

# LINEUP

Official Newsletter Of Motorcar Operators West

## 2014 Vancouver Island Rail Tour

**Englewood Railway**

**Alberni Pacific Railway**

**Southern Railway of Vancouver Island**

**Southern Railway of British Columbia**

**Mount Hood Railway**

Volume 22, No. 3



Fall 2014

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**COVER PHOTO CREDITS**  
Front Cover: Englewood Railway  
Vancouver Island  
Cover Photo Credit: Carol Balestreri

Back Cover: Photo Credit Dan Berg  
Parksville, Vancouver Island

Welcome 2014 New Members: Michael and Candy Obetz, Ramona, CA

**2015 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.

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**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.

**2014 Vancouver Island Rail Tour  
Motorcar Operators West**

**September 13, 2014 to September 22, 2014**

Dave Balestreri, Excursion Coordinator

**Englewood Railway  
Western Forest Products  
Woss, British Columbia  
Saturday, September 13, 2014**

Once again, Motorcar Operators West returned to the grandeur and beauty of Vancouver Island, British Columbia. Operators and guests began the tour after crossing the Strait of Georgia by ferry either from Anacortes, Washington or from Vancouver, British Columbia ending up on Vancouver Island's eastern shore at Beaver Cove. Motorcar set on was held Friday afternoon, September 12th on the Englewood Railway. Traveling on the last "logging only" railroad in North America, the Saturday excursion ventured 55 rail miles south from Beaver Cove to the end of line at Vernon. The group explored the logging operations at Camp A, the Vernon reload log transfer facilities, the Woss rail yard and railway headquarters.



All operators and guests crossed from the British Columbia mainland to Vancouver Island by either the Washington State or the British Columbia Ferries.



Provincial Highway 19 and Beaver Cove Road Intersection to the Beaver Cove set on site.



Telegraph Cove provided visitors with condominium and resort accommodations, sea life tours and restaurants. The excursion group stayed at either Telegraph Cove or up Highway 19 in Port McNeill.



Beaver Cove overview (looking west). Log trains transport logs from the Island's interior to the Western Forest Product dry land sorting yard. This was the motorcar set on location.



A tugboat assembled timber rafts at Beaver Cove. Logs are bundled into timber rafts for floating the logs across the Johnson Strait to the British Columbia mainland lumber mills.



Englewood Railway Supervisor Randy Hunt began the task of coordinating the log train movements and the Friday afternoon motorcar set on activities at the Telegraph Cove Road crossing.



Excursion Coordinator Dave Balestreri performed the Telegraph Cove Road crossing protection duty during the Friday afternoon set on. Dave dealt with large log trucks, automobiles, tow vehicle and trailers.



After many switching maneuvers, the Englewood Railway log train cleared the Telegraph Cove Road crossing in preparation for the motorcar set on activities.



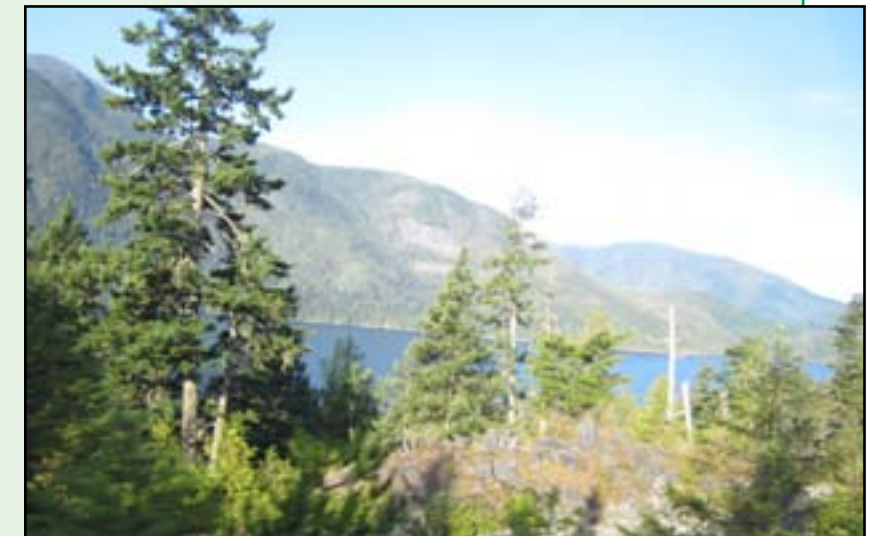
The Beaver Cove motorcar overnight parking location.



