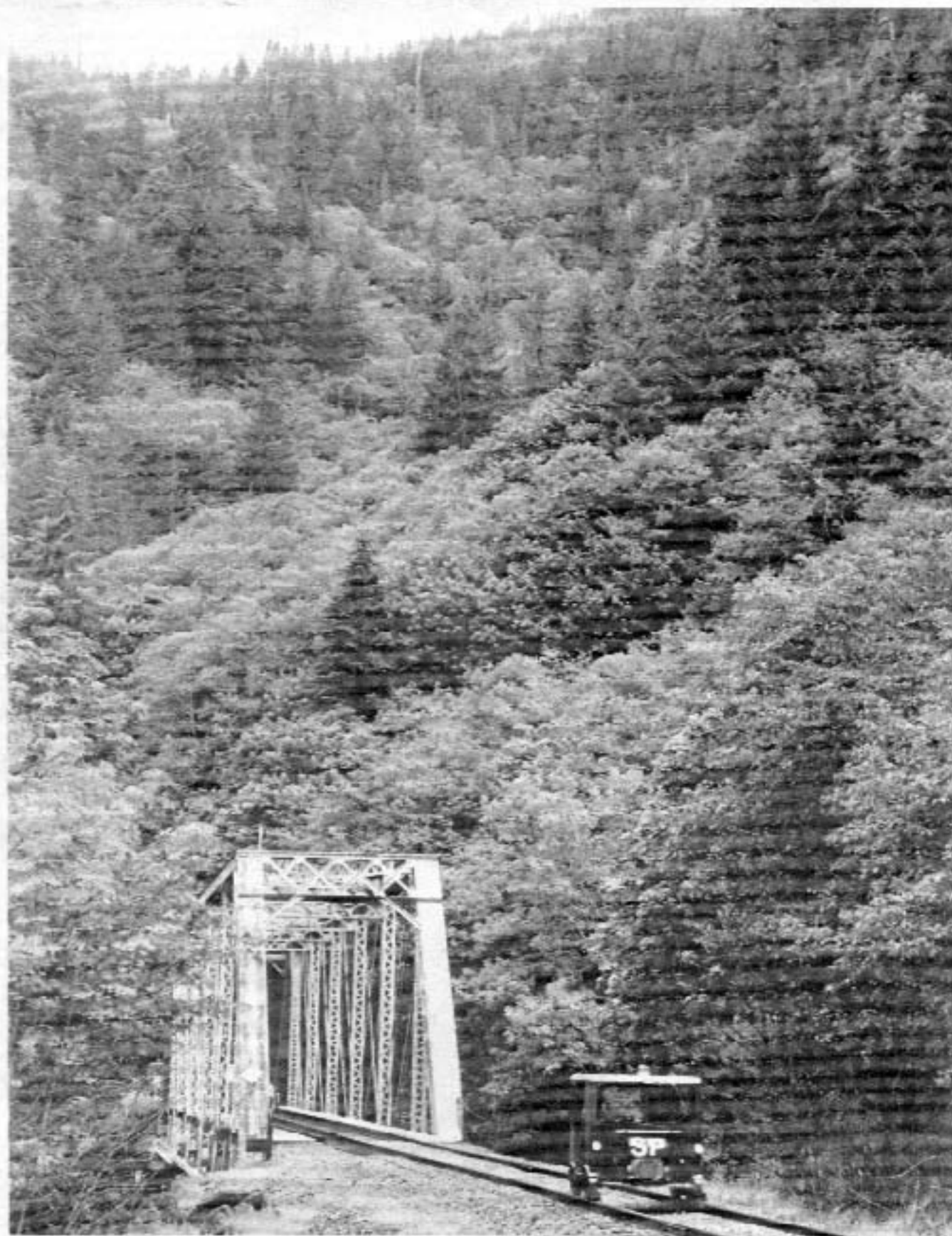


Vol. 2, No.4
August 1993

LINEUP



Official Newsletter of Motorcar Operators West, Inc.



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Ron Zammitt (see President)

On the Cover: Gil Dominguez and his newly-restored motorcar pass through a bridge during one of the photo-run-by's on the May Tillamook run. The MT-19 has an SP locomotive paint-scheme: scarlet and grey.

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LINEUP

Volume 2 ♦ Number 4
August 1993

MOTORCAR OPERATORS WEST, INC.
3672 Fairmont Way,
Fair Oaks, CA 95628, USA

The LINEUP is the official publication of Motorcar Operators West, Inc. (MOW). MOW is a non-profit corporation dedicated to the safe and legal operation of motorcars as railway excursion vehicles.

Membership rates are \$24 per yr. (full membership) or \$12 per yr. (non-participating). Either rate includes a LINEUP subscription. Write MOTORCAR OPERATORS WEST, INC., 3672 Fairmont Way, Fair Oaks, CA 95628, USA.

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Articles are prepared as MS Word or plain text files on Mac disk or 3.5" high-density IBM disk format. Internet mail is another preferred means of article submission.

Pictures may or may not be associated with articles. Please send color or black-and-white snapshots. Halftones are welcome too.

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Individual membership:
\$75 per year

Notes from the Editors

Mike Raposa continues to improve and may soon be going home. For now please send him mail at this address:

Ine and Melodie Raposa
1976 Murguia
Santa Clara, CA 95050

I still request, though, that articles for submission, pictures, LINEUP ads, etc. be sent to me until further notice. I am bringing LINEUP work to him as his schedule permits.

♦ Don't forget the trust fund that has been established for Mike:

Michael J. Raposa Trust Fund
Home Savings of America
205 S. Mathilda Ave.
Sunnyvale, CA 94086

All donations will be greatly appreciated.

• The new liability release and MOW agreement are included in this issue. Please read and understand before you sign them. If there is any part of these documents that you need clarification on, ask an MOW officer, Board member, or write the LINEUP.

• Note the two runs on NEW railroads: the Golden Gate Bridge District and the Yreka Western. Sorry for the short notice, but arrangements for these runs were finalized as the LINEUP was going to press.

• If you find any mistakes in the recently-mailed roster please send corrections to me.

Letters to the Editors

Dear Editors,

I must completely agree with Hank Brown's letter concerning Hyrail cars. They are safer and more comfortable than a motor car and represent the present day example of a state-of-the-art motor car. As you may know, I have owned over 40 motor cars and have sold them all in favor of my Hyrail which is still from 1920.

After all these years of operating motor cars as well as freight and passenger trains, I feel any reasonable person could safely operate a Hyrail along with motor cars. I have done it many times here in Southern California. Since you have banned me, I feel all my dues are good for is the newsletter.

