

450 Trains, 40,000 Freight Cars Roll Monthly Through SP Tracks

There are some 148 miles of Southern Pacific main line railroad in Klamath County. In and out of the company's Klamath Falls rail yards each month roll about 40,000 freight cars in 450 trains—or about 15 trains a day.

Two streamliners—the Cascade and Shasta Daylight—provide passenger service to Portland and the San Francisco Bay Area.

SP's subsidiary highway carrier, Pacific Motor Trucking Company, provides supplemental truck service to shippers in the Klamath Basin.

Southern Pacific employs in Klamath County about 600 persons. The annual payroll is approximately \$3.6 million.

Al G. Kusler, district freight and passenger agent here for SP, points out that these facts and figures on top of a \$350,000 tax payment last year on a \$5.8 million assessment, represent only some of the dimensions which make up the shape of Southern Pacific in Klamath Falls and Southern Oregon.

Through Southern Pacific yards at Klamath Falls pass the main stream of north-south rail traffic on the Pacific Coast. Also pass the cars in the two-way flow between the railroad's lines in Oregon and its transcontinental route through Alturas and Ogden.

While this has been the pattern of SP rail operations since SP put Klamath Falls on its main lines with opening of the Natron Cutoff in 1926 and the Modoc Line in 1929, the picture of railroading has been a changing one.

Just after World War II, SP had 2,000 steam locomotives. Nine years and 300 million dollars later SP was dieselized, with most of its steam engines scrapped or retired to grace city parks and squares in communities along SP lines. Engine 2579 on display here is one of 55 donated to various cities by the railroad.

Radio and electronics have become a part of everyday railroading and new operating techniques, such as the Centralized Traffic Control system between Klamath Falls and Crescent Lake, completed in 1953, are permitting railroads to increase their efficiency, to help offset rising costs and to meet the growing competition from common and unregulated motor carriers.

The technological developments and introduction of new services, says Kusler, have produced a virtual revolution in transportation.

One of the most dramatic innovations, he says, has been the transportation of highway trailers on rail flatcars, popularly known as piggyback. Southern Pacific, which pioneered piggybacking in the West, started service to the Pacific Northwest in January, 1955. A piggyback ramp at Klamath Falls was built at that time and completely modernized last year to handle various types of piggyback equipment.

"We think that piggyback combines the best aspects of highway and rail transportation," Kusler asserts. "Trucks provide the mobility, offering door-to-door pick up and delivery. Trains give the trailers a fast, smooth, low-cost ride in all types of weather."

SP's piggyback business, Kusler says, continues to expand. While figures for local business are not disclosed, Kusler says that latest available information for the first nine months of 1959 versus the same period in 1958 shows a 30 per cent increase in system piggyback traffic.

A new twist in piggyback service was introduced to Klamath Falls last year with shipment of new automobiles from California assembly plants to dealer showrooms.

In addition to new services, Kusler says, stress is also being placed on new equipment.

"A few years ago," he says,

"freight cars were of a few standard types. Today, we have a wide variety of cars, each built to do a certain type of job."

For example, Kusler points out, SP is paying particular attention to the acquisition of wide and double-door cars especially suitable for mechanical loading of lumber and plywood.

At the close of 1960, he adds, SP had more than 11.3 per cent of the wide or double door box cars running on U.S. railroads. SP owns more than 16,500 such cars.

More and more popular with shippers are "all commodity" or "plug-door" type cars, originated by SP in 1937 to provide either double or single door openings as needed. SP now owns about 2,800 of these cars, with another 300 scheduled for delivery this year.

Other new type cars include mechanical refrigerator cars and shock-absorbing "hydra-cushion" cars, developed through SP research.

A new look at pricing practices has produced a major development that is working to the mutual advantage of the shipper and the railroad, Kusler continues.

"Incentive rates," he says, "are bringing back a great deal of traffic lost to us. The rates recognize the simple principle that as a shipper loads a car more heavily, we can move it at little increase in our costs, and can therefore give him graduated rate reductions on higher carload minimum weights. While the shipper is saving money, we are getting more revenue from the heavily loaded car. And besides, we can handle a given volume of traffic in substantially fewer cars."

Improvements made in the physical plant at Klamath Falls last year, Kusler says, include construction of a new yardmaster tower to help facilitate the switching and classification of trains and installation of a pneumatic tube system, three-quarters of a mile long, linking the freight and yard offices and expediting the handling of waybills.

Looking to the future, Kusler says that railroads, despite new techniques and services, still face many challenges.