Early Saturday morning, excursion operators and guests gathered to depart Beaver Cove for the 56-mile southbound trip to Vernon.



Dave Balestreri and Randy Hunt conducted the excursion's departure safety meeting.



The excursion ran southbound along the east shore of Lake Nimpkish. The lake is 13 miles long, averaging 1 mile wide, and is the deepest lake on Vancouver Island reaching an impressive depth of 1000 feet below sea level. The lake attracts wind surfers, anglers and boaters.

For the first morning comfort stop at milepost 22, Randy Hunt threw the Camp A spur track switch to enter the log reload site.



Below, Camp A reload log transfer boom. The boom transfers logs from log trucks onto the rail cars.



The transfer boom's cabled prongs called "torpedoes" lift 40 to 60 tons of bundled logs from the log trucks onto the rail cars.



A log truck waits at the Camp A reload site to transfer its load to the rail cars.



Line Up magazine editor Dan Berg waiting for the perfect photo.



Motorcars back out of the Camp A spur to return to the mainline for the trip south.



The group waited as Randy Hunt threw the switch to enter the Woss rail yard.



Excursion entering the Woss rail yard and Englewood Railway headquarters at milepost 36.

Operators and guests dismantled their motorcars to explore the rail yard, visit the headquarters building or partake lunch.





Randy Hunt showed the excursion onlookers the 1100-year-old Shoen Lake tree ring exhibit.



After lunch, the excursions headed south to the end of line at Vernon. The excursion crossed Rice Creek at milepost 39.



Motorcars waited at the milepost 55 Matkoski Road crossing in Vernon and began the afternoon north-bound trip to Beaver Cove.



The final afternoon comfort stop was held at Siding 4 milepost 29. This is a log-reloading area used by log-carrying helicopters for transferring its log loads to rail cars. Timber stands to be harvested on the surrounding steep mountainsides are inaccessible by road. Helicopters are employed to lift the logs from the logging site and transport them to Siding 4. The two siding tracks can hold up to 100 log cars.

## Alberni Pacific Railway Esquimalt and Nanaimo Railway

**Monday, September 15, 2014**  
**First Day Parksville to Port Alberni**

The excursion relocated 200 miles south by highway to Parksville on Sunday, September 14. The afternoon motorcar set on was held in Parksville on the Alberni Pacific Railway branch line (vestige of the Esquimalt and Nanaimo Railway). Reservations were made at the Parksville Quality Bayside Resort for a three-night stay. The group enjoyed the spectacular resort room views across the Strait of Georgia to the British Columbia mainland.

Early Monday morning the excursion headed for Port Alberni with morning comfort stops at Whiskey Creek and the rail summit at Loon Lake. The motorcars wound down the west side of the Beaufort Mountain Range into the Somass River Valley, entering Port Alberni for lunch and the return trip to Parksville.



A spectacular Vancouver Island early Monday morning sunrise greeted Parksville Bayside Resort guests. Looking east from each room balcony, the guests could see across the Strait of Georgia towards the British Columbia mainland.



Bill Pardee began his Sunday afternoon motorcar set on at Parksville in preparation for the Monday morning Port Alberni excursion



Sarah Kelley, Ron Mayer, Kitty Mayer, Dee Berg, Hunter Haverty, Bill Dukes and Todd Dukes gather for the Monday morning Parksville excursion safety meeting.



Railway Supervisor Don Wiggins and Excursion Coordinator Dave Balestreri held the safety meeting to kick off the Alberni Pacific Railway excursion.



The first comfort and ice cream stop was held at the small community of Whiskey Creek, Vancouver Island milepost 9.1.



Connie and John Haverty's motorcar version of a stadium tailgate party.



Hunter Haverty joined guests Barbara and Ron Macaulay for the morning brunch. Barbara and Ron contributed the tablecloth, food and friendship.



Newly weds Karl and Stephanie Hovanitz are about to enjoy the World Famous Whiskey Creek Ice Cream.



Mr. and Mrs. Hovanitz, Bill Pardee and Rich Wilkins hustled back to their motorcars carrying their ice cream cones and beverages.



Sue Fischer and Laura Wambsgans watched Bill Dukes and Todd Dukes relish their ice cream cones.



Leaving Whiskey Creek, the railway skirted around the north shore and above tranquil Cameron Lake.



