

LINEUP

Motorcar Operators West Official Magazine

Vancouver Island Rail Tour
Eastern Idaho Railroad
Grand Canyon Railway
Copper Basin Railway



Volume 24, No. 1



Summer and Fall 2016

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Cover Photo Credits

Front Cover

Photo Credit: **Linda Gunn**
Bill Schertle holds out a caution flag as motorcars exit Copper Basin Railway Tunnel1.

Back Cover

Photo Credit: **Carol Balestreri**
Leaving Burley, Idaho, the Eastern Idaho Railroad excursion crosses the Snake River.

2016 MOW Membership and Renewals

Membership renewals and new membership applications are now being accepted. All memberships expire on December 31, 2017. Please download the printable form on the MOW website (<http://www.mowonline.org>) and fill-out all requested information. Mail the form along with a \$24.00 check 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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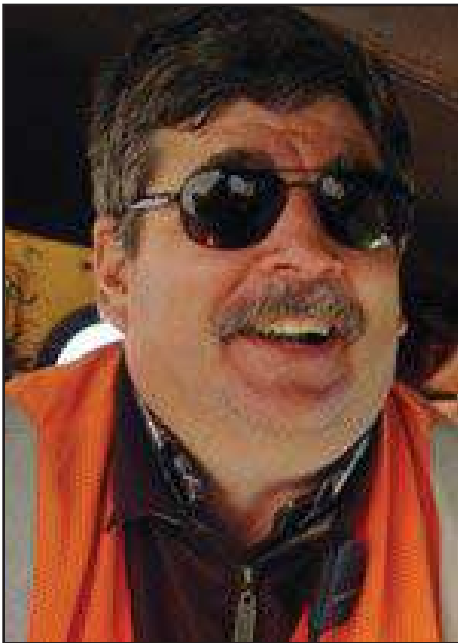
Submitting Photos and Captions: Members and guests are encouraged to contribute to the **Line Up** Photo Journal magazine by sending their excursion photos, accompanied by who, what, when, and where captions to: deerail@embarqmail.com. Photo CDs or DVD, are preferred media. Place caption text in the email body and photos as .jpg attachments. Cover photos are to be submitted in a portrait orientation at a high resolution.

2017 Incoming President's Message

Jim Culbertson

Motorcar Operators West has completed the orderly election of your board of directors. At the annual meeting, the Board met, presided over for the last time by outgoing President Dave Balestreri. Dave has served two successful 2-year terms that have in the great tradition of MOW Leadership, continued to move the club to the forefront of the hobby. As the incoming President, and on behalf of the membership, I would like to express the gratitude of a grateful club for Dave's efforts and leadership. Dave will continue to serve as a board member and Excursion Coordinator. Big kudos also goes to First Lady, Carol Balestreri, for her support and commitment.

As we turn the page, I have been asked to take this opportunity to introduce myself and provide a bit of my background. It would be safe to say that the formative years were defined by the love of Lionel trains and my continued operation and collection of O gauge trains. Little did I know as I operated the #50 Lionel Gang Car, or Bumper Car, as we referred to it, would lead to ownership and operation of a real gang car.



As the formative years continued, the train layout was set aside as college at Cal Poly, San Luis Obispo became the main focus. No one told me that the Southern Pacific Railroad had one of the greatest sections of railroad in the nation in that coastal railroad town. Bloody nosed SP diesels ruled the day as we hopped freights over Cuesta Grade and I was presented the opportunity to ride my motorcycle up the grade- thanks to an unlocked gate at the Stenner Creek Trestle. My third year of college saw the return of the O gauge layout with the help of my future, farm family wife, Judy.

Yes, marriage is how an Industrial Technology major ends up farming pears and wine grapes in the Sacramento River Delta. Did I mention our honeymoon cabin beside the tracks of the California Western RR? They actually ran freight trains out of Fort Bragg in those days and we did see motorcars on the line. Finally, a TV brush with the infamous Huell Howser and his exposé of the MOW motorcars on the McCloud Railroad brought about a pent up desire to join the hobby. 2005 saw the addition of what I call 1 to 1 gauge to the collection with the purchase of the Utah RR #037 Fairmont A-6 gang car. One is never enough, but that is another story.

Model trains have mere silhouettes of passengers who go about their business in frozen silence. The motorcar hobby is filled with wonderful, talented folks who enjoy the common desire to ride the rails and share a view that few in the public enjoy. I look forward to meeting and serving the men and women of this great motorcar club. Rail access is our challenge and our efforts will continue to expand the club's excursion opportunities. See you on the rails!

