

# LINEUP

Official Newsletter Of Motorcar Operators, West, Inc.

EcoOdyssey Excursion

Alaska Railroad Pacific Northwest Tour

Placerville and Sacramento Valley  
Railroad Excursion  
Annual General Meeting

Tech Tips



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# Motorcar Operators West Board of Directors Officers and Members

**Bill Schertle President**

804 E. Tularosa Avenue  
Orange CA 92866  
(714) 743-0804  
bschertle@sbcglobal.net

Glen Ford  
PO Box 129  
Rough and Ready, CA 95975  
H (530) 432-5487  
C (530) 913-2386  
captianford@jps.net

**Dan Berg Vice President**

2017 Mule Creek Road  
Las Vegas, NV 89134  
(702) 341-8617  
deerail@embarqmail.com

Karl Hovanitz  
2110 S Halcyon Road  
Arroyo Grande, CA 93420  
(805) 481-7353  
Silverado@thegrid.net

**Malcolm Frost Secretary**

1020 Sylvan Glen Place  
Auburn, CA  
H (530) 885-0354  
W (530) 887-8003  
C (530) 305-2145  
mfrost@aegispacific.com

John Martin  
1360 J Street  
Wasco, CA 93280  
(661) 331-7916  
MADOG979@aol.com

**Donna Snyder Treasurer**

PO Box 99  
El Dorado, CA 95623  
H (530) 344-7842  
C (916) 208-8720  
wrdsjr@yahoo.com

Mike Mitchell  
PO Box 245  
Guinda, CA 93021  
H (530) 796-2350  
C (707) 421-6333  
mlmitchell@solanocounty.com

Dave Balestreri  
2320 E Street  
Sacramento, CA 95816  
(916) 444-6374  
dbalestreri@softcom.net

Paul Zaro  
668 El Dorado Avenue  
South Lake Tahoe, CA  
(408) 234-2172  
zarocmrails@aol.com

Howard Brown  
155 Dana Street  
Fort Bragg, CA 95437  
(707) 964-1808  
toolshack@mcn.org

Excursion Committee Chairman  
Dan Berg  
2017 Mule Creek Road  
Las Vegas, NV 89134  
(702) 341-8617  
deerail@embarqmail.com

Motorcar Operators West  
Documents  
Available at [www.mowonline.org](http://www.mowonline.org)

MOW Webmaster  
[www.mowonline.org](http://www.mowonline.org)  
Dour Jensen 12463 Valley View Road  
Nevada City, CA 95959  
(530) 274-9244  
bdouglasj@att.net

New Member Coordinator  
Dave Balestreri  
2320 E Street  
Sacramento, CA 95816  
(916) 444-6374  
dbalestreri@softcom.net

NARCOA Rule Book Certification Test  
Al McCracken  
2916 Taper Avenue  
Santa Clara, CA 95051  
(408)249-3120  
alnethie@alnethie.com

Line Up Editor  
Dan Berg, Interim Editor  
2017 Mule Creek Road  
Las Vegas, NV 89134  
(702) 341-8617  
deerail@embarqmail.com

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Folsom, California 95630

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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.

# EcoOdyssey Rail Tour

## May 6 & 7, 2011

Bill Owens - Excursion Coordinator

Photo Credits - Wayne parsons, Kathleen Owens, and George Zastrow

A week long EcoOdyssey event sponsored by the EcoRing organization was planned for the spring of 2011. This event would allow community folks to explore Sonoma-Marin county eco-friendly businesses, as well as the envi-



Bill Owens, excursion coordinator introduces Rick Coates, EcoOdyssey advisor and Toni Tacoma, founder of the EcoRing organization at the start of Saturdays EcoOdyssey excursion in Santa Rosa.

ronmental, recreational and education groups offerings in the Petaluma Valley. During the EcoOdyssey activities, whose theme was "It's the Journey, not Destination," participants would bicy-

cle, kayak and ride the Sonoma - Marin Area Transit (SMART) rails. Unfortunately, the SMART portion of the experience was missing, as no trains would operate for another three years. Tom Slivka of Sonoma, California suggested to the planning committee that railroad motorcars could be used to transport community leaders and guests along the SMART rail corridor. Bill Owens was contacted to see if Motorcar Operators West would be interested in providing the motorcars. During April 2011 Bill worked with the EcoRing group, county administrators, Motorcar Operators West Board and SMART officials, overcoming many challenges to operate motorcars on the SMART rails.

