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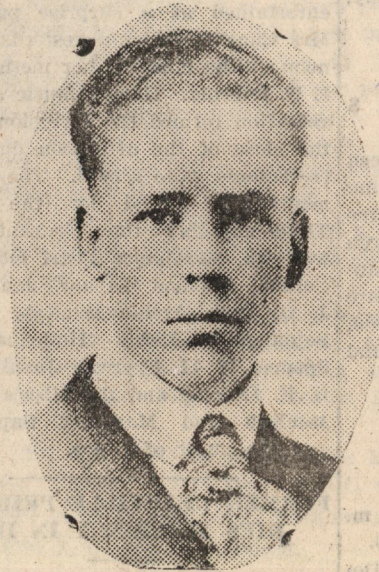
IN THE RAILROAD WRECK



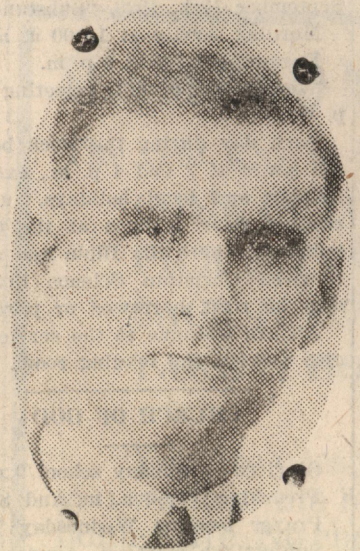
HAL HARPENDING
(not a recent portrait)



GEORGE M. GERHART



R. B. WILLINGHAM



GEORGE M. LILLIS

Buena Vista Hit Hard By Wreck last Sunday

Buena Vista was smitten heavily in the wreck of last Sunday. Mrs. Rathbun, Mrs. Perschbacker, the Isabels the Allison and Miss Hilda Caroline Everett were all residents or former residents of that town.

Miss Everett, who died in Salida, was buried in Canon City Thursday. She was born in Red Cliff, September 12, 1910, and was the daughter of Harvey Everett. She was going to Canon City to enter the senior class of the high school when she was killed. Mrs. Rathbun was returning from Avon to resume her duties as teacher at Buena Vista.

Mrs. Perschbacker was returning to her home in Buena Vista after a visit with her husband in Avon.

The Isabel family had lived in Buena Vista many years.

Dance at Poncha Band Pavilion
Saturday night.

Funeral Services Today For Hal Harpending

Hal Harpending, D. & R. G. W. railroad engineer, who lost his life Sunday in the wreck near Granite, is mourned not only by his relatives but by a large circle of friends in Salida, Leadville and Minturn. Everyone who knew Hal Harpending not only liked him but admired him as a husband and father, a citizen and railroad employee. He was kind to everyone and had the happy faculty of making everyone his friend.

Mr. Harpending bore himself bravely after he got out of the wreck. He talked with his fellow railroad men and stated that he thought he would "make it." He appeared to rally for an hour but apparently he was scalded internally and this caused his death. The steam of the engine and the steam created when the firebox landed in the river was like a cauldron.

Mr. Harpending was born February 19, 1876 in Atchinson, Kansas, the son of a farmer. He arrived at Malta twenty-eight years ago and after a short period of farming and another short spell at mining, he entered the engine service of the D. & R. G. W. at Leadville. He lived at Leadville five years, came to Salida for a year, then lived in Minturn for five years and finally came to Salida seventeen years ago.

Mr. Harpending was married in Leadville January 4, 1904, to Louise Kavanagh, who survives him. He is also survived by three daughters, Mae, Gertrude and Corinne, one son, Wesley, an adopted son, Robert, who was the youngest son of the widowed sister of Mrs. Harpending.

Mr. Harpending also is survived by his father, J. W. Harpending of Poto, Oklahoma, who is very old, a brother, Linley Harpending of Long Beach, who was seriously injured six weeks ago in a mine accident, a brother, J. V. Harpending of Little Rock, Ark., an engineer on the Missouri Pacific, who is here with his wife for the funeral, and a sister, Mrs. Fay Eckhart of Hennepin, Okla.

The funeral is to be held at 2:30 this afternoon at the Stewart chapel. The Rev. Father Philip Nelson, pastor of the Church of the Ascension, will officiate. Interment will be in Fairview.

