

# LINEUP

Official Newsletter Of Motorcar Operators West, Inc.

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**MESSAGE FROM THE PRESIDENT**

Welcome to the 20th Anniversary issue of the Lineup. That's right! In August of 1992 a group of railcar enthusiasts got together to form "Motorcar Operators West" which by "coincidence" also stands for Maintenance of Way or MOW for short. Little did they know that the club would expand to over 150 members and put on excursions all over the West.



MOW continues to be creative in the excursion department with the Pacific Northwest Tours, the California Short Line Excursion, and the Eco-Odyssey event on the restored NWP, the Vancouver Island Excursions, the Grand Canyon Excursion, the Alaska RR Excursion, the 20th Anniversary Tour, and numerous others that are held on a regular basis.

Our last Board of Directors meeting was held on January 28, 2012 in Vacaville, California. We are in very good financial health as we have 153 paid members. The Board adopted Special Operating Rules #3 with the major change being a requirement that all children under 12 have their own seating position with a seat belt fastened while the car is in motion. You may see the complete rules on the "Forms" link on the MOW website. Speaking of the website, you have probably noticed a new design with more information available to you. A professional web designer, Jamie Foster, was contacted and agreed to be our new webmaster. He also maintains websites for the Santa Maria Valley RR as well as the 7.5 gauge Bittercreek and Western Railroad and others. I hope you have had a chance to see the new design and all the features contained in it.

The Board also voted to offer a donation of \$10,000 to the Placerville and Sacramento Valley RR for infrastructure repairs pending the approval of their license to operate by the Joint Powers Authority. They are very grateful to us for this donation as it will allow us to eventually proceed by motorcar an additional several miles into the Sierra foothills.

It was also decided to downsize the storage unit in Folsom as a cost saving measure. It was about third full and contained boxes of old paperwork including past issues of the Lineup, lots of out-dated Operation Lifesaver material, a file cabinet, and a portable turntable. The new location is in Sacramento. If anyone is interested in purchasing the turntable let me know. It is in 4 pieces and is an original Fairmont, suitable for an A car.

Finally, the Board also voted, in the interest of safety, to require all MOW Excursion Coordinators to use the Stop, Wait, and Go (SWAG) rule at all active crossings that are not protected by activated gates, flaggers, or hard wired shunts.

Our next Annual Meeting will be in the Fall at the Western Railway Museum in Rio Vista. It will include a museum tour, a trolley excursion and a motorcar run. I hope to see many of you there. Watch the website for details.

Many thanks to the many volunteers who make this organization work. Special thanks go to Dan Berg who has taken over as interim Lineup editor and has produced some fine publications; to Harry Fischer who has taken on the new position of Membership Chair and has brought the membership list up to date; to all the MOW Excursion Coordinators who give of themselves to make excursions happen, and to all the members of the MOW Board who work together to make some tough decisions.

I hope to see many of you on the rails in the days ahead. Stay safe!

*Bill Schertle*

**WELCOME NEW MEMBERS**

Ken and Ann Bilodeau, Palo Alto, California  
Jack Lapidus, San Francisco, California  
Tim and Erica Schroepfe, Burbank, California  
Robert and Donna Baker, Klamath Falls, Oregon

Paul Hirsh, El Cerrito, California  
Dudley Newman, Phoenix, Arizona  
Mikie White, Roseville, California

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 Fee 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 whom, what, when, where captions to: [deerail@embarqmail.com](mailto: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.

This month's front cover was captured by Dan Berg during the Santa Cruz Excursion. On the back cover, Wayne Parsons captured the Mendocino Railway Excursion passing through the heart of the Noyo River redwood grove.

# Amador County Interfaith Food Bank Receives Benefit of Christmas Excursion

By Harry Fischer

The Recreational Railroad Coalition and Motorcar Operators West put together a holiday excursion on the Amador Central Railroad in Ione, California for the benefit of the Amador County Interfaith Food Bank. There was a time in the not too distant past that it was believed that the Ione branch line would not be available. However, the rail is alive for motorcar excursions.

