

## MOTOR CAR TIME TRAILS

Our Society organized and operated the 1st ever Motor Car Time Trials on Sunday, Aug 26. Seven motor cars participated under operation of their owners: Greg Brahms, Santa Rosa; Richard Brickell, Reno; Norm Holmes, Portola Steve Miloard, Sunnyvale; Wayne Monger, Chico; Vic Neves, Castro Valley; Dale Wyant, Ventura. Steve roared past the finish line with the best time of the day 41.5 secs., Richard was 2nd at 42.3 secs, and Norm with 45.7 secs. Each car made three runs over a 300 meter course, the best time determined the winner. Jim boynton was the timer, Tom Moungovon handled the starting flag and Gordon Wollesen recorded the times on a chalk board. Dale Wyant furnished trophies for the three winners. To show their appreciation for the response to the event, the seven contestants generously treated the spectators to their first motor car ride ever. The thrilled crowd took a ½ mile ride around the balloon and returned to the finish line. The rides lasted until all the fuel supplies ran out. We hope to run next year a International Track Motor Car Time Trials and establish Portola as the location of the world's finals for this event. To be held on Railroad Days each year. The Sacramento hand car races attract large crowds and a lot of fun for all. Wayne Monger is going to run the event for next year and he plans a bigger and better race for all.... watch the TRAIN SHEET for plans for next year. And all you folks with cars get them out and run them next year.

## BELL STOLEN & RETURNED

On or about July 31, some person or persons unknown stole the bell from our steam engine Number 8 from within the engine house. After being on display in the Quincy Fairgrounds for 20 years with only minor damage done to it, in less than two months the bell disappeared. Members of the Society have put in many hours restoring the 1907 steam engine and other equipment at the museum site and were heart broken to find out that some low life could do such a rotten act. The bell's removal required heavy tools and weighted about 75 lbs. It was solid brass. The Sheriff's department was called and a \$250 reward was put up by club members for the bell's return. A \$500 reward was offered for information leading to the arrest and conviction of the culprit or culprits. Hap Manit notified everyone in Reno and Oroville to inform law enforcement departments and scrap dealers to watch for the bell. On Friday Aug 3rd, Hap went to the engine house and lo and behold there was the bell all polished and back in place on No. 8. It's ↗

where abouts for the 3 or 4 days remain a mystery. We are very glad to get it back. We removed it the next day along with the builder plates for safe keeping. They will be placed back on the locomotive when it is run or on display.

Also just after we got the 921 a low life took the bell of her and to this date we have not been so lucky to see the bell returned.

I hope the person that has it enjoys having it at the expense of everyone else.

---

During the week before Railroad Days, there was a frenie of activities at the museum. Chris Skow painted the interior walls and floor of WP caboose 428. He also replaced many of the missing items, so now, except for the window seats, the cab is complete. John Ryczkowski finished painting the orange box car WP 3032 with the large silver feather. It is very striking! Mel Moore and Ken Roll placed the name and number boards that John Ryczkowski painted and lettered on the SN caboose. John had stenciled the caboose earlier and on the outside it is complete. Norm Holmes and Eric Wollesen washed the 6946.

On Friday, Aug 24, Chris Skow as conductor, Norm Holmes as engineer, trainmen Dave McClain, Mel Moore and John Ryczkowski used 921 to switch out our equipment for display. When the switching was completed, 6946 had been taken to the Portola depot by a UPRR crew, 921 and 428 were spotted at the east end of the lead track, No8, FGEX reefer, the feather box car and SN 1632 caboose were spotted west of the crossing. The extra box cars were spotted in the diesel house covering the pit track. The other track was left clear for all the speeders brought up by Society members for the time trials.

The Wollesen family again spent several days helping around the museum. The most noticeable accomplishment was the work they did on the plumbing system. A 20 foot section of 2" pipe was taken out. two 2½" valves were replaced and the 2" pipe reinstalled. When you write about this it seems easy, but have you ever worked with 2 and 2½" pipe that has been in place for 30 years?

---