On Friday morning, May 6, 2011, just before the safety meeting, a send off rally started in front of the Santa Rosa depot accompanied by a performance from the TRAD JASS jazz band. During the safety meeting Bill Ow-



Bill Owens conducts the morning safety meeting in front of the Santa Rosa depot in preparation for the run to Healdsburg.

ens introduced EcoOdyssey organizer Toni Tacoma who recognized Rick Coates, EcoRing advisor, Santa Rosa Vice Mayor Susan Gorin and Sonoma County Supervisor Shirlee Zane. After the rally nineteen motorcars carried local community leaders, guests and the press from Santa Rosa to Healdsburg. During the tour the group stopped at the Sonoma County Water District headquarters to view an electric automobile exhibit and learn about the emerging technology. Also, a presentation was given on the many water district programs to reduce their energy consumption in providing water in Sonoma County. The next stop was at the newly constructed vintage style Windsor depot. A lunch was provided for the excursion group by the EcoOdyssey folks. After lunch the excursion continued north

to Healdsburg where a group of kayakers were dropped off at the Russian River. The motorcars were turned at Bailhache



Motorcar Operators, guests and community leaders are treated to a jazz band performance during the opening ceremony.

Avenue grade crossing where the group was welcomed by Healdsburg Mayor Eric Ziedrich, followed by greetings from State Senator Noreen Evans who rode with the excursion on the none stop return trip to Santa Rosa. The motorcars were tied up in front of the Santa Rosa depot ready for the next day's run.

A few more cars joined the Saturday morning, May 7th, excursion for a total of twenty two motorcars. The safety meeting started at 9:00 a.m. and the excursion departed Santa Rosa shortly afterwards for Petaluma. The first stop was at the Sonoma Mountain Village project to learn about the new transit-centered community being developed there. The SMART commuter rail service is an important part of making this community less dependent on automobiles for transportation. The Bounty Community Farm was the next stop in Petaluma.



Danny Mihelcic supervises the motorcars crossing the Petaluma River on the 180 foot long Haystack swing bridge. The bridge was built in 1909.

The group was given a tour of the local food projects, a presentation by the community Alliance for Family Farms and treated to a buffet lunch. The group proceeded to the restored depot in Petaluma for a brief rest stop and moved on to the Haystack swing bridge just south of town. Some guests were dropped off at the Petaluma Marina so they could take a barge ride down the Petaluma River. The historic 100

year old swing bridge was opened by Danny Mihelcic for the group's pleasure. The excursion traveled another eight miles south through farm land and wetlands to Burdell siding where the motorcars were turned for the northbound return trip to Santa Rosa. Again crossing over the Haystack swing bridge, the excursion picked up the barge riders and continued north. The group arrived in Santa Rosa at 6:00 p.m. for the motorcar set off.

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Al McCracken leaving Santa Rosa and traveling 15 miles northbound to Healdsburg.



The Petaluma Bounty Community Farm provided a tour of their fields and what produce was grown for community outreach use. The farm staff also prepared lunch for the group.



Sonoma County Water District hosted an electric automobile exhibition and a presentation of water conservation projects.



During the electric automobile exhibit the group had the opportunity to view vehicles that were either manufactured to use or be converted to utilize alternate energy.



The excursion stopped at the new Windsor depot. The EcoRing organization served the folks lunch at the local park before proceeding to Healdsburg.

The motorcars are turned in Healdsburg at the Bailhache Avenue grade crossing for the afternoon fifteen mile return trip to Santa Rosa.



Motorcars are lined up in front of the Santa Rosa depot for the Sunday excursion to Petaluma and beyond.





Pete Mihelcic of Summit Signal busy picking up highway crossing shunts and carrying them forward to be used at southbound crossings. He and his brother Danny volunteered to help protect the excursion through more than 50 highway crossings between Healdsburg and Petaluma.

Arriving in downtown Petaluma the group took a brief rest stop in front of the restored depot.



NARCOA Area 11 Director Wayne Parsons and Motorcar Operator West Board member Glen Ford chat at Petaluma while waiting to resume the southbound trip.

