



THE MANIFEST

NEWSLETTER OF THE SOUTHERN OREGON CHAPTER, NRHS – FEBRUARY 2007

MEMO FROM THE PRESIDENT We have a busy spring shaping up and we are planning some interesting activities. This spring and summer we are going to kick it up a notch and demonstrate a more interactive format with the community. This is everyone's opportunity to get involved in some of the varied activities we are planning and help the club better serve the public. There is a sign up sheet included in this newsletter. Please sign up for as many positions as fit your schedule and return mail it to the address shown on the sign up sheet. I will generate a final sheet and send a copy back to everyone that signs up. The following positions are available.

Docents- We desperately need docents for this season. Sign up for as many positions as you like. I have broken them down into two-hour shifts so you can take a full shift (4 hours), a half shift (2 Hours). We will train anyone in any position so don't be afraid to try something new.

Yard Sale-If organizing and running a yard sale is your area of expertise please sign up for the club yard sale. The sale is on opening weekend 6, 7, and 8th of April so if you want to help on the 8th don't sign up as a docent on that day. Start collecting any treasures that you would like to donate for the sale; this is an excellent opportunity to clean out that garage. We will also be selling anyone's big ticket items (cars, boats, property in Tahiti) for a 10% commission of the sale. The sale will be at the park and will be well advertised so bring your extra Mercedes or Porsche down to sell.

Pear Blossom Parade- The club is going to have a float in the parade this year so if you would like to be involved in building a float or participating in the parade please complete and return the signup sheet.

ANOTHER MEMO FROM THE PRESIDENT (or doesn't that guy ever shut up) The Board of Directors are proposing changing the club bylaws and the revised copy is enclosed in this newsletter. It is important that everyone that can attend the March 13th membership meeting as we will be voting for the revised bylaws.

One of the items you will notice in the proposed changes is the revised appointed board member positions. The revised positions are;

- Chief Mechanical Officer
- News Letter Editor/Historian
- Public Relations Coordinator
- Membership Director
- Activities Coordinator

We will be looking for individuals to serve in these positions and I encourage everyone to please consider serving on the appointed board. We will need these positions actively filled to keep our club moving ahead and "gaining steam".

Editor's note: As required, for members only, a copy of the proposed changes is included with this newsletter for thirty days prior to voting at the March membership meeting.

MEMO FROM THE NEWSLETTER EDITOR Enclosed (but not attached) with this newsletter will be two other items. They are the chapter's Annual Report and the 2007 Chapter Sign-Up sheet for volunteering as a docent, and/or helping out at the Yard Sale or Pear Blossom Parade. These reports will be mailed with this newsletter only to chapter members.

With regards to the Sign-Up sheet we will not send those to chapter members living far out of our area as we do not expect our members in Washington, Idaho, California and ever further way to be in a position to help. This will save on our mailing expense.

ELECTED CHAPTER OFFICERS TAKE OVER The elected chapter officers were sworn in at the January 9th membership meeting. Then at the January 23rd Board Meeting the five elected officers assigned the following people to these positions.

- Gordon French - Chief Mechanical Officer
- John Powell – Historian
- Tony Johnson – Newsletter Editor

At the Board meeting President Ric Walch discussed some of his plans for the future, some of which he will discuss later. One change that will occur are a few changes of assignments with one of the assigned positions, and the creating of several new positions that are expected to increase our membership and increase our presence with the public through a communications director.

WELCOME ABOARD This month our chapter welcomes Duane Franklin of Medford. For a while Duane was Sheriff in Jackson County, and he is one of the Charter Members of this chapter when it was formed in 1976. Glad to have you back, Duane. You'll see there have been many changes over the years you were away.

Side note: After thirty years there are three other Charter Members who are still chapter members today. They are Dale Edwards of Medford, Art McKee of Prospect, and Fred Smith of Eugene. It would be interesting to hear their thoughts about this chapter now, and what they thought the future of the chapter was back in 1976. Thank you all for your continuing support.

LOSS AMONG OUR RANKS We're sorry to report the passing of chapter member Joanne Strand of Medford in December. Our condolences and prayers go out to husband Don, and son Eric Strand – both are chapter members – and all family members during their time of great loss.

We also want to wish chapter member Earl Failla a complete and speedy recovery from undergoing bypass open heart surgery last month. Jerry Hellinga saw Earl soon after surgery and reports he is doing very well. Outstanding news, Earl!

MEMBERSHIP RENEWALS If you have not yet renewed your chapter membership, you should do it now. All 2006 memberships ended New Years Day. As this newsletter goes to press chapter Treasurer Jerry Hellinga reports that we now have 62 of 70 members renewed. **For those of you who have not renewed this will be your last chapter newsletter.**

MEDCO No. 4 PROGRESS REPORT After successful open heart surgery Thanksgiving weekend Project Coordinator Jerry Hellinga is ready now to resume work on No. 4. Although no progress has been made at the park, the Sumpter Valley Railroad continues to work on our line shaft and new gears.

