

LINEUP

Official Newsletter Of Motorcar Operators West, Inc.

**2012 Vancouver Island Tour
Englewood Railway
Alberni Pacific Railway
Southern Railway of Vancouver Island**

**Chelatchie Prairie Railroad
Mount Hood Railroad
City of Prineville Railway
The Beginning
Grand Canyon Railway
Western Rail Museum**

Volume 20, No. 3

Winter 2012

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MESSAGE FROM THE PRESIDENT

The motorcar year is coming to an end. It has been a good year with good participation on all of our excursions. Since the last issue of the Lineup, Dan Berg successfully completed an amazing excursion on the Grand Canyon Railway and Dave Balestreri coordinated a fine excursion covering Vancouver Island and the state of Oregon. Dave also set up all the details of our Annual General Meeting on November 10th at the Western Railway Museum. The trolley ride and the car barn tour were highlights of a great day. The day ended with a 25-mile round trip motorcar ride on the north line. Finally, the Fillmore and Western excursion was held on November 17th, with 22 cars participating. It was a good run coordinated by Lonnie Hughes, EC in training. Photos will be in the next issue.



The Annual General Meeting at Rio Vista saw over 30 members in attendance. The President gave an overview of the year and the Treasurer, Donna Snyder, presented the annual financial report. Donna was also recognized for her many years on the Board and her service as Treasurer for most of those years. This year she chose not to run for re-election and she was applauded for her service to MOW. We also recognized Dan Berg and his huge effort in making the Lineup a state-of-the-art publication and Jamie Foster and his ability to create a beautiful and informational website.

The Board Meeting that followed included the approval of a gift of \$1100 to the Port Alberni Railroad on Vancouver Island for track maintenance and brush clearing. MOW has run on this railroad several times in the last few years and the volunteers spend countless hours clearing the brush on over 30 miles of track in preparation for a motorcar excursion. The money donated will be put to good use.

Finally, MOW has successfully mentored two more Excursion Coordinators who will be certified by the end of the year. Congratulations to John Haverty and Lonnie Hughes. They each completed one year of mentoring and did a fine job of coordinating several excursions.

We are in the talking stages of several 2013 excursions. Some suggestions are another California short line tour, an Oregon tour, and a possible excursion in Colorado. Any suggestions are welcome. You can contact Dan Berg or me if you have any ideas.

Have a great holiday season and stay safe on the road or on the railroad!

Bill Schertle

2013 MOW Membership and Renewals

Membership renewals and new membership applications are now being accepted. All memberships expire on December 31, 2012. Please use the Line Up form provided on the mailer jacket or download the printable form on the MOW website (<http://www.mowonline.org/>) and fill-out all requested information along with your \$24.00 check. Mail to: Harry Fischer, Membership Coordinator, 28819 Shadow Valley Lane, Santa Clarita, CA 91390

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. 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.

2012 Van Isle Tour

**Englewood Railway
Alberni Pacific Railway
Southern Railway of Vancouver Island**

July 21 through July 26, 2012

Don Wigen and Dave Balestreri, Co Excursion Coordinators

Article and Photo Contributors: Carol Balestreri, Ross Kallenberger, Alan Wilber

Englewood Railway

Friday, July 21 and Saturday, July 22

The Vancouver Island railroad excursion began with twenty three motorcars and guests arriving on the island via the Washington State or the British Columbia ferries at the ports of Nanaimo or Sidney.



A panoramic view of the Beaver Cove dry log sorting yard and headquarters of Western Forest Products and its dedicated log hauling Englewood Railway.

The first excursion was held on the Englewood Railway based out of Beaver Cove located at the north end of Vancouver Island. Beaver Cove is the Western Forest Products' dry sorting yard where logs are received from the forest reload operations, offloaded and processed.



A Washington State ferry is docked at the Sidney, British Columbia terminal. This and other British Columbia Ferries carried passengers and motorcars across the Georgia Strait to Vancouver Island.



Left: The Beaver Cove set on site was shared by a continuous parade of logging and heavy equipment trucks.



Middle: Marg Hope organized a flagging crew to help alleviate the dangerous railroad crossing congestion.



Right: Once the flagging crew was in place the motorcar set on went smoothly.



Twenty two motorcars were lined up ready for the next morning's departure.

