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Price Five Cents

## Klamath Railroad Yards Are Jammed

By FEN WAITE

With only five track railroad yard facilities in the Klamath Falls yards, including main line track, Klamath Falls has gained the enviable record of the greatest rail shipping point in Oregon, outside of Portland, the metropolis, a city of 400,000 people. Taking into account the present restricted area of the Klamath Falls yards, local rail men are confident that to this city should go the honor of being the busiest railroad yards in Oregon, if not the entire Pacific coast.

In August, 1925, the Klamath yards handled their record volume of cars, a total of 18,110 in the one month. By handling cars is meant the receipt and dispatching of a car, coming in loaded and going out empty, or vice versa, coming in empty and being dispatched loaded.

According to Louis Bradford, Klamath yardmaster, who rates the title of one of the busiest men in Oregon, the local yard handles its peak load in the months of June, July and August. From the increase in volume of business each month in 1926 as compared to 1925, the peak months this year will see 20,000 cars handled, is the confident opinion of the yardmaster. This opinion is grounded on the following fact: In March, 1925, the Klamath yards handled 5,029 cars, in March, 1926, 11,892, or more than double the volume. In April, 1925, the record was 8,510, for the month which closed yesterday the figures were not yet compiled, but Bradford predicts they will reach 15,000.

The Klamath yardmaster and his corps of assistants have one of the most perplexing problems that could be imagined to keep the great flood of cars rolling smoothly in and out, to avoid congestion, and to maintain splendid service. "A total of 268 cars would fill the local yards brim full, that is the figurative capacity, but naturally we can't per-

mit the tracks to all be filled, as that would leave no room for switching," Bradford explained. "We must arrange the schedule of incoming trains, regulars and extras, at such intervals that we can make up and dispatch trains out before a new arrival is on top of us, otherwise we would be snowed under."

"We are in desperate need of more switches, a greatly increased yard capacity," the yardmaster pointed out. "It is my personal belief, not official, of course, that work would start immediately on putting down new tracks if the Sixth street viaduct matter was settled, so the company would know what to figure on. We are using five complete train crews out of Klamath Falls north, and five south in the endless battle against congestion."

According to the records of the uptown office of the Southern Pacific company, there were 25,800 loaded cars handled in the Klamath yards in 1925. The total of incoming loaded cars was 11,624, and the total shipped out loaded was 24,176. These figures do not take into account the movement of empties, but from the standpoint of congestion, they are practically of the same importance as loaded cars.

In line with the big growth in business as recorded in the S. P. yards, W. E. Bond, superintendent

## Act of Heroism Saves Dog From Death Sentence



Twenty-four hours before he was to be electrocuted for the slaying of a valuable angora cat, "Fido," the dog shown with his master, Ervin Bythrow, of Quincy, Mass., found his owner's home on fire and saved the lives of the entire family by arousing them. His sentence has been set aside.

of the O. C. & E. railroad to Sprague river, pointed out that the business on his line was over 20 per cent greater than for this same period in 1925.

## Episcopal Parish Church of Interest

An interesting history is connected with the building of the new Episcopal church at Eighth and Jefferson. Thirty years ago it was, when W. J. Bryan was making his first campaign for the presidency, that Bishop Morris of the Episcopal church came to Klamath Falls by stage coach and began holding morning services and visiting among the then residents of the section. This missionary work brought together a faithful group of Episcopal church workers, whose work has not ceased since 1896, although no ministerial work was made available for about twenty-five years.

Following Bishop Morris came Bishop Paddock about eighteen

years ago. Bishop Paddock was in charge of all Oregon east of the Cascades. About three years ago Bishop Remington, formerly of South Dakota, was assigned to this territory. His aggressiveness, forward-looking policies have done much to build up the church in this vicinity.

Two years ago the church building then used by the congregation here was sold to the school board, which needed the site in connection with the building of Fremont high school. The consideration of \$15,000 made a tidy nest egg with which to enter upon the building of another church.

The site of the present church at Eighth and Jefferson was purchased last summer and the building commenced about the first of November. In the meantime, about the middle of October, the Reverend Mr. J. H. Thomas had come from Winnipeg

to take charge of the parish. His activity had much to do with the financing, planning and construction of the present church.

Modelled as nearly as possible after an old English parish church, the new church is a model of well moulded church architecture. Neatness, compactness, together with a surprisingly generous amount of useful room, are some of its characteristics. The altar, christening fount, and seating arrangements are worthy of the special attention of the visitor, who is welcome at all times, the doors being never closed.

A large Sunday school room, opening off the main church room is fitted with a generous sized fireplace, and can be used for social purposes to good effect. A full basement has been provided. An interesting feature of the structure is in the juncture of eight roofs, which come together at the rear of the building.

It is perhaps a bit unfortunate that the building does not occupy a larger plot of land, as an island site would show off its architectural beauty to greater advantage.

Lawrence and Holford of Portland were the designing architects for the building; W. H. Stevens and son were the contractors, and the work was supervised by Howard Ferrin. The total investment amounts to about \$22,000, the congregation being wholly free of liability excepting for about \$700, a remarkable achievement for the faithful group who have held to their ideal through many years.

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