



THE TRAIN SHEET
FEATHER RIVER RAIL SOCIETY
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.....Address Correction Requested.....

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TRUE TALES OF THE RAILS

In San Francisco yard, after Tunnel A burned, WP yard goats detoured around the tunnel by using a combination of Santa Fe and SP tracks to reach the "downtown" freight house. On this particular day, the day job had a heavy cut of cars to take uptown for an afternoon spot. The track leaves the yard, near 3rd and Army Streets and starts a steep climb. The track curves to the right, goes down through a dip, and starts street running on Santa Fe rails. The Alco S-2 had its work cut out for it and was making only 3-4 mph when the WP crew observed a Santa Fe goat approaching them from the opposite direction. The Santa Fe engine was moving slowly also. The WP train stopped, the crew got off the engine and a switchman ran toward the Santa Fe engine shouting for them to stop. The two engines collided with such force as to break both draw bars and put the deck of the WP engine on top of the Santa Fe engine. When the dust settled, the Santa Fe crew exited the cab, rubbing their wounds and cussing the WP crew for not blowing their whistle (which they had been!). They admitted they were on the other side of the cab talking to the engineer and had not seen the WP train approaching.

Before long a TV news crew appeared and interviewed crew members, then the yardmaster took the WP engineer back to get another engine to pull the cut back to the yard. After the air was pumped up and the 3rd st. traffic signal turned green, the cut of cars was started back down the hill. What was forgotten, however, was a spring switch under the train. Four of five cars derailed and laid on their side in the street! The TV news crew returned and this event made the 5 O'clock news.....