On Friday afternoon, July 20 the motorcar set on was described as challenging as it was conducted on a week day where massive trucks capable of hauling up to 250 tons of logs continually shared the same road crossing.

On Friday afternoon, July 20 the motorcar set on was described as challenging as it was conducted on a week day where massive trucks



Pictured above: Excursion Coordinator Don Wigen briefs the operators and guests on the trip's itinerary and safety requirements.

Saturday's run began with the safety meeting conducted by excursion coordinator Don Wigen.

Leaving south from Beaver Cove the group encountered cloudy cool weather with intermittent light rain. Alan Wilber reported that Western Forest Products has over a million acres of forest available for harvesting timber along its 56 mile right of way.

The first rest stop was at the Camp A reload site. The folks took the opportunity to explore the facility and view the large A frame log loading boom crane.

When the excursion stopped for another comfort break at the community of Woss, the group was offered coffee and hot chocolate by the Engle-



Shown right: The excursion folks board their motorcars for the Saturday run south to Vernon reload site and return.



A brief stop at the Camp A reload site gave the group time to view the log loading operation.



wood Railway office crew. While the folks enjoyed their refreshments, they took time to look over the parked railroad and logging equipment. The group traveled to the end of line at the Vernon Reload site for a 112 mile round trip back to Beaver Cove.



Entering Woss rail yard the excursion tied up for a rest break to explore the railway's equipment and equipment.



The break allowed John and Hunter Haverty to look over some of the track maintenance equipment stored in the Woss rail yard.



Canadian Forest Products steam locomotive No. 113 was once operational as part of a tourist railroad in the 1990s, but is now on static display in Woss .



After the excursion, John Martin explored the Beaver Cove log sorting yard. In the background are two of the four Englewood Railway's EMD SW1500 locomotives.

Alberni Pacific Railway

Monday, July 23 and Tuesday, July 24



Co-coordinators Dave Balestreri and Don Wigen conducted the early Monday morning safety meeting in front of the Port Alberni depot.

On Monday, July 23 the Western Vancouver Island Heritage Society hosted the Motorcar Operators West excursion on the Alberni Pacific Railway. Motorcars were set on in front of Port Alberni's depot. Excursion coordinator Don Wigen conducted the early morning safety meeting. Underway, the excursion was greeted by cool cloudy weather with temperatures in high 50's. It wound its way through downtown Port Alberni and began the climb through the forested mountain pass to Summit.



During the eastbound trip a stop was made at Loon Lake. The folks spotted a bald eagle perched in a tree above the excursion.



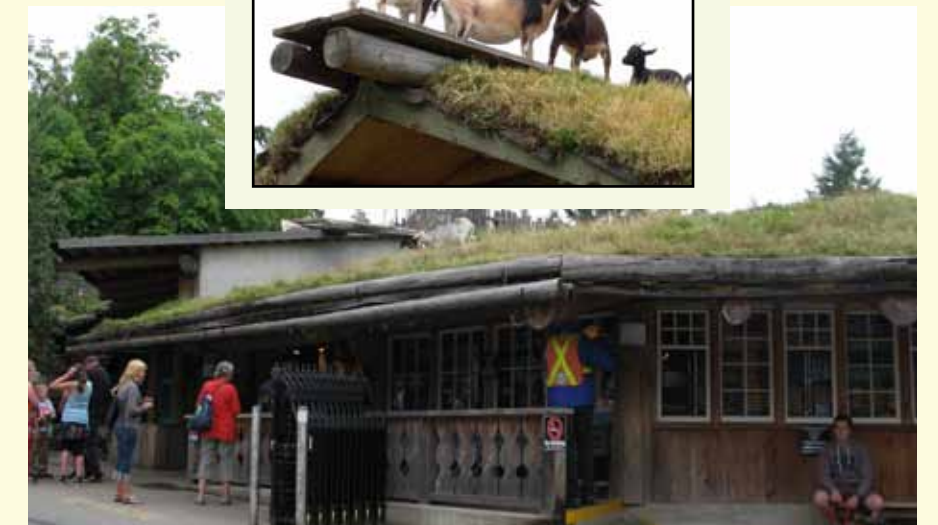
The excursion is about to depart Port Alberni traveling 37 miles to the Parksville turn around point.

Shown at right: On the return trip the excursion stopped in the community of Coombs. The folks explored and ate lunch at the Old Country Market. The charm of the restaurant is watching the goats graze on the roof.



