

poor. We probably won't see coal export trains down the Feather River Canyon for quite some time still.

It seems that the controlled siding at Robbers Creek on the "Highline" was very quietly removed sometime this past summer. The west switch at Robbers Creek was torn out by the derailment of the STBR in October 1986. Then sometime in early 1987 the east switch was damaged somehow, and the MofW forces decided to tear out the switch instead of repairing it. With both switches out, the MofW forces came along later and tore out the rest of the siding. This act must have been done rather quietly, as a few months later, one of the dispatchers in Sacramento was trying to set up a meet between two trains at Robbers Creek (a very rare occurrence anywhere on the Highline these days). The dispatcher told the train to head into what he thought was a stub-end siding, but the train crew called back on the radio and said they couldn't! When the dispatcher asked what they meant, the train crew reportedly told the dispatcher that they were just then going by what was left of the siding — rails and ties stacked in nice neat piles. Oops!

The members of the Feather River Rail Society owe a bit of thanks to Jay Tatum and the other members of the Longview (Texas) Model Railroad Club. Back in June while the 805-A was being transported by the UP from Louisiana to Portola, it was set out at Marshall, Texas. After sitting around for a few days, while the local UP offices were unaware of what it was and where it was going, the 805-A was tacked onto a local freight for delivery to a nearby scrap company that deals in locomotive parts. The local fans, who knew that it was supposed to be heading for California, mentioned to the UP trainmaster that he had better check with someone in Omaha or St. Louis before that train crew delivered that "old F unit" to the scrap company. To say the least, the confusion was quickly cleared up, and the 805-A was once again heading in the right direction — thanks to some local railfans!

We recommend these independent publications for further reading:

The Lark

News of Northern and Central California, Western Nevada, and Southern Oregon. Published "monthly" by FRRS members Vic Neves and Wayne Monger.
\$12.00 yearly subscription
Address: The Lark
P.O. Box 23721
Oakland, CA 94623-9991

Northwest Railfan

News of Oregon, Washington, Idaho, Montana, British Columbia. Published "monthly."
\$.50 per issue subscription price
Address: Dean Ferris
2126 N. 50th
Seattle, WA 98103

The Spike

Railroad News of Northern California, Humor/Satire for the Railfan. Published quarterly.
\$.50 per issue subscription price.
Address: The Spike
2671 Monroe Street
Santa Clara, CA 95051

The Streamliner

Publication of the Union Pacific Historical Society. History, modeling tips for anyone interested in the Union Pacific Railroad. Published quarterly.
\$12.00 per year membership/subscription.
Address: Union Pacific Historical Society
P.O. Box 5653
Arvada, CO 80005-0653

Flimsies!

Hot news of California and the West.
Published monthly.
\$1.00 per issue
Address: Flim Baden
P.O. Box 3165 - FX
Costa Mesa, CA 92628

The Mixed Train

Publication of the Camerail Club of Omaha, Nebraska. Current railroad news and history of the Midwest - especially the UP, C&NW, BN, and regional shortlines.
\$5.00 per year membership/subscription
Address: Joel Boucher
3031 Fourth Avenue
Council Bluffs, Iowa 51501

WESTERN PACIFIC 2600 cuft AIRSLIDE COVERED HOPPER CARS

WP 11591-11600 B1t Aug 63
WP 11601-11604 B1t Sept 58
WP 11605-11616 B1t Aug 60-June 62
WP 11617-11662 B1t June 64-May 66

They came to the WP in light gray with black lettering and now are being repainted into bright silver with red "Union Pacific". WP used the cars in flour and sugar service and the cars are still in this service today.

Built by General American and designed primarily for sanitary and economical bulk shipment of dry, granular or powdered commodities.