Flagging team members Kitty Mayer, Sue Pardee, Dee Berg and Stephanie Hovanitz provided excellent road crossing protection entering Port Alberni.



The excursion arrived at the Port Alberni depot for lunch and relaxation



During the noon comfort stop, John Haverty carried on a conversation with a young Port Alberni resident.



Laura and Mike Wambsgans readying for the 39 mile return trip to Parksville.



Go Island TV reporter Nancy Wilmot and her camera operator Darren interviewed motorcar operators and passengers during the Port Alberni noon layover.



Hi-rail truck and motorcars hold at busy Stamp Avenue for the flagging team to come forward on the way out of Port Alberni.



Halfway up to Loon Lake, John Martin inspected John Haverty's motorcar for the cause of a mechanical problem, assisted by Eric Muller and Mike Wambsgans.



It was determined the rear torsion arm broke loose from the motorcar frame. The broken member was then chained to the frame to continue the trip to Parksville.



In the meantime, passenger Glen Cleveland called ahead and made arrangements with Ken Fyfe to repair the motorcar. John Martin and Dan Berg talked to Ken Fyfe while waiting for the disabled motorcar to arrive.



John Haverty arrived to set off the motorcar at Fyfe Landing for the overnight repair.

## Second Day Parksville to McLean Mill

The following morning, Tuesday, September 16th, once again the group retraced its previous day excursion towards Port Alberni. Arrangements were made with Western Vancouver Industrial Heritage Society for the operators and guests to tour the historic McLean Lumber Mill site. The group enjoyed lunch at the mill's Steam Pot

Café, and a guided tour of the sawmill and logging camp. The group returned to Parksville with a late afternoon picnic stop at Ken Fyfe's home. He and the Fyfe Volunteer Section Gang treated the guests to ears of corn cooked with steam provided by a steam tractor along with hot dogs.



Tuesday's second return excursion to the Port Alberni area started with a brief safety meeting conducted by Excursion Coordinator Dave Balestreri assisted by Don Wigans. In the background, Ken Creasy and Lonnie Hughes.



Motorcar operators and passengers were eager to begin the 33-mile rail trip to tour the historic McLean Sawmill.



Go Island TV reporter Nancy Wilmot and camera operator Darren began videoing the arrival of the excursion while the Haverty family and friends waited patiently at Fyfe Landing to return their motorcar to the rails.



Ken Fyfe positioned the repaired motorcar back on the rails.



John Haverty carefully guided Ken in placing the motorcar.



Arriving at the McLean Mill spur at milepost 33, the group began the half-mile run into the mill site.



Entrance to the historical McLean Sawmill National Historic Site.



Motorcars parked on the McLean Mill locomotive run around track.



Operators and passengers gathered in front of the steam powered sawmill and boiler house for their group photo.



Liz Malbon, manager of the McLean Mill Steam Pot Cafe rang up Dave Balestreri's food order while volunteers Stephanie Hovanitz and Laura Wambsgans helped prepare the order.



Connie Haverty and Eileen Keaveny also volunteered to help with the kitchen chores.



The Steam Pot Cafe kitchen crew Laura Wambsgans, Liz Malbon, Stephanie Hovanitz, Connie Haverty, Sarah Kelley and Eileen Keaveny.



The McLean Millpond



John Haverty throwing the McLean Mill switch, returning the motorcars to the mainline.



Comfort stop at Loon Lake.





Artist Laura Wambsgans took photos of Loon Lake to add to her collection of inspirational photos.



A view of serene Loon Lake, Vancouver Island.



Oscar the friendly neighborhood pig chased after the motorcars as they approached Fyfe Landing.



John Martin, Dave Balestreri, Don Wigen and Ken Creasy inspected the brush cutting equipment used by the Fyfe Volunteer Section Gang that groomed 30 miles of right of way for the excursion.



Ken Fyfe, host and master mechanic.



Ken showed off his Sawyer and Massey steam powered tractor.



Gord Grenon retrieved ears of corn from the steam kettle. The kettle was heated by Ken's Sawyer and Massey steam powered tractor.



Overview of the Fyfe picnic area.



Dave Balestreri offered his appreciation and the donation to the Fyfe Volunteer Section Gang members Don Wigen, Gord Grenon, Glen Cleveland and Ken Fyfe for their hospitality and support.

Millie Fyfe and her daughter Gina prepared hot dogs and served corn to the group.