CHAPTER SHORTS This year's cold winter continues to stall any serious restoration work at the park. This editor finished gathering leaves and trimming trees and shrubbery. At the end of January Jerry Hellinga brought his tractor to the park and began loading the leaves and hauling them away in his dump trailer.

You may notice the park looks a bit cleaner now as I made a serious effort this year to rid the inside of the perimeter fence of blackberry vines, lots of dead tree limbs, and assorted trash and many years of buildup of dead leaves in the far corners of the park. This is our Railroad Park and we should take pride in how it looks.

Steve Bruff replaced the canvas canopies over the outdoor work shop. He is also installing additional safety railings to the steps leading to the SP flanger and CB&Q Visitor Center caboose. Steve also did

some general cleanup and took a lot of paint home to a warmer storage site as it was cold enough at the park for the paint to freeze.

MEMBER MANUALS COMING SOON Last year this editor talked about producing a new “Member Manual” for all chapter members. At the January 23rd chapter board meeting I handed out rough drafts of my basic idea for the project. That same evening the board voted approval for the new Member Manual.

Based on the first member manual conceived and produced by then chapter Secretary Joe Zajac in 1999, this manual will follow the same premise, but will look different than the 1999 Member Manual. For simplicity and cost the 2007 Member Manual will be published in the 8½ x 11” format - the same size as this newsletter – and enclosed in a three-hole binder. It will contain the history of the chapter, the latest revision of chapter by-laws, member roster, a complete chapter roster of equipment and their histories, a list of the chapter’s charter members, and more. As of this writing there are 34 photographs in the 54 pages I’ve assembled so far. I have two to four more pages to add that I can think of.

Under this new format any additions, updates, and/or corrections are easily printed and can be mailed with the monthly chapter *MANIFEST* newsletter. Then each member can simply replace the old outdated page with the new one. The initial cost to the chapter will be minimal as several board members have pledged a donation to help defray the printing and cost of supplies. If you wish to do likewise, that would help the chapter even more.

My plan is to wait for the outcome of the proposed changes in our bylaws to be approved or not approved. After this is voted on at our March membership meeting, I will then insert the correct version and print the member manuals for distribution. We feel this manual will give every member something concrete to hang on and have something to show others. We think you will be pleased.

LATEST DONATIONS TO THE CHAPTER It’s not an understatement when we say we’re extremely happy and grateful when people think of our chapter when they wish to help through donations – whether it is through monetary support or the donations of railroad artifacts. The worst thing that can happen is for someone to throw something away that could have been of great use to this chapter, or of use to any historical society. Once it’s gone, it’s gone forever.

For several years now Tom Moungovan has been a big supporter for the total restoration of Medco No. 4. This time Tom outdid himself with a donation of \$9,000.00 to make sure not only the No. 4 gets finished, but anything left over will go towards securing a location for No. 4 to operate on. Thank you, Tom. We love you!

The next donation falls into the “Never Expected to See This” category of donations. On January 22nd chapter member Steve Bruff handed this editor a large 7-inch reel of 8mm movie film. The film was first handed to Steve’s daughter-in-law Kim Bruff (also a chapter member with husband Matt) by Betty Burgess of Medford. (Betty and Kim are distant relatives.) Written on the outside of the film can is “Long-Bell Trains” so this editor guessed it may be action film footage of Long-Bell Lumber Company’s railroad operations between Leaf, CA (near McDoel) and Tennant. This Long-Bell operation was about 52 miles long and operated up until 1956.

I took the film home, dusted off my old movie projector (which was last used about 5 years ago), set up my video camera and movie screen, and started running the film. Within a minute I was correct in assuming it was the Long-Bell operation out of Tennant, CA. The 26 minutes of black & white footage was taken around 1952 and features at least five Long-Bell steam locomotives operating in train service.

There are many scenes of Long-Bell plowing snow off their railroad using wedge plows and a rotary plow. In a couple of scenes four Long-Bell steam locomotives are pushing a wedge plow, while at the same time they’re pulling an extremely long and heavy loaded log train. The photographer was Jim “Jiggs” Borgnis, the father-in-law of film donor Betty Burgess’ first husband. Jiggs also filmed many Long-Bell employees as they worked their trades as engineer, fireman, mechanic, and so on.

There is a scene showing one of long-Bell’s little gas-powered crew speeders in action, and another scene showing Long-Bell’s simple way of unloading logs; guaranteed to turn any OSHA inspector’s hair white. At the very beginning of the film there is a tantalizingly short few seconds of film showing an early Southern Pacific 2-8-8-2 cab forward at Leaf.

There have been plenty of photographs published of this line, but this is the only action film this editor has ever seen of this operation. Tom Moungovan agreed that he has not seen film of this operation either. At some point in the future we'll look into having this valuable film transferred professionally to DVD and tape for sale. In the meantime we'll enjoy watching the tape I made, which I will show at our February 13th chapter membership meeting in Medford. Thank you, Betty. What a wonderful find this film is.

While not all donations can be monetary or historical, they can be an asset to the chapter. Last month members Matt & Kim Bruff donated a 10' x 20' carport canopy and three steel fence posts. These will come in handy protecting our outdoor workshop area at the Medford Railroad Park. Thank you, Matt and Kim.