Mr. Harpending was a member of the Masons and of the Brotherhood of Locomotive Engineers.

Mrs. Mae Summer of Los Angeles, sister of Mrs. Harpending, and Mrs. Mary Kavanagh of Los Angeles, mother of Mrs. Harpending, and W. A. Kavanagh, of Minturn, brother of Mrs. Harpending are here to attend the funeral.

Dance at Poncha Band Pavilion Saturday night.

DEATH LIST NOW AT 30; FOUR MORE BODIES FOUND

The total known dead in the D. & R. G. W. wreck near Granite last Sunday, has now mounted to thirty, with one more reported missing.

The body of Mrs. Martha R. Coffman of Harrison, Arkansas, reported missing Tuesday, was found last night. Mrs. John Betnic, mother of the three-year old lost boy, also was found last evening and the baby of the family was found at 12:30 o'clock today under the engine. An unidentified body of a woman also was found under the engine today. She was past 50 years old and weighed 250 pounds.

She is so badly mutilated that she could not be fully described.

In the list of Tuesday the death reported as "The Allison Boy," proved to be the same as Albert Everett. A man identified as M. Celiz was later identified as Juan Pacheco of New Mexico. The name Louie Bausis appeared in the official list of dead but there is no body to correspond and it is a case of double identification. The list stands at 3 o'clock this afternoon at 30 dead and 53 injured.

Miss Vivian Daniel will be taken on a stretcher to Jonesboro, Ark. She has a fractured pelvis. The body of her brother will go on the same train, accompanied by the parents.

A purse, apparently belonging to Mary Farrell containing a ticket to Kansas City, Mo., has been found and the woman has been listed as missing.

There is fear that more bodies will be found under the engine when it is lifted out of the river.

Frank Krebs, foreman of the wrecking crew was bruised about the head and shoulders Wednesday while assisting at the wreck. He was injured by a fall.

The cars have all been removed from the river and loaded onto flat cars or placed back on the track. The engine is to be removed in sections.

Miss Margaret Cody of Leadville is leaving the Rio Grande hospital today for her home.

The wrecking crew began Wednesday to get the coaches out of the river and succeeded in loading two coaches on four flat cars. The third car in the train also was loaded on flat cars. The baggage car was placed back on the track Thursday. The Pullman cars were placed back on the track.

G. M. Gerhart's Funeral is held at Elks' Home

George Mitchler Gerhart, who was killed in the wreck at Granite Sunday, was one of the best known engineers on the system and he enjoyed a large circle of friends. He had been a resident of Salida for twenty-eight years, during all of which time he was in the engine service of the D. & R. G. W. He was an engineer for eighteen years. Mr. Gerhart was planning to retire soon and enter business.

Mr. Gerhart had gone over to Minturn on Saturday as engineer of the local train and while there became sick of ptomaine poisoning, which made it necessary that he return home on the passenger train as a passenger. He was sitting with T. McClenahan, a fireman, who was hurt at Minturn, and was returning to Salida for treatment. Mr. McClenahan was seriously injured.

The body of Mr. Gerhart was not recovered until Monday, when it was brought to Salida.

The funeral services were held at 10 o'clock Thursday morning at the Elks Home. All business houses were closed for an hour during the funeral service. The body was sent to Turner, Kansas, on train No. 2 Thursday, accompanied by Mrs. Gerhart and Mr. and Mrs. Norman J. Garrelts, and Mrs. Frank McConnell of Los Angeles, who arrived here Wednesday.

A quartet composed of Harry Hampson, Lee Lewis, Mrs. Lucille Crest and Miss Eva Carson sang, "Jesus, Saviour, Pilot Me," and "Abide with Me." Mrs. Woody was at the organ.

Mr. Gerhart was born April 2, 1870 in a suburb of Kansas City, Kansas. He began his railroad career in Missouri and came to Salida twenty-eight years ago.

He was an engineer for eighteen years.

Mr. Gerhart was married December 24, 1914 at Dayton, Ohio, to Etta Miller, who survives him. He is also survived by one sister, Mrs. Ethel Snoddy of Moscow, Idaho.

Mr. Gerhart was a member of the Brotherhood of Locomotive Engineers and the Salida lodge of Elks.

MY EXPERIENCE OF THE

D. & R. G. W. WRECK

I had been talking with two women, mother and daughter, just before the crash came.

