By C. G. Nash. Year 192.

Data on Logging R.R.s In Northern California and Southern Oregon

By C. G. Nash
Asst. Engr. S. P. Co.
Year 1929.

Miscellaneous Data on Logging Railroads

in Northern California and Southern Oregon.

1.	Copco Railroad (Thrall, Calif.)	13.0
2.	Crane Creek Lumber Co. (Willow Ranch, Calif.)	16.5
3.	Lorenz Lumber Co. (Near Sprague River, Ore.)	3.0
4.	Fruit Growers Supply Co. (Hilt, Calif.)	21.0
5.	Fruit Growers Supply Co. (Westwood Jct.)	24.0
6.	Lassen Lumber and Box Company (Lasco, Calif.)	12.0
7.	Chiloquin Lumber Co. R. R. (Chiloquin, Ore.)	14.0
8.	McCloud River Lumber Co. (Hambone to White Horse, Calif.)	26.0
9.	McCloud River R. R. Co. (Mt. Shasta to Hambone and Pondosa Branch - Common Carrier)	61.5
10.	Ewauna Box Co. R. R. (Bly, Oregon)	18.0
11.	Ewauna Box Co. R. R. (Sprague River, Ore.)	15.0
12.	Braymill White Pine Lumber Co. R. R. (Ivan, Ore.)	6.5
13.	Hovey and Walker (Leased from Pickering Lbr. Co.) McDoel, Cal.	11.5
14.	Pelican Bay Lumber Co. R. R. (Bly, Ore.)	14.0
15.	Shaw-Bertram Lumber Co. (Squaw Flat, Ore.)	13.0
16.	Algoma Lumber Co. (Algoma, Ore.)	9.0
17.	Oregon, California & Eastern (Klamath Falls, Ore. - Common Carrier, Joint S. P. - G. N.)	64.26
18.	Kesterson Lumber Co. (Dorris, Calif.)	10.0
19.	Weyerhaeuser R. R. (Klamath Falls, Ore.)	28.0
20.	Siskiyou Lumber Co. (Jerome, Calif.)	0.5
21.	Dun and Baker Sand Spur (Mt. Hebron, Calif.)	2.0
22.	Medford Logging R. R. (Medford, Ore.)	43.0

Above compiled by Chas. G. Nash from May to November, inclusive, 1929.

(C O P Y)

Klamath Falls, Ore.

Nov. 7, 1929

SUBJECT: Klamath Falls to Lookout
Logging Railroads
Copco Railroad.

Mr. Geo. W. Boschke,
Chief Engineer, S.P.Co.,
San Francisco, Calif.

Dear Sir:-

Accompanying this letter there is a sheet carrying certain data concerning the Copco Railroad out of Thrall.

In order to see a map of the line would mean a trip to Medford which I think hardly worth while, especially since knowing that the Crater National Forest map shows it correctly.

Apparently, when the line was built it was built for pretty fair railroad, but through disuse and neglect it has reached a state of almost uselessness.

Respectfully,

(SGD) Chas. G. Nash

(C O P _.

Copco Railroad - Thrall to Copco #1

Location = Thrall - Siskiyou County - Calif.

Direction = Northeasterly - Follows Klamath River

Built = 1901-2 - By Mason, Lindly & Coffin for log hauling.

Called Klamath Lake R. R. Co.

Saw mill burned and not rebuilt - Weyerhaeuser bought the uncut timber.

1913-14 Copco bought the Railroad for use while building their power plants.

Length = 26 miles - Copco cut it in two, so now 13 from Thrall to Copco -

Max Curve = 18°

Max Grade = 4% - Short piece near Thrall -

Rail = 50#

Condition = Delapitated.

C.G.Nash
Nov.7,1929.

ED

(COPY)

Klamath Falls, Oregon,
Oct. 31, 1929.

SUBJECT: Klamath Falls to Keddie,
Logging Railroads, Crane Creek Lbr. Co.,
Willow Ranch, Calif.

Mr. Geo. W. Boschke,
Chief Engineer, S.P.Co.,
San Francisco, Calif.

Dear Sir:-

Accompanying this letter there is a sketch and various data regarding the above noted company's logging railroad.

They say that their maps, etc. were burned in last summer's fire, so they referred me to the engineer who did the work, viz.: Mr. C.C.Kelley of this city, and he claims that everything was turned over to the Crane Creek Lumber Co., but that he could sketch the line pretty closely. The accompanying sketch is the result.

Respectfully,

(SGD) CHAS. G. NASH.

ED

CRANE CREEK LUMBER CO. RAILROAD.

Location - Willow Ranch, California.

Direction - Easterly

Length - 6-1/2 Miles of Main Line to Saw Mill.

Max. Grade - 4.4%

Max. Curve - 20°

Rail - Relay - 40#

Built - 1928.

FROM SAW MILL TO WOODS

Direction - Southerly and Westerly

Length - 10 Miles (Approx.)

Max.Grade - 7%.

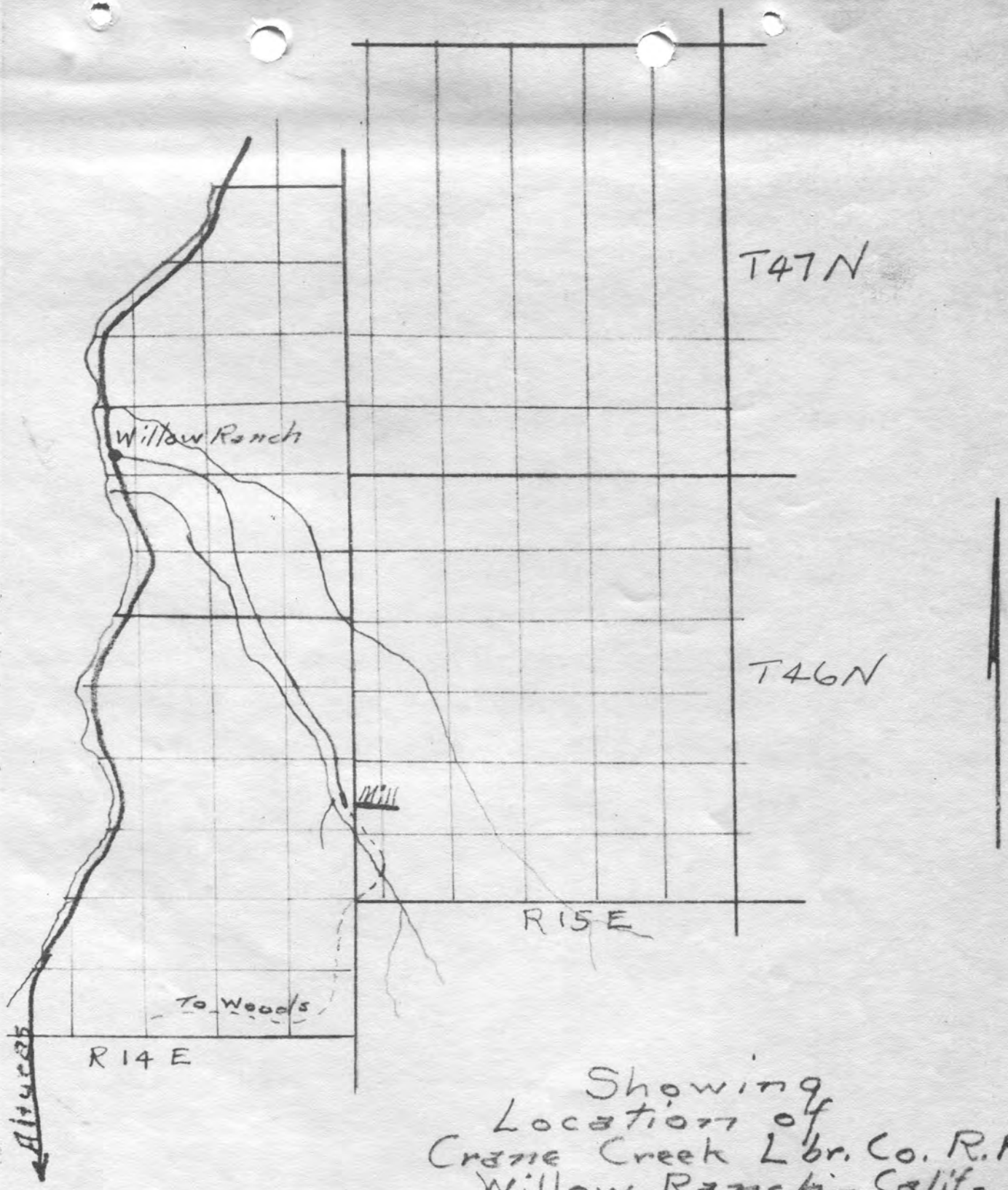
Max.Curve - 24°

Rail - Relay 40# - 50#.

Built - 1928.

C. G. NASH,

October 31, 1929.



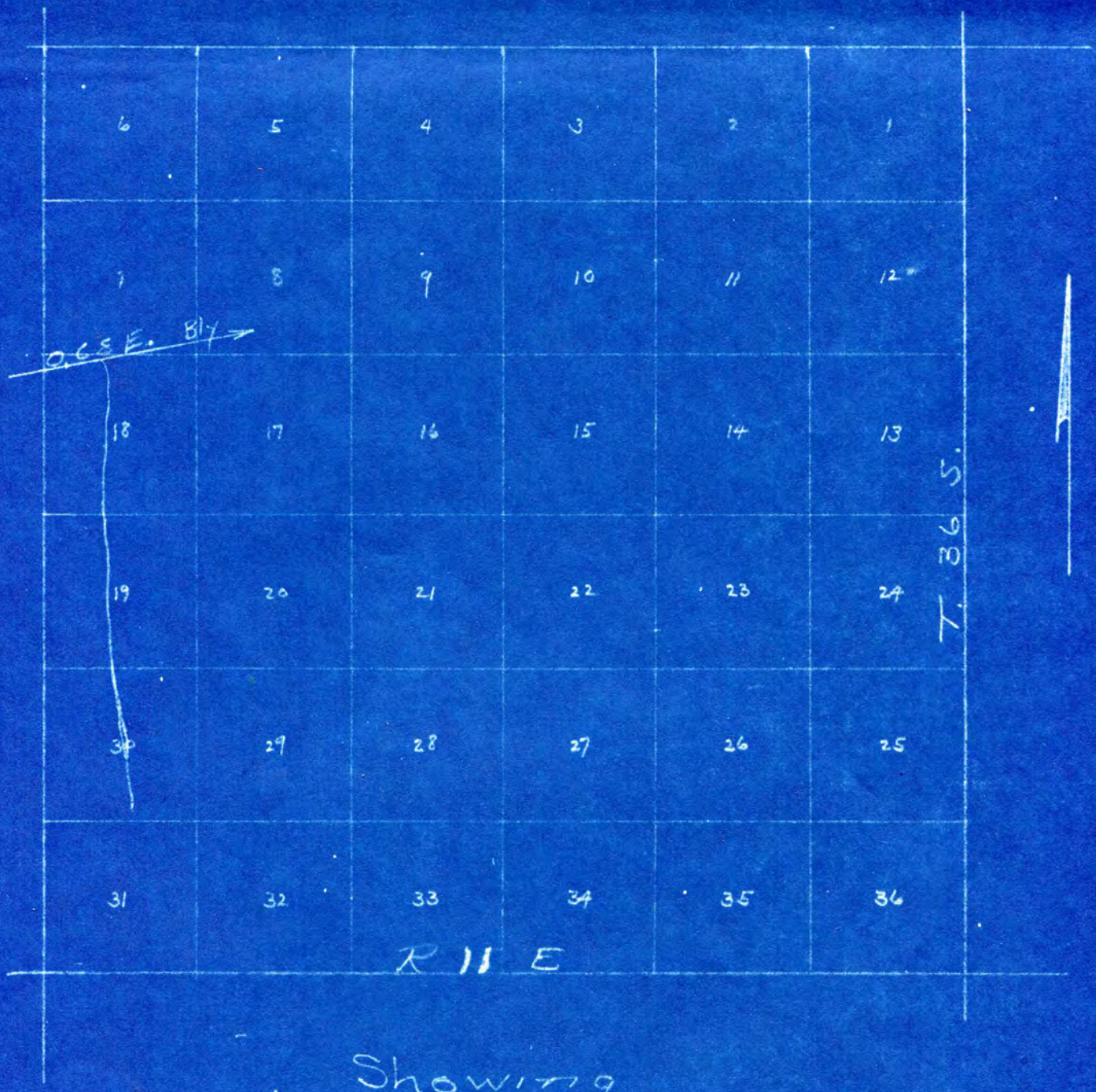
Showing
Location of
Crane Creek Lbr. Co. R.R.
Willow Ranch - Calif.
Scale: 1" = 2 Miles
C. G. Nash
Oct. 31 - 1929

EM

LORENZ LUMBER COMPANY.

Location	=	Near Sprague River (Abt. 2 Miles East) Ore.
Direction	=	Southerly from O. C. & E.
Length	=	3 Miles - Approx.
Built	=	All in 1929
Max. Grade	=	4%
Max. Curve	=	16%
Ties	=	7 x 8
Rail	=	Relay = 56#

C. G. Nash
Aug.10,1929



Showing
Location of Lorenz Lumber Co
Near Sprague River - Ore
Scale: 1" = 1 Mile
C. G. Nash
Aug. 10 - '29

WTC C O P Y

Klamath Falls, Oregon.

Oct. 31, 1929.

SUBJECT: Klamath Falls to Keddie
Logging Railroads
Fruit Growers Supply Co. Hilt -

Mr. Geo. W. Boschke,
Chief Engineer, S.P.Co.,
San Francisco, Calif.

Dear Sir:-

Accompanying this letter there are two sheets which show the location of the above noted company's logging road out of Hilt, California.

There is also a sheet showing various data concerning this line -

Respectfully,

(Sgd) Chas. G. Nash

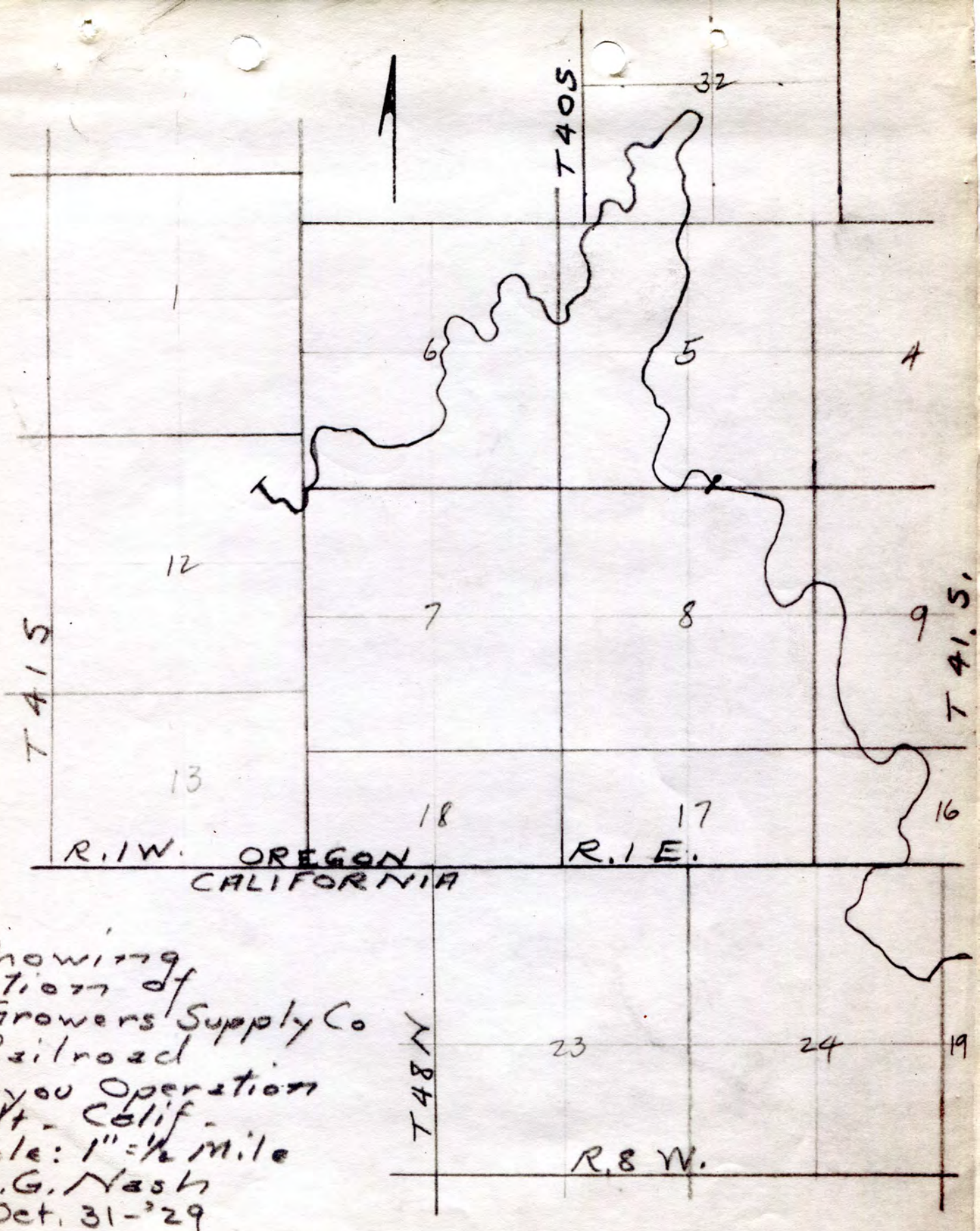
WTC COPY

Fruit Growers Supply Co. Railroad

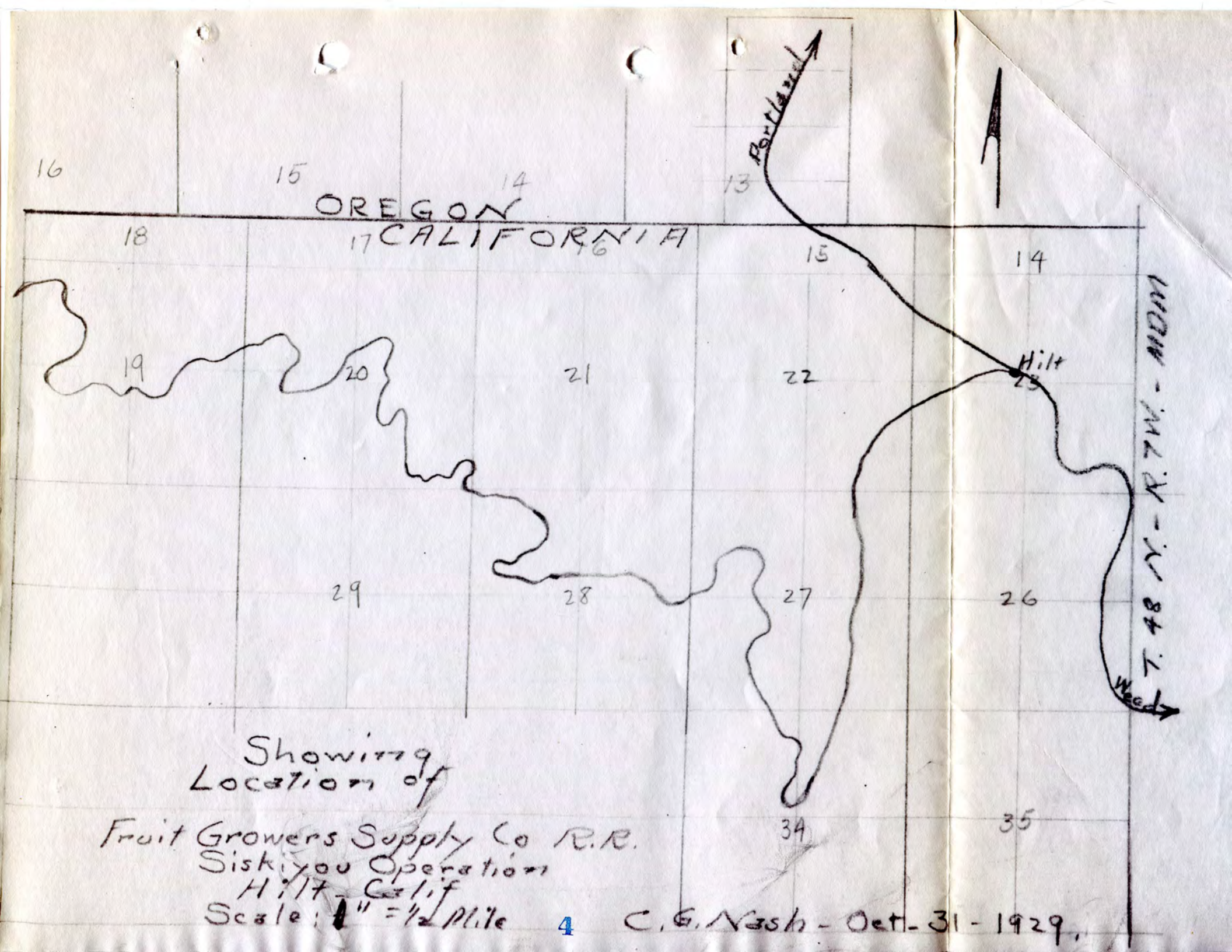
Siskiyou Operation - Hilt - Calif.

Location	=	Out of Hilt - Siskyou County
Direction	=	Westerly
Length	=	21 Miles of Main Line
Built	=	First 15 Miles between 1912 and 1920. Last 6 Miles in 1927 - 28 - 29
Max. Grade	=	4.4%
Max. Curve	=	40° (143 Ft. Radius)
Ties	=	6 x 8
Rail	=	Relay - 50# - 54#
Locos	=	Shays

C.G.Nash
Oct.31-1929.



Showing
Location of
Fruit Growers Supply Co
Railroad
Siskiyou Operation
Hilt - Calif.
Scale: 1" = ½ Mile
C.G. Nash
Oct. 31 - '29



Showing
Location of

Fruit Growers Supply Co R.R.
Siskiyou Operation
Hilt - Calif
Scale: 1" = ½ Mile

C. G. Nash - Oct. 31 - 1929.

EM

C O P Y

Redding, Calif.
Oct. 18, 1929

SUBJECT: Klamath Falls to Keddie
Logging Railroads.

Mr. Geo.W.Boschke,
Chief Engineer, S.P.Co.
San Francisco, Calif.

Dear Sir:-

Accompanying this letter there is a sketch and short description of the Fruit Growers Supply Co. Lassen Operation and of the Lassen Lumber and Box Co.

According to my list there are the following to go over and report:

McCloud River Lumber Company - Mt Shasta to East

Ewauna Box - out of Bly

Crane Creek - out of Willow Ranch

There have been mailed in to your office the following:

Hovey - Walker - out of McDoel

Kesterson - out of Dorris

Bray White Pine - out of Ivan

Weyerhaeuser - out of Klamath Falls

O.C.& E. out of Klamath Falls

Shaw - Bertram - out of Squaw Flat

Ewauna Box - of Sprague River

Lorenz Lumber Company - out of Sprague River

Pelican Bay Lumber Company - out of Bly

Chiloquin Lumber Company - out of Chiloquin

The Ewauna Box line out of Bly is building and each time that I have called to get data for this line I have been told that, "Our engineer has not yet furnished us a map". They contract their railroad work to C. C. Kelley of Klamath Falls.

I expect to be on the McCloud line early the coming week and will stay on it until it is finished - some 90 odd miles.

The Crane Creek line may be of little worth so am leaving it for the last.

As noted in another letter the taking of photographs has been a considerable job, and has taken much of my time.

Respectfully,

(SGD) Chas. G. Nash

COPY

FRUIT GROWERS SUPPLY COMPANY

Lassen Operation.