Terry Durkin

From the Desk of the President

As I write this, the "Around the West" tour has just finished and the folks from the east are returning home. The trip was a great deal of fun with some of the best railroads in the west being covered. It was fun to introduce those from the east to the scenery out here.

With 7 railroads on the schedule, there was much to do. I drove 4600 miles and rode about 950 track miles. The group was well versed in motorcar operations, so we had quick set on and off times, minor breakdown time (half the cars were belt drives!), and everyone operated safely. Many thanks to Hank Brown for putting it all together and to our western railroads who were gracious hosts to the diverse group.

One of my favorite parts of the tour was the evening at Shafter, NV on the NV Northern. This is at the Union Pacific crossing. It was in the middle of the week, and the UP light engine move (20 engines coupled together, no train) came through headed east at dusk. It really shakes the ground! Additionally, Amtrak westbound showed at 7:30 in the morning, instead of passing at night.

Rich and Doug Stivers are talking about putting one of these tours together next summer. I strongly suggest you encourage them to do so, and give it a try.

Safety Items

This was the first trip I had with seat belts and "armrest". It feels much better to be traveling securely fastened to the motorcar. (I had seat belts in my auto before they were required. I realize some of you hate them, but the evidence for their usefulness is overwhelming.) For those of you that are interested you are welcome to try my car at a meet, just ask.

Another item: carbon monoxide



A floor jack and wood pieces may be used to straighten body panels. This jack is pushing on front panels so that they may be pounded straight from the outside. *Ron Zimmil*

poisoning. Do any of you smell exhaust on the Onan cars or have headaches with drowsiness? It seems to happen often with the enclosed cars. On some cars I've noticed the smell during deceleration. Please let me know your observations. Some folks on the "Around the West" tour had flex tube extensions on the back of the cars, looking somewhat like "tails". They claimed it helped. I think there is no problem as long as you are moving quickly.

MOW Items

The instructions for the operator's license are given in this issue of the "Lineup". Please get started on this procedure if you want the license.

Additionally, there are copies of the "MOW Agreement" and the general release are included in this issue for your inspection. Please put some caffeine in your system, then read these documents. These are legally binding documents.

One of the largest changes is this: when you sign the Agreement, you assume all responsibility for the liabilities incurred by your passengers. To keep yourself free of this liability you must have all passengers sign a release, and you must have all children under age 18 signed off by a parent.

New Excursions

It seems as though MOW has a momentum of its own in acquiring permission for new excursions. The

following folks have worked hard to set up new runs: Jeff Browne: Bay Area Electric Railway Association, Tom Slivka: Golden Gate Bridge District, Tom Wellbaum: Heber Valley, and Joe Nemmer: Sierra Railroad and Concord Naval Weapons Center. Additionally, Jeff Forbis (of the McCloud Railway) is working with me to schedule the Yreka Westam on one side of the McCloud run. These efforts take lots of time and work. Please thank these people when you see them.

And enjoy the new rides!

Motorcar Operators West General Release

In consideration of the _____ Railroad granting the undersigned the permission to enter upon its property in the vicinity of _____ on the date(s) of _____ and particularly for the purpose of _____ the undersigned, well knowing and appreciating the risk and danger assumed by him/her and attendant upon his/her exercise of said permission and that the above named Railroad is under no duty or obligation to give him/her such permission, hereby assumes all risk of injury to his/her person (including death) or loss or damage to his/her property occurring or arising while or resulting from being upon or about the said right-of-way, premises, structures, motive power or rolling stock, or in part to the acts or omissions, negligent or otherwise, of the officers, agents, servants, licensees or invitees of the above named railroad or otherwise; and the undersigned for himself/herself his/her executor or administrator or assigns and his/her heirs at law and next of kin, hereby releases and forever discharges the above named Railroad, its successors and assigns, and additionally Motorcar Operators West, its officers and members, for injury to his/her person (including death) & loss and damage to his/her property occurring or arising while or resulting from being upon or about said right-of-way, premises, structures, motive power or rolling stock of the above named Railroad, whether due whole or in part to the condition or operation, negligent or otherwise, of said right-of-way premises, structures, motive power or rolling stock or in whole or in part to the acts or omission, negligent or otherwise, of the officers, agents, servants, licensees or invitees of the above named Railroad.

INDEMNITY AGREEMENT. I hereby unconditionally agree to indemnify Railroad and Motorcar Operators West, their officers, directors, and members against any and all liability, loss, costs, damages, fee of attorneys, loss of funds advanced and other expenses which the undersigned may sustain or incur of or in consequence of the undersigned and/or his/her family and friends from the uses above mentioned Railroad property including, but not limited to sums paid of liabilities incurred to third parties and in settlement of and expenses paid or incurred in connection with claims, suits or judgements resulting from the undersigned's use of Railroad property as aforesaid. This agreement shall insure to the benefit of Railroad and Motorcar Operators West, their officers, directors, and members, and successors and assigns of the undersigned.

I am 18 years of age or older and have read this general release and indemnity agreement carefully, and I understand that I am assuming for myself and for all minor children accompanying me or riding on my motorcar all risks of every kind as hereinabove set forth in this general release and indemnity agreement.

Date: _____ Name: _____ Printed: _____

Date: _____ Witness: _____ Printed: _____

Minor child: (less than 18 years) Date: _____ Name Printed: _____

Adult assuming Above Responsibility for Minors: (must also sign above)

Date: _____ Name: _____ Printed: _____

MOW Agreement

In consideration of Motorcar Operators West (MOW) its officers, agents, servants, employees, and lessors, and the railroads from which MOW contracts for the use of track for excursions, their officers, agents, servants, employees, and lessors, here in after referred to as MOW/RRs allowing (please print your name) _____ to utilize the facilities and participate in the motorcar excursions and related activities of MOW/RRs it is agreed that:

1. **ASSUMPTION OF RISK.** I know and understand the scope, nature, and extent of the risks involved in motorcar operation on track, related motorcar activities such as set on and off, and in general the dangers of the railroad environment. I have studied the MOW Rule Book and understand the content and logic for each of the rules. I freely and voluntarily choose to incur such risks understanding that those risks may include injury or death. () Initial
2. **EXEMPTION FROM LIABILITY.** I exempt and release MOW/RRs from any and all liability, claims, demands or actions or causes of action whatsoever arising out of any damage, loss or injury to me or my property while upon the MOW/RR's premises, equipment, track or while participating in any of the activities contemplated by this Agreement, whether such loss, damage, or injury results from the negligence, either active or passive, of MOW/RRs or from some other cause. I agree that MOW/RRs have no responsibility for my acts or safety during motorcar excursions, and that MOW/RRs have no responsibility for the acts or safety of other operators and guests during motorcar excursions. By entering into this Agreement, I understand that I am giving up legal rights which I may otherwise have. () Initial

