

Big Pine Citizen, Volume 13, Number 49, 4 December 1926 —
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Gives the Following Account of the Wreck on the S. P. Last Friday
Caused by the Recent Bains, [ARTICLE]

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The Mt. Whitney Observer Gives the Following Account of the Wreck
on the S. P. Last Friday Caused by the Recent Rains.

The Southern Pacific train leaving Lone Pine for Los Angeles last Friday morning was wrecked and Engineer Charles A. Fuller was killed. The fireman jumped and was not seriously injured. Gedney C. Robinson, the mail clerk, and six passengers in the day coach also were uninjured, except for slight bruises.

The train had left Lone Pine the evening before, but at Cartago turned back owing to washouts from the 36-hour rain. The train backed up to Owenyo and remained all night, starting out again at 11:30 Saturday morning. The wreck occurred at Ash creek, about seventeen miles south of Lone Pine.

The aqueduct broke in the vicinity of Cottonwood creek about 5 o'clock in the morning, according to report, and the water ran down the railroad grade and then backed up north for perhaps a quarter of a mile cutting its way through the railway grade. A great gap of the high fill was washed out, leaving the rails hanging in the air.

The engineer and fireman did not see their danger in time to stop. The rails snapped as soon as the engine struck them. The engine dropped into the hole and the baggage car shot past it. The day coach also dropped into the hole with its half-dozen passengers. The Pullman at the edge of the brink, held the air brakes, which were automatically applied when the train couplings broke.

Charles A. Fuller, the engineer, had spent many years in the service on this road. He was about 60 years of age and a widower. He resided in Mojave. A son of his, also an engineer, was killed in a wreck on the Santa Fe about six years ago.

The remains of the engineer were sent to Los Angeles.

Coroner's Inquest

A coroner's jury was impaneled by Cris Carrasco, coroner, and an inquest was held at Cartago, with the result the jury found that "the engineer came to his death in a railroad wreck due to a washout caused by a break in the Los Angeles aqueduct." The jurors were Lee Chambers, foreman; N. M. Aigner, A. C. Gash, Frank B. Levack, William Bailey and one other.

Witnesses examined were Conductor Lovejoy, Fireman Tomaile and H. A. Van Norman, assistant chief engineer of the Department of Water and Power of Los Angeles.

Saw the Break and Tried to Warn R. R. Crew

It is generally reported that some man at Cartago saw the break in

the railroad track Saturday morning but supposed the railroad men knew about it and so he did nothing to inform them. Another man at the Kuhnert Chemical Plant saw the break and telephoned the Lone Pine station, it is said, but then the train had gone. Immediately after phoning he saw the train approaching the washout and he frantically yelled and waved for them to stop, but the engineer either failed to see him or else did not know what he meant.

How Baggage Man and Mail Clerk Escaped

The fact that the baggage man and mail clerk had gone back into the day coach is all that saved their lives, for their car shot way past the engine.

How Occupants of Day Coach Were Saved

The occupants of the day coach were saved owing to the fact that this coach went over sideways, and falling easy-like, so that no one was hurt except for slight bruises.

The break in the aqueduct was caused by rocks and debris washing down the mountains into it and filling it, which forced the water over the top.

Wrecking Train Arrives

A wrecking train arrived Saturday night, after a train had come from the south and took the passengers on through. There were two breaks in the roadbed, one smaller one a few yards south of

the one where the wreck occurred. The first work to be done was the repairing of this break so the work

train could get to the wreck.

Mails Delayed

No mail was received in Lone Pine from Friday morning till Sunday night, when some mail was brought from Cartago by the Owens Valley Stage Line, and yesterday it brought more, and the driver announced he had a contract for hauling the mail between Cartago and Lone Pine until the railroad was repaired.

Mrs. Tate, postmaster, received instructions by wire from the post-office department to advertise for bids for carrying the mail while the road is being repaired, and she rustled around and saw truck men and garage men, but found no one interested in the proposition, as it appeared it would be for only two or three days.

The first mail to go out from the Lone Pine postoffice since last Friday afternoon was on Monday afternoon, when it was taken to Cartago by the Owens Valley Stage. On Monday it was reported there were a thousand sacks of mail accumulated at Cartago since the wreck.