

## GIFT SHOP

Our well stocked gift shop did a great business during RR Days. Chris Skow and Vickie Krois were busy both days with some \$6000.00 in sales. The BLE-GIA "Lady Engineers" helped us with a booth at the City Park: Claudia Rohlinger, Ellen Housen, & Rosalie Caufield, FRRS members, manned the booth, Barbara Holmes stocked the booth and provided transportation. Another booth was located in the High School Gym, Nick and Dorothy Baldi took care of sales at this location. Between these booths, another \$2000.00 was made in sales.

On Sept 7 & 8, Odie Lorimer and Larry Hanlon set up a FRRS booth at the Great American Train Show in San Jose. About \$750.00 in sales were made and our Society received valuable publicity.

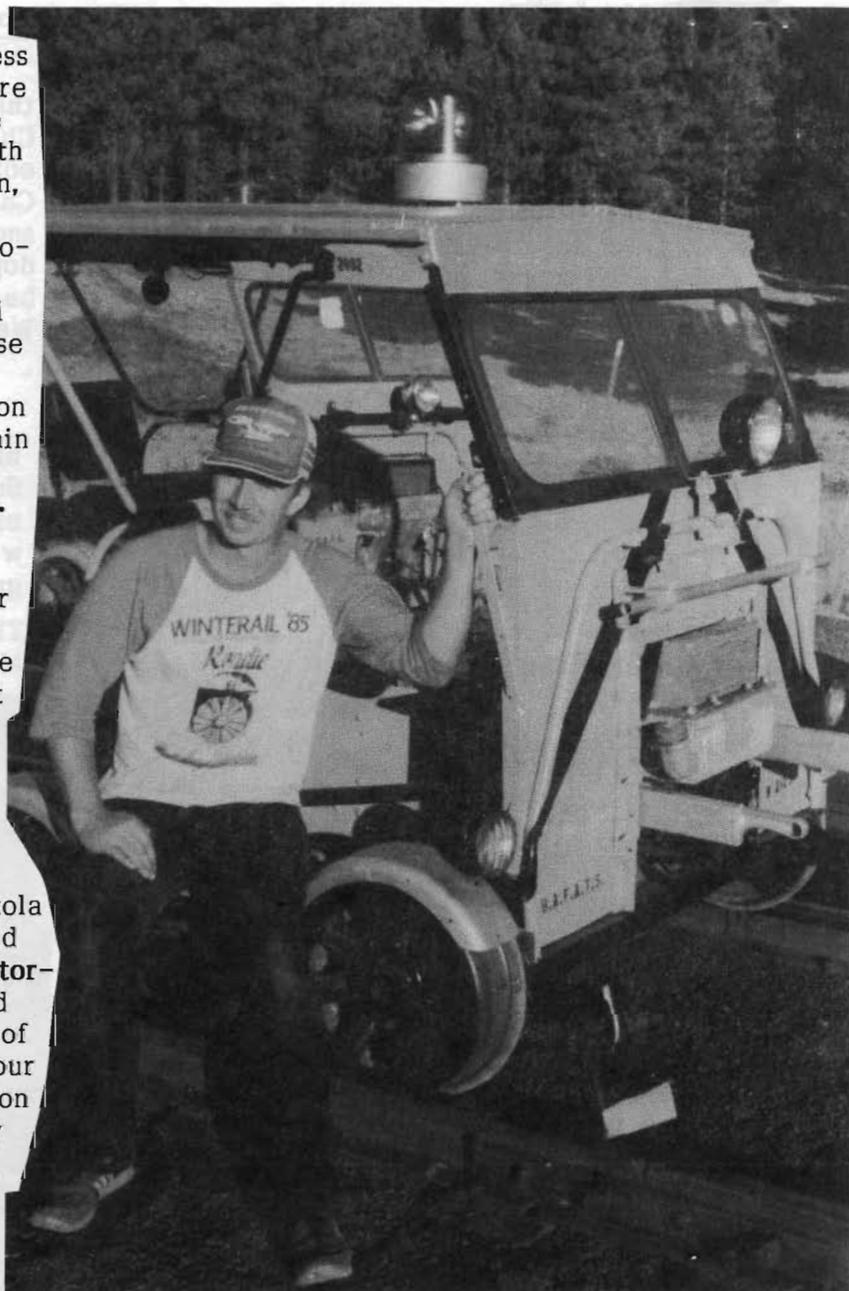
We have a number of new items in the Gift Shop including a complete line of available WP and UP post cards. We hope to have some of our equipment on cards by Christmas.