3. COVENANT NOT TO SUE. I agree never to institute any suit or action at law or otherwise and hereby instruct my heirs, executors and administrators never to institute any suit or action at law or otherwise against MOW/RRs nor to initiate any nor assist the prosecution of any claim for damages or cause of action which I, my heirs, executors or administrators may have by reason of injury or death to my person or property arising from the activities contemplated by the Agreement. () Initial

4. INDEMNITY AGAINST THIRD PARTY CLAIMS. I will indemnify, save and hold harmless MOW/RRs from any and all losses, claims, actions, or proceedings of every kind and character, including attorney's fees and expenses, which may be presented or initiated by any other persons or organizations and which arise directly or indirectly from the activities contemplated by this Agreement. () Initial

5. CONTINUATION OF OBLIGATIONS. I agree and acknowledge that the terms and conditions of the foregoing EXEMPTION FROM LIABILITY, COVENANT NOT TO SUE, AND INDEMNITY AGAINST THIRD PARTY CLAIMS shall continue in full force and effect now and in the future at all times and shall be binding upon my heirs, executors and administrators of my estate. () Initial

6. VALIDITY OF WAIVER. I understand that if I institute any suit or action at law for any claim from damages or cause of action because of injury or death to my person or property due to the activities contemplated by this Agreement, this waiver can and will be used in court and that waivers of this type have been upheld in courts in similar circumstances. () Initial

7. REPRESENTATIONS AND WARRANTIES. I represent and warrant that I am on no medication or drugs, or have no physical infirmities, chronic ailment, or injury that individually or together would impair in any way my ability or judgement in the safe operation of a railroad motorcar.

(List infirmities. If none, state "none".) () Initial

8. INDEMNITY AGREEMENT. I hereby unconditionally agree to indemnify MOW/RRs against any and all liability, loss, costs, damages, fee of attorneys, loss of funds advanced and other expenses which the undersigned may sustain or incur or in consequence of the undersigned and/or his/her family and friends from the uses above mentioned MOW/RRs property including, but not limited to sums paid of liabilities incurred to third parties and in settlement of and expenses paid or incurred in connection with claims, suits or judgements resulting from the undersigned's use of MOW/RRs property as aforesaid. This agreement shall insure to the benefit of MOW/RRs, their officers, directors, and members, and successors and assigns of the undersigned. () Initial

BY: _____
MOW Officer or Board Member Operator's Signature AGE & DATE

Agreement not to "Boofleg"

I hereby agree, as an operator and MOW member of good standing that I will not "boofleg" railroads (use track without owner's proper permission). I understand that to do so will mean the loss of my MOW operating privileges for at least one year.

Operator's Signature

MOW License Procedure

To acquire your MOW operator's license, the following steps are needed:

1. If you are on the list of "grandfathered" or "grandmothered" operators, send a LSAE to Ron Zammit for the Rule Book quiz (open book). Additionally, a copy to the "MOW Agreement" will be sent to you.

2. Take the exam as per the instructions, and sign the Agreement in all places required. Remember, the Agreement is a legally binding document - know what you are signing.

3. Return the exam and Agreement with a LSAE to Bill Evans for evaluation.

4. Your license will be sent by return mail.

(For those of you that passed the McCloud rule book class, just get a properly signed copy of the Agreement to Bill.)

MOW Participates in 2nd OL Event by Doug Stivers

On July 10, members of MOW held an informal Operation Lifesaver (OL) event during the Annual Handcar Races held at Roaring Camp and Big Trees in Felton, CA. Two motorcars were on display to attract attention to OL and our club. OL brochures were offered to anyone who expressed an interest in railroad/highway crossing safety. In attendance were Mike Raposa, Joe Raposa, Walt Ozanick, Doug Stivers, and Rich Stivers. A special thanks goes to Karl Koenig, railroad superintendent, for arranging a spot for us.

If you have suggestions where future MOW-sponsored events can be held,

please contact:

Doug Stivers
1548 Fuchsia Drive
San Jose, CA 95125-4833
(408) 264-1048

Golden Gate Bridge District Run

by Tom Slivka

Approval has been given to MOW to run the Northwestern Pacific's San Rafael branch. This is the former mainline to Tiburon and except for the weeds, it's in good shape. A safe enthusiastic turnout may open the door to longer runs in the future.

Who: All MOW members with AARO insurance and spark arrestors.

What: NWP San Rafael branch between Ignacio and San Rafael, approx 6 miles.

When: Sunday August 15th, 10:00 AM sharp.

Where: From the south, Take 101 north out of San Rafael. 1 mile short of Hwy 37, take the Hamilton Field Bel-Marín Keys exit. Follow Nave Drive to the Nave Lane bowling alley, look for the tracks and follow the signs. From the north, take 101 south out of Novato. Take the same Hamilton Field exit. Food and restrooms are nearby.

How: No pre-registration is necessary. Simply show up at 10:00 AM, fill out a waiver, pay a \$10 fee, and set on.

Yreka Western Run

by Ron Zammit

On Friday August 27 there will be a run on the Yreka Western RR, 7 miles between Yreka and Montague CA. Set-on will be from NOON to 2:00 pm, depart at 2:30 pm. The fee is \$25 per car.

Earlier in the day, a tourist train will make a round trip from Yreka to Montague, with lunch in Montague. The admission is \$9 for adults, \$4.50 for children.

GAGC to Ron Zammit, 469 Campana, Arroyo Grande, CA 93420 by August 18.

Hotels in Yreka: Klamath Motor Inn (916) 842-2751, Thunderbird Lounge (916) 842-4404, Motel C (916) 842-1266



Left: The MOW exhibit for Operation Lifesaver held at Roaring Camp and Big Trees. Pictured, left to right, are Mike Raposa, Joe Raposa, Walt Ozanick, and Doug Stivers. Rich Stivers

Motorcars, Insurance and the Future of the Hobby

(A letter to the motorcar community)
by John Nolan, AARO Membership Coordinator

Over the past several years we all have seen the motorcar hobby grow and evolve. Along with all the things that we have learned, we have found the need for and the benefits of liability insurance.