Chapter member Jim Dougall has donated two wonderful videotapes. Thank you, Jim. The two videos are:

- *RIDE THE SANDY RIVER RAILROAD* - A collection of old films shot in the 1930s of the two-foot gauge Sandy River Railroad in Franklin County, Maine.
- *ORE TO COPPER* – Actual footage of a 1930s film made of the early mining activities from the Ruth copper pits to the McGill mill and smelter, including the operations of the Nevada Northern Railway.

And finally, Holly Snyder (a member of the Southern Oregon Live Steamers club) donated a framed illustrated example of Transportation Rule No. 26 "Application of Warning Signs." It's a weathered old sign that now has a place inside of SP Caboose #1107. Thank you, Holly for your donation.

EXPECTED BAD NEWS CONFIRMED As we reported for the last several years we recently learned that Jackson County will no longer support the funding of any of the Jackson County History Museums, of which we are one. Our county funding has steadily been reduced the last three years and the end will come on June 30th.

Treasurer Jerry Hellinga earlier had prepared two chapter budgets for Fiscal Year 2007-2007; one counting on county funding and one without. Now that we know we won't have any county funds Jerry reports that it appears we have all the funds necessary to finish our current projects. Those are the restoration of Medco No. 4, the SP Flanger, and the concession stand. Any projects beyond that will have to be funded through sales, donations and grants – all of which we will continue to go after.

A LOOK BACK IN TIME Ten years ago this month chapter members were commuting between the Rogue Valley and the Willamette & Pacific Railroad shops at Albany to work on Medco No. 8. In August 1996 we started No. 8s engine for the first time to see if our repairs were successful. They were! However, there was a problem with smoke from coming one of the six cylinders, so in February Jerry Hellinga removed the manifold and inspected the cylinders. We knew the Magma Arizona had a regular replacement program and Jerry found them to be in excellent condition and the piston rings intact; therefore, it was determined that the smoking cylinder is due to the new piston rings have not having not enough running time to be "seated" and seal itself.

We also faxed the Magma Arizona to set aside spare parts for No. 8, but the Orange Empire Trolley Museum at Perris, California also wanted parts from Magma. We got the parts. Boy, did we get parts, as "Stretch" Manley and Jerry could testify.

On February 23, 1997 our chapter and the Willamette & Pacific Railroad operated a chapter railfan and fund-raising excursion behind No. 8. It was a sell-out crowd riding the train that departed Albany on that very cold February morning. No. 8's six-cylinder engine sounded great as we awakened the residents of Albany with the locomotive's Nathan 5-chime horn.

All seemingly went well until we got about five or six miles out of Albany. No. 8s main generator - which we installed as a replacement for the bad order generator No. 8 had in it when we acquired the locomotive – fried itself when we got up to transition speed. Here we were stuck on the mainline. In the days before the use of cell phones was commonplace, the W&P engineer "thumbed" his way back to Albany and brought another locomotive to the rescue.

Although the delay cut short our planned round trip to McMinnville, W&P did bring our train round trip to Gerlinger and back for a full day's outing. The following year we had the original main generator rebuilt and installed in No. 8. It has functioned perfectly since then.

Next General Meeting! The February general membership meeting will be held Tuesday, February 13th at 7:30pm inside the Rogue Valley Model Railroad's clubhouse at the Medford Railroad Park. The first item that evening will be to do a little business. We will vote on the final revision of the bylaws to be presented to the membership for the required thirty day notice.

The entertainment for the evening will be the viewing of the recently donated historic black & white film footage of Long-Bell Lumber Company's railroad operation out of Tennant, CA. After that I will also show "ORE to COPPER" – one of the two videos recently donated by Jim Dougall. Filmed in 1930s the film shows the pit and railroad operation, as well as the process to produce copper from the ore. It's a wonderful film. We hope you can attend this evening of fellowship and fun.

Your Chapter Officers for 2007

Ric Walch, President 541-772-6255
E. Don Pettit, Vice President 541-601-4772
Jerry Hellinga, Treasurer 541-772-6432
John Powell, Historian – 541-826-1992

Bruce McGarvey, National Director – 541-779-8145
Gordon French, Chief Mechanical Officer – 541-832-2276
Rickie Aubin, Secretary - 541-779-4259
Tony Johnson, Newsletter Editor – 541-944-9176

WRECK OF THE OWL by Ken Shattock and Tony Johnson Last year chapter member Ken Shattock sent this editor an interesting article he wrote several years ago in the Rogue River Model Club newsletter. The article is about the 1937 derailment and wreck of Southern Pacific's famous *OWL* passenger train at Selma, CA. Ken also included a copy of the official I.C.C. Report of this accident (which this editor also had a copy in his collection) and a series of photos taken at the accident site.

Upon reading of Ken's donation of the article in our MANIFEST newsletter, John Bergman, another friend of this editor, called and said he had a collection of photos taken at the accident site by a friend who at that time was the photographer for the local newspaper at Selma. John sent me copies of his photos and together with Ken's I have selected some for this article.