Location	=	Out of Westwood Junction
Direction	=	Northerly
Length	=	24 Miles of Main Line
Built	=	M.P. 0 to M.P. 3 = 1920 M.P. 3 to M.P. 6 = 1925 M.P. 6 to M.P.13 = 1926 M.P.13 to M.P.20 = 1928 M.P.20 to M.P.24 = 1929
Max.Grade	=	3% with the Loads (near Westwood Jct.) 1.8% against Loads (M.P. 14 to M.P. 10)
Max Curve	=	Largely 10°'s - one 16°
Rail	=	Relay = 54# - 55# - 56# - 60# - 65#
Fittings	=	Spikes = 9/16"x5-1/2" - bolts = various Angle bars = 4 hole and 6 hole - Tie plates on curves
Ties	=	Sawed Fir = 6x8 and 7x8 = 14 and 15 to 30 ft.rail Hewed Pine = 6x8 Av. = 14 and 15 to 30 ft.rail
Grading	=	Fills = Machine made = 20 ft. Hand made = 14 ft. Cuts = 16 Ft. = All Cuts are very few Considerable fill but none heavy -
Ballast	=	Good quality cinder cone from M.P. 17
Water	=	Five Water Tanks - Various sizes - wooden on wooden supports - water from springs or wells.
Tel.Line	=	Single wire on 6"x6" - 20 Posts
Culverts	=	Very few - some log const.-some corrugated

Everything considered this line is a pretty good logging railroad -

C.G.Nash
10-12-29

C O P Y

OPERATION

Ordinarily 42 loads of logs delivered to Southern Pacific Company daily at Westwood Junction. -

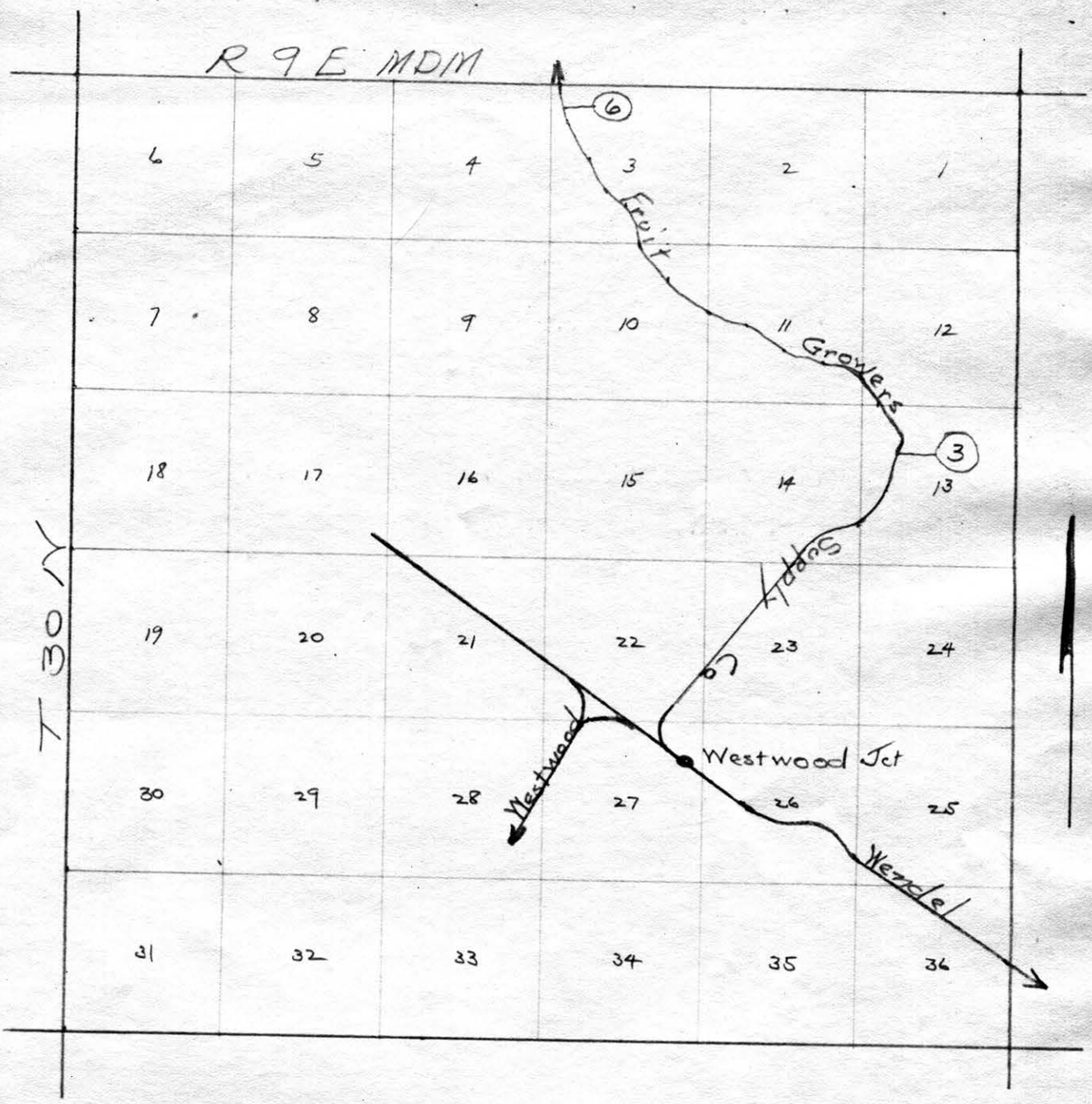
To do this requires that the +1.8 grade from M.P. 14 to M.P. 10 = (Summit) be doubled - so 28 or so loads are hauled in one trip and 14 in the last trip -

Sidings at M.P. 9-1/2 and M.P.6 of about 1500 ft. length -

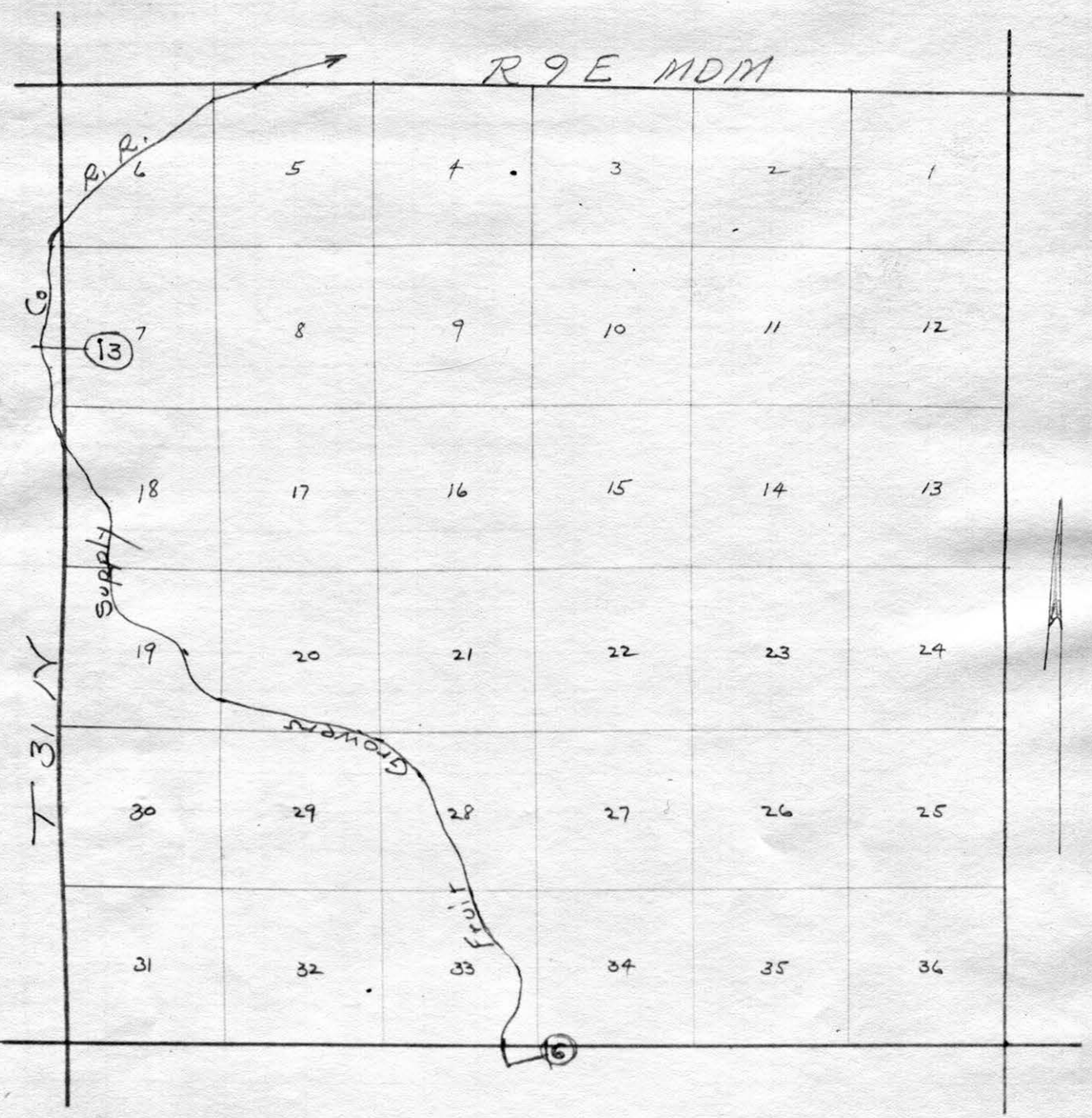
Both rod and Shay locomotives used and S.P.Co. flats for loading and hauling logs.

About 275 men now employed.

C.G.Nash
10-12-1929

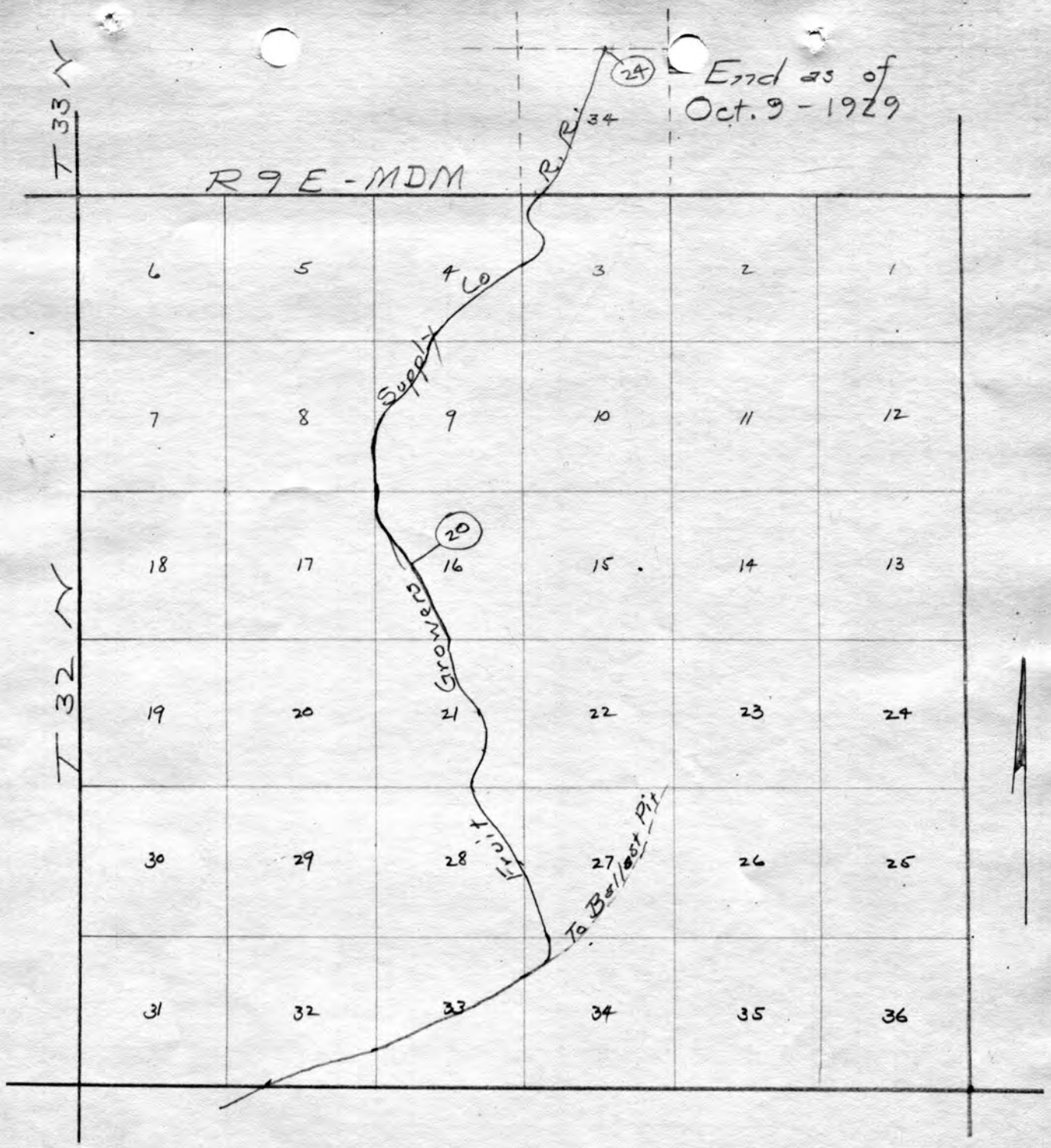


SHOWING LOCATION
of
FRUIT GROWERS SUPPLY. CO. R.R.
— Lassen Operation —
Out of Westwood Jct - Lassen Co. Calif.
Scale; 1" = 1 Mile
C. G. Nash
Oct. 12 - 1929



SHOWING LOCATION
of
FRUIT GROWERS SUPPLY Co. R.R.
— Lassen Operations —
T. 31 N. - R. 9 E. - MDM
Scale: 1" = 1 Mile
C. G. Nash
Oct. 12 - 1929

— Sheet 2 —



SHOWING LOCATION of FRUIT GROWERS SUPPLY CO. R.R.

— Lassen Operation —

T. 32 N. - R. 9 E. - MDM

Scale: 1" = 1 Mile

C. G. Nash

Oct. 12 - 1929

EM

C O P Y

LASSEN LUMBER AND BOX COMPANY.

Location	=	Out of Lasco (M.P.402 on Westwood Br.)
Direction	=	Northwesterly
Length	=	12 Miles of Main Line
Built	=	M.P. 0 to M.P.5 = 1923 M.P. 5 to M.P.12 = From time to time since.
Max. Grade	=	4%
Max. Curve	=	15°
Rail	=	Relay = 50# - 56# - 60#
Fittings	=	Spikes = 9/16" - 5-1/2" - Angle Bars = 4 hole No Tie Plates.
Ties	=	Sawed Fir and hewed pine = varying sizes but 6x8 Min. and 4" face Min.
Grading	=	Extremely light - No cuts nor fills worthy the name -
Ballast	=	Dirt -
Water	=	One tank at Lasco.

This railroad has no location, no construction standards, no apparent plan; it follows the ground very closely and turns and twists most weirdly in order to dodge grading or trees -

$6000 a mile would cover any mile, while $5000 is close for every mile.

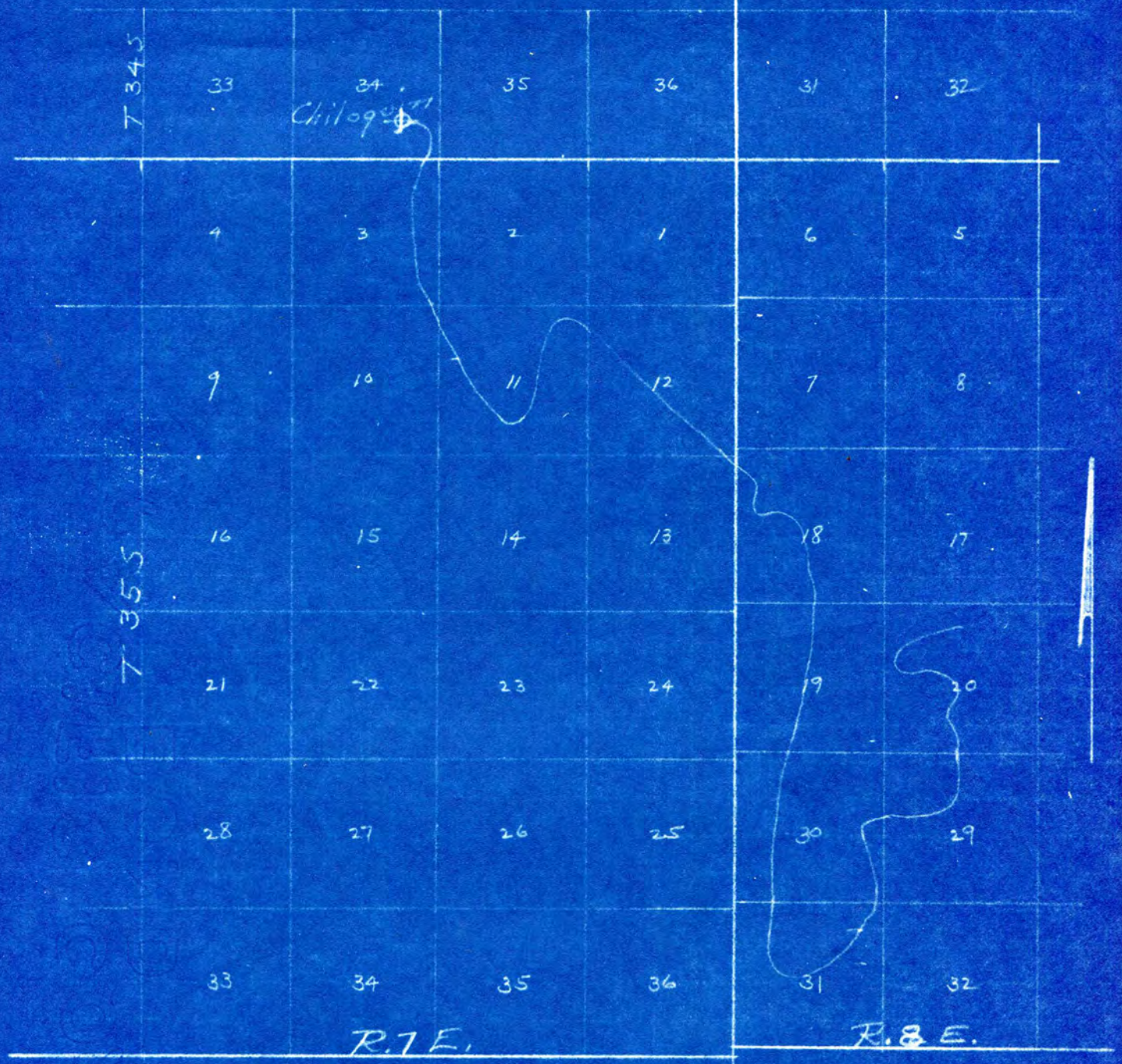
C.G.Nash
10-12-29

EM

CHILOQUIN LUMBER COMPANY RAILROAD.

Location	=	Chiloquin, Oregon
Direction	=	Southeasterly
Length	=	14 Miles
Built	=	1922 to 1929
Max. Grade	=	4%
Mx. Curve	=	20°
Rail	=	Relay 50# and 60#

C.G.Nash
Aug.10,1929



Showing
Location of
Chiloquin Lumber Co. R.R.
Scale: 1" = 1 Mile
C. G. Nash
Aug. 10-1929

WTC COPY

McArthur, Calif.

Oct. 27, 1929.

SUBJECT: Klamath Falls to Keddie
Logging Railroads
McCloud Lbr. Co. R. R.
Hambone to White Horse.

Mr. Geo. W. Boschke,
Chief Engineer, S.P.Co.,
San Francisco, Calif.

Dear Sir:-

Accompanying this letter there are four sheets showing the location of the above noted logging line. If the sheets sent in under date of Oct. 25th are at variance with the sheets accompanying this letter, ignore them - they were made from a Forest Service map, and may have been O. K. once; but the sheets with this letter were made from McCloud records that were not made for me but which served me well nevertheless.

The extension from White Horse towards Lookout ended as shown herewith, but from this point to the connection with the Great Northern survey is only a few miles and the direction shown holds pretty closely.

The extreme crookedness of this line is due to the fact that much of it is built across a lava flow, and many curves were preferable to much hard and tough rock work.

Will look at portions of the P. G. & E. line this afternoon and will probably mail this letter at Mt. Shasta City sometime during the night.

Notes as to character and condition of these lines will be forwarded as soon as I can write them up - there is quite a bit of data

to fix up.

Certain gossip and rumors and events concerning this company will be covered by another letter in next day or so.

Respectfully,

(Sgd) Chas. G. Nash

It was decided that location of this line, as shown on Maps Nos. 21727 and 21727-A, was accurate enough for exhibit purposes, being taken from G.N. - W.P. joint application, and that it was unnecessary that these maps be changed to agree with attached sketch.

LRC Oct. 30, 1929.

WTC

C O P Y

Klamath Falls, Ore.

Oct. 28 - 1929

SUBJECT: Klamath Falls to Keddie
Logging Railroads
McCloud River Lbr. Co.
Hambone to White Horse.

Mr. Geo. W. Boschke,
Chief Engineer, S.P.Co.,
San Francisco, Calif.

Dear Sir:-

There accompanies this letter four sheets that purport to supply various data regarding the logging line shown in the subject of this letter.

Respectfully,

(Sgd) Chas. G. Nash

McCloud River Lbr. Co. - Railroad

Hambone to White Horse and Easterly.

Length = Hambone to White Horse = 26 — 26
White Horse to G. N. Survey = 12± (Constd) = 6
32

Built = From Hambone easterly to about the center of Sec. 22 - T. 41 N., R. 3 E. was built in 1924 - 25 to log the timber near and at Porcupine Lake.

After removal of timber the track was taken up and the grade was used as a road for a short time.

When in 1927 or early 1928 the McCloud Co. bought a portion of the Walker timber in the White Horse district track was relaid and the line built to within about five miles of White Horse.

This was in 1928, and in early 1929 the White Horse Camp was built and the railroad built to it; an extension to the east was surveyed and is now under construction being completed to a point about six miles east of White Horse, and planned to connect with the Great Northern proposed extension from Klamath Falls, Oregon to Bieber, Calif.

Alignment = In the first 22 miles out of Hambone there are 84 curves - Max. = 10° with that degree predominating.

Some of them are quite long.

The remainder of the line will average nearly the same - say, 126 curves for the 32 miles - The topography is followed pretty closely.

Grades = About 3 miles out from Hambone there is a narrow and abrupt ridge that will be referred to in another matter as Hambone Ridge over which a 4% grade is used very freely on both sides.

Climbing off the lava flow some 3% and a short piece of 3.5% is used.

The remainder runs to 2% and less - The grades conform to the ground pretty generally.

C.G.Nash
Oct.27,1929.

McCloud - Hambone to White Horse.

2 - R/W = Difficult to determine

3 - Grading = Clearing was mostly done as a logging operation - such as was performed acct. the railroad was from 40 to 60 ft. wide.
There are neither cuts nor fills on this line that are comparable to those on either Main Line or the Pondosa Branch - Instead, this line is almost totally elevated above the lava flow so as to escape all cutting practicable.
As a result we find a line that is on a train-hauled fill that averages about 3-1/2 Ft. high and 14 ft. wide on top.
Originally the track was on almost a mere ridge of dirt, here and there a log or two or a few loose rocks that served either as reinforcing or directly supported the track.
In spite of attempts to keep out of rock considerable had to be handled, but excepting in two locations the lava cuts are very short and will average four feet in depth.
The two exceptions are daylight cuts which are several hundred feet long and up to 10 and 15 ft. on the high sides - Cuts appear to have been taken out 16-ft. wide, although there are a few that are twenty feet wide -

6 - Brs. Tres. and Culverts. Between Hambone and White Horse not a structure was noted, nor were waterways noted - Easterly from White Horse there are several culverts - They are made of native cedar and of a type and size to both fit and meet the local requirements - viz. - Rnd logs carrying puncheons - openings are 4 feet wide and 12" clearance vertically.

C.G.Nash
Oct.27,1929.

McCloud - Hambone to White Horse.

8 - Ties = 7 x 8 Untreated sawed Fir - 18 to 30 Ft.
3168 to a mile.
An occasional curve has 19 and 20 to a rail length - As a whole their condition is good.

9 - Rail = Relay 60# - Various brands and years.
1882 - 1902 - 1912, etc.
None but 30-ft. lengths noted - and all in pretty good condition.

10 - Other Track Material = Angle bars = 24" - 4 hole - full bolted -
Spikes = 9/16 x 5-1/2 - 4 and 6 to a tie -
No tie plates - and but a very few braces and rail anti-creepers.

11 - Ballast = Native material and train-hauled material, but in each case it is virtually dirt -

12 - Tracklaying & Surfacing = Average work was done -

13 - Fences = No Fences - none needed.

15 - Crossings = Six crossings - planked, but with poorly constructed approaches - the customary warning signs - and in some cases approach signs -

16 - Station & Office Bldgs. = No station buildings, but two small frame buildings used as dispatcher's offices -

17 - Roadway Bldgs. = At Hambone there are a few small nondescript frame buildings some of which are used by section men.

C.G.Nash
Oct.27,1929.

McCloud - Hambone to White Horse.

18 - Water Stations = At both Hambone and White Horse there is water - At Hambone the tank is a small wooden one while at White Horse new round wood stave tanks have been erected - At Hambone the water is obtained from a well.

At White Horse, water is now piped from springs about two miles away.

