

LINEUP

Motorcar Operators West Official Magazine

Goose Lake Railway
Great Basin Labor Day Rail Tour
Coos Bay Teddy Bear Express

Volume 28, No 1

Winter 2021

Motorcar Operators West

Board of Directors, Officers and Members

Motorcar Operators West Documents
Are Available At www.mowonline.org

Jim Culbertson, President

PO Box 221
Courtland, CA 95615
916-775-1894 H
209-483-0903 C

John Haverty, Vice President

PO Box 5078
El Dorado Hills, CA 95762
916-769-1912
Havertyconstruction@yahoo.com

Glen A. Ford, Treasurer

P.O. Box 129
Rough & Ready, CA 95975
530-432-5487 H
530-913-2386 C

Dave Balestreri

2320 E Street
Sacramento, CA 95816-3513
916-444-6374 H
916-531-7536 C

Ken Bilodeau, Secretary

1170 Harker Avenue
Palo Alto, CA 94301
650-326-7047 H
650-269-2700 C
kbilo@via.net

Todd Hill

209-327-3884
tchill38@gmail.com

Karl Hovanitz

2110 S Halcyon Road
Arroyo Grande, CA 93420
805-481-7353
silverado@thegrid.net

Mark Clausen

20401 Harry Road
San Jose, CA 95120
408-927-7332 W
408-234-2202 C
mcelect@aol.com

John Martin

1360 J Street
Wasco, CA 93280
661-331-7916
madog979@aol.com

Mike Mitchell

PO Box 245
Guinda, CA 93021
530-796-2350 H
707-421-6333 C
bigredfarmscapay@gmail.com

Rick Smith

5124 Hallmark Court
Fairfield, CA 94534-6828
707-631-5778
r_smith627@comcast.net

Excursion Committee Chairman

Dan Berg

2017 Mule Creek Road
Las Vegas NV, 89134
702-341-8617
derail@embarqmail.com

MOW Webmaster

Jaime Foster
pbjrr@jf2.com

NARCOA Rule Book Certification Test

Al McCracken

2916 Taper Ave
Santa Clara, CA 95051
408-249-3120
alnethie@alnethie.com

Membership Coordinator

Harry Fischer

28819 Shadow Valley Lane
Santa Clarita, CA 91390
661-296-0636 H
661-733-3084 C
homecraftHarry@gmail.com

Line Up Editor

Andy Limon

13614 Summit Knoll Rd
Agua Dulce, CA 91390
661-424-1283 H
310-951-4176 C
MOWLineUp@gmail.com

Cover Photo Credits

Front cover: Carol Balestreri—Consist stops at Chimney Rock to read the Historical Marker and explore the natural formation

Back cover: Jen Limon—Mika and Laura Wambsgans wait to cross the swing bridge just outside Coos Bay

2021 MOW Membership and Renewals and new membership applications are now being accepted. All current memberships expired on December 31. Please download the printable form on the MOW website (www.mowonline.org) and fill-out all requested information. Mail the form along with a \$24.00 check to: Motorcar Operators West, c/o 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. which is a non-profit corporation dedicated to the safe and legal operation of railroad motorcars as excursion vehicles. Motorcar Operators West excursion schedules, documents, items for sale, and past Line Up issues are available at www.mowonline.org. Membership is \$24 per year and includes a Line Up subscription. 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 magazine by sending their excursion photos, accompanied by who, what, when, and where captions to: **MOWLineUp@gmail.com**. When submitting, please change photo file name to the caption text, or place caption text in the email body and photos as .jpg attachments. Front and back cover photos should be submitted in a portrait orientation at a high resolution

President's Message

Jim Culbertson



Greetings from the long, endless siding.

One year ago, now, the world still seemed to be spinning on its axis and in the right direction. 2020 had already yielded two motorcar runs in Napa and the Fillmore & Western and life seemed headed down the usual path. I was anxiously awaiting a March 13th trip to Lake Tahoe and a rendezvous with one of my favorite Rock and Roll bands and then it happened, the day the music died, and the world changed overnight. On March 12th, I received the news that

the concert was canceled as were most freedom loving events and COVID-19 was gripping the nation and the world. The trip to Tahoe went on as planned without the music and as we hunkered through a significant snowstorm, the outside world was being changed. The term "mountain money" had new meaning as a toilet paper black market quickly developed and the mask debate was on! We were all headed down some unfamiliar tracks with no light at the end of the tunnel.

