



The old Ione Railroad Depot was moved from its familiar location close to the Union Pacific railroad tracks recently by Mr. and Mrs. Marvin Peterson who plan to convert the early structure into a home above Horeshoe Bend 6 miles away. (Birdine Tullis Photo)

Ione Railroad Depot 'new home'

One of Ione's landmarks, the Ione Railroad Depot, has been moved from its location in the city limits six miles away to await relocation on a hill above the highway at Horseshoe Bend.

An Ione couple, Mr. and Mrs. Marvin Peterson, plan to convert the early 1900's structure into a home filled with the antiques they have collected and with the help of friends, moved the structure about three weeks ago.

Mrs. Peterson said Louis Halvorsen and his sons, Frank and Joe, directed the moving operation of the heavy structure with a loan of a low-boy from Keith Rea and a truck to haul it from Paul Tewes.

Halvorsen is also the principal planner of ways to move the two halves of the depot up on the Peterson's hilly building site.

The city of Ione had originally hoped to purchase the depot and convert it into a museum at the city park but Mayor Linda LaRue, said the city couldn't afford the \$8,000 for a bonded mover and the \$20,000 to \$25,000 necessary to move it. The Union Pacific Railroad had offered the structure free of charge to the city.

The depot was put up for bid and the Petersons decided to purchase the historic building which is registered with the Oregon Historical Society.

Mrs. Peterson and her husband, an industrial arts teacher, purchased the depot in January and February and hope to leave the exterior intact. They plan to build a deck around the sides and renovate the interior.

To move the heavy structure from its old location, the depot had to be cut in half, says Mrs. Peterson.

Some long-time residents of Ione watching the moving operation had tears in their eyes thinking of the memories attached to the landmark, but Mrs. Peterson noted that most were glad to see it put to use rather than salvaged for scrap.

The original Ione sign and

elevator marker will hang on the exterior when fully restored.

Mrs. Peterson said she was excited about the prospect of the restoration project and was pleased with the community's assistance in helping the family move the structure.

Mrs. Vera Rietmann said Tuesday that a photograph taken of the city in 1900 showed no railroad station but that it had been at the same location ever since she could remember, estimating the date it was built at before 1905.

The Petersons have already toured the restored depot home in the Boardman area constructed by Rupert Kennedy.

Railroad hobbyist happy to see Brock Adams fired

"I was happy to see Adams go down the tube," Rod Aho told the Heppner Chamber of Commerce at its regular Monday meeting at the West of Willow Restaurant.

Aho, customer services representative for Columbia Basin Electric Co-op and member of three consumer organizations in support of preserving and improving railroad transportation, said he was pleased about President Carter's acceptance of Brock Adams' resignation as head of the Department of Transportation.

In a letter written July 20, to the President, Aho urged removal of Adams from his office.

"Mr. Adams has contributed heavily to the erosion of public confidence in your administration," Aho said, charging that the former cabinet official "has lied to the public about Amtrak's current ridership, the DOT has closed its eyes to recent trends in

ridership on Amtrak, has adopted a policy of downplaying Amtrak statistics which tend to show that trains scheduled to be dropped are in fact experiencing huge increases in ridership and the DOT has even stopped official announcements in some cases, misrepresented Amtrak's losses to Congress by quoting fully allocated loss figures for various routes instead of avoidable loss figures, ignoring overwhelming public support in favor of retained Amtrak service, quoted obsolete statistics about Amtrak's fuel efficiency to 'prove' that Amtrak is an energy waster," and offered several other reasons.

As a member of the Oregon and National Association of Rail Passengers, Aho says he enjoys riding trains as a hobby and during recent hearings held in Pendleton to consider the fate of Amtrak's Pioneer service from Portland to Seattle and Boise to Salt Lake

City, he testified in favor of retention of service.

The Pioneer service will be terminated October 1 by the Department unless Congress acts to suspend the executive action. A number of bills have been introduced including proposed legislation by Sen. Frank Church, D-Idaho, to prevent cutbacks in the Pioneer system.

Aho urged chamber members to write their Congressman and Senators to prevent the dismantling of the Pioneer system, charging the DOT's decision making was not logical. He said the transportation department used 1977 ridership statistics and some trains were showing ridership increases.