Beginning four years ago, members of N.A.R.C.O.A. saw the need for having liability insurance. After contacting several insurance agents, a policy was obtained. Part of the reluctance of the insurance industry to issue a policy for the motorcar hobby was the lack of past insurance industry experience with this type of hobby and the coverage requested. Questions arose on how the events would be controlled, the availability of credible training for the operators, preventing illegal operations, and what actually takes place during the course of an event.

In 1992 the Association of American Railcar Operators (A.A.R.O.) was formed to promote the safe operation and the restoration of railway motorcars. As a part of A.A.R.O.'s efforts to grow and develop a method to help provide protection for motorcar operators, the organizers of A.A.R.O. developed a liability insurance program available to members of A.A.R.O. The A.A.R.O. insurance program was developed to permit all operators to belong to one policy providing liability insurance for motorcar excursion events, regardless of individual club or group membership.

As a totally volunteer-managed organization, each of the A.A.R.O. coordinators has assumed a level of responsibility to assist A.A.R.O. members in applying for A.A.R.O. membership and completing the necessary forms to provide a certificate of insurance for events.

As participants in this hobby, we should all be aware of how difficult it is to secure insurance coverage for our activities. Without this type of liability coverage, many events on various railroads would not take place. With this fact in mind, we must all do what we can to protect our hobby's credibility, because our credibility will determine our ability to renew coverage at an affordable rate.

One of the biggest problems within this hobby is caused by operators who ride on railroads without the proper permission. Not only does this serve to discourage railroad owners from allowing legal runs, this type of illegal operation does filter its way to the offices of the insurance companies which might be providing or negotiating to provide coverage for this hobby.

Another problem stems from the example set by some operators that think this hobby is fair game to try out any type of daredevil tricks or methods of operating. Operating motorcars at speeds against a time clock while participating in so-called "races" is only asking for trouble. Anyone who is familiar with railroad rules of operation knows that excessive speed of highrail or motorcar equipment is dangerous and not permitted on an operating railroad. So why in the name of fun do people jeopardize their own safety as well as the credibility of the hobby with railroads and insurance companies by participating in these types of events?

A similar activity which seems to repeat itself is when motorcars are driven faster than the safe track speed will allow. Here again, operators who drive too fast at a motorcar meet are jeopardizing not only their own safety, but the safety of their passengers, as well as the credibility of the hobby.

As the popularity of the hobby attracts new members and the number of cars at events reaches 50 +, the possibility of an injury and/or accident is ever increasing. Meet coordinators must take care to recruit trustworthy assistants who will divide large numbers of meet attendees into manageable sub-groups. Also, operators wishing to remain, if not improve, the hobby's credibility must serve as mentors to less experienced operators.

One item that should be addressed is the composition of a national rule book, one which describes the operation of a motorcar and the conduct of the operator. This way everyone would be expected to conduct themselves operationally the same. I realize that some of the problem of such a rule book would mean that some of the so-called power managers of the hobby would have to give a little, but overall it would be worth it to all of us. This national rule book could possibly originate from AARO if AARO were to be chosen as a national motorcar excursion organization. AARO already is well-known and respected in the motorcar and railroad community as a provider of liability insurance for motorcar excursion events.

If we all try to cooperate, use common sense, and follow not only the rules of the host railroad but the rules established by the event organizer, we all will have a better time and improve the credibility of ourselves as well as the entire hobby.

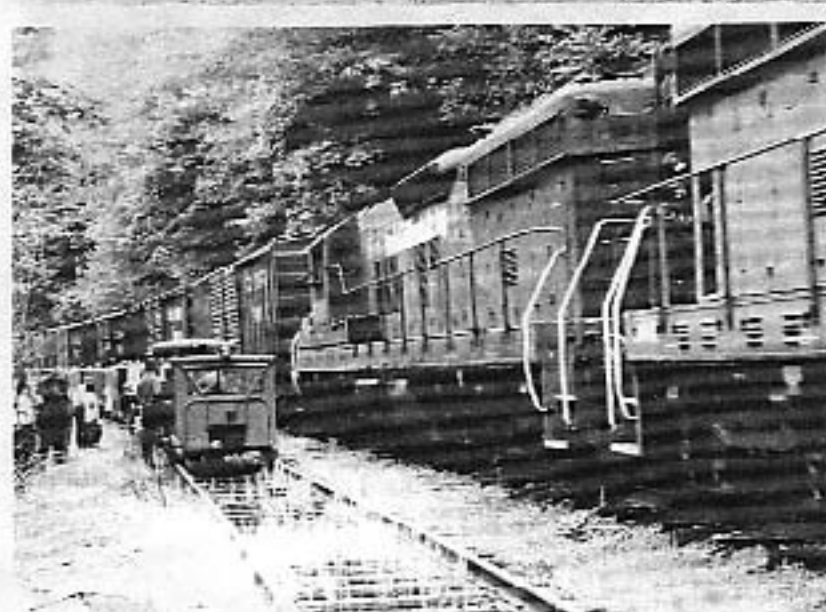
Highlights of the May Tillamook Run



Above: The cavalcade of motorcars traverse a high trestle deep in the woods. *Rich Stivers*



Top Left: Going through Brighton on Sunday morning return trip. *Glenn Beier*



Center Left: Bob Church adjusts curtains as motorcars prepare to depart Rockaway Beach Sunday morning. *Glenn Beier*

