

LINEUP

Official Newsletter Of Motorcar Operators West

Napa Valley Wine Train Excursion

2014 Southwest Rail Tour

- Grand Canyon Railway
- Copper Basin Railway

QUIVERO



Volume 22, No. 2

Summer 2014

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COVER PHOTO CREDITS
Front Cover: Dan Berg
Quivero Siding, Grand Canyon Railway
Back Cover: Phil Nist
Grand Canyon Railway

Welcome 2014 New Members: John Duden Des Moines IA, Jay and Donna Finkelstein Hillsborough CA, Greg Hampton Folsom CA, Deb Harton Dunsmuir CA, Steve and Liz Hoffman Fairfield CA, Leonard Holtz Roseville CA, Mike and Sarah Kelley Poplar Grove IL, Bill Marble and Mary Eccleston Corbett OR, Chris and Maggie Plath Kelseyville CA, Bill and Cris Son Sacramento CA, Toby Son Folsom CA, Cal and Dee Street Pioneer CA, Lawrence Turner San Francisco CA

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. 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

Hello Motorcar Operators West Members,

Well the excursion season is in full swing and we are getting some great opportunities to visit great railroads with our speeders. We started the new year with our annual visit to the Skunk Train in Willits, California and rode through the newly rebuilt tunnel on the west end and down to Fort Bragg. We had great weather and over twenty motorcars participated. This last spring we visited the Western Railroad Museum in Rio Vista. The WRM excursion included a ride in the Museum's vintage trolley out to Bird's Landing and back. That ride on the trolley was a unique experience on its own and is especially so while on a speeder run.

The excursion on the Napa Valley Wine Train rails was a first for Motorcar Operators West and for the railroad. It was a well-organized success and an effortless ride. Although there were many road crossings the day went smoothly and we all had a great experience. Some of us stayed to ride the Napa Dinner Train in the evening. We have been welcomed back by railroad. Next, we visited the Grand Canyon Railway. It is a great speeder run and for some folks it was their first speeder run to the Grand Canyon and their first visit to the Grand Canyon itself. How much more could you ask for? Weather always makes the Grand Canyon excursion a challenging run and an exciting experience. On our way back to Williams, we experienced fierce head winds. Nevertheless, we made it to Williams on schedule. The last of our completed runs so far this year was the Breakfast run from Folsom to Latrobe on the Placerville and Sacramento Valley Railroad. We made two round trips. The railroad served us a great breakfast at Deer Creek. It was a beautiful day and a relaxed trip with great people. You could not ask for a more pleasant day on the rails.

I hope you have a great summer and, I hope to see you on the rails,

Dave Balestreri

Looking forward to the rest of the year Motorcar Operators West has several exciting excursions planned. In September, we will visit Carson City Nevada and take the Virginia and Truckee rails to historic Virginia City for the weekend. This excursion occurs during the unique and world famous Virginia City Camel Races. The town is jumping and the Camel Races should be a real hoot. Later in September, we are going to tour Vancouver Island, South British Columbia and Oregon. These are runs with high scenic value and there is still time to join the group.

I am pleased to report that to date Motorcar Operators West excursions have been incident and accident free. This is an outstanding achievement and it shows that MOW operators are serious about operating safely. The Narcoa Insurance policy is the ticket to all we do and a strong safety record keeps the insurance underwriters happy. You can be sure that our operations are monitored by our host railroads and that our safe operations gets a welcome back to their railroads. Please continue making safety your number one concern.

Motorcar Operators West Excursion Coordinators are always looking for new rail opportunities. Please let us know if you learn of new excursion possibilities. However, more than that we need your participation on the excursions, please continue your support of the organization by attending the excursions. It is very encouraging to those who volunteer their time organizing events when there is good size group on an excursion.



