

# LINEUP

Official Newsletter Of Motorcar Operators West

**Rio Vista Annual General Meeting**

**Oregon Mini-Tour**

Lake Railway

City of Prineville Railway

Mount Hood Railway

**Latrobe Breakfast Special Excursion**

Virginia and Truckee Railway

Fillmore and Western Railway

**New Year Skunk Run**

Volume 22, No. 1



Winter 2014



# Motorcar Operators West Board of Directors Officers and Members

**Dave Balestreri**                      **President**  
2320 E Street  
Sacramento, CA 95816  
H (916) 444-6374  
C (916) 531-7536  
dbalestreri@softcom.net

**Jim Culbertson**                      **Vice President**  
PO Box 221  
Courtland, CA 95615  
H (916) 775-1894  
C (209) 483-0903  
Email: ccab@softcom.net

**Malcolm Frost**                      **Secretary**  
1020 Sylvan Glen Place  
Auburn, CA  
H (530) 885-0354  
W (530) 887-8003  
C (530) 305-2145  
rv129.3@gmail.com

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

**Alan Borchardt**  
2452 Travis Court  
McKinleyville, CA 95519  
H (707) 839-0636  
C (707) 601-4335  
albspng@yahoo.com

**Bruce Hilliard**  
19 Pebble Court  
Sacramento, CA 95831  
Hippiehunter@att.net

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

**Lynne Maddy**  
1220 16th Street  
Los Osos, CA 93402  
H (805) 528-5560  
C (805) 704-0607  
maddymom13@hotmail.com

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

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

**John Haverty**  
PO Box 5078  
El Dorado Hills, CA 95762  
916-769-1912  
havertyconstruction@yahoo.com

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

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

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

**MOW Webmaster**  
[www.mowonline.org](http://www.mowonline.org)  
Jamie Foster  
pbjrr@jf2.com

**New Member Committee Coordinator**  
**Harry Fisher**  
28819 Shadow Valley Lane  
Santa Clarita, CA 91390  
H (661) 296-0636  
C (661) 733-3084  
Email: [homecrafttharry@gmail.com](mailto:homecrafttharry@gmail.com)

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

**LINE UP**  
Volume 22    Number 1  
Winter 2014  
Motorcar Operators West, Inc.  
705 E Bidwell Street, Suite 2 Box 354  
Folsom, California 95630

**COVER PHOTO CREDITS**  
Front Cover: Wayne Parsons  
Sespe Creek Bridge, Fillmore Western  
Railway

Back Cover: Carol Balestreri  
Top: Looking north from Pine Grove,  
Oregon towards 12,276 foot high Mount  
Adams in Washington State.  
Bottom: Looking south from Pine Grove,  
Oregon towards 11,240 foot high Mount  
Hood.

## 2014 MOW Membership and Renewals

Membership renewals and new membership applications are now being accepted. All memberships expire on December 31, 2014. Please 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](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.

## President's Message

Hi! The New Year is off to a good start and we already have an excursion under our belts. The annual New Year's Motorcar Operators West run on the Skunk Line had 23 cars attending. We did a two-day trip and the weather was perfect. Other excursions are planned for Santa Cruz, Napa Valley, Virginia City, Vancouver Island and other places are in the planning stages. This time of year is when the heavy lifting takes place for our excursion coordinators. They are currently negotiating, bargaining and otherwise pleading with railroad officials for time on their tracks.

I know you would help our excursion coordinators if you were asked. You can support their efforts by attending the excursions, especially those that are out of state that are a little more difficult to assemble. Excursion pricing is set by the railroad fee that is often a flat rate for the day. While we, as operators, are used to paying a certain amount the price is often set by estimating the attendance and then hoping that the needed number of cars will attend. Therefore, strong excursion participation makes the job a lot easier.

