



HAPPY YOUNGSTERS swarming over this locomotive in a Fresno, Calif. park were responsible for efforts to get a similar engine for Roseburg's Stewart Park. While on vacation, Ken Meng, Roseburg city engineer, saw the enthusiasm with which the kids greeted the locomotive. Meng's youngsters were no exceptions. He was reminded of this several times when other retired locomotives were seen and set out to see if one could be obtained for Roseburg's newest park. His efforts were rewarded with an engine donated by Southern Pacific. The gift is to be moved to the park soon.

Glimmerings Of Business Pickup Flickered Across Economic Scene This Week

By **WALTER BREEDER Jr.**

NEW YORK (AP)—Faint glimmerings of a business pickup flickered across the economic scene this week.

There was still no sign of a broad upswing and it was by no means certain that the overall downturn in business activity had run its full course.

But there could be no doubting that some industries and some businesses were getting set for better times.

Underwood Corp. said new orders received last month were 34 per cent ahead of February. Aluminum Co. of America announced that new business booked in March was the best in four months.

P. Lirillard Co. reported first quarter earnings up 116 per cent from last year. President W. M. Elmer of Texas Gas Transmission Corp. reported higher first-

Food Subsidy Called For Poor

WASHINGTON (AP)—Rep. Metcalf (D-Mont) called Friday for a federal food subsidy for the poor people of the nation.

Speaking for the entire Montana delegation in Congress, he urged a House Agriculture subcommittee to approve his bill to set up a national food allotment plan.

Under the plan, low income families would pay less for food coupons than would those with more money. In effect, Metcalf told the subcommittee, the government would subsidize low income groups.

"It would be a federal subsidy just like a rapid tax writeoff or a subsidy to an airline or to the publisher of a big newspaper or a magazine—except that this subsidy would go to low income people instead of high income groups," Metcalf said.

The Montanan said the agricultural surplus problem "is not one of overproduction but one of underconsumption."

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Baptist Missionary Women To Install

First Baptist Woman's Missionary Society officers and new circle presidents will be installed May 15.

Newly elected officers are Mrs. Melva Mobley, president; Mrs. Ann McLain, vice president; Mrs. Pat Keith, secretary; and Mrs. Wilda Beckwith, treasurer. Mrs. Beth Knigge will be installing officer.

The Janet Erickson Circle will have charge of flowers for the church services in May. Circle No. 1 will be in charge of the desert luncheon at the May meeting. The May Day breakfast sponsored by the Roseburg Council of Church Women will be May 2 at 10 a.m. in the First Methodist Church. Dr. Titus Frazee will be special speaker.

It was announced the Oregon Baptist State Women's meeting would be held in Salem April 22. Plans were made for several members to attend.

Circle and officer's reports were given. The reports showed 10 quilts made; a large number of gifts sent to missionaries; baskets of fruit and food sent to shut-ins and clothing sent to various churches.

Mrs. Jessie Kvidera brought the devotional. Mrs. Dale Lindsey sang three selections accompanied by Elizabeth Howe.



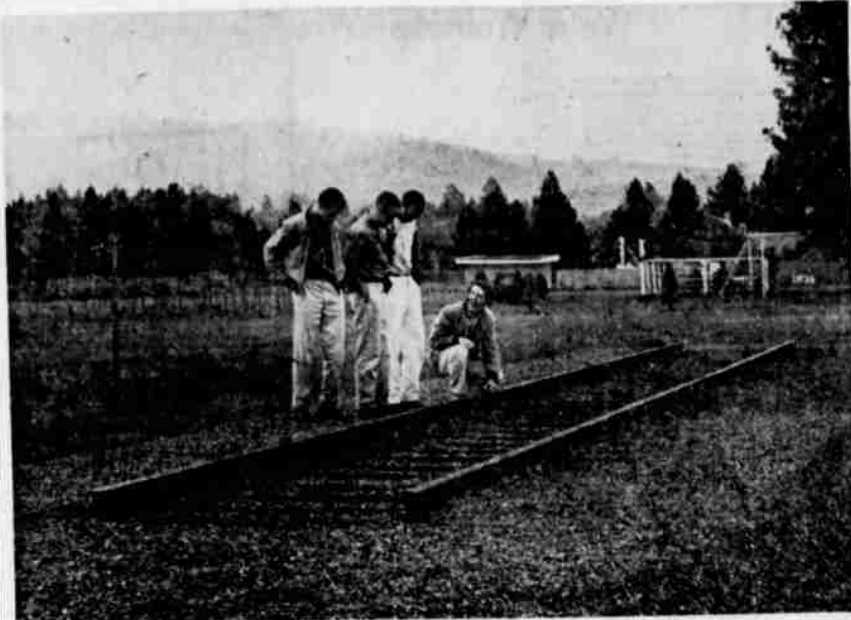
FARM CHARM — Pretty Pat Jusola takes a turn on the tractor after she was named "Miss Outstanding Farmerette of 1958" at the Young Farmers National awards program in Indianapolis, Ind. Pat, 18, is a freshman at the University of Oklahoma.