The excursion ends its 35 mile journey at the Burdell siding and have turn the motorcars for the return trip Santa Rosa.



After a long tour day the motorcars are set off in downtown Santa Rosa on the 6th street crossing. Clint Worthington is securing his motorcar for the road trip to Southern California.

Our cover photo for this issue shows Clint Worthington of San Juan Capistrano as he rolls south-bound through Cotati.



# Alaska Railroad Pacific Northwest Tour

## September 7 to 23, 2011

**Chris Baldo and Margaret Hope Co-Excursion Coordinators**  
Photo Credits - Carol Balestreri, Glen Ford, Jamie Haislip, Charles Shearon and Wendy Wilmes

**Alaska**, America's last wilderness, has lured generations of treasure hunters with tales of boundless wealth. With 500 miles of exceptional rail as the treasure, nearly seventy enthusiasts made their way to Anchorage to operate speeders in this last frontier. The Pacific Northwest Tour has operated for fifteen years usually combining several railroads to create a two or three week trip in Northern California, Oregon, Washington, Idaho, Montana,

Alberta, British Columbia and Canada's Northwest Territory. This was our first trip to



Operators and guests gather in Anchorage on Wednesday afternoon for the excursion's first safety meeting prior to the next day departure.

Alaska and not one to be forgotten.

Twenty - nine speeders (and one potty car) operated almost flawlessly without acci-

dent or incident on nine very long, very scenic rail days. Although we had four 4:00 a.m. morning wake-ups and several hotel check-ins long after dark, our participants, who came from all over the United States and British Columbia, enthusiastically participated and helped make this trip a great success. We traveled north from Anchorage to Fairbanks through perfect sun-drenched autumn days with two sightseeing days in Denali National Park. After a couple of days off to explore Fairbanks, we headed south with a day off in Talkeetna. Only 1 in



Operators and guests readying for the early Thursday morning northbound departure. Next stop is Wasilla for lunch.



The excursion comes across a moose at Matanuska siding 36 miles north of Anchorage.



3 visitors get a full view of Mt. McKinley. We caught views of the mountain on four days of our trip. We held our annual charity auction at Wasilla where more than \$2000 was raised for the Alaska Museum of Transportation and Industry. This auction is one of the ways we give back to the communities who take care of us along the way. South of Anchorage we headed into a "Pineapple Express" (warm temperatures and gusty winds propelling walls of water at our non-amphibious motorcars) but that didn't stop us from making the coveted trip through two major tunnels to

Murrill and Dwight West. It is always good to hear a host railroad compliment our safe operations.

So many people helped make this tour a success. We absolutely could not have made this trip without truck and trailer support from Troy and Mary James. They hauled gas, found parts, carried

luggage and were always on hand with a warm smile and a can-do attitude. So many others took on tasks as needed: Bobbie Yokum (registration and auction), Mike

thankfully weren't needed), Tom Ferrier and John Martin (Transport), our Excursion Coordinators Chris Baldo and Marg Hope.

Special thanks go to Dan Berg who shared his contacts and suggestions based on his 2008 tour. His generosity made the planning and execution of this massive undertaking possible. We went seeking treasure and found it in Alaska but as we often find on speeder tours, the treasure turned out to be the group itself.



Chris Baldo is leading the excursion past the Wasilla depot. They will have a one hour lunch and depart for Talkeetna.



Charles Shearon encounters a spectacular view of the 20,320 feet high Mount McKinley at milepost 224. In the foreground flows the Susitna River.

Whittier. Returning to the "dry" side of the mountains we climbed past glaciers, round torturous curves and a series of five short tunnels as we scaled the Kenai mountain range to reach our final stop at Seward. We took a day off to explore Resurrection Bay and ended our visit with a farewell dinner cruise to Humpy Cove. Our return to Anchorage was sweetened by praise from our Alaska Railroad escorts, Rocky

Kelley with Mark Sorenson and Jim Creaseman (Inspections), Sarah Kelley with Diann Sorenson (Registration), Gayle Creaseman (T-shirt sales) Terry Devine and Jim Yokum (Auction), Glen Ford and a team of willing EMTs (who



Located at Milepost 413 the excursion crosses over the Tanana River on the Mears Memorial Bridge. The 700 foot long structure is one of the world's largest single span truss bridges. It was built in 1923.