So here we are, one difficult year later and concerts are still on hold and motorcar runs are beginning to get past being canceled. I hope for the sake of all of us that the current drop in COVID-19 afflicted citizens continues and life moves back towards the normal category. I myself had a bout with COVID-19 in January and was very fortunate to have a mild case or fought it off without too much difficulty. I wanted to underscore the sad news about the passing of former NARCOA President, Bob Knight from COVID-19. I did not have the opportunity to know or work with Bob, but I was able to follow his hard work and enthusiasm for promoting the motorcar hobby. Some years ago, the MOW Board took action to join and participate in the annual meeting of the Heritage Rail Alliance. From that humble beginning, in subsequent years, NARCOA under Bob's leadership, took over representing the motorcar hobby at these annual events and Bob continued to expand efforts to promote the organization and the hobby he loved. His leadership will be greatly missed.

While less in numbers, we did have some successful runs in 2020. A rare summer run in Napa broke the west coast COVID-19 grip as Carl Shellhorn and Rick Smith developed and received local approval for an excursion with pandemic modifications. One real slick adaptation was conducting the safety meeting by radio with all participants remaining in their motorcars. It was organized and well thought out. Another escape was the Goose Lake run in late summer which was

scheduled during the height of the fire season and surrounded by extremely high levels of smoke. Fate was once again on our side as winds appeared to clear the air quality in the Lakeview area and a great excursion was had by all. It was my first opportunity to do that run and I would say it was better than I expected.

Looking ahead it appears that excursions will be returning in 2021. It's been one of those years for the ages that we never want to repeat, and it will define us as we move forward. I wish everyone good health and lots of rail miles as we gather once again for the greatest hobby on wheels.

Jim Culbertson

President, Motorcar Operators West

Membership Message

MOW would like to WELCOME 9 new members to our group. They are:

Steve Roberts- Jefferson, Oregon.

Dorothy Roberts-Jefferson, Oregon.

Robert and Vicki Clark-Farmington, New Mexico.

Ralph and Crystal Burns-Junction City, Oregon.

Ralph Denton-Henderson, Nevada.

Don and Heather Ruddick-Elk Grove, Calif.

Phillip Silverman-Anaheim, Calif.

James and Brenda Smith - Sloughouse, Caif.

Tom and Linda Griggs

Become a MOW Membership Ambassador and share your speeder experience. Offer this application to a friend or purchase a membership for them.

See you on the rails! Be Safe, Harry, Membership "Dude"



Motorcar Operators West Membership Application Form

Here is my \$24 dues check made payable to Motorcar Operators West . Please mail to:

Harry Fischer, MOW Membership, 28819 Shadow Valley Lane, Santa Clarita, CA 91390-1265

Name (please print) _____

Address _____

City _____ State _____ Zip _____

Home phone _____ Cell phone _____

Email _____

Spotlight on Dave Balestreri

2020 Hank Brown Memorial Award Winner

MOW's own Dave Balestreri was announced as the winner of the 2020 Hank Brown Memorial Award.

This award is presented annually by the President and the Board of Directors of NARCOA to "the NARCOA certified excursion coordinator who has done the most to advance the rail car hobby during the year of the award."

Dave was introduced to the hobby in 2003 by a casual reference made to him about a 700-mile trip in Canada in a speeder. Within a month he had purchased his faithful little MT14 (without even knowing if it ran, and without ever having ridden in a speeder!!) Since being mentored in 2004 at McClellan Field in Sacramento, he has operated on many of the most demanding excursions. His favorites include the Copper Canyon Railway, in Mexico; Canadian National Railway from Squamish, British Columbia to Tumbler Ridge to Prince Rupert; the Vancouver Island Railways, and of course, the Alaskan Railroad.

He initially became an Excursion Coordinator to further the interests of the Amador Foothill Railroad in Ione where he led the rebuilding of the Wye and began the annual Ione RailFair. He has been on the Board of Directors of MOW since 2008 and has served as Vice President and President. During the years he served as an officer, he participated in at least one excursion every month, coordinating many of them himself! He has organized month-long multiple-Railroad excursions, and has promoted and planned collaborations with other clubs, all of which have been very successful. He tirelessly pursues leads on contacts for Railroads that might be amenable to welcoming the hobby. He encouraged MOW's membership in the Heritage Rail Association which led to NARCOA's membership in the HRA, in an ongoing effort to bring the motorcar hobby to the attention of independent short line Railroads. He continues to encourage MOW and NARCOA to adopt safe flagging procedures.

His main goal has been to get speeders on the Rails and make sure we are invited back! His excursions stress the main factors of Safety and Equipment Maintenance while trying to insure that everyone has a Good Time.



The Motorcar Hobby and a New Member, a Disabled Viet Nam Vet Carl Shellhorn

This started like most things in this hobby.... Someone said, someone heard, someone did. We all know how it goes.