The basis for Ken's article has to do with the fact that his late father, Jim Shattock, was also there at the Selma accident site. Jim Shattock was a SP Maintenance of Way Foreman who happened to be living in an outfit car several hundred yards from the scene of the accident. Thus, this article will contain Jim Shattock's recollections and the I.C.C. report.

Oddly, there is one dispute between the two reports: Shattock claimed the SP baggageman was killed in the wreck, while the I.C.C. report says the engineer and fireman were killed. This editor can only conclude that Jim Shattock was busy cutting apart the wreckage in the dark early morning in a rescue attempt, and wasn't there to collect all the facts for an official report. That said, Shattock's recollections are fascinating and worthy of inclusion in this article.

Due to space limitations I will condense and/or omit certain parts of both Ken's article and the I.C.C. report, but the basic story will be told. We'll begin with Ken's article.

My late father, Jim Shattock, worked for the Southern Pacific Railroad for a number of years, commencing sometime in 1932. Because of his talents in welding (both gas and electric), he became foreman of Southern Pacific's System Maintenance of Way Welding Gang #23. They were NOT division restricted. They traveled by automobile, company truck, or railroad outfit car from place to place on the Southern Pacific system, welding bridges, track, and signal masts.

Because my father was a foreman, he was entitled to an outfit car for himself and his family, if they were traveling with him. He went everywhere you could think of in Oregon, California, Nevada, Arizona and New Mexico. This was during the 1930s and 1940s and STEAM power was 'king' on both freight and passenger trains, and there was plenty of both.

His Southern Pacific outfit car was a former wooden coach that was converted to a three-room home for my dad, mom, and older brother and sister. Over the years they used to joke with friends and say that the outfit car was their 'first mobile home'. In fact, when you think about the lonely places they lived in the 'boondocks' of who knows where, you might say they were like Gypsies or even the Bedouins of Arabia (nomads). Quite a life, huh?

Regarding the *OWL*, it was one of the Southern Pacific's crack overnight sleeper trains than ran between Oakland Pier and Los Angeles via the San Joaquin Valley line and Bakersfield, Fresno, and the famous Tehachapi grade. A little south of Fresno is the town of Selma, California. Late one night on February 12,

1937 the OWL was speeding along with fast P-10 Class Pacific (4-6-2), No. 2479 on the head end. Some guy, who had been drinking very heavily, and his wife, decided to take a spin in their old car. When they got to the Southern Pacific grade crossing they decided to turn, line up on the track, and (as they had narrow tires on the car) start driving down the private right-of-way on (between) the protruding tracks, bouncing along the ties.

When they reached a facing-point switch, one of the car tires got wedged real tight in the switch points and so they were stuck there. They tried to back up, but could not do so.

Shortly thereafter here comes the OWL at a great rate of speed. The crazy couple bailed out and made a run for it. The OWL smashed the old car into a zillion pieces! However, when it smashed that automobile, the front pilot of No. 2479 was bent downward a certain amount. The train raced onward for ways. When the OWL reached the grade crossing, the bent pilot hit the pavement and the effect of 'stubbing your toe' derailed the locomotive and cars and practically flipped the engine.

My parents were sleeping soundly in the confines of their outfit car (SPMW 465) and never heard a thing! The outfit car was parked several hundred yards from the scene with the rest of the work train. Very shortly a loud knocking and yelling sound appeared at their door and work them up. My dad told me that it was the conductor of the OWL... covered with blood and crying profusely and stating, "Please help us. They're all dead out there!" From a sound sleep, this fact will waken you up pretty quick! Dad said he roused up the rest of the work gang and they got to work cutting apart the wreckage.

The baggageman was killed instantly. Dad said that the poor guy's head was almost shoved through the heavy steel door of the baggage car. He said there was also a section in the car that had a 'cold' section with fresh crab, or the like, on ice. So, you're trying your best not to get sick yourself and rescue people... and you have the blood and guts of the wreck mixed with the smell of fish. Do you see his point?

Anyway, to cut this story short, No. 2479 was taken to a repair facility and fixed up. It had been severely damaged. However, sine the Southern Pacific had recently done a thorough shopping on the engine, and since the frame wasn't bent like they feared, the decision was made to completely repair the 2479 and return it to service. This they did!

Next we present excerpts from the official I.C.C. Report:

**Interstate Commerce Commission – Washington
Report to the Director – Bureau of Safety
Accident on the Southern Pacific Railroad
Selma, Calif.
February 12, 1937
Investigation No. 2145**

SUMMARY

Railroad: Southern Pacific Co.
Date: February 12, 1937
Location: Selma, Calif.
Kind of Accident: Derailment
Train involved: Passenger
Train number: No. 26
Engine number: 2479
Consist: 12 cars
Speed: 40 m.p.h.
Track: Tangent; slight descending grade
Weather: Cloudy
Time: 1 a.m.
Casualties: Two killed; three injured
Cause: Train struck automobile which had been driven along track by intoxicated driver until it became wedged between rails at switch.