SCIENTIST DIES — Dr. Henry James Franklin, a scientist who conquered two pests which were destroying the cranberry industry, died Wednesday after a long illness at the age of 75.

For his services to this phase of American agriculture, he had been known to growers for a generation as "Mr. Cranberry."

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ROSEBURG'S RAILROAD — Roseburg High baseball players Ted Kolberg, Don Wells, Ron Beamer and Wayne Bryan inspect the rails which the locomotive will have as its home in Stewart Park. To move the engine and tender from the railroad to the park will be a major engineering problem. (Paul Jenkins)

Locomotive Move Big Engineering Task; Roseburg Missed Getting Bigger Engine

One of the most interesting if not the biggest moving jobs in this area is carefully being planned.

The task is to move a steam locomotive and tender from a Southern Pacific spur to a site near the South Umpqua River in Roseburg's Stewart Park. It's not a matter of steaming merrily over to the park—there are no rails.

And there's the rub which nearly cancelled the city's hopes of getting an engine for youngsters to play on in the park. Months of negotiations between City Engineer Ken Meng and S.P. officials finally resulted in the company offering an engine to the city for its new park.

The surplus offered locomotive was a 2500 Class job weighing about 130,000 pounds — not counting the tender. Too heavy, cried the Oregon Highway Dept. State officials vetoed a plan to lay tracks over the Garden Valley overpass to allow the engine to be pulled over the hump. Ditto to a plan to circle under the overpass.

Meng was about to give up when Southern Pacific said it had available a 1200 Class locomotive. The gift still is a hefty one, weighing about 138,000 pounds, but the green light was given to hauling it over the highway.

Job Attracts Paulson

There was another scramble to find someone with equipment heavy enough for the job. A. W. Paulson of Paulson Truck Line was looking for hauling jobs for a new lowboy he had purchased and heard about the city's problem.

Paulson looked the situation over and drew a plan which met with Highway Department approval. This was all the city was waiting for. S.P. was notified a 1200 engine could be handled and soon one was delivered.

It is now parked on a siding at the Douglas County shops while Paulson waits for the road through the park to dry sufficiently after the winter rains. When he decides conditions are favorable, the work starts.

The engine will be taken to a spur at Garden Valley Road and Airport Road. Crews will carefully jack the locomotive up until it is high enough for lowboys to be backed under it.

At least two, and possibly three, lowboys will be used to haul the engine. To avert a possible upset because of the top-heavy load, Paulson may use two lowboys under the front of the engine and one at the rear. If not, two will be used — front and rear.

Timbers To Support Engine

Paulson plans to have two special timbers cut to set the locomotive on while it rides the multi-wheeled lowboys. The timbers, Meng said, will be about six-foot jobs — that's square, not long. The timbers will raise the wheels of the engine above the beds of the lowboys and provide pivot points for the turns to be made in the trip to the park.

At the front of the engine, the lowboy, or lowboys, will proceed in the normal manner. But, at the rear, the driver will back his rig from the railroad spur to the final resting spot for the locomotive. One lowboy will handle the engine's tender.

Meng and Paulson are hopeful it won't be long now before the retired S.P. yard engine makes its last run and becomes a children's plaything as well as a symbol of the steam age.

Engine Being Made Ready As Attraction For Kids

All the work of having a steam locomotive in the playground of Stewart Park won't be in the moving of the engine and tender.

Getting ready for the move and preparing the locomotive for the expected onslaught of playful youngsters will account for much of the total effort.

The engine must be made safe for little kids and from the bigger ones.

With this in mind, City Engineer Ken Meng said the park crew will plant lawn around the engine after it is spotted on its last siding. Steps will be built leading to the cab and there will be railings along the steps to keep youngsters from tumbling off as they hurry to take over the controls.

In other safety measures, railings will be placed along catwalks, the stack will be screened, hatches welded shut, rough edges smoothed and glass removed. To foil older kids who might be souvenir minded, the bell will be welded fast. The clapper may be left free so tots can "ring" the bell with a cord leading into the cab.

Vandal Problem Seen

"We want to have the locomotive something the kids can play on and enjoy, not just look at," says Meng. "On the other hand, we think vandalism will be our biggest problem."

To provide a place to spot the locomotive, 66 feet of track was laid. City crews hauled ballast to the playground site, spread it and spotted creosoted ties. Charles Forsee, S.P. section foreman and three of his men donated their labor one Saturday morning to spike the rails and level them.

Meanwhile, city crews heaped up the road from Garden Valley Road into the park with shale. To speed drying of the soggy roadbed, ditches were dug to drain most of the standing water. The locomotive will be trundled over the road when it is deemed dry enough.

Douglas County also has played a role in readying the engine. When it arrived in Roseburg it was found the tender contained a couple of thousand gallons of heavy crude oil. This had to be removed but presented a problem. It had to be heated with steam to make it fluid enough to drain.