Although no rain fell that morning the motorcars had difficulty getting traction on rails covered with vegetation.

On the way down to Parksville the excursion group turned their motorcar short of the rail junction and on the return trip stopped at Coombs Village. This rest stop





On the second day the excursion took a rest stop at the Arrowsmith water tank and spring.

also served the folks hot dogs that were cooked using steam generated from his steam tractor. He then gave a demonstration showing how the tractor used its power take off for cutting lumber. The excursion returned to Port Alberni for the afternoon set off to begin the road trip to Nanaimo.



On the return trip the group stopped at Ken Fry's home for lunch. Ken is operating the steam tractor. Note the stainless steel pot cooking frankfurters with steam provided by the tractor.



Al McCracken was generously handing out candy to the folks at every rest stop – as usual.

gave the folks the chance to eat lunch and shop at the Old Country Market famous for their "Goats on the Roof". Leaving Coombs the excursion concluded the 76 mile round trip with an overnight stay in Port Alberni.

During the second day excursion, the group traveled the same rail route to Ken Fyfe's farm for their lunch break. Ken is a very active member in the Industrial Heritage Society and before the excursion's arrival he and his friends provided weed control to clear the overgrown right of way. He



The excursion made a stop at the Melrose Road crossing for a brisk walk to take a break at the Whiskey Creek Store for a round of ice cream cones.



Cindy and Eric Selby enjoyed their ice cream treats at Whiskey Creek's Worlds Famous Ice Cream Shop.

The excursion stopped at the landslide site for the one last break before arriving back in Port Alberni.



Southern Railway of Vancouver Island

Wednesday, July 25 and Thursday, July 26



The Southern Railway of Vancouver Island's Wellcox yard is located on Nanaimo's waterfront and served as the motorcar set on site. This view was taken from the Case Street bridge shows Dave Balesteri and Don Wigen in the lower left hand corner supervising the set on activities.

The group arrived for an early Wednesday morning, July 25 set on in Nanaimo at the Southern Railway of Vancouver Island's Wilcox yard. Operators and guests were invited to display their motorcars at the re-opening of the Nanaimo Railway depot. The excursion ran through the outskirts of town and parked their motorcars in front of the depot. Al McCracken took the opportunity to talk with and answer the many questions about the motorcar hobby to those attending the event. After the ceremony the motorcars headed south in the late afternoon to Chemainus for an overnight stay in preparation for the next day run. On the last day of the tour, Thursday, July 26 the excursion traveled south for a breakfast stop at Duncan and ran 35 miles through dense forest and heavy vegetation to the Humpback Road return point, approximately 10 miles northwest of Victoria.



A safety meeting was held before the motorcars traveled to the downtown Nanaimo railway train station.



During the return trip, the motorcars paused at the Arbutus Bridge for a photo op and took a break on the east shore of Lake Shawnigan which allowed some adventurous members a swim in its frigid water. The excursion continued north on to Chemainus for the set off and the final farewell. The Vancouver Island excursions covered over 360 rail miles.

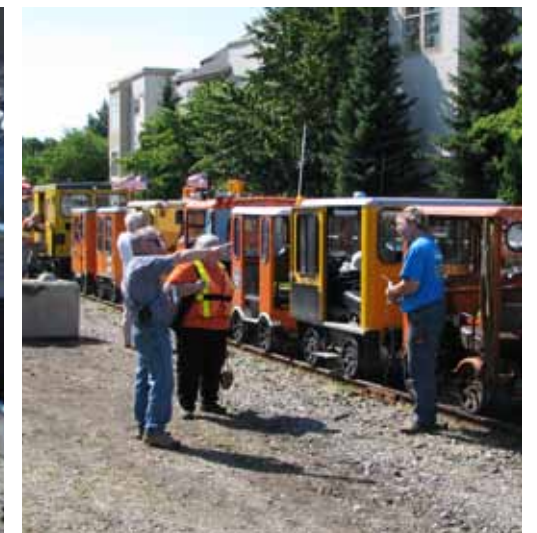
The Nanaimo Train Station was badly damaged by fire in 2007. Motorcar Operators West were invited to display their motorcars at the "Grand Re-Opening" of the newly rebuilt station.



Al McCracken offers a seat to a young Nanaimo resident during the station's dedication ceremony.