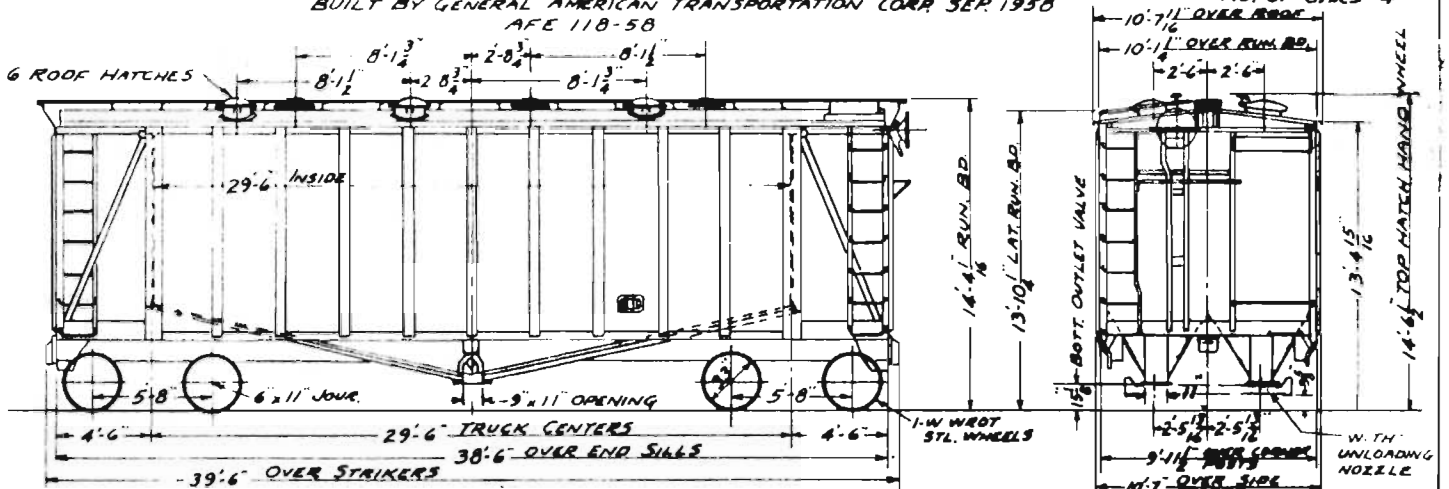
The term "Airslide" comes from Airslide conveyors built into the hoppers of the car, a low pressure source of air is required at each unloading site. This air is introduced into manifolds below the car, carried to a plenum chamber where it passes through the special Airslide fabric "fluidizing" or aerating the material above it and causing the lading to flow to a single pair of outlets at the bottom center of the car.

WP had 72 cars in the 2600 cuft capacity and as of Jan 88 45 are still in service now for the UP. Series 11591-11600 leased from North American Car Corp (No. NIHX 60300-60309) are off the roster.

BUILDERS SPEC. NO 2676

AIRSLIDE COVERED HOPPER CAR, CLASS LO
BUILT BY GENERAL AMERICAN TRANSPORTATION CORR SEP. 1958
AFE 118-58

CAR NOS. 11601-11604
NO. OF CARS - 4



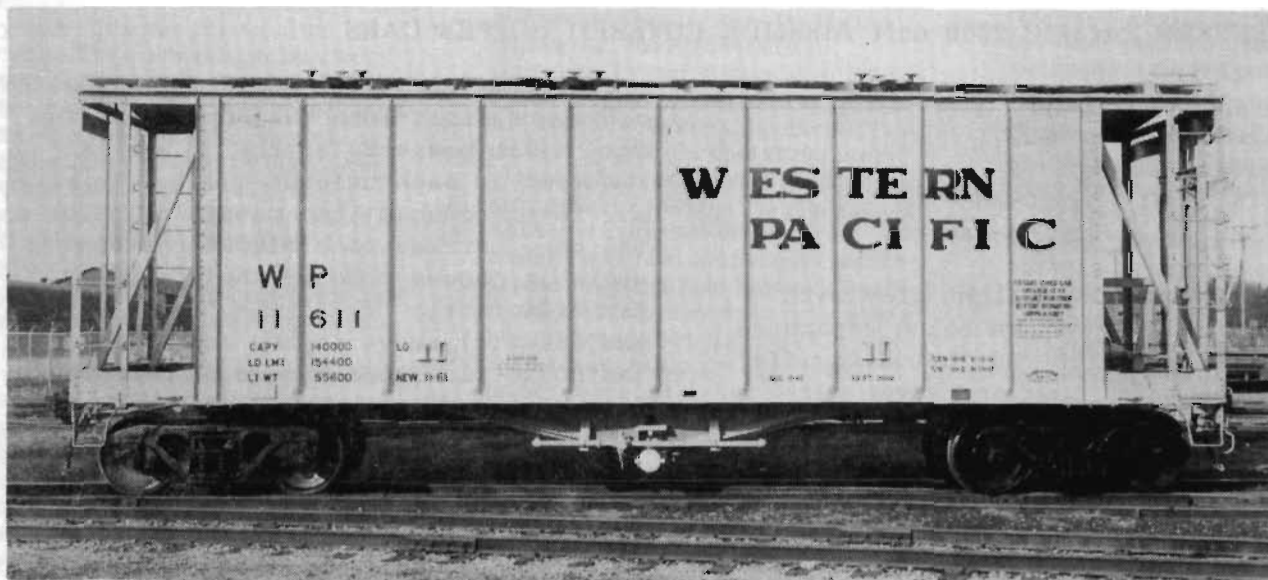
TRUCKS, BARBER STABILIZED TYPE S-2-A
DRAFT GEAR, AAR APPROVED
AAR FRICTION BEARINGS
RWC 10-30-58