My first thought of the wreck came when the car we were riding in, started to shake from side to side and was bouncing up and down, over the ties. I said to the two ladies, "We are having a wreck and all are going to be killed."

Just then a thousand thoughts came to my mind, the first one was to pray to God for I then realized our predicament, and I know I never prayed so hard for forgiveness before in my life, as I could see the end plainly, and then everything went upside down, and over and over. The darkness came and I was dazzled, and my head was down one minute and then another crash, then all was quiet. My head was in the water and I was trying to gather myself together, and straighten up, as I was standing on my head.

I wanted to be of help to someone, and could see nothing but water, and told the people we would all be drowned. I could hear the screams of the helpless and dying, which was a horrible experience. I am still praying for my husband who was in the car ahead of me.

I could see a glass over me, but had no way to break it. A man put his foot through the glass, and crawled through it. He then reached down, and got my hands and helped me up on top of the car. I was still dazed all this time, and bleeding, and praying and thanking God, and praying for my husband, and all the poor souls.

When I got to the top of the car, I

could see my husband on the bank of the river calling to the men to help me down. He was cut badly and crippled, but not seriously hurt. I believe I was the first woman to get out alive, and believe he was the first man out.

We then had our cuts temporarily taken care of, and the scenes enacted after this were terrible, dead and dying everywhere. I have prayed to God a thousand times for these poor people, and only hope never to go through any similar experience.

Respectfully,

Mrs. May Bruggemeyer,

100 New Street,

Blue Island, Ill

I had been on the train only a short time when I felt a sudden jolt which shattered the window, near which I was sitting into a million pieces.

The next thing I remember, I was being hurled into space.

I landed in the river and for a second I had the sensation of drowning. I got out of the water, and looked around to see where the two girls with whom I was traveling were. They were right in back of me.

I thought of the others who may have fallen into the river, and if knocked unconscious, would be drowned. I went back to see if I could pull them out, but my head hurt so badly that I had to be taken back.

It seems like a bad dream.

Margaret Cody.

Too Much Speed Given As Cause of the Wreck

The conclusion of President Pyeatt of the D. & R. G. W. that the wreck at Granite Sunday was due to excess speed was confirmed by the investigation conducted Wednesday morning by Superintendent Carpenter, in which the representatives of the Interstate Commerce Commission and the Public Utilities Commission took part.

Ira Cope, conductor on the train, testified that he had gone back to the diner with a telegram for the steward and thus escaped being in the wreck. He estimated the speed of the train at 30 to 35 miles per hour.

W. L. Angel, head brakeman, who was in the smoking car and escaped with a cut head, and J. F. Grout, rear brakeman also testified that the speed was 30 to 35 miles an hour.

R. B. Willingham, fireman on the engine, testified that the speed was about 40 miles on hour.

The rules provide for a speed not greater than 30 miles an hour on that curve.

J. W. Lynch, train master, testified that he had left the head of the train at Tennessee Pass to telephone to headquarters in Salida and had caught the rear end as the train was pulling out. He was walking through the train to the engine when he chanced to meet his son and stopped to visit with him for a few minutes. He said he did not observe the speed of the train.

Tony Gillen, section foreman, Ray Herndon, car inspector at Tennessee Pass and F. G. Chambers, roadmaster, testified that the air brakes and road-bed were in first class condition.

The meeting was attended by General Manager I. H. Luke, General Mechanical Superintendent W. J. O'Neill, Assistant General Manager A. C. Shields and General Air Brake Inspector Clarence Rawlings.

The Interstate Commerce Commission was represented by Mr. Gardner and Mr. Lindsay, and the Public Utilities Commission by Commissioner Jones and Engineers Lines and Rankin.

The Interstate Commerce Commission declared the railroad investigation would finish their investigation, but the Public Utilities Commission representatives will attend the inquest in Leadville.

No testimony was offered and no questions were asked during the investigation as to the rumor of a conversation between Mr. Harpending and Mr. Lillis and between Mr. Harpending and Mr. Willingham as to the speed of the train before the accident.

CARD OF THANKS

The Locomotive Engineers of Marshall Pass Division No. 199, Salida, Colorado, desire to express their appreciation to Mayor R. P. Rubin, and the business people of Salida for their kindness and consideration in closing the various places of business during the funeral services of our late Brothers George M. Gerhart and Hal Harpending.