



With only four months to go until the Oregon Centennial opens, work is progressing on the 30" gauge 1875 model steam locomotive under construction by the Oregon Locomotive Works. The tender has been pretty much completed. It is a little difficult to say how the locomotive itself is progressing since so much of the work has been farmed out to various foundries and machine shops. The frame has been delivered to the construction site, and few of the various other parts are starting to show up. George Burton and his new crew are going to be mighty busy between now and June.

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Mr. Bob Bollinger, principal owner of the Oaks Amusement Park, has filed suit against the Portland Traction Co. in the amount of \$1,175,000 as damages to the amusement park because the Portland Traction Co. abandoned passenger service without permission. The Oaks is approximately 1 1/3 miles from any other public transportation and because of the nature of their business are dependent upon public transportation. Maybe this suit will hit the PTCO where it hurts—their pocketbook. We wonder if other residents of the area served by the PTCO will also file suit against the PTCO for damages account not providing service.

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If a heavy snowstorm hits the Cascades between Portland and San Francisco, the SP will have a new electric snowplow ready for action. The new plow, one of five built in the Sacramento shops of the SP, is now stationed at Eugene. It will handle 50 per cent more snow per day than a steam plow and carries sufficient fuel and water to operate for 24 hours without stopping. The old type steam plows had a limit of less than 8 hours. In building the new electric plows the railroad reconstructed snowplows formerly using steam by substituting diesel motors and generators for the old steam equipment. The new electric plows can make five to six miles an hour in dry snow and three to four in wet and heavy snow. They can throw the snow as far as 100 feet on either side of the track. Each plow has a radio telephone for communication with dispatchers, passing trains and wayside stations.

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Did you know that the NP has their 684, an early day 4-4-0 at Pasco roundhouse? This locomotive is supposedly stored there for use at civic events in NP territory. It is understood that the NP is getting reluctant to move this locomotive. What could be more appropriate for the Oregon Centennial than to have a real 4-4-0 to go along with the 4-4-0 being constructed for the Zoo Railroad.

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The PGE Boosters are planning a trip over the PGE to rail's end on July 5, 6, & 7th. We will try to have more details later in case anyone is interested.

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Great Northern's Cascadian, Seattle to Spokane local, was discontinued between Seattle and Everett Feb. 9th. Instead eastbound passengers will take the 8:05 am GN International enroute to Vancouver, BC, as far as Everett and transfer there to the Cascadian. Under the old schedule the Cascadian left Seattle at 8:15 am with a stop at Everett before continuing east to Spokane. The operating brotherhoods on the GN tried to strike against the reduction in service but the railroad went to court and won a postponement of the strike.

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The Bamberger Railroad in Utah ceased operations Dec. 31, 1958. The DRGW took over about 60 industries in the Salt Lake City area, while the UP has taken over former Bamberger operations in the Ogden area.

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The death of Cecil DeMille this past month recalls an incident involving him while I was working for the UP in 1945. DeMille was traveling through the Columbia Gorge on the City of Portland and instructions came out from President Jeffers to have the siding at Bonneville clear of cars so the DeMille could see Bonneville Dam. DeMille produced the movie Union Pacific which gave UP so much free publicity.