Jim Culbertson

2016 Vancouver Island Rail Tour

Englewood Railway

Southern Railway of Vancouver Island

Alberni Pacific Railway

Mount Rainier Scenic Railroad

Dave Balestreri, Excursion Coordinator

Photos Courtesy of Carol Balestreri and Ross Kallenberger

Englewood Railway

The Englewood Railway located on Vancouver Island's north shore, began construction in 1917 by the Beaver Cove Lumber and Pulp Company to supply wood and paper products for Canada's World War I efforts. Large tracts of timber in the lower Nimpkish Valley required a railway to haul logs to the south end of Nimpkish Lake, unload into the lake then rafted to the lake's north shore. The logs were reloaded onto railroad flat cars and transported by rail to Beaver Cove.

Canadian Forest Products acquired the Nimpkish Valley timber tracts and logging operations in 1944. The railway was extended to Woss in 1948 to support logging operations

where the company established the railway's headquarters and maintenance shop. The rail line was continued to the Vernon logging camp that was salvaging burned over timber in 1952. Management recognized the inefficient operation of floating cut timber on Nimpkish Lake by building a rail line on the lake's east shore in 1957. This new rail line connected Beaver Cove with Vernon; with log reload sites established at Vernon, Macquilla, Woss, and Camp A. In 2006, the logging railway was officially named the Englewood Railway when Western Forest Products purchased the logging operation and rail line.

Friday, June 17 Englewood Railway Motorcar Set On



Western Forest Product's Beaver Cove dry land log sorting yard and motorcar set on site.



Englewood Railway locomotives maneuver through the motorcar set on activity at the Telegraph Cove Road crossing.

During the Englewood Railway Excursion registration, Carol Balestreri helps Ann and Ken Bilodeau complete their paperwork.



**Saturday, June 18 Englewood RR
Beaver Cove to Vernon and Return - 112 mile round trip**

While locomotives make a run around the log cars, Bill Schertle preps his MT14 motorcar as he waits for the safety meeting to begin.



Dave Balestreri flags the Telegraph Road crossing as the motorcars move out of Beaver Cove for the 56-mile run south to Vernon.



Excursion Coordinator Dave Balestreri conducts the early Saturday morning safety meeting.

Comfort stop at Gold Spur.



Above: The Storey Creek Bridge crosses over Canadian Highway 1 which is used by both the log trains and logging trucks.



Excursion Coordinator Dave Balestreri presents a gift of California Almonds to show Englewood Railway Supervisor Randy Hunt, Motorcar Operators West's appreciation for hosting the excursion.

Below: Nimpkish Lake



Camp A reload rail spur where logs are transferred from trucks to railcars for transport to Beaver Cove.



Pilot Randy Hunt closely watches a log train pass the excursion group at Siding 4.



Motorcars entering the Woss rail yard.



A group photo taken in front of steam locomotive 113 displayed in Woss. The locomotive last hauled a tourist passenger train in the 1990s.





Lyn Baldwin shares her signature maple cookies with Karen Stroemer during the Woss layover, while operators and guests treated themselves to coffee at the Englewood Railway headquarters.



Motorcars are turned at the end of the rail line in Vernon for the run north to Beaver Cove.

The excursion continues north through the Nimpkish Valley heading for the afternoon Beaver Cove motorcar set off.



Southern Railway of Vancouver Island

The Southern Railway of Vancouver Island began as the Esquimalt and Nanaimo Railway in 1883 to exploit the island's land grants, mineral and forest resources. The railway was completed in 1886 with rail extensions to Port Alberni and Victoria in 1888. The railway was sold to the Canadian Pacific Railway in 1905 and as a subsidiary, retained the Esquimalt and Nanaimo Railway name. The Canadian Pacific Railway continued operating the rail line until 1999. RailAmerica purchased the Port Alberni Subdivision and leased the remainder of the island rail line from the Canadian Pacific Railway in 1998.

Shortly thereafter, RailAmerica's freight traffic took a sharp decline due to the closure of two major paper mills and the reconstruc-

tion of Trans-Canadian Highway 1. Deferred right of way maintenance over the years was also a factor that contributed to unreliable rail service. In 2003, the Island Corridor Foundation was formed comprising of Vancouver Island's local and First Nation communities. The Foundation goal was to preserve, maintain and explore future expansion opportunities. By 2006, the Foundation successfully negotiated agreements with Canadian Pacific Railway and RailAmerica to acquire ownership of the entire rail line. Rail operation was turned over to the Southern Railway of British Columbia. Because of further neglect of track maintenance and serious operating safety issues, the rail line between Nanaimo to Courtenay and south to Victoria was shut down to freight and passenger train operation in 2011.

Monday, June 20 Parksville to Courtenay and Return 76 miles round trip

Prior to the northbound Parksville to Courtenay departure, the excursion group gathers in front of the Parksville depot for the morning safety meeting.