The Gift Shop is open on weekends during the winter and can be opened anytime by Hap Manit (832-4901, Chris Skow (836-0469) or Norman Holmes (832-4737).....

## NATIONAL TRACK MOTORCAR CHAMPIONSHIP RACES, PORTOLA, AUGUST 25th, 1985

by Wayne Monger

For the second year in a row during the Portola Railroad days celebration, your Society has hosted what we have labeled as the "National Track Motorcar Championships". This year we once again had a modest turn-out of 14 motorcars, an increase of six from last year. I believe we did accomplish our basic purpose, which is to give the public a reason to return to the museum grounds on the 2nd day of Railroad Days, and allow them to see another unique aspect of our museum.



WAYNE MONGER WITH HIS WP M-19 MOTORCAR AND WAYNE AND VIC NEVES WITH THE STAT BOARD...



signal department out of Oroville until 1976, when Norm bought it, and then restored it.

**THE NATIONAL TRACK MOTORCAR CHAMPIONSHIP RACES** are patterned after the International Handcar Championships that are held every year in front of the California State Railroad Museum at Old Sacramento. Like the handcar races we use a single 300-meter long stretch of track. In our case, we have used the track from the south side of our balloon loop to a point near the east end of our engine house, which is where the finish line is located. On Sunday morning, all of the motorcars and their operators were lined up at the finish line at 10:00, and since Norm's motorcar wasn't running, the job of announcing the motorcar races fell to him. Using the fabulous sound system that Vic Neves had assembled, and brought to Portola for the races, each operator and their motorcar were introduced to the crowd. After the intro all of the cars proceeded around the balloon loop to the starting line. In the meantime, members of the Wollensen family brought the museum's three-wheeled velocipede, and the handcar down the track in front of the crowd.

It was 10:30 by the time that the 1st car crossed the finish line for the 1st time. The crowds of people on hand to see the motorcars were standing behind rope barriers in the museum's parking lot, or were sitting on the flatcars and in the cabooses of our "passenger" train. Right from the start motorcars began to break-down at the starting line, but everyone except Vic was able to get in their three runs by 12:30. With all of the operators gathered at the finish line, Wayne made the presentations of awards and participation ribbons. By 1:15 the passenger train had once again began to operate. Motorcar rides to the public began around 2:30, six were run at once, running ahead and behind the train until after 4:30. The rides were a great success and many people liked the motorcars better than the trains. Many operators who had been having problems with their cars earlier found that the cars performed better as they were run more. I would like to extend to everyone that was involved with (and affected by) the Motorcar Races this year. A big "Thank you" needs to be extended to Norman Holmes for his wonderfully entertaining announcing abilities, plus for giving me a free hand in trying to set all of this up. Thanks also goes to members Steve Habeck, who manned the stop watch and the blackboard at the finish line, and to Dennis Clemens for taking the position of starting line judge. Another "Thank you" needs to be extended to the entire Wollensen Family, in helping with the set up of the announcers stand, running the handcar and velocipede, and many other items needed to make this event a success. A very special "Thanks" needs to be made to my longtime friend, Vic Neves, who brought up his fantastic public address system for use during the races, plus who put up with my badgering of him about this event over the past

year. Also special "Thanks" need to be extended to "Palmdale" for his support and assistance in trying to get us a proper timing system, plus in helping with the trophies, and to Brad Black of the Ventura County Ry in helping "Palmdale". And one more big "Thanks" needs to go to my Wife, Lynda, for putting up with me, and enjoying Railroad Days in spite of my pre-occupation with the races. If I have missed anyone, please forgive me, and let me know about it....

#### NEXT YEAR...

It is my hope that during next year's races we will have a turn-out of 30 cars. We know that we will probably have the Wollensen Family entered as they have taken on rebuilding the motorcar that we received from the Carson City Railroad Club. There are also new ideas already floating around about how this event can be even more entertaining. Eventually, I would like to see this event be able to "stand on its own feet", and be held on a totally separate weekend from any other operations at the museum. But until then, it will continue to be held on Sunday mornings on the weekend of Portola's Railroad Days.....