19 - Fuel Stations = One at Hambone and one at White Horse - both home made stand pipes for oil -

26 - Tel. & Tel. = A single circuit on poles of various sizes and sorts, and on trees - Porcelain insulators of the spool type are used -

Notes: Various items of engineering and construction have the appearance that this line was built as and for a logging line - and that only -

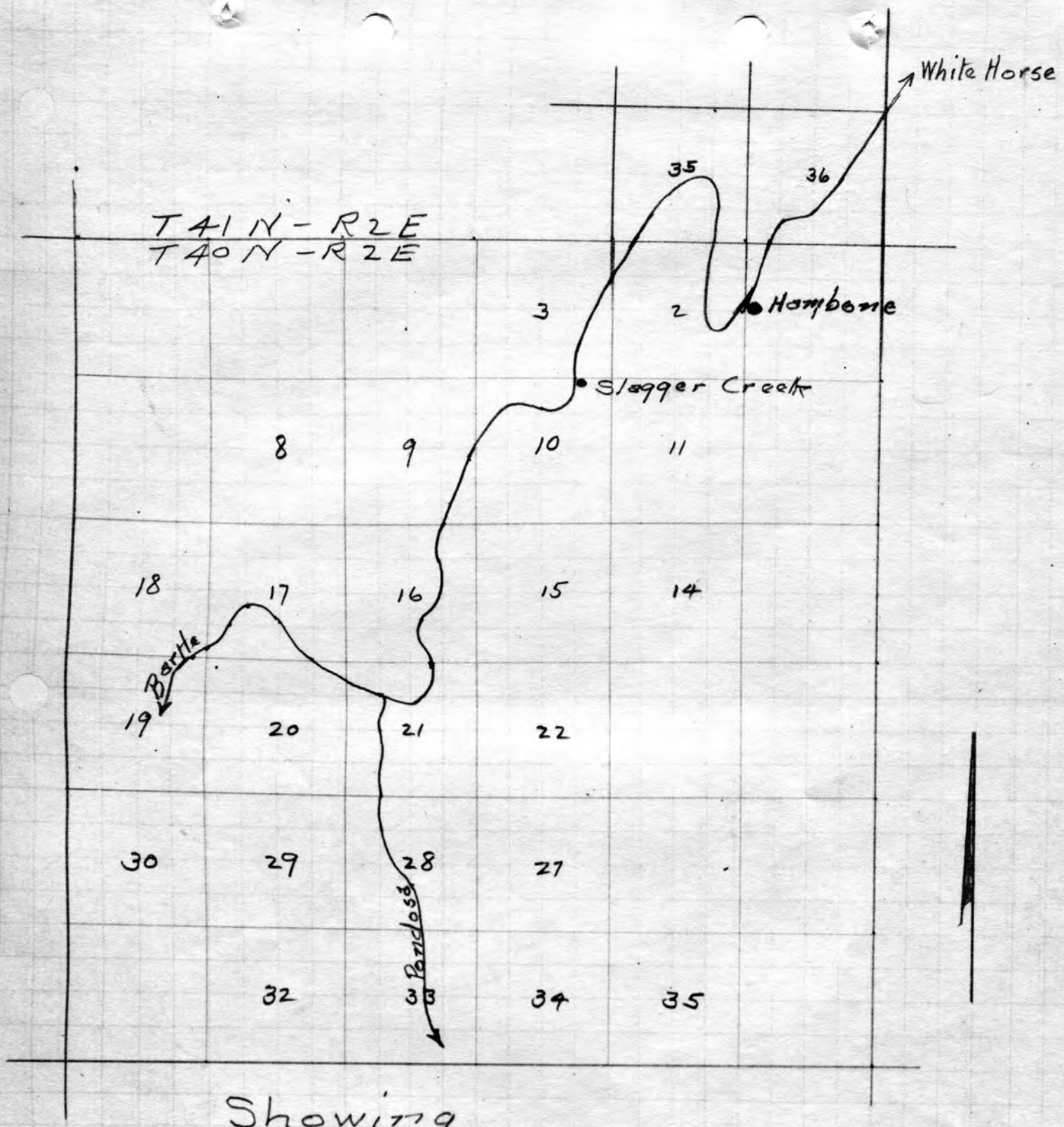
Since early September of this year considerable bank widening has been done over the greater portion of the line-

Log Trains noted during this inspection had 12 and 15 cars destined to McCloud-

Construction work still in progress on that portion east of White Horse-

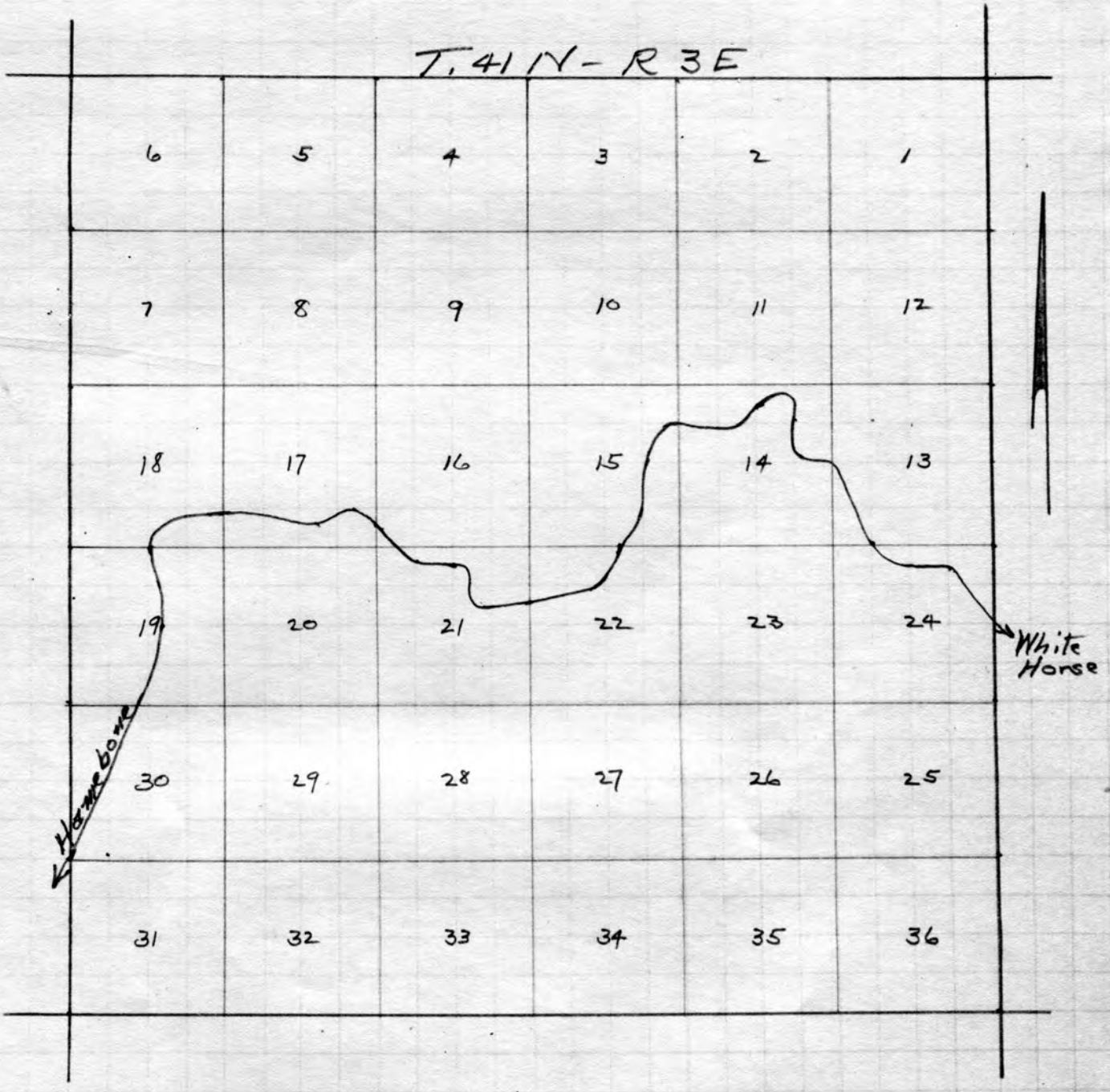
All things considered, it can be said that this is in good condition for the work for which it was planned and built -

C.G.Nash
Oct.28,1929.



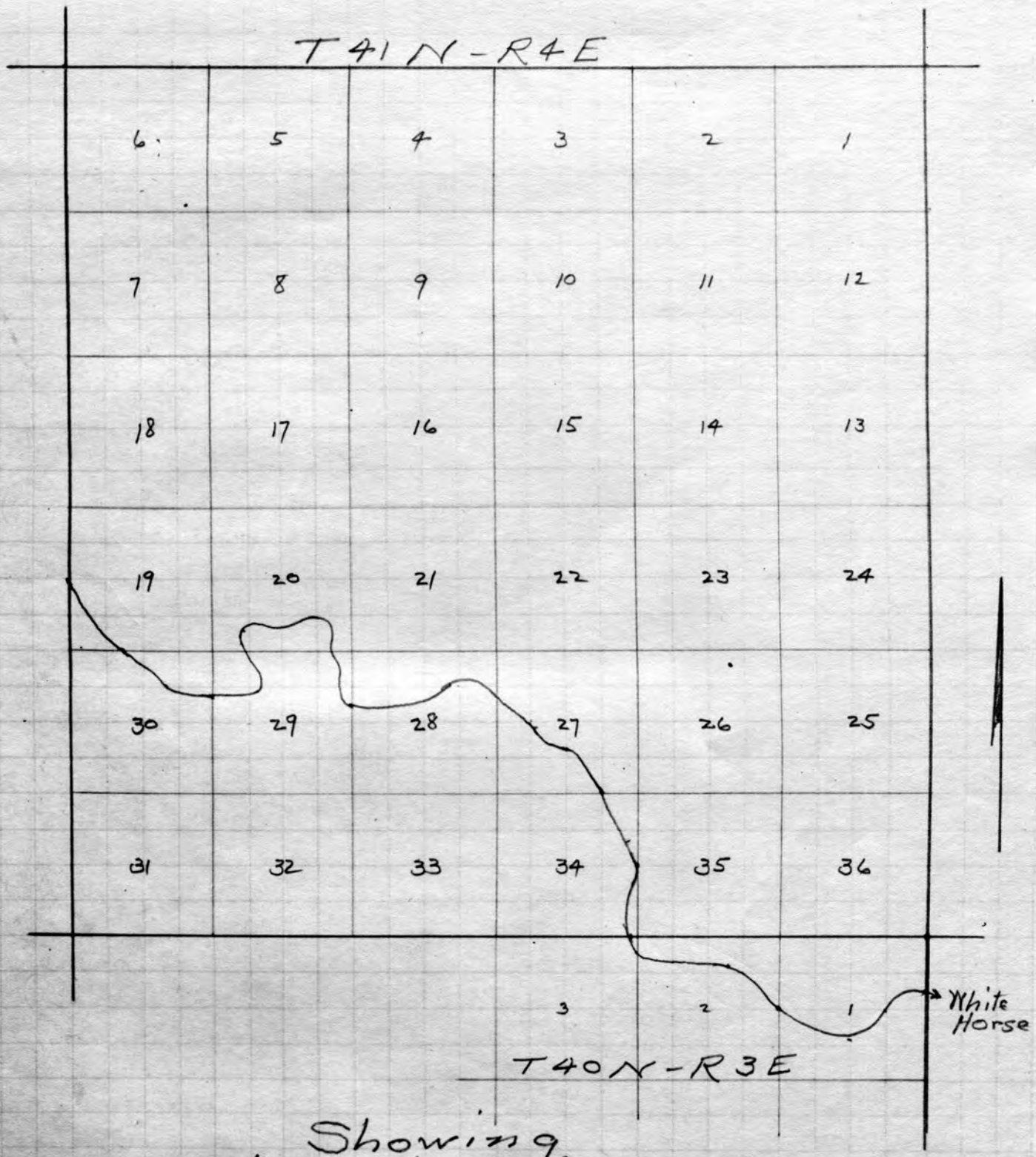
Showing
Location of
McCloud River R. R. in T. 40 N. - R. 2 E.
McCloud River Lbr. Co. RR
in T. 40 & 41 N. - R. 2 E.
Scale: 1" = 1 Mile
C. G. Nash
Oct. 27 - '29

Sheet
— 1 —

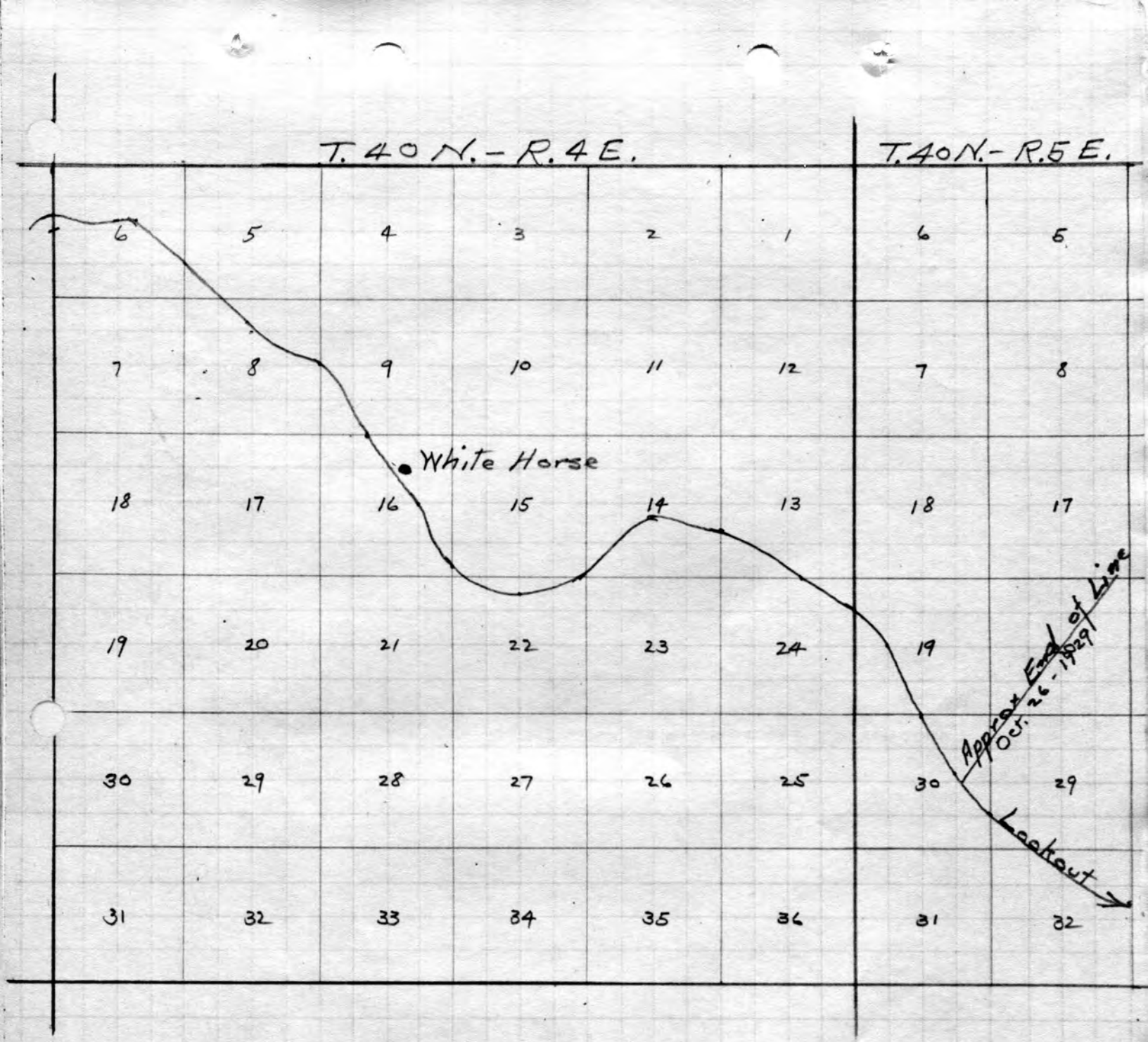


Showing
Location of
McCloud River Lbr. Co. R.R.
T. 41. N - R. 3 E
Scale: 1" = 1 Mile
C. G. Nash
Oct. 27 - '29

Sheet
-2-



Showing
Location of
McCloud River Lbr. Co. R.R.
T. 40 & 41 N. - R. 3 E.
Scale: 1" = 1 Mile
C. G. Nash
Oct. 27 - '29



Showing
Location of
McCloud River Lbr. Co. R.R.
T. 40 N - R 4 & 5 E
Scale: 1" = 1 Mile
C.G. Nash
Oct. 27-'29

WTC

COPY

12

McArthur, Calif.,

Oct. 25, 1929.

SUBJECT: Klamath Falls to Keddie
Logging Railroads
McCloud Lbr. Co.

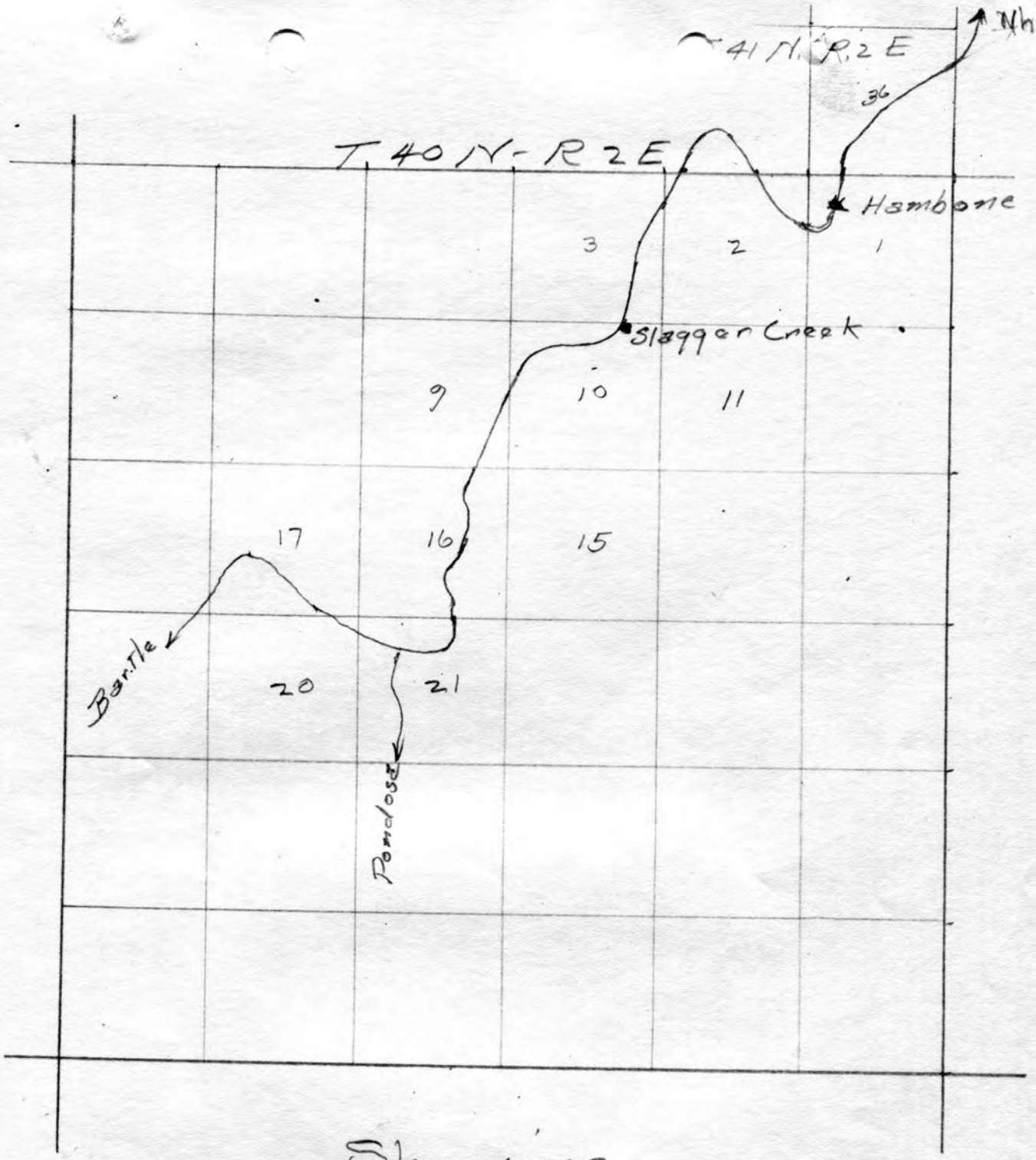
Mr. Geo. W. Boschke,
Chief Engineer, S.P.Co.,
San Francisco, Calif.

Dear Sir:-

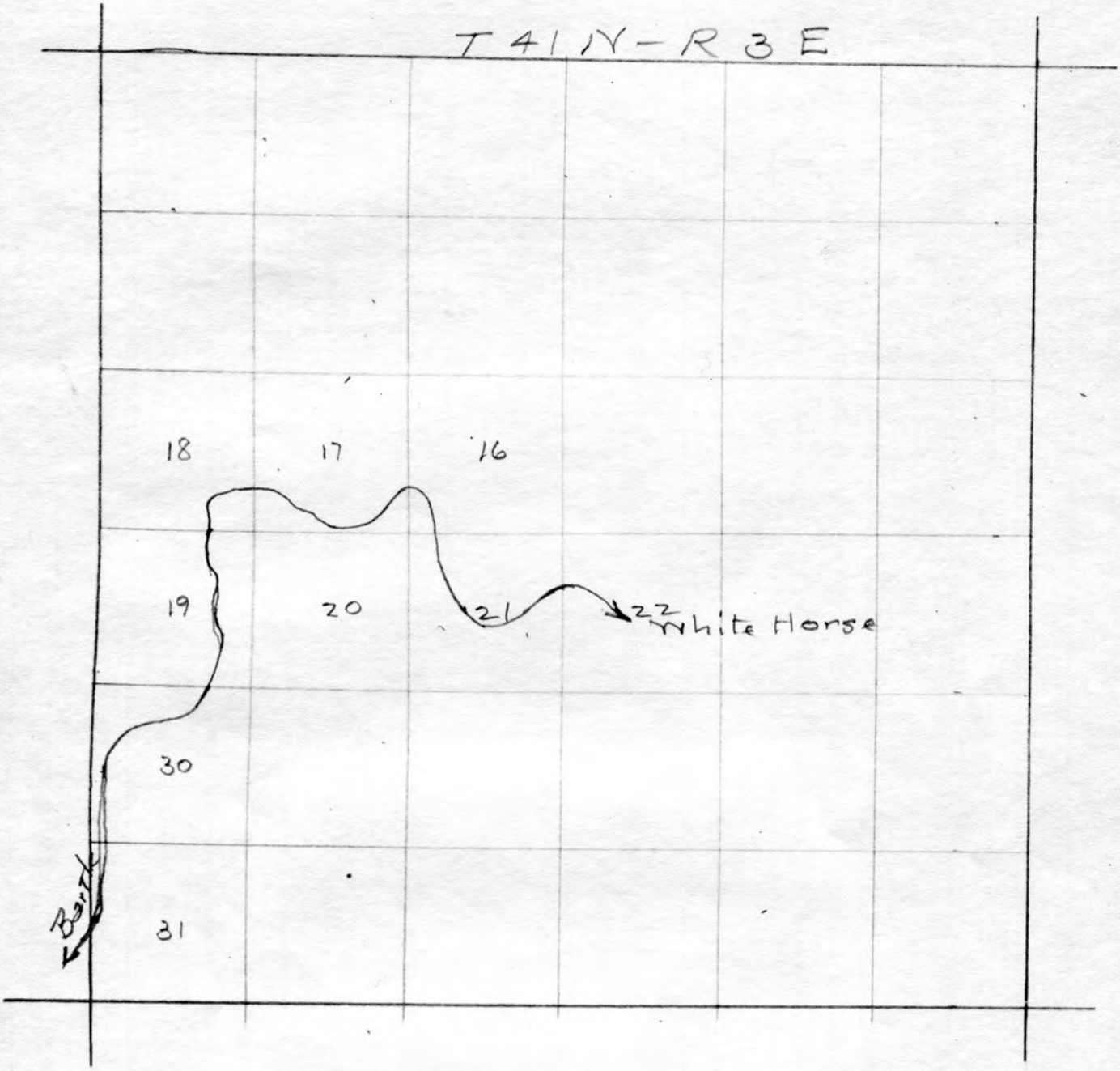
Accompanying this letter there are two sheets showing the location of the above noted line east from Slagger Creek about ten miles - The remainder will be sent in Sunday or Monday - Notes will follow shortly -

Respectfully,

(Sgd) Chas. G. Nash.



Showing
Location of McCloud Lbr. Co. R.R.
Hambone to White Horse
Scale: 1" = 1 Mile
C. G. Nash
Oct. 25-29



Showing
Location of
McCloud Lbr. Co. R. R.
Hambone to White Horse
Scale: 1" = 1 Mile
C. G. Nash
Oct. 25-'29

EM C O P Y

Mt Shasta City, Calif.
October 24, 1929.

SUBJECT: Klamath Falls to Keddie
Logging Railroads
McCloud R.R. Co. and McCloud Lbr.Co.

Mr. Geo.W.Boschke
Chief Engineer, S.P.Co.
San Francisco, Calif.

Dear Sir:-

Accompanying this letter there are two sketches that show the location of the Pondosa Branch of the McCloud R.R. together with report covering the major items of its construction.

I have completed the line as far as Slagger Creek - which is the end ofcommon carrier operations according to information furnished at McCloud.

Tomorrow I will be walking track from Slagger Creek eastward, and expect to complete said walk to end of track east of White Horse Saturday eve.

I have been promised a map of the line from Slagger Creek east to White Horse which if can be used will help very much.

Will try to inspect the P.G.and E. line from Pondosa to Fall River Mills Sunday, and will return to Klamath Falls via Lookout and Timber Mt.

Respectfully,

(SGD) Chas. G. Nash

EM

COPY

McCLOUD RIVER RAILROAD - PONDOSA BRANCH

From Main Line at M.P. 43.25 to Pondosa.

Length = 11.385 Miles

Built =

Alignment = 54+ curves - 1° to 14°
Only one 14°, but 25 10°
Several compound curves so there may be up to 60 curves all told -

Grades = Two short pieces of +5% (800 ft. total)
About 1600 ft. of - 2.75
Considerable - 2.5
Remainder mostly under 2.0

2- R/W = Difficult to determine

3 - Grading = Clearing - Varies from 25.0 to 50.0+ wide
12 through cuts - 6.0 to 30.0 ft. deep and 300 to 600 ft. long
Fills from 2.0 to 16.0 - Varying lengths
One at 12.0 x 800.0 ft. long.
Material = 75% Common
20% Loose
5% Solid
A large amount of waste -
Fills = Av. - 16.0 - Cuts = 16.0 Ave. widths

6 - Brs.& Culs. = 5 Frame bent O.D. Trestle - 15 Ft.long - 8 high
Several each wooden culverts and surface boxes -

8 - Ties = Largely 7x8 - Sawed Fir) 19 to 30 ft. rail
Some 6x8 - Sawed Fir)
A small percentage are in poor condition

9 - Rail = Relay - Cambria 1902 60#
About 3/8 mile Illinois Steel - 80#
As a whole this rail in fair condition only -

10 - Other Trk.Mtl.= Angle Bars = 24" - 4 hole
Cont.joints = Only a few
Spikes = 9/16x5-1/2 - 4 to a tie excepting nearly all curves have 6 to a tie -

C.G.Nash
Oct.24,'29

EM COPY

McCLOUD RIVER RAILROAD - PONDOZA BRANCH

11 - Ballast = Nearly all ballast is native material, and of poor quality -
In a very few places - mostly curves in through cuts sand - gravel from Mud Creek near McCloud - has been used -

12 - Laying & Surfacing = Average work done - The rail has 'run' quite a good deal in places -

13 - Fences = No fence of any description.