Napa Valley Wine Train Excursion

Saturday, April 19, 2014

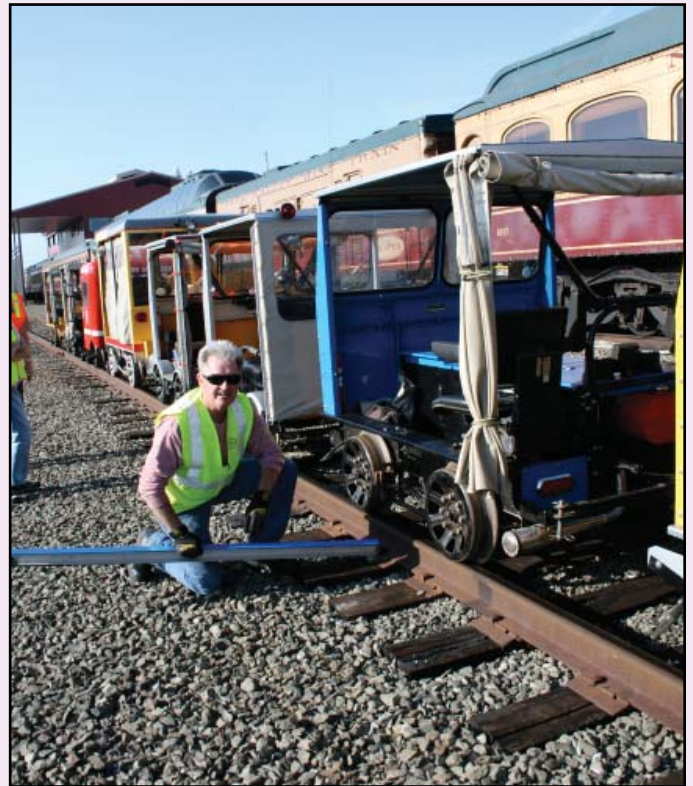
Glen Ford Excursion Coordinator

Photos Courtesy of Carol Balesteri, Dan Berg, Blair Van Vliet and Jane Yeung

The Motorcar Operators West Napa Valley Wine Train excursion's thirty-six mile round-trip journeyed through the towns of Napa, Yountville, Oakville, Rutherford, St Helena and the valley's world-renowned vineyards and famous wineries. Originally, the Southern Pacific Railroad built the branchline in the 1860s to serve the Calistoga hot springs resort. Today, the Napa Valley Wine Train travels the same route providing valley visitors with a unique sightseeing adventure and a fine dining experience.

Contemplating twenty-five motorcars moving through the Napa Valley towns and rural vineyards at a moderate pace, the excursion coordinator's main concern during the excursion would be the motorcar operators' ability to negotiate the one hundred and forty-four grade crossings encountered throughout the day's thirty-six mile round trip. The staggering number of grade crossings became a challenge.

From an excursion coordinator's point of view, the logistics of traveling through the valley towns and rural locales, the taming of the road crossings needed a plan. Flashing lights



Excursion Coordinator Glen Ford measured motorcar turntable clearance in preparation for the 72 road crossings the group will encounter during the excursion.



and gates protected some of the crossings, a few crossings were private driveways, while others were busy entrances into the wineries combined with the many tourists and heavy highway traffic.

Before the run, the excursion coordinator and railroad personnel developed a grade crossing plan that listed which gated crossings had to be shunted, unprotected crossing to be flagged and

Kim Powers, Napa Valley Wine train host and Loco engineer Evan Gerdes posed in front of the Cabernet Sauvignon Lounge car.

where the excursion would stop to discharge and recover the flaggers. The railroad and the excursion coordinator team all agreed that the safest crossing is one with flashing signals and lowered gates. The gated crossings numbered forty-six and would require the motorcars to “bunch up” to begin a steady progression

through the numerous town crossings. Twenty signal shunts were used by the Summit Signal crew to leap frog from town road crossing to the



Glen Ford conducted the early Saturday morning safety meeting in the Napa rail yard.

next crossings as well as staying ahead of the excursion, setting shunts as it move through the valley.

The choreographed effort worked as expected with some small delays that left



Kim Powers, Carl Shellhorn and Elizabeth Monhoff watched a workman hang the rear markers on the Cabernet Sauvignon open observation passenger car.

the excursion only ten minutes behind schedule at the end of the run. After arriving in Napa, the excursion group boarded the evening Wine Train where they were treated to a five-course gourmet dinner while riding aboard the vintage Pullman Gourmet Express dining car en route to St Helena.

After dinner, the groups retired to the Cabernet Sauvignon Lounge car and were served a dessert of their choice while enjoying one another’s companionship on the return trip to Napa.

Motorcar Operators West has been invited back to do this excursion next year. We like the month of April but will not do it on Easter weekend next time.

We would like to thank trainmaster Walt Eastland from the Napa Valley Wine Train for working with Motorcar Operators West to make this first ever excursion a success. Walt had previous experience with our organization and excursion coordinators when he worked for the Grand Canyon Railroad, and was convinced that this run could be done safely and not adversely affect scheduled train movement.