To the Commission: On February 12, 1937, there was a derailment of a passenger train on the line of the Southern Pacific Company as a result of striking an automobile on the track as Selma, Calif.,

which resulted in the death of two employees, and the injury of one passenger, one person carried under contract, and one trespasser.

Location and method of operation: This accident occurred on that part of the Fresno Subdivision of the San Joaquin Division which extends between Fresno Yard and Bakersfield, Calif., a distance of 111.1 miles; in the vicinity of the point of accident this is a single-track line over which trains are operated by timetable, train orders, and an automatic block-signal system. The automobile was struck at the west house-track switch, directly opposite the east end of passenger station at Selma; approaching this point from the west, the track is tangent for more than 22 miles, while the grade in the immediately vicinity is slightly descending. The station at Selma is located on the north side of the track and approximately 60 feet there from, while a street known as Second Street crosses the track at right angles east of the station, the distance between the east end of the station and the west edge of Second Street being about 170 feet. The west house-track switch is a facing-point switch for east-bound trains and leads off the main track toward the left; the point of the switch is approximately 90 feet from the west edge of Second Street.

The weather was cloudy at the time of the accident, which occurred about 1 a.m.

Description: Train No. 26, an east-bound passenger train, consisted of two baggage cars, one coach, one chair car, two Pullman tourist cars, five Pullman sleeping cars, and one observation car, all of steel construction, hauled by engine 2479, and was in charge of Conductor Elterman and Engineman Mills. This train passed Calwa Tower, the last open office, 3.6 miles east of Fresno and 11.6 miles west of Selma, at 12:45 a.m., according to the train sheet, 50 minutes later, and was derailed after colliding head-on with the automobile at Selma while traveling at a speed estimated to have been about 40 miles per hour.

The automobile involved in this accident was an 8-cylinder Pontiac business coupe, 1936 model, owned and operated by F.K. Ritchie, of Porterville, Calif., who was accompanied by his wife. It had been driven westward along the track until it became wedged between the rails at the west house-track switch and then stalled, the occupants having left the vehicle just prior to the accident.

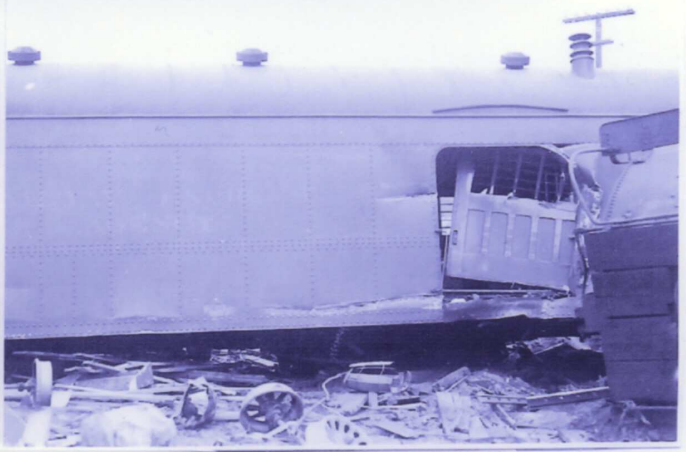
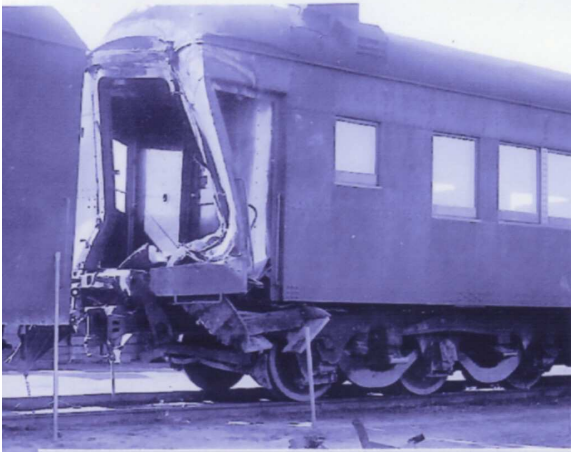
Engine 2479 was derailed and stopped on its left side diagonally across the house track with its head end 909 feet beyond the point of the switch. The first six cars and the front truck of the seventh car were derailed, but all of the cars remained practically upright. The front portion of the automobile was demolished, and the wreckage of the machine was carried eastward by engine 2479 for a distance of 338 feet, stopping on the left side of the main track opposite the freight station. The employees killed were the engineman and the fireman.

Summary of Evidence: Conductor Elterman, who was in the third car, said that after sounding the station whistle signal, Selma being a flag stop for this train, the engineman reduced speed so as to be able to stop in case there were passengers to be picked up, and then there was an emergency application of the brakes, followed shortly by the derailment of the car in which he was riding. He estimated the speed at the time to have been about 40 miles per hour. A few minutes afterwards the conductor saw the engineman as the latter was being taken away from the engine. At that time the engineman was conscious, and on asking him what had happened, the engineman replied that they had struck an automobile on the other side of the crossing.