Acting as the Motorcar Operators West ambassador, Al McCracken answered questions from curious onlookers about the motorcars and the speeder hobby.



Don Wigen also answered the couple's inquiry about his motorcar.



To the delight of children and adults, they were given the opportunity to operate a vintage handcar during the event.



On the return trip back to Chemainus the motorcars are posed on the Arbutus Trestle.



An early morning stop in front of the Duncan depot allowed the excursion time for breakfast and exploring the railway's displays.



Swimmers, motorcar operators and visitors intermingled on the eastern shore of Lake Shawnigan.

Chelatchie Prairie Railroad

Sunday, July 29, 2012

Pacific Railcar Operators

Bill Bain & Rich Wilkins Excursion Coordinators

Article and Photo Contributors: Carol Balestreri, Ross Kallenberger

By special invitation from Bill Bain and Rich Wilkins, Pacific Railcar Operators excursion coordinators, a number of Motorcar Operators West members returning from Vancouver Island joined the Chelatchie Prairie Railroad excursion. A motorcar set on and safety meeting was held in Battleground, Washington. The group traveled south for a few miles, returned to Battleground for a mid morning set off. The excursion continued with a set on at Yacolt, Washington, journeying



Excursion Coordinator Bill Bain gave operators and guests the excursion's itinerary and safety instructions at the Battleground, Washington rail yard.

south to the Heisson General Store three miles north of Battleground. The group returned north encountering the 300 foot log tunnel and on to the end of line at Chelatchie; the site of the locomotive shop and abandoned International Paper company plywood mill. A set off in the late afternoon at Yacolt concluded the excursion that netted 30 rail miles.

Motorcars were lined up to travel south of Battleground for a short 5 mile trip out and back to begin the day's long excursion.



Motorcars were set on for the second time during the day in the small community of Yacolt, Washington.

Photo at right: This is a partial view of the railroad's locomotive shop and yard facilities.



Right: Members had the opportunity to visit the Chelatchie locomotive shop and view the Crossett Western Lumber Company Alco 2-8-2 tank locomotive. The all volunteer Chelatchie Prairie Railroad recently purchased the engine for their special events.



Below left: South of Yacolt motorcars entered the 300 foot long tunnel built in 1901.

Below right: The excursion is ready to depart Chelatchie for the Yacolt set off.



Mount Hood Railroad

Monday, July 30, 2012

Pacific Railcar Operators

Rich Wilkins Excursion Coordinator

Article and Photo Contributors: Carol Balestreri, Ross Kallenberger

Rich Wilkins, Pacific Railcar Operators excursion coordinator teamed up with Motorcar Operators West members to host a joint Mount Hood Railroad excursion. The motorcar set on took place in Hood River, Oregon rail yard. Leaving the northern terminus, the group traveled up to the railroad's iconic switchback continuing south 20 miles through the small agriculture towns of Pine Grove and Odell.



Motorcar Operators West and Pacific Railcar Operators members congregated at the Hood River, Oregon rail yard to begin the Mount Hood Railroad excursion.

The participants enjoyed running through the Hood River Valley apple and pear orchards ending their rail trip at the beautiful rural community of Parkdale, Oregon. On this clear summer day the group enjoyed the magnificent view of Mount Hood.

Smoke from the belt motorcars engulfed the excursion as they prepare to travel south to Parkdale.



Smoke from the belt motorcars engulfed the excursion as they prepare to travel south to Parkdale.

The excursion leaves Hood River as they roll past a waiting freight train.



City of Prineville Railway

Tuesday, July 31, 2012

Motorcar Operators West

Dave Balestreri Excursion Coordinator

Photo Contributors: Carol Balestreri, Ross Kallenberger



Jim Culbertson brought up the rear of the excursion as motorcars begin setting up for the reverse move through the switchback.



Approaching the small agricultural community of Pine Grove, the excursion came upon its first view of magnificent Mount Hood.



While taking a rest stop in Pine Grove, operators and guests gathered for a group photo.

Below: The Clear Creek Station Park was the ideal spot and setting for the noon meal.

Right: Crossing the East Fork of the Hood River, the excursion heads back to Hood River for the afternoon set off.