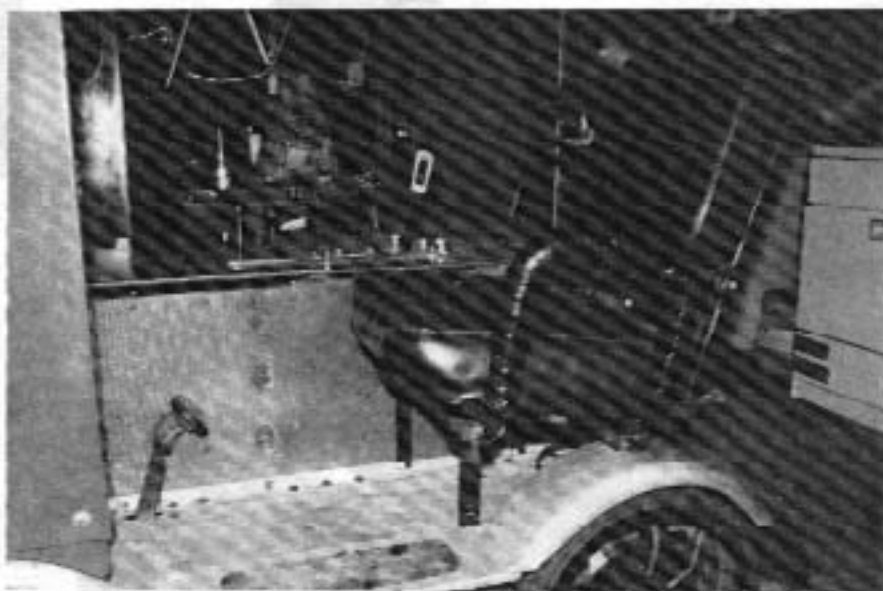
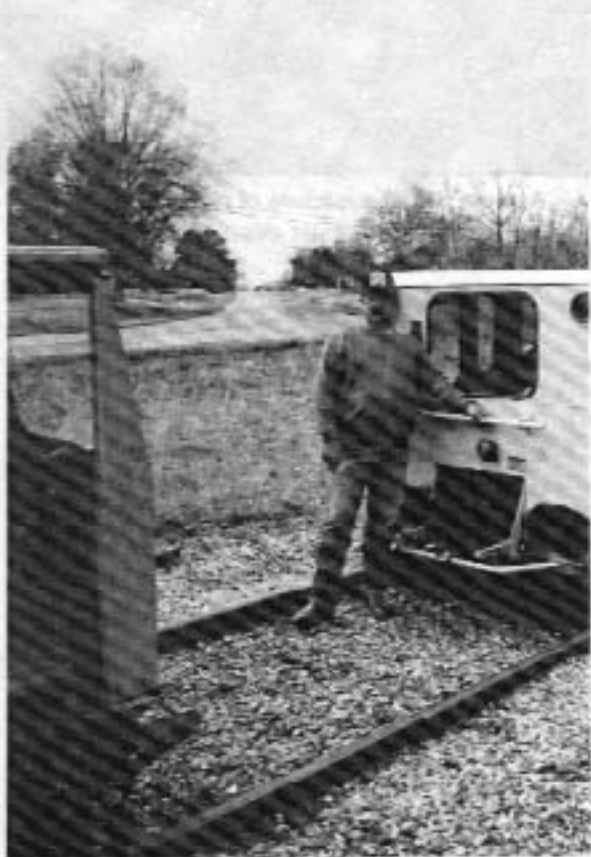
Bottom Left: On a siding, waiting for the Port of Tillamook Bay freight to pass. *Glenn Beier*



Above One of several bridges on the Port of Tillamook Bay RR. We had a photo run by here. *Glenn Beier*



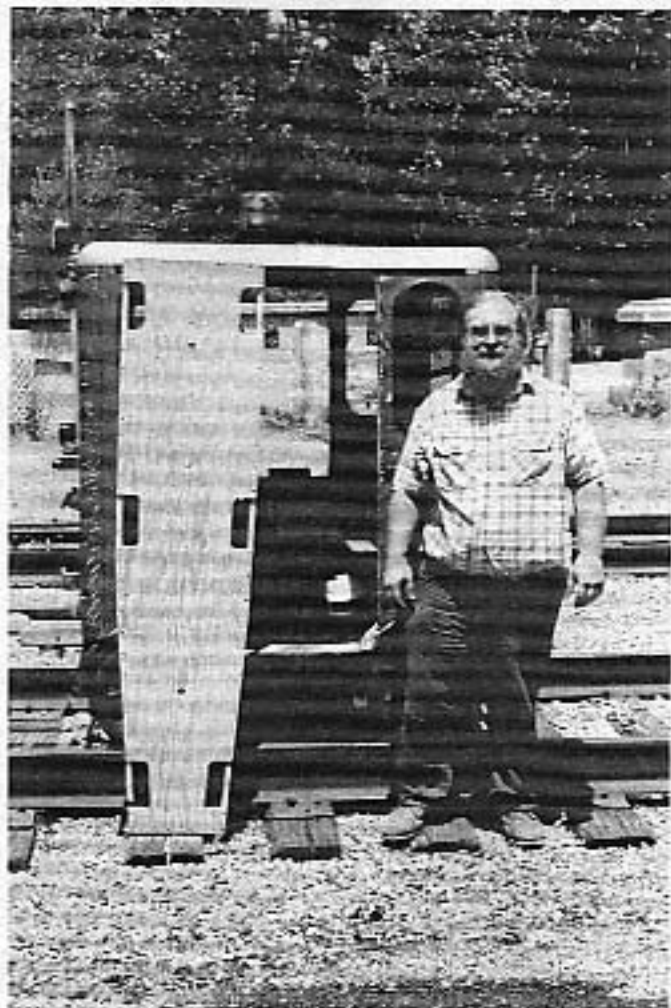
Right: The West end of the line on the Port of Tillamook Bay RR - the blimp hanger at Tillamook. James (right) and Jerry (left) Van Loo pause after turning their cars. *Ron Zammit*



Above: An armrest for Fairmont seats, designed and built by Walt Ozanick. The plans are available from Walt. *Ron Zammit*

Left: Bill Evans stands behind his MT-19 on track in southern Arkansas. Over his shoulder is a road that runs along the Louisiana-Arkansas border. Bill and others were on the first motorcar meet to be held in those states in late March. *Ron Zammit*

Safety Program Pictorial



Upper Left: Walt Ozanick stands along side his wooden prototype of a backboard. The real backboard will be made from aluminum. *Rich Stivers*

