



THE MANIFEST

NEWSLETTER OF THE SOUTHERN OREGON CHAPTER, NRHS – AUGUST 2009
PO BOX 622, MEDFORD, OR. 97501 WEB SITE: [HTTP://WWW.SOC-NRHS.ORG/](http://www.soc-nrhs.org/)

TRIP TO EUREKA SCHEDULE *Please note that the dates listed in last month's MANIFEST were wrong. The following is correct.

On August 15th our club will be visiting the Timber Heritage Association (THA) in Eureka California. The weekend will begin on Friday evening, the 14th of August at 6:00 P.M. at the Samoa Logging Camp Cookhouse. There we will have dinner and this year we will be presenting the THA our SOC-NRHS "Live Rail Award" for outstanding efforts in the preservation of our railroading heritage.

Saturday morning, August 15th at 9:00 A.M. we will meet at the Samoa Roundhouse (next to the cookhouse) for a tour of the recently consolidated collection of THA engines and rolling stock. After the tour we will proceed to Fort Humboldt State Park for the monthly steam up. We will tentatively meet for dinner Saturday night at an "as yet to be determined location".

Sunday morning we will meet again at the Samoa Roundhouse at 9:00 A.M. to ride the THA motorcar on the old right of way along the bay. It is important that I get a head count for this event so if you are planning on attending please let me [Ric Walch] know by phone or E-Mail. Cell: 840-4380. Home: 772-6255 or engmgr@medfab.com

Pacific Lumber Company log car- The THA has requested that we submit a proposal to them in writing for the transfer of a PALCO log car to our collection. This discussion will be on our agenda for the August board meeting and the board will finalize a proposal at that time. If anyone has any input regarding this acquisition please submit it in writing prior to the meeting or present it at the August chapter board meeting.

RR PARK NEWS Two more steps towards the completion of the Mack Walch Library Building took place during July. The first was an electrical inspection approval by the City of Medford. The second was the digging and installation of a new natural gas lines to the Mach Walch building and our chapter's large locomotive shelter. Now that that's done we will look for a time to install the donated gas furnace to the building.

Next on the list of things to do is calling for a framing inspection. When done we'll install the necessary building insulation and then call for an inspection. After this we will install the sheetrock and call for a final building inspection. When the sheetrock is in place and the two offices made secure, we can then begin moving the chapter archives and assigning storage and display space for everything.

Outside the building a nice flagpole was installed in a concrete base by a group of Boy Scouts.

After learning of faulty brakes on our Interpretive Handcar, Art Turner made an inspection of the braking system and says we need to re-do the master cylinder or get another small master cylinder. This will be finished quickly as our handcar is a big draw for our chapter.

At our recent Board meeting Art Turner has issued a challenge to everyone to raise funds towards a 48-inch (or larger) flat screen television monitor for use in our Mack Walch Library. The large monitor will be used to show video programs to visitors when the Railroad Park is open, as well as at our chapter meetings and other functions to be held there.

Art began the challenge with a \$40.00 donation. If you'd like to contribute to this challenge, send your check made out to "SOC-NRHS" and mail it to SOC-NRHS, PO BOX 622, Medford, OR. 97501. Be sure to include a note stating what the contribution is for.

JULY HIKE UP JACKSON CREEK The turnout of the planned hike along the abandoned right-of-way of the Bullis Logging Company of Medford, OR was greatly affected by nearly 100 degree temperature that day. I asked Rick Aubin to tell us what they found that day and for history on the Bullis locomotive.

On July 14, 2009 on a hot afternoon, four members of Jacksonville Forest Park Association, led SOC-NRHS members Ric Walch, Art McKee, Landon Humphries and Rick Aubin on a one- to one and a half mile hike up the Bullis Logging (of Medford, OR) Railroad right-of-way running up Reservoir Gulch out of Jacksonville, OR.

The railroad was operating in July of 1917 when the Climax locomotive that was bringing logs downhill towards Jacksonville derailed coming across a trestle and barely missed crashing into the ravine. Photos were taken on the next day on July 21, 1917 showing the wrecked locomotive. The Forest Association members found the wreck location on the right-of-way and plans reconstructing the trestle and improve the trail constructed on the right of way. What kept the right-of-way somewhat intact is the city of Jacksonville buried two water lines (one wooden and one metal) in the right-of-way in the 20th century to pipe water to town.

Part of the purpose of the hike was to reach the spot where the fatal accident occurred. Here is a newspaper's account of the accident.

July 21, 1917 from the *Jacksonville Post*

ACCIDENT ON LOGGING ROAD: Engineer dead, firemen badly hurt.

An accident on the logging road near the City dam on Jackson Creek, Friday afternoon, resulted in the death of Denver Marsh the engineer, and Charles Schumpf, the firemen of the logging engine had a leg broken and other injuries.

