

LINEUP

Official Newsletter Of Motorcar Operators, West, Inc.

2011 California Short Line Tour

10 Railroads in 12 Days

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The Line Up is the official publication of The Motorcar Operators West, Inc. and is a non-profit corporation dedicated to the safe and legal operation of railroad motorcars as excursion vehicles.

Membership is \$24 per year. This includes a Line Up subscription. The Line Up is published three times a year; Spring, Summer, and Fall issues. The Line Up is copyrighted and permission to reproduce any portion of the newsletter must be obtained. All rights reserved.

Submitting Photos and Captions:

Members and guests are encouraged to contribute to the Line Up Photo Journal by sending their excursion photos and accompanied by who, what, when, where captions to:
deerail@embarqmail.com.

Place caption text in the email body and photos as .jpg attachments. Cover photos are to be submitted in a portrait orientation at a high resolution.

Motorcar Operators West 2011 California Short Line Tour 10 Railroads in 12 Days

California Short Line Excursion Prologue

By Bill Schertle

The 2011 California Short Line Tour was an amazing rail adventure. The idea to combine several California short line railroads into a 12-day tour had been talked about for several years. The talking ended on April 9, 2011 on the California Central Coast. It was there that the Santa Maria Valley Railroad would become the first of 10 railroads that we would visit over the next 12 days. The photo journal by Dan Berg will let you experience what happened during that time. We went from the coast to the redwoods to the Sierra foothills to the Eastern Sierra in Carson City, Nevada. The weather cooperated most of the time, the Coast Range and Sierra Nevada foothills were vibrant green, the streams were flowing, and snow was on the Sierras. Along the way we logged over 12,000 motorcar miles without one reportable incident. In all, 88 motorcars joined us on at least one leg of the excursion. Some came from as far away as Texas and Colorado while many others were from right here in the Golden State and the general feelings among operators and guests were overwhelmingly positive. Here are the railroads we ran: Santa Maria Valley, Santa Cruz and Big Trees, Niles Canyon, California Western (Skunk), the Placerville Branch, Stockton Terminal & Eastern/Central California Traction Co., Sierra, Amador Central, and Virginia & Truckee. The Central California Traction Co. was new rail for motorcars. My thanks to the operational excursion coordinators who successfully worked with railroad management: Marv Weber, Al McCracken, Chris Baldo, Glen Ford, Chris Ogilvie, Dave Balestreri, and Mike Mitchell. Photo credits: Jamie Foster, Aron Kahn, Wayne Parsons, and Dan Berg.

COVER PHOTOS

Front Cover:

Deep in the Noyo River canyon the California and Western Railroad excursion stops to view the giant coastal redwood trees. The tree in the picture has been determined to be over 1000 years old. It is 260 ft tall and approximately 25 ft of the top is missing as a result of a lightning strike. Photo Credit: Wayne Parsons

Back Cover:

Motorcars wait at the Broadway Avenue crossing on the Stockton Terminal and Eastern Railroad for clearance to enter Central California Traction Company tracks.

Photo Credit: Aron Kahn



Santa Maria Valley Railroad Saturday, April 9, 2011

Bill Schertle, Excursion Coordinator



Fred Fabian is preparing his motorcar to join twenty two other motorcar

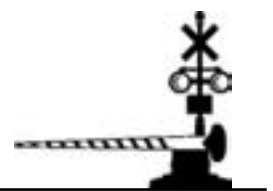
operators to begin the Saturday, April 9th Santa Maria Valley Railroad Excursion. This enthusiastic operator traveled from the East Texas town of Tomball to participate in the California Short Line Tour.



After leaving Guadalupe, California the excursion passes through rural broccoli and strawberry fields. The group approaches Black Road on their way to Santa Maria. The Friends of the Santa Maria Valley Railroad are providing road crossing protection.



The excursion pauses briefly at Blosser Road traveling into downtown Santa Maria.





Rounding the west leg of the wye the group enters the Airbase Branch and holds at the Morrison Avenue crossing for a three mile run to the airport. This branch was once the narrow gauge Pacific Coast Railway right of way which was abandoned in 1942.



Leaving downtown Santa Maria Dave Olson gives a thumbs up approval on the return trip to Betteravia for lunch. Dave and Linda live in Apache Junction, Arizona

Don and Lynne Maddy of Los Osos, California are performing a reverse move into Betteravia on the return trip.





Sue and Bill Pardee from Tempe, Arizona turn their Fairmont A car at Guadalupe during the afternoon excursion.

The Friends of the Santa Maria Valley Railroad provide operators and guests with a Santa Maria style barbeque lunch. Harry Harlow carves the tri-tip roast while Ernie Blakely and Dini O’Roark look on with great anticipation.