The election held last November brought new members to the board of directors as well as new officers. These will be the people who will keep Motorcar Operators West organized throughout the year. Thanks to these people for volunteering their time so we all can run on the rails. Think about becoming a candidate for the board of directors in this year's election. One-half of the board is replaced each year and no special qualifications are needed; only the willingness to become involved in the organization. Nominations are usually solicited in the summer and we will email the announcement. Our previous President, Bill Schertle, has become president



Dave Balestreri, President

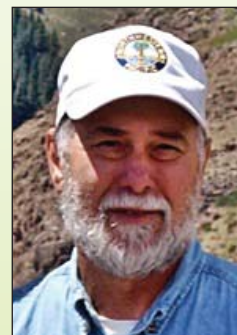
Jim Culbertson, Vice President



Malcom Frost, Secretary



Glen Ford, Treasurer

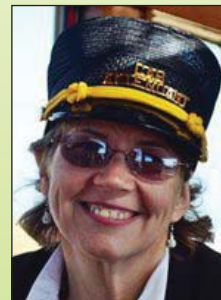


Alan Borchart, New Member

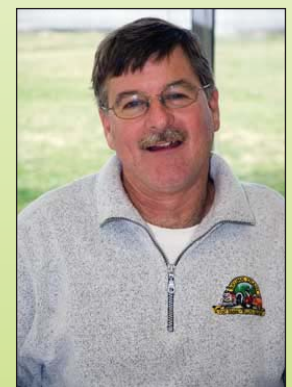
Bruce Hilliard,  
New Member



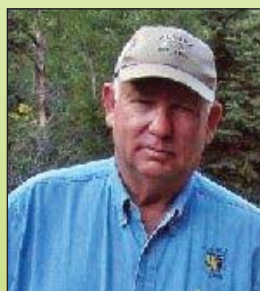
Karl Hovanitz, Member



Lynne Maddy,  
New Member



Mike Mitchell, Member



John Martin, Member



of NARCOA and remains our Area 11 Director. Bill had been president of MOW for the last four years, has left the organization in excellent financial condition, and leaves our membership with a high level of positive morale. He deserves a “Big Thanks” from all of us and our support as he takes over the helm of NARCOA.

Best Regards,

*Dave Balestreri*

---

---

## **Motorcar Operators West Annual General Meeting**

Saturday,  
November 9, 2013

Western Rail  
Museum  
Conference Room



Pictured above right, President Bill Schertle conducts the 2013 annual meeting in the Western Rail Museum conference room.

Center photo, MOW members attending the meeting.

Pictured right, After the meeting adjourned, MOW members and guests boarded the museum's Peninsular Interurban Railway trolley for a ride down to Bird's Landing.

# Oregon Mini-Tour

May 18-20, 2013

Lake Railway • Bill Andrews Excursion Coordinator

City of Prineville Railway • Dave Balestreri Excursion Coordinator

Mount Hood Railway • Rich Wilkins Excursion Coordinator

Tour Introduction and Photos by Carol Balestreri

## Lake County Railway

Saturday, May 18, 2013

Bill Andrews Excursion Coordinator

We had a most pleasant weekend on May 18, 19 & 20th when we participated in the PRO and MOW Oregon “mini-tour”. On Saturday we ran the Lake Railway from Lakeview,



Motorcars lined up in the Lake County Railway yard ready for the 55 mile southbound rail trip to Alturas, California.



Late afternoon motorcar set on in Lakeview, Oregon

Out of Lakeview (the “Tallest Town in Oregon” at 4798 feet) we traveled on the Lake Railway within view of Goose Lake (which the locals were calling it dust lake, as the drought has already affected it severely). There were also whole fields of purple-blue lupines, cattle grazing, a steaming stream from a hot spring, and of course it was fun to pass the California

Oregon to Alturas, California. On Sunday, we had a leisurely run on the City of Prineville Railway and Monday we went from Hood River over the hill, through the switch-back to Clear Creek Station in Parkdale, Oregon.

The weather was absolutely perfect, yes, with a capital “P”. We missed a cold system by a day or two, and were chased home after the runs by a storm coming down from Alaska (vestiges of snow over the pass!) However, the three days on the rails were just lovely. All of the runs seemed to go smoothly. With the weather cooperating, we were able to view all of the railroads at their best.



Sissy, John Martin’s riding companion, held center stage during the meeting.

Excursion Coordinator Bill Andrews briefed the motorcar operators and guests during the morning safety meeting.





inspection station on the highway beside us. Returning from Alturas we stop for a break at Pinnacle Rock. Bill Andrews and Guy Howard were excellent guides in Lakeview.