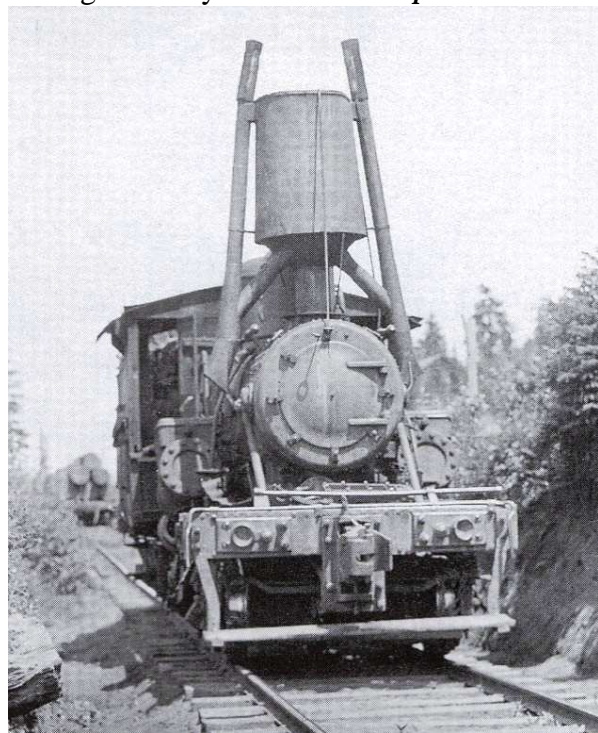
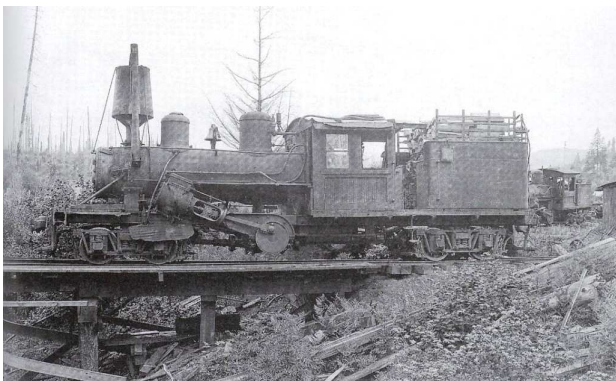
It seems that the engine and two cars were at the landing about a mile above the dam, the car next to the engine was loaded with logs and the second car was partly loaded when the loading crew asked to have the car moved ahead. Denver backed up and Schumpf removed the chock with which the locomotive was blocked, started ahead until the rear car was at the desired place, but when he tried to stop the train the air brakes failed to work and engine and cars started down the grade at a rapidly increasing speed until near the upper end of the city reservoir, when engine and cars left the track in a general smashup.

It is said that Denver threw Schumpf off the engine but stuck to it himself and when found was pinned under the wreck of the cab, where he was badly scalded by steam and hot water from the boiler, his body a mass of bruises. Medical aid was summoned and autos conveyed the injured man to the hospital at Medford, when examination showed that there was no hope for his life. He died at 7:15 last night.

The dead engineer was aged about 28 years. (Cemetery records record he was 27 years old.) He was unmarried, lived with his parents in the city and was their principles support. He was a steady, industrious young man and had a host of friends who were shocked to hear of his death. (Continued on pg. 4)



These two photos were taken during the July 14th hike up Jackson Creek along the old Bullis Logging Railroad's old right of way. The men are standing at the spot where the tragic accident of 1917 occurred; the other photo is part of the former right of way. — *Rick Aubin photo.*



These photos show the former Bullis Logging Railroads Climax locomotive after it became Prouty Timber Co. No. 2 of Timber, OR. Bullis locomotive #2 was construction number #886 and was built in May 1908. It was a standard gauge B 40 class locomotive. It was built as No. 2 for the Northern California Lumber Company of Hilt, CA. In 1913 it was acquired by Fruit Growers Supply Company of Hilt.

Later it became the property of the Southern Oregon Traction Company of Medford and operated for Bullis Logging Company of Medford, OR. (This is Bullis' trolley company in Medford, which became part of the RRVRR when he bought out Wm. Barnum and then lost both companies because of massive debt.) After a while it became Prouty Timber Co. No. 2 of Timber, OR.

Good used locomotive locomotives were always in demand. After leaving Prouty Timber it became the property of C.H. Wheeler of Cockran, OR; followed by Eagle Lumber Company of Westimber, OR, and its final identity was as Wheeler Lumber Co. No. 2 at Westimber, OR. We know it was for sale in April 1924, but beyond that we don't know the final disposition of this locomotive. One thing is certain. That is the ugliest smokestack ever put on a steam locomotive.