County Removes Oil

The county came to the rescue because even Southern Pacific no longer had available steam. Conversion to diesel had made such equipment obsolete here. The locomotive was rolled out to the county shops on Diamond Lake Boulevard and spotted on a spur where portable steam units could be attached to the tender. It took about a day, but the oil was removed.

Southern Pacific, which donated the locomotive to the city, did so with but one condition: That it be kept in a decent state of repair. The company has made a plaque to place on the engine and S.P. officials will formally dedicate it to the city after it has been placed in the park.

City officials who have seen the enthusiasm with which children in other communities have hailed locomotives don't expect youngsters to await formal presentation before taking over. The kids probably will adopt the locomotive as their plaything even before workmen have completed work of making it safe.

Minor Delays Reported On Highway To Reedsport

SALEM (AP)—The Oregon Highway Commission's weekly construction summary:

Columbia River Highway—Minor delays between Tide Creek and Goble.

Old Oregon Trail—Possible delay between 5 and 8 miles east of Huntington.

Umpqua Highway—Minor delays 8 miles east of Reedsport.

Wasco-Hepner Highway—Minor delays from 9.2 miles east of Wasco to John Day River.

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Bonneville May Have To Make Adjustments In Its Basic Rate

SPOKANE (AP)—The Bonneville Power Administration may have to make adjustments in the basic rate of \$17.50 per kilowatt year starting in December, 1959, William A. Pearl, BPA administrator, said Friday.

He said deficits in operations of the federal power system are anticipated in 1958 and 1959, largely as the result of depressed electricity prices and depressed metal and wood products markets.

"Bonneville has been able to continue the \$17.50 rate in the face of rising costs because of better than average water conditions, supplying more than 90 per cent of industrial interruptible power for electroprocess industries, keeping down transmission costs, and construction of some dam projects below original cost estimates," he said.

Cutbacks Told

But he told the Northwest Public Power Assn. that current BPA cutbacks because of market conditions total 118,000 firm and 360,000 interruptible kilowatts. Sales of interruptible power represent about 20 per cent of Bonneville's gross revenues.

He said adjustments in the basic \$17.50 rate may have to come with the new five-year rate period starting next year.

"Looking ahead five to 10 years we are optimistic about the power picture," he said. "There are sufficient hydro resources to take care of all firm and interruptible loads in the area through 1969."

Sen. Jackson (D-Wash.) told the association that a Senate committee will start hearings next week.

Building New Reactor

A 15 million dollar recycle reactor now under construction should be completed in about two years or less, he said, adding:

"If the process works, and I am sure it will, we will take plutonium out of bombs to stoke furnaces and produce power."

Jackson suggested that Washington, Idaho and Montana form a new organization to work with the International Joint Commission to negotiate on water storage and other problems with Canadian provinces.

"Such a committee would maintain a continuing and permanent negotiation on such matters as water rights on a regional basis to speed the process," he said. "There now is a threat of diverting the Columbia headwaters to the Fraser River. Such matters are of vital concern to this area."

Axel E. Strom, director of utilization for the Grant County Public Utility District, said the PUD's Priest Rapids Dam on the Columbia River is 43 per cent completed and that power will be available on a limited number of generators by October, 1959.

The association asked Congress in a resolution to authorize and direct the Army Engineers to study the Middle Snake River.

Economic Conversion Of Salt Water Seen Within 10 Years

SAN FRANCISCO (AP)—Economic conversion of salt water into fresh water within 10 years may solve California's present water imbalance, members of the American Chemical Society heard Thursday.

It is almost certain that large scale conversion of salt water into fresh water will become economically feasible within a decade, declared Johan Bjorksten, president of Bjorksten Research Laboratories of Madison, Wis., and Houston, Tex.

Bjorksten, who presided at a symposium of chemists on water conversion, asserted that adequate funds for research might cut to five years or less the time needed to develop such conversion systems.

Economical conversion of sea water would make unnecessary great systems of lakes, canals, dams, pipe lines and pumps as contemplated for the two billion dollar Feather River project, he noted.

The water conversion expert added that some dams might be necessary for flood control but their falling water power potential would likely be supplanted by other power sources 10 years from now.

He smilingly suggested that the ultimate solution to the state's water problem may be "instant water," electrolytic breakdown of water into its components of oxygen and hydrogen for easy and cheap transportation.

Calling his proposal a long range dream, Bjorksten declared: "It is economically wasteful to move water. Nobody would dream of damming up brewed coffee and then moving it long distances. You move the roasted bean or the dehydrated soluble factors in the form of instant coffee."

He admitted, however, that for water "this idea is not economically feasible at the present time."



BACK TO WORK—Elizabeth Taylor is pictured in her first scene before the movie cameras in Hollywood, Calif., since the death of her husband, Mike Todd, in an airplane crash last month. She is shown here in her role of Margaret, in Metro-Goldwyn-Mayer's "Cat on a Hot Tin Roof."

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