Our new member, Rodney Weems, bought a MT19 that was in worse condition than he thought. Another member, Al Campbell, told me “this guy in Calistoga” bought a speeder car. The July Napa Wine Train Run was about a month off. I told Al to get Rodney’s contact info, and let’s get him on the tracks for the Napa Run. Rodney came by my shop, we talked, and he agreed to bring his car down the following weekend to have us check it out.

Rodney’s car, a MT19 CN with a fiberglass cab, was in rough shape. The cab was broken in the door jambs, there were no doors and no back window. The worst part was the bent left front axle. A plan was hatched to fix the front axle. I talked to some other members and we put together a work party. Our District 11 Area Director, Steve Paluso, had an axle that would work; it was purchased and shipped so we would have it the next Saturday. Our team included Rodney, Rick Smith, Mike Duffey, Al Campbell and myself. Rodney could not believe that a group of guys he didn’t know would come together to help a new member. This is what we do as NAR-COA ,MOW, PRO Members.

On Saturday, we went to work. And, of course, the more you work, the more trouble you find. The wheel and hub were okay, but the axle was very bent, the front axle bearing was dry, and the suspension unit was froze up. Still, by the end of the afternoon, the front end was like new, all repaired, and lubed up. The brakes were adjusted, and everything moved smoothly. We also worked on the engine, checked the transmission, and fixed some wiring. With the car on stands, we started the engine, and it ran okay. We put the car in gear to check out the rest of the drive train, and everything moved.

Yes, it all moved. It moved a little too much. The rear axle was also bent! All work stopped for the day. We cleaned up and put the car back on its trailer. Plans were made to work on the rear axle the next weekend. Rodney was having trouble breathing and didn’t feel well at the end of

the work party. Unbeknownst to us, his wife, Toni, took him to the hospital on Sunday, and he ended up spending the whole week there.



Tom Phair had an axle and insulator cones so, during the week, Mike Duffey arranged to pick them up. The guys said, "We have the parts, so let's fix his car!" So, on the following Saturday, I drove to Rodney's house in Calistoga, 24 miles from my shop, to pick up his trailer and speeder. His wife, Toni, gave me a run-down on Rodney's condition and his ongoing stay in the hospital. I knew that he was a Viet Nam vet, a helicopter pilot. Like many guys who served over there, he was contaminated by Agent Orange, leaving him with a life-long breathing problem. The guys were all proud and happy to help out a fellow speeder member and a veteran. We all owe Rodney a debt of gratitude for his service.

Back at my shop, another work party, consisting of Rick Smith, Mike Duffey, George Carey, and me, started work on the MT19. As we proceeded to dismantle the rear of the car, we found more work: The bracket for the center axle bearing by the chain sprocket was aluminum and was broken. The guys removed the wheels, hubs, chains, and sprockets. The axle bearings were in need of some TLC, so they were serviced. The old axle was removed. The hard part was removing the tapered coupling on the sprocket. The new shaft was put in the lathe to clean and check for shaft 'run-out', and to clean up one axle nut thread. The bushing for the mounting bolt was worn out, so we machined a new bronze bushing, and welded up the bracket for the center axle bearing. With all the new parts ready and the old ones cleaned and serviced, we were



ready for reassembly.

The reassembly went great, with a new axle, hubs gauged with new insulator cones, wheels installed, brakes adjusted. We ran the car again on the stands and the new axle assembly worked great. We called and talked to Rodney, and he could not believe we did all this work for him when he wasn't even there!



Rodney's speeder trailer now has a front pin tie-down bracket. I make the locking pin to go through the tow hitch on the speeder. The pin was made from his bent front axle shaft. A hand, boat-type, winch was installed on his trailer to make loading and unloading safer.

Rodney's health continues to improve and, on July 19, he went on his first real speeder run. It was not in his own car, however. He and Toni traveled on the Wine Train tracks in my Kalamazoo 27A car. It was a great day for all. Rodney and Toni had a great time, and are hooked on the hobby, but it was a long day for Rodney.

It is now August. Another work party is planned to work on the car, this coming Saturday. Rich Gunn, Mike Duffey, George Carey, and I look forward to working with Rodney on his MT19. I am working with Rodney to get his operator's card and his insurance. We hope to run his car and have him mentored very soon. Then he can finally run his car that so many others helped to make ready.