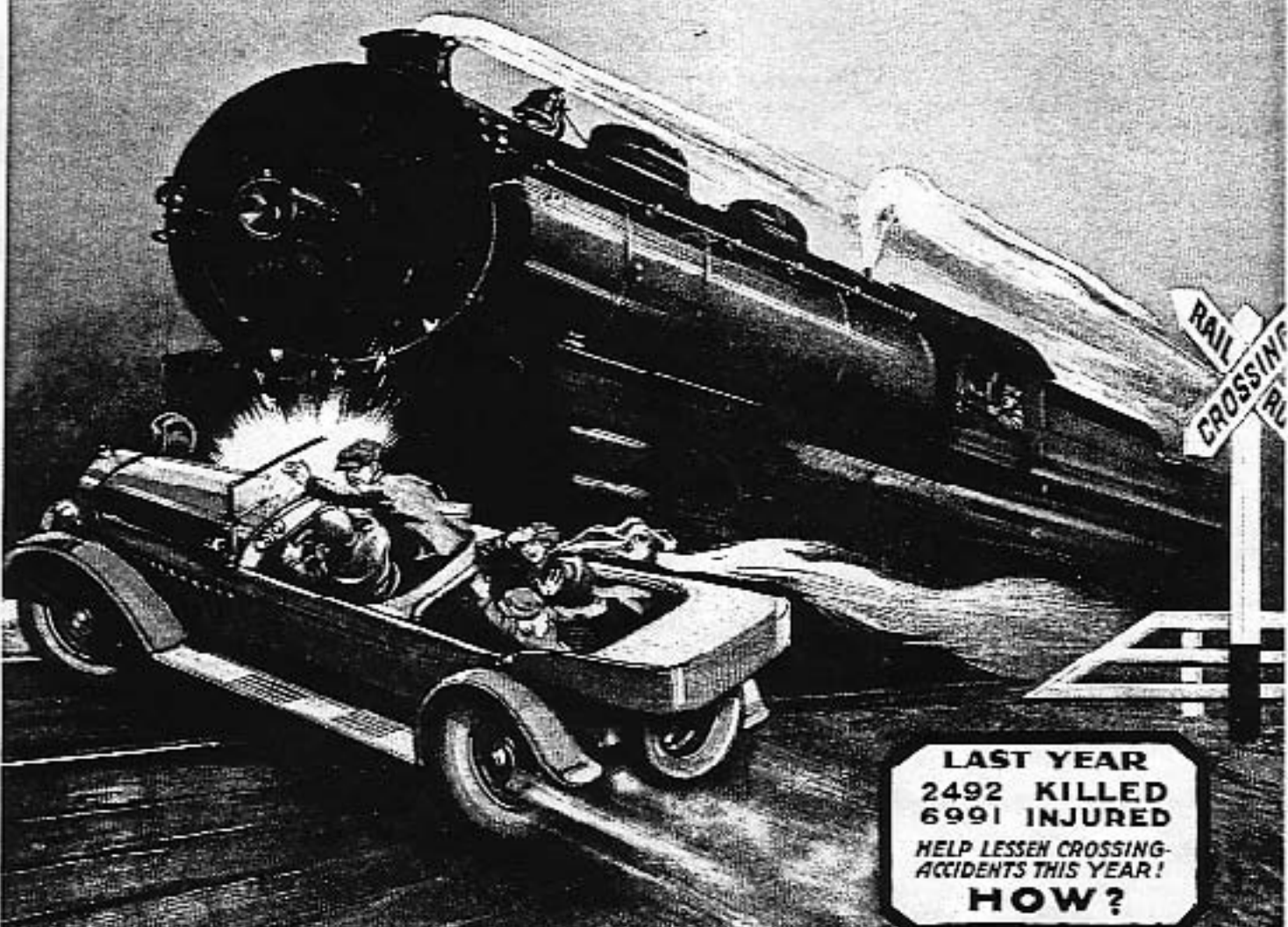


Upper Right: Gary Cousin checks clearances after the backboard is put into a semi-enclosed MT-19. *Rich Stivers*

Right: Ron Zammit, Doug Stivers, Walt Ozanick, and Don Breitbarth lift the backboard into the semi-enclosed MT-19, this time with "Sandy", our test person who is built from sand bags. Gary Cousin is inside the motorcar providing lift and guidance. *Rich Stivers*



THE CHANCE-TAKER LOSES



LAST YEAR
2492 KILLED
6991 INJURED
HELP LESSEN CROSSING-
ACCIDENTS THIS YEAR!
HOW?

Cross Crossings Cautiously

July 19th Run Sights Elk Herd!

by Joe Nemmer

For those of you who missed the first-over run at Concord Naval Weapons Station, it was your loss. Fourteen motorcars made it out to the Sunday morning set-on with a US Navy Fairmont A-4 in the lead and a brand new Navy Chevy pick-up high-railer bringing up the rear, that is when he wasn't chasing back and forth throwing switches for us. Ron and Kay Zammit compared the entire experience to that of a giant model railroad, loaded with many turn-outs, cross-overs, serious grades, and very little straight track!

Gary Cousin jumped in and conducted the safety inspection on every motorcar. (Many thanks!)

A 9:00 AM safety meeting was held, and after a slight malfunction of our lead A-4, we were off through the lower section of the main side at a speed limit of 15 mph, circling through several bunker areas and a wye, the lead cars seeing deer and fox, everyone spotting literally hundreds of ground squirrels.

We then returned to the set-on point

for a lunch break. The only payment from MOW for the ten railroad employees to come in on a Sunday to do what they do all week was a belly full of food and an MOW ball cap.

Tom Slivka barbecued some great sausage-dogs from Sonoma and just about everyone attending added to the pot-luck. Thanks for your support!

The afternoon gave us a better understanding of where we had been in the morning. After Base Security assisted at the only crossing of a public road, we climbed several hundred feet, through two switch backs to an overview, just below the upper fire-watch tower, of the entire complex of bunkers and track. (Just like a model layout!) Out to the North were Suisun Bay and the City of Concord. I believe that everyone present would have been content to stay up there and soak up the sun and the sights!

The return trip was capped off by sighting a herd of about twenty Elk transiting through the bunkers. NWS Concord has been an Elk reserve for many years. We were all set-off and loaded up by 4:00 PM, which was a relief from an extremely hot day of

great running, with about 30 miles of track covered.

Permission for MOW to operate motorcars at a Weapons Station was received only after a considerable amount of red tape was cut. Nile James, Bob Bruner and Blake Clark, all civilian department managers at the Weapons Station held many meetings with the legal offices; public affairs office; Safety Officer; Security Officer; Morale, Welfare, and Recreation Officer and, of course, the Commanding Officer, Captain Nibbs.