On December 10, 2011, eleven motorcars, operators, their families and friends gathered in Ione, California. Motorcars were decorated, operators, and guests were dressed in holiday cheer for this fun Christmas event. The group was blessed with blue skies, chilled by early morning temperatures in the 50's. During the afternoon run, the weather was comfortable and warm. Attending the run was David Balesteri, excursion coordinator and his wife Carol who organized the event. Other participants included Jim Culbertson, John Atkinson, John Cockle, Harry Fischer, Karl Hovanitz, John King, Don and Lynne Maddy, Ken and Tyler Marty and Tony Queirolo. William Bingman came from as far away as Seward, Alaska.

It was gratifying to donate the excursion's proceeds of \$366.50 towards the efforts of the Amador County Interfaith Food Bank for helping those folks in need during this special time of year. During the safety meeting Dave Balesteri could not have thanked the group enough for coming from far and near to donate to this worthy charity.



Sue Fischer, Harry Fischer of Santa Clarita and their friend Mikie White from Roseville pose in Ione, California at the start of the Amador Central Railroad 2011 Christmas excursion. The Fischers are well prepared for the season with presents stacked high on top of their motorcar. (Photo credit Harry Fisher)



Lynne and Don Maddy traveled from their Los Oso home to Ione to begin celebrating the holiday season. Don is appropriately attired wearing his reindeer antlers while Lynne hangs her stocking with care. (Photo Credit Carol Balestreri)



Karl Hovanitz from Arroyo Grande also has hung his Christmas stocking with care while showing off his Christmas theme seat back covers. Lynne Maddy smiles approvingly. (Photo Credit Carol Balestreri)



Excursion Coordinator Dave Balestreri greets the holiday revelers and conducts the early morning safety meeting in front of the Ione Middle School.



The operators and guests have turned their motorcars at the end track in Martel and enjoy the group's camaraderie.

(All Photos on this page are by Carol Balestreri)



In keeping with the holiday spirit William Bingman adorned his motorcar with garland.



Dave Balestreri is getting ready to lead the folks back to Ione.

# Genesis of Motorcar Operators West

## Glen Ford, MOW Board of Directors Member

**Sacramento, California** – To celebrate its tenth anniversary the California State Railroad Museum held a Railfair in the spring of 1991. An invitation went out to railroads across the country and dozens of steam and diesel locomotives were displayed. They were the largest, the most famous, the oldest and the never before seen of railroad history. It was destined to be remembered as the great railroad event of the second half of the 20th century.

Off to the side, away from the main attractions, sat a man on a folding chair and a card table full of brochures. On display next to him was a Fairmont Railway Motorcar. For ten days in May thousands of visitors got their first exposure to an exciting new railroad hobby that up until this time was only known to a handful of bootleggers and a casual, loose knit community of scattered rail fans who had rescued speeders from the scrapheap and deadline.



The enthusiasm spread and soon a new group of fans evolved who were able to acquire motorcars and attend runs that season. Out of this group came a dozen or so men and women who could see the potential and popularity of this new hobby starting to take shape. They felt that to be taken seriously by the railroads they needed rules, organization and legitimate insurance. While meeting to address these issues they came to a realization as Motorcar Operators West's first president Ron Zammit put it, "what we needed to do was form a different type of western motorcar organization that was not other-

wise available to us at the time." So, on a January evening in 1992, in a caboose in Wilton, CA, Motorcar Operators West (MOW) was born.

