

the Los Angeles County Fair in Pomona.

We extend our thanks for the help the following people gave us either at our Gift Shop or at the sales shows: Hap Manitt, Pat Duffy, Nick & Dorothy Baldi, David Dodds, Bob Thrasher, Skip Marshall, Mr & Mrs Hartung, Chris Skow, and Rose Hersted.

Our 1987 catalog is out and a copy of it has been mailed with this issue of the TRAIN SHEET. If you want extra copies or know of someone who would like a copy please let us know. As you can see we have gone all out to bring you some of the best railroad type merchandise on the market today. We are offering you big discounts on the market today. We are offering big discounts on just about everything in the catalog. Order from us and save. You will be helping a great museum grow.

DIESEL-ELECTRIC LOCOMOTIVE INSPECTION AND MAINTENANCE CLASS

This spring the FRRS is presenting a course on Diesel Electric Locomotive Inspection and Maintenance.

The course is designed for people who have little or no experience with EMD locomotive operation and maintenance. If you ever wanted to work on or to know how a modern locomotive works, here is your chance.....

We will run the course on the 3rd weekend in each month, starting April 18th at 9 AM in the museum. The course will end in November.

Students will have the opportunity to work on the museum equipment and learn at the same time.

We are going to limit the class to 25 people and a course fee of \$25 to cover expenses will be required at the time of registration.

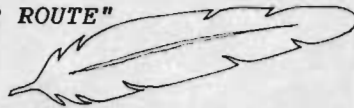
If you are interested please write to..... Brian Challander

P.O. Box 769
Homewood, Calif. 95718
916-525-4835

More info next sheet.....

News of the "FEATHER RIVER ROUTE"

Wayne Monger
Union Pacific News Editor
CTC BOARD Magazine



Once again in 1986 your Society hosted the National Track Motorcar Championship Races at the Portola Railroad Museum during the month of August. Due to operational conflicts and limited time when the 1985 races were held during Railroad Days, the 1986 races were scheduled on a separate weekend. This created an opportunity to see how well the event would do on its own, attracting visitors to the museum and the Portola area for the weekend.

The weekend of August 2nd and 3rd was selected for the 1986 National Track Motorcar Championships, halfway between the FRRS Railfans weekend and Railroad Days. The overall event was considered moderately successful from the standpoint of the number of motorcars in attendance and the approximately 150 spectators on hand to view the races Sunday morning. The 1986 races found 8 of the 13 participants from the 1985 races returning to try their cars against the clock and each other over the 300 meter length of museum trackage. They were FRRS members; Steve Milward of Portola, Vic Neves from San Leandro, Ca., Jim Atkins of Sacramento, Dale Wyant of Oaji, Ca., Tom Mougovan of Sebastopol, Ca., Steve Bush of Colfax, Ca., and Richard Brickell of Reno, plus motorcar owner Davis Rangel and crew from Fresno, Ca. The 1986 races had 5 new participants; FRRS president Norm Holmes, Robert

Fansler of Sebastopol, Jon Kirchanski of Woodacre, Ca., Steve Santos of Fresno, Ca., and Robert Mahan of Oxnard Ca. FRRS members John Ryczkowski, Dave McClain, Greg Brahms, and Wayne Monger did not actively participate in the Motorcar Races this year with their cars as they did in the 1985 races.

We also had a very special 14th entry in the races (thanks to Bill Timmons and the Ca. State Railroad Museum in Old Sacramento), an all-star team with official handcar from the U.S. National Handcar Races. The efforts of the California team, the FRRS, and the National Track Motorcar Championship netted some good publicity before the event of August 3, as the CSRM people held a mock race between the handcar and a motorcar for the cameras of the Sacramento TV stations. This TV plug plus several newspaper notices in California and Nevada provided a good level of advance publicity, but unfortunately, there were no TV crews to cover the actual event. A contributing factor to the low spectator attendance was the draw of the American Association of Railroads special passenger train run westbound through the Feather River Canyon.

The 1986 competition was broken down into three different categories to make the competition more even. The three classes of motorcars were; one-cylinder, two-cylinder, and the unlimited class of four cylinders or more. Due to safety

considerations discovered during the 1985 races, the starting area was at the new concrete walkway near the engine house while the finish line was out at the beginning of the balloon loop. As before, each motorcar and operator/owner was given the chance to make three runs over the 300 meter long track for the best time.

Eight of the 14 competitors were in the one-cylinder class. Coming in first place with a time of 33.16 seconds was Robert Mahan of Oxnard, with his former Ventura County Railway Fairmont S-2. Second place went to Norm Holmes with a time of 35.29 seconds in his "little buttercup", a Fairmont F-9 previously owned by the WP. Third place went to Steve Milward with a time of 35.79 seconds in his former WP Fairmont M-19. Fourth place went to Dale Wyant with a time of 40.50 seconds, operating his Fairmont M-9, which is still used on the Ventura County Railway. Fifth place went to Steve Bush of Colfax, who had two runs with the same time of 41.45 sec. in his Fairmont M-19, built for the Sacramento Northern Railway. Wayne Monger did not operate his Fairmont M-19 in the races because of his master of ceremonies duty.

In the two-cylinder class there were four cars competing. Once again this year Richard Brickell with his repowered Buda from the Virginia and Truckee won first place with a best time of 33.05 seconds. Close behind in second place was Tom Mougovan with a time of 33.64 seconds in his Fairmont M-19-AA, formerly from the WP. In third place with a time of 36.04 seconds was new entrant Jon Kirchanski, with his former WP Fairmont M-19-AA. In fourth place was another new entrant, Steve Santos of Fresno. Steve had a best time of 38.87 seconds with his former Cotton Belt Fairmont MT-19.

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.....

1212 Commercial Ave.

Oxnard, Calif. 93030

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.