We had a work party. Saturday August 8th. Mike Duffey installed a new Kenwood two-way Radio. A new antenna was also installed. With a new Ground plane plate. Rich Gunn and I fabricated an aluminum tube flag holder. Rodney mounted the newly built tow bar to the front of his car. George Carey worked on the speeder car trailer. He ground off some pieces that interfered with the loading and unloading of the car. The car loads and unloads great now. It seems with all old trailers the tail light mountings were bent and in poor shape. I had some brackets that came off another trailer that looked like they would work fine on this trailer. We cut off the old brackets and welded on the new. Off to the parts house and we got LED tail lights.

The trailer became an all hands project, George mounting lights, and Mike wiring the Trailer light plug, and hooking up the new lights. Rodney Weems relocated the license plate to the left fender. George sprayed touch up white paint all over the day's work. I welded safety clips to the loading ramps so the ramps would not come off while loading or unloading the car. Everyone helped, and a lot of work was done. The trailer is all set to go.

The car is in need of a major rewiring job. A new Less King electric turn table is on its way from the helpful folks at Frederiksberg's shops. That is our next work party.

Rodney proudly stands in front of his MT-19, made good as new by his new friends from MOW and PRO.



Great Basin Labor Day Rail Tour

September 1-7, 2020

Dan Berg and Joe Schnyder, Excursion Coordinators

Photos Courtesy of: Carol Balestreri



Safety Mtg - EC Dan Berg (gesturing), Joe Schnyder, and RR Escort Mike Hughes. Proper masking and social distancing was observed.

Comfort stop at East Ely Station.



EC Joe Schnyder taking a picture of the Keystone ghost town.



Bill Phoenix at his speeder, obviously as happy as everyone at getting set up for the day.

Lunch at Ashton Station, with a nice park beside the rails, such a relief to find some shade and there was a nice little breeze.



Typical scenery during the run.

St Anthony station -oil cars on side tracks.



Leaving the Idaho Falls yard.



When we asked if they got much snow, we were told a great story about the snow being so deep both the locomotive and this wedge snow plow got stuck.

Fields with sprinklers between MP 5.3 Iona Station & MP 14.8 Mikami Station.



Backing into the wye at the Idaho Falls yard.



Moody Station, and a "fan club". As usual we had folks stopped at the crossings waiting to get a look at the speeders This particular family followed us from crossing to crossing, and came to see the speeders turn around at Newdale Station and inspect them up close.

Departing Newdale Station.



Brian Morgan, our Eastern Idaho Railroad escort and Joe Schnyder place a wedge in a spring frog.

Bridge over the Snake River.



Goose Lake Railway

September 22, 2020

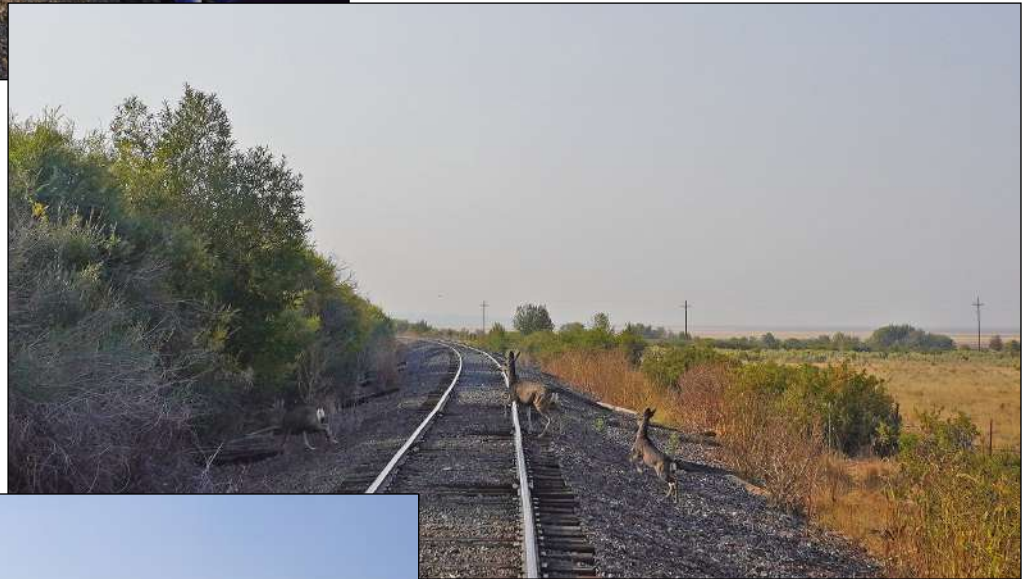
Dave Balestreri, Rick Smith Excursion Coordinators

Photos Courtesy of: Carol Balestreri



Safety Meeting, Rick Smith, EC in training at the helm.

There were a lot of deer in town, in the fields and on the tracks.



Site of the derail, and one of the many cows we shared the right of way with all day long.