Conductor Elterman then went back toward the rear of his train and saw the wrecked automobile, which appeared to have been struck squarely in front. He also saw a driver's license which showed the driver to have been 41 years of age. The conductor then continued westward and found that the automobile had been at the west house-track switch, but he did not see the persons who had been occupying it. Conductor Elterman further stated that he had seen Engineman Mills prior to the departure of the train from Fresno and that he appeared to be in normal condition, while after leaving



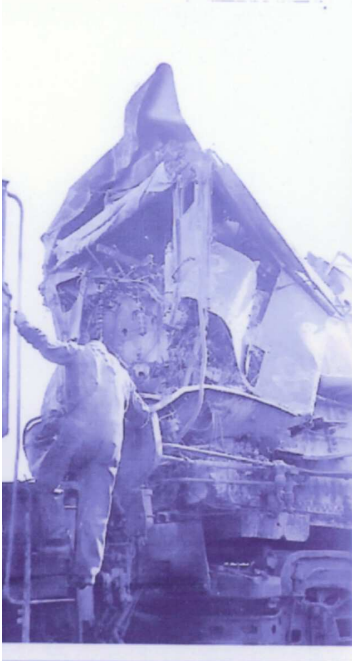
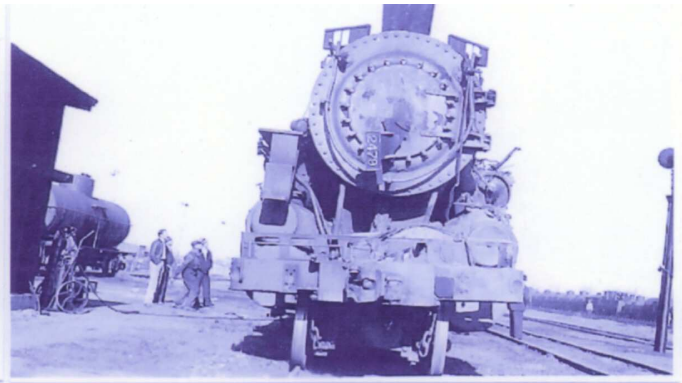
[ABOVE] Daylight has arrived at Selma, and so have most of the town's residents. The photographer is looking south (railroad East) as a large railroad "hook" is re-railing a baggage car. The derailed train did not jackknife nearly as much as some high-speed derailments do.



[ABOVE, LEFT] The vestibule end of one of the chair cars shows the effects of being pushed in by the derailed baggage car in front of it. The photo to the right shows heavy damage to the baggage door. Small wheels on the ground appear to be that of a railroad motor or hand car.

[BELOW, LEFT] After being struck by the locomotive and dragged down the track, the resale value of the 1936 Pontiac business coupe is practically nil. **[BELOW, RIGHT]** Because the passenger cars remained upright after derailing, the injuries to passengers were minor.





[ABOVE] Southern Pacific's "Big Hook" SPMW7021 is ready to lift P-10 Class 4-6-2 locomotive SP2479 back on its wheels. It looks like track crews have placed wooden ties on top of the rails to prevent damage to them. The next photo shows the poor SP2479 with number plate hanging down, its pilot and headlight missing, with heavy damage along the fireman's side.

[LEFT] Looking at the engineer's side of the cab reveals heavy damage after the locomotive skidded on his side. The two fatalities from the derailment were that of the engineer and fireman. The locomotive survived the accident and it's in San Jose at present being restored to operate once again.

[BELOW] This view of one of the passenger cars shows how fortunate the passengers were after their car bounced along the ties and stopped upright at a right angle to the mainline. By this time the railroad is keeping spectators out of the way as SP wrecking crews and officials monitor the cleanup work.

All photos courtesy of Ken Shattock and John Bergman



Fresno the engineman had made a running test of the air brakes; speed was reduced for the purpose of picking up orders at Calwa Tower, but no stop had been made prior to the accident.

Head Brakeman Cummings, also in the third car, was looking out in order to ascertain the position of the train-order signal at Selma, after seeing the signal he saw fire at the head end of the train, realized that they had struck something, and got back inside out of the way of possible flying wreckage. His statements concerning the application of the brakes practically agreed with those of Conductor Elterman. While the statements of Rear Brakeman Sessions added nothing of importance except that when back flagging after the accident, the visibility was such that he could see the headlight of the engine hauling the wreck train for a distance of about 2 miles.

G.C. Guerry, a resident of Selma, stated that in company with his wife, he had driven his automobile to the station for the purpose of meeting his daughter, who was expected to arrive as a passenger on Train No. 26, and that he parked his car close to the west end of the station. They had been sitting there for some time, the train being late, when they saw an automobile drive up to the point where the accident afterwards occurred and stop. At the time they thought it belonged to a night policeman. Mr., Guerry did not pay any particular attention to the car, not knowing that it was on the track. About 10 minutes afterwards he heard the whistle of the train, got out of his automobile, and started across the platform toward the track. When about half way across the platform he saw that the automobile in question was on the track and began to run toward it, and about that time he saw a woman jump out of the right side and also saw a man on the left side, although he did not know whether the man had jumped out or had been standing there. Mr. Guerry also stated that the headlights of the automobile had been burning all the time it was on the track, that he had not seen anyone in or around it until they got out just before the crash, and that he did not know where it came from or see it until it had stopped on the track, at which time he could only see its front end. It further appeared from the statements of Mr. Guerry that he had not noticed any sound from the motor of the automobile to indicate that the occupants were trying to get it off the track, but Mr. Guerry said the night was somewhat chilly and that the windows of his car were shut. Subsequent to the accident Mr. Guerry saw the man and woman near the rear end of the train and they inquired whether anyone had been killed. At that time he did not notice anything about the man to indicate he was intoxicated; however, he was not closer to him than 10 or 12 feet.

