Klamath Ice and Storage Co. puts Klamath Falls on the map. The firm, operated here since 1929 by Andy Collier, long-time community and business leader, stores products here which later are shipped to central and eastern markets.

Primary produce stored at Klamath Falls are Medford pears and the Basin's own potatoes, a volume which has reached a total of 15,000,000 pounds per year.

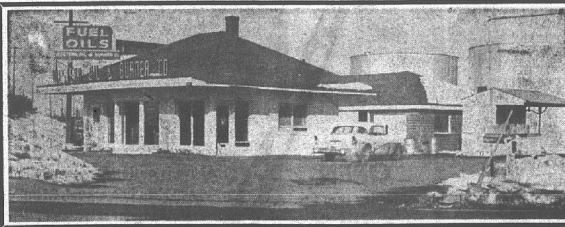
But food products from both California and Washington also are stored here under the storage-in-transit plan.

The operation illustrates a case where the balance of trade tips in the favor of Klamath Falls because the firm furnishes a payroll, pays local taxes and creates business for Klamath area suppliers. It puts local capital to work without depleting any of the area's resources.

Shipments move from in-transit storage here to such points as New York, Maryland, Illinois, Connecticut, Iowa, Ohio, Florida, Mississippi, Pennsylvania and Canadian provinces. Frozen products handled normally include, besides pears and potatoes, berries, beans, corn, puree of neostrene, french fried potatoes, broccoli, cauliflower, plums, turkeys, blackberries, peaches, peppers, asparagus, spinach, poultry, carrots and cranberries.

Another feature of the Klamath Ice and Storage operation is the fact the operators have been given government approval for handling millions of pounds of military supplies. The firm was founded in 1919.

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