

# Nevadans Lose Rhodes Awards

Dave Goldwater and Francis Breen, University of Nevada's two candidates, were unsuccessful Saturday in their quest of a Rhodes scholarship to Oxford, England.

In competition with candidates from six states, two students from Colorado, one from Utah and one from California were chosen by the examining committee.

The winners were Edward Pels of New York, a student at Colorado college; Henry Roberts of Denver, a Yale student, but who was allowed to compete in the West because he was a Colorado resident; Edward Hart, Salt Lake City, University of Utah student; Tom Killefer, Hermosa Beach, Calif., a student at Stanford university.

Russell McDonald, a former Nevada U. student, is now at Oxford on the scholarship he was chosen for last year.

# Jobs Boosted In State WPA

Employment on WPA projects in Nevada was increased by 25 during the week ended December 3, according to statistics prepared in Washington, D. C.

The number of persons employed during the week was 2,537, compared to a total of 2,512 for the week ended November 26. Nationally, employment on WPA projects declined 33,088. The rolls stood at 3,183,418 on December 3 as compared to 3,216,506 for the week ended November 26.

# Union Pacific's New Locomotive

ERIE, Pa., December 19 — Shaped like a giant projectile and packing the punch of 5,000 horsepower beneath its streamlined shell, a new type electric locomotive carrying its own steam-turbine power plant and capable of whisking a transcontinental train of 15 standard Pullman cars from Chicago to the west coast at speeds up to 125 miles an hour, was demonstrated to railroad and General Electric officials and a party of newspapermen here today.

Nearly two years have been spent by General Electric and Union Pacific engineers in designing and building this locomotive. It will do twice the work of the conventional locomotive for each pound of fuel and make three times the mileage without stops for either fuel or water. In warm weather when the steam-car heating plant is not nec-

essary, this locomotive will be able to travel from coast to coast without a single stop for water.

Steam from the boiler will be used to make electricity in exactly the same manner as is done in any public utility plant. This electricity will then be used to gradually turn the powerful motors geared to the driving wheels, in the same smooth manner with which any motor is

started. Electricity is brought into a unique use in braking. When coasting into a station or down grade, the six big driving motors act as generators and thus gradually convert the mechanical energy from the momentum of the train into electricity, assuring maximum safety and eliminating the grinding of brakes.

The locomotive, housed in two

cabs, is the first of its kind in the world and different from any turbine types built in European countries. Each unit is 90 feet long and weighs about 265 tons. The locomotive will enable the Union Pacific to handle its heaviest standard train equipment over the entire run from Chicago to the coast without a change of locomotives and without requiring a helper over grades.



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