Dave & I had an easy set-on in Prineville since everyone had their paperwork in order and most had been inspected the day before in Lakeview. The City of Prineville Railway



Al McCracken handed out treats to the guest riders during a rest stop at Goose Lake Recreation Area Park located on the California-Oregon border.

excursion was enhanced by the welcome we received from Dale Keller, Acting General Manager and Matt Wiederholt, Operations Manager for the railroad. They are excited about the opportunities they can see in the motorcar enthusiasts' interest in their railroad, and their community. We were greeted with "goodie bags" put together by the

Chamber of Commerce. After the morning run we went into their yard and got a tour of the shops, with a chance to view their Mount Emily Shay locomotive. They have invited us back and would like to include us in a celebration that will include a barbeque, and perhaps



Excursion passed the California Agriculture Inspection Station on US Highway 395 on the north outskirts of Alturas, California.



Bill Andrews helped operators turn their motorcar in Alturas for the return trip to Lakeview as Guy Howard looks on.



Above, A brief northbound stop at Conical Rock. Andrew Murphy while traveling on the Lassen Wagon Trail first observed this formation in September 1849.

Right, Looking up the North Fork of the Pit River Valley, the excursion continued towards Lakeview.





## City of Prineville Railway

Sunday, May 19, 2013

Dave Balestreri Excursion Coordinator



Dave Balestreri introduced City of Prineville Railway Manager Dale Keller (holding the box) during the morning safety meeting.



Little Kacy Wiederholt waved to the operator and his passengers riding in the open A motorcar as the excursion pass on its way to Prineville Junction.

The motorcars waiting to be turned at the Prineville Junction for the return trip back to Prineville. This is the rail interchange with the Burlington Northern and Santa Fe Railroad.



Concluding the morning run the motorcars entered the Prineville rail yard for the noon lunch break.

other festivities. I have to admit it was nice to be welcomed with open arms. Prineville was a delight with the wide open view of its high desert vistas as we approached and passed between the Crooked River bluffs, with horses, cattle and deer to entertain us. As lead car we saw deer scampering ahead of us and standing in herds up in the brush, as well as a couple of marmots startled by our passing.

Excursion Coordinator Rich Wilkins greeted us in Hood River, Oregon. Again, he proved to be a gracious host. The unusual feature on the Mount Hood Railroad was the run from Hood



River up to the switchback. It is quite a climb up over the hill. But once we came down the other side, the views of Mount Hood, covered in snow, and framed by orchards were really stunning. At Pinegrove we could look ahead

at Mt. Hood and behind us at Mt. Adams. Very impressive sights.

As usual, the railroading was fun, but it is the people that really make it memorable and there was a great group every day.



During the lunch break motorcar operators and guests took the opportunity to explore the railroad's locomotive shop and facilities.



Motorcars wait patiently in the City of Prineville Railway rail yard for the afternoon run.



Al McCracken visits with a young rail fan.



Glen Ford turned his motorcar in preparation for the afternoon run to Prineville Junction.





Motorcar operators and guests visited with one another at Prineville Junction before the return trip.



Cruising east toward Prineville through the Crooked River Valley, the excursion wrapped up a perfect day.

---

---

## Mount Hood Railroad

Monday, May 20, 2013

Rich Wilkins Excursion Coordinator



Motorcars, operators and guests lined up in front of the Mount Hood Railroad depot for a group photo.



A local group purchased the Union Pacific branchline in 1987 with the rail line again being sold in 2008 to Permian Basin Railways. The ex Union Pacific depot is now used as the Mount Hood Railroad headquarters.

Excursion Rich Wilkins checked off important excursion information during the safety meeting.







First built in 1906, the Mount Hood Railroad ran 22 miles south out of Hood River, Oregon to Parkdale. The Union Pacific Railroad acquired the rail line in 1968 and operated it for valley fruit shippers and the lumber operation at Dee. A Union Pacific freight train passes Hood River in the background on its transcontinental mainline.



Motorcars were turned on the switch back tail track and proceeded up the ridge to enter the Hood River Valley.

The excursion bypassed a waiting locomotive as it enters the farming community of Odell, Oregon

The group took a quick break at the Odell Highway crossing. Looking 45 miles north is beautiful Mount Adams on the far horizon.







Rich Wilkins shoots the breeze with Dave Balestreri at the Dee Highway crossing.

