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The December meeting will be held on Friday, December 18th, in room 208 of the Union Station, starting at 8 pm. George Burton has arranged to secure about 400 feet of sound movie film on the Portland Zoo Railroad taken by Sherm Washburn of KPTV. Bob Chamberlain of Seattle will show some slides taken at the 1959 NRHS convention in Pittsburgh. We will also have a movie produced by the Great Northern Railway.

With this issue of the Trainmaster, we are mailing out the statements covering membership dues for 1960. We are also mailing to members a questionnaire concerning the activities of the club. We hope that each member will send in their dues and return the questionnaire promptly so that officers for the coming year may better plan a program of interest to the group and make better use of the talents of members of the group.

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Heavy rain and melting snow in the mountains disrupted railroads in the Puget Sound area the latter part of November. All three of the main lines across the Cascades from Seattle to Spokane were closed, with traffic being diverted via Vancouver and the SPS. The Milwaukee Road's Olympian Hiawatha was stranded for about 9 hours and passengers had to be taken to Spokane by bus. The Northern Pacific was the last to resume operation over their line. They rerouted their trains over the Milwaukee's tracks after that line was reopened.

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"Steam engine No. 1 was offered to the city of Cottage Grove on November 9th at a council session by its owner, the Oregon Pacific and Eastern Railway Co. Old No. 1 puffed its way into Cottage Grove's heart during the summer months when the steam engines pulled flat cars carrying Bohemia mountain-bound sight-seers to Culp Creek during the city's Centennial observance. The council accepted the offer pending final approval by the Georgia Pacific Corp. management which purchased OP&E with other Booth Kelly holdings in a recent acquisition. The steam engine was brought to Cottage Grove in February, 1925 when it was purchased by Anderson and Middleton Lumber Co. It was used primarily on the OP&E to haul lumber. The engine was and will be moved from the railroad yards to the city park on East Main Street by members of the Junior Chamber of Commerce to become a "historical marker in the city--to mark the time and give evidence of the past." The railroad company asked that a substantial storm fence, eight feet high, be placed around the area where the engine will be kept and that a gate be installed and locked. The Company also requested that the engine be kept painted to prevent rust and in good, presentable condition for viewers; that nothing be removed and that all movable parts be welded to maintain its present condition, especially doors to the firebox, oil tank and water tank to prevent injury to children who might climb inside. The company reserved the right to place a plaque on Old No. 1 which is not to be sold or given away by the city. If the conditions of the gift are not observed, the donator reserves the privilege of disposing of the engine as it wishes." From an article in the Eugene Register Guard, Nov. 11, 1959 submitted by Roscoe Van Cleve.

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Union Pacific Railroad's new Portland freight station was dedicated recently, going into operation early in December. This \$2,000,000 facility incorporates many mechanical and electronic devices to streamline the handling of less than carload freight. Located near the foot of N. Russell St. off Interstate Avenue, it measures 1,129 feet long and 169 feet wide, with five tracks that can accommodate up to 90 railroad cars and as many as 72 trucks at one time. A 2100 foot towveyor system with 350 carts circles the center three tracks and will handle freight between boxcars and delivery trucks. Finishing touches are now going on to complete the entire project. The old roundhouse at Albina and much of the steam locomotive repair facilities have been torn down.

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The long awaited "Pictorial Supplement to the Denver South Park and Pacific" is now being distributed. I spent most of last evening looking through my copy which was just received that day. The Rocky Mountain Railroad Club has done a tremendous job in producing this book, which is one of the best pictorial histories that I have ever seen on a single railroad. The price is \$15 and only 4000 copies are being printed.....Other items to come to our attention include: Casey Jones' Locker by Frederic Shaw published by Hesperian House, San Francisco, at \$5.00; a book on the motive power of the Burlington RR is being published in Red Oak, Iowa; a supplement to Motive Power of the Union Pacific containing diagrams, mechanical information and detail photographs on UP locomotives was being considered.....Most railroad books can be obtained from the book department of the Western Railroader in San Mateo, Cal. Profits from the sale of these books helps to defray the cost of publishing the Western Railroader.

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Best wishes for the Holiday Season to members and friends from your officers!