



The state of Nevada Park Commission is interested in rebuilding the Virginia and Truckee Railroad between Reno and Carson City as a tourist attraction, according to an article in the Western Railroader. George Burton says he is ready to build a full size replica of the Reno for them at any time. George has been working on a scale model of the Reno for some time.

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Negotiations between the Oregon Locomotive Works and the Atlanta interests working on a replica of the General and the Texas are at a standstill. The opening of the park outside Atlanta has been postponed until 1962. Waldo Hirschberger, of the Hirschberger Sheet Metal Works, who is now working with OLW was recently in Chattanooga and took extensive photographs and measurements of the General, in the event the contract is awarded the Portland group.

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Simpson Timber Co. were accepting bids up to Dec. 20<sup>th</sup> to salvage 18 miles of the old Schaffer Brothers Logging Company railroad in Grays Harbor and Mason Counties of Washington. The contract will call for salvage of about 3,000 long tons of steel rails and about 40,000 ties. The railroad runs north from Brady along the Middle Fork of the Satsop River. First logs were hauled along this section in 1939. It has not operated since shortly after the acquisition by Simpson. Also, Simpson's calendar for 1961 has a couple colored railroad photographs, one of which is a steam powered log train on a trestle.

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Key System articulated unit 169 arrived in Portland on Nov. 27, 1960 enroute to the Oregon Electric Railway Historical Society Museum at Glenwood, Oregon. The unit had been stored at the Pullman Co. shops in Richmond, Calif since the Key System abandoned service. The units were routed over the SP-WP-GN-SPS and while on the WP, the unit's front coupler was pulled out and a new one had to be built in the Western Pacific shops, delaying the unit several weeks. The famed adapter couplers constructed by the WP shops were used so that the 169 with its Tomlinson couplers could be moved with standard AAR couplers on its own wheels. Unit 169 has now been moved to Banks, Oregon where it will be dismantled in five parts and moved on flat bead truck to the museum at Glenwood. According to Paul Class, who was responsible for securing the unit, the operation will take about two weeks and he is in need of volunteer help. Anyone can contact him at Box 7, Glenwood.

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The Milwaukee Road has asked the ICC for permission to discontinue its Olympian Hiawatha on its 1806 mile run from Minneapolis to Seattle-Tacoma. Milwaukee officials stated that revenue per train mile for this train west of Minneapolis during the 10 months ended last Aug. 31 came to \$2.40 while expenses totaled \$4.36, a loss to the railroad of \$1.96 per train mile. Operation of the train lost \$3,538 for each one-way trip west of Minneapolis in the ten months ended Aug. 31<sup>st</sup>. The Milwaukee are only accepting reservations on the Olympian Hiawatha until May 5<sup>th</sup> in line with the ICC four month waiting period.

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The Pacific Railway Journal, Box 91, San Marino, Calif. Has two new calendars for 1961—one of steam locomotives and one of traction. There are several Pacific Northwest scenes in the steam calendar and one of the Portland Traction Co. in the traction calendar. Price is \$1.50 each and they can be secured from the publisher or ordered through Al Hajj. Both are well done and the printing is fine.

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This and That: Central Coast Railway Club of San Jose, Calif. Is tentatively planning a trip on the Rayonier Railroad over the Labor Day Weekend in 1961....George Abdill is working on a fourth book dealing with Civil War Railroads to be published in the spring of 1961, and is looking for appropriate photographs....

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