Police Officer Frost, a resident of Selma, said that after reaching the scene of the accident he saw Mr. Ritchie, who acknowledged that he was the owner of the automobile and that he had been driving it. Seeing that he was drunk, in fact so drunk that the officer had to take a card out of his pocket in order to find out his name, Officer Frost arrested him, and after placing him in jail Officer Frost returned to the scene and arrested Mrs. Ritchie, who was also drunk.

Officer Frost said that both of these people were told that the accident was serious, but that they were so intoxicated they did not seem to worry much about it. It also appeared from the statements of the policeman that he understood Mr. & Mrs. Ritchie had been at an inn located on the south side of the tracks between First and Second Streets, and he thought it's probable that after leaving that point they proceeded on second Street and then turned on the track toward First Street.

Dr. J.R. Wagner, a resident of Selma, said he was summoned to the scene of the accident and that subsequently, about 2:50 a.m., he participate with Dr. Morgan in the examination of Mr. & Mrs. Ritchie for the purpose of determining whether they were intoxicated, and in the course of this examination samples of blood were obtained from each of them and sent to a laboratory in Fresno for examination. The report made by the laboratory showed that the blood of Mr. Ritchie had an alcoholic content of 0.152 percent, while that of Mrs. Ritchie had an alcoholic content of 0.181 percent; 0.15 percent was considered by the laboratory as sufficient to indicate drunkenness. Dr, Wagner also stated that his own personal examination and observations of Mr. & Mrs. Ritchie led to the conclusion that each of them were drunk, Mrs. Ritchie apparently being less affected although the analysis had indicated that her blood had the higher alcoholic content. In connection with these statements, the report made by the laboratory stated that inasmuch as the blood was drawn about 2 or 3 hours after the last drink was taken, the alcoholic content would have been higher at the time the automobile was driven on the track.

Examination of the track and equipment indicated that when the train struck the automobile, the metal pilot of engine 2479 was broken away from the knee bracket and hanger on the right side of the pilot beam, and that when this sagging pilot reached the west edge of the crossing at Second Street, the

toe of the pilot contacted the sidewalk and resulted in the flange of the left front engine-truck wheel mounting the rail while the right wheel dropped between the rails. The left wheel continued on the running surface of the rail for a distance of about 40 feet and then dropped off on the outside, both wheels continuing on the ties after passing over the crossing. The pilot finally became entirely detached from the engine and was found on the left side of the track 105 feet beyond the first mark of the derailment, while the driving wheels and balance of the train began to be derailed at the frog of a trailing-point switch located a short distance farther to the eastward. Beyond this point the track was torn up for a distance of about 400 feet.

The investigation did not develop definitely how the driver of the automobile reached the crossing at Second Street, but there were automobile tracks which extended from the west side of the crossing directly to the point where the automobile was lodged in the switch. At a point 29 feet 6 inches from the point of the switch the tie plates and spike heads had been polished by the turning of the rear wheels, apparently while an effort was being made to force the car through the switch in a westerly direction. There also was a depression where the right rear wheel had dug into the dirt as it was revolving, while pieces of rubber were found on the flanges of the rail, as well as rubber streaks along the head of the rail. Subsequently the driver of the automobile was indicted on two counts on a charge of manslaughter. [end of I.C.C. report]

What about engine No. 2479 decades after the accident? Ken wrote, "Today the No. 2479 is undergoing restoration to operable condition once again via the loving and very capable hands of the Santa Clara Valley Railroad Historical Association in San Jose and the Santa Clara Fairgrounds, near Tully Road and Monterey Highway. It is only one of three Pacific type locomotives owned by the former Southern Pacific in existence today: the other two being No. 2467 and No. 2472.

"I dream someday of all three Pacifics running together as a triple-header on the Coast Line from Oakland to Los Angeles. Imagine seeing Nos. 2479, 2467 and 2472 pulling about thirty private cars on a once in a lifetime excursion. It could happen. You never know what the future holds."

GOOD OLD DAYS OF RAILROADING Now that you've read the story of derailment of Southern Pacific's *OWL* passenger train in 1937, here are two more (and short) stories of other accidents involving trains versus automobiles and trucks. Told by retired veteran SP engineer Tom Weston, interestingly enough both stories happened not far away from where the *OWL* was struck.

