

RAIL CHANGES AT DAM MAKE HUGE PROJECT

One of the largest railroad building jobs in the United States in recent years is under way in northern California as a result of construction of mighty Shasta dam by the bureau of reclamation. Twelve tunnels and eight major bridges are included in the \$6 million of new main line of the Shasta route of the Southern Pacific company being constructed around the site of the future Shasta reservoir.

Railroad work is progressing under contracts totalling \$5,345,000 covering 25 miles of the road-bed grading, seven of the tunnels and five of the bridges.

Bids have been received by the government for building the last five-mile section including the remaining five tunnels, and for erecting two more bridges. The only feature of the relocation yet to be advertised for construction is the huge double-deck Pitt river bridge which will carry both the railroad and U. S. highway 99 over an arm of the reservoir. Bids are expected to be called for the Pitt river bridge this fall.

Meantime, to permit excavation to proceed in the Sacramento river canyon for the foundation of Shasta dam, which is to be the major structure of the vast Central Valley federal reclamation project, railroad traffic on the

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existing line has been diverted temporarily through an 1820-foot by-pass tunnel which was bored under the west abutment of the dam site 12 miles north of Redding.

Connecting California with the Pacific northwest, through Klamath Falls, Southern Pacific, built in 1884, winds up the Sacramento river canyon out of Redding, past the dam site and through the

reservoir area. Thirty-seven miles of this line between Redding and Delta Station are to be replaced by the new line which will be seven miles shorter and will have 5000 degrees less curvature. The passenger train running time is expected to be reduced about 45 minutes.

Work was started on the by-pass tunnel at the dam site in June, 1938, on the general con-

tract for Shasta dam and power plant in September, and on the permanent railroad relocation in October. The by-pass tunnel was holed through in March, 1939, and completed for use by railroad traffic in June, thereby permitting excavation operations for Shasta dam to be extended to the base of the west abutment which formerly was occupied by Southern Pacific tracks.

Trains are expected to use the by-pass tunnel for at least two years while the permanent relocation is being constructed east of the canyon route. Meantime the excavation for Shasta dam can be completed and some preliminary concrete placed at the base.

When the new 39-mile railroad is completed and opened to traffic, probably about September, 1941, the existing canyon line will be abandoned and the by-pass tun-

nel at the dam site will be available for river diversion while concrete is being raised in the 550-foot high dam. For this contingency the by-pass tunnel has been lined throughout with concrete. It is a horseshoe-shaped bore, 28 feet high and 26 feet wide, and passes under the dam site a lateral distance of 725 feet from the river.

The first unit of the permanent railroad relocation—a four-fifths-of-a-mile bridge across the Sacramento river at Redding—is almost completed. About 6000 tons of structural steel were shipped west from Gary, Ind., for this bridge.

Several miles of the roadbed have been graded in different sections. Two of the 12 tunnels have been holed through and men are boring underground in three others, two of which are a half-mile each in length. The entire railroad relocation involves almost

4,000,000 cubic yards of excavation, driving 19,000 feet of tunnels, erecting 29,000 tons of bridge steel, and laying 6000 tons of rails.

Weather

By U. S. Weather Bureau
NORTHERN CALIFORNIA—Fair Thursday night and Friday, but fog on the coast, normal temperature; moderate northwest wind off the coast.

OREGON—Generally fair Thursday night and Friday, but fog on the coast and scattered thunderstorms over eastern mountains, warmer in east central portion tonight, cooler in interior Friday; gentle variable wind off the coast becoming moderate northerly.

OREGON AUTO TOLL LOW FOR 5 YEARS

SALEM, Aug. 10 (AP)—Despite a substantial increase in travel, Oregon's traffic death toll during April, May, June and July was the lowest in five years, Secretary of State Earl Snell said today.

Traffic fatalities during the four months were down 23 per cent from the same period last year, 28 per cent below the corresponding period of 1937, 16 per cent below that of 1936, and two per cent under that of 1935.

BOOMERANG

LEICESTER, Eng., Aug. 10 (AP) Joseph Gamble, 78, built a steel shelter against a wall to protect him from bombs in time of war. As he passed by to get a stick of wood it collapsed, killing him.

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600x16	14.10	4.23	9.87	
	14.35	3.31	10.04	
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Size	Reg. Price	Trade-In	On Sale	
475x19	\$11.43	\$3.43	\$ 8.02	
550x17	14.68	4.39	10.26	
600x16	15.95	4.78	11.17	
6-Ply Heavy Duty ALLSTATES				
Size	Reg. Price	Trade-In	On Sale	
550x17	\$14.85	\$4.45	\$10.40	
600x16	16.15	4.84	11.31	
700x16	22.25	6.67	15.58	
White Sidewall Safety Treads				
Size	Reg. Price	Trade-In	On Sale	
550x17	\$16.10	\$4.83	\$11.27	
600x16	17.55	5.26	12.29	
650x16	21.30	6.39	14.91	
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