Also thanks to those of the folks that were on the waiting list. We were able to accommodate a few but not all. As promised, those

on the waiting list will be placed at the head of the line when we do this run again in 2015.



The excursion arrived at the Oak Knoll Avenue on the way up the Napa Valley to St. Helena.

A family bicycle outing passed the excursion group as they enjoyed touring through the many famous vineyards and the Northern California countryside.



Johanna and Don Borden take their Yountville break under a passenger shelter.



While the group took their Yountville comfort break, the railroad's escort personnel were busy bringing the green shunt cables up to the pilot hy- rail truck.



Excursion passed through Rutherford, California, the home of Beaulieu Winery and vineyards.

A stop at Rutherford allowed the group a brief stretch before continuing on to St. Helena.



Elizabeth and John Monhoff and Donna and Jay Finkelstein waited at Rutherford to continue north to St Helena. The Beaulieu Winey is in the background.



Motorcars entered St Helena; the end of the line and the excursion's turn around location for the return trip to Napa.

Diane Mitchell provided crossing protection as operators turned their motorcars at Fulton Lane in St Helena.



The Wine Train pulled into the St Helena depot.



After the Wine Train departure, motorcars lined up for the afternoon return trip to Napa.



The excursion waits at the busy California State Route 29 as flaggers moved forward to the highway crossing as railroad escorts began the task of placing the signal shunts.



The Motorcar Operators group posed at the Napa Valley Welcome sign. The group had to wait their turn as the tourists finished taking their landmark photos.



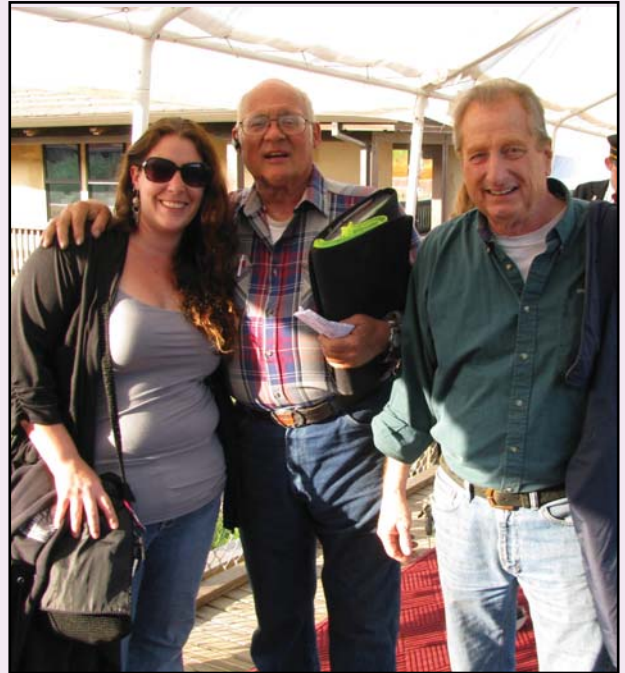
After the 36 mile round trip, the group arrived at the Soscol Avenue road crossing to enter the Napa rail yard.



As the motorcars passed the waiting evening wine train, dining car personnel greeted the arriving motorcars. Within the hour Motorcar Operators West guests will board the evening train for another trip up the Napa Valley and to enjoy a gourmet dinner.



Above, John Puliz and Jane Yeung showed their enthusiasm in anticipation of what awaits them as they enter the Wine Train.



Rebecca Cambigue, Carl Shellhorn and Paul Hirsh board the evening Napa Valley Wine Train. Carl was responsible for making the signature gourmet dinner arrangements for the excursion participants.



Left, The Wine Train server offered Harry and Sue Fischer warm towels between dinner courses while Jay Finkelstein looked intently over his dinner menu.



Sue Fischer read the Line Up magazine as she enjoyed her complimentary glass of wine.



After dinner, the group moved back to the Cabernet Sauvignon Lounge passenger car. Aron Kahn, Lynne Maddy and the rest of the folks closed the day's events by enjoying a special dessert on the return trip to Napa.

2014 Southwest Rail Tour

Grand Canyon Railway

May 4, 5 & 6, 2014

Dan Berg, Excursion Coordinator

Through the cooperation between the Motorcar Operators West and the Pacific Rail Operators, the 2014 Southwest Rail Tour brought together the Grand Canyon Railway and the Copper Basin Railway for a three day rail event.