In the passenger field, where SP's latest estimated annual loss amounted to \$38.5 million, SP feels that it must take a realistic position.

"While we wish it weren't so," he says, "we must face the fact that rail service cannot meet the speed advantage of the airplane or the flexibility and convenience of the automobile. However, rail service has many attractive features planes and automobiles can't offer and we aim to promote the leisure of train travel and the economy of coach service."

At the end of World War II, five trains served Klamath Falls — now there are two streamliners and one mail train.

Passenger traffic in the post war period declined, Kusler says, despite SP promotional efforts and expenditures of 40 million dollars for new system passenger equipment, including 10 million dollars for the new sets of Shasta Daylight and Cascade.

Southern Pacific, he said, today operates eight streamliners along its lines, requiring 25 sets of streamlined equipment.

"We will continue to operate good trains which meet a public need as evidenced by their use. Trains that are not used should be discontinued. It is not fair that their losses should be subsidized in the ultimate cost of goods moved by rail."

Southern Pacific also feels, Kusler adds, that railroads in order to hold down rates in face of rising costs must eliminate waste and inefficiency through coordination of facilities of railroads serving the same areas.

Loveness Mill Backbone Of Economy Of Bly Area

BLY—Lumbering operations are the backbone of the economy throughout the Klamath Basin, and in this smaller community it is the Loveness Lumber Company that is one of the mainstays of its operation.

This big operation is located on Highway 66 midway between Klamath Falls and Lakeview, amid a scenic setting of valleys and mountains.

E. H. and A. H. Loveness run the operation which has been expanded and modernized in recent years with additional expansion and revamping of operation contemplated in the immediate future.

The mill was leased from Donald and Roberta McGee in 1959. Among the changes made in the plant facilities is the installation of an automatic carriage that does not require a setter, additional new planning equipment at the planing mill shed, adding of a resaw rig and plans to ship by rail.

The company cuts about 30,000 feet of lumber per day at the mill. Huge stacks of timber in the drying process dot the expansive yards of the firm. At present, they have about five million feet drying and another million and a half board feet ready for processing.

Looking to the future, plans are in the works for additional expansion of the operating area, including adding eight feet to the deck space. Plans are to have the modernization finished and ready for the sawmill season in the spring.

When in full operation, the mill employs about 40 men at the mill site, in addition to others on the payroll in the woods and logging phase of the operation.

600-MILE RACE SET

CHARLOTTE, N. C. (AP)—The second annual World 600, longest and richest closed-course event in the world for late model stock cars, is set for the 14-mile asphalt Charlotte Motor Speedway here on May 27. Joe Lee Johnson of Chattanooga, Tenn., won the 1960 race.



AN EARLY VIEW of the Southern Pacific Depot is shown in this old photograph taken about 1910 or 1911. At far right can be seen one of the early-day autos. The stageline delivery buses, horse-powered, are drawn up, ready to transport the passengers into town. View at upper left in background is area in Mills Addition now well occupied, but then only farmland.



THE NEW PIGGYBACK operation at the Southern Pacific railroad is illustrated in this view of a truck and trailer rig being loaded onto a railroad car for trans-shipment. This has become an important facet of the railroad's freight business, and special facilities for this operation are now available at Klamath Falls.

LOVENESS

... a progressive name in Basin Lumbering since 1946

Since Loveness Lumber Co. was founded in Malin in 1946 by E. H., L. H., V. H., and A. H., Loveness, the organization has constantly expanded and progressed and increased the prosperity of the Klamath Basin.

In 1953, Loveness Lumber Co. purchased the Canby Mill of Ralph Smith and in 1958 the name was changed to Loveness Mill and Lumber Co.

In 1959 Bly Lumber Co. was acquired and became Loveness Timber Co.

Also in 1958 Edgerton Bros. Lumber Co. of Adin was acquired by the Loveness Interests and the name was shortened to Edgerton Lumber Company. At the same time the name of the Malin operation was changed to Loveness Company.

The four companies comprising the Loveness industries now employ nearly 200 men and have a capacity of nearly a quarter of a million board feet of lumber in each 8-hour shift. Truly the name Loveness has earned its place among the most progressive firms in the Klamath Basin.



Loveness Company, Malin, Oregon



New Loveness Timber Company Mill at Bly, Oregon



A Loveness Logging Crew in Basin Timber

LOVENESS COMPANY

Malin, Oregon

LOVENESS TIMBER CO.

Bly, Oregon

LOVENESS Saw Mill & Lbr. Co.

Canby, California

EDGERTON LUMBER CO.

Adin, California