15 - Crossings & Signs = 4 Road Crossings - poorly planked and short steep approaches
4 Crossing warning signs only -

16 - 17 - 18 - 19 = Not represented -

26 - Tel. and Tel. = Single circuit line on both small round poles and trees -
4 Telephones noted -

NOTES:

1 - 1600 Ft. Siding near M.P. 7

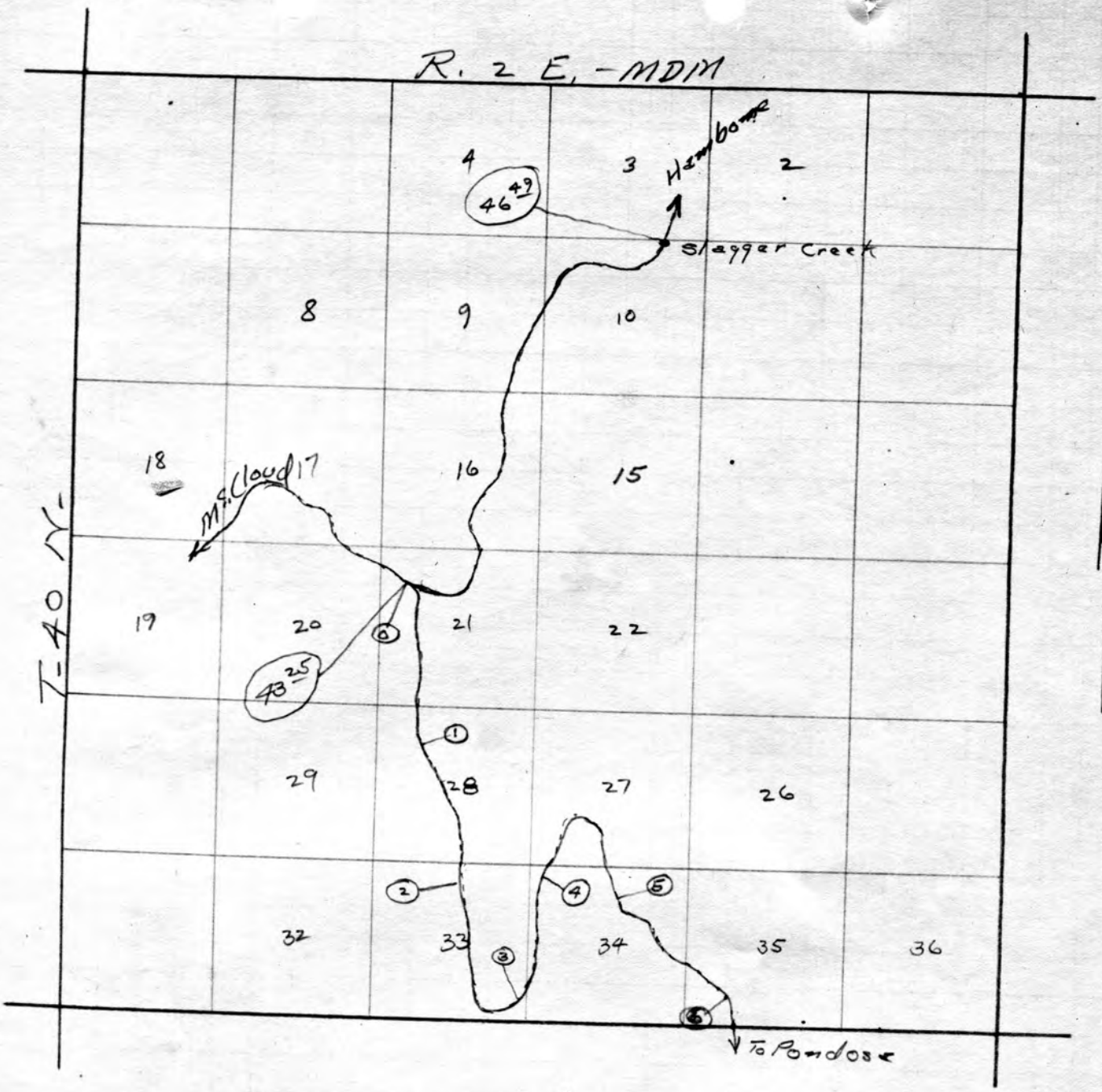
2 - Short spurs (old logging spurs)

1 - Short spur near Main Line as a 'set out' track.
No. 8 rigid frogs mostly - without switch ties.

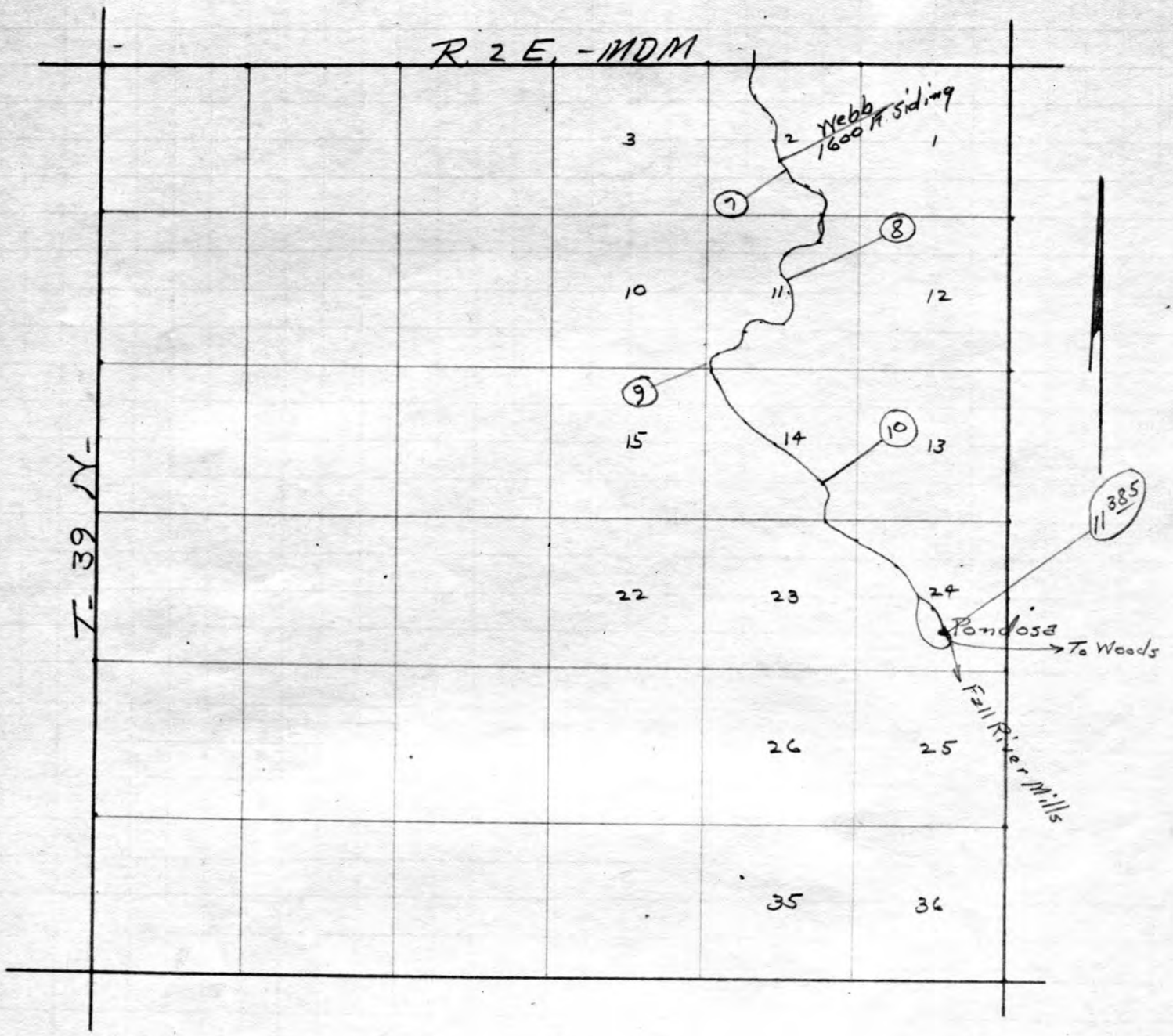
For the most part this line is kept in good line and surface, ditches well cleaned out.

The logging trains haul 11 cars of logs out of Pondosa each trip - and two round trips appears to constitute a days work -

C.G.Nash
Oct. 24, '29



Showing
Location of Pondosa Branch
Mt. Cloud River Railroad
T. 40 N. - R. 2 E. MDM
Scale: 1" = 1 Mile
C. G. Nash
Oct. 24 - '29



Showing
Location of Pondosa Branch
McCloud River Railroad
T. 39 N. - R. 2 E. - MDM
Scale: 1" = 1 Mile
C. G. Nash
Oct. 24 - 1929

EM COPY

Klamath Falls, Ore.
Oct. 21,1929

SUBJECT: Klamath Falls to Keddie
Logging Railroads -

Mr. Geo.W.Boschke
Chief Engineer, S.P.Co.
San Francisco, Calif.

Dear Sir:

This morning I met the 'right man', and obtained the location of the Ewauna Box Company's Railroad out of Bly, Klamath County.

There accompanies this letter three (3) sheets showing their line and one sheet showing various pertinent data.

Incidently I learned that the Weyerhaeuser Timber Company has a survey party working out of Bly - and reported as working in a southerly direction.

When I have finished the McCloud work I will go over the Ewauna line which is now built to their camp,and also look at the W.T.Co. Survey.

'Round town gossip' and rumors have it that the G. N. is headed for the Lakeview district. More concerning this in another letter.

Respectfully,

(SGD) Chas. G. Nash

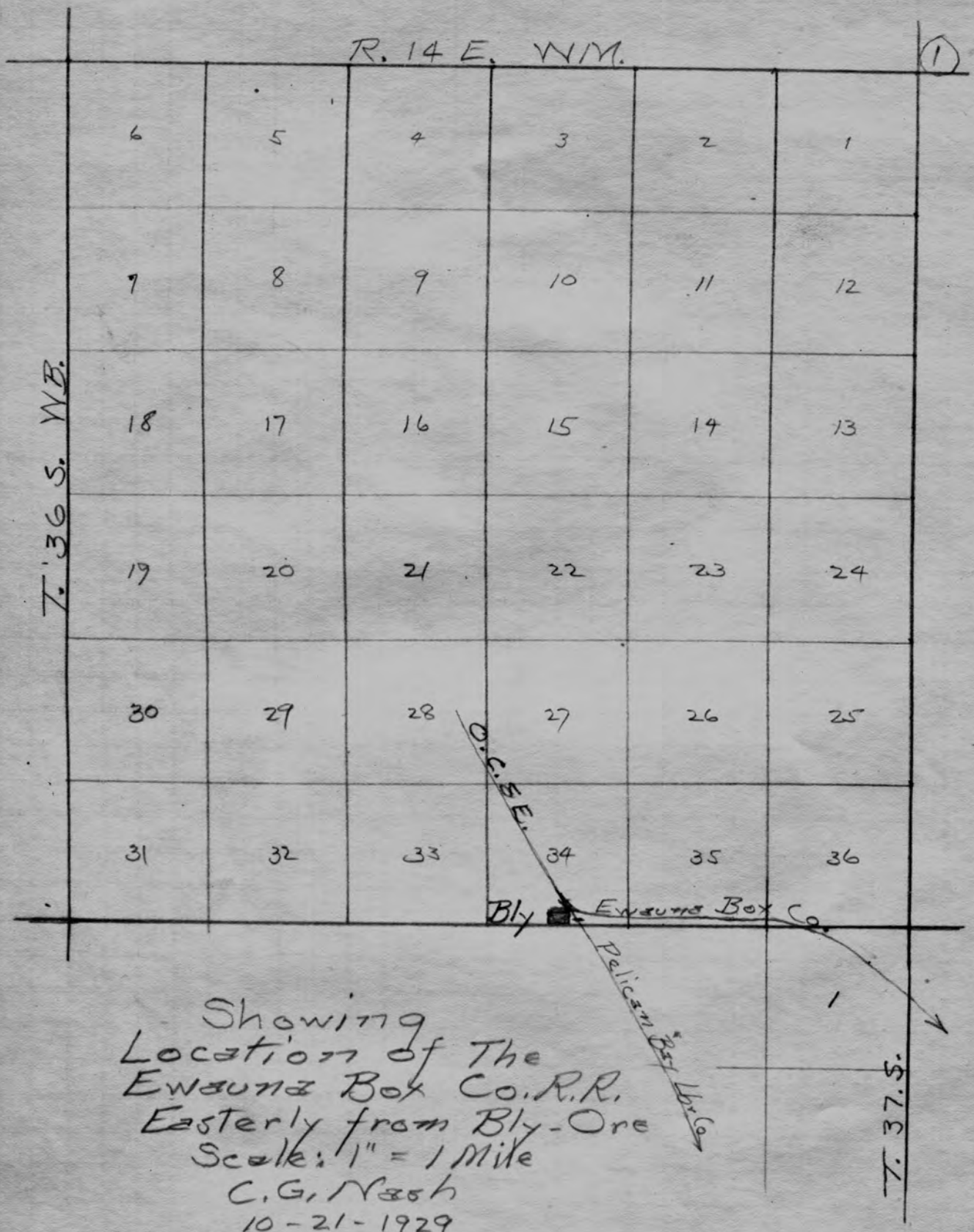
EM

COPY

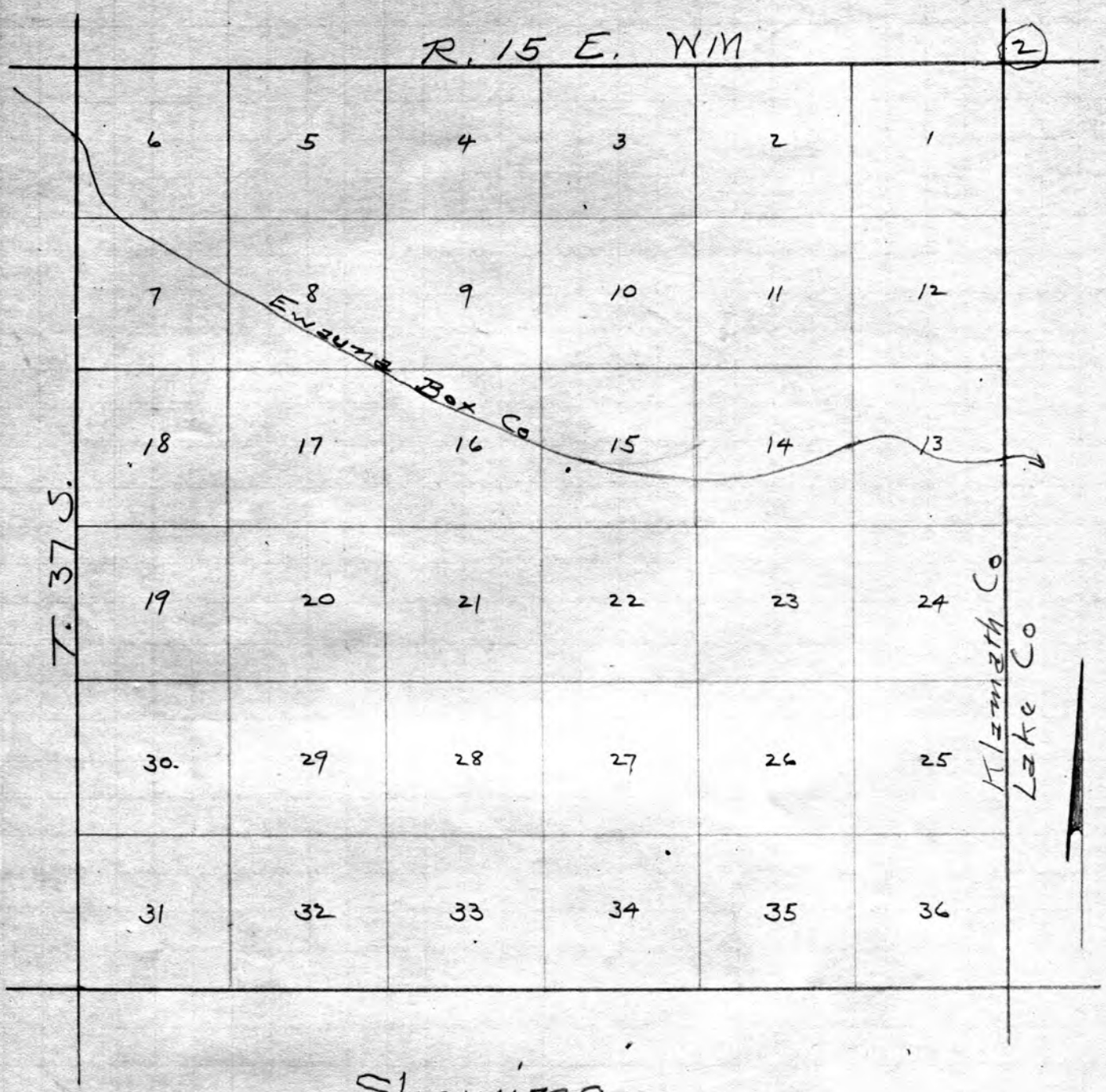
EWAUNA BOX COMPANY R.R. OUT OF BLY, ORE.

Location	=	Out of Bly - O.C.& E. connection
Direction	=	Easterly
Length	=	18 Miles of Main Line (Oct.21,1929)
Built	=	All in 1929
Max. Grade	=	4% = against the empties
Max. Curve	=	14° (only one 14° - remainder = 8° and 10°)
Rail	=	Relay 60# (From O.C.& E.)
Ties	=	7x8 - 8 untreated sawed fir.

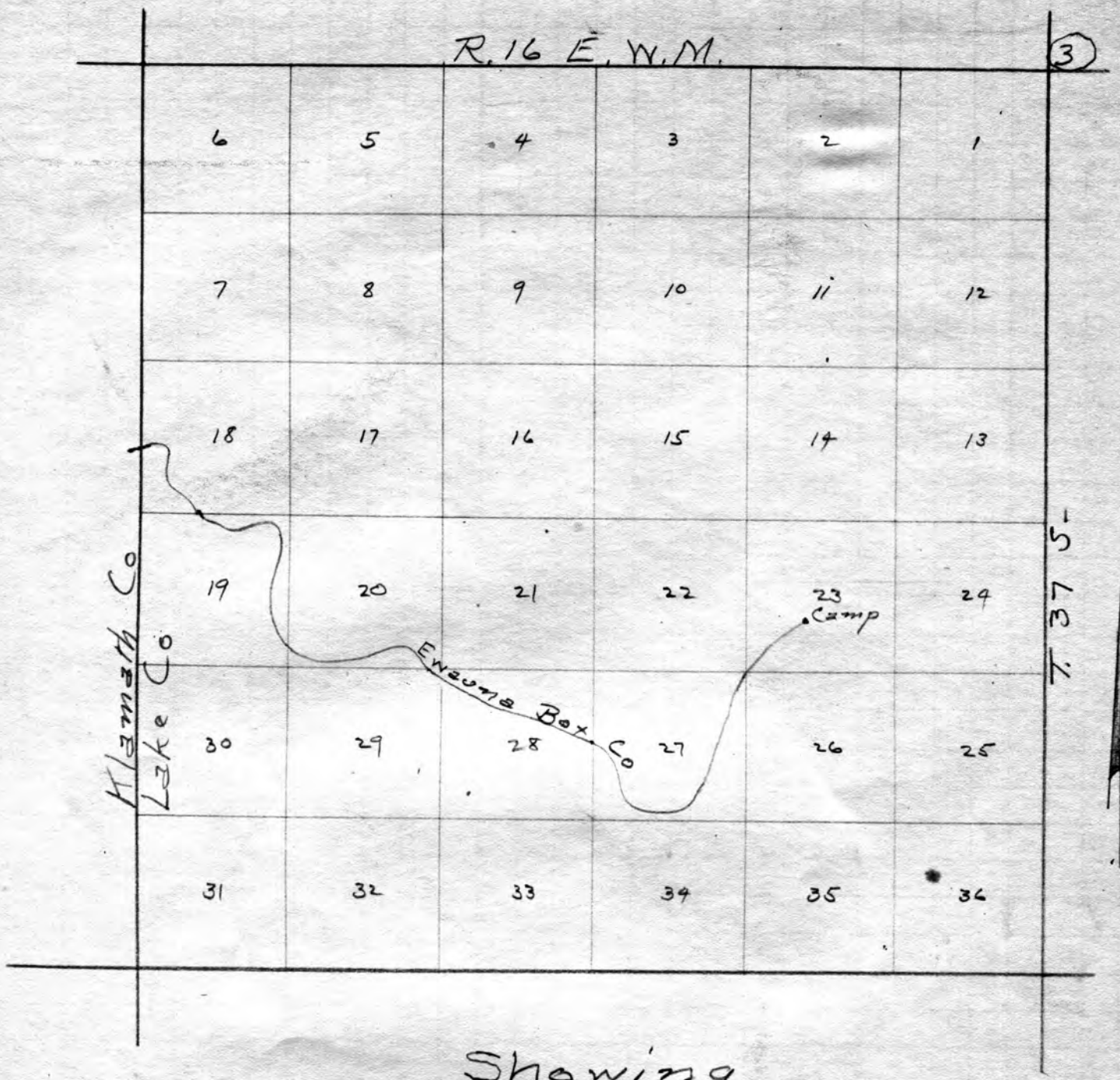
C.G.Nash
Oct.21,1929



Showing
Location of The
Ewauna Box Co. R.R.
Easterly from Bly - Ore
Scale: 1" = 1 Mile
C. G. Nash
10 - 21 - 1929



Showing
Location of The
Ewauna Box Co. R.R.
Easterly from Bly Ore
Scale: 1" = 1 Mile
C. G. Nash
10-21-1929



Showing
Location of The
Ewauna Box Co. R.R.
Easterly from Bly - Ore
Scale: 1" = 1 Mile
C. G. Nash
10-21-1929

(C O P Y)

Klamath Fall Oregon
Nov. 7, 1929

SUBJECT: Klamath County Logging Railroads
Ewauna Box Co. R. R.
Bly to Quartz Mt.

Mr. Geo. W. Boschke
Chief Engineer, S.P.Co.
San Francisco, Calif.

Dear Sir:-

Reference is here made to my letter dated October 21, 1929 on the above subject. I have seen a considerable portion of the above noted line, and have the following to report:

It is a very good railroad as compared to this company's other line and to other similar railroads in the Klamath region.

Grading - No fills less than 14 ft. wide - some fair sized fills - Cuts taken out to 18 and 20 feet. One rock cut is close to 800 ft. long, is a full 20 ft. wide and is all of 14 ft. deep at deepest point.

Bridges - There are four pile OD trestles near Bly having five driven piles to a bent; caps are 14 x 14 - 14; stringers are 8 x 17 - 30 grouped 3 and 3; 4x8 braces; 8x8 - 9 ties, all well and thoroughly ironed. This is even better bridge work than on the Weyerhaeuser line.

Ties - Are 7x8 - 8 untreated fir averaging 2600 to the mile.

Rail - Relay 60# fair condition.

Fastenings - New spikes and bolts - 4 hole angle bars - some tie plates.

Ballast - Bank run gravel of fair quality, and appearances indicate that there is to be 4 inches under the ties.

The other items of construction are either lacking or still under way.

It was noted too that grade is being built on past their camp and on about the only line possible for a line on to the Lakeview Basin.

Again, it can well be that this line is simply being built to higher standards, but it nevertheless appears strange to me that this change in logging line standards should be so abrupt and in that particular locality.

Respectfully

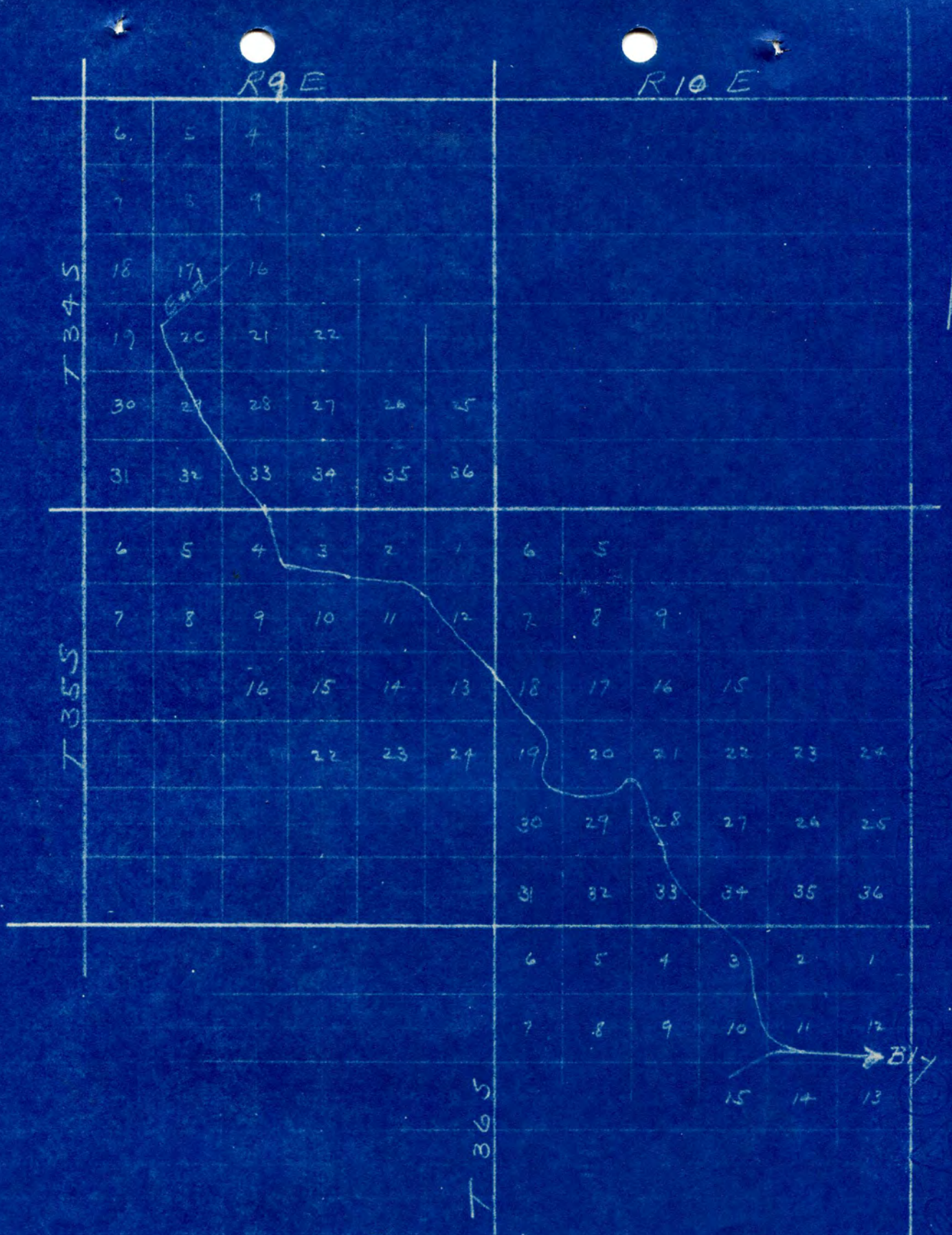
(Signed) Chas. G. Nash

EM

EWAUNA BOX COMPANY RAILROAD - SPRAGUE RIVER.