Nenana is located on the south bank of the Tanana River at the confluence of the Nenana River. This river port is the hub for river barge operations serving communities along the Yukon River and its tributaries.



Arriving in Fairbanks, operators and guest are greeted by Princess Tour buses for the shuttle to their accommodations and the two day sightseeing layover.



The southbound Hurricane Turn passenger train passes the excursion group at Curry siding. The flag stop train has served remote communities along the 55 mile route between Talkeetna and Hurricane for the past 89 years.

Alaska Railroad's EMD SD-70MAC locomotives power a Seward bound coal train as the excursion waits in the siding for its passing. Export coal is loaded at the Usibelli mine near Healy and transported to Seward for shipping to South Korea.



Excursion Coordinator Chris Baldo gives an interview to an Anchorage KTUU-TV reporter at Girdwood. He appeared on the Monday evening newscast.



Jamie Haislip's photo taken from the lead hi-rail truck shows a unique view inside the two and half mile long Whittier Tunnel. It is a one-lane combination highway railway tunnel. Automobiles and trains take turns traveling through the bore.



Excursion Coordinator Margaret Hope and "Big Red" emerge from the Whittier Tunnel's east portal.



Margaret Hope leading the motor-cars out of the small settlement of Moose Pass and across the Upper Trail Lake bridge.

The excursion is looping around the Bartlett Glacier Valley. The Bartlett Glacier is visible in the background.



The excursion traverses Johnson Lake one mile south of Hunter siding.



Rocky Murrill; lead Alaska Railroad escort

Dwight West; Alaska Railroad Safety and Training Manager and escort is shown below.



Pacific Northwest Tour operators and guests pose in front of the Alaska Railroad's retired rotary snow plow located at the Potter railroad or section house and siding



# Placerville and Sacramento Valley Railroad Excursion Annual General Meeting October 15, 2011

**Malcolm Frost & Bill Schertle, Co-Excursion Coordinators**  
Photo Credits: Dan Berg and Blair Van Vliet

Motorcar operators and their guests took the opportunity to ride on the old Southern Pacific Railroad's Placerville branchline. The Motorcar Operators West's one day excursion allowed motorcars to venture from Folsom, California to the end of rail line south of Shingle Springs. In past excursions motorcars could only travel eight and half miles to the Latrobe washout and back.

Earlier arrangements were made with the Folsom Hampton Inn staff for lodging and the use of their conference room. The motorcar set on site was conveniently located directly across the road from the motel. The motel staff also graciously shared their parking lot with the excursion's vehicle and trailers.

The Saturday mid morning set on and safety meeting permitted a nine mile run up to Latrobe Road. Operators appreciated the efforts of the Placerville and Sacramento Valley

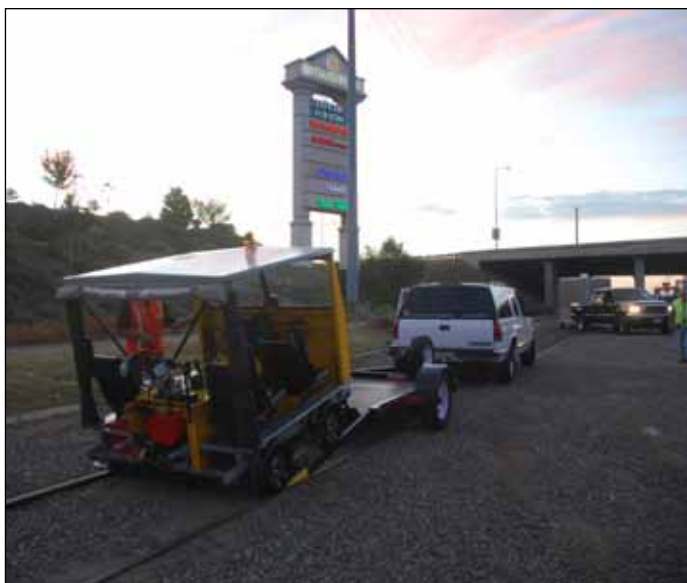
Railroad volunteer group that allowed passing through the newly rebuilt washed out track. Once arriving at the Latrobe Road crossing the motorcars were turned for the return trip back



Co-coordinator Malcolm Frost conducts the excursion safety meeting in preparation for the first morning run to Latrobe.

to Folsom for the annual general meeting and lunch.