He felt the reasons why the Pioneer system was being threatened was because the politicians in the areas affected were less powerful including Congressman Duncan, Ullman and Sen. Hatfield and

Cont. on page 8

Consolidated Report of Condition

BANK OF Eastern Oregon

HEPPNER—IONE—ARLINGTON

MEMBER, FEDERAL DEPOSIT INSURANCE CORPORATION

As of June 30, 1979

Assets	
Cash and due from banks	1,162,629.04
U.S. Treasury securities	2,019,529.33
Obligations of other U.S. Government agencies and corporations	560,000.00
Other Securities	3,527,889.41
Other loans less reserve for loan losses	13,983,349.64
Bank premises, furniture & fixtures & other assets representing bank premises	361,964.36
Other assets	11,856.90
TOTAL ASSETS	21,627,218.68
Liabilities	
Demand deposits of individuals, partnerships and corporations	4,555,861.87
Time and savings deposits of individuals, partnerships and corporations	10,970,403.12
Deposits of United States Government	19,959.53
Deposits of States and political subdivisions	4,167,668.31
Certified and officers' checks, etc	85,495.15
TOTAL DEPOSITS	19,799,387.98
a. Total demand deposits	5,752,784.40
b. Total time and savings deposits	14,046,603.58
Federal funds purchased & securities sold under agreement to purchase	250,000.00
Other liabilities	174,987.12
TOTAL LIABILITIES	20,224,375.10
Capital Accounts	
Common Stock—total par value (No. shares authorized 6,000) (No. shares Outstanding 6,000)	150,000.00
Surplus	1,000,000.00
Undivided profits	252,843.58
TOTAL CAPITAL ACCOUNTS	1,402,843.58
TOTAL LIABILITIES, RESERVES & CAPITAL ACCOUNTS	21,627,218.68
Memoranda	
Average of total deposits for the 30 calendar days ending with call date	19,780,473.75
Average of total loans for the 30 calendar days ending with call date	14,307,201.36
Standby Letter of Credit	75,000.00

I, Gene Pierce, President & Cashier of the above named bank, do solemnly swear that this report of condition is true and correct, to the best of my knowledge and belief.

signed Gene Pierce

Correct & Attest Directors:

-s- L.E. Dick, Jr. -s- Howard Bryant -s- Roy W. Lindstrom

YOUR LOCAL INDEPENDENT BANK IS GROWING!

AFTER HOURS -ROBB-676-5047-KEVIN-9944-DARRYL-676-9670 24 HOUR HARVEST SERVICE-676-9481-676-9463- AFTER HOURS- ROBB-676-5047-KEVIN-

For Tires...Look To The Sign Of

THE SUDDEN SERVICE BOYS **Tires LES SCHWAB** **WITH SERVICE & SELECTION**

DUPLEX PICKUP TRACTION

8.75x15.5 8 ply	\$46 ⁰⁹	F.E.T. \$4.09
9.50x16.5 8 ply	\$54 ²³	\$4.67
10.00x16.5 8 ply	\$53 ⁹⁰	\$4.52

Add \$3 If No Exchange

DUPLEX PICKUP HIGHWAY

8.00x16.5 6 PLY	\$42 ¹¹	F.E.T. \$3.26
9.50x16.5 8 PLY	\$53 ⁴⁸	\$4.49
10.00x16.5 8 PLY	\$52 ²⁸	\$4.32

Add \$3 If No Exchange

Heavy Duty Pickup

Highway	F.E.T.	Traction	F.E.T.
700x15 6 ply	\$39 ¹⁴ \$2.86	\$43 ⁷⁹ \$3.23	
750x16 8 ply	\$51 ⁴⁴ \$3.70	\$57 ⁹⁵ \$4.09	

Add \$3 If No Exchange

LES SCHWAB'S EZ CREDIT PLAN

4 PLY POLYESTER

	B/W	W/W	F.E.T.
A78x13	\$23.35	\$25.97	1.63
E78X14	28.14	31.04	2.10
F78X14	29.28	32.19	2.22
G78X14	30.27	33.29	2.38
G78X15	31.38	34.42	2.44
H78X15	32.90	36.06	2.66
L78X15		39.73	2.96

Add \$1 If No Exchange

THE SUDDEN SERVICE BOYS **Tires LES SCHWAB**

HEPPNER 676-9481 or 676-9463

Hermiston 567-8528 Pendleton 276-1571

HARVEST SERVICE AFTER HOURS, PHONE

ROBB RUSH, MGR.

676-5047

KEVIN ROUNTREE, ASST. MGR.

676-9944

DARRYL BIGELOW, SALES

676-9670

24 HOUR HARVEST SERVICE-676-9481-676-9463- AFTER HOURS -ROBB-676-5047-KEVIN-9944-DARRYL-676-9670 24 HOUR HARVEST SERVICE-676-9481-676-9463-