Location	=	Sprague River - Ore.
Direction	=	Northwesterly
Length	=	15 Miles
Mx. Grade	=	4%
Max. Curve	=	10°
Rail	=	Relay - 50# - 60#
Ties	=	7 x 8 Fir (Some old 6x8)

C.G.Nash
Aug.11,1929



Showing
Location of
Ewauna Box C. R. R.
Scale: 1" = 2 Miles
C. G. Nash
Aug. 11-1929

11

C O P Y S. 190-8

Klamath Falls, Ore.
August 24,1929

SUBJECT: Klamath Falls to Lookout
Logging Railroads.

Mr. George W.Boschke
Chief Engineer, S.P.Co.
San Francisco, Calif.

Dear Sir:

Accompanying this letter there is a sketch and a sheet carrying certain data covering the logging railroad out of Ivan, Klamath County, Oregon.

Respectfully,

(SGD) Chas. G.Nash

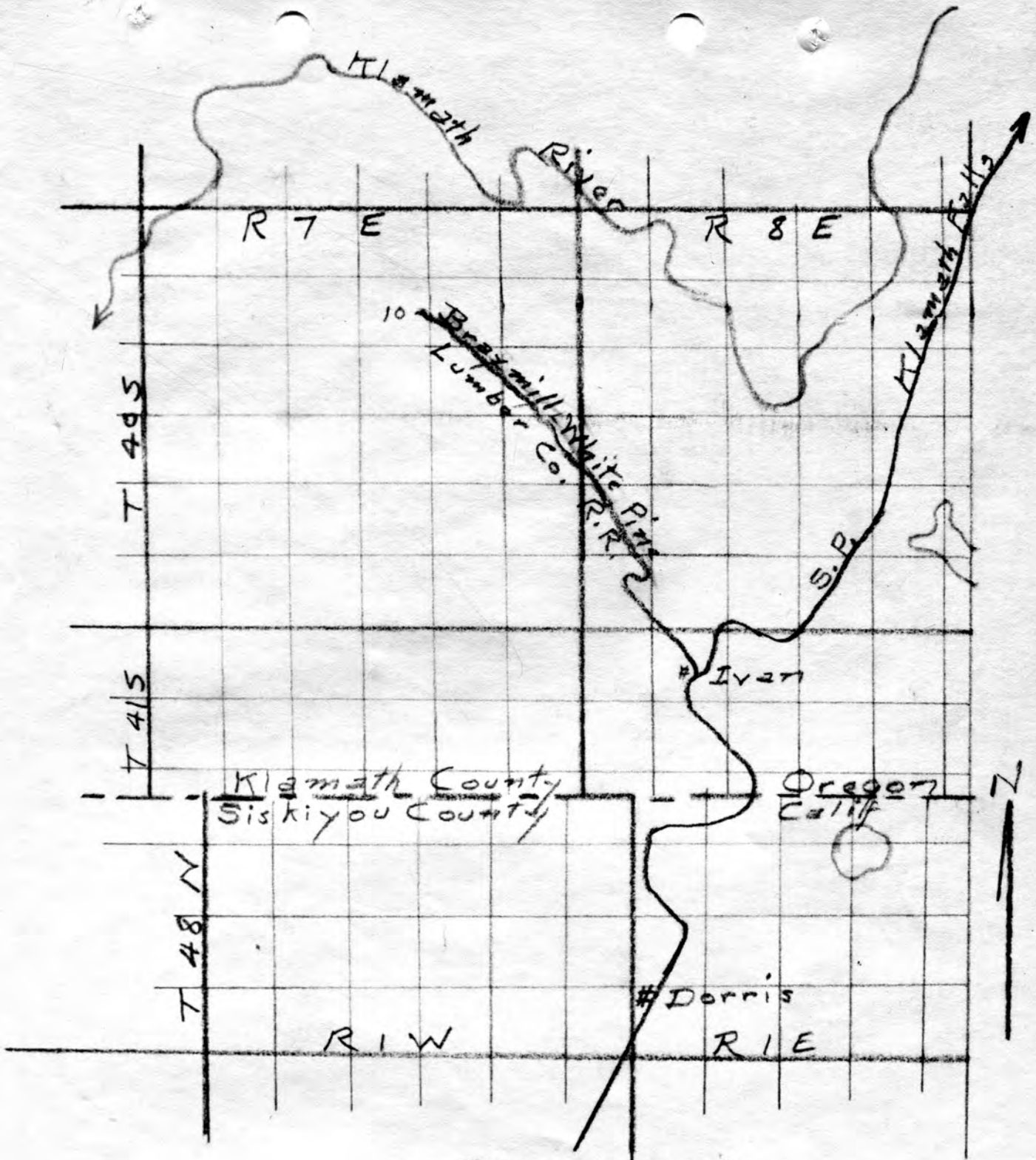
EM

C O P Y

BRAYMILL WHITE PINE LUMBER CO. R.R.

Location	=	Out of Ivan, Klamath County, Ore.
Direction	=	Northwest from Ivan
Length	=	Approx. 6-1/2 miles of Main Line
Built	=	April to November, 1927
Max. Grade	=	6%
Max. Curve	=	?
Rail	=	"Vulcan" 81 = 55#
Locos.	=	Shay
Last Operated	=	September, 1928

C.G.Nash
Aug.24,1929



SHOWING
Location of
Braymill White Pine Lbr. Co
Railroad
Klamath County Oregon
Scale: 1" = 2 Miles
C.G. Nash
Aug. 24-1929

EM

COPY

Klamath Falls, Ore.
August 13, 1929

SUBJECT: Klamath Falls to Lookout
Logging Railroads -

Mr. Geo.W.Boschke
Chief Engineer, S.P.Co.
San Francisco, Calif.

Dear Sir:-

Accompanying this letter there is a sketch and a sheet carrying certain data covering the so called Pickering Railroad out of MacDoel and a short branch built by Hovey & Walker.

Please note that the Pickering Railroad as I show it is not very much like the way it appears on the Shasta Forest map sent to me,

Naturally I claim that mine is the nearer correct, there is not a thing between MacDoel and Sec. 15 that calls for such a swing as that map shows.

Respectfully,

(SGD) Chas. G. Nash

EM

C O P Y

HOVEY & WALKER RAILROAD

Siskiyou County, Calif.

Southerly from the Pickering Railroad -

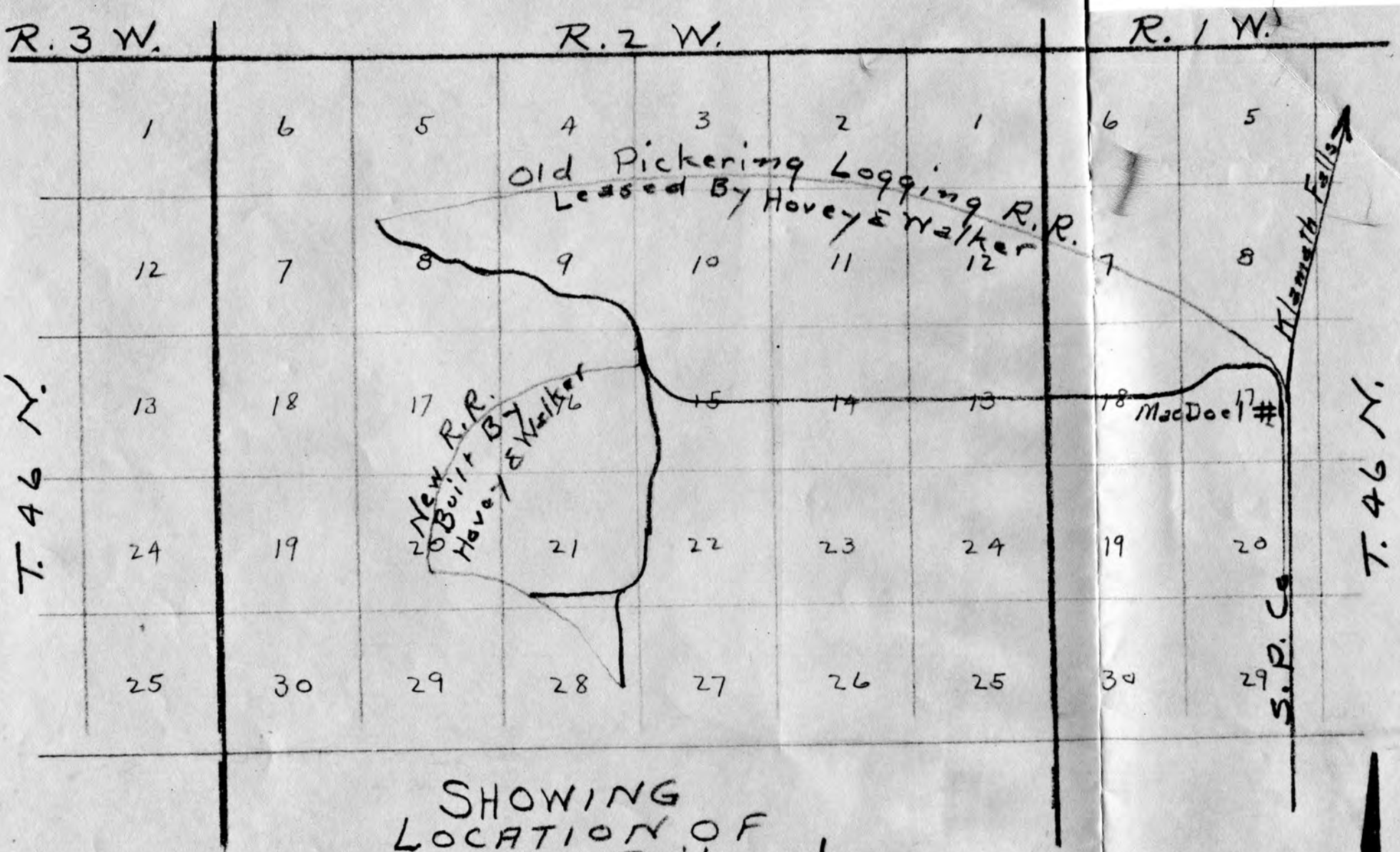
Built	=	1929
Max.Grade	=	6-1/2%
Max.Curve	=	30°
Length	=	3-1/2 Miles
Rail	=	56# Relay
Locos.	=	Shay

o o o o o o o o o o o o o

PICKERING RAILROAD

Built	=	1915
Length	=	8± Miles
Rail	=	50# Relay

C. G.Nash
Aug.13,1929



SHOWING
LOCATION OF
Hovey & Walker Railroad
Siskiyou County, Calif
Scale: 1" = 1 Mile
C. G. Nash
Aug. 13 - 1929

EM

COPY

Klamath Falls, Ore.
August 12,1929.

SUBJECT: Klamath Falls to Lookout
Logging Railroads -

Mr. George W. Boschke
Chief Engineer, S.P.Co.,
San Francisco, Calif.

Dear Sir:-

Accompanying this letter there is a sketch of the Pelican Bay Lumber Co's. railroad just completed.

Is it Mr. Fould's intention to put me on as a witness in connection with his logging railroad exhibit?

If so, I should see enough of each line so as to know whether or not it is good, fair, or poor logging railroad engineering and construction.

Also, while here in the midst of such work I think that I had better obtain some costs on some of them, for costs are quite likely to play a fairly important role if the matter is considered at any length.

In several cases I think that I have sufficient standing to be able to obtain such costs as exist, but will tread lightly until I receive your reply to this letter.

Respectfully,

(SGD) Chas. G. Nash

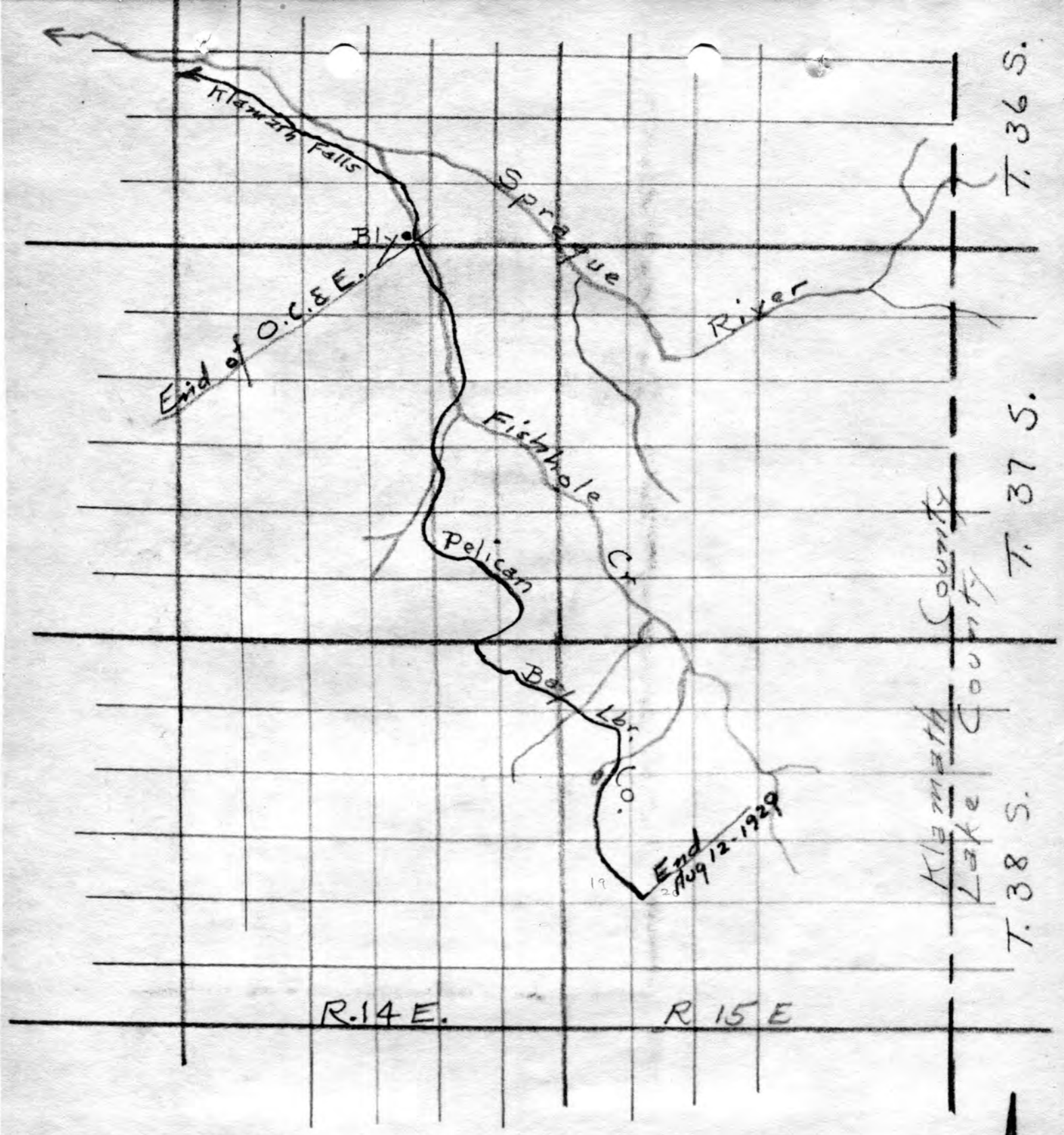
EM

PELICAN BAY LUMBER CO. RAILROAD,

Klamath County, Oregon.

Built	=	1929 (Just completed)
Length	=	14 Miles
Max.Grade	=	3.8% uncompensated
Max.Curve	=	10°
Rail	=	66# Relay

C.G.Nash
Aug.12,1929



SHOWING
LOCATION OF

Pelican Bay Lumber Co
Railroad
Klamath County - Ore
Scale: 1" = 2 Miles
C. G. Nash — Aug. 12 - 1929

EM

COPY

Klamath Falls, Ore.
August 10,1929.

SUBJECT: Klamath Falls to Lookout
Logging Railroads -

Mr.George W.Boschke
Chief Engineer, S.P.Co.
San Francisco, Calif.

Dear Sir:

Accompanying this letter there is a sketch showing the location of the Shaw-Bertram Lumber Co. R.R. in the Sprague River district.

The O. C. & E. was traced from a Forest map sent to me, but see letter from me this date concerning the O.C.& E. wherein I note two errors in the Forest map.

Other logging line sketches will be mailed as fast as I can get them ready -

Are those thus far mailed bringing the information desired?

Respectfully,

(SGD) Chas. G. Nash

EM

C O P Y

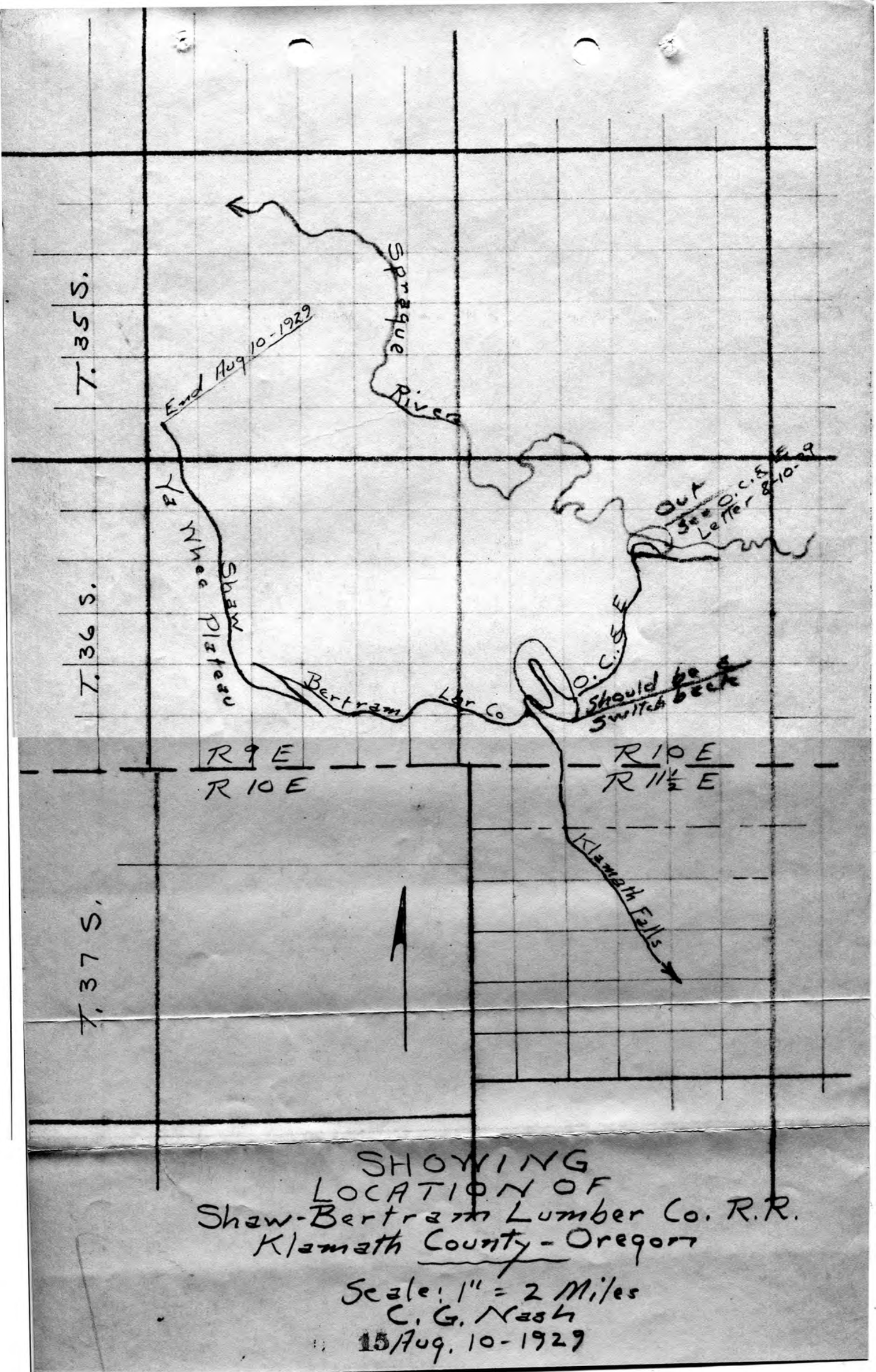
SHAW-BERTRAM LUMBER CO. R.R.

Klamath County, Oregon.

Built	=	1st Unit - 6 miles in 1926
	=	2nd Unit - 7 miles in 1929
Length	=	13 Miles
Max.Grade	=	4%
Max.Curve	=	16°
Rail	=	60# Relay

Shaw-Bertram logs from this line are delivered to the O.C.& E. who haul them to Klamath Falls where they are taken by the S.P.Co. and hauled to the Shaw-Bertram Mills.

C.C.Nash
Aug.10,1929



SHOWING LOCATION OF Shaw-Bertram Lumber Co. R.R. Klamath County - Oregon

Scale: 1" = 2 Miles

C. G. Nash

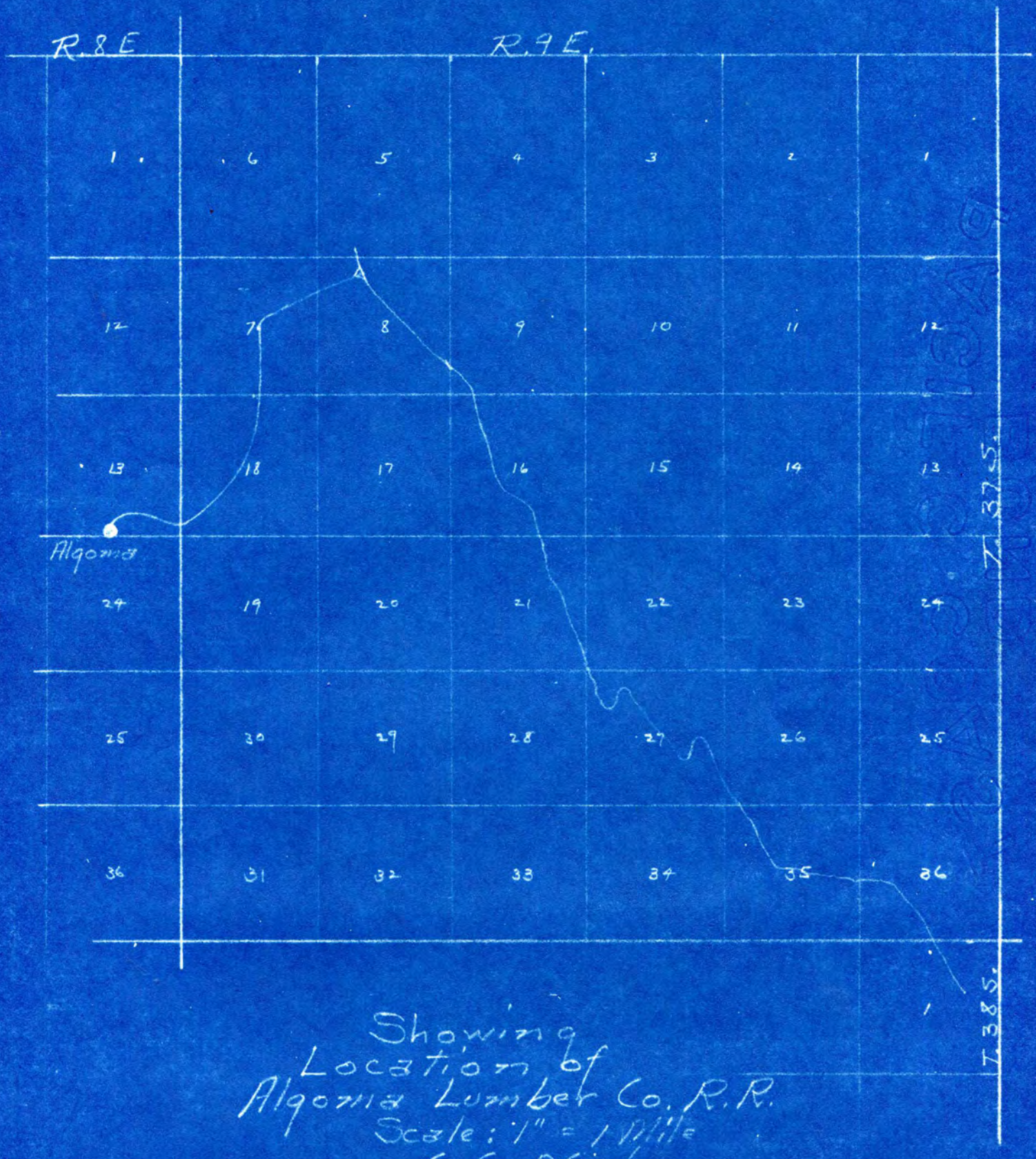
15/Aug. 10-1929

EM

ALGOMA LUMBER COMPANY RAILROAD.