Hood River County pear orchards are the world's leading producer of Anjou pears that thrive during the valley's late winter growing season. Most of the Hood River Valley orchards are relatively small and operate by families that produce about two-thirds of Oregon's pear production.



More than 100 Hood River growers established fruit-packing and refrigerated storage facilities that operate as the Diamond Fruit Growers Co-op and packs over 55,000 tons of pears a year for its members.



Clyde and Bonnie Andrews overtake the Balestreri tail car as the group leaves Parkdale.



Traveling along the Hood River on the return trip to the town of Hood River.



# Latrobe Breakfast Special Excursion

Sunday, July 28, 2013

John Haverty Excursion Coordinator

Photos Courtesy of Carol Balestreri

Motorcar Operators West and the Placerville and Sacramento Valley Railroad jointly organized the Latrobe Breakfast Special Excursion. This effort helped the Placerville and Sacramento Valley Railroad with their ongoing efforts to continue their excursion

train operation. The Latrobe Pancake Breakfast fundraiser supports the Latrobe Volunteer Fire Department. The breakfast was held in the Latrobe Odd Fellows Hall. The motorcar excursion began in Folsom, California with a morning run out to the small rural community of Latrobe. Approximately 40 persons were delivered to Latrobe by both the railroad's Skagit railcar and speeders. After the breakfast both groups returned to Folsom about noon. A second afternoon run took the speeders out to the Sacramento and El Dorado County line and again returned to Folsom.



Excursion Coordinator John Haverty conducted the morning safety meeting in front of the Folsom Hampton Inn. Surrounding John to his right is John Martin and to his left are Dave Balestreri and Tod Hill. Connie Haverty tended the registration table.



View of the motorcar operators and guests at the Hampton Station set on site.





The Placerville and Sacramento Valley Railroad motorcars and Skagit railcar wait in the Veerkamp Company spur track allowing the motorcar group to pass on their way to Latrobe.



Motorcar operators and guests alighted from their motorcars and began walking about a quarter of a mile down Triangle Road to the Latrobe Odd Fellows Hall.



Breakfast is about ready to be served. The folks are gathering and waiting patiently for their pancake breakfast all the while enjoying each other's company.



# Virginia and Truckee Railroad

September 7-8, 2013

Dave Balestreri and John Haverty Excursion Coordinators

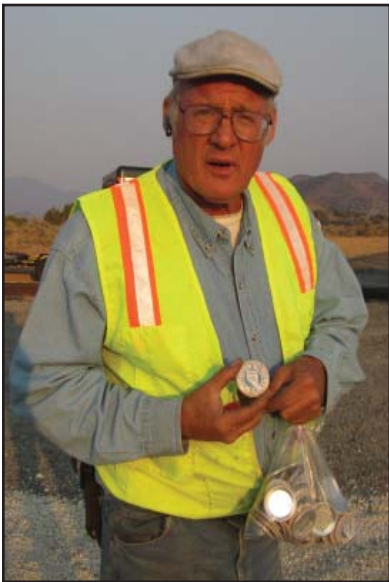
Photos Courtesy of Carol Balestreri

Since 1959, Virginia City has hosted the International Camel Races that have attracted competing teams from around the world. Motorcar Operators West joined this menagerie of camel drivers, bikers and other wild-eyed tourists by organizing a two-day motorcar excursion during this well attended September event.

After the Friday evening set on at Eastgate



Excursion Coordinator Dave Balestreri directed the Friday evening motorcar set on at East Gate Siding.



Carl Shellhorn showed off the Virginia and Truckee Railroad badges he made especially for the excursion.

Siding the group ventured 2 miles down to Eureka Siding above the Carson River, turned around, returned to Eastgate and tied down their motorcars for the night. Saturday morning after registration and the safety meeting the group followed the morning steam passenger train up to Virginia City. After



Arriving at the Eureka end of the line, operators turned their motorcars for the short return run to Eastgate.



Preparing for the arrival of the morning passenger train at Eastgate, operators moved their motorcars into position for the 14-mile run up to Virginia City.



Virginia and Truckee Railroad conductor Tim McCarthy addressed the operators and guests during Saturday morning's Eastgate safety meeting.



lunch, the excursion followed the train down to Eastgate. Nine operators elected to only run one day and set off their motorcars for home. Of the 19 motorcars, seven motorcar operators and guests returned to Virginia City Saturday evening for dinner and an overnight lodging stay. Sunday morning they traveled down to Eastgate to join more motorcar operators for the morning return trip back to Virginia City. The Sunday run mirrored Saturday's excursion.



