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Your editor recently visited the operation of the International Paper Co. at Chelathie Prairie, Wn. (about 40 miles northeast of Vancouver) and found everything at a standstill, although the papers have announced a large expansion program at that point. No. 12, a 2-6-6-2 tank type locomotive is spotted outside but it is between a repair shop and a water tank, so it's pretty hard to get any pictures except straight head-on. It is rumored that International Paper Co. is attempting to purchase the entire Yacolt branch of the Northern Pacific running their own trains into Vancouver. Whether they would use #12 is not known because they may bring in some diesels from their other operations. When Harbor Plywood ran the line, they had about ten miles of trackage from Chelathie Prairie to Yacolt, where the log trains were delivered to the NP for handling. The roadbed is still in good condition and parallels the highway between Amboy and Yacolt part of the way.

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The Champoeg (now called the Peace River), one of the luxurious observation cars operating on the Oregon Electric in a bygone era, has been returned to Oregon through the efforts of the Willamette Valley Electric Railway Assn. and is now at the Guilds Lake yard along with their other equipment. This equipment will someday be moved to the museum at the Oaks. After passenger service was discontinued on the OE, the car was sold to the Pacific Great Eastern Ry in Canada where it was used for many years. It is in rather poor condition at the present time, but it is hoped that the car can be restored to its original condition.

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An application for membership has been received from Mr. Bob Chamberlain of Seattle, Washington. Bob was on the Oregon Electric trip and also belongs to several other railroad fan clubs in Portland.

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The trip over the Oregon Electric Railway resulted in a net profit of \$336.05, which divided evenly would be approximately \$168 for each group. Your trip committee will recommend at the next meeting that we turn over part of our proceeds to WVERA for their museum project.

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It is reported that NPT 16, a 0-6-0 switcher, which has been stored in the NPT Guilds Lake Yard, is scheduled to go to the scrap dealers shortly. The NPT has already given a large amount of time and money to the Zoo Railroad and their management has turned down the donation of this locomotive to the museum.

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This and That The current issue of the SP Bulletin contains an interesting article, together with a number of old photographs, on the driving of the Gold Spike 90 years ago at Promontory, Utah UP has about 10 steam locomotives in serviceable condition for duty in Wyoming this summer if needed. They have been scrapping quite a few of their steam locomotives stored at Cheyenne--last summer they had almost 100 of them at Cheyenne Santa Fe is scrapping most of their remaining steam locomotives, with only 9 scheduled to be retained George Abdill is preparing another book called PACIFIC SLOPE RAILROADS, to be released in September by Superior Publishing Co. of Seattle Medford Corp. at Medford, Oregon is supposed to have donated one of their Willamette shays to the City of Medford Work continues on the improvement project at Albina Yard of the Union Pacific. The new freight house is almost completed and the remaining half of their roundhouse has been demolished Al Hajj has copies of Pacific Railway Journals' books on the WP and the PE for sale Portland Traction Co. has started pulling down the wire on their Oregon City and Gresham lines Negotiations regarding the sale of the PTCO were finally mentioned in one of the Portland papers, although no definite sale has been announced.