Dee Berg passed the hat for a donation to the Fyfe Volunteer Section Gang for their efforts in brush cutting the track right of way.



Bob Courtemache displayed the Parksville News front page highlighting the Port Alberni excursion and the speeders.



# Southern Vancouver Island Railway Esquimalt and Nanaimo Railway

Wednesday, September 17 and Thursday, September 18, 2014

## Parksville to Duncan Overnight

Thursday, September 18, 2014

Duncan to Parksville

Wednesday morning, September 17<sup>th</sup> the excursion rolled onto Southern Railway of Vancouver Island trackage and departed for Duncan. The two-day excursion headed south to Nanaimo with a lunch stop in Ladysmith. A quick break was held in the small community of Chemainus known for its painted murals. The stop allowed the group to view wall paintings depicting first nation people, pioneers, logging and shipping industries. Early arrival in downtown Duncan gave the locals and the group time to meet and answer questions about the excursion and the motorcar hobby. While waiting to depart for the overnight stay



The excursion began its 55-mile trip down Vancouver Island to Duncan.



Southern Vancouver Island Railway Roadmaster Al Kutaj and maintenance of way crew member Bar Parmar wait for the group to catch up before moving through Nanaimo.



Early Wednesday morning motorcar line up in front of the Parksville Depot at milepost 95.

in Duncan, many operators and guests explored the downtown area and visited the many gift shops.

On Wednesday evening, after settling into the Duncan Super 8 Motel the group attended a special dinner permitting the folks time to visit, enjoy dinner and celebrate Dave Balestreri's birthday.

Thursday's 54-rail mile northbound trip departure began with an overcast sky, typical Pacific Northwest drizzle and slick rails. Another pause in Chemainus gave guests more time to visit the shops and survey the wall murals. The noon break in Nanaimo afforded people the opportunity to have lunch at restaurants located in the historic downtown area. The early afternoon Parksville arrival provided time for the motorcar set off and the Friday journey by ferry to Abbotsford for the Saturday Southern Railway of British Columbia excursion.



The excursion group arriving in Nanaimo at milepost 72.



The group stopped at the Nanaimo Depot for its first morning comfort break while Ken Creasy surveyed the immediate city area.



After parking the motorcars at Ladysmith, the group walked across the Island Highway to the Coronation Mall restaurants for their choice of a late morning meal.



Operators and passengers began assembling for their next stop in Chemainus.



Bill Pardee picked trackside black berries for a late morning snack.



The excursion arrived at the Chemainus passenger shelter at milepost 51. This brief stop gave the group a chance to explore the small downtown area.



Curious citizens looked on as the excursion arrived in downtown Duncan milepost 40.



The Duncan Depot area has been turned into a downtown centerpiece park.



Chemainus is known for its building wall murals depicting scenes of first nation people, and historical town activities.



Many First Nation totem poles grace the depot park.

Below, Harry and Sue Fischer along with Laura and Mike Wambsgans pose in front of the Esquimalt and Nanaimo Railway caboose and totem pole display.



On the last night of the Vancouver Island railway excursions, the tour guest were treated to a special buffet dinner. The meal was prepared and served by the Smitty's Restaurant staff.



After dinner, birthday boy Dave Balestreri was presented with his birthday cakes, arranged by his wife Carol and delivered by Super 8 Motel manager Misty Smith.



The Duncan early Thursday morning departure. In the background is the Super 8 Motel.



Returning to Parksville, motorcars are again entering Chemainus for a midmorning comfort stop.



After lunch, the group left the Nanaimo Depot for the last 20 miles to Parksville.



The excursion approach the end of their 7-day Vancouver Island rail tour for the motorcar set off at Parksville.

## Southern Railway of British Columbia Saturday, September 20, 2014 Abbotsford/Huntingdon to Chilliwack

The Huntingdon, British Columbia set on location was just feet from the Canadian United States Border. After the safety meeting, the group began the 21-mile trip towards Chilliwack in beautiful sunny weather. The last time Motorcar Operators West ran this rail line was in 2009, and the first time ever for speeders. The excursion made a stop at the Sumas substation, a remnant of the British Columbia Electric Railway. The substation has since been converted into a private residence. Riding through the very picturesque Fraser River Valley and skirting around Vedder Mountain, the rail line headed north, crossing the Vedder River, and stopped in Chilliwack for lunch. The group turned their motorcars at the Canadian National Railway interchange tracks for the return trip to Huntingdon after a very enjoyable day, and set off. The group headed south to Hood River, Oregon.



