

THE MANIFEST

August 2019



*Volunteers are not paid because they are
worthless but because they are PRICELESS*

GREETINGS ALL:

Time has passed so quickly, here we are in August already! Things are moving along nicely, and thankfully, the smoke problem has disappeared. Hopefully, we will have a nice turnout for our first run day in August.

We are working diligently in trying to develop our tourist railway and need your assistance for this.

Here is a link, hold control and then click on the link, if you cannot open it; I have included a smaller version below.

[ButteFallsPoster.docx](#)

The Southern Oregon Railway Historical Society



NEEDS YOUR HELP TO
FINANCE THE
DEVELOPMENT OF A
TOURIST RAILWAY IN
THE ROGUE VALLEY

We Needs Funds To

Purchase Rail, Ties, Switches, rail
components, & building materials.

To donate or volunteer go to

soc-nrhs.org



**Your donations are
tax deductible. We
are a 501c3 non-profit
organization.**

I printed this story a couple of years ago, but it has recently come to my attention again, so I thought I would reprint it for those of you who may have missed it, or just would like to read it again.

The True Story of Casey Jones

**From "Erie Railroad Magazine" Vol 24 (April 1928)
No. 2, primary treating physician. 13, 44**

On the last day of April [1928] occurs the 28th anniversary of the death of Casey Jones, probably the most famous of a long line of locomotive engineer heroes who have died at their post of duty, one hand on the whistle and the other on the airbrake lever. Casey Jones' fame rests on a series of nondescript verses, which can hardly be called poetry. They were written by Wallace Saunders, a Negro engine wiper who had been a close friend of the famous engineer, and who sang them to a jiggling melody all his own.

Mrs Casey Jones still lives in Jackson, Tenn. She has two sons and a daughter. Charles Jones, her younger son, lives in Jackson; Lloyd, the older son, is with a Memphis auto agency; and her daughter, Mrs. George McKenzie, lives in Tuscaloosa, Ala.

Although 41 years have flitted by since Miss Janie Brady said "I do" and became the bride of John Luther (Casey) Jones, Mrs Jones still keeps green the memory of that glad occasion. Today, still on the sunny side of 60, the plump blond woman with her cheery smile tells graphically the story of how her husband was killed, and how Wallace Saunders composed the original air and words that later swept the country for years as the epic ballad of the railroader.

"My husband's real name was John Luther Jones," she told her latest interviewer. "He was a loveable lad - 6 feet 4 1/2 inches in height, dark haired and gray-eyed. Always he was in good humor and his Irish heart was as big as his body. All the railroaders were fond of Casey, and his wiper, Wallace Saunders, just worshipped the ground he walked on."

The interviewer asked Mrs. Jones how her husband got the nickname Casey.

"Oh, I supposed everyone knew that!" she replied. "He got it from the town of Cayce, Kentucky, near which he was born. The name of the town is locally pronounced in two syllables, exactly like 'Casey'."

Mrs. Jones remembers Wallace Saunders very well, although she has not seen him for years.

"Wallace's admiration of Casey was little short of idolatry," she said. "He used to brag mightily about Mr. Jones even when Casey was only a freight engineer."

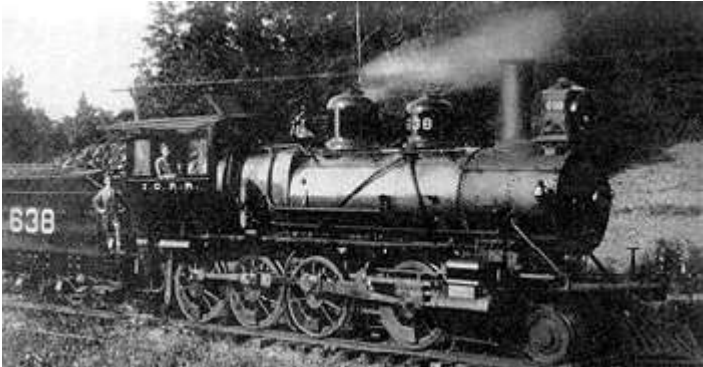
Casey Jones was known far and wide among railroad men, for his peculiar skill with a locomotive whistle.

"You see," said Mrs. Jones, "he established a sort of trade mark for himself by his inimitable method of blowing a whistle. It was a kind of long-drawn-out note that he created, beginning softly, then rising, then dying away almost to a whisper. People living along the Illinois Central right of way between Jackson and Water Valley would turn over in their beds late at night and say: 'There goes Casey Jones,' as he roared by."

After he had put in several years as freight and passenger engineer between Jackson and Water Valley, Casey was transferred early in 1900 to the Memphis-Canton (Miss.)

run as throttle-puller of the Illinois Central's crack "Cannonball" train.

Casey and his fireman, Sim Webb, rolled into Memphis from Canton about 10 o'clock Sunday night, April 29. They went to the checking-in office and were prepared to go to their homes when Casey heard somebody call out: "Joe



Lewis has just been taken with cramps and can't take his train out tonight."

"I'll double back and pull Lewis' old No. 638," Casey volunteered.

At 11 o'clock that rainy Sunday night Casey and Sim Webb clambered aboard the big engine and eased her out of the station and through the South Memphis yards.

Four o'clock of the 30th of April. The little town of Vaughn, Miss. A long winding curve just above the town, and a long sidetrack beginning about where the curve ended.

"There's a freight train on the siding," Casey yelled across to Sim Webb.

Knowing the siding there was a long one, and having passed many other freights on it, Casey figured he would do the same this night.