Articles of incorporation, by-laws and rule book documents were submitted to the California Secretary of State together with the Franchise Tax Board. The original steering committee members were Bob Church, Denny Anspach, Greg Brahms, Don Breitbarth, Steve Bush, Janet and Gil Dominquez, Bill Evans, Tom Mercer, Wayne Monger, Vic Neves, Tom Wellbaum, and Ron Zammit. The mission statement submitted reads;

*"The specific purposes for which this nonprofit corporation is being formed are to promote motorcar operational safety and share information about motorcars and railroads. By sponsoring meets and safety classes and by distributing a safety rulebook and a newsletter, Motorcar*

*Operators West will provide its members and guest participants with: hands-on experience in and guidelines for the safe use and maintenance of railroad motorcars, information on the operation of the host railroads, and as much as possible, the history of railroading and its prospects for the future. By incorporating, Motorcar Operators West will be better able to secure liability insurance coverage for its classes and meets."*

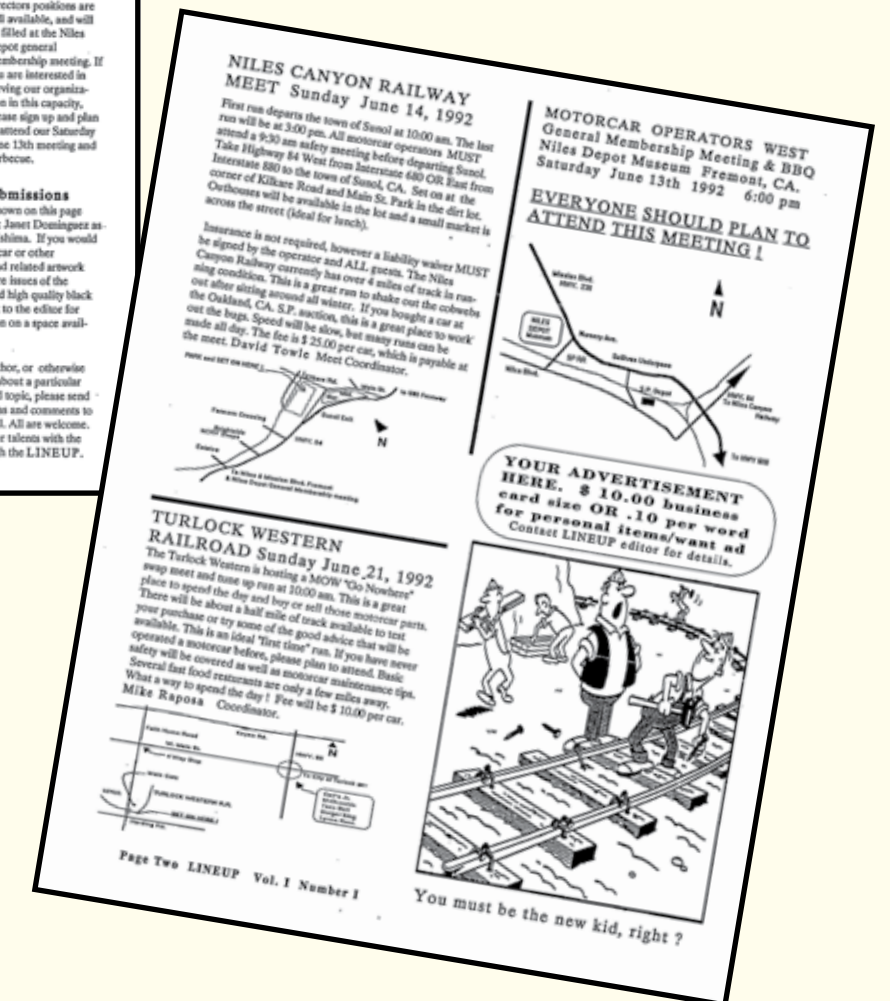
There were two scheduled general meetings to promote membership. The first, May 16, 1992 on the campus of Cal Poly University in San Luis Obispo, CA. and later on June 13, 1992 at the Niles Depot Museum in Fremont, CA followed the next day by MOW's first excursion on the Niles Canyon Railway. Over 75 charter members signed up. That first season's modest excursion schedule also included Turlock Western Railroad and Yolo Short

Line. Mike Raposa volunteered to act as the editor of the first issue a one page, June 1992 Line Up newsletter.

