

There were only two entries in the unlimited class, and this is where the true "Man vs. Machine" contest took place. Dave Rangel and crew walked away with the fastest times for the 300 meter run with their Fairmont A-8, dubbed by the other motorcar operators the "Flying Phonebooth". This car, which came from the G M&O RR, zipped over the track in 31.06 seconds, powered by a V-6 engine. The all-star crew from the California State Railroad Museum on their handcar from the U.S. National Handcar Races came in second in this category, with a very respectable 36.23 seconds. To say the least, four big guys pumping away on a handcar and getting times that were better than half of all the other motorcars was a real crowd pleaser.

The event ran much more smoothly this year, beginning at around 11 AM and finishing just after 1 PM. And once again this year the Motorcar Races could not have functioned without the help of the entire Wollenson Family. Also helping out with the timing of the races was Jim Ley. Vic Neves provided the usual top quality sound system.

The 1987 National Track Motorcar Championship Races are now being planned for the weekend of August 1st. There is much interest among the car owners to have the actual races during late Saturday afternoon, instead of Sunday. This will allow the car owners to participate in a pot-luck Bar-B-Q and slide shows that evening and get some more operating time in on the museum trackage the next morning.

If FRRS members are interested in racing motorcars in the 1987 races, several have been donated to the museum by the UP and need work to become operable. If you or anyone you know is interested in actually owning a motorcar.. Robert Mahan of Oxnard has three M-19's from the AT&SF for sale. He is asking \$600 each, to cover his costs of buying them, and transporting them to California from Albuquerque. They are all in operable condition. Contact him at.....

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FEATHER RIVER DIVISION NEWS

On October 13th at around 9am in the morning the eastbound (north bound) STBR train bound for Bieber was approaching the county road crossing at Robbers Creek, five miles north of Westwood on the "Highline". Just as the train was entering the crossing at around 35 miles per hour

a loaded log truck came across the road crossing without slowing down. The collision between the log truck and the train killed the truck driver immediately. The lead locomotive of the train, a GE C30-7 UP-2432, dug into the track after hitting the log truck and flipped end over end through the air, landing clear of the track and facing the opposite direction. The next two units on the train, C30-7 UP-2424 and SD 40-2 UP-3751, sustained moderate and slight damage respectively in the following derailment which included the first five cars in the train. Somehow the head end crew rode out the derailment and gymnastics of the 2432 with only minor injuries and were able to walk away from the mess. The 2432 itself was totaled due to a bent frame and axles, mangled long hood and scrambled internal mechanicals. Both the Oroville and Portola derricks were on hand within half a day to clean up the mess. The 2432 was thought to be too badly damaged to be moved, but the UP put new axles under it and moved all 3 locos back to Salt Lake City in Nov. As the derailment took place at the west end of the Robbers Creek siding the MofW Forces did not replace the switch. Removal of the entire siding was even considered, showing what the UP thinks about the future of the WP's Highline to Klamath Falls, unless the UP does get trackage rights over the SP & BN in the gaps between Los Angeles and Bend, Oregon.

With the increasing amount of double-stack container trains running between Chicago and Oakland, and with the use of the new 48 ft long, 9 ft 6 inch high containers, the UP has had to spend more money on the Feather River Route to accommodate these trains. It was found in 1986 that clearances are not sufficient in some of the tunnels west of Portola for a car with two of these extra-height containers stacked on each other. Thus an over height detector was set up at Chilcoot, east of Portola, to find these carloads. So far over a dozen have been found and set out at Portola to be "fixed". Repositioning of the containers to meet the clearances is handled by the Portola derrick. Summer 1987 should see the elimination of one of the restricted clearances as Tunnel #3 on Altamont Pass is scheduled to be daylighted. Other tunnels that need work to allow the increased clearances are Tunnel #2 in Niles Canyon and #35 at Spring Garden.

The B&L (Boca & Loyalton) branch to Loyalton 18 miles east of Portola, currently sees service about twice per week. Powered with a former WP GP-35 on most occasions one of the operating days is either Saturday or Sunday, making a nice diversion to anyone visiting the museum during a weekend. The 11.8 mile B&L Branch is scheduled for some heavy track work this coming summer by the UP, but we keep hearing rumors that it, like many other of the UP's branchlines around the West, is for sale to any interested branchline operator.

The Former Sacramento Northern branch in Chico is now on the verge of becoming an operating shortline by the end of March. It has been one year since the last UP train left Chico where the history of the SN's predecessor Northern Electric began. Several shortline operators have looked at this line over the past year, but have been chased away by the City of Chico's requirement that a half million dollar bond be posted by the operating railroad. The bond would insure the street trackage in town be removed and the streets repaired if the rail line is abandoned. But thanks to the untiring efforts of FRRS members Tom Messer and Kent Stephens, contracts have been signed by shippers insuring a steady flow of carloads to the new Chico shortline once it is in operation.

Meanwhile, the south half of the SN's Chico Branch is now history. The section between Colusa Junction and the SP connection at Live Oak is now nothing but a bare roadbed. Almost two miles of this line will be seen in a different location as the UP donated the ties and rail from this section to the group in Nevada City that is rebuilding a portion of the Nevada County Narrow Gauge.

Ex WESTERN PACIFIC GP-40's

Former WP 3528 through 3544 have found a new home as of Dec 86. For the past year they had been stored on the UP at North Little Rock, Arkansas, many still in their green and orange paint. In Dec. all were returned to owner GATX now that the original 15 year lease to the WP was over. GATX has now leased all of these units to the SOO Line currently short of power. From recent photos it looks like locomotives from both the Milwaukee Road and the WP are operating together fairly often in the Midwest. Also, the 5 ex-WP GP-40's that have been on lease to Kyle Railway in Kansas were returned. These five 3517, 3518 3520, 3524 and 3525 are also operating on the Soo Line.