

S.P. Freight Train No. 221 Wrecked

Rogue River Courier, July 19, 1912

Hugo Neighborhood Association & Historical Society

SIXTEEN LOADED FREIGHT CARS DITCHED AT THREE PINES

Broken Car Wheel Cause

One Man Receives Serious Wrench of Back, But Will Speedily Recover

Sixteen freight cars, nearly all loaded with way or through freight are in the ditch one mile south at Three Pines, a broken car wheel having caused the wreck of an extra out of Roseburg running as No. 221.

The train was in charge of a crew from Roseburg, but all escaped injury except rear brakeman Lang, who had his back severely wrenched. Dr. Longhridge was taken to the scene of the accident on an extra engine from this city to attend the injured man. He reports that Lang's back was sprained nearly to the breaking point, and that it will lay him up for some time before he is on duty again. Lang was walking on top of the train when the crash came, and he says that he remembered going up in the air, but had no recollection of the descent, being found unconscious twenty-five feet from the track.

Many of the sixteen cars are badly wrecked and the track was torn up for a considerable distance. Wreckers were at once put to work, but it is expected that it will take all day to clear the way for the passenger trains which are waiting at the stations each side of it.

A delegation of Southern Pacific railroad men headed by Superintendent Fields, and including F. R. Dunn, traveling freight

agent; C. C. Blood, R. C. Morris and G. C. Morris, assistant superintendents, reached the city Wednesday morning to investigate the wreck of freight train No. 221, which occurred near Three Pines Monday night. They visited the scene of the wreck Wednesday, and are making arrangements for the transfer of the freight contained in the sixteen wrecked cars.

The above named officials, and including J. D. Cook, lumberman; Geo. Dean, blacksmith, and Lyndon Banister, farmer, constituted a board of inquiry that looked into the causes of the wreck. Their report, filed Wednesday noon, finds that no one was responsible for the wreck, it being one of those things that just happens. The report in full follows.

"Board of inquiry convened to investigate derailment of sixteen cars in train 221, engine 2801, Engineer C. O. Webber, Conductor R. Gilom, one mile west of Three Pines at 10:10 p.m. July 15th.

Train consisted of 21 loads and 16 empties, and helper engine 2591, Engineer batman, coupled in train 8 cars ahead of caboose.

Damage to equipment estimated \$900, track \$500, freight \$250.

Investigation shows that train was running at speed of between 20 and 25 miles per hour, and derailment was due to broken wheel under car P.I.E. 9742 loaded with beer in kegs. Place broken from wheel 32 inches in length. Number of wheel 206109. Make of wheel Dixon Wheel company,

Houston, Texas.

Wheel shows evidence of having been heated at some previous date. There is also a flaw on outside web of wheel. Indications do not show wheel was excessively hot immediately after derailment, this train

having ascended maximum of 2.2 percent grade with retainer on this car turned up from Tunnel No. 9 to point of derailment six miles. We do not find any personal responsibility.”