The MOW members traveled to central Oregon to run the City of Prineville Railway, which was the last excursion of the 2012 Motorcar Operators West northwest tour. The 18 mile railroad operates between Prineville, Oregon and connects with the Burlington Northern Santa Fe Railroad at Prineville Junction located 3 miles north of Redmond, Oregon. The City of Prineville Railroad is unique in that it is entirely owned by the town of Prineville, Oregon and is the oldest continuously operated municipal owned railroad in the United States.

The group was greeted by General Manager Toby VanAltvorst at the motorcar set on site located at an industrial drive way crossing off Lamont Road west of the locomotive shop and yard. After



Excursion Coordinator Dave Balestreri and General Manger Toby Van Altvorst



At the set on site, Toby and Dave gave the group their safety instruction for the day's excursion.

the safety meeting the well traveled group headed down the Crooked River Valley to Prineville Junction. Operators used a gravel crossing at the interchange to turn their motorcars for the return trip to Prineville. Upon the return motorcars were turned on the yard's wye track for the second afternoon run to Prineville Junction and return.

Toby gave a tour of the shop facilities and opened up the locomotive shop for the folks to look over the Mount Emily shay locomotive and inspect one of the railway's diesels. The Mount Emily shay is owned by the Oregon Historical Society



The excursion traveled west down the Crooked River Valley towards Redmond, Oregon.

and operated by the City of Prineville Railway since 1994. At the conclusion of the tour Toby conducted a garage sale of old speeder parts and generously allowed the operators to purchase motorcar parts of their choice.

Below: Continuing through the Crooked River Valley, operators and guests catch sight of snow capped Mount Washington on the horizon.

Right: Motorcars were turned at Prineville Junction, the BNSF Railroad interchange, for the return trip.



Entering the outskirts of Prineville, the motorcars cross over US Highway 26.

Motorcars were turned on the Prineville yard's wye track for the second afternoon run to the junction and return.



During the lunch break, Toby gave the group a guided tour of the locomotive shop.



Rich Wilkins and others peered into the motorcar shed that Toby opened. He generously allowed members to purchase surplus motorcar parts

Ken Creasey inspects wheel hubs, axle collars and brake parts he purchased.



Bud Thompson showed Dave Balestreri an item he purchased as Ken Creasey looks on.



The Beginning

A Brief History of the Railroad Motorcar Hobby

By Ron Zammit

Reprinted and Edited from LineUp Newsletter February 1993 - Volume 2, Number 1

First Motorcar Operators West President Ron Zammit introduces the origination of the railroad motorcar avocation.

Railroad motorcars have been gaining popularity throughout North America since the mid 1980s and the motorcar hobby is growing, gaining credibility and establishing a large following.

The New York Central may have indirectly planted the seed for today's motorcar hobby. In the 1950's, the NYC still had a network of branch lines connecting the small farming and manufacturing towns in the southern counties of Michigan. It was there that the idea of private motorcar operating was born. A group of Toledo rail fans sought to use a 6 ½ mile NYC branch line known as the Banker's Cut Off which was a part of the Fort Wayne, Jackson and Saginaw Railroad on a 99 year lease. The NYC had no need for the line as it sat unused.

Joseph Galloway, a Toledo police sergeant who headed the Toledo Rail fans Association arranged for a \$100 per year lease with the NYC. With permission in hand, the group set out to make the branch line usable.

For 17 years, beginning in 1956, the group operated on the Banker Cut Off line until the Fort Wayne, Jackson and Saginaw Railroad was absorbed by the Penn Central Railroad in 1972. The Penn Central did not renew the 99 year lease.

During the next 10 years railroads were liquidating their motorcars and replacing them



First Motorcar Operators West President Ron Zammit

with hy-rail vehicles. The motorcars were sold to private parties who paid anywhere from \$25 to \$100 to haul them off railroad property. Consequently, many of these motorcars were sold to individuals who began to illegally ride their motorcars on little used or abandoned tracks. These illegal operations have always been of great concern to railroads ever since 1877 when George Sheffield used his home built velocipede to get to work over the Michigan Central Railroad tracks

without permission.

In 1982, the newly formed Southern Michigan Railroad Society purchased the old NYC branch line between Clinton and Lenawee Junction, Michigan. This was a portion of the branch line utilized by the Toledo group. After purchasing the line, they had little money to buy a locomotive and passenger cars so they were content with clearing brush and replacing ties.