(Continued from page 2)

Reports from the hospital state that Schumpff had one leg broken but otherwise seems to be all right. *Jacksonville Post*, 21 July 1917, p. 3:3.

The *Jacksonville Post* paper was published on July 21 which was a Saturday. The article says the train accident happened on "Friday afternoon" which is July 20, but the Jacksonville Cemetery records say that Denver died on July 12, which would have been the previous Thursday.

As a historian I had not heard of the Bullis Logging Railroad before. Through a little research, Mr. Larry Smith provides us its history.

Short History of the Bullis Logging Railroad in Jacksonville

Summer 1915 -Seth and Spencer Bullis purchased the Rogue River Valley Railroad (RRVRR) from William Barnum for \$125,000. Spencer came to the Valley in 1912 because he was interested in the Sterling Mine. His dream was to build a large network of rails across the Rogue Valley. By 1918, under WW1 conditions, it became impossible for Bullis to operate the RRVRR at a profit so, deeply in debt, Bullis returned the line and the mortgage back to Barnum and other investors.

1915 – 1918 - Bullis ran the RRVRR between 1915 to 1918. So it must have been between these years that the line was built into the Watershed, unless it had been built before to bring out ore from the Opp Mine, since Opp did invest in the RRVRR and operated it after Bullis walked out.

In 1916, according to stories in the Medford *SUN* newspaper, and reported in the July 15, 1916 *Jacksonville POST*, the citizens of Medford voted 3 to 1 to ratify the proposed contract with Mr. Bullis for the construction of the RRVRR to reach as far as thirty miles west of Jacksonville. There were supposed to be mineral and timber resources just waiting to be tapped and, of course, real estate promoters hooted the advantages of an easy commute from the Applegate Valley.

"The friends of the measure celebrated their victory in an enthusiastic manner with a parade of automobiles with tooting horns, drums and whistles, serenading many of the opponents of the measure, in style. Speeches were made by several prominent leaders of the movement. While the result was never in doubt, the majority in favor of the proposed contract was larger than even the friends of the measure had expected." - *JV Post*, July 15, 1916.

One newspaper was referred to the whole scheme as "A Dog in the Manger" proposal.

September 1916 - Bullis Logging Railroad built 2-3 miles into the Jacksonville Watershed to bring out saw logs and 4-foot cordwood and gold ore from the Opp Mine, Sterling Mine and other mines in the area. Crushed rock was also hauled from the Jacksonville quarry into Medford and used for rail ballast and road paving. It was operated by Spencer and Seth Bullis, father and son.

Bullis started building the rail line extension out of Jacksonville in September 1916. News reporting are virtually nil after the initial report.

"I think I now understand why the map we saw at SOHS said "Old Line." Bullis was getting an initiative together with Medford folk to fund an extension of the line to his mine and into the Applegate. The SOHS map was dated October 1916, so I believe Bullis had it prepared to help with his money raising campaign. He knew the three or so mile extension would be completed, so he had the architect/engineer draw the map and designated the logging railroad as the Old Line.

"I wish there had been coordinates on the map as it showed a very short spur branching to the north just west of the dam. I wonder if that could be the wide cut we crossed while following the rail bed."
— Larry Smith

September 2, 1916, *Jacksonville Post* Reported that Spencer Bullis was attempting to sell stock in a new lumber mill operation. Most likely this scheme was connected to his proposal to build the RRVRR out 30 miles to the Applegate Valley and the Blue Ledge Mine. His railroad would then be able to haul logs to his new lumber mill. It was not stated where the mill would be built.

September 30, 1916 reported in the *Jacksonville Post* S.S. Bullis met with several Jacksonville businessmen to promote his latest scheme; selling stock in a new Logging Mill. Wants to raise \$20,000. Bullis would raise \$5,000 and other businessmen would raise the \$15,000 balance. The company had been organized only two days earlier. Bullis did walk away from the meeting with \$500 of sold stock, including \$100 from Emil Britt.

“I haven’t looked too deeply into that initiative idea, but apparently the Oregon Supreme Court said the money gathering was illegal and the further extension wasn’t built.” (From Bill Miller – November 9, 2008.)

Bullis’s schemes had a habit of ending up in court. A similar Bullis scheme was before the New York Supreme Court about the time Bullis fled to Oregon and began fleecing the good people of the Rogue River Valley. There is no evidence that he ever spent time in jail, though he probably should have.

July 12, 1917 (From the Jacksonville Cemetery records)

Train Engineer Steamed to Death

Train engineer Denver Marsh is steamed to death when his locomotive’s brakes fail and the heavily loaded log train slides backwards at a high rate of speed and derails just above the City Reservoir.

