

FAREWELL TO THE SLIM PRINCESS

THE YEAR 1960 spelled the end and the smoke of the Slim Princess faded over the horizon for the last time. On February 6 an I.C.C. hearing was held at Bishop. Arguments were submitted in opposition to abandonment, but the handwriting was on the wall and S.P.'s thesis that the Keeler Branch was an anachronism was accepted in toto.

During the spring word came from Washington of approval of the company's petition and termination of operations was set for April 30. The last run was on the 29th when Engineer Ferguson sat sadly in the cab of the diesel for the final trip to Laws. In the train were old No. 9, boxcar No. 17, stock car No. 166, gondola No. 366 and caboose No. 401.



—R. W. King

THE END OF IT ALL — SAD AND SOLEMN

"The smoke has faded for the last time . . ."

They were spotted on the track east of the Laws station and the diesel returned to Owenyo where, during the week previous, all rolling stock had been brought from the different sidings to the narrow gauge yard. On the 30th final activity was confined to switching in the Owenyo yard.

In a gift deed Southern Pacific conveyed to the City of Bishop, the locomotive and to Inyo County the cars, the depot, water tank, gallows turntable and some 1100 feet of track at Laws. The result is that, under the direction of the Bishop Museum and Historical Society, the Laws site is being developed into one of the outstanding pioneer museums of the West.

Southern Pacific sold what remained to the L. B. Foster Company, a salvage firm. Lifting of rail and ties began in early fall and was soon completed. Already the desert sands are wiping out the naked right-of-way and soon the Slim Princess will live only in memory.

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