Location	=	Algoma - Ore.
Direction	=	Easterly
Length	=	9 Miles
Built	=	1915 and 1927
Max. Grade	=	57% (2800 ft. incline) - 3%
Max. Curve	=	30°
Rail	=	Relay 60# and 62#

C.G.Nash
Aug.11,1929



Showing
Location of
Algoma Lumber Co. R.R.
Scale: 1" = 1 Mile
C. G. Nash
Aug. 11-1929

EM

COPY

Klamath Falls, Ore.
August 10,1929.

SUBJECT: O.& C.E.Ry. Data and Maps
Klamath County, Oregon.

Mr. George W. Boschke,
Chief Engineer, S.P.Co.
San Francisco, Calif.

Dear Sir:-

Accompanying this letter there is a sheet that carries various pertinent data concerning the above noted railroad.

Also, separately there is being mailed a mailing tube containing two maps of this line - all I could get.

The profiles are in the custody of our Valuation Dept.

On the regional map I have penciled in green two circles marked "A" and "B" - their purpose is to call your attention to the following:

Circle "A" encloses a switch back, which is correct, - not "loops" as the Forest map which I have shows.

Circle "B" encloses a change of line, which the Forest map does not have.

As yet I have not obtained the exact end of line at or near Bly.

When obtained will mail it promptly.

Respectfully,

(SGD) Chas. G. Nash

(P.S. The O.C&E.ends at Bly - on the south line of T.36 S. - R.14 E.)

C.G.N
8-11-29

COPY

O. C. & E. - KLAMATH FALLS TO BLY.

Built = 1 st Unit = 18.7 miles = K. Falls to M.P. 18.70 by City of Klamath Falls in 1919 -

= 2nd Unit = M.P. 18.7 to Sprague River = M.P. 38.65 in 1922 and 1923.

= 3rd Unit = Sprague River to Bly in 1928.

Length = 64.26 Miles

Max.Grade = 2.06 - Compensated 0.04

Against No. Bound Traffic = 2-1/4 continuous miles
" " " " = 1-3/4 " "

Total = 4.0 = 2.06 Comp. Grd.

Max.Grade = (1.60 Compensated
(Against So.Bound Traffic = 2-1/4 continuous miles.

Max.Curve = 10° (All between M.P. 30 to 35)
Remainder not over 6°

Rail = 75# and 77-1/2# Relay.

C.G.Nash
Aug.10-1929

COPY

Klamath Falls, Oregon.
August 9, 1929

SUBJECT: Klamath Falls to Lookout
Logging Roads
Location and Characteristics.

Mr. Geo. W. Boschke,
Chief Engineer, S. P. Co.,
San Francisco, California.

Dear Sir:-

Accompanying this letter there is the following data on the above subject:

Sketch showing the location of the Weyerhaeuser Railroad and the Kesterson Railroad. -

Some pertinent data regarding the Kesterson line -

Sketch showing the industrial spur at Mt. Hebron and at Jerome -

A sheet showing some history of the spur at Jerome, and at Mt. Hebron.

In the Butte Valley district there is yet to be obtained the line out of Ivan and one out of Mac Doel; they are promised to me early the coming week.

Respectfully,

(SGD) Chas. G. Nash

EM

KESTERSON LUMBER CO'S. RAILROAD.

Location = Out of Dorris - Siskiyou Co., California.

Direction = Northwest from Dorris.

Length = Approx. 10 miles of Main Line (Aug.8,1929)

Built = 1926

Max.Grade = 6-1/2% (Several Miles)

Max.Curve = 20°

Rail = On Main Line = Relay 62#, 65#, 66#

Loco. = Shay

Cars = Steel connected trucks and S.P.Co. flats.

Projected Line - Approx. 20 miles surveyed and ready to construct as operations demand and 15 miles additional mapped.

Secondary tracks - Logging Spurs - etc. are not here considered.

This Company milling its own logs at Dorris -

Its cut is largely yellow pine.

C.G.Nash,
Aug.9,1929

End May 15 - 1929

R 7 E

R 8 E

End May 15 1929

T 39 S

Weyerhaeuser

River

El. 4034

Timber Co

Mt Lassen

Mt Lassen

Bear Valley Pass El. 4939

T 40 S

Pacific

El. 4720

End of Line Aug 8 - 1929

Southern

El. 4292

Kesterson Lumber Co

Ivan

N

T. 41 S.

OREGON

CALIFORNIA

Klamath Co

Siskiyou Co

T. 48 N.

Dorris El. 4243

R 1 W

R 1 E

SHOWING
LOCATION OF

Weyerhaeuser Timber Co's. Railroad
and the
Kesterson Lumber Co's Railroad

Scale; 1" = 2 Miles
C. G. Nash
18 Aug. 9 - 1929

C O P Y

Klamath Falls, Ore.
May 12, 1929

SUBJECT: Short Line Railroads in Oregon
Klamath County
Weyerhaeuser Timber Co.

Mr. Geo. W. Boschke
Chief Engineer, S.P.Co.
San Francisco, Calif.

Dear Sir:

Accompanying this letter there are some advance notes that show the kind of railroad now under construction by the Weyerhaeuser Timber Co.

At present this line extends from their new saw-mill plant, a few miles to the southwest of this city, to the Aspen Lake district where they own considerable timber.

As yet I have not been over the entire line, but hear-say reports give about thirty miles as the length of the line, besides several logging branches.

Will see the remainder of their railroad and related facilities in the near future.

Respectfully,

(SGD) Chas. G. Nash

SUMMARY AND NOTES

Thus far the Weyerhaeuser Timber Co. Railroad impresses me as being nothing more nor less than good main line logging railroad as now considered and often built by the large logging companies.

The three miles herewith submitted are typical of at least fifteen miles of their line as far as the construction standards are concerned, and but little less could be done and feel secure in the belief that a line was being constructed commensurate with the quantity of timber that is known to be soon hauled over this line.

Certain items, like rail, bridges, etc. do not indicate possible future use other than for logging, while alignment and grades thus far noted are better than many common carrier railroads have.

The line is not yet completed at any point within the first fifteen miles, so it is too soon to state with any degree of certainty just what kind of a railroad they plan, or may finally have, but such work as is completed and some of that still in process indicates only good logging railroad.

Of course the rail and bridges can be changed - and under traffic if need be - and any other changes that had to be made, but that hardly seem probable. The line is now a better line than much of the Medford Logging Railroad up into Willow Creek or even to Eagle Point.

It is perhaps even a better railroad than is the Great Northern from Bend to Chemult - I believe that it is.

Crossing signs, whistle signs, etc. are substantial and painted but erected on round peeled pine posts.

Slopes in cuts not cleaned up very good.

Right of Way not always fully cleared of trees.

No provisions for sidings in first fifteen miles,

are a few things noted.

C. G. NASH.

5-11-1929.

WEYERHAEUSER TIMBER CO. RAILROAD
KLAMATH COUNTY, OREGON

Klamath Falls to Aspen Lake (T 385-R.1 W.- W.M.)
M.P. 9 to M.P. 10

Alignment	=	4 Curves - None over 6°
Grades	=	1/2 = + 1% - 3/4 = - 1% (Adverse)
2 - R/W	=	Width = 100 Ft.
3 - Grading	=	Loose Rock = 20% - Common = 80% Av. cut = 12.0 ft. - Fills = up to 20.0 ft. Roadbed = 20.0 in cuts - 16+ on Fills.
6 - Bridges	=	None - Few Corr. pipe culverts 24" Maximum size - without head walls.
8 - Ties	=	7x8 - 8 sawed untreated Pine 3168 to the mile - curves and tangents the same - 18 to a 30 Ft. rail.
9 - Rail	=	Relay - Good condition - 68# - 30.0 ft.
10 - Fastenings	=	Angle bars = 36" - 6 hole - four (4) 3/4" x 4" bolts partially nut locked - Curves only are tie plated - Spikes = 9/16"x5-1/2" On curves alternate ties have six (6) spikes to a tie.
11 - Ballast	=	Good quality bank run gravel obtained from near M.P. 14 - in Spencer Creek.
12 - Tracklaying and Ballasting	=	Well done - Ballasting not yet completed Surfacing in this mile shows a full eight (8") inches of Ballast under the ties -
13 - R/W Fences	=	1/2 Mile is fenced both sides Split cedar posts - 4.5 above ground 14.0 ft. centers - 48" woven wire topped with single strand of barbed wire -
15 - Crossings and Signs	=	One (1) Crossing - 6 - 4" x 12" - 16.0 plank well spiked - Well graded approaches - One open pit Cattle Guard. All signs adequate.
26 - Tel.and Tel.	=	Round peeled pine poles - 25.0 foot - 36 to the mile - 2 glass insulators and two pins to a pole - No arms - A two wire circuit.

C.G.Nash
5-11-29

WEYERHAEUSER TIMBER CO. RAILROAD
KLAMATH COUNTY, OREGON.

Klamath Falls to Aspen Lake (T 385 - R.1 W. - W.M.)
M. P. 10 to M.P. 11

Alignment	=	7 Curves - One at 8° - Remainder 6° and less
Grades	=	Entire mile is + 1% - Compensated
2 - R/W	=	Width = 100 feet
3 - Grading	=	Rock = 25% - Common = 75% Av. Cut = 8.0 Ft. Fills = 2.0 ft. to 16.0 ft. Roadbed = 20.0 in Cuts - Fills = 18.0 +
6 - Bridges	=	Few corr. pipe culverts - 24" = max. without headwalls - 1 Bridge = 450 ft. (See special sheet)
8 - Ties	=	7x8 - 8 Untreated sawed pine 3168 to the mile - Curves and tangs. same.
9 - Rail	=	Relay - Good condition - 68# - 30 ft.
10 - Fastenings	=	Angle bars = 36" - 6 hole - Four (4) 3/4" x 4" Bolts partially nut locked Curves are tie plated - Spikes = 9/16 x 5-1/2 On curves alternate ties have six (6) spikes to a tie - On Bridge = 6 spikes to tie.
11 - Ballast	=	Good quality bank run gravel obtained near M. P. 14 - in Spencer Creek.
12 - Tracklaying and Surfacing	=	Well done - Ballasting not yet completed.
13 - R/W Fences	=	None.
15 - Crossings and Signs	=	No Crossings - Signs adequate.
26 - Tel.and Tel.	=	Round peeled pine poles - 25 ft. 36 to mile - 2 glass insulators and 2 pins to a pole - Two wire circuit.

C.G.Nash
5-11-29

Weyerhaeuser Timber Co. Railroad

Klamath County, Oregon.

M.P. 10 to M.P. 11

6 - Bridges

Br. No. 10.41 = 450 Ft.

Sawed Mud Blocks - 6x12 - 4

Round peeled Pine Sills
Av. diam. 20" x 18.0' Long - hewed for proper bearing on Mud Blocks, and dapped for five posts.

Posts - Round peeled Pine -
Av. diam. 18" x 6.0' to 12.0' Long.

Caps - Sawed Pine - 12" x 14" - 14.0 Ft. placed flatwise -
Roofing Paper between Cap and each Post, and between Post and Sill.

Braces - Sawed Pine - 3" x 12" Sways
6" x 8" Girts.

Stringers - 9" x 18" Sawed Pine
3 Lines under each Rail.

Ties - 8" x 8" - 10' Sawed Pine S 2 S
12" Centers.

Guard Rail - 6" x 8" Sawed Pine.

Bridge Number Boards - Water Barrels and guards - Trespass Signs.

Bracing well bolted, and decking apparently properly ironed.

C.G.Nash
5-11-1929.

Weyerhaeuser Timber Co. Railroad

Klamath County, Oregon.

Klamath Falls to Aspen Lake (T 38 S - R 1 W-WM)

M.P. 11 to M.P. 12

Alignment = 5 Curves - None over 6°

Grades = 1/3 Mile = 1% - 2/3 Mile = Less than 1%

2 - R/W = Width = 100 Feet

3 - Grading= Rock = 40%-Com. = 60% - Av. cut = 10 Ft.
Fills = 4 to 20 Ft. - Roadbed = 20.0' in Cuts
and various on Fills - not less 16.0'

6 - Bridges= None - Few Corr. Pipe Culs. - 24" Max.
without headwalls.

8 - Ties = 7x8 - 8 Untreated - Sawed Pine
3168 to the Mile (18 to 30 Ft. Rail) Curves
and Tangents carry same No. to 30 Ft.

9 - Rail = Relay - Good Condition - 68# - 30 Ft.

10- Fastenings = Angle Bars = 36" - 6 hole - Four (4) 3/4" x 4"
Bolts partially nut locked.
Curves are Tie Plated -
Spikes = 9/16 x 5-1/2 - Curves have 6 to
alternate tie.

11-Ballast= Good quality bank run gravel
Obtained near MP 14 - In Spencer Cr.

12-Tracklaying) Well done - Ballast not all
and Surfacing) in yet.

13 - R/W Fence = None

15 - Crossings & Signs = No Crossings - Signs adequate.

26 - Tel. & Tel. Round peeled pine 25 ft.
36 to Mile - 2 insulators and Pins
to a pole - Two wire circuit.

C.G.Nash
5-11-29.

End May 15 - 1929

R 7 E

R 8 E

End May 15 / 1929

Weyerhaeuser

T 39 S

River

El. 4034

Timber Co

Klamath R

Klamath Falls

Bear Valley Pass El. 4939

T 40 S

Pacific

El 4720

End of Line Aug 8 - 1929

Southern

El = 4292

Kesterson Lumber Co

Ivan

N

T. 41 S.

OREGON

CALIFORNIA

Klamath Co

Siskiyou Co

T. 48 N.

Dorris El. 4243

R 1 W

R 1 E

SHOWING
LOCATION OF

Weyerhaeuser Timber Co's. Railroad
and the
Kesterson Lumber Co's Railroad

Scale; 1" = 2 Miles
C. G. Nash
Aug. 9 - 1929

EM

C O P Y

SISKIYOU LUMBER CO.

Jerome, Siskiyou County, Calif.

This Company had a short logging railroad out of Jerome until this spring when all of it was taken up.

A spur 5/8 mile long was put in so as to take care of loads of logs broughtto them over S. P. Co. rails from Mac Doel.

These logs are purchased from Hovey and Walker who are operating west of Mac Doel and send their logs out over their own line and the old Pickering railroad.

C.G.Nash
Aug.9,1929.

EM COPY

DUN & BAKER SAND SPUR

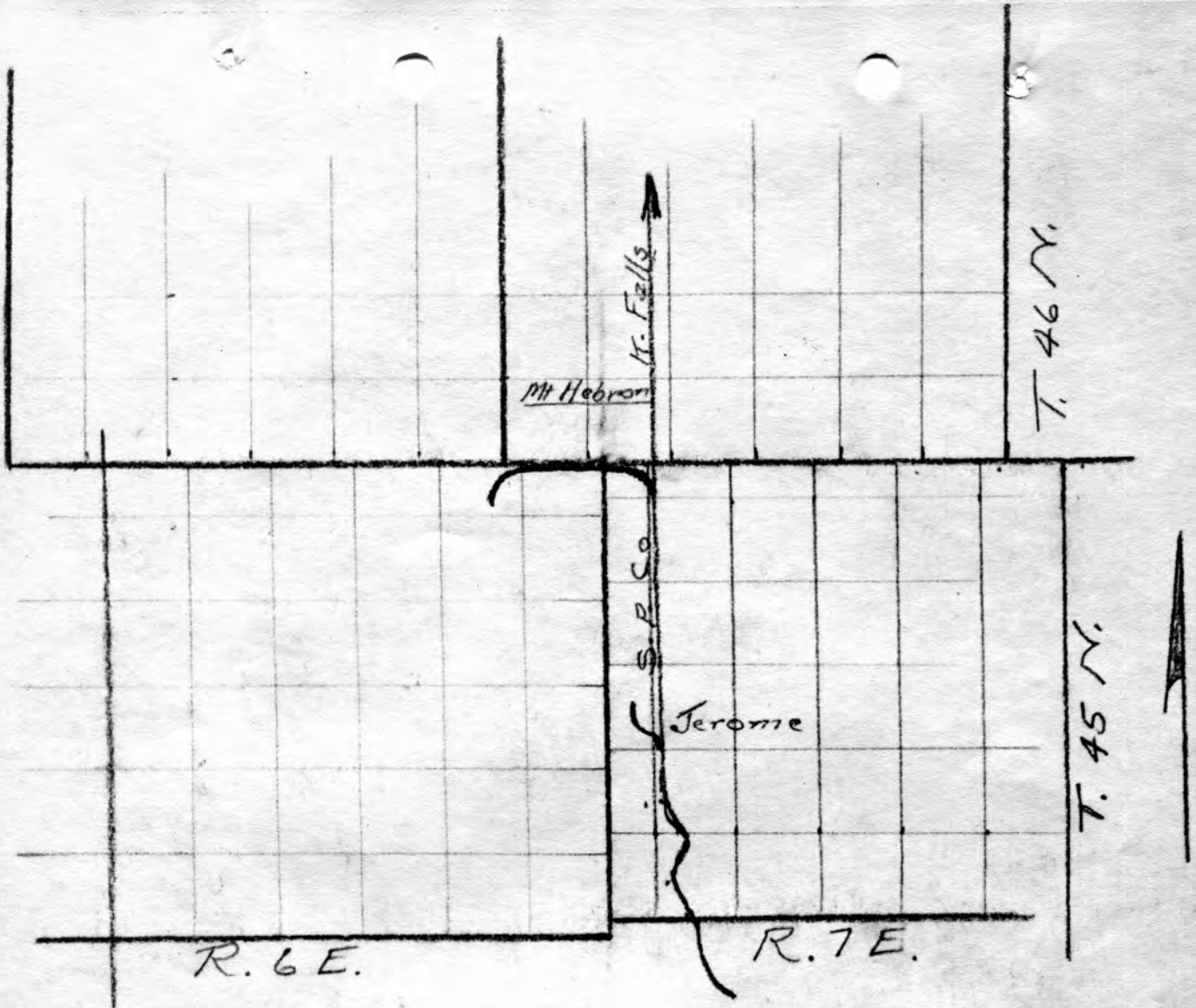
Mt. Hebron, Siskiyou County, Calif.

Built	=	1929
Len.	=	2 Miles
Max.Grade	=	Approx. level
Max.Curve	=	Not known
Rail	=	Relay 56#- 60#

Dun & Baker are contractors of Klamath Falls, contracting buildings, streets and roads; they also sell certain building materials.

At this site they have a considerable deposit of sand, which they have opened up, have erected conveyors, washers, bunkers, etc.

C.G.Nash
Aug.9,1929



SHOWING
LOCATION OF
Industrial Tracks
at
Mt. Hebron and Jerome
Siskiyou County - Calif

Scale: 1" = 2 Miles
C. G. Nash
Aug. 9 - 1929

Medford, Oregon
May 15, 1929

SUBJECT: Short Line Railroads in Oregon - Jackson County.
Medford Logging Railroad.

Mr.Geo.W. Boschke
Chief Engineer,S.P.Co.
San Francisco,Calif.

Dear Sir:-

Accompanying this letter there are six sheets that carry data indicative of the character of this railroadnoted above, and its present conditions.

Made from MP 32 to MP 22 today, but did not get in here in time to write up, but the sheets with this letter. No. 11 is in now - the next batch will be more complete.

Respectfully

(Signed) Chas. G. Nash

WTC COPY

Klamath Falls, Ore.

May 24, 1929.

SUBJECT: Short Line Railroad in Oregon -
Jackson County
Medford Logging Railroad.

Mr. Geo. W. Boschke,
Chief Engineer, S.P.Co.,
San Francisco, Calif.

Dear Sir:-

Accompanying this letter there are twenty-three sheets covering Miles 1 to 8 inclusive and Miles 12 to 19 inclusive showing the make-up of the above named railroad.

Miles 9-10-11 and 21 have been sent to you, - the remainder will be mailed in the near future.

Respectfully,

(Sgd) Chas. G. Nash

Medford Logging Railroad

Jackson County, Oregon.

Medford to Butte Falls and Beyond

MP 0 to MP 1

Alignment = 3 Curves - Are light

Grades = Very easy

2 - R/W = Variable - 3/4 Mile = 50 Ft. - Remainder through Mill Yard.

3 - Grading = Light embankment

6 - Brs. Culs.-Tres. = 2 - O. D. @ 15.0' Ea.

8 - Ties = Largely sawed Fir - 6 x 8 - 8 Untreated 3,000 to the Mile.

9 - Rail = Mixed - 50# - 60# - 66#

10 - Other Track Material) Angle Bars are various Tie Plates on Curves and scattered Spikes = 9/16 x 5-1/2

11 - Ballast Virtually none over most of this Mile - Track is bedded acct. being in Mill Yard.

12 - Trk. lng. and Surfacing - Good

13 R/W Fences - None - Line is largely in Mill Yard.

15 Crossings and Signs) Pacific Hwy - Oiled - 1 Dirt Crossing 1 Planked Crossing - 60-ft. in Mill Yard.

26 - Tel. and Tel. - Only for abt 1/4 Mile -

Notes-

In the Mill Yard there are four Turnouts from Main Line - #7 - 60# and 66# Rail.
A three track Rectangular Eng. House about 32 x 80 and four or five lesser buildings.
A large steel water tank -
The track layout through the Yard and to the S.P.Co. connection is a mess.

C.G.Nash
May 19-1929

Notes, etc., - Mile 0 to MP 1

Alignment = Poor

Surface = Poor

2 - R/W = Fair Shape

3 - Grading= Shoulders of Fills broken down

6 - Bridges= While light, are in fair shape

8 - Ties = Small and 75% unfit - possibly more

9 - Rail = Too Light - Some in bad condition

10-Other Trk. Mtl. = Scrap 100%

11-Ballast = If any, it will be lost when track is pulled up.

13-Fences = Should be some and Cattle Guards at The Pacific Hgy. Crossing.

15-Crossings) Present Crossings will become scrap
Signs) Virtually no Signs now, such as found are not usable.

26-Tel. and Tel. = Should be rebuilt.

C.G.Nash
May 19,1929

Medford Logging Railroad

Jackson County, Oregon.

Medford to Butte Falls and Beyond

MP 1 to MP 2

Alignment - 2 Curves - Light and Short

Grades = None

2 - R/W = 50 Ft.

3 - Grading = Embankment - Av. 4.0

6 - Brs. Culs. = 1 Trestle Approach = 160.0 Ft. - 5 Posts - Frame
Trestles 1 Trestle Approach = 130.0 " On Curve
Frame - 4 - 5 & 6 Posts to Bent
Average height - 8.0 Feet
1 Through Girder - 100.0 x 10.0 Ft. deep
Rests on Piers
1 O.D. Trestle - 15 Ft.
1 36" Corr. Pipe - 30.0 Ft.
(See also special sheet)

8 - Ties = Nearly all sawed Fir - Untreated -
Av. 3,000 to the Mile

9 - Rail = 1/2 Mile = 60# - Cambria 60 Lbs. No. 533 - 1902
1/2 Mile = 50# - BI Co. Steel 82

10-Other Trk. Double Spiked on Curves
Material - Tie Plates on Curves - Spikes = 9/16 x 5-1/2
No Nut Locks nor Anti Creepers
Angle Bars - 22" and 24" - 4 Bolts -

11-Ballast - Hardly 1,000 cu. yds. to Mile - Some gravel
and some rock in large pieces.

12-Tracklaying) Was well done.
Surfacing)

13-R/W Fence - Miscellaneous Posts - Woven wire
and Barbed Wire.

15-Crossings = 1 - Farm = 6 Pcs. 3 x 12 - 16
Signs

17-Roadway Bldgs. = 1 - 4 Room Frame Sec. Foreman Ho. 24x24

26-Tel. & Tel. = 36 Round Poles - 2 Glass Insulators and
Pins - 2 Wires

Note: 2 - #7 Turnouts - Rigid Frogs - acct. Wye.

C.G.Nash
May 19,1929.

Notes, etc. - MP 1 to MP 2.

Alignment = Poor

Surface = Poor

2 - R/W = In fair condition - Track all but hid by rank growth of grass & weeds.

3 - Grading = Narrow Fills - Tops broken down

6 - Bridges = The trestle approaches to the girder bridge need redecking and bracing and the crib foundations carefully done over.

The Piers for the girder bridge besides off center, appear to be too small - The 15.0' C.D. trestle is old and too light - The culvert is without headwalls.

8 - Ties = Practically all the ties are unfit.

9 - Rail = Besides being too light, much of it is in bad shape.

10-Other Tr. Mtl. = Will become scrap.

11-Ballast = Will become lost - can be used on fill.

13-R/W Fence = Will need straightening up, etc.

15-Crossings) All new signs required
Signs) All crossing to rebuild.