#### SEPT 28-29th OPERATIONS

The last operating weekend of 1985 was relatively quiet compared to the other dates. Good weather and fall colors brought a few visitors, but later there were more crew members than passengers on the trains. (Sounds like the way some "real" railroad passenger trains ran before Amtrak).

Our Hobo Stew Cookoff likewise was slow with only 30 people taking advantage of a delicious dinner. Four stew were submitted and 1st place was taken by Rosalie Canfield, in 2nd was Barbara Holmes, followed by Mary Ryczkowski, and Bev Moore a green salad, french bread and coffee filled out the dinner. Bev Moore and Charlene Marvin provided the great desert selections. We'll try again next year...so start planning.....

#### VIDEO'S OF THE RACES

by Vic Neves

Just a short note, El Cheapo Video Productions has about 1½ hours worth of the races, but Pentrex Video will have a video on the races, please write for details. Also Fred James helped me with the P.A. sound system.....

#### TRUE TAILS of the RAILS

Years ago the Western Pacific shipped significant amounts of livestock: cattle, horses, sheep and pigs were frequently found in stock cars, usually at the head of the train. The reason for this was that the livestock had to be unloaded, rested, watered and fed at regular times. The railroad constructed stock pens at every terminal and at other locations for this purpose. On one hot summer day, a westbound freight was waiting in the siding at Pulga. The first car behind the engine was a carload of pigs. The head brakeman, doing his duty inspecting the train

paid off, as the motorcar, which was built in 1942, had some of the most consistent times over the 300-meter course.

#11 Dale (Palmdale) Wyant of Long Beach, Cal. placed 4th with his beautifully upgraded Fairmont M-9. This car, numbered M69, was blt for the WP in 1945, but can now be found on the Ventura County Ry where Dale is Signaling Super. Dale, who said he is representing "Fairmont Racing Team and the Foamites.....".

#5 Greg Brahm of Santa Rosa, Cal, placed 5th with his rebt Fairmont M-19-E. This car is former WP M2163, which was built in 1949, and retired in 1971, is equipped with an experimental ignition system that Greg has built himself. (Editor's note, I call Greg Mr Fairmont as he is most knowledgeable about Fairmont cars and helped others adjust their cars, with a few adjustments with my cars timing he had it in tip top form, thanks Greg...Ski)

#10 Jim Atkins of Sacramento, placed sixth with his Fairmont M-19-D. This car, which is currently lettered Ventura and Bakersfield Northern Ry #718, is a former AT&SF motorcar built in 1947 and retired in 1974. Jim's times for the three runs were 41.38/41.67/41.99 the most consistent of anyone entered.

#2 Mike Clayton and Tom Hughes, owners of Pentrex Videos of Pasadena, Cal. placed 7th with their recently acquired Fairmont M-19. This car, ex AT&SF #172970 was purchased in June this year in Albuquerque, New Mexico. Mike and Tom, along SKI'S FAIRMONT M-14 WHICH WAS POPULAR WITH THE PUBLIC DURING THE RIDES, DAVE McCLAIN HAD MORE FUN GIVING THE RIDES THAN THE PEOPLE RIDING...

with their entire pit crew, were outfitted with Pentrex T-shirts, making them look much more organized than anyone else at the races. They too worked on their motorcar most of the day and evening on Sat., in order to get it to run better.

#13 Steven Knowles of Virginia City, Nevada, placed 8th with a last minute entry. His car is a Fairmont M-19-D, blt for the Chicago, Rock Island and Pacific RR in 1947. Steve acquired it through Railroad Contractors in Tulsa, Oklahoma, one of the scrappers of the Rock. He, along with Mark French of Chico, were having serious problem getting their motorcar to run Sunday morning, and didn't make their first run until most everyone else had made two runs.

#8 Wayne Monger of Chico, Cal. placed 9th with his Fairmont M-19, despite some heavy work done to it this past summer. This car, formerly WP M2129 was built in Aug 1940, and was retired in 1977 after being wrecked. It was rebuilt in the Oliver Brothers Salt Co. shops in Hayward, Cal. in 1979. During the Races, he was representing the "Foamites", along with the CTC BOARD Magazine (Which he is Union Pacific Editor).