RAILROAD PARK POTLUCK DINNER IN SEPTEMBER Be sure to set aside the evening of Saturday, September 5th at 6:00p.m. for our annual Railroad Park clubs potluck dinner. Each year the Live Steamers host the dinner at their depot facility, which this year will also feature a new covered passenger waiting area that can be used as a covered picnic area.

The Live Steamers will provide the drinks and some fried chicken as a main course. We ask everyone to bring along enough of their favorite dish to feed themselves and several others. It can be a main dish, side dish, salad, desert or snack item. Just be sure to bring enough to share.

We ask everyone to be at the Live Steamers depot no later than 5:45pm. This way we have enough time for everyone to place their food entrée on the food tables and beanery counter before we begin serving at 6:00pm. We don’t want anyone bringing food to not be able to share it because the two food lines have started serving.

All five Railroad Park clubs are invited and you can invite your family and friends. This is a great time to get to know other Railroad Park members, plus everyone can ride the Live Steamer trains as much as they want. So, be sure to come have a great evening of food, drink and good fellowship.

BOARD MOTIONS FOR YOUR INPUT Last month we announced a change in Board policy with regards to gathering information and input prior to a Board vote. Excerpts of this policy will be repeated again after reading these motions from the July Board meeting.

MOTION TO MOVE THE WIG WAG SIGNAL

This motion is to move the wig wag from the present location at the Live Steamer tracks to the RR crossing at the motorcar track. The cost of this change will be made using no club budgeted funds.

DISCUSSION:

- 1 - Many times when some large or oversize item is moved over the crossing the signal is in the way and occasionally must be removed for access.
- 2 - The signal interferes with the Live Steamers operation track lights so the wig wag has been turned off for most of this year’s runs.
- 3 - The live steamers have made no effort to correct this problem and deferred it to us for resolution.

4 - The group within in our club operating the motorcar believes it would be a positive addition and help animate our crossing.

MOTION TO ACCEPT THE PROPOSED CHANGES ON THE LONG RANGE PLAN. (REF ENCLOSED DIAGRAM on Page 7).

The original long range plan included the extension of the motorcar track and the fence relocation. The recent changes include the addition of a blacksmith shop and carpenter shop adjacent to the motorcar storage track and adding a public access corridor to the blacksmith shop and picnic tables under the walnut tree. The cost of these additions will be made using no club budgeted funds.

DISCUSSION:

- 1- The addition of a blacksmith shop will add a new dimension to our group, including an active display on run days, several new members and a source for our fabricated restoration parts.
- 2- A small picnic area adjacent to the blacksmith shop will take advantage of this active display and the shade provide by the large walnut tree.
- 3- A working buffer at the east end of the engine shed will remain as will access to move #4 out the east end.
- 4-The blacksmiths involved will join NRHS and be regular club members.
- 5- A permanent carpenter building is long overdue and will provide us the ability to better organize and store our tools and materials.

MOTION TO ACT ON THE RESTORATION PROPOSALS ON THE FLANGER, SP1107 AND THE HOPPER CAR.