Upon returning from the morning excursion President Bill Schertle called to order the annual general meeting. Highlight of the meeting was the 2012 Board of Directors election results. It was announced that incumbents Dan Berg, Glen Ford, Mike Mitchell and Bill Schertle retained their seats with newly elected member Whitey Brown joining the board. After presenting the 2011 financial report, the 2011 excursion reports, discussing the Line Up newsletter status, reviewing the budget and addressing comments from the audience the meeting was adjourned for lunch.



Early morning set on in Folsom, California. In the background is co-coordinator Bill Schertle supervising the activities.

During the afternoon run after leaving the small community of Latrobe the excursion began the climb into the Sierra foothills. The folks enjoyed the vistas of hills and valleys covered in early fall golden grass, California oak trees and digger pines. Eleven miles from Folsom the group took its first rest stop adjacent to the Latrobe Vineyards. Crossing South Shingle Road a couple of times the excursion encountered a fallen tree blocking the rails. In a matter of minutes manpower cleared the tracks and the excursion moved on. Due to the late afternoon hour, excursion coordinator Malcolm Frost decided to turn the motorcars at the Brandon Road crossing. With the motorcars turned the group proceeded eighteen miles back to Folsom for the evening set off.

Thirty motorcars spent the better part of the day on the tracks and unlike MOW's spring excursion, members were able to travel several miles past the washout all the way to Latrobe Road and beyond, owing to the washout repair by the faithful volunteers of the Placerville and Sacramento Valley Railroad. Motorcar Operators West thank them for their labors. This is a beautiful rail corridor that Motorcar Operators West members hope to run again in the spring when the creeks are flowing and the wild flowers are blooming. Thanks to Malcolm Frost, Excursion Coordinator and Philip Rose, Placerville and Sacramento Valley Railroad President for their efforts in putting this run together.

Enjoy the photos.



The excursion makes a brief stop along side Latrobe Creek.



Glen Ford and Brian York shoot the breeze while motorcars are turned at Latrobe.



John Martin turns his motorcar at the Latrobe Road crossing for the return trip to Folsom for lunch and the annual general meeting.

Motorcar Operators West President Bill Schertle addresses audience members and guests during the annual general meeting.



After lunch and heading for Shingle Springs the motorcars pass over the Latrobe Creek washout site. The roadbed and rails were replaced last May. Track reconstruction was performed by Placerville and Sacramento Valley Railroad volunteers.

Robin Douglas of Santa Clarita, his wife Donna and daughter Kala wait at the rest stop beside the Latrobe Vineyards.







Malcolm Frost and his companions Connie Haverty and Placerville and Sacramento Valley Railroad representative Eric Olds lead the excursion to end of track

Jinx is the constant buddy of Carl Shellhorn. Carl who resides in Napa, California say Jinx is an enthusiastic and a well mannered rail traveler.



Encountering a fallen tree operators and guests pitch in and swiftly remove the obstacle.





Bill Owens completes turning his motorcar at the Brandon Road crossing for the return run back to Folsom.

Kathleen Owens displays her safety flag in preparing for the South Shingle Road crossing.



The excursion crosses the Deer Creek bridge at the end of a perfect day.

The folks welcome the shade while waiting to move across South Shingle Road. Asphalt covering the rails hindered a quick passage for crossing the road.