Quinton Swank, our Railroad escort moves a wire gate to allow us to pass.

It was smoky for set on and in the morning, but a nice refreshing breeze blew it out by afternoon.



Shady pit stop, practicing social distancing.

Tony Queirolo tops off the tank while Ida eats lunch at our break where some folks hopped across the highway to the Inspection Station minimart for supplies.





Lunch break, with view of the valley in the background.



Views of chimney Rock. There was a short pit stop to read the Historical Marker and explore the natural formation that was used as a cabin wall and chimney in times past, and can only be approached on the Railroad.



Coos Bay Teddy Bear Toy Express

October 9-11, 2020

Bill Andrews, Excursion Coordinator

Photos Courtesy of Carol Balestreri, Jennifer Limon

Coos Bay is one of my favorite runs, it is 234 miles of beautiful scenery, which includes 9 tunnels, more than 12 bridges, including 3 swing bridges, lots of beautiful trestles, and some of the largest sand dunes in the world.

This year many MOW members joined with Pacific Railcar Operators (PRO) to participate in the first "Teddy Bear Toy Express", with run participants donating gifts as well as gathering Holiday gifts for children in Lane and Coos County as we traveled. We made multiple stops to collect toys which were donated by many generous people along the route, to be distributed by the local Rotary Clubs during the Holidays.

The "Teddy Bear Toy Express" run was a huge success, helping to provide toys to many children in the community for Christmas. A big thank you goes out to PRO for setting up the logistics of transporting the toys from each stop, as there were too many to fit into our speeders. A big thank you also goes out to the Coos Bay Rail Line (CBRL), who wholly supported the run, including General Manager Richard Lopez, and our two escorts for the weekend, Alan French and Brandon Shobar.

As usual , it was a great run and provided a wonderful service to the local community. And an especially huge Thank You to Bill and Nancy Andrews and PRO for pulling off a great event in the middle of a pandemic.



EC Bill Andrews conducts the safety meeting at Rosboro Lumber, prior to the start of the run Friday morning. Briefing was conducted respecting masks and social distancing, which set the stage for the rest of the weekend.



Lunch at Mapleton.



The stop at Lakeside had a group of neighbors coming out to donate bags of toys for the Teddy Bear Express.



Comfort stop at Ada.

Traversing the great sand dunes.



Fuel stop on the way to Coquille Saturday morning.

End of the line in Coquille, where we enjoyed lunch before heading back to Coos Bay



Passing the Oregon Coast Historical Railway just before arriving at the Boardwalk.

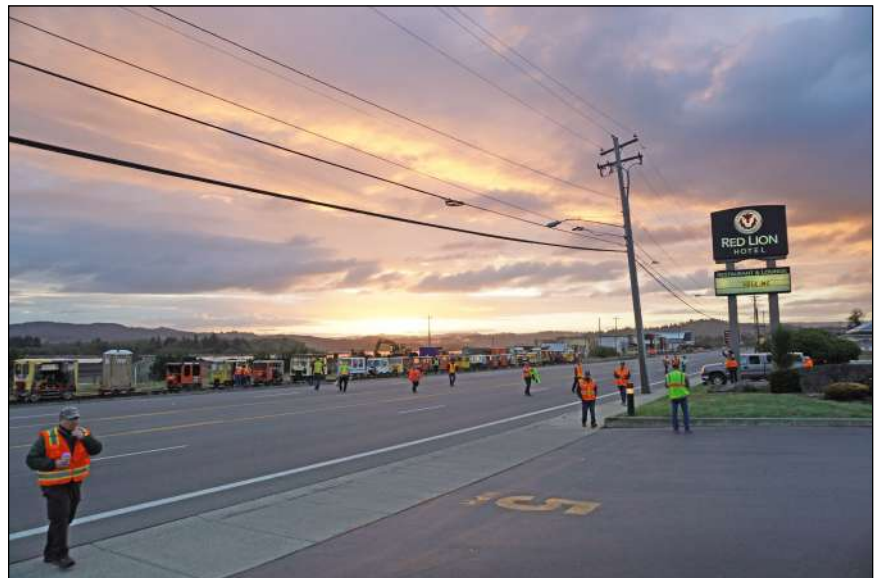


Presentation ceremony where the gifts were officially handed over to the Coos Bay Rotary Club.



A special thanks to Bob McCoy who volunteered to use his truck to transport the donations all along the way.

Crossing the street to load up our cars on Sunday morning, before heading back to Veneta. Cars were tied up for the night across the street from the Red Lion Hotel.



Lineup across the street from the hotel in Coos Bay.



For membership information, please visit our website at www.mowonline.org