Engineer Brian Covey tended to oiling the McCloud River Railroad's Locomotive valve gear at Scales Siding.



The excursion traveled across Nevada Highway 342 led by railroad liaison Ken Marty at Gold Hill.



Upon reaching the Virginia City, depot operators and guests hopped a ride up to Main Street for lunch and joined in on the afternoon Camel Race festivities.



Departing Virginia City the motorcars drifted downgrade behind the passenger train to Eastgate.



Lynne Maddy, Roy Gammill, Beverly Gammill and Pam Thompson chat while waiting for the excursion highball at Donovan Siding.



The group took a brief stop at Donovan Siding to put some distance between the excursion and the passenger train.





The folks who decided to stay overnight in Virginia City enter the V&T rail yard.



Karl Hovanitz and other operators tied down their motorcars for the night in Virginia City.



The Virginia City overnights posed for the camera before departing for Eastgate to begin the Sunday excursion.



The excursion encountered wild horses grazing in the American Flat area.



The operators circled the motorcars during the Sunday afternoon set off



# Fillmore and Western Railway Excursion

Saturday, November 16, 2013

Excursion Coordinators Dan Berg and Bill Schertle

Arriving in Fillmore, California during the very early Saturday morning hours, twenty motorcar operators registered and set on their cars in the Fillmore and Western Railway yard (MP 424.5). The November excursion offered Motorcar Operators West members and guests one last opportunity to travel this historic ex-Southern Pacific Railroad branchline through the bucolic Santa Clara River Valley. The



Excursion Coordinator Bill Schertle conducted the early Saturday morning safety meeting in the Fillmore and Western Railway rail yard. Left to Right: Jared Bissen, Fillmore and Western Railway host; Dan Berg, Excursion Coordinator; Rick Bleake, Fillmore and Western Railway Pilot; Bill Schertle, Excursion Coordinator and Jim Culbertson, MOW Vice President. (Wayne Parson Photo)

excursion's itinerary for the day included the run west down the valley through the town of Santa Paula (MP 414.7) and into Saticoy (MP 407.6) for the return trip back to Santa Paula for lunch. The excursion continued east for the afternoon run up to Fillmore, on to the end of the line at Piru (MP 431.5) then revisiting Fillmore for an evening set off. The 54-mile rail excursion provided the group with

perfect weather and the occasion to experience the beautiful California coastal valley, its extensive citrus groves and the rural life style of the classic California farm communities.



Motorcars lined up for the westbound 19 mile run from Fillmore, California to the suburban community of Saticoy. (Dan Berg Photo)



The excursion passed the Fillmore and Western Railway's EMD GP 35 #3501 locomotive (ex-Pennsylvania Railroad #2262) coupled to the Fillmore and Western Railway's F7 # 101 (ex-Chicago and Northwestern Railroad) locomotive. (Wayne Parson Photo)