In later years MOW developed policies and procedures breaking new ground that eventually became the standard for the hobby nationwide, and it continues today dedicated to the restoration, safe and legal operation of railway motorcars.



LINE UP VOLUME 1 #1





## 2012 Motorcar Operator West's 20th Anniversary Tour

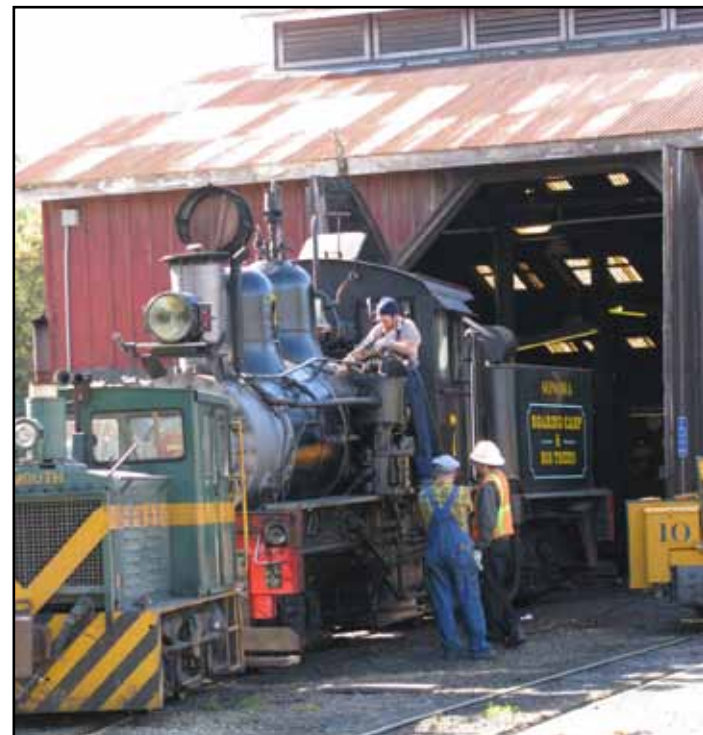
The Motorcar Operators West 20th Anniversary Tour is now history. Since MOW was formed in 1992, we have run excursions on dozens and dozens of railroads. The first runs, however, were here in the great state of California. The 20th Anniversary Tour took us back 20 years as we ran the same rails that we rode back in '92 and '93 – **Santa Cruz Big Trees and Pacific, Niles Canyon, Skunk (California Western-Mendocino railroads), Placerville Branch, and the Western Railroad Museum.** The pictures that you see in this article could have been taken many years ago – little has changed on the railroads we ran then. However, the people have changed, the rulebook has been expanded, and the motorcars are a bit more “sophisticated”. We want to thank Carol Balestreri, Dan Berg, Wayne Parsons, Ross Kallenberger and Laura Wambsgans for sharing their photos. Enjoy the pictures and thanks to those who joined us on this tour.

*Bill Schertle, President*



## Santa Cruz Big Trees and Pacific Railroad April 17, 2012

Bill Schertle, Excursion Coordinator  
Photos Courtesy of Dan Berg



Motorcar operators and guests had the occasion to explore and observe the Roaring Camp and Big Trees narrow gauge shay. She is being serviced by her engine crew in preparation for the morning passenger run up the steep grade to the top of Bear Mountain.



Ian Applegate and Gary Gutterbo, Santa Cruz Big Trees and Pacific Railroad Manager addresses the excursion folks on the railroad's safety expectations, schedule and Santa Cruz City road crossing precautions.

John Martin and Andy Wedel both from Wasco are going nowhere fast on the railroad's handcar.



Jim and Marilyn Groover from Vista, California are turning their motorcar at the north end of the SCBT&P track for the return run back down to Felton.





Ian Applegate is on his way to help the motorcar operators as they approach the busy Santa Cruz city road crossings.