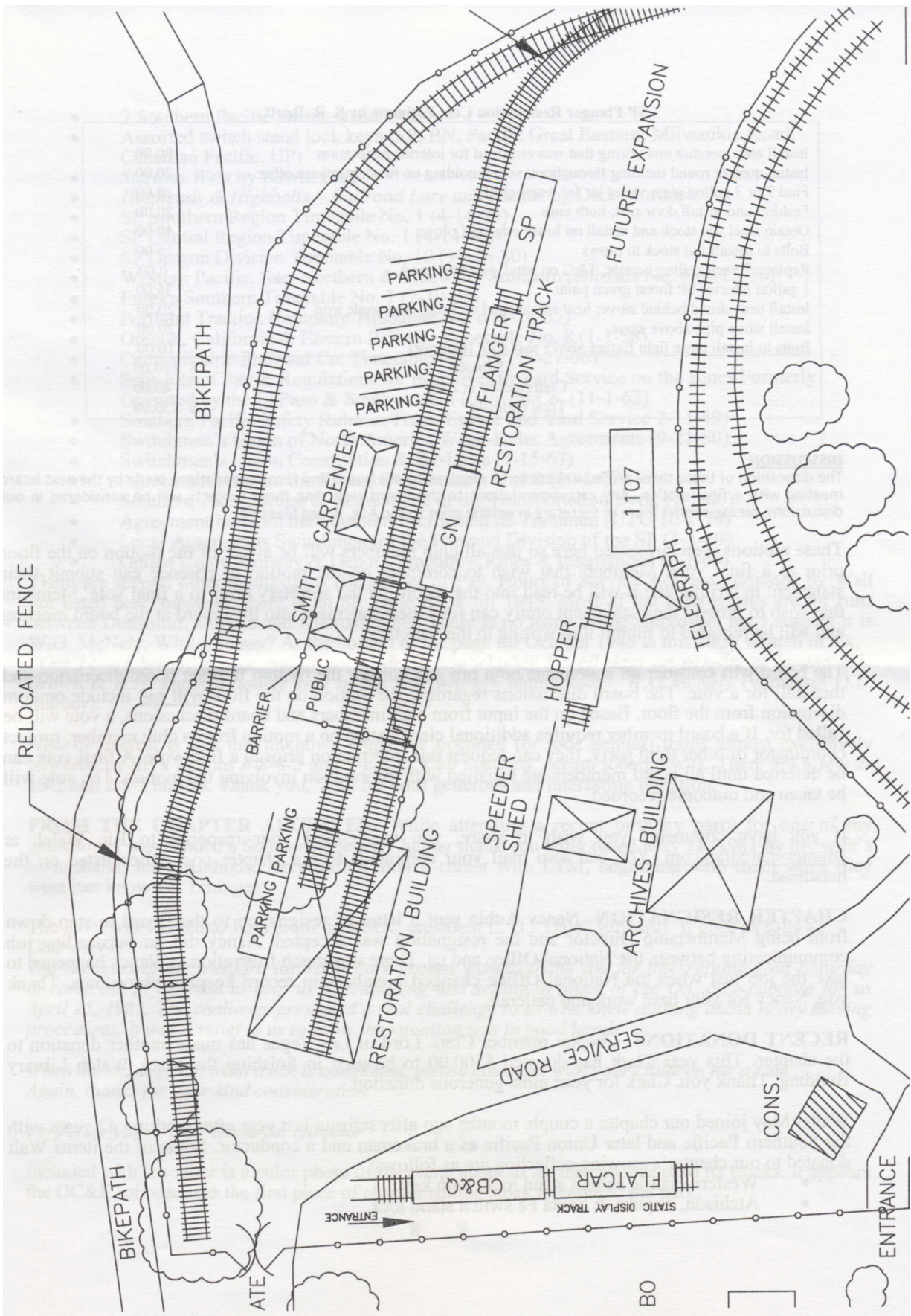
An estimated accounting of the requirements to finish these three restorations has been submitted to the board for consideration and action. (Reference documents enclosed).

<u>Restoration Cost Estimate SP 1107 Project July, 2009 by S.R. Bruff</u>	
Running boards (wood)	\$ 120.00
Running boards: fabricate "dog ears"	completed
Running boards: steel angle iron, steel strap for brackets	60.00
Bolts; angle iron to dog ears	40.00
Steel to fabricate cupola grab irons and grab iron standoffs	30.00
Carriage bolts; 2x6 running boards to angle iron and end brackets	120.00
Steel (ladder sides) Must be fabricated at MedFab	200.00
Steel (rungs) plus steel (ladder stanchion hold brackets) plus steel (replace missing railings):	60.00
Paint	35.00
Finish fabrication of toilet closet door, paint, install, period hardware	25.00
Sub-total	\$ 690.00
Contingency at 20%	140.00
Total estimate	\$ 830.00

Additional Work That Can Be Completed on 1107, OC&E, and in trade with the Linn County Museum in the Future

1. Purchase toilet, 1940's or 1950's style
2. Pipe and hose plumbing supplies for toilet and sink, clamps, etc.
3. Purchase "older" sink, install, plus drain pipe and period faucet.
4. Fabricate two duplicate sets of ladders, dog ears, running board angle brackets, etc. for OC&E caboose, prime and paint, install at future date
5. Fabricate one ladder assembly (not two) for Linn County Museum and then complete trade for a "drop down" authentic SP bunk which could be installed in 1107, as well as an authentic SP caboose water can.
6. Construct steel toolbox to be slung under the frame
7. Refurbish wood on stretcher and replace canvas

<u>Pacific & Eastern Hopper Car Restoration Cost Estimate by Steve Bruff</u>	
1. Steel for brackets for installing walkway along south side of car, and steel for making four step brackets for each corner of the car.....this steel will be purchased with budgeted money during July.	
2. Wood (2x6, 2x8) for the walkway.....	\$ 70.00
3. Black paint for the wood and steel	30.00
4. Clear coat paint to retard fading of the black paint which was applied to the car Fall 2008.....	100.00
Total	\$ 200.00



SP Flanger Restoration Cost Estimate by S. R. Bruff

Install elec. conduit and wiring that was removed for interior restoration	20.00
Install quarter round molding throughout; some molding on hand, purchase other	20.00
Find 2 or 3 gallon glass water jar for water chiller	10.00
Fashion and install door sills, both ends	20.00
Obtain steel flat stock and install on lower edges of plows	40.00
Bolts to install flat stock to plows	15.00
Replace 2 each ceiling boards; T&G on hand, paint on hand	0.00
1 gallon interior SP forest green paint	35.00
Install heat shield behind stove; heat shield steel on hand, find angle iron	20.00
Install stove pipe above stove	20.00
<u>Bolts to install large light fixture above east door (exterior)</u>	<u>10.00</u>
Subtotal	\$ 210.00
Contingency at 25%	40.00
Total estimate	\$ 250.00

DISCUSSION

The disposition of these three projects needs to be resolved by the board and recommendations made by the next board meeting with a final motion. Any recommendations to the board regarding these projects will be considered in our discussions, please submit them to secretary in writing prior to the Aug. Board Meeting.