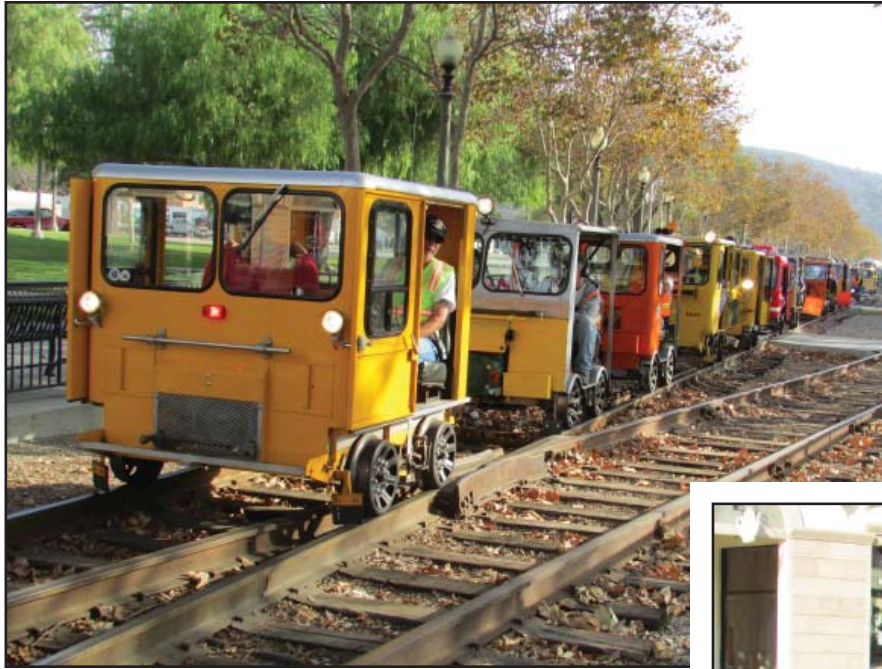


Dan Page and Wayne Parsons are ready to leave the Fillmore rail yard to travel westbound to Santa Paula and end of track at Saticoy. (Dan Berg Photo)

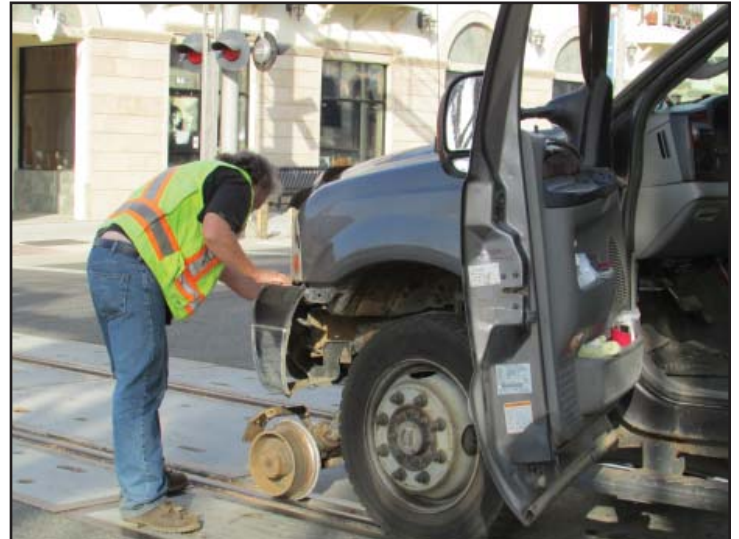


Motorcar Operators West wish express its appreciation to Fillmore and Western Railway President, Dave Wilkinson for hosting the excursion, to Dan Phipps together with Fillmore and Western Railway General Man-

ager Ray Morquecho for their pre-excursion preparation. In addition, thanks to railroad employees Jared Bissen and Rick Bleak, who guided our group through the busy towns and the many streets crossing for the safe operation of our motorcars during the excursion.



Jim Groover waited patiently at the Fillmore Center Street crossing while Doug Gentles sets on his hi rail truck. Doug who lives in Nelson, British Columbia provided pilot Rick Bleak a seat for the excursion. (Dan Berg Photo)



The excursion made a late morning comfort stop in Santa Paula. Doug Gentles led the group in his hi-rail truck that provided escort service. (Wayne Parson Photo)

Aron Kahn and Lynne Maddy along with Karl Hovanitz to their rear waited in Santa Paula to continue the run to Saticoy. (Wayne Parson Photo)

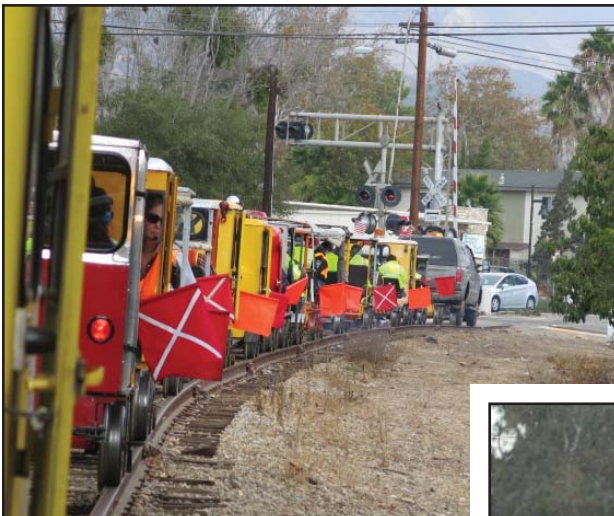






West of Santa Paul the group passes by field workers harvesting flowers along the right of way. (Wayne Parson Photo)

