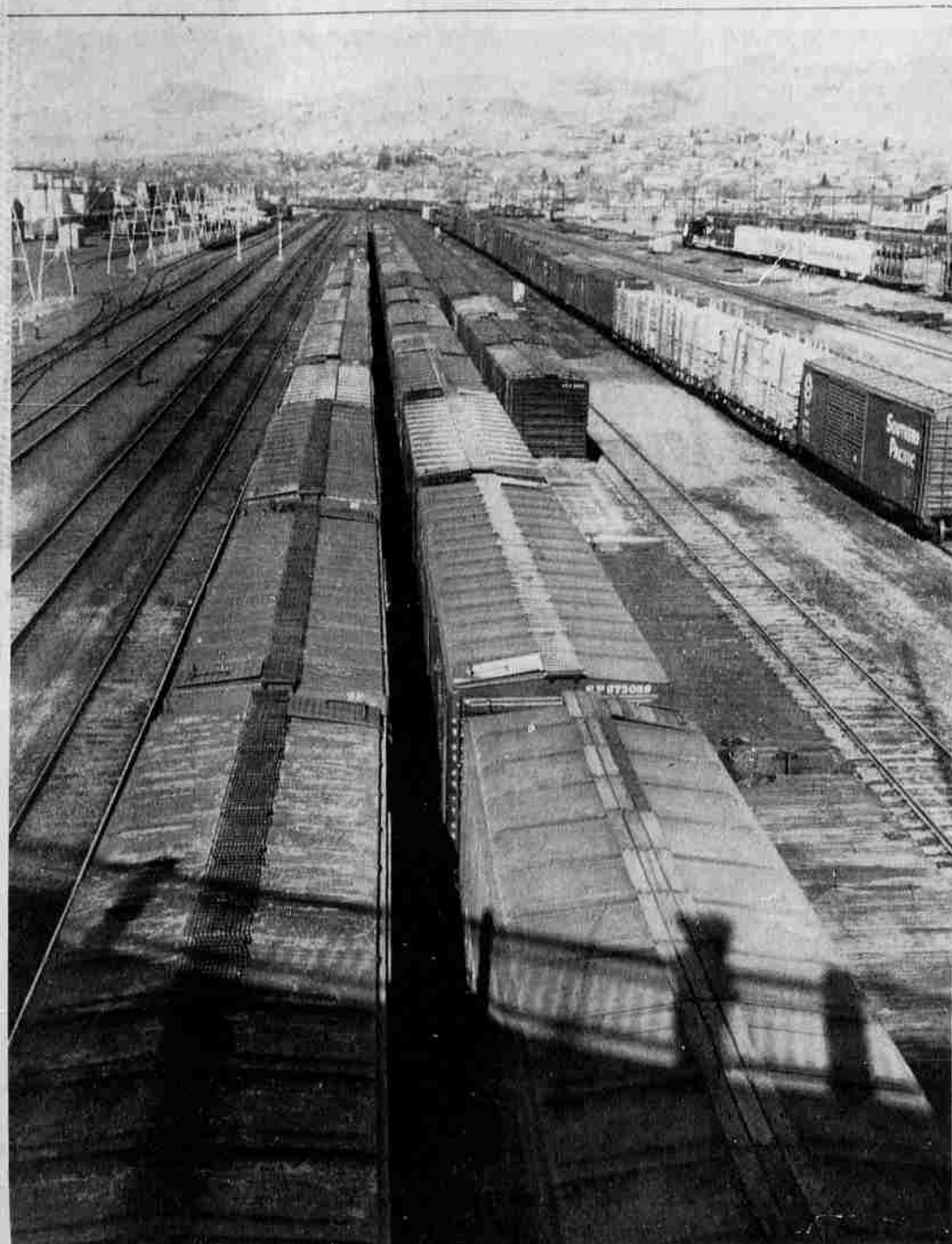
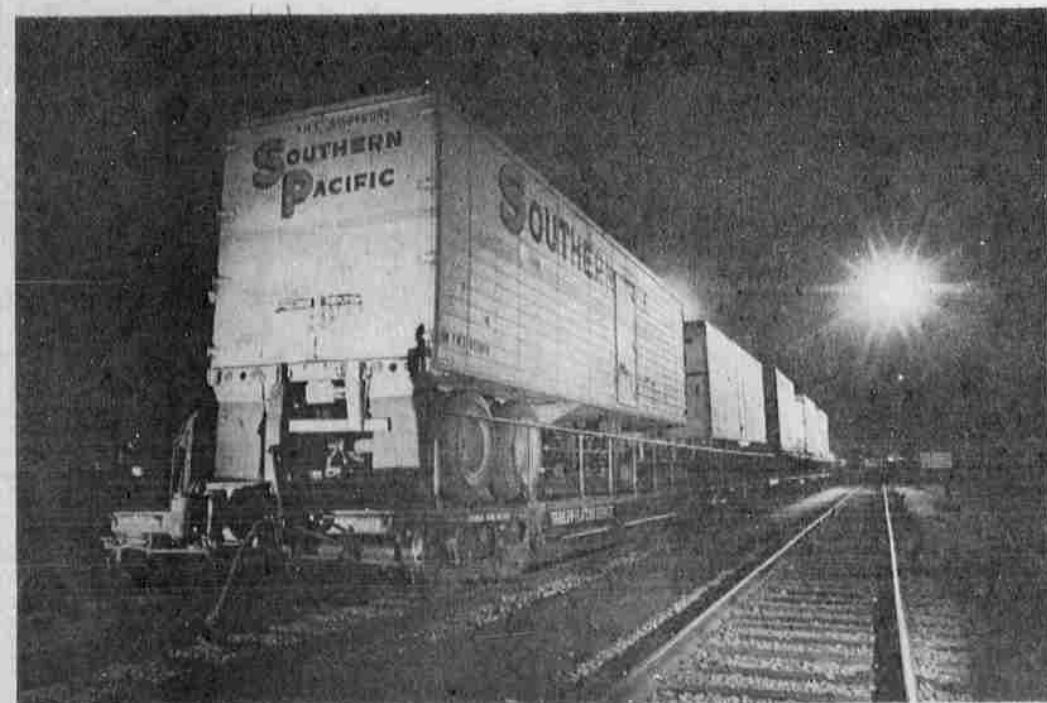