The Southern Michigan Railroad Society owned one motorcar and a member possessed another. These two cars were first used to shuttle volunteer workers up and down the line. By 1984 these motorcars were pressed into passenger service for the Clinton Fall Festival. They gave rides to over 900 people during that weekend. More importantly, it showed the general public enjoyed riding the motorcars.

Around 1970, Joel Williams and Dick Ray of New Jersey started a group for riding their

motorcars on abandoned track and lightly used branch lines. At times they would clear lines for the railroad in exchange for track time. After many of the branch lines were torn up in the late 1970's and early 80's,

these two gentlemen decided to form a group called the North American Railcar Operators Association (NARCOA). They felt that after riding local rails for over 15 years with most of the available track in the area gone, they would try and find a railroad which would allow them to ride on a regular basis.

In 1985, the Southern Michigan Railroad Society invited NARCOA to join them for the first National Motorcar Convention. It was held on Memorial Day weekend of that year. Twenty two motorcars, two hand cars, a velocipede along with seventy five people participated in convention activities. Activities included several runs over the length of the SMRS, a motorcar parade for the residents of Tecumseh, a banquet and a night photo session.

Soon after that convention, Mark Mayfield formed the Motor Car Collectors of America (MCCA), based in Wever, Iowa.

As both groups began to grow in membership so did the demand for operating motorcars and tracks to ride on. Unfortunately, there were only three railroads that permitted motorcar excursions; The Delaware and Ulster Railroad located in Arkville, New York; the Keokuk Junction Railroad in Keokuk, Iowa and the Southern Michigan Railroad.

IN 1988, Hank Brown of Cottage Grove, Wisconsin, a member of both the MCCA and NARCOA announced the Wilderness Rails Excursion. It was a two day, 184 mile round trip from Channing to Ontongon, Michigan over the Escanaba and Lake Superior Railroad (ex Milwaukee Road). More than 35 motorcars filled to capacity with people, coolers, suitcases and tents were transported to Michigan's Upper Peninsula.

The Wilderness Rails ride set a precedent demonstrating the safety and value of motorcar trips over a freight railroad. Because there were no accidents or injuries that occurred during the event, this showed motorcar enthusiasts could provide well

maintained motorcars and conduct themselves responsibly when running on active tracks. This influx of rail travelers benefited the local economy and provided positive publicity for the railroad.

With this successful excursion behind him, Hank Brown found many more doors open to him in planning the 1989 excursion schedule. Railroads allowing motorcar operation included the Dakota Southern in South Dakota, the Florida West Coast, the Dakota, and the Missouri Valley and Western Railroads. The Algoma Central Railway in Ontario, Canada welcomed motorcars as well as the Escanaba and Lake Superior Railroad. They again invited the group back to ride different portions of their line. Interestingly, the North American Railcar Operators Association established seven Guinness world records on the Algoma Central Railway between August 3 through August 5, 1991 when a group of 13 motorcar operators from 11 different States traveled 594 miles from Sault Saint Marie, Ontario to Hearst, Ontario and returned in two days (296.7 mile one way).

Out West, things were bit different. No national group had been formed. There were few places to ride, fewer motorcars and shortline railroads with greater distances between persons interested in motorcar excursions. In the early 1980's the Feather River Railroad Museum located in Portola, California offered motorcar time trials events on their balloon track. These events brought together a number of west coast motorcar enthusiasts.

In Southern California, Brett Tallman one of the early members of NARCOA and William Kaminsky began organizing excursions for what was known as the "No Name Club." Trips were arranged on the Oregon California and Eastern, the Santa Cruz Big Trees and Pacific, the Yolo Shortline, The McCloud River, the Nevada Northern Railroads and the east end of the Sierra Railroad. The club also exhibited their motorcar at the 1991 Sacramento Railfair. The group had grown to include members from the three Pacific coast states and acquired the name of Western Railway Motorcar Owners and Operators or WRYMOO. Additionally, a group of enthusiasts from the Pacific North-

west started the North West Railcar, formed primarily by members from Washington State and Oregon.

In the spring of 1992 concerned by the lack of liability insurance and organization, members while writing a rule book for WRYMOO decided to form Motorcar Operators West (MOW). Later it was incorporated as a State of California non-profit corporation. By 1993 MOW had grown to 170 members.