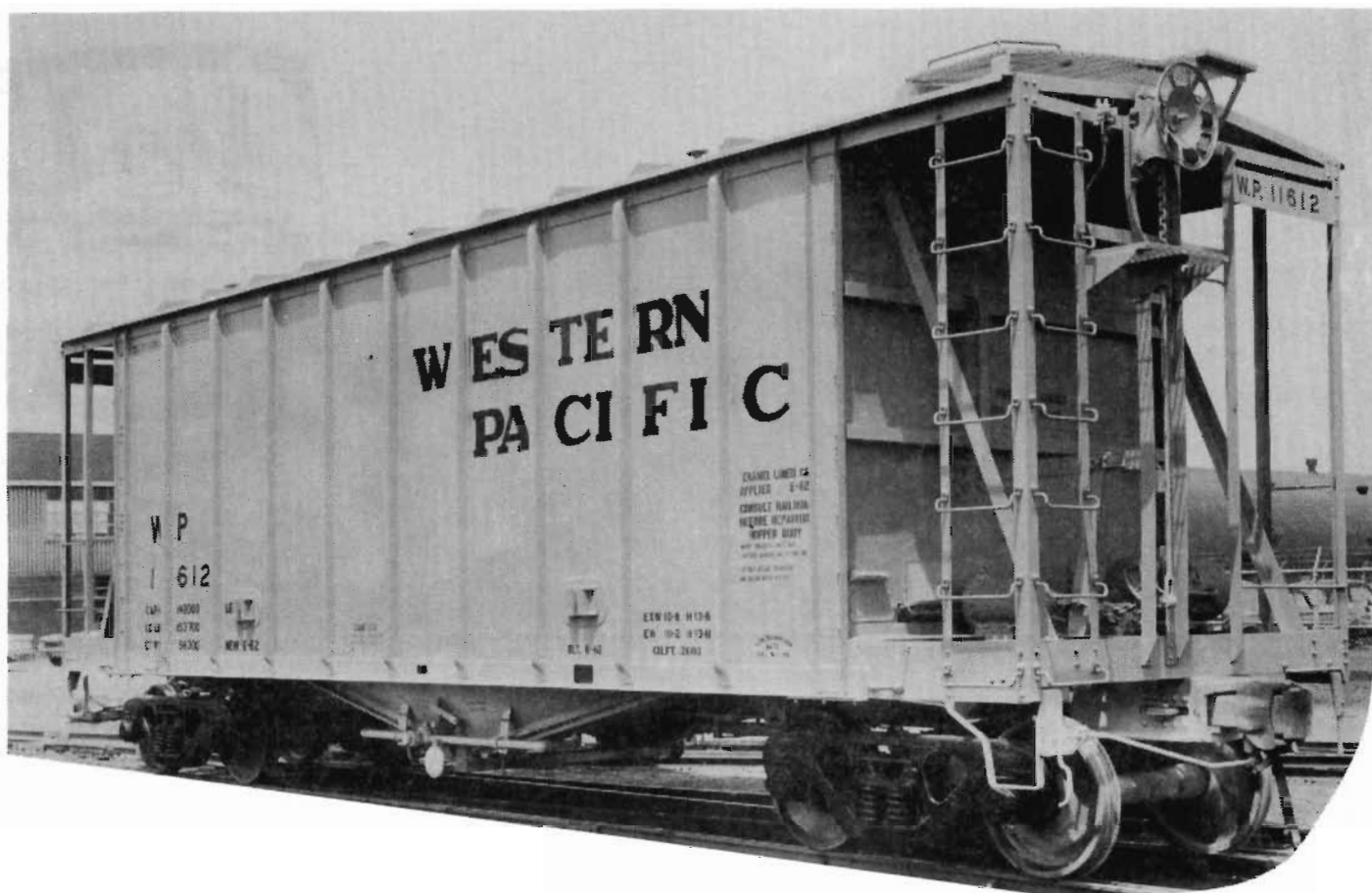
LENGTH INSIDE 29'-6" CAPACITY 140,000 LBS
WIDTH " 9'-11" " 2600 CU.FT.

WEIGHT - BODY 40960
TRUCKS 16480
TOTAL 57400 LBS.



WP 11596 in Sacramento late 70's note block "Western Pacific" this is the only series using this style, all the other series use the standard style as shown on WP 11611.....





GENERAL AMERICAN TRANSPORTATION CORPORATION
EAST CHICAGO, INDIANA



WP assigned their Airslides in both capacities to the following....
 Pillsbury Ogden, UT 4 cars
 Peavey Co. SLC, UT 19 cars
 Purity Oats Minneapolis, Minn 2 cars
 Kerr Pacific Pendleton, ORE 21 cars
 National Biscuit Cheney, WA 12 cars
 Corn Products, Stockton, CA 4 cars