CAR VS. BLACK WIDOW by Tom Weston An Engineer friend of mine had his son firing for him on a freight train Westbound from Fresno to Roseville CA. Between Manteca and Lathrop, at one of the seldom used road crossings, an automobile tried to beat the train and lost. Part of the automobile got under the F-7 [model] diesel locomotive (aka "Covered Wagon", or "Black Widow", whichever you prefer) and derailed it.

Before the train could get stopped, the track was torn up pretty badly and one of the rails came up right through the floor of the diesel locomotive between the Engineer and his son. They didn't even get scratched, but the driver of the automobile was "scratched" permanently.

TRUCK VS. SAN JOAQUIN DAYLIGHT Another automobile-locomotive mix-up that I can recall involved the *San Joaquin Daylight*. This was a hot train and the Company wanted it to be ON TIME.

On this particular day though, the schedule really took a beating. The *Daylight* had just left Fresno on its westbound trip to Oakland when it hit a truck near Chowchilla CA. This was back in the steam locomotive days and the engine was one of SP's big 4-8-2 Mountain Class locomotives.

The truck went under the steam engine and derailed it. And when the train finally got stopped, quite a stretch of track had been torn up, and the engine was leaning over so far on the fireman's side the Engineer and Fireman stepped out of the fireman's window right on to the ground.

As I recall, the only one hurt was the driver of the truck. The SP was pretty considerate and realizing that the engine crew would be kind of shook up, relieved them on the spot.

The fireman later told me that it was a good thing that they did because he was badly in need of a change of clothes.

1918 COLLISION IN OREGON G.F. (George) Williams is a retired SP Engineer. He provided this old Portland *Oregonian* newspaper clipping of May31, 1918 which gives an account of a deadly train

collision of two SP freight trains on the main line south of Portland OR., at Goodin Station (mp765.4, between Oswego and Cook Jct. Thank you George.

Trains Collide; Engineer Killed - Southern Pacific Freight Trains Crash at Goodin Station, Near Oswego.

Engineer Willard Knight was killed and other members of two Southern Pacific train crews were injured when freight trains No. 231 and 234 crashed together head on Goodin station, between Oswego and Cook Junction shortly before 11 o'clock today [5/31/18].

Knight was in charge of No. 234, which had the right of way. Confusion of orders is supposed to have been responsible for the accident, and railway officials are making an investigation to determine the exact responsible.

The others injured, all brought to Portland on a special train and taken to Good Samaritan hospital by the Ambulance Service Company are:

Walter Davis, engineer on 231, frightfully burned about arms, legs and face; may die.

Ray Oaks, brakeman 234, minor hurts.

C.E. Earls, brakeman 234, minor hurts.

C.E. Erickson, fireman 234, minor hurts.

C.L. Dickie, conductor 234, bruised.

Train No. 234, northbound, consisted of 30 cars, 20 loaded with lumber and 10 with miscellaneous freight. No. 321 consisted of four cars, a way car, flats and boxcar loaded with wheat.

Knight stuck to the engine when the crash loomed up as inevitable and was crushed against the fire door and throttle by a massive timber which came hurtling the tank car from a flat just to the rear. The body was so wedged that it could not be extricated until the wrecking crew, reaching the scene at 1:15 lifted the engines apart.

Knight formerly lived at Canby, where his family still resides, and was known as one of the youngest engineers in the Southern Pacific service.

Only a few of the cars left the track. The engines reared into the air, their pilots tangled together, forming a peak. The forward cars of 234 were jarred from the rails, those farther back, however, being little damaged.

Nearly all of the crews jumped to safety, those being brought to Portland being the ones injured or shaken up.

Engineer Davis lives at 506 Weidler Street, while Conductor Dickie lives at 214 Morris Street. Oaks lives at the Venerable hotel and Erickson's home is at Milwaukie.

Conductor of train No. 231 is said to have failed to read his instructions before leaving Oswego.

We'll end this newsletter on a lighter note. The following story from veteran SP Engineer Bob Law concerns a certain fellow employee who tipped the bottle a bit too much one evening.

CHART by Bob Law I'd like to tell a story about C.E. (Chart) Richardson. It seems Chart had come to work at Eugene pretty well loaded and was wobbly on his feet. When Bob got the "Highball" from the Herder, the Conductor told him, "We got some problems, so pull out real slow so we can get 'Chart' on the caboose." So Bob just crept out of the yard. He said the West End Herder kept giving him a "Highball" with a green flag! Anyway, they got "Chart" on the caboose.

Bob was watching, and when he saw they were having trouble getting "Chart" aboard, he was going so slow that all he had to do was close the throttle and the train only ran about a car-length and a half and stopped! They dragged "Chart" aboard and Bob started pulling again, but he hit a red signal at the crossover just short of Blair St. (The "City Job" had let a car get over the Insulated Joint while they were switching at Eugene Station.)

Well, when they went into the hole [siding] at Oakridge to eat and cut in their helpers -- No Chart! Bob asked the Conductor: "Where's Chart?" The Conductor exploded: "That no-good drunken @^#**%@!# !!! When you made that stop for the signal at Blair Street, 'Chart' thought he was at Crescent Lake, got down and walked off!!!"