These motions were presented here so that all club members will be aware of the motion on the floor prior to a final vote. Members that wish to comment on the motion in absence can submit their statement in writing and it will be read into the record by the secretary prior to a final vote. Members that wish to present their statement orally can read their statement into the record at the board meeting and will be required to submit it in writing to the secretary.

The board will consider all statements both pro and con for the motion in open board discussion and then call for a vote. The board discussions regarding the motion on the floor **will not** include random discussion from the floor. Based on the input from club members and board discussions, a vote will be called for. If a board member requires additional clarification on a motion from a club member, project coordinator or other third party, they can request this information prior to a final vote. A final vote can be deferred until all board members are satisfied with information involving the motion. The vote will be taken and outcome recorded.

If you have comments you wish to share, you can e-mail your response to Ric Walch at engmgr@medfab.com. You can also mail your comments to our chapter post office listed on the masthead.

CHAPTER RESIGNATION Nancy Aubin sent a letter of resignation to the Board to step down from being Membership Director and the resignation was accepted. Nancy did an outstanding job communicating between the National Office and us. There was much frustration as Nancy happened to take the job just when the National Office changed membership record keeping procedures. Thank you, Nancy for your hard work and patience.

RECENT DONATIONS Chapter member Clark Lord of Las Vegas has made another donation to the chapter. This year Clark has donated \$500.00 to be used in finishing the Mack Walch Library Building. Thank you, Clark for your most generous donation.

Walter May joined our chapter a couple months ago after retiring last year after working 42 years with the Southern Pacific and later Union Pacific as a brakeman and a conductor. Some of the items Walt donated to our chapter's growing collection are as follows:

- Western Pacific switch stand lock, with key.
- Atchison, Topeka & Santa Fe switch stand lock.

- 2 Southern Pacific switch stand locks.
- Assorted switch stand lock keys (SP, BN, Pacific Great Eastern, Milwaukie Road, Canadian Pacific, UP)
- *Stations West* by Edwin Culp
- *Hogheads & Highballs – Railroad Lore and Humor* by Dick Murdock
- SP Southern Region Timetable No. 1 (4-14-96)
- SP Central Region Timetable No. 1 (4-14-96)
- SP Oregon Division Timetable No. 10 (10-26-80)
- Western Pacific, Sac. Northern & Tidewater Southern railroads No. 4 (4-25-76)
- Eureka Southern Timetable No. 1 (2-19-85)
- Portland Traction Company Timetable No. 6 (8-14-55)
- Oregon, California & Eastern Railway Timetable No. 8 (1-1-58)
- Camas Prairie Railroad Co. Timetable No. 112 (11-27-66)
- Schedule of Pay & Regulations for Employes in Yard Service on the Lines Formerly Operated by the El Paso & Southwestern Railroad Co. (11-1-62)
- Southern Pacific Safety Rules in Train, Engine and Yard Service 2-15-49)
- Switchmen's Union of North America Wage-Rules Agreements (9-21-50)
- Switchmen's Union Constitution & By-Laws (7-15-67)
- Agreement between the SP and Switchmen's Union (10-1-77)
- Southern Pacific Rules & Regulations of the Transportation Dept. (7-1-60)
- Agreement between the Southern Pacific and its Trainmen (UTU 10-1-76)
- Local Agreements Switchmen for the Portland Division of the SP (1-1-69)
- Ogden Union Railway & Depot Company – Rules & Instructions (2-1-69)

There are several other publications (Schedules of Pay, Hours of Service Act, etc.) donated by Walt not listed here, however, there is an SP Time Book for 1945. Most of the train entries are for runs between Dunsmuir, Eugene and Klamath Falls. There is no name of the employee, but I suspect it is W.G. McNely. Why, you say? At the bottom of the page for October 1945 is this entry written in ink. *“Oct 14 – I hereby pledge myself not to drink any whiskey for 60 days on penalty of buying T.L. Brown & H.H. Dunn a double shot of the best whiskey obtainable. – W.G.McNely (witnesses O.L. Stanley).*

Also of interest is that this unknown employee operated (or rode behind) trains almost exclusively powered by SP's famous 4-8-8-2 and 2-8-8-2 “Cab Forward” steam locomotives. There are a few 2-10-2 and 2-8-2 entries. Thank you, Walt for your generous and interesting donation.