BASIN WHEELS MOVE INDUSTRY

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MORE THAN 40,000 freight cars roll through these yards every month in Klamath Falls. This view shows the portion of the yards adjacent to the roundhouse area, and looking north toward the depot. At left is the special equipment designed for piggyback operations in the yard.



PIGGYBACK OPERATIONS of the Southern Pacific have shown a tremendous increase of 38 per cent or more over the previous year's operation. Facilities are available in the Klamath yards for this type of operation. Officials praise the combination of truck and rail delivery that piggybacking provides.



NEW FACILITIES for bus travelers were provided with this new terminal which was dedicated in 1958. The terminal cost an approximate \$125,000 and features the most modern facilities including a Greyhound Post restaurant. The building provides canopied dispatch service space for seven buses at the rear of the structure.



ANOTHER VITAL SERVICE to industry in the Basin is the Klamath Falls Fast Freight which provides overnight service from Eugene. This operation began in Klamath Falls in 1955 and has expanded greatly since then. The terminal is located at 1620 Owens Street.



SHOWING THE VIEW from the modernistic Satellite Room at the municipal airport, this picture also exhibits the turbo-prop jet that is provided by West Coast Airlines for services that take air passengers from here to points in Portland and Seattle, as well as Boise . . . and south to San Francisco.



THE BEND-PORTLAND Truck Service began operation 46 years ago. Founded by William E. Jossy, president and general manager, the firm first employed an old federal truck. Today it has a fleet of big diesel powered semi-trucks that daily connect Klamath Falls-Bend-Portland and many way points. Charles F. Bane is Klamath Division manager. The terminal is located at 1445 Oak Avenue.



HEADQUARTERS for Consolidated Freight in Klamath Falls is this terminal at 645 Broad. Here, four units from the south and five from the north are serviced each day. Fourteen people are employed at this terminal, with Jim Knoles manager. Consolidated handles freight from one end of the nation to the other.



THIS REAR VIEW of the Greyhound Bus Depot shows the loading facilities that exist for bus passengers. There are seven loading spaces with buses entering from Commercial Street and departing from the Klamath Avenue side.



AUTOMOBILES still are a vital factor in the economy of the Basin. Much of suburbanite Klamath Falls moves to and from work in the business area by automobile. The traffic count on South Sixth Street was checked in 1960 and found to equal 24,000 cars daily, one of the second highest traffic counts for such type street in the state.



THE ONC, Oregon-Nevada-California Fast Freight firm is another vital part of keeping the Basin's industry supplied with the business necessities of life. Here, one of the many ONC semi-rigs loads at the company's terminal dock, 805 Broad Street. Again, speed and efficiency are the key factors in this trucking operation, managed by Al Lynch.



A NEW YARD OFFICE for Great Northern was unveiled in 1958. The building was constructed at a cost of \$140,000 and houses radio communication equipment designed to facilitate the movement of rail traffic in and out of the area.