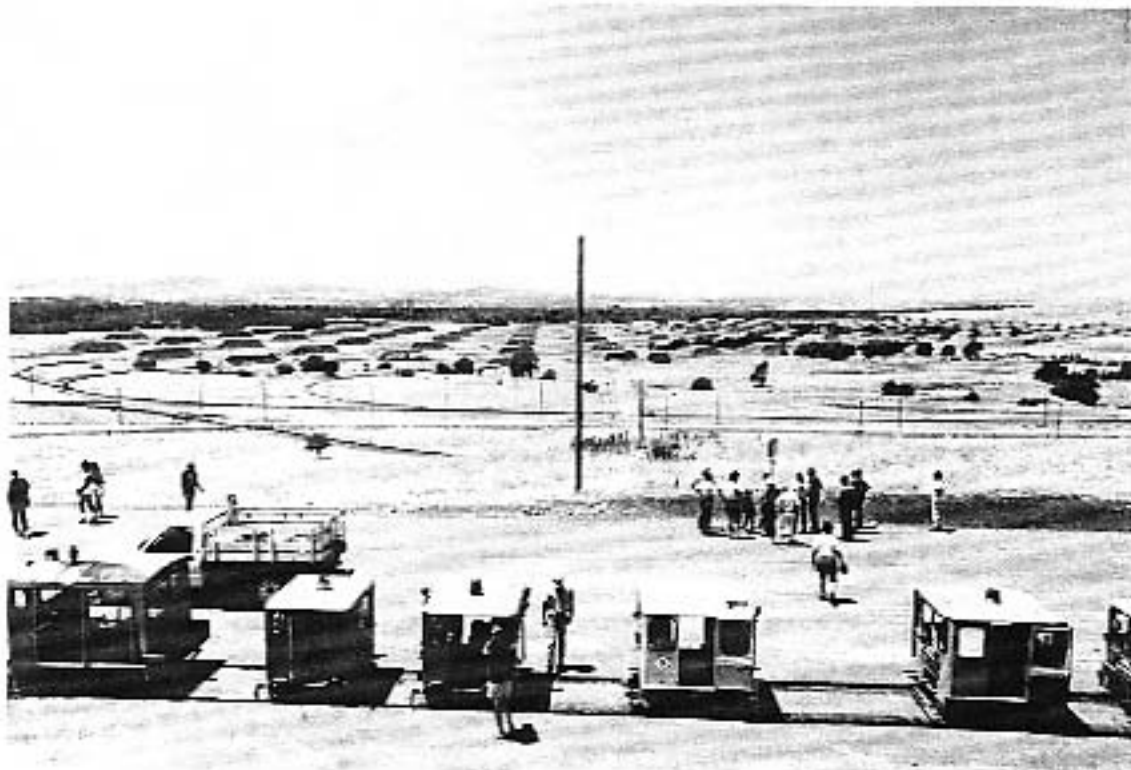
To everyone who made the Concord run, a short thank you note to Captain Nibbs would be appropriate. The address is as follows:

Captain Alan M. Nibbs
Commanding Officer
Naval Weapons Station
10 Delta Street
Concord, CA 94620

As a final note, my photos are back and turned out GREAT! If you would like some reprints of the better ones and any that you are in, please send me a self-addressed, stamped 5 x 7 envelope and a few dollars. My address is in the front of the Lineup.

Right: The motorcar group pauses to view the bunkers and track from a higher level, at a mountainside location.

Joe Nemmer



Ye Olde Public Marketplace

Advertisements accepted for \$2.00 per entry. Contact LINEUP Editor for details.

FOR SALE: MOW Caps (baseball). One size fits all. Colors: black, navy, orange, hot pink. Lettering is neon peacock blue. Cust. \$7.00 + \$3.00 postage and handling. Janet Dominguez, 8072 Fairmont Way, Fair Oaks, CA 95628 H (916) 965-3949

FOR SALE:

- Ex-ATSF A3 gang car (circa late 40's), 4 cyl. 4 spd. all necessary MOW equipment. Ready for your enjoyment.
 - Ex-UP MT-19A, built 1985. full cab, hydraulic tumbler, heater, all necessary MOW equipment. Ready for the operating season.
 - Ex-UP MT-14. conv. (front panel with roof), heater, all necessary MOW equipment.
 - Mechanical & Reconstruction/Restoration Services Available
- Please contact: Bill Evans (805) 947 5436 evenings or weekends.

FOR SALE: Motorcar parts, new and used. Brown RR Equipment, MO (314) 355-7881

FOR SALE:

- Fairmont MT14, no engine/transmission or seats. Good condition. Best offer.
 - Highway trailer custom built (8/92) to haul two motorcars. Trailer has dual drop axles for a low center of gravity. Includes spare tire, hinged unloading rails, moveable wheel stops, winch, front jack, lights, stake pockets, and fenders. Set up to add brakes. Licensed. Excellent condition. Best Offer
- Bill Charpier, 8125 Glen Canyon Court, Citrus Heights, CA 95610, (916) 726-2149

FOR SALE:

- Trailer, tilt, electric brakes, removable windscreens quick clampdown, winch ready, running lights, tilt tongue wheel, full fenders, aluminum deck, steel rails, chrome rims and spare, 3500 lb capacity. \$800
- Don Piercy (206) 643-8027



For Sale: 3-side curtain set for Fairmont M-19 or MT-19 motorcars., made by Norfolk Southern. \$200. Dudley Newman has donated 5 sets to MOW. The money to purchase these curtains will go to: Set 1 - Mike Raposa's medical trust fund, Set 2 - MOW first aid kit, Set 3 - Mike's trust fund, Set 4 - MOW first aid kit, and Set 5 - MOW general fund. Contact Ron Zammil, 469 Campana, Arroyo Grande, CA 93420

FOR SALE:

- M19 A14-2 - completely rebuilt
- M19 H-1 - complete, needs wiring
- M9 U-5, ex-GMO "steel penny" car
- R.O.C., RKB engines
- spares and goodies
- servicable Motorola R.R radios

Send SASE for list, or call (206) 688-1100

Kelly Morris,
11008 210th St. S.E.
Snohomish, WA 98280



Save the Rails from Trails

by Walt Hayward

There now exists an organization which is attempting to save the rails we like to ride on from becoming trails others like to walk on. If you are interested (and you should be) write to: Walt Hayward, PO Box 420012, Kanarrville, UT 84742.

Sierra Railroad Run in December

by Joe Nemmer

A tentative run has been scheduled for December 11-12 on the Sierra Railroad, Jamestown CA. The track is 40+ miles from Oakdale to Standard through the Motherlode. Negotiations are in progress. For first information, send a long SASE to Joe Nemmer, 11925 Railway Ln., Sonoma, CA 95370.

Candidates for MOW Board

Six members of the MOW Board of Directors will be re-elected this November. If you would like to volunteer yourself or know of others who would like to be candidates for the MOW Board of Directors, please send your list to Karen Dohler before the September 25 Board of Directors meeting.

Don't Let Your Rear End Get Whipped! Measure Your Trailer Tongue Weight. by Doug Stivers

Proper trailer tongue weight makes a noticeable difference how your truck (or car) handles when towing your motorcar(s). By not having sufficient tongue weight, the trailer has a greater tendency to whip the rear end of the towing vehicle from side to side, especially while you are driving downhill. This is a dangerous situation with potentially serious consequences for you, your passengers and your motorcar. Fortunately, this problem can be corrected.