FROM THE CHAPTER ARCHIVES While attending a recent birthday party for one of my grandsons I was handed a Southern Oregon Chapter thank you letter dated May 18, 1981 by my wife's ex-husband, Jerry Anthous. Jerry retired after a career with LTM, beginning with them when they were just known as Lininger.

The letter was written to Jerry from then SOC president L. D. “Dale” Edwards. It goes as follows:

Dear Jerry:

The members of the Medford Railroad Park groups wish to thank you for interrupting your Saturday to come out in the rain to help us in unloading and setting in place of the O.C.&E. caboose for us April 25, 1981. The challenge presented a real challenge to us who knew nothing about heavy moving procedures. It was a relief to us to know the situation was in good hands.

When the small steam train track is completed, please come out with your children for a ride. Again, thanks for your kind consideration.

Very truly yours, L.D. Edwards, Director

Included with the letter is a color photo of the crane about to set the caboose onto its trucks. It appears the OC&E caboose was the first piece of chapter rolling stock to come to the park.

MEDFORD TRAIN COLLISION IN 1911 On July 1st I received an interesting e-mail from SOC member Larry Mulally that looks back to an 1911 incident involving two Southern Pacific trains colliding at Crater Lake Junction in Medford. If you don't know where Crater Lake Junction is, it was where the Medford Logging Railroad connected and interchanged with the Southern Pacific Railroad.

Larry wrote, "I just received this [article] from Ben Truwe. Details on the use of McKeen Motor Cars between Ashland's uptown depot and Grants Pass have always been hard to come by. To have a detailed accident report regarding one of these cars is a particularly fine contribution. The source is the *Central Point Herald* of March 30, 1911."

Thank you Ben and Larry for providing an interesting step back in time.

SOUTHERN PACIFIC MOTOR CAR CRASHES INTO PASSENGER TRAIN

Fifty Passengers Narrowly Escape Death at Crater Lake Junction — Accident Caused by Defective Brake Rod.

A frightful calamity was narrowly averted at Crater Lake Junction, three and one-half miles south of Central Point, Saturday afternoon when the north bound motor car crashed into [Train] No. 15, the south bound *California Express*, after the brake rod on the motor car broke, leaving the car unmanageable.

The motor was a few moments late, leaving Medford station with orders to take the siding at the junction for No. 15. Running at a fast clip, Motorman Wes Riggs shut off his power and applied the air-brake when nearing the switch, to find that the brake was useless. Sounding a warning whistle that he was running wild, Riggs sprang to his hand brake, to find it equally useless. He then reversed his engine and threw on the power again in a futile effort to stop, but without avail. Fortunately No. 15 was on time and had come to a stop and when the motor's alarm was sounded the engineer on the heavy passenger train reversed his engine and started to back up. He was hardly in motion, however, until the motor car struck his engine with a crash.

The injured:

F.H. Caton, of Central Point, hand cut.

Mrs. Paula Lake, of Central Point, cut to face.

F.J. Olson, of Central Point, face cut, teeth broken.

W.R. Baumbach, of Medford, seriously cut and bruised.

J.R. Turfee, of Medford, fracture of right leg above ankle and minor cuts and bruises.

Carol Blakely, of Gold Hill, sprain of right ankle and scalp wound.

Mrs. F.B. Green, bruised and cut about face.

W.L. McClare, of Gold Hill, scalp wounds and bruises.

Roy Carpenter. Hips badly bruised.

W.T. Hankins, of Starr, Ore, back bruised, scalp torn and left shoulder fractured.

Mrs. Georgina Gruggman, of Seattle, badly bruised.

Mrs. William Badge, of Medford, minor facial cuts.

Mrs. A.M. Cary, of Medford, minor bruises.

H.C. Reidel, of Gold Hill, bruised and face cut.

Miss Mildred Gerig, of Medford, facial cuts and bruised about lower limbs.

---- Fox, of Portland, badly bruised and severe cuts about face.

Wes Riggs, motorman, face bruised and hair singed, badly bruised, possible internal injuries.

P.J. O'Gara, of Medford, cut about legs, severely bruised.

Harry M. Bakeman, of Medford, sprained knee and severe bruises.

Steiner Bros, of Canton, Oh, badly bruised.

The motor was a complete wreck. Passengers were hurled in a heap to the front end of the car and every seat was torn from its fastenings and smashed to kindling wood. The wonder is that all of the

passengers were not killed or seriously injured, but the fact that No. 15 was getting under way going backward no doubt lessened the force of the shock and probably saved many lives.