#12 Vic Neves of Castro Valley, Cal., had last minute problems with his Fairmont M-9, and had to drop out of the race. His motorcar had run fine at various times from Thursday through Sat., but failed just before his 1st run. He worked on it through the race, but gave up finally his 1939 car blt for the WP was numbered M2002. Vic one of operating days conductors and hoped to represent the Bay Area Foaming and Toking Society during the races.

#14 Norman Holmes of Portola, Cal., the President of our Society, could not get his Fairmont M-9 to start before the races began. His car is lettered for his backyard Railroad of Feather River and Western RR #303, but was blt in 1936 for the Western Pacific, being used by the



Preparations for the Motorcar Races began as early as last winter, when a proposal was written up and circulated among museum members and motorcar owners for comment. Owners and possible owners of motorcars were added to a growing list for use in the summer. Invitations were printed up and sent out to everyone on the list in early June. In all, over 60 invitations were sent, mostly to railroad historical organizations/museums in the western US, as well as to all known private owners. There was a good response from owners during June and July, but the expected last minute flood of entries did not materialize. A few of the early entries had to withdraw within a few days of the races. Employees of the Union Pacific from both Portola and Stockton expressed an interest in operating a company motorcar in the races also, but they too did not show up as expected.



As the days counted down toward Railroad Days and the Motorcar Races at 10:00 on Sunday morning, the preparations became more and more hectic. Trophies for the winners, and metal placards for everyone participating in the races were purchased by Dale Wyant, while orange participation ribbons were purchased by myself. A proper finish line banner was completed, also Dave Wyant had been working on a timing device for several weeks, but due to last minute problems, it was left behind in Dale's workshop on the Ventura County Railway in Oxnard. On Sat morning the 24th, Railroad Days began with a parade through downtown Portola, and we were there to help advertise the races the

next morning. Loaded onto my motorcar transport trailer was John Ryczkowski's M-14, Vic Neves' M-19. Also h M-9, and my M-19. Also helping out, and sitting on the motorcars while we were in the parade was Matt Parker, and about a dozen of the Society member's children. For most of the motorcar owners, the rest of Sat was spent working on getting their motorcars ready for the next morning, as well as helping out with train operations that day.

Sunday morning found 14 motorcars on the museum's trackage, in various stages of readiness for the races. The following is a list of all of the participants. The numbers are the racing numbers given each car the day of the race....

← #1 American Parcel Service #784, this is a Fairmont Motors A8-Series B, powered by a 6-cylinder motor. The car was built in 1958 for the Gulf, Mobile and Ohio Railroad, and was retired in 1974. This large car is owned and operated by David Rangel of Fresno, Cal. This car came in first place in the "Multiple cylinder category" with a winning time of 27.14 sec best of three runs over the 300-meter long run.

#3 Richard Brickell of Reno, and his Buda motorcar came in second. This car dates back to the 20's but has recently been rebuilt with a modern 2 cly motor. This car came from the V&T, but may have been originally built for the Yosemite Valley RR.

#6 Tom Moungovan of Sebastopol, Cal., and his Fairmont M-19-AA came in 3rd. This car blt for the WP as M2057 in 1940 is equipped with a "AA" two cylinder motor.

#7 John (SKI) Ryczkowski of Reno, (and the editor of The Train Sheet), placed first in the "Single cylinder category", with his Fairmont M-14. Named the "Black Maria" because of being painted in the original black and silver Western Pacific MofW scheme. The former WP M2352 had just completed a rebuilding a week before the races, was blt in 1942 and then retired in 1976. Pulled from the scrap pile in Gerlach, Nev where it sat for years it turned in a winning time of 35.72. Dave McClain running one run for a time of 36.30 sec.

#4 Steve Milward of Sunnyvale, Cal. who was our defending champion from the 1984 races, placed 2nd with his unnumbered, but beautifully restored Fairmont M-19-E. This car was blt for the WP in 1943, and was retired about 1978. Steve, who is an active member of the Society (along with his wife, LoAnn), had a time of 35.88. It should be noted that Steve was beaten out of first place by Ski on their very last run, with a margin of 16/100ths of a second.

#9 Steve (S.R.) Bush of Colfax, Cal. was another big success story of the 1985 Motorcar Championships. He placed third with his Fairmont M-19-E, but only after many hours of hard work. His car, a former Sacramento Northern Ry M51, did not want to run at all after he had arrived at the museum on Saturday morning. Steve worked on his car almost continuously until midnight, and then worked on it from 6AM until race time. The work