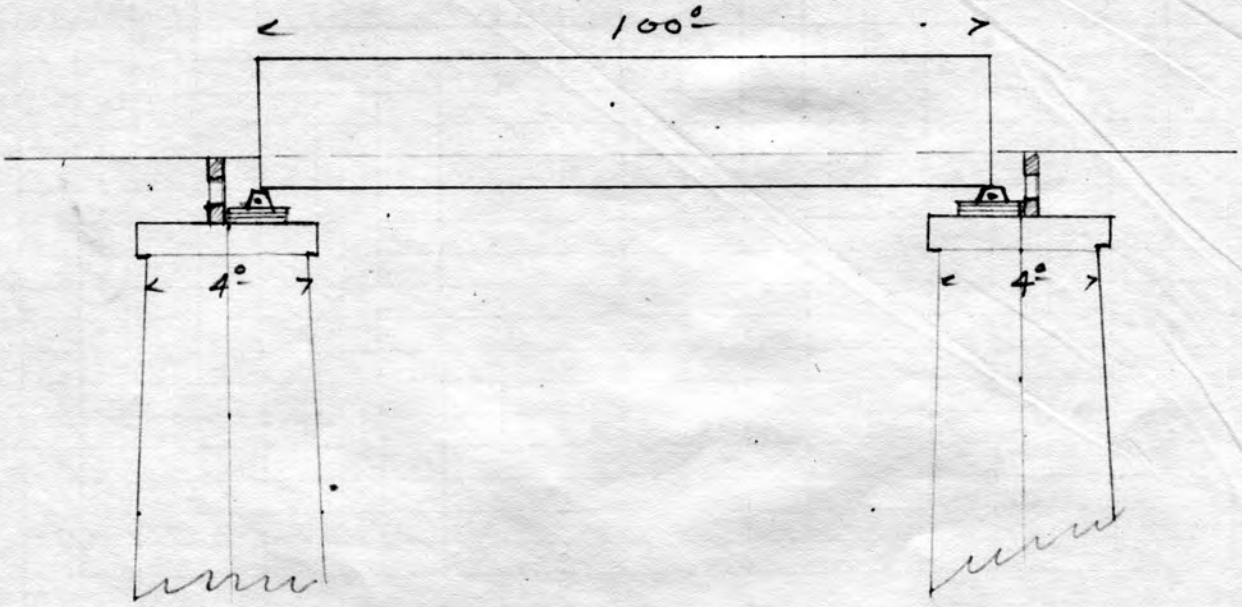
17-Roadway Bldgs. - Too close to track - needs repairing.

26-Tel. & Tel. - Portion to relocate.

C.G.Nash
May 19,1929.

Medford Logging Railroad

MP 1 to MP 2



C. G. Nash
May 21-1929

Medford Logging Railroad

Jackson County, Oregon.

Medford to Butte Falls and Beyond.

MP 2 to MP 3

Alignment = 1 Curve - 3°

Grades = 1/4 Mile = + 1% - 1/4 Mile = Under 0.5
1/2 Mile = + 0.7%

2 - R/W = 3/4 Mile = 100.0 Ft. 1/4 Mile = 50.0 Ft.

3 - Grading = Largely Fill - Low - One cut on curve
Av. 2.0 Av. 3.0

6 - Brs. Culs. = 1 O.D. - 15 Ft.
Trestles 1 12"x24" - 16.0 Wood Box

8 - Ties - Hewed and Sawed Untreated Fir and Pine Mixed - 3,000 to Mile.

9 - Rail = 50# B I Co. Steel - 82

10 - Other Track Material) Angle Bars = 22" - Bolts - 4 @ 3/4" x 3-3/4"
Spikes 95% = 9/16 x 5-1/2 - 5% = 1/2" x 4"

11 - Ballast = River Gravel and some Crushed Gravel
Less than 1,000 c.yds. to Mile -

12 - Tracklaying) Surfacing) Apparently was well done - Since this Acct. is Labor - will not show it in succeeding miles.

13 - R/W Fences = Split Cedar Posts - 24.0 c.c. - 48" Woven Wire
1 Strand Barbed Wire on Top.

15 - Crossings & Signs) 3 Farm Crossings - 1 Dirt - 2 Plank
6 Pcs. 3x12-12 - 6 Pcs. 4x12-10.

26 - Tel. & Tel. = 36 Round Poles to Mile - 2 Wires

Notes:

At MP 2-3/4 Begin Medford Airport Left
At MP 2.2 Overhead Br. carries road over Track (Not R.R.Co's.) -

C.G.Nash
May 19,1929.

Medford Logging Railroad

Notes, etc. - MP 2 to MP 3

Alignment = Generally Fair

Surface = Poor

2 - R/W = Some brush but rank grass, etc., in Track.

3 - Grading = The cut in this mile is OK but the Fills are narrow - 8 to 10 Ft. widths.

6 - Bridges = The 15.0 Ft. O.D. Trestle is old and light build 4 - 6x16 stringers under each rail -

8 - Ties = Besides being small, most of them are too old.

9 - Rail = 50# is too light

10-Other Track Material.) Will become scrap.

11-Ballast = Will do to rebuild Fills

13-R/W Fence= With a little bracing and tightening will answer some longer -

15-Crossings & Signs) All crossings to rebuild - Most of the Gates O.K. New signs to furnish.

26-Tel. & Tel. = Could be made to do some longer.

C.G.Nash
May 19.1929

Medford Logging Railroad

Jackson County-Oregon.

Medford to Butte Falls & Beyond.

MP 3 to MP 4

Alignment = Tangent

Grades = 3/4 Mile = Light Minus Grades - 1/4 Mile = + Grades

2 - R/W = 1/4 Mile = 50 Ft. - 1/4 = 25.0 on Rt. and 75 on Lt.
1/2 Mile = 100 Ft.

3 - Grading = Low Fills - Av. 2.0 to 3.0 Feet

6 - Brs. Culs. Trestles) 1 - O.D. Frame Trestle - 42.0 long
1 - O.D. -- " - 6.0 "
1 - 18" Conc. Pipe @ 30.0
1 - 12" x 16" Wood Box - 16

8 - Ties = Largely small Hewed
3168 to the Mile.

9 - Rail = 50# B I Co. Steel - 82

10 - Other Track Material) Angle Bars = 22" - Bolts = 4 @ 3/4" x 3-3/4"
Spikes = 90% = 9/16 x 5-1/2 - 10% = 1/2" x 4"
No Tie Plates - No Nut Locks - No Anti Creepers

11 - Ballast = Mixed Gravel - approx. 1,000 c. yds.

13 - R/W Fence = Split Cedar Posts - 24.0 c.c. - 48" Woven Wire
1 Barbed Wire on Top.

15 - Crossings & Signs) 1 Farm - Dirt

26 - Tel. & Tel. = See Mile 3 -

Note: At MP 3-3/4 End Medford Airport on Lt.

C.G.Nash
May 19,1929.

Notes, etc. - MP 3 to MP 4.

Alignment = Generally Fair

Surface = Poor

2 - R/W = Fair condition

3 - Grading = All Fills too narrow - Av. 10.0 Ft.

6 - Bridges = Culverts are without headwalls
Wood Box to change to Corr. or Concrete
The O.D. Trestle are old and light, besides having poor foundations.

8 - Ties = Practically all Scrap

9 - Rail = 50# is too light

10 - O.T.M. = All scrap

11 - Ballast = Will be lost as Ballast

13 - R/W Fences = A little work will make fence do for a year or so.

15 - Crossings) = All to rebuild
Signs) = All to supply and Set

26 - Tel. & Tel. = Can be used some longer.

C.G.Nash
May 19.1929

Medford Logging Railroad

Jackson County, Oregon.

Medford to Butte Falls and Beyond.

MP 4 to MP 5

Alignment = Tangent

Grades = 1/4 Mile = -0.5 - 1/4 Mile = 00 - 1/2 Mile = +0.3

2 - R/W = 1/2 = 50 Ft. - 1/4 Mile = 150 Ft. - 1/4 50 Ft.

3 - Grading = Largely Fill - Up to 8.0

6 - Brs. Culs. Trestles) 1 - 24" x 24" - 16.0 Wood Box

8 - Ties = Hewed and Sawed Fir and Pine - Untreated
3168 to the Mile.

9 - Rail = 50# B I Co. Steel - 82

10 - Other Trk. Material) See Mile 4

11 - Ballast = Mixed Gravel - Approx. 1,000 c. yds. to Mile

13 - R/W Fences = 1/4 Mile = Posts at 20.0 cc - 22" Woven Wire and 3 strands of Barbed -
3/4 Mile = next above on One Side and
20.0 cc Posts - 48" Woven Wire and One Strand of Barbed Wire.

15 - Crossings & Signs) 1 - Road Crossing - Dirt - No cattle guards
1 - Farm - 6 Pcs. 3 x 12 - 10

26 - Tel. & Tel. = See Mile 3

C.G.Nash
May 19,1929.

Medford Logging Railroad

Notes, etc., - MP 4 to MP 5

Alignment = Generally Fair

Surface = Poor

2 - R/W = Somewhat brushy - Track full of Weeds.

3 - Grading = Fills are narrow - most of them without shoulders.

6 - Brs. Culs. = The wooden boxes have served their time.

8 - Ties = Possibly 20% in this Mile can be used in some way even if 6x8-8

9 - Rail = 50# - Besides too light, considerable is in poor shape.

10 - Other Trk. Mtl. = All scrap

11 - Ballast = Most of it will be lost as Ballast

13 - R/W Fences = Some Bracing, cattle guards to put in.

15 - Crossings) = All crossings to rebuild
and Signs) All signs to furnish

26 - Tel. & Tel. = Can be made to do some longer.

C.G.Nash
May 19.1929.

Medford Logging Railroad

Jackson County, Oregon.

Medford to Butte Falls and Beyond.

MP 5 to MP 6

Alignment = 1 Curve = 4°

Grades = Maximum = + 0.4 for 1/4 Mile
Grade Summit at 5-3/4

2 - R/W = 1/2 Mile = 100.0 - 1/4 Mile = 75.0 - 1/4 = 50.0

3 - Grading= Largely embankment - very narrow

6 - Brs.Culs.) Trestles) 1 - 12" x 48" - 24 Wood Box
2 - O.D. Frame Trestle = 14.0
1 - O.D. Frame Trestle = 56.0

8 - Ties = Largely 6 x 8 - 8 Sawed Fir - Untreated
3,000 to the Mile.

9 - Rail = 50# B I Co. Steel - 82

10 - Other Trk.) Material) Angle Bars - 22" - Bolts = 4 @ 3/4" x 3-3/4"
Spikes - 90% = 9/16 x 5-1/2 - 10% = 1/2 x 4
Tie Plates on Curves, but no Nut Locks nor anti-creepers.

11 - Ballast = Gravel - Largely washed and crushed
Approx. 1,000 yds.

13 - R/W Fences = Split Posts - 8.0 cc - 2 lines of 1"x6" and two barbed wires.

15 - Crossings) & Signs) 2 Farm Crossings - Dirt.

26 - Tel. & Tel. = See Mile 3.

C.G.Nash
May 19,1929.

Medford Logging Railroad

Notes, etc. - MP 5 to MP 6

Alignment = Poor

Surface = Poor

2 - R/W = Somewhat brushy - Track full of weeds, etc.

3 - Grading = Narrow Fills - shallow cuts

6 - Bridges = All structures to rebuild

8 - Ties = Possibly 20% could be used variously for blocking, etc.

9 - Rail = 50# is too light

10 - Other Trk. Mtl. = Scrap 100%

11 - Ballast = Will be lost when ties are taken out

13 - R/W Fences = Considerable repair work to do

15 - Crossings & Signs = Rebuild crossings and install new signs where signs are needed

26 - Tel. & Tel. = Probably will do for another year.

C.G.Nash
May 19,1929.

Medford Logging Railroad

Jackson County, Oregon.

Medford to Butte Falls & Beyond.

MP 6 to MP 7

Alignment = Tangent

Grades = Maximum = +1% = 1/4 Mile
- 0.5% = 1/2 Mile - Pronounced Sag at 6.5

2 - R/W = 1/4 Mile = 50.0 Ft. - 3/4 Mile = 100

3 - Grading = Light - Fills narrow

6 - Brs.-Culs.) 1 - 12"x12" - 16 Wood Box
Trestle) 1 - 12"x24" - 16 " "
1 - O.D. Framed Tres. 56.0 Ft. Long
1 - O.D. Framed Tres. 42.0 Ft. Long
(See Special Sheet)

8 - Ties = Hewed and Sawed Untreated 6x8-8
Approx. 3,000 to the Mile.

9 - Rail = 50# B I Co. Steel - 82

10 - Other Trk.) See Mile 4
Material)

11 - Ballast = Washed and crushed gravel -
Approx. 1,000 c. yds. to Mile

13 - R/W Fences = Sawed Posts - 4x6 at 16-1/2 Ft. Centers
42" Woven Wire - and 1 Barbed Wire.

15 - Crossings) 1 Farm = Dirt
Signs) 1 Farm = 6 Pcs. 4"x12"-10

26 - Tel. & Tel. = See Mile 3.

C.G.Nash
May 19,1929.

Medford Logging Railroad

Jackson County, Oregon.

Medford to Butte Falls & Beyond.

MP 7 to MP 8

Alignment = Tangent

Grades = Very light

2 - R/W = 300 Ft. Wide - 200.0 Ft. on Lt. - 100.0 Ft. on Rt.

3 - Grading = Very Light - under 2.0 Ft. mostly

6 - Culverts = Total of 9 - 12" to 36" - Conc. - Corr - Wood

8 - Ties = 6x8-8 Sawed Fir and Pine - Some Hewed
All untreated - 3168 to Mile - All scrap -

9 - Rail = 50# B I Co. Steel 82

10 - Other Track Material - = Angle Bars = 22" - Bolts = 4 @ 3/4"x3-3/4"
Spikes 90% = 9/16x5-1/2 - 10% = 1/2 x 4
No Tie Plates - nor Nut Locks - nor Anti Creepers

11 - Ballast = River Gravel of Fair Quality and Crushed Gravel

12 - Tracklaying Surfacing = Was no doubt good at time of constructing

13 - R/W Fences = Split Cedar Posts - 24 Ft. Ctrs. - 48" Woven Wire
Single line of Barbed on Top -

15 - Crossings & Signs = 1 Road Crossing - 20.0 Dirt and Gravel
1 Sign and 2 Pit Cattle Guards

26 - Tel. & Tel. = 36 Round Fir Poles to the Mile
2 Wires -

C.G.Nash
May 14,1929.

MEDFORD LOGGING RAILROAD

Jackson County, Oregon

Medford to Butte Falls and beyond.

MP 8 to MP 9

ALIGNMENT:	1 curve = 8° (?)
GRADES:	3/4 = - 1.5% 1/4 = - 1%
#2 - R/W	1/4 = 100 ft. 3/4 = 300 ft. wide (good gravel pit here)
#3 - Grading =	approximately 1/2 mile through cut - 2 short deep fills = - 16.0 ft. Remainder very light.
#6 - Bridges, Culverts,	No bridge nor trestle One culvert at 36", 1 at 30" and 4 at 12"
#8 - Ties	6x8 - 8 sawed fir and pine - few hewed untreated - 3168 to the mile - no salvage
#9 - Rail	3/4 = 77-1/2# "GN Line" 1/4 = 50# "B I Co.Steel 82"
#10 - OTM	See MP 9 to MP 10
#11 - Ballast	River gravel and crushed gravel, approximately 1000 cu. yards to mile.
#12 - Tracklaying and Surfacing	Good at time work was done.
#13 - R/W Fence	See MP 10 to MP 11
#15 - Crossings Signs	1 farm crossing - dirt 1 road " - dirt - i sign - 2 pit cattle guards
#26 - Tel.and Tel.	See MP 10 to MP 11.

C G Nash
5/14/29

MEDFORD LOGGING RAILROAD

Jackson County, Oregon

Medford to Butte Falls and beyond

MP 9 to MP 10.

ALIGNMENT:	2 curves - max = 6
GRADES:	Max. = 1% (Possibly 200 ft. of + 1.5 to reach bridge)
#2 - R/W	100 ft. to MP 9-1/2 then 50 ft. to MP 10.
#3 - Grading	Light - not over 4 ft. fill; some fills hardly 10 ft. on top.
#6 - Bridges Trestles Culverts	1 - 100 ft. through girder - 10 ft. deep supported on two dbl. bents as piers. Total of 500 ft. trestle approaches. (See special sheet). 1 - 12" wood box; 1 - 24" wood box and 2 - 36" wood box.
#8 - Ties	6x8 - 8 sawed fir and pine - few hewed untreated - 3168 to the mile - scrap 70%
#9 - Rail	1/4 mile = 50# "B I Co.Steel 82" 3/4 mile = 77-1/2# ("L I & S Co.S.W.Scranton 1901 B = 5" x ht = 5" Ball = 2-1/2 x 1-1/2 77-1/2 G N Line.")
#10 OTM	1/4 mile = See MP 10 to MP 11 3/4 mile = angle bars = 3 6", 6 hole, 6 bolts 3/4 x 4" No nut locks, spikes 9/16" x 5-1/2" Tie plates on curves, no anti creepers.
#11 - Ballast	River gravel of fair quality - not over 1000 cu.yds.to mile.
#12 - Tracklaying and Surfacing	Good at time work was done.
#13 - R/W Fence	See Mile 10 to Mile 11.
#15 - Crossings and Signs	3 Farm crossings only - 12 ft. dirt only.
#26 - Tel and Tel.	See MP 10 to MP 11.

C G Nash
5/14/29

Medford Logging Railroad

Jackson County, Oregon

Medford to Butte Falls and beyond

MP 10 to MP 11.

ALIGNMENT:	3 curves - none over 8°
GRADES:	Very easy
#2 - R/W	50 ft. wide
#3 - Grading	Light - not over 4 ft fill - one small cut - Roadbed = 12.0 in cuts and 10.0 on fills
#6 - Bridges,etc.	No bridges 1 - 30" corr.pipe - no head walls 2 - 36" wood box 2 - 24" wood box 3 - 12" wood box All wood boxes in poor condition
#8 - Ties	6x8 - 8 sawed fir and pine - few hewed untreated - 3168 to the mile - possibly 25% could be saved.
#9 - Rail	"B I Co Steel 82" - marking on the rail. Think it is 50# - some in bad shape. Base = 3-3/4", Ht = 4" Ball = 2-1/4" - Ht of ball = 1-3/8".
#10 - Fastenings,etc.	Angle bars = 22" Bolts = 4 at 3-3/4" x 3/4" Spikes = 90% = 9/16 x 5-1/2

C O P Y

Notes, Etc. - Mile Post 10 to M. P. 11

Alignment = Generally fair - some places track is out

Surface = Generally poor

2 - R/W = Grown up more or less to small brush

3 - Grading = Ditches in bad shape
Shoulders of fills broken down

6 - Culverts = The Wood Boxes in bad shape
Corrugated pipe without headwalls

8 - Ties = Small - and 75% are unfit for real use

9 - Rail = 50# is too light - some of it is in bad shape

10 -Other Trk.Mtl. = Scrap 100%

11 - Ballast = Will do very well to spread out for ties to rest on and for shouldering

13 - R/W Fences = Fair condition - Doing the work now.

15 - Crossings and Signs) = Such material as now in place will have to be made scrap -

26 - Tel.& Tel.= Fair condition apparently now doing the work.

Near M.P. 10 there is a No.7 Turnout for a spur that leads down into the channel of Little Butte Creek to a Gravel Loading Apron and Incline - It is a 50# rail layout and very irregular in any and every way - Scrap Turnout.

Nearly all this mile has rank growth of Alfalfa - weeds, etc. growing in track.

Two irrigating ditch encroachments at just barely clearance- One a wooden flume about 150 ft. long - Other excavated ditch with high bank along track.
Suggest substituting pipe and bury -

C.G.Nash
May 14,1929

Medford Logging Railroad
Jackson County, Oregon.
Medford to Butte Falls and Beyond.
MP 11 to MP 12

Alignment = 1 Curve

Grades = Very Light

2 - R/W = MP 11 to 11.4 = 50.0 Ft. - 11.4 to 11.8 = 200.0 Lt. & 100.0 Rt.

3 - Grading = Very light Fills - possibly some at 2.0

6 - Grs.-Culs.) = 3 - O.D. Frame Tres. at 12.0 Ea. -
Trestle) 1 - 24" x 24" - 16 Wood Box
1 - 24" x 36" - 16 " "

8 - Ties = 6 x 8 - 8 Sawed Fir - Untreated - A few Hewed Fir - 3168 to Mile

9 - Rail = 150 Track Feet = 50# B I Co. Steel - 82 Remainder = Relay L I & S Co. S W Scranton 1901 - 77-1/2 G N Line -

10 - Other Track) Angle Bars = 22" - Bolts = 4 - 3/4 x 3-3/4
Material) Angle Bars = 36" - Bolts = 6 - 3/4 x 4
Spikes = 9/16 x 5-1/2 - Tie Plates on Curves and Scattered elsewhere -
No Nut Locks nor Anti Creepers

11 - Ballast = Largely River Gravel - Approx. 1,000 c. yds.

13 - R/W Fences = Split Posts - 20 Ft. Centers - 22" Woven Wire with 3 Strands Barbed over -
Cattle Guard at each end Eagle Point Station Grounds and 2 at Hwy. Crossing.

15 - Crossings) = 1 Road = 6 Pcs. 4"x12"-24.0
& Signs) 1 Highway at MP 11.2 = 6 Pcs. 4"x12"-34.0
2 Farm Crossings

17 - Roadway Bldgs. = 1 - 4 Room Section Foreman's House Frame -
1 Tool House - Frame 10 x 12

18 - Water Station = 1 Elevated Wooden Tank = Water Pumped from Little Butte Creek

26 - Tel. & Tel. = See Mile 11

Note: Station Grounds and Siding at Eagle Point
Siding = Approx. = 1,000.0

C.G.Nash
May 20,1929.

Medford Logging Railroad

Jackson County, Oregon

Medford to Butte Falls and Beyond

MP 12 to MP 13

Alignment = 3 Curves

Grades = 2.2 = Maximum - This Mile largely +1.5

2 - R/W = MP 12 to 12.6 = 50.0 12.6 to 13 = 50.0 on Rt.
MP 12.6 to 13 = From 50 to 200 on Lt.

3 - Grading = Embankment - Side hill and through cuts
None heavy - Up to 3.0 Ft.

6 - Brs.-Culs. Trestles = 1 - 2.0 x 4.0 - 24.0 Wood Box acct. Irrig. Ditch.

8 - Ties - = 6 x 8 - 8 Sawed Fir - Untreated - with scattered Hewed Fir - 3168 to Mile

9 - Rail = Relay 77-1/2 G N Line

10 - Other Track Material = Angle Bars = 36" - Bolts = 6 - 3/4" x 4"
Spikes = 9/16 x 5-1/2 - Tie Plates on Curves -
No Nut Locks nor Anti-creepers.

11 - Ballast = Gravel - Largely river - Approx. 1200 c. yds.

13 - R/W Fences = Split Posts - 20.0 cc - 22" Woven Wire and
3 Strands of Barbed -

15 - Crossings and Signs = 1 Farm

26 - Tel. & Tel. = 36 - 25.0 Round Poles - 2 Wires and
2 Insulators and 2 Brackets each.

Chas.G.Nash
May 20,1929.

Medford Logging Railroad

Jackson County, Oregon.

Medford to Butte Falls and Beyond.

MP 13 to MP 14

Alignment = Tangent

Grades = MP 13.1 = Summit - Then on -1.0% to MP 13.7
13.7 to 14.0 = Easy grade but it is a + grade -

2 - R/W = MP 13 to 13.6 = 100.0 on Rt. and 200.0 on Lt.
MP13.6 to 14 = 100.0 Rt. of Way.

3 - Grading = Nearly all low Fill

6 - Brs. Culs.) 1 - 12" x 12" - 12.0 Wood Box
Trestle) 1 - 12" Concrete Pipe - 15.0 Long
1 - O.D. Frame Trestle - 42.0 Long

8 - Ties = 6 x 8 - 8 Sawed Fir - Untreated - and
scattering Hewed Fir - 2816 to the Mile

9 - Rail = 77-1/2 G N Line

10 - Other Track) Angle Bars = 36" - 6 Bolts = 3/4" x 4"
Material) Spikes = 9/16 x 5-1/2
No Nut Locks - No Tie Plates nor Anti-creepers

11 - Ballast = Mixed gravel - River and Crushed
Approx. 1,000 cu. yds. to Mile -

13 - R/W Fences = Split Posts - 20 Ft. cc - 3 Strands of
Barbed Wire over 22" Woven Wire -

15 - Crossings) 1 - Road Crossing - Dirt - 1 Sign and 2 New
& Signs) Cattle Guards (Slats on Ties Type)
1 - Farm - Dirt -

26 - Tel. and Tel. = See Mile 13.

C.G.Nash
May 20,1929.

Medford Logging Railroad

Jackson County, Oregon.

Medford to Butte Falls and Beyond.

MP 14 to MP 15

Alignment = 3 Curves - Light

Grades = + 1.5 = Maximum for 3/8 Mile
+ 1.0 For 3/8 Mile
Foot of Hill - MP 14.25

2 - R/W = 100.0 Ft.

3 - Grading = Shallow Cuts and Fills up to 4.0

6 - Brs.-Culs) Trestles) 1 O.D. - Frame Trestle - 15.0

8 - Ties = Mixed - 6x8-8 Sawed Fir Untreated
Both large and small Hewed Fir

9 - Rail = Relay - 77-1/2# G N Line

10 - Other Track) Material) See Sheet No. 14

11 - Ballast = River Gravel and Crushed Gravel
Approx. 1,000 c. yds. to Mile

13 - R/W Fence = Same as Mile 13 to 14

15 - Crossings) & Signs) 3 - Farm Crossings

26 - Tel. and Tel. = See Mile 13.

C.G.Nash
May 20,1929

Medford Logging Railroad

Jackson County, Oregon.

Medford to Butte Falls and Beyond

MP 15 to MP 16

Alignment = 6 Curves - Maximum = 10°

Grade = Maximum = + 0.65

2 - R/W = 100 Ft.

3 - Grading = Some Cuts up to 8.0 Ft. Fills to 20.0 Ft.