Bill Rust and his traveling companion Mya are enjoying the cool spring day traveling across the Santa Maria Valley.

Mya proudly shows off her hearing protection. Bill Rust fitted Mya with a pair of Mutt Muffs. He says that once fitted, Mya accepted the Muffs with no resistance. Bill believes if he has to wear ear protection, certainly dogs as motor-car traveling companions with more sensitive hearing deserve the same consideration.





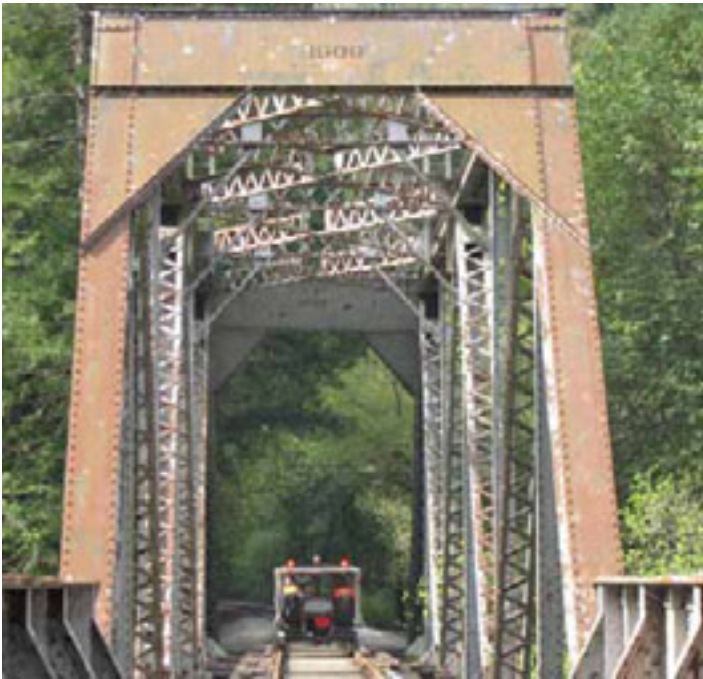
The excursion closes the day with an evening meet with the northbound Surfliner at the Santa Maria Valley and Union Pacific Railroads interchange yard in Guadalupe.

Santa Cruz and Big Trees Railroad Monday, April 11, 2011

Bill Schertle, Excursion Coordinator



Motorcar operators, guests and railroad hosts gather in front of Roaring Camp and Big Trees narrow gauge shay the "Dixiana". The locomotive was built by Lima in 1912 and hauls passengers up to Bear Mountain Summit.



Crossing the San Lorenzo River, the excursion treks down the canyon to Santa Cruz on the Santa Cruz, Big Trees and Pacific Railway tracks.



The excursion slows at Rincon and ducks under a storm damaged tree. Because Paul Zaro's rail bus could not clear the obstacle, he had to return to Felton.



Motorcars enter the Mission Hill Tunnel located in downtown Santa Cruz. The 972 feet long bore was excavated in 1880.



A rest stop offers the group a tranquil visit to the coast redwood grove in the Henry Cowell Redwoods State Park.

Niles Canyon Railway Tuesday, April 12, 2011

David Towle and Al McCracken, Excursion Coordinators



The Pacific Locomotive Association hosted the Motorcar Operators West group with a run on the Niles Canyon Railway and visit their Morningside restoration yard. Excursion Coordinator David Towle is assisting with the early morning set on in front of the Niles depot.



The five mile excursion up to Brightside Yard provided the folks the opportunity to travel over the original Central Pacific transcontinental rail route, enjoy the beautiful Spring morning and view the surrounding hills carpeted in vibrant green.



The group encounters the Farwell Bridge that spans Alameda Creek.



Arriving at the Morningside yard, motorcars pass samples of the museum's road crossing signals. The Niles Canyon Railway Signal Department restores and maintains its collection of wig-wag, flashing light road crossing signals, semaphore and searchlight signals.



Bill and Susie Pardee of Tempe, Arizona strike a pose on the running board of the stunningly restored Southern Pacific SD9 locomotive while the group explores the museum's locomotives and rolling stock.

California Western Railroad Wednesday, April 13, 2011

Chris Baldo, Excursion Coordinator



Facing a cold rainy morning the excursion leaves the Willits yard bound for Fort Bragg.



Jon Keeling of La Veta, Colorado and his guest Ginny Frank of Los Gatos, California are prepared for inclement weather as they depart Willits.



Excursion coordinator Chris Baldo of Willits, California waits beside his motorcar as the folks take their first mid morning rest stop at Delmar.