## Onan CCKB Carburetor Adjustment

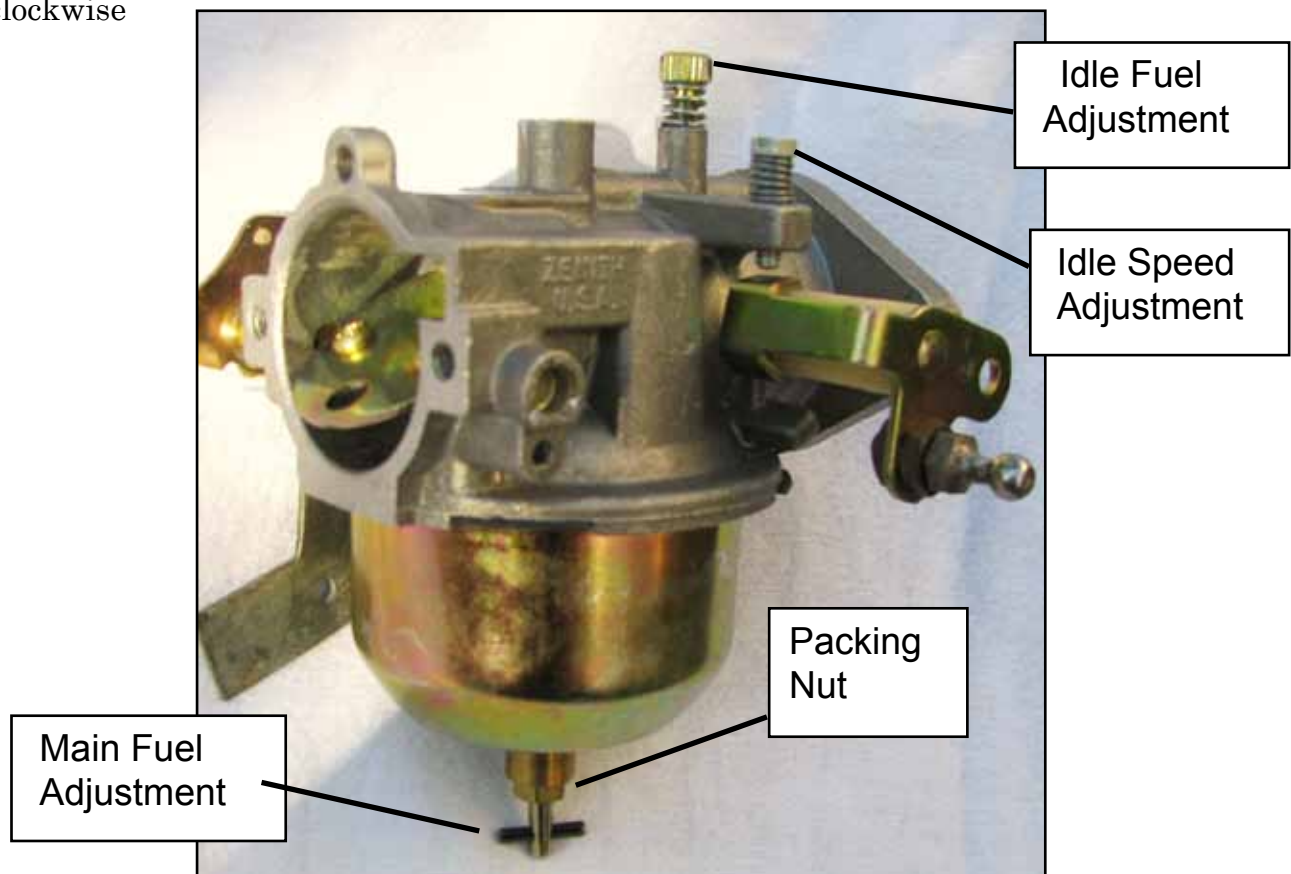
To make a preliminary adjustment on the Onan CCKB engine Zenith Model 1408-13262 carburetor locate the main fuel adjustment needle valve found on the bottom of the carburetor bowl. Facing the engine front, begin the carburetor adjustment by turning the main fuel needle valve counter clockwise until it lightly seats; then turn it clockwise two turns. (The most effective tool to rotate the needle valve t-handle is with a long reach needle nose pliers or a modified screw driver with a bent blade).