6 - Bridges-) 1 - 12" x 36" Wood Box - 75.0 Long
Culs.) 1 - 12" Corr. Pipe - 40.0
1 - 24" Corr. Pipe - 50
1 - 24" Concrete Pipe - 30.0

8 - Ties = 6x8-8 Sawed Fir - Untreated Largely recent renewals

9 - Rail = L. I. & S. Co. S W Scranton 1901 - 77-1/2 G N Line
Carnegie 1898 (No other Mark - Think it 80#)
Ill. Stl. 7509.

10 - Other Track) Angle Bars - 36" - 6 hole - 24" - 4 hole
Material) Promiscuously mixed -
Tie Plates on Curves and scattered on Tangents - Spikes = 9/16 x 5-1/2
No Anti-Creepers - No Nut Locks -

11 - Ballast = Largely River Gravel - Somewhat large
Not over 1,000 c. yds. to the Mile

13 - R/W Fences = Split Posts - 20 Ft. cc. 3 Strands of Barbed wire over 22" Woven wire -

15 - Crossings) 2 - Farm - Dirt
& Signs) No Signs

26 - Tel. & Tel. = 36 - 25.0 Ft. Round Poles - 2 Wires and 2 Glass insulators and 2 Bracket Pins to each pole - around curves each pole is braced with a brace like the pole -

C.G.Nash
May 20,1929

Medford Logging Railroad

Jackson County, Oregon.

Medford to Butte Falls and Beyond

MP 16 to MP 17

Alignment = 4 Curves - Maximum = 10°

Grades = + 0.65 = Maximum

2 - R/W = 100 Ft.

3 - Grading = One through cut several hundred feet long - 8 to 12 Ft. high slopes - Rock. Some 20.0 Fills.

6 - Brs.-Culs.) 1 - 36" Concrete - 24.0 Ft.
Trestle)

8 - Ties = 6 x 8 - 8 Sawed Fir) All untreated
5" - 10" Face Hewed)

9 - Rail = L. I. & S. Co. SW Scranton 1901 - 77-1/2 G. N. Line

10 - Other Track) Angle Bars = 36" - 6 hole - Bolts 6 @ 3/4" x 4"
Material) Tie Plates on all Curves and pretty generally on the Tangents
No Nut Locks nor Anti-Creepers

11 - Ballast = Both River Gravel and Chalk Rock

13 - R/W Fences = See Mile 15 to 16

15 - Crossings) 1 - Farm
& Signs) No Signs

26 - Tel. & Tel. = See Mile 16.

C.G.Nash
May 20,1929

Medford Logging Railroad

Jackson County, Oregon.

Medford to Butte Falls and Beyond

MP 17 to MP 18

Alignment = 6 Curves - Maximum = 10°

Grades = + 0.65 = Maximum

2 - R/W = 100 Feet

3 - Grading = No heavy work in this Mile -

6 - Bridges) None
Culverts)
Trestles)

8 - Ties = 6x8-8 Sawed Fir and Hewed Ties

9 - Rail = L. I. & S. Co. 1901 - GN Line - 77-1/2#

10 - Other Trk.) See Mile 16 to 17
Material)

11 - Ballast = River Gravel and Chalk Rock
Approx. 1,000 c. yds. to Mile.

13 - R/W Fences = See Mile 15 to 16

15 - Crossings) 1 - Farm Crossing - Dirt
& Signs) No Signs.

26 - Tel. and Tel. = See Mile 15 to 16

C.G.Nash
May 21,1929.

Medford Logging Railroad

Jackson County, Oregon.

Medford to Butte Falls & Beyond

MP 18 to MP 19

Alignment = 5 Curves - Maximum = 10°

Grades = + 0.65 = Maximum

2 = R/W = 100 Ft.

3 - Grading = This mile is characterized by deep cuts and Fills.
One solid Rock cut being a through cut 500.0 long - 20.0 Roadway and all of 45.0 deep.

6 - Brs.-Culs.) Trestles)
1 - 12" Corr. Pipe - 40.0
1 - 16" " " - 50.0
1 - 36" " " - 60.0

8 - Ties = 6 x 8 x 8 Sawed Fir - Untreated and 5" to 10" Face Hewed Fir and Pine Ties -

9 - Rail = L. I. & S. Co. - 1901 - 77-1/2 G N Line

10 - Other Track) Material)
See Mile 16 to 17

11 - Ballast = River Gravel and Chalk Rock
Approx. 1,000 c. yds. to Mile -

13 - R/W Fence = Split Posts - 20.0 c.c. - 3 Strand of Barbed Wire over 22" Woven Wire -

15 - Crossings) & Signs) = Neither crossings nor signs

26 - Tel. & Tel. = 36 - 25.0 Ft. Round Poles - 2 Wires and 2 glass insulators and 2 Brackets Pins to each Pole - Around curves each Pole is braced with a brace like the Pole.

C.G.Nash
May 20,1929.

Medford Logging Railroad

Jackson County, Oregon.

Medford to Butte Falls and Beyond.

M. P. 19 to M. P. 20

Alignment = 8 Curves - Max. = 10°

Grades = Max. = 0.65 (19.0 to 19.3 = + 0.65
(19.3 to 19.6 = - 0.65
(19.6 to 20.0 = + 0.65

2 - R/W = 100 Feet

3 - Grading = Cuts up to 15.0 and Fills to 20.0
Roadbed widths = 16 to 20

6 - Brs.- Culs.-Tres. = 1 - 24" Conc. - 24 Ft.
1 - Framed Trestle - 250.0 Ft. Long
- On Curve - 50.0 Ft. High.
See special sheet.

8 - Ties = 6x8-8 Sawed Fir (Untreated
5" to 10" Face Hewed (3168 to the Mile.

9 - Rail = Relay L.I. & S.Co.,S.W. Scranton 1901-77-1/2# GN Line

10 - Other Track Material. Angle Bars = 36" - 6 hole - Bolts=6 @ 3/4" x 4"
Tie Plates on all Curves and pretty generally on the Tangents.
No Nut Locks nor Anti Creepers.

11 - Ballast = River Gravel and Chalk Rock and about 1/4 Mile of Washed Gravel.

13 - R/W Fences = Split Posts - 20 Ft. c.c. - 3 Strands of Barbed Wire over 22" Woven Wire.

15 - Crossings) None
and Signs) None

26 - Tel. and Tel. = See Mile 18 to 19.

C.G.Nash
May 30-1929

Medford Logging Railroad

Jackson County, Oregon.

Medford to Butte Falls and Beyond.

M. P. 20 to M. P. 21

Alignment = 7 Curves - Originally Max. = 10° - Now 12°

Grades = Max = + 0.65

2 - R/W = 100 Ft. Wide

3 - Grading = Cuts = Up to 20.0 Ft. - Fills = 12.0 Ft.
Roadbed mostly 18.0' on Fills - 20.0' in Cuts.

6 - Bridges = 1 - 12"x12" Wood Box - 10.0 Ft.
1 - 12" Corr. 60 Ft.
1 - 18" " 45 Ft.
1 - Trestle = 512 Long - 80.0' High
Curve on each end - (See Special Sheet)

8 - Ties = 6x8-8 Sawed Fir and Pine) Untreated
5" to 10" Face Hewed Fir)
At 3000 per Mile

9 - Rail = Relay L.I. & S.Co. S.W. Scranton 1901-77-1/2 GN Line

10 - Other Track) Material.) Angle Bars = 36" - 6 hole - Bolts = 6 @ 3/4" x 4"
Spikes = 9/16" x 5-1/2" - Full Tie Plated except Joints
No Nut Locks nor Anti Creepers.

11 - Ballast = River Gravel - Some Chalk Rock
Approx. 1000 c. yds. to Mile.

12 - Tracklaying) Surfacing) Was very good when first done.

13 - R/W Fences = Split Fir and Cedar Posts - 20.0 Ft. Centers
3 Strands Barbed over 22" Woven Wire.

15 - Crossings) & Signs.) 1 Farm Crossing - Dirt and Gravel.

26 - Tel. & Tel. = 36 Poles to Mile
72 Insulator Brackets
72 Glass Insulators.

Acct. Logging Spur

1 - No. 9 Turnout - Mixed

Points = 15.0 Ft. = 77-k/2#
Frog = No.9 Spring Rail - 66# - 12.0 Ft.
Guards = 15.0 Ft. - 77-1/2#

C.G.Nash
May 16-1929.

M. P. 20 to M. P. 21.

Structure No. 15 - 20- 7

Length = 512.0 Feet

Heighth = 80.0 Feet - Max.

No.Bents = 33 - 6 Piles to Bent 2 Plumb - 4 Batter

Braces = 3" x 12"

Girts & Sash = 6" x 8"

Caps = 12" x 12"

	Rail	Rail
Stringers = 8 x 16 -	30" Log -	30" Log - 8" x 16"
	← 5.0 →	5.0 →

Ties = 5 x 8 - 13

Guard Rail = 5 x 8

No Track Guard Rails

The 30" Logs are dapped and framed, etc. so as to meet the 8 x 16 Stringers.

Braces are properly and well bolted, but loose.

This structure takes the place of an entirely framed one alongside that was partly burned out.

Except for the alignment, this structure o. k.

Chas.G.Nash
May 16-1929

Medford Logging Railroad

Jackson County, Oregon

Medford to Butte Falls and Beyond.

M. P. 21 to M. P. 22.

Alignment = 8 Curves - Max. = 10°

Grades = Max. = + 0.65

2 = R/W = 100 Ft.

3 = Grading = Short cuts and fills up to 25.0 Ft.

6 = Brs. Culs. Tres. = 4 - 12" x 12" - 10.0 Wood Boxes
1 - 12" x 12" - 20.0 " "
1 - 12" Corr. - 60.0

1 Trestle = 225 Ft. - 40.0 High) On Curve
1 Trestle = 180 Ft. - 30.0 ")
- See Special Sheet-

8 - Ties = 6x8-8 Sawed Fir) Untreated
5" to 10" Face Hewed) 3168 to the Mile -

9 - Rail = Relay L.I. & S.Co. S.W. Scranton 1901 - 77-1/2# GN Line

10 - Other Track) Angle Bars = 36" - 6 hole - Bolts = 6 @ 3/4" x 4"
Material) Tie Plates on all Curves and pretty generally on the Tangents.
No Nut Locks nor Anti-Creepers -

11 - Ballast = River Gravel and Chalk Rock
Not over 1000 c. yds. to Mile.

13 - Fences = See Mile 20 to 21

15 - Crossings) None
& Signs) None

26 - Tel. and Tel. = See Mile 18 to 19

C.G.Nash
May 30-1929

Medford Logging Railroad

Jackson County, Oregon

Medford to Butte Falls and Beyond.

M. P. 22 to M. P. 23.

Alignment = 4 Curves - Max. = 10°

Grades = Max. = + 0.65

2 - R/W = 100 Ft. and at Derby 400.0 Ft. Sta. Grounds

3 - Grading = Cuts and Fills up to 20.0 Ft. though short
Roadbed = 16.0 to 20.0 Feet.

6 - Brs. Culs. Tres. = 1 - 24" Corr. Pipe - 72.0'
1 - 12" " " - 50.0'
2 - 12"x12" - 10.0 Wood Boxes

8 - Ties = 6x8-8 Sawed Fir) Untreated
5" to 10" Face Hewed) 3000 to the Mile.

9 - Rail = Relay L.I. & S.Co., S.W. Scranton 1901-77-1/2# GN Line

10 - Other Track Material) See Mile 21 to 22.

11 - Ballast = River Gravel and Chalk Rock
Not over 1000 c.yds. to Mile

13 - R/W Fences = See Mile 20 to 21

15 - Crossings) None
& Signs) None

16 - Stations &) 1 Station) See Special Sheet
Offices) 1 Warehouse)

17 - Roadway) 1 - Frame 4 Room Sec.Foreman's House
Buildings) 1 - Frame Tool House - 10 x 12

18 - Water) 1 - Gal. Wood Tank on Framed
Stations) Supports - Water by gravity from
Medford City Water Line.

19 - Fuel Station = Fuel Oil Car Temporarily connected
with Home made Stand Pipe.
40.0 Ft. of 2" Blk. Pipe -

26 - Tel. & Tel. = 36 - 25 Ft. Round Poles - 2 Wires and
2 glass insulators and 2 Bracket Pins
to each Pole - Around curves each Pole is
braced with a bracke like the Pole -

Note: Siding and Spurs on
Special Sheet.

C.G.Nash
May 30-1929

MEDFORD LOGGING RAILROAD

Jackson County Oregon

Medford to Butte Falls and Beyond

-- M.P. 23 to M.P. 24 --

Alignment = 5 Curves - Max. = 10°

Grades = Max. = +0.65

R/W = 100 Feet

3 - Grading = Heavy - 10.0 to 30.0 cuts - Fills to 30.0
Fills = 16 to 18 - Cuts = 20 to 24

6 - Brs.,Culs & Tres. = No Bridges - Culverts = 1 - 36" Concrete @ 54.0
1 - 24" corr. @ 36.0, 1 - 12"x12" - 12 wood box
Tres = 3 - 1 @ 200 - 36 high = On curve
1 @ 270 - 60 " = On tang
1 @ 240 - 50 " = On curve
Framed bents = 6 Posts - 8 stringers
See special sheets -

8 - Ties = Mixed 6x8 - 8 7x8 - 8 - Hewed 5" to 10" faces
Including hewed salvage 10% - 3168 to mile

9 - Rail = Relay L.I. & S.Co. S.W.Scranton 1901 - 77-1/2
G. N. Line

10 - Other Trk. Mtl. = Ang.Bars = 36" - 6 hole. 6 Bolts 3/4"x4"
Spikes = 9/16"x5-1/2" - Tie Plates on all but joint ties
No nut locks nor anti creepers

11 - Ballast = River gravel and chalk rock
Approx. 1200 cu.yds. to mile
Gravel is too silty - chalk rock slackes

12 - Tracklaying & Surfacing = Was well done

13 - R/W Fences = Split posts - Fir and cedar - 20.0 ft. Ctrs.
22" woven wire - 3 strands of barbed.

15 - Crossings and Signs = No crossings
Bridge markers only.

26 - Tel.& Tel. = 36 round fir poles to mile = 25.0 feet
Two bracket pins and two insulators
Two lines of wire -

C.G.Nash,
May 15,1929

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Notes, Etc., - M.P. 23 to M.P. 24

Alignment	=	Fair - Trestles and deep fills show swings
Grade	=	On both deep fills and trestles there are low spots - some bad ones.
2 - R/W	=	Some brush
3 - Grading	=	Ditches to clean - some shouldering a few short fills to raise - 0.5 to 1.5
6 - Brs.,Tres. & Culs.	=	No headwalls on culverts - The three large trestles have much to be done -
8 - Ties	=	Salvage negligible -
9 - Rail	=	S.H. 77-1/2# - 5" Base - 5" High - O K
10 - Other Track Material	=	All usable
11 - Ballast	=	Probably will be lost when ties come out
13 - Fences	=	40% of this mile needs repairing
15 - Signs	=	No salvage
26 - Tel. and Tel.	=	Fair condition - is doing the work.

This mile is fairly representative except for the trestles - besides these three there are only two other such -

C.G.Nash
May 15,1929

Medford Lossing Railroad

Jackson County, Oregon.

Medford to Butte Falls and Beyond.

M. P. 24 to M. P. 25

Alignment	=	9 Curves - Max. = 10°
Grades	=	Max. = 0.65
2 - R/W	=	100 Ft.
3 - Grading	=	
6 - Brs. Culs. Tres.	=	1 - 4.0 x 4.0 Log Cul. - 40.0 2 - 12"x12" Wood Boxes - 10.0 3 - 12" Corr. Pipe - 50.0 1 - 18" " " - 50.0 1 - 24" " " - 42.0 1 - 12" " " - 72.0
8 - Ties	=	6x8-8 Sawed Fir) Untreated 5" to 10" Hewed) 3168 to Mile
9 - Rail	=	Relay L.I. & S.Co., S.W. Scranton 1901-77-1/2 GN Line.
10 - Other Track Material	=	See Mile 21 to 22
11 - Ballast	=	River Gravel - approx. 1000 c.yds. to Mile
13 - R/W Fences	=	See Mile 23 to 24
15 - Crossings & Signs	=	None None
26 - Tel. and Tel.	=	See Mile 22 to 23

Note:

In this Mile there is a Log Spur
about 200 Ft. Long
Has a No.9 Turnout - Spring Rail Frog.

C.G.Nash
May 30-1929

Medford Logging Railroad

Jackson County, Oregon.

Medford to Butte Falls and Beyond.

M. P. 25 to M. P. 26

Alignment = 6 Curves - Max. = 10°

Grades = Max. = + 0.65

2 - R/W = 100 Ft.

3 - Grading =

6 - Brs.-Culs.-Tres. = 1 - 12" x 12" Wood Box - 18.0
1 - 24" Corr. Pipe - 56.0
1 - 24" Conc. " - 36.0

8 - Ties = 6 x 8 - 8 Sawed Fir) Untreated
5" to 10" Hewed) 3168 to Mile

9 - Rail = Relay L.I. & S.Co., S.W. Scranton 1901-77-1/2 GN Line

10 - Other Track Material) See Mile 21 to 22

11 - Ballast = River Gravel - Approx. 1000 c.yds. to Mile

13 - R/W Fences = See Mile 23 to 24

15 - Crossings) None
& Signs) None

26 - Tel. and Tel. = See Mile 22 to 23

C.G.Nash
May 30-1929

Medford Logging Railroad

Jackson County, Oregon.

Medford to Butte Falls and Beyond.
M.P. 26 to M.P. 27

Alignment = 6 Curves - Max. 10°

Grades = + 0.65 = Max.

2 - R/W = 100 Ft.

3 - Grading =

6 - Brs. - Culs.-Tres. =

1 - 12" x 12"	Wood Box -	10.0
1 - 12" x 12"	" "	36.0
1 - 12"	Corr. Pipe -	36.0
1 - 12"	" "	66.0
1 - 18"	" "	36.0
1 - 24"	" "	40.0

1 Frame Trestle - 600 Ft. Long - 40.0 High
Partly on curve.

8 - Ties = 6 x 8 - 8 Sawed Fir) Untreated
5" x 10" Hewed) 3168 to Mile

9 - Rail = Relay L.I. & S.Co.,S.W.Scranton 1901-77-1/2 GN Line

10 - Other Track) Material) Angle Bars - 36" - 6 hole - Bolts = 6 @ 3/4" x 4"
Tie Plates on all Curves and pretty generally on the Tangents.
No Nut Locks nor Anti Creepers.

11 - Ballast = River Gravel - Approx. 1000 c.yds. to Mile

13 - R/W Fences = Split Posts - 20.0 Ft. c.c. - 3 Strands of Barbed Wire over 22" Woven Wire.

15 - Crossings) & Signs) 1 - Farm Crossing - Dirt
No Signs

26 - Tel. & Tel. = 36 - 25.0 Ft. Round Poles - 2 Wires and 2 glass insulators and 2 Bracket Pins to each Pole - Around curves each Pole is braced with a brace like the Pole.

Note: Logging Spur = 400.0 Ft. long
No. 9 Turnout without switch ties - common ties instead
Spring Rail Frog.

C.G.Nash
May 30-1929

Medford Logging Railroad

Jackson County, Oregon.

Medford to Butte Falls and Beyond.

M. P. 27 to M. P. 28

Alignment = 3 Curves - Max. 10°

Grades = Max. = + 0.65

2 - R/W = 100 Feet

3 - Grading =

6 - Brs.-Culs.-Tres. = 1 - 12" x 12" - 8.0 Wood Box
1 - 12" Corr. Pipe - 20.0
2 - 18" " " - 60.0
1 - 24" " " - 36.0
1 - 24" " " - 40.0
1 - 24" " " - 60.0
1 - 24" " " - 100.0

1 - Frame Trestle - 480.0 Long - 75.0 High

8 - Ties = 6 x 8 - 8 Sawed Fir) Untreated
5" to 10" Face Hewed) 3168 to Mile

9 - Rail = Relay L.I. & S.Co.,S.W. Scranton 1901-77-1/2 GN Line

10 - Other Track Material) See Mile 26 to 27

11 - Ballast = River Gravel - Approx. 1000 c. yds. to Mile

13 - R/W Fences = See Mile 26 to 27

15 - Crossings & Signs) 3 - Farm - Dirt
No Signs.

26 - Tel. & Tel. = See Mile 26 to 27

Note: A Log Spur 200.0 Ft. with a No.7 Turnout

A Log Spur 400.0 Ft. with a No.9 Turnout.

C.G.Nash
May 30-1929

Medford Logging Railroad

Jackson County, Oregon.

Medford to Butte Falls and Beyond.

M. P. 28 to M. P. 29

Alignment = 5 Curves - Max. 10°

Grades = Easy - Max. = 0.65

2 - R/W = 100 Feet

3 - Grading =

6 - Brs.-Culs.-Tres. = 1 - 12" x 12" - 8.0 Wood Box
1 - 24" Corr. Pipe ---- 40.0
1 - 24" " " ---- 120
1 - 24" " " ---- 160
1 - 18" " " ---- 40
1 - Frame Trestle - 120.0 Long - 5.0 High

8 - Ties = 6 x 8 - 8 Sawed Fir) Untreated
5" to 10" Face Hewed) 3168 to Mile.

9 - Rail = Relay L.I. & S. Co.-S.W. Scranton 1901-77-1/2#

10 - Other Track Material) See Mile 26 to 27

11 - Ballast = River Gravel - Approx. 1000 c.yds. to Mile

13 - R/W Fence = See Mile 26 to 27

15 - Crossings & Signs) 1 - Road - Dirt) No Signs
2 - Farm - Dirt)

26 - Tel. and Tel. See Mile 26 to 27

Note: A Log Spur 300 Ft. No. 9 Turnout.

C.G.Nash
June 2,1929.

Medford Logging Railroad

Jackson County, Oregon.

Medford to Butte Falls and Beyond.

M. P.29 to M. P. 30.

Alignment = 4 Curves - Max. 10°

Grades = + 1% - All

2 - R/W = 100 Ft.

3 - Grading

6 - Brs. Culs. Tres. = None

8 - Ties = 6 x 8 - 8 Sawed Fir) Untreated
5" to 10" Face Hewed) 2800 to Mile

9 - Rail = Relay L.I. & S.Co. - S.W. Scranton 1901-77-1/2 GN Line

10 - Other Track Material) See Mile 30 to 31

11 - Ballast = River Gravel - Approx. 1200 c.yds. to Mile

13 - R/W Fences = See Mile 30 to 31

15 - Crossings & Signs) 1 - Road - Dirt - Has Sign
1 - Farm - Dirt

26 - Tel. and Tel. = See Mile 30 to 31

C.G.Nash
June 2-1929.

Medford Logging Railroad

Jackson County, Oregon.

Medford to Butte Falls and Beyond.

M. P. 30 to M. P. 31

Alignment = 1 Curve = 5°

Grades = Max. = + 1% = For 3000 Ft.

2 - R/W = Width = 100 Ft.

3 - Grading = Cuts = 2.0 to 3.0 Ft. - Fills up to 4.0 Ft.
Roadbed = Fills = 16.0 to 18.0 - Cuts = 20.0

6 - Brs.-Culs.-Tres. = 1 Wood Box = 12" x 12" - 12.0
1 Wood Box = 18" x 18" - 24

8 - Ties = Nearly all Hewed - Fir - Untreated
Have 5" to 10" Faces - Rounded Sides
16 to 30.0 Ft. = 2816 to the Mile.

9 - Rail = Relay - L.I. & S.Co.,S.W. Scranton 1901-77-1/2 GN Line

10 - Other Trk. Material = Angle Bars = 36" - 6 hole - Bolts = 6 @ 3/4" x 4"
Spikes = 9/16 x 5-1/2 - Tie Plates on Curves, mostly small ribbed - No Nut Locks - No Anti Creepers.

11 - Ballast = River Gravel - Approx. 1200 c.yds. to Mile

12 - Track Laying & Surfacing = Was well done.

13 - R/W Fences = Split Fir and Cedar Posts - 20.0 Centers -
3 Strands Barbed Wire over 22" Woven.

15 - Crossings & Signs = 1 Road = 6 Pcs. 3" x 12" - 12.0
2 Pit Cattle Guards - 1 Sign "R.R. Crossing"

26 - Tel. and Tel. = 36 Round Fir Poles to the Mile - 25.0 Ft.
2 Insulator Brackets - 2 Insulators
2 Lines of Wire.

Acct. Logging Spur

2 - #9 Turnouts - 77-1/2#

Lead = 72.0 Ft.
Points = 15 Ft.
Frogs = #9 Spring Rail - 15.0 Ft.
Guard Rails = 4 @ 15.0 Ft. - Have no Plates.

C.G.Nash
May 15-1929.

Medford Logging Railroad

Jackson County, Oregon.

Medford to Butte Falls and Beyond.

M. P. 31 to M. P. 32

Alignment = 1 Curve

Grades = -1% = Max.

2 - R/W = 100 Feet

3 - Grading =
Fills = 16.0 Roadbed

6 - Brs. Culs. Tres. = 1 - 2.0 x 2.0 - 30.0 Wood Box
1 - 2.0 x 2.0 - 50.0 " "
1 - 30" Corr. Pipe - 30.0

8 - Ties = Largely Hewed 5" to 10" Faces
Average 8" Thick - 2640 to Mile.

9 - Rail = Relay L.I. & S.Co., S.W.-Scranton 1901-77-1/2 GN Line

10 - Other Track Material = See Mile 30 to 31

11 - Ballast = River Gravel - Much Sand - 1200 c. yds.- Mile

12 - R/W Fences = See Mile 30 to 31

15 - Crossings & Signs = 2 Farm - Dirt

26 - Tel. & Tel. = See Mile 30 to 31

Note: 1 Wye - 2 #9 Spr. Rail Turnouts
1 #7 Rgd. Crotch Frog - 50#

This Wye used as Log Loading Spur.

C.G.Nash
June 2-1929.