



Wayne Monger
 Union Pacific News Editor
 CTC BOARD Magazine

The Port of Oakland is currently negotiating with the Union Pacific to help with the cost of enlarging tunnel clearances across the Feather River Division. This work would ease some restrictions on double-stack container trains traveling to and from the Port of Oakland. The estimated \$5 million cost to the Port of Oakland is just part of a \$226 million expansion project over the next 5 years to increase the size and efficiency of the port's facilities. (meaning more double-stack trains)

Currently, the Port of Oakland tends to handle more export versus import traffic, while the Pacific Northwest ports of Seattle and Tacoma, and the Southern California ports of Long Beach and LA are handling more import than export traffic. Union Pacific and Sierra Pacific Industries are in the process of negotiating the sale of the 11.8 mile Loyalton Branch six miles east of Portola. This line is better known to railfans as the B&L, as it is part of the old Boca and Loyalton Railroad. If the sale is concluded, the railroad will probably operate as part of the Quincy Railroad, as is the SP's Susanville Branch that connects the Sierra Pacific's mill at Susanville with the SP's Modoc Line at Wendel.

There has been no break-through as of late March in trying to bet the former Sacramento Northern lines in the Chico area running again. This is not to say that there has been no progress between the UP and Chico Central owner Bill Whyte. It is still a good bet that trains will once again run down Chico's Main Street by June 1987. Whether or not the SP-ATSF merger is allowed, it is almost a sure bet that the Rio Grande will bet the SP Overland Route into Roseville and then into the Bay Area. As mentioned in the SP's employee newsletter, when this happens, the Rio Grande wants nothing to do with the fills and railroad across the Great Salt Lake. The D&RGW and the UP are already studying the possibilities and costs of adding and extending sidings along the WP's former 7th Sub between Garfield, Utah and the end of SP-UP "Paired Track" at Alazon, Nevada. There are even possibilities of putting sections of double track in on stretches that are now the problem areas on this run, especially the climb up the east side of the Toano Range where the railroad climbs 1,700 feet from Wendover to Silver Zone Pass. In return, the Rio Grande may allow the UP to run some of their hot trains over the

shorter Donner Pass route between Winnemucca and Sacramento. The Rio Grande is also thinking of closing Carlin as a crew change point in favor of consolidated facilities with the UP at Elko. The new ballast pit at Elsey along side Table Mountain east of Oroville is now allowed to operate 24 hours per day. It will now supply most all of the needs of the railroad for ballast, while the pit at Pardo just east of Elko is no longer being used. The SP has bought 2500 carloads of ballast from this same pit at Elsey for resurfacing their lines in Northern California. The UP will be running shuttle trains from Elsey to the SP connection at Binney Junction in Marysville several days per week through the summer to move the loads and empties.

SUPER STEAM ENGINES

The Nevada State Railroad Museum located in Carson City, Nevada has three beautifully restored, operating steam locomotives on display. A cruise to Carson City is in order after coming to Portola as these engines are worth the trip. Virginia & Truckee No. 25 is a Baldwin 4-6-0 built in 1905, No. 18 is an American 4-4-0 built in 1873 and No. 22, the Inyo, is a 1875 Baldwin 4-4-0. Also in residence is restored V&T box car 1013. These steam engines are some of the best examples of early Baldwin steam power. Truly works of art!

FRRS 1986 FINANCIAL REPORT

INCOME:

Membership dues	11,465.00	
Train Fares	2,427.73	
Donations-Cash	7,420.93	
Special Funds-805-A	60.00	
Gift Shop-Contribution	5,706.75	
Interest	73.19	
Gift Shop-Income	52,392.55	
Total Income	\$79,546.15	

EXPENSES: (overhead)

Insurance	3,349.00
Postage	423.93
Trainsheet	3,330.83
Advertising	664.23
Telephone	900.90
Taxes	2,160.56
Merchandise	850.40
Hall Rental	85.00
Gift Shop	47,433.00

\$59,197.85

EXPENSES: (operation)

Locomotive Maint.	1,233.90	
Car Restoration	459.78	
Building Improvement	1,869.58	
Electricity	822.97	
Grading	414.20	
		\$ 4,800.43

EXPENSES: (capitol)

Locomotives	1,144.00	
Machinery and tools	1,977.82	
		\$ 3,121.82

Total Expenses \$67,120.10

GENERAL ACCOUNT

Cash on hand 1-1-86	\$924.89
Cash on hand 12-31-86	\$4,393.31 (checking)
	\$3,073.19 (lifetime accounts)

SALES ACCOUNT

Cash on hand 1-1-86	\$1,621.48
Cash on hand 12-31-86	\$1,204.64
Inventory 1-1-86	\$13,500.00
Inventory 12-31-86	\$18,347.00