Having turned their motorcars on the outskirts of Saticoy at the Montgomery Avenue crossing, Dan Phipps followed by Wayne Parson heads east for the return trip to Santa Paula for lunch. The well-maintained 136 lb. welded rail and ballast between Saticoy and Montalvo is managed by Metrolink. (Dan Berg Photo)



Entering downtown Santa Paula the group waited for the crossing gates to drop before moving over the North 7th Street and the East Santa Barbara Street intersections. (Laura Wambsgans Photo)

Heading east towards the end of line at Piru, the group enjoyed a typical mild Southern California afternoon traveling through miles of orange and lemon groves. The rows of eucalyptus trees in the background are windbreaks that protect the surrounding citrus trees from Santa Ana winds. These strong down-slope winds originate in the desert and affect coastal Southern California during the fall and winter months. (Wayne Parson Photo)







The ubiquitous smudge pots shield the citrus fruit from frost damage.  
(Laura Wambsgans Photo)

Dan Berg and his guest Laura Wambsgans cross Sespe Creek before entering Fillmore in the late afternoon. Southern Pacific Railroad erected the Sespe Creek Bridge in 1902.  
(Wayne Parson Photo)



Below left, While excursion coordinator Bill Schertle anticipated the arrival of the remaining motorcars, railroad signalman Jared Bissen chatted with Doug Gentles before dropping the California Highway 126 crossing gates. The excursion continued on to Piru, California. (Wayne Parson Photo)

Below right, After traveling over 54 rail miles, operators began the process of turning their motorcars in Piru for the return trip to Fillmore and the early evening set off. (Wayne Parson Photo)





# Annual New Year's Skunk Run Mendocino Railway

January 4-5, 2014

Dave Balestreri and Glen Ford Excursion Coordinators

Photos Courtesy of Carol Balestreri and Carl Shellhorn

The annual New Year Skunk excursion attracted 24 motorcar and over fifty operators and guests. During the Saturday run down to Fort Bragg, the group made a stop-over at Chris Baldo's new shop in Willits and toured his Klickitat Logging and Lumber Company shay locomotive restoration undertaking.

The most important restoration project was the re-opening of tunnel 1. This gave the group the occasion to observe the rebuilt tunnel's interior. Early last year the tunnel bore collapsed and closed off rail access between Willits and Fort Bragg.

Although the weather was very cool throughout the two-day event, the group experienced no rain, abundant sunshine and pleasant camaraderie among the enthusiastic participants bringing in the New Year.



Excursion Coordinator Glen Ford conducted the Saturday early morning safety meeting under the Willits depot canopy.



Carol Balestreri and Connie Haverty greeted motorcar operators and guests during registration.



Congratulations to newlyweds Don and Johanna Borden.

Excursion approached the Highway 101 crossing after leaving Willits.





Bruce Evans gave the group a tour of Chris Baldo's new shop and pointed out the restoration efforts of the Klickitat and Lumber Company shay locomotive.



Twenty-four motorcars posed in front of Chris Baldo's new locomotive shop and rail yard.



During the early afternoon lunch break at Northspur, Carl Shellborn, his wife Conni and Donna Finklestein savored a hot beef stew meal. Terry and Mardi Devine also enjoyed their cups of hot soup.



While Donna Finklestein appreciated the stew, her husband Jay lay under Roy Gammill's motorcar replacing the broken chain. Of course, John Martin supervised the repair.

The excursion approached the newly refurbished tunnel bore that collapsed in early 2013.







Lined up in the Fort Bragg rail yard early Sunday morning, the motorcars are readied for the return trip to Willits.

Glen Ford again provides the folks with safety information. In the background are the many Fort Bragg bed and breakfast homes.



The group has arrived at Northspur for an afternoon comfort stop.



Operators and their guests huddled around the Northspur fire pit lingering long enough to absorb enough warmth to carry them up to Willits.



Motorcars waited to cross Highway 20 on their way into Willits and the mid afternoon set off.





Looking north from Pine Grove, Oregon towards 12,276 foot high Mount Adams in Washington State

Looking south from Pine Grove, Oregon towards 11,240 foot high Mount Hood.