Dee and Dan Berg of Las Vegas crossing the San Lorenzo River Bridge on the return trip to Felton.



Dee Berg watches the southbound AMTRAK Capitol Corridor passenger train pass by the Niles station.



Excursion Coordinator Al McCracken leads the sixteen motorcars up Niles Canyon to Brightside yard.

## Niles Canyon Railway April 18, 2012

**Al McCracken and Bill Schertle, Excursion Coordinators**  
**Photos Courtesy of Dan Berg**

John Martin helps Jim Culbertson from Courtland, California set on his open M19 motorcar at the Niles depot set on site.



Al McCracken stands with Niles Canyon Railway station agent Dale Stone at Brightside yard.

## Mendocino Railway April 19, 2012

Chris Baldo and Bill Schertle, Excursion Coordinators

All Photos courtesy of Wayne Parsons

The Northern California Mendocino Railway gave Motorcar Operators West folks the opportunity to explore 40 miles of beautiful Coast Range scenery between Willits and Fort Bragg. This railroad was founded in early 1900's for harvesting redwood trees and continues to this day as a tourist railroad. Upon leaving Willits, eighteen motorcars climbed five miles to Summit. After leaving tunnel 2 it was a slow descent down the Noyo Canyon, stopping at Northspur siding for a brief break then continuing on to the coastal town of Fort Bragg and return to Willits. This was challenging mountain railroading at its best and confirms it is one of the motorcar operators' and guests favorites.



Bill Schertle brings up the rear as he passes through the Farwell Bridge.



One of the interesting aspects of the ride up Niles Canyon was the opportunity to view the original circa 1869 transcontinental Western Union telegraph poles still standing along the Niles Canyon Railway right of way. Nineteen telegraph poles remain in position after more than 143 years.



Excursion Coordinator Chris Baldo, Jim Baskin, Mendocino Railway Supervisor and Bill Schertle conduct the safety meeting in the Willits, California rail yard.



Leaving Willits for Fort Bragg, Bill and Nancy Andrews of Grants Pass, Oregon pause at the California Highway 20 grade crossing.



The excursion exits Summit tunnel for the long Noyo River canyon down grade run to Fort Bragg.





The excursion is entering Northspur for the morning rest stop.



Above left, Motorcars entering downtown Fort Bragg are in the process of negotiating five busy street crossings.

Above right, The group watches the morning passenger "Skunk Train" arrives back in Fort Bragg from Northspur.

Pictured left, After safely shepherding the eighteen motorcars through the grade crossings the flaggers pose for a group photo. Flaggers are from left to right: Pam Thompson, Dee Berg, Jane Yeung, Gayle Creasman, Laura Wambsgans, Art Christen and John Helmuth Sr.



Pictured at top, Rest stop at Northspur.

Left, The majestic Noyo Canyon coast redwood trees.

Above, Laura Wambsgans piloting her MT14 motorcar towards Willits. (Photo Credit Laura Wambsgans)



# Placerville and Sacramento Valley Railroad

April 21, 2012

John Haverty and Dave Balestreri, Excursion Coordinators

Photos courtesy of Dan Berg

After the early morning safety meeting twenty three motorcars departed from Hampton Station in Folsom, California traveling southbound on the oldest rails west of the Mississippi River and through the Sierra foothills to the historic station site of Latrobe. Some of the sights along the way were the cattle and horses grazing near Whiterock Road, the model airplane aerodrome and the impressive Deer Creek Bridge and the pastoral Latrobe Creek.



Ric Masten of Carmel by the Sea, California and his guest leave Folsom for the eight mile morning's run to Latrobe road crossing.



Dave and Carol Balestreri from Sacramento waiting for the excursion group to finish crossing Whiterocks Road.



Arriving alongside Latrobe Creek, guests line up to partake of the special barbeque lunch prepared by Back Forty Texas BBG Restaurant of Shingle Springs, California.