Operator Jeff Devine of Orland, California and his guest John Amis from Chico, California are boarding Jeff's restored eight passenger Beaver Car.



As showcased on our front cover, deep in the Noyo River canyon the California and Western Railroad excursion stops to view the giant coastal redwood trees.

The excursion has arrived in Fort Bragg for lunch and is in the process of turning the motorcars on the wye for the return trip to Willits.





As the M300 "Skunk" rail bus returns from Northspur, the group stands by to leave Fort Bragg accompanied by warm clear weather for a late afternoon set off in Willits.



Ross Kallenberger of Bakersfield, John Martin and his traveling companion Sissy from Wasco, California chat with Fort Bragg resident Kathy Brown in front of the Laurel Street Deli.

Placerville Branch Friday, April 15, 2011

Glen Ford, Excursion Coordinator



Group photo taken at the ex-Southern Pacific Shingle Springs, California depot. This is the beginning of the five mile first leg to El Dorado on the Placerville Branch excursion.



Motorcars are turned at El Dorado for the return trip to Shingle Springs for the set off.



Dee Berg of Las Vegas is boarding her motorcar at El Dorado. In the background is the newly constructed El Dorado County Railroad Park depot.



Excursion Coordinator Glen Ford briefs the operators and guests on the second leg of the Placerville Branch at Highway 50 in Folsom..

Fred Fabian approaches the White Rock Road crossing south of Folsom.



Paul Zaro and John Martin join the lineup at the Latrobe washout site.

The excursion folks explore the Latrobe washout. As of this issue volunteers have restored the roadbed and replaced the rails.



Central California Traction and Stockton Terminal and Eastern Railroads Sunday, April 17, 2011

Dave Balestreri, Excursion Coordinator



Early morning set on at Shaw Road in Stockton, California. The excursion will first travel on the Central California Traction line to Lodi and return to journey east on the Stockton Terminal and Eastern Railroad's Linden Branch.



Traveling south on the Central California Traction rails the excursion crosses the Stockton Terminal and Eastern diamond at Roosevelt Road in Stockton.



The excursion leaves Stockton for the ten mile run north to Lodi, California. The historic Central California Traction Company's shop is on the left. This is new rail for motorcar operators.



On the return trip from Lodi, the motorcars are waiting to enter Stockton's Waterloo Road for a short stretch of street running.



The excursion has arrived at the end of the line in Linden, California. Surrounded by walnut groves the motorcars are turned for the thirteen mile return trip to Stockton.



Arriving back in Stockton, the motorcars wait for the afternoon set off.

Sierra Railroad

Saturday, April 16, 2011

Chris Ogilvie, Excursion Coordinator



Operators and guests depart Oakdale, California leaving behind the Sierra Railway Dinner Train on their 41 mile trip to Jamestown.



Glen Ford of Rough and Ready, California leads the group into Cooperstown for a midmorning rest stop.

After lunch the group is treated to a spin on Jamestown roundhouse air powered turntable.



The excursion passes through the Hetch Hetchy Junction site on the return run to Oakdale.

The inset shows Motorcars rounding the broad curve near Canyon Tank.



Amador Central Railroad Monday, April 18, 2011

Dave Balestreri, Excursion Coordinator



Excursion Coordinator Dave Balestreri and MOW President Bill Schertle conduct the early morning safety meeting in front of the Lone Middle School.

The excursion begins the twelve mile climb into the Sierra foothills on their way to Martell and end of track.



Whitey Brown of Fort Bragg, California checks for a "flat tire" at Martell.



Jim Culbertson from Courtland California is ready to lead the group back to lone for lunch and the afternoon run.



Virginia and Truckee Railroad Wednesday, April 20, 2011

Mike Mitchell, Excursion Coordinator



Group photo taken during the safety meeting at Eastgate siding. Eastgate is located between Carson City and Mound House, Nevada.



The excursion leaves Eastgate station for the eight mile run up to Virginia City.



Excursion Coordinator Mike Mitchell leads the group toward Virginia City.



Motorcars wait at the Gold Hill depot to cross State Route 342. Beyond the depot the motorcar operators encounter a 4% grade up to Virginia City.



After lunch and a visit to the Virginia City shops, the excursion leaves the Saint Mary's in the Mountains Catholic Church behind for the thirteen mile down hill run to Eureka siding.



Frank Luft of Felton, California turns his motorcar at the Eureka siding for the return run up to Eastgate and the afternoon set off. The Eureka siding overlooks the Carson River Canyon where the Virginia and Truckee Railroad once served eight Comstock ore reduction mills.