First the gross trailer weight must be determined. The most accurate method requires a trip to a public scale where you can get the exact weight of the trailer and motorcar(s). If a public scale is not available, you might estimate the gross trailer weight by summing the trailer weight with estimates of the motorcar weight(s). Frequently, the brochures supplied with your trailer or your local trailer dealer can supply you with the empty trailer weight. Motorcar weights vary significantly depending upon their size, style and associated equipment. For example, an enclosed MT14 with a hydraulic turntable weighs 1572 pounds. If any of the readers know of other motorcar weights, send them to me and I will publish them in the next newsletter.

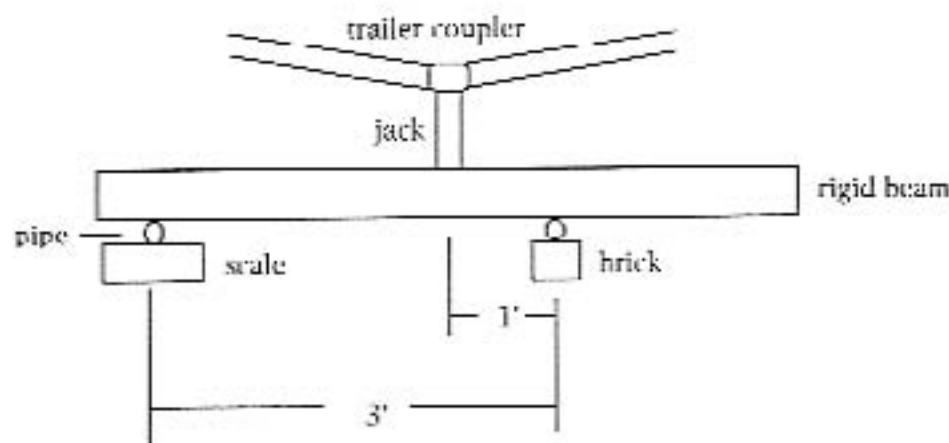
As a general rule, 10% to 15% of the total trailer weight should be supported by the trailer hitch. However, the resulting tongue weight must not exceed the rating of the hitch.

For tongue weights up to 300 pounds, it is possible to use an ordinary bathroom scale. Just place the scale on a sturdy platform so that the trailer coupler is at its normal towing height. The trailer must be level and fully loaded. Also for safety, block the trailer wheels to keep the trailer from moving.

For tongue weights exceeding 300 pounds, arrange the scale and trailer as shown in the figure to the right.

Before reading the tongue weight, block the trailer wheels then re-zero the scale to compensate for the weight of the rigid beam and pipe. Once the full tongue weight is resting on the rigid beam, read the weight from the scale

and multiply by 3. The resulting number is the trailer tongue weight. Tongue weight can be increased by moving your motorcar(s), securing tools or a spare tire towards the trailer coupler.



TOP: Bill Evans and Bud Knedler pose near Denton, MT. Bud is one of the directors of the Central Montana Railroad. Bottom: This substation once supplied power to the wire on the Milwaukee Road's main line near Royal City, WA. Ron Zammit's Tomah Cab MT-19 poses in front. Ron Zammit

MOTORCAR OPERATORS WEST Calendar of Events

Please make all reservation checks payable to MOW (unless specified otherwise)

AARO Insurance Required, Spark Arrestors Required

-
- Aug 15 Golden Gate Bridge District Rwy, San Rafael CA. 6 miles, San Rafael to Ignacio. Set-on at 10:00 am.
- Aug 21-22 Santa Cruz, Big Trees & Pacific, Felton CA. \$35 per car plus \$5 per person above 2 riders who are not family members. SASE and fees to Don Braltbarth, 688 W. Fernwood Circle, Sunnyvale, CA 94086. Deadline August 10, no car limit.
- Aug 27 Yreka Western, Yreka CA. 7 miles, \$25, per car. Set-on between NOON and 2:00 pm. SASE to Ron Zammit, 469 Campana, Arroyo Grande, CA 93420. Deadline August 18.
- Aug 28-29 McCloud Rwy, McCloud CA. Trailers by advance request only. Night run also included. \$115 per car. SASE and fees to Don Connolly, 5850 Anderson Rd., Forestville, CA 95436. Deadline August 9.
- Sep 2 Heber Valley Railroad, Heber City, UT. \$40 per car, no car limit. Send check and 2 legal size SASE 's to: Tom Wellbaum, 570 Punahou St., Altadena, CA 91001. A list of motels in Heber City will be provided. Deadline August 15.
- Sep 4-5 Nevada Northern Rwy, Ely NV. East Ely to Shafter NV, and camp overnight with return the next day. \$50 per car, no car limit. Don't send money before calling or sending an SASE to Bill Evans, 1020 East Ave. T 4, Palmdale, CA 93550 (805) 947-5405
- Sep 25 Board of Directors Meeting at Niles Depot. Niles CA
- Sept 26 Niles Canyon Rwy., Niles, CA. \$25 donation to Niles Cyn Rwy + \$10 insurance fee if not already paid. Bring cash or check to Dave Towle, meet coordinator, on the day of the meet. 8:30 am set-on.
- Oct 16-17 Port of Tillamook H.R., Tillamook OH. Fall colors meet. No trailers. Experienced operators and trustworthy cars only. Overnight stay at Rockaway Beach, return next day. 180 miles. \$130 per car (motel fee not included). SASE and fees to Bob Church, 11508 Green Rd., Wilton CA 95693. Please, no phone calls!
- Nov 13 (tentative) Board of Directors and General Meeting, California State Railway Museum, Sacramento, CA
- Dec 11-12 (tentative) Sierra Railway. Jamestown CA. SASE to Joe Nammar, 11825 Railway Ln., Sonoma, CA 95970
-

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MOW People in the News



Left: Dana Fuller taking shots at the Amador Central meet last spring.

Rich Slivers

Right: Jerry Van Loo stands next to his new motorcar on the Tillamook run in last May. This was the car's first run.

Rich Slivers



North American RR Maintenance of Way Association

by Walt Hayward

I and others are forming a North American RR Maintenance of Way Association. This is for people who are interested in the life style of those who built and maintained the American

Railroads, the tools and the equipment used, the types of materials used, the evolution of the equipment and the factories which made it, the methods and equipment used to construct said equipment, and all related aspects of building and maintaining railroads. We also wish to assemble a collection of plans, pictures, etc. so that such

equipment can be duplicated in the future. If you are interested, please write to: Walt Hayward, PO Box 420012, Kanarrville, UT 84742