In the early 1990s NARCOA offered the first insurance for motorcar excursions. However, the rate for this policy was high and the insurance carrier severely restricted runs for

1992. In the spring of 1992 the Association of American Railcar Operators (AARO) was incorporated in the State of Delaware and provided the only known legal insurance covering national motorcar excursions. The coverage was one million dollars for the first year and five million dollars for 1993. This organization was truly a national effort with board members elected from all over the country with its headquarters in New Jersey and an insurance policy offered by a California agency. Motorcar Operators West chose to use the AARO policy. As of 1993 the AARO organization had well over 400 members and it opened doors to over 30 railroads including the class 1 CSX Railroad.

2012 Grand Canyon Railway Excursion

October 10,11,12,13, 2012



Dan Berg, Excursion Coordinator

Photo Contributors: Carol Balestreri, Dan Berg, Ross Kallenberger, Don Lee

Motorcar operators and their guests from as far away as Michigan, Iowa, Colorado, Montana, and California arrived in Williams, Arizona to spend two days riding the Grand Canyon Railway and one day exploring the Grand Canyon National Park's many attractions.



Motorcar set on and registration began at the Grand Canyon Railway locomotive shop in Williams on Wednesday afternoon. After completing the set on, the motorcars were backed into the depot ready for the next morning's departure after the passenger train arrived from the canyon.

Early Thursday morning threatening storm clouds accompanied by southwest winds hastened the safety meeting in front of the Williams depot. Departing Wil-

On the Grand Canyon Railway Excursion opening day, Al McCracken inspected Lonnie Hughes' motorcar.



An early morning storm greets Dee Berg and Sandy Martin as they join the excursion's meeting being held in front of the Williams depot.

Excursion Coordinator Dan Berg, Assistant Trainmaster Angelique Cowper and Trainmaster Ervin White address the group about the excursion's itinerary and safety issues as more threatening storm clouds gather to the West

the visitors onto the park's shuttle buses to explore the canyon's views and attractions.

The return southbound excursion to Williams on Saturday morning began with a safety meeting and a group photo in front of the Grand Canyon. Highlights of the return trip was a meet with the northbound passenger train at Imbleau siding, a fast run across the Coconino Plain, accompanied by beautiful clear fall weather followed by a stop behind the Grand Canyon Railway's Pumpkin Patch Train. After the group visited the patch and enjoyed viewing the young children picking their favorite pumpkins the motorcars following the train into Williams with the set off at the locomotive shop.

Motorcar Operators West want thank Grand Canyon Railway Trainmas-

The excursion paused at Walhalla siding for a brief comfort stop.

liams, a light rain escorted the excursion as far as Red Lake but by the time the motorcars reached Quivero siding for the first rest stop the weather improved with clear blue skies. However, after leaving Willaha siding and approaching the three percent grade up to Imbleau siding, the weather changed to ever increasing rain. By the time the excursion reached the South Rim Village twenty nine motorcars and sixty operators and guests waited in a heavy down pour to back into the depot. After securing their motorcars, the group checked into their Kachina Lodge rooms for the two night stay.

Friday morning greeted the sightseers and hikers with beautiful sun lit Grand Canyon views. However, by late-morning they all ran for cover as rain and sleet drenched the canyon rim. Throughout the day inclement weather forced





ter Ervin White and his Assistant Trainmaster Angelique Cowper for hosting our 2012 excursion. We also want to recognize the efforts of Xanterra Director of Group Sales, Diane Murdock and especially our Xanterra Sales Agent, Rosanna Carrillo for securing our first class Kachina Lodge accommodations.

Whitey Brown, Ervin White, Dan Berg and Peter Hills chat at Imbleau siding while waiting for the rest of the motorcars to catch up.



Heavy rains greeted the group as they arrived at the Grand Canyon Park's South Rim Village.



After backing into the Grand Canyon depot operators and guests gather their belongings and head for the El Tovar Hotel.

Dan and Dee Berg sat patiently waiting for the hotel porters to pick up the group's luggage. Porters transported the bags to the Kachina Lodge and placed the bags in each guest's room.



Below: Early Friday afternoon while looking from the Kachina Lodge room, the guests enjoyed beautiful Grand Canyon Vistas and weather.

Below right: One hour later guests and canyon visitors ran for cover as a fast moving storm engulfed the canyon.



A doe and her fawn share the Grand Canyon depot's right-of-way with the parked motorcars.



Operators and guests begin gathering at the depot Saturday morning to prepare for the return trip to Williams.