The Grand Canyon Railway excursion registration and set on activities began on Sunday afternoon at the locomotive shop in Williams, Arizona. Thereafter, the motorcars were repositioned to the Grand Canyon Railway coach yard and allowed Motorcar Operators West guests the opportunity to explore downtown Williams.

After the passenger train left for the Grand



Set on Coordinator Paul Zaro helped Dave Elwood position his motorcar after unloading while Barbara Elwood secured the trailer ramp. In the background, Trainmaster Ken Stepheson visits with the photographer as Ron Mayer and Frank Luft looked on.

Canyon and following the safety meeting held on Monday morning, the excursion departed for the Canyon with comfort stops at Quivero and Willaha sidings. The final stop at Imbleau siding made refueling available for the motorcars. Because of new federal regulations, gasoline containers

and refueling of motorcar was prohibited in the Grand Canyon National Park. Grand Canyon Railway rear escort Jesus Cardenas carried operator's extra gasoline containers in his hy-rail truck that provided the means to refuel their motorcars.

Although the two-day and the overnight stay at the Maswik Lodge was brief, the excursion group used the Park's buses to explore the Grand Canyon South Rim attractions and enjoyed meals at the El Tovar Dining Room, Arizona Room, Bright Angle Restaurant, or at the Maswik Lodge Cafeteria.

Early Tuesday afternoon, the group departed the Grand Canyon depot. A motorcar refueling and comfort stop was held at Imbleau siding.



Kitty Mayer and Dee Berg handled the registration chores. Dee displays the timetable handout, lodging baggage tags and the required oil absorbent "Pig" pads.

As the excursion traveled down grade towards Willaha, motorcars encountered stiff headwinds. Weather reports forecasted that wind gusts across Northern Arizona could exceed 50 miles per hour. It became apparent as the motorcars began crossing the Coconino Plain that some motorcars struggled against



Trainmaster Ken Stepheson provided Rodeo Road crossing protection as Paul Zaro leads the group by making a reverse to the coach yard for overnight parking.



The Pine Country Restaurant hosted a Sunday evening dinner for a portion of the excursion group. Enjoying one another's company, starting on the left is Dee and Dan Berg, Frank Luft and Betty Brinck, Jean Ma, Paul Zaro, Doug Stivers, John Martin and Barbara Dunphy, and Jim and Pat Spicer.



Grand Canyon Railway Trainmaster Ken Stephenson welcomed motorcar operators and guests during Monday morning's safety meeting.



Ken Stephenson introduced the following Grand Canyon Railway staff members who supervised and piloted the group to and from the Canyon: Jeremiah Sheward, Assistant Trainmaster Angelique Cowper and rear pilot Jesus Cardenas.



The morning passenger train departed from the Williams depot as the excursion waited it turn to follow the train out to the Canyon.

the wind. As the excursion's stretch out increased, it became a concern to Assistant Trainmaster Angelique Cowper because the southbound passenger train was on the move traveling towards Williams. A decision was made at Willaha siding to hook up the motorcars that were having trouble maintaining sufficient speed as not to hold up the passenger train. The excursion ducked into the Quivero spur to allow the passenger train to pass. The wind subsided on the upgrade to Williams and the passenger train and all of the motorcars arrived on time.



Above, The motorcars left the Williams yard, making a wide turn north towards the Canyon.



The first morning comfort stop was held at Quivero siding. In years past, cattle ranchers would use the corrals to ship their stock to market.

Half way to the Canyon at milepost 37, the second comfort stop was held at Willaha siding. From the early 1930s through the 70s, adequate water sources were always a problem for the Northern Arizona communities and ranches. The Santa Fe Railroad supplied water by tank car to the towns and ranches. Water tank cars were loaded at the Puro, Arizona water wells located on the Prescott branchline and transported water to Seligman across Arizona into New Mexico. Ashfork, Arizona required at least five tank cars a day to service the railroad's steam locomotives and the town. During the spring and summer grazing season, shepherders would occasionally order a water car to be delivered at Willaha siding to recharge the large stock cistern located a half mile north of the abandoned section house. At the time, the Santa Fe Railroad billed the towns and ranches \$50.00 per tank car.





A view of the vast Coconino Plain from the ruins of the abandoned Willaha section house.

Upon arrival at Imbleau siding, Doug Stivers carefully refueled his M9 motorcar. Note the required oil absorbent pad placed under his gas tank to catch any overspill.



Bill Schertle backs through the wye track and into the Grand Canyon depot.

Jeremiah Sheward oversaw the reverse move as the motorcar group backed into the depot.