John Martin setting on his motorcar in Huntingdon, British Columbia with the help of Dave Balestreri and Mike Wambsgans.



Excursion Coordinator Dave Balestreri prepped the motorcar operators and passengers for the 21 mile run to Chilliwack, British Columbia



Ahead of the excursion group is Vedder Mountain. The poles gracing the right of way are the remnants of what was the British Columbia Electric Railway's trolley wire.



The excursion, lead by the Southern Railway of British Columbia hi-rail truck approach the Sumas Substation.



Southern Railway of British Columbia Vedder River Crossing.



Dave Balestreri gives the flagging crew instructions for the Evans Road crossing south of Chilliwack.



Motorcars crossed over transcontinental Trans Canada Highway One.



With flags out, the group paused at the busy Airport Road crossing before entering Chilliwack.



Motorcars were turned at the Chilliwack Canadian National Railway interchange tracks for the return trip to Huntingdon.



Afternoon southbound Vedder River crossing.



Operator and passengers made their last rest stop at the British Columbia Electric Railway Sumas substation.



## Mount Hood Railway Monday, September 22, 2014 Hood River, Oregon to Parkdale

Sunday, September 21 was set aside for highway travel through Seattle to Hood River, Oregon.

Excursion Coordinator Rich Wilkins scheduled the excursion on Monday, September 22nd, as the Mount Hood Scenic Railroad was not operating its excursion trains.

The Mount Hood Railroad rail yard was busy with the early morning motorcar set on activity while the group was pleasantly distracted by the many passing Union Pacific freight trains. The weather was perfect in Hood River, Oregon with an overcast sky in the morning with the sun finally emerging towards noon.

Leaving the Hood River, depot, the motorcars climbed out of the Columbia River Gorge, crossed the Hood River, traveled up the hill to the unique switchback. The motorcars made the reverse transition, cresting the steep grade with the motorcar column topping the summit. Heading down into the Hood River Valley the group viewed the renowned pear and apple orchards spread out across the valley. The farm area produces more winter pears than any county in the United States. Traveling south gave great views of Mount Hood and on the northbound trip a beautiful vista of Mount Adams. Arriving in Parkdale, everyone found a place to eat lunch and take a little break. The return trip to Hood River was enjoyable yet uneventful. The setoff was quick and easy, the perfect ending to a great tour.



Dave Balestreri and Laura Wambsgans visit in front of the Hood River Depot.



Kitty and Ron Mayer set on their motorcar in the Mount Hood Railroad yard.



Excursion Coordinator Rich Wilkins briefed the operators and passengers at the morning safety meeting.



Mount Hood Railroad group photo



Excursion leaving Hood River, Oregon, passing the parked Mount Hood Railroad passenger trains for the 22 mile run south to Parkdale.



Motorcars crossed the Hood River on the way up to the switchback.



Doug Gentle's hi-rail truck clears the switchback turnout while the Mount Hood Railroad supervisor waits to follow the group up the bluff.



First comfort stop in the small farm community of Odell, Oregon.



Crossing over the East Fork of the Hood River.



Majestic 11,240 foot high Mount Hood.



John Martin took a noon nap at the Parkdale town park while Laura and Mike Wambsgans shared a Rails End Café lunch table with Jim and Bill Dukes in Parkdale.

### Contributors

Motorcar Operators West wish to thank the following people whose support made it possible to hold the Vancouver Island Rail Tour excursions on their rails: Randy Hunter, Supervisor, Englewood Railway; Graham Bruce, Island Corridor Foundation; Gary Murton, President, Western Vancouver Island Industrial Heritage Society and the Alberni Pacific Railway; Neil Malbon, McLean Mill Manager and Superintendent of the Alberni Pacific Railway; Gordon Grenon, crew member of the Alberni Pacific Railway; Don Wiggins, Supervisor, Alberni Pacific Railway; Al Kutaj, Roadmaster, Southern Vancouver Island Railway; Singh Biln, Chief Mechanical Officer, Southern Railway of British Columbia; Rich Wilkins, Excursion Coordinator, Mount Hood Railroad. Photos Courtesy of Carol Balestreri, Dan Berg, Harry Fischer and Laura Wambsgans



Motorcar Operators West members and guests bid farewell to the Mount Hood Railroad and the eleven-day tour of Vancouver Island's four railways.