The Lucas family of Phoenix posed with their pumpkin picks. The Pumpkin Patch Train will leave shortly for the Williams depot.

A very satisfied pumpkin picker.



After leaving the canyon behind, the group waited at the Imbleau siding for the arrival of the northbound passenger train.

The locomotive engineer waved to the folks as they watch the passenger train pass by.



Traveling southbound the excursion enjoyed perfect fall weather and views of the San Francisco Peaks in the distance.

The motorcars are waiting behind the Pumpkin Patch train a couple of miles north of Williams.



Motorcar Operators West 2012 Annual General Meeting

Western Rail Museum Trolley Ride, Collection Tour and Excursion

Saturday, November 10, 2012

Dave Balestreri, Excursion Coordinator

Article and Photo Contributors: Carol Balestreri, Dan Berg



Motorcar Operators West held its 2012 Annual General Meeting at the Western Railroad Museum. The museum is located on Clifornia Highway 12 in the heart of the Sacramento River Delta.

A motorcar set on and safety meeting was held prior to the general meeting in preparation for the afternoon's excursion. More than forty members and

Excursion Coordinator Dave Balestreri conducts the morning safety meeting in preparation for the afternoon excursion as John Martin and Bill Schertle listens



guests assembled in the museum's beautiful mission revival style Cameron Hall Visitors Center for the Annual meeting. President Bill Schertle opened the meeting by giving an overview of the past year's events including his attendance at the NARCOA Annual Board meeting held in Chicago, followed by the Treasure's report, reviews of the year's motorcar excursions and the Board of Directors election results.

After the meeting, motorcar operators and guests rode the Bay Bridge electric interurban car from the Rio Vista Junction museum south to Birds Landing Road for an eleven mile round trip on the former Sacramento Northern right-of-way. According to Phil Kolmetz, Executive Director, the museum spent over \$660,000 for the track upgrade and the overhead electric wire installation. To make the installation as historically accurate as possible, the volunteers put in more than 10,000 work hours using drawings and plans preserved in the museums' archives from when the Sacramento Northern traction line was built in 1912.

After lunch guests were given a guided tour of the Loring C. Jensen Memorial Car House.



The MOW Annual General Meeting was held in the Western Rail Museum's spacious lobby.

This fully enclosed building houses the Western Pacific Railroad No. 94 steam locomotive and the exhibits of passenger cars, streetcars and interurban electric cars.

After the tour, operators and guests boarded their motorcars, traveled north across the Jepson Prairie reserve to the end of the line at Meridian just east of Fairfield and Travis Air Force Base. The group returned to Rio Vista Junction for the late afternoon set off.



Motorcar Operators West wish to express their appreciation to Phil Kolmetz, the museum's Executive Director and his staff for again hosting and making our yearly event a special occasion.

Right: MOW members Connie and John Haverty, Dave and Carol Balestreri, John Martin and Whitey and Kathy Brown pose in front of the Key System articulated Bay Bridge Units 187. This car carried passengers from Eastbay communities to San Francisco and back via the Bay Bridge between the years of 1939 and 1958.



MOW President Bill Schertle, Chris Ogilvie and other passengers settle in for the ride on the Key System articulated interurban car.

Below right: Looking out of the Key System interurban car's front window as it leaves Rio Vista Junction heading south to Birds Landing Road.





Passengers detrain at Birds Landing before returning north to Rio Vista Junction.



After the trip, guests take a break for lunch and explore the museum's grounds.



Dave Balestreri is all smiles as he awaits the highball to begin the afternoon excursion.



The excursion heads out across the Jeppson Prairie to the end of line at Meridian.



During lunch guests took the opportunity to ride Trolley Car 63. It ran on the Petaluma and Santa Rosa Railway; it was then abandoned and used as a chicken coop. The museum rescued the car and beautifully restored it to operating condition.



The museum's docent gave a guided tour of the Loring C. Jensen Memorial Car House that displays the Western Pacific Railroad No. 94 4-6-0 steam locomotive, the exhibits of passenger cars, streetcars and interurban electric cars.

Below: Connie Haverty and Paul Zaro help turn the Haverty's A4 at the Meridian cattle crossing.



Preparing for the return trip to Rio Vista Junction, Bill Schertle readies his motorcar as his grandson Micah Schertle and Chris Ogilvie look on.

Back cover photo is of Mount Hood taken by Ross Kallenberger