While parked at the depot, motorcar group members visited with and answered the tourist's questions.

Panorama view of the Grand Canyon depot with view of the El Tovar Hotel on the ridge.



Doug Stivers and Jean Ma sat in front the Maswik Lodge that afforded guests with the registration desk, a gift shop and a full service cafeteria.



Tourists are always overwhelmed by the sheer immensity of the Grand Canyon's breadth, depth and vistas.



Official Grand Canyon Railway photographer Phil Nist and Assistant Trainmaster Angelique Cowper posed in front of the Grand Canyon depot.



Angelique Cowper conducted the Tuesday afternoon safety meeting in preparation for the return trip to Williams.

Pictured below, Southbound refueling stop at Imbleau siding.



Motorcars departed the Grand Canyon rail yard and approach the South Rim Village loop road.



During the Imbleau siding layover Joe Schnyder, Ann Bilodeau, Tod Dukes, and Bill Schertle retrieved their gas containers from the rear hy rail to refuel their motorcars.



Group photo taken at Quivero siding as the afternoon southbound passenger train over takes the excursion.



A final wave to the on board passengers.



A brief stop at the Grand Canyon Railway's North Pole Christmas Train event site.



The excursion entered Williams to begin the motorcar set off at the locomotive shop.

Copper Basin Railway

May 8, 2014

Doug Stivers, Excursion Coordinator

Photos Courtesy of Nancy and Wayne Parsons

Over the past ten years, Pacific Railcar Operators and Motorcar Operators West have teamed up to offer the bi-annual Southwest Rail Tour that included the Copper Basin Railway and Grand Canyon Railway excursions.

Early Thursday morning the tour group assembled at the Hayden, Arizona motorcar set on site. During the set on, operators dodged incoming ore trains interrupting their set on

activity. General Manager Jake Jacobson and track supervisor Abe Lucero greeted excursion coordinator Doug Stivers, operators and guests at the railway's Hayden headquarters. The nineteen motorcars headed north towards Ray Junction then turned west; thus began the westward run towards Florence, Arizona through the scenic Gila River Canyon. The group encountered two pin truss bridges, a



Ron Mayer completed his motorcar set on at Hayden, Arizona. Ore cars were being unloaded in the background.



Donna Spiro helped her husband John to unload their motorcar, as John Martin brought his motorcar out of the toy box trailer with assistance from Doug Stivers.

brief stop to view the beehive charcoal ovens at the abandoned Cochran station site and traveled through Middle Butte tunnel separating the North and South Butte landmarks. Leaving the Tortilla Mountains the excursion followed the Gila River across the arid farming area north of Florence. Operators turned their motorcars at the East Farm Road crossing just southeast of the San Tan community. After a brief lunch stop at Florence siding, the group headed east for the forty-five mile return trip to Hayden. After the group photo was taken at Middle Butte, the excursion continued on to Hayden for an afternoon set off.

The motorcar set on was delayed by a morning switching operation.



Excursion Coordinator Doug Stivers addressed the operators and guests during the morning safety meeting while excursion pilot Abe Lucero looked on.



Copper Basin Railway pilot and excursion supervisor Abe Lucero.

During the stopover at the Copper Basin Railway headquarters, General Manager Jake Jacobson and Doug Stivers exchanged greetings and discussed excursion preparations.





Approaching Ray Junction, the excursion passed through a towering saguaro cactus forest. The saguaro blossom is the Arizona state flower.



Jake Jacobsen and his vintage Chevrolet pickup truck met the excursion at the Florence Kelvin Highway crossing. Motorcars are about to enter the Gila River canyon.



Left is the first rail crossing of the Gila River. Above, Motorcars approached the second Gila River crossing. Beyond the pin truss bridge is the Middle Butte tunnel's east portal.



Jim and Pat Spicer crossed East Farm Road to lead the excursion back to Hayden.



The excursion enters the west portal of the Middle Butte tunnel.

Passing through the Gila River Bridge, the excursion arrived for a brief comfort stop and group photo opportunity.



Motorcar operators and guests pose for their group photo.



Leaving Middle Butte the excursion headed east to Hayden.



Crossing Mineral Creek, five miles west of Ray Junction.



The excursion entered the afternoon Hayden set off site. The structure to the left is the ore dump. Copper ore is transported by rail from the Ray open pit mine (located above Ray Junction) down to the Hayden ore dump where the ore is carried by conveyer up to the American Smelting and Refining Company's Hayden smelter and processed into pure copper anodes.