No sooner had the collision occurred than the smaller tank of gasoline took fire and instantly the interior of the smoking compartment was in flames. Motorman Riggs stuck to his post until the crash came, and while his cab was totally wrecked and that the end of the car was telescoped for a distance of several feet, he miraculously escaped with minor injuries. When the flash of fire came from the gasoline, Riggs remembered the big storage tank containing 100 gallons of the fluid under the floor of the car, and extricating himself from his position in the cab he plunged through the flames beneath the car and shut off the flow of gasoline, thus preventing a terrific explosion which probably would have killed every person in or near the car.

Harry Caton, the well-known real estate man of this city, was seated at the back end of the smoker near the door. When the crash came, Mr. Caton was thrown to the forward end of the car, but was not seriously injured. He quickly got back to the door; to find it jammed in such a way that it would not open. He broke the glass with his hand and assisted many of the injured from the car, which was then in flames. W.W. Scott was another well-known Central Point man who was on the ill fated car. Mr. Scott, who is well past 70 years old but quite active in spite of his advanced years, had stepped up on the seat to lower a window at the request of a lady in the next seat and had stepped back to the floor when the crash came. He was quickly shot under the seat front foremost and the broken seats and the passengers were piled on top of him almost to the ceiling, many of the passengers being dangerously hurt and, strange to say, he was uninjured.

Mrs. Paula Lake and F.J. Olson, and F. J. Olson of this city, were badly injured. Mrs. Lake was cut on the chin and neck and Mr. Olson was cut on the face and had several teeth broken or knocked loose.

A board of inquiry was instituted Sunday morning to inquiry into the cause of the wreck and the following report was made after many witnesses had been examined and an exhaustive inquiry made.



Stopping at Woodville (later to become Rogue River in 1916) depot to pick up waiting passengers is SP McKeen Motor Car No. 63, the same car involved in the 1911 accident with Train #15 at Crater Lake Jct.

SP #63 was built for SP by McKeen in 1910 (c/n #64).

In spite of the newspaper report saying "the motor was a complete wreck", No. 63 operated another 22 years, being scrapped on April 21, 1933. One reference says it was sold for scrap to the Dallas Machine Works of Dallas, OR.

Train No. 24, being motor car 63, had an order to meet Train No. 15 at Crater Lake Junction. No. 24 left Medford at 10:28 a.m. When approximately 300 feet from the south switch at Crater Lake Junction, into which they were to enter, Motorman B.W. Riggs made a reduction of air to apply brakes, and found that brake applied and released at once, then made an emergency application without effect, then applied hand brake without effect, reversed his engines, at the same time whistling for Train No. 15 to back up.

No. 24 was moving about ten miles per hour and No. 15 had just started to move backward when collision occurred.

The motor car was well filled with passengers, a number of whom were more or less injured but none fatally.

The damage to the motor car is estimated at \$600.00; to engine on train No. 15, \$50.00. No other damage to equipment or to track.

The board, after hearing the testimony of witnesses, made a close inspection of the motor car, discovering broken brake-hanger, which permitted the brakebeam to drop onto rail, rendering the brakes inoperative, and it is in our opinion that this hanger broke at the time motorman made the application of air brake to stop, as referred to above, and we find further that the accident was caused by brake hanger breaking on account of concealed flaw.

The board exonerates the railroad company and its employees from all responsibility or blame for the accident.

(Signed)

J.M. Kinney, motor car expert.
Edgar Hafer, Lumberman
H.G. Nicklson, Furniture dealer.
H.E. Williams, Capitalist

M.J. Buckley, Asst. Gen. Mgr.
F.J. Graham, Asst. Genl. Mgr.
L.R. Fields, Superintendent
T.W. Younger, Asst. Superintendent

SMALL BIT OF HISTORY Printed after the above newspaper account of the accident in the *Central Point Herald* is this interesting advertisement that's too good not to include here.

A good treatment for a cold settled in the lungs is Herrick's Red Pepper-Porous Plaster applied to the chest to draw out inflammation, and Ballard's Horehound Syrup to relax tightness. You get the two remedies for the price of one by buying the dollar size Horehound Syrup; there is a porous plaster free with each bottle. Sold by Mary A. Mee. If it is new and good, you can get it at England's.

The August General Meeting is at 7:00p.m., Tuesday, August 11th inside the Model Railroad clubhouse. More details trip to the Timber Heritage Association in Eureka will be made. Afterwards will be the entertainment for the evening.

Your Chapter Officers for 2009

E. Don Pettit, President 541-601-4772
Ric Walch, Vice President 541-772-6255
Syd Stoner, Secretary -541-878-8120
John Powell, Activities Director – 541-826-1992
Tony Johnson, Newsletter Editor/Historian – 541-944-9176

Bruce McGarvey, National Director – 541-779-8145
Guy Jenkins, Treasurer — 541-770-5818
Art Turner, Chief Mechanical Officer – 541-826-6291
John Sipple, Dir. Of Public Relations – 541-776-2292