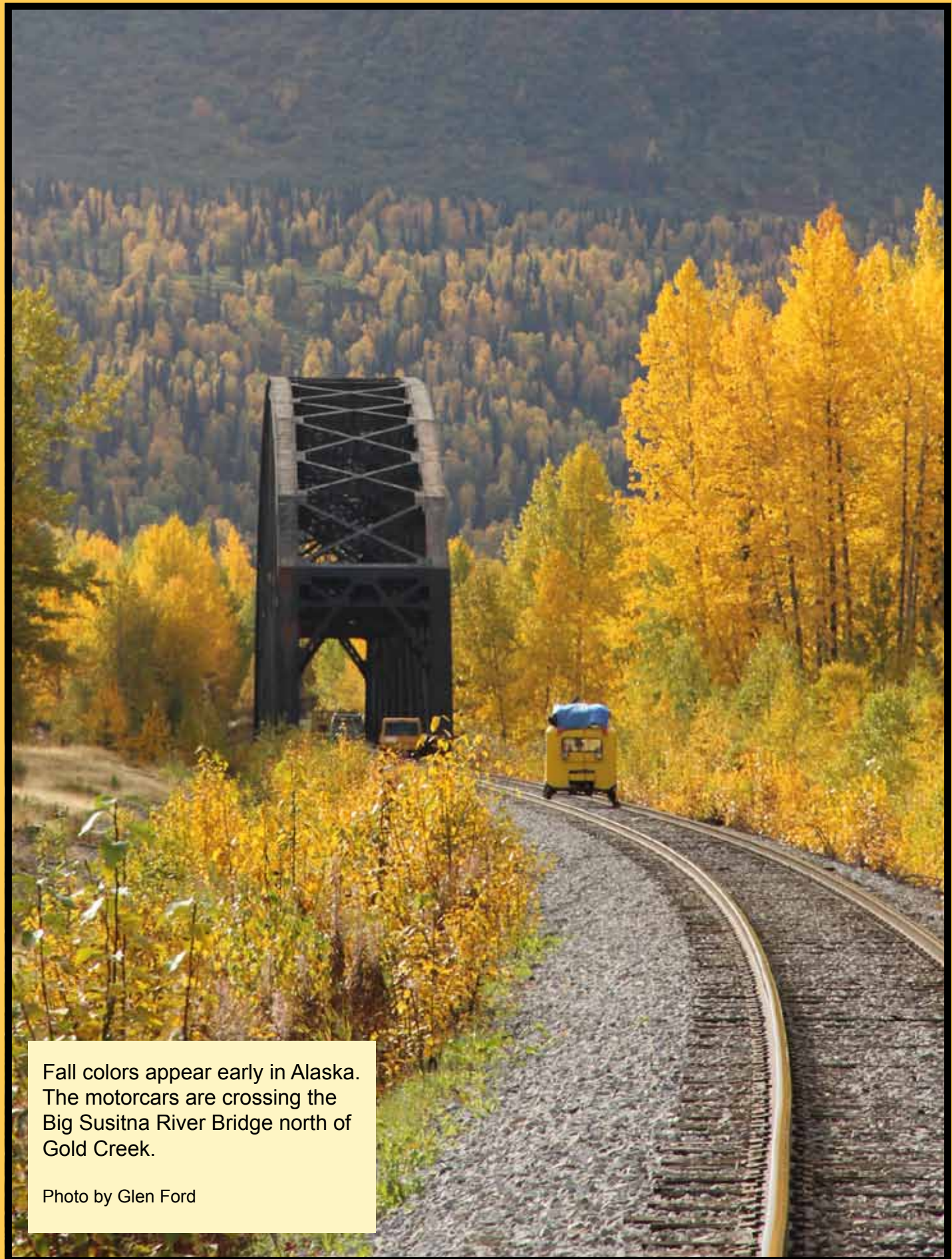
Next, turn the idle fuel needle valve located on top of the carburetor clockwise until it seats followed by turning the valve counter clockwise two turns.

With the engine running, set the idle speed by rotating the throttle stop screw. To adjust the idle mixture turn the idle fuel needle valve clockwise

until the engine starts to run rough then turn it counter clockwise until the engine runs smoothly. Perform this adjustment a couple of times.

At this point adjust the main fuel adjustment needle valve. Open the throttle rapidly. If the main fuel adjustment is too lean the engine speed will lag and not pick up evenly. Turn the main fuel adjustment needle valve clockwise about a 1/4 turn and open the throttle again. If the engine accelerates evenly and without lagging the main fuel adjustment is correct. However, if the engine still falters while opening the throttle, repeat turning the adjustment valve incrementally 1/4 turn at a time until a smooth acceleration is attained. Finally, check the idle adjustment one final time. Thanks to Onan, J Kook and Allen Knight for their tune up advice.





Fall colors appear early in Alaska. The motorcars are crossing the Big Susitna River Bridge north of Gold Creek.

Photo by Glen Ford