

March issue of Trains carries part one of story on SP&S Railway by Donald Sims. Article will be included in April issue. The March issue concerns itself with the story of the SP&S as it is today. We found the article quite interesting.

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Derailments on railroads are common and a derailment at Western Paper in Salem wouldn't be new to this area. Saturday night January 23d a box car loaded with 25 tons of paper in Jumbo Rolls was placed on the siding. This siding runs south from the SP main line 630 feet, the first 400 feet being on a 2.5% grade with a Hayes Model Derail at the top of the grade. The loaded car was placed on Spot "C" 50 feet beyond the derail and left. An inexperienced switchman presumed the track to be level and left the car without brakes or blocking. After the car was spotted the crew returned about halfway down the grade to line and close the plant gate at which point, fortunately before the gates were closed, the foreman noticed that they were being followed by the Box Car that they had just spotted. In order to avoid a standing collision a fast run was made to the main line and the car made a running coupling with the engine. An investigation revealed that the car had passed over the derail shoe and re-railed within three feet and proceeded down grade. It has been concluded that the freezing weather of the period played a part in making the black top around the derail hard enough that the flange-way did not break away enough to allow the wheels to go off rail. The flanges traveled within ½ inch of the rail edge and did not drop off. Investigating officials claimed they had never seen one quite like it involving a Hayes Model Derail. We are pleased to report that there were no injuries and property damage was small.--submitted by Nelson Hickok.

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Some interesting articles on the railroads of the Pacific Northwest have appeared from time to time in the Oregon Historical Society Quarterly. We have secured a copy of the September 1947 issue which contained an article on the Utah and Northern Railway by Robert L. Wrigley, Jr. One interesting item about this line was that it reportedly was changed from narrow gauge to standard gauge in one day. "In order to eliminate the job of transferring freight between narrow and broad gauge lines at Pocatello, the officials of the Union Pacific, about 1885, made preparations to rebuild the Utah and Northern into a standard gauge road. The section from Pocatello to Butte was widened first. Between those cities thousands of new standard length ties were laid. All was made ready for a widening of the line, which was accomplished in one day, July 24, 1887. Virtually everyone living near the road enthusiastically aided in the job. Work commenced about two in the morning and by mid-afternoon the 262 miles between Pocatello and Butte had been re-laid into a standard gauge." These quarterlies would be a valuable addition to our club's collection. If anyone knows where we could pick up some used ones, please let us know. The OHS has published a pamphlet on the Ilwaco Railroad, which sells for \$1.

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More and more books and pamphlets on railroading are being published. Some of the latest ones include: "Hawaiian Tramways" by Pacific Railway Journal for \$2.00. The text and printing combine to make this an excellent publication. "Album of Western Locomotives" has been reissued by Guy Dunscomb, 1418 Fordham Ave., Modesto, California at \$2.50. The Louisville and Nashville Ry is publishing "Louisville and Nashville Railroad, 1850-1959" at \$3.00. The Western Railroader has reissued their edition on the Nevada-California-Oregon RR.

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This and That: Currently on display at Gills in a Scholastic Art Exhibit is a photo of Shay #7 of Klickitat Log and Lumber Co by Frank Seufert of The Dallas High School. The photograph is very good.