The highlight of the excursion was the special treat provided by Excursion Coordinator John Haverty, his wife Connie and daughter Shannon Merlo; a buffet style barbeque lunch held alongside Latrobe Creek. In this beautiful Sierra foothill setting accompanied by grazing cattle, vibrant green grass and oak trees the group enjoyed barbeque chicken, tri tip beef and ribs. Connie Haverty and Shannon arranged the lunch with the Back Forty Texas BBG restaurant located in Shingle Springs, California. All the fixings were served out of back of their pickup truck.



Excursion Coordinator John Haverty and Jim Creasman of Orange, California share stories during lunch.



Bill Owens of Los Altos Hills, Whitey and Kathy Brown from Fort Bragg along with Ross Kallenberger of Bakersfield queue up to the service table to dish up delicious pork ribs, beef tri-tip, chicken and fixings.

Shannon Merlo and her mom Connie Haverty are responsible for making the food arrangements, transporting to the Latrobe Creek lunch site, and serving an excellent barbeque spread.



The excursion heads back to Folsom after a satisfying lunch and rest stop.



The afternoon excursion pauses for traffic at the Whiterocks Road crossing. Placerville and Sacramento Valley Railroad President Phil Rose and member Jim Harville share the flagging duties.

Later that day as the group returned to Folsom for the set off, again John and Connie treated their guests to an ice cream party. A variety of ice cream flavors topped by a chocolate chip cookie was served on the bridge spanning Deer Creek. The topping to a perfect day on the rails.



Operators and guest gather above Deer Creek for the afternoon ice cream treats.



Bill and Connie Haverty are busy serving a variety of ice cream flavors topped by a chocolate chip cookie. It was a major league ice cream social.



Bill Corzine of Pine Grove, California shows his appreciation for the ice cream refreshment with a big smile.



A perfect Sierra foothills spring afternoon.

## Western Rail Museum Excursion Sunday, October 22, 2012

Dave Balestreri, Excursion Coordinator

Introduction by Carol Balestreri

On Sunday, April 22, 2012, Motorcar Operators West returned to the Western Railway Museum owned and managed by the Bay Area Electric Railroad Association for the first time since it held its general meeting in 2004. Spring weather retreated for the weekend and the folks got a taste of 90 degree summer weather. Fortunately, a nice breeze kept the temperature bearable as we spent the day in the heart of the Sacramento River Delta.

It was obvious we were dealing with experienced motorcar operators as they set on 35 speeders in an orderly manner and in record time at the museum's Rio Vista Junction yard. Later in the morning the excursion traveled south seven miles to Birds Landing Road and returned to Rio Vista Junction to clear the mainline for the 11:00am scheduled trolley departure. All went well as we maneuvered the yard's spring switch frog without a hitch, made a reverse move and headed north twelve miles to end of track miles at Meridian. Jim Culbertson and Greg Ockander had spent the previous weekend clearing flange ways on this unused portion of the line. Passing the east end of Travis Air Force Base's runway we were entertained by the large herds of cattle running alongside the tracks.



Excursion Coordinator Dave Balestreri's A4 motorcar is poised to lead 35 motorcars on the day's runs. (Photo Credit Dan Berg)



Motorcars line up on the museum's main and loop tracks. (Photo Credit Dan Berg)

The group split up when we returned to the Rio Vista yard with the majority of operators and guest heading for home or parts unknown. Ten cars took one last short run north to Rio Dixon Road crossing and back to bring their rail travel for the day to 50 miles. Those folks

not choosing the last run, but not quite ready to leave were offered a tour of the trolley barn collection and museum facilities.

We want to thank Phil Kohlmetz, Executive Director of the museum and Karl Johnson, who runs training programs for the operators at the museum for hosting our group. They accompanied us on the excursion, flagged the road crossings, opened and closed the many ranch gates. Since we were pleased with our hosts and they were pleased with our group, we are holding the Fall 2012 Motorcar Operators West's General Meeting at the Museum's visitor center. Maybe fall weather won't be quite so hot!



