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PAGE---Monday Night, May 7th

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CITY RECEIVES S. P. DECISION GRADE CROSSING

The letter of E. L. King, superintendent of the Southern Pacific railroad, telling that the railroad is opposed to either the building of a Sixth street subway, or even a grade crossing at Sixth street, but describing the concessions the railroad will make in the way of other improvements agreed on during the visit and conference here last week between the superintendent and Ben Day, Southern Pacific attorney, and the mayor and city council, was read by Mayor Gaddis at the council meeting last night.

After quite a discussion, the council took no action, but practically decided to await the results of changes and improvements the Southern Pacific will soon begin and complete at a cost of about \$50,000, and which it is promised will reduce the blockading of Main street by freight trains to a minimum. Before deciding whether to go ahead and petition the state public service commission to grant either a subway or grade crossing.

In the meantime the council will take steps to ascertain the approximate cost of building a subway, which the railroad claims would entail an expenditure of about \$100,000 over half of which expense would have to be borne by the city.

The Southern Pacific's position, as outlined in the superintendent's letter is as follows:

Further replying to your letter April 5th and the resolution adopted by the city council of Medford on April 3rd and particularly referring to our meeting on this date at Medford with you and members of the city council: We are prepared to recommend to the management of the Southern Pacific company changes in the yards and station grounds at Medford in line with the following:

(1) Section I of the resolution adopted by the city council relates to the construction of a subway at Sixth street. This proposition is, in our judgment too far in advance of the necessities of the situation to justify the expenditure by the city and by the company of approximately \$100,000 which would be required to make the improvement. Nor can we recommend that a grade crossing be established across the station grounds at Sixth street. Such crossing would be but 300 feet from the present crossing at Main street. It would be blocked by practically all passenger trains stopping at the station. It would make two crossings very close together with result that as the city grows toward the north demands would undoubtedly come for an additional crossing to be opened north of the station.

With the rearrangement of freight track facilities, as hereinafter outlined the congestion that has occurred in the past at the Main street crossing will be almost entirely removed, thereby permitting the Main street crossing to carry all of the public travel. Considering the future needs of the city, if any additional grade crossing is required it should, in our judgment be at Fourth street, thereby giving free access across the station grounds at about the same distance on each side of the station building.

We think you will agree with us that no grade crossing should be established where it can possibly be avoided and that grade crossings should be so spaced as to require as few as possible. The Southern Pacific company in the past few years has expended many thousands of dollars, in conjunction with the state highway commission, to eliminate grade crossings, in conjunction with the state highway commission, to eliminate grade crossings between Ashland and Portland and in the face of such policy it would seem to be most unwise to establish new ones, especially at intervals of 300 feet.

(2) The suggestion that all passing tracks between Eighth street and Jackson street, be removed is not feasible. The two tracks in front of the station used for passenger trains are essential and the other two tracks are indispensable for use in the serving of existing industries.

(3) Your suggestion that the tracks heretofore used by the Rogue River Valley Railroad Co. north of Main street be removed from the station reservation is, we believe, well taken. The Rogue River Valley company has failed to maintain these tracks in proper manner resulting in the creation of an unsightly condition. We will recommend that the tracks be removed.

(4) The industry track mentioned in Section 4 of the council's resolution and which is there referred to as a "house track" must remain in its present location in order to permit of convenient and economical operation of the yard.

(5) No commitment can be made with reference to further extension of industry tracks as the company must be free to serve industries located within its yards.

(6) The suggestion contained in section 6 of the council's resolution with respect to the removal of two old warehouses between Sixth and Main streets will receive favorable recommendation. These warehouses are located on the railroad property under leases which require advance notice of cancellation and the removal of the warehouses can be accomplished only by following the procedure outlined in the leases.

(7) With respect to Section 7 of the council's resolution, recommendation will be made that new track of sufficient capacity to accommodate all

freight trains be constructed to the south of the cold storage plant and that the water tank now located near Main street be moved to the location of the proposed new track.

(8) In regard to Section 8 of the council's resolution, recommendation will also be made that a similar track to accommodate freight trains be constructed at Crater Lake Junction with water facilities at that location to accommodate southbound locomotives. It is this new construction, both to the north and the south, that will accommodate freight trains so as to eliminate the annoyance that has heretofore been occasioned by the blocking of crossings in the center of the city.

(9) In regard to Section 9 of the council's resolution, which relates to future improvements on the station reservation west of its main track and between Main street and Third street, this property was acquired for railroad development and must be retained for that purpose. It follows, however, that any structure built upon that property must necessarily conform to the building code and fire code of the city.

(10) With respect to removal of the section house now located immediately north of the express office on Front street recommendation will be made that the section house be moved to other property now owned by the company at some distance north of Jackson street and that the space now occupied by the section house be improved so as to permit access thereto by vehicles meeting southbound trains. In making this change it will no doubt be feasible to preserve the major portion of the trees now growing on or around the section house yard.

In regard to the other suggestion in Section 10 of the council's resolution with respect to lots owned by the city, it is our opinion that the station grounds are now ample in size and that the requirement of additional property by the company could not be justified. Consideration has been given to possible exchange of the city's property along Front street for other property owned by the company but the property now owned by the company is considered more desirable.

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FRIDAY and SAT. MAY 4 and 5

for future use of the company than that which the city has to offer in exchange.

(11) With respect to Section 11 of the council's resolution in regard to switching between Jackson and Eighth streets, it would not be practicable to comply therewith. The industries located in that zone are entitled to service and a duty is imposed upon the company to furnish the service.

The foregoing recommendations which we are prepared to make promptly will involve a total expenditure of approximately fifty thousand dollars. In reaching the conclusion to

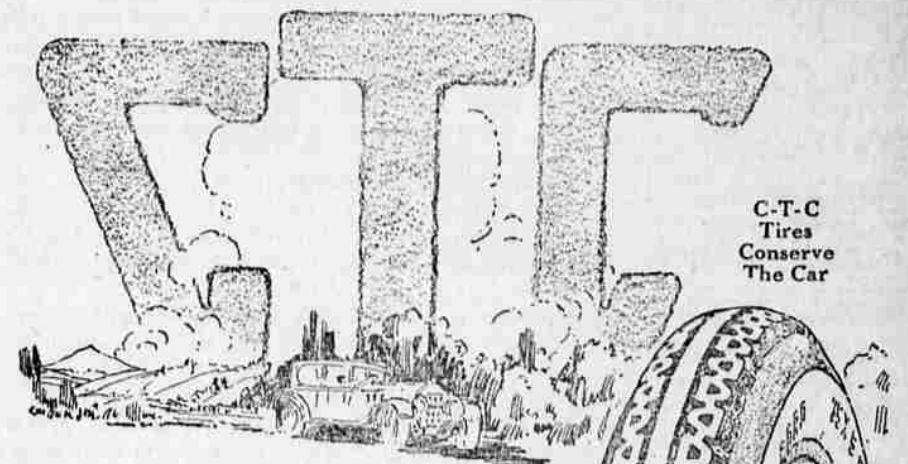
make these recommendations we have attempted to cooperate as fully as possible in carrying out the desires of the city and we feel that if the recommendations are approved the city should be quite willing to allow those suggestions not recommended to stand in abeyance. Very truly yours,
(Signed) E. L. KING, Sup.

No Change in Strike.

SEATTLE, May 2.—No change in the I. W. W. strike situation in logging centers of Washington was reported today according to lumbermen and others in touch with conditions.



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