But there was two separate sections of a very long train on the sidetrack this night. And the rear one was a little too long to get all its length off the main track onto the siding. The freight train crews figured on "sawing by"; that is as soon as the passenger train passed the front part of the first train, it would move forward and the rear freight would move up, thus clearing the main track.

But Casey's speed-about fifty miles an hour-was more than the freight crews bargained for.

But when old 638 was within a hundred feet of the end of the siding the horrified eyes of Casey Jones and Sim Webb beheld through the gloom the looming shape of several boxcars in motion, swinging across from the main line to the side-track. In a flash both knew there way no earthly way of preventing a smashup.

"Jump, Sim, and save yourself!" was Casey's last order to his fireman. As for himself, Casey through his engine in reverse and applied the air-brakes-all any engineer could do, and rode roaring 638 into a holocaust of crashing wood that splintered like match boxes. Sim Webb jumped, fell into some bushes and was not injured.

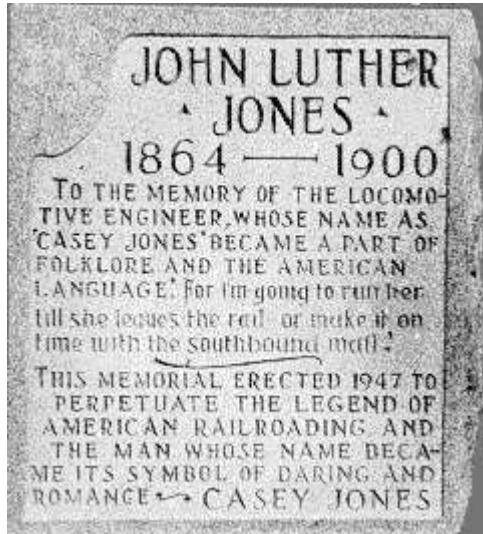
When they took Casey's body from the wreckage (old 638 had plowed through the cars and caboose and turned over on her side a short distance beyond) they found one hand on the whistle cord, the other on the air-brake lever.

"I remember," Sim Webb told Casey's widow, "that as I jumped Casey held down the whistle in a long, piercing scream. I think he must have had in mind to warn the freight conductor in the caboose so he could jump."

Probably no individual, excepting a member of Casey's family, was more affected by the sad news than Wallace Saunders.

A few days later he was going about singing a song to a melody all his own. The air had a lilt that caught the fancy of every one who heard it. But Wallace, honest old soul, had no idea of doing more than singing it as a sort of tribute to his white friend's memory.

But one day a song writer passed through Jackson and heard the song and the details of Casey's tragic death. He went off and changed the words, but retained the lilting refrain and the name Casey Jones. That was about 1902.



Southern Oregon Railway Historical Society
Board of Directors Meeting
Minutes of July 9, 2019

1. **Call to Order:** Membership Meeting was called to order at 7:38 P.M. by Bruce Kelly, President
2. **Roll Call:** Bruce Kelly, Allen Dobney, Jerry Hellinga, Chris Manley and Ric Walsh, as well as several other members were present.

3. **Minutes** were read by Chris Manley and approved with a motion by Allen Dobney and seconded by Jerry Hellinga.
5. **Treasurer's Report:** Was read and approved with a motion from Chris Manley and second by Allen Dobney.
6. **Committee Reports:**

- a. *Medco 4:* We are still negotiating with ORHF. An engineer came and met with Jerry and took some measurements and calculations. The engineer is working on a voluntary basis, with years of experience, having worked on three engines prior to the MedCo 4. Jerry will also be sending him some more information.

Allen has been working on the doors, painting, etc. and he had pictures of his work so far.

- b. *Burger Shack:* We had a break-in whereby they took frozen chicken, cheese, tried to get into the pop cooler, were unable to; however they did ruin lock so as it had to be cut off. For now, all frozen food will be stored in freezer inside the Shack and plans are being made to move the refrigerator inside of the storeroom. Jerry is going to design a better lock for the pop cooler.

Chris and Allen are placing rocks at the entrance to form a rock garden, which will have potted plants. It is a work in progress.

- c. *Newsletter* May June July combined has been sent.
- d. *Website:* Nothing new
- e. *Butte Falls:* No update.
- f. *Surplus:* N/A

- g. *RR Park*: Fixed the fence again from the break-in at the Burger Shack. Brush cleared back from fence.

Board of Governors will meet sometime in July.

8. **Old Business:** NA

9. **New Business**

Jerry presented the new fiscal year budget, which was approved on motion by Jerry Hellinga and second by Allen Dobney.

Allen is making up a flyer asking for donations to help in building and planning the tourist railway, not sure at this point where it will be.

Dan made a motion to add donation box/area on the membership forms for the tourist railway. A motion was made by Chris Manley that we do this and seconded by Jerry Hellinga, motion passed.

Ric said that he had been approached by an N-Scale group wanting to setup a display in the cryptographer building. It was decided to table this for now, as more information is needed to make a decision.

10. N/A

- 11. **Adjournment:** Allen Dobney moved we adjourn, Jerry Hellinga seconded it, meeting was adjourned at 8:27 pm.

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UPCOMING CHAPTER EVENTS

If you know of any other events that should be added to our newsletter, please email, me at (chrismanleysteam@gmail.com)/ call, (541-291-1705), with the details.

Our next meeting is Tuesday August 13, 2019

Meetings are in the Model Railroad Building and begin at 7:00 p.m.

Allen Dobney will be presenting "Canadian Pacific Railway Volume 1" at the August meeting.

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