Motorcar operators and guests gather at the Western Rail Museum' restoration and yard facilities. Mount Diablo looms 30 miles to the south of Rio Vista Junction. (Photo Credit Ross Kallenberger)



Before heading south, Phil Kohlmetz, Western Rail Museum Executive Director gives the morning job and safety briefing. (Photo Credit Dan Berg)



Leaving the Western Rail Museum facilities behind, Frank Luft from Felton begins the seven mile southbound run to end of track at Birds Landing. It was interesting to observe how the overhead trolley wire is hung and the method of using pull-offs to guide the wire around track curves. (Photo Credit Dan Berg)



Motorcars are turned at the Birds Landing Road crossing for the return trip north. (Photo Credit Ross Kallenberger)



Heading back to the museum, Ross Kallenberger passes through the rural Little Honker Bay Road crossing at Garfield. (Photo Credit Dan Berg)



Accomplishing a reverse move the motorcars precede twelve miles north on the former Sacramento Northern Railroad rails heading for the end of track near Meridian, California. (Photo Credit Dan Berg)



Motorcars approaching Rio Dixon Road crossing in the heart of the Jepson Prairie Preserve. (Photo Credit Ross Kallenberger)

Cattle Stampede. This exciting event occurred as the motorcars approached Travis Air Force Base. The scene unfolded right out John Wayne's movie "Red River". The three photo sequence shows over 500 head of spooked cattle stampeding down both sides of the railroad right of way. Val Trottenberg records the action as the cattle head south past the rear of the excursion, finally the herd crosses the track heading in a westerly direction for the Wilcox Ranch pastures. (Photo Credits Carol Balestreri, Dan Berg)



## LINE UP TECH TIP

### Motorcar Brake Shoe Linings

John Martin

One item used in the Bakersfield, California oil fields is woven belt lining. FRAS-LE brand heavy duty woven brake lining is applied extensively in maintaining tool rigging winch and crane brakes. Being familiar with the industry I thought this substantial material would be the answer to salvaging worn motorcar brake shoe liners.

The replacement process is quite simple and straight word. To begin, remove the brake shoes from the motorcar and measure the liner's surface. Contact Steve at Chester Avenue Brake Company, 19420 Colombo Street, Bakersfield, CA 93308, (661) 392-9292, E-mail: pdiebel@cabrake.com. Order 3/8 inch thick FRAS-LE woven lining cut to your liner's surface measurement. A set of four woven linings for the standard MT motorcar brake shoes is \$25.30 plus UPS shipping cost.

The price includes the cost of the materials and a charge for cutting the material to size.



The four FRAS-LE woven brake linings prepared and delivered by the Chester Avenue Brake Company. Note the lining's manufactured curve.

Use J-B WELD as the adhesive to bond the brake liners to the woven linings. Squeeze out equal portions from the black and red tubes and mix thoroughly. Brake cleaner or lacquer thinner can be used to prep the shoe liner's surface. Coat the concave liner surface then join to the woven lining. J-B WELD stays pliable for about 30 minutes after mixing, sets in 4-6 hours, and cures fully in 15-24 hours. It is water-proof, grease resistant and withstands temperatures up to 500° F.

Using a 16" wheel, place the woven lining surface against the wheel's tread and C-clamp together. The FRAS-LE lining

has a manufactured curve that helps with C-clamping the liner assembly to the wheel. Let the parts cure for 24 hours. Proceed with the remaining three liners. Lightly dress the liner's edges with a belt sander or a portable hand grinder. Reinstall the shoes.



The liner's edges and lining on the left have been dressed while on the right the liner has been spray painted in preparation for installation. Observe the center liner's end. Its taper conforms to the wheel tread and no break-in period is necessary.



The brake shoe and lining assembly C-clamped to the motorcar wheel.