The excursion arrives for a comfort stop at the Qualicum Beach depot.



Motorcars reach the end of the rail line in Courtenay.



Above: Courtenay Mayor Larry Jangula greets Dave Balestreri and the group during the excursion layover at the Courtenay depot before returning to Parksville.



Left: Southern Railway of Vancouver Island Roadmaster Al Kutaj follows the excursion back to Parksville.

Barbara Melioris and Bill Phoenix flag the Cumberland Road crossing as the motorcars leave Courtenay.





Walking along Fraser Road, a group of schoolchildren, accompanied by their teachers' wave to the excursion leaving Courtenay. Dave Balestreri returns their friendly gestures with a wave.



The last comfort stop at Qualicum Beach before the run south to Parksville.



Roadmaster Al Kutaj is hard at work throwing the switch for overnight motorcar parking in Parksville.



Motorcars tied up in Parksville in preparation for the morning run south to Victoria.

Tuesday, June 21 Parksville to Victoria – 87 miles



Motorcars lined up at the Parksville depot, ready for the run south to Victoria.



Approaching Nanaimo, the excursion encountered an array of beautiful early summer flowers along the overgrown right of way.



Motorcars out pacing the early Tuesday morning Nanaimo work traffic on Trans-Canadian Highway 1.



The excursions made a brief comfort stop at the restored Nanaimo depot.

Motorcars run through high weeds on the overgrown, out of service right of way.





Arriving in downtown Duncan around noon, the excursion group was greeted by the town folks and serenaded by a local saxophone player. The totem pole display surrounding the depot gave the group an opportunity to view the icons of the First Nation culture. Duncan promotes its town as the “City of Totems.”



Leaving Duncan, the motorcars cross the Cowichan River.



Above: An early afternoon comfort stop at Shawnigan Lake.

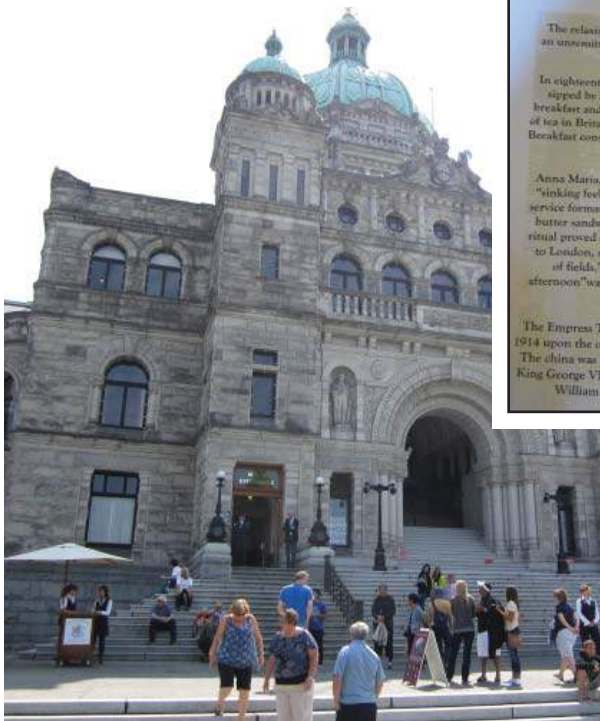


Arriving in Langford, the excursion group waits for the charter bus to transport them to Victoria lodging and a day of relaxation.



John Moore of CFX Radio conducted an interview with Dave Balestreri asking him to describe for his radio audience Motorcar Operators West's rail excursion activity on Vancouver Island.

During Wednesday's one-day layover in Victoria, the group explored downtown that included sights such as the government building, the Empress Hotel and tours of Butchart Gardens.



Afternoon Tea

The relaxing and enjoyable ritual of taking Afternoon Tea has been an unrequited love affair at The Fairmont Empress since its opening in 1908.

In eighteenth-century England, tea mania swept the country. Tea was sipped by all levels of society, becoming the beverage of choice for breakfast and after the main meal of the day. Prior to the introduction of tea in Britain, the English had two main meals, breakfast and dinner. Breakfast consisted of ale, bread and beef, while dinner was a substantial meal at the end of the day.

Anna Maria, the 7th Duchess of Bedford (1788-1861), experienced a "sinking feeling" in the late afternoon. Embracing the European tea service format, she invited friends to join her for additional bread and butter sandwiches, assorted sweets and, of course, tea. This summer ritual proved so popular, the Duchess continued it when she returned to London, sending cards to friends to come for "tea and a walking of fields." The practice of inviting friends to "take tea in the afternoon" was soon adopted by other hostesses. A customary pattern of service emerged.

The Empress Tea China was originally presented to King George V in 1914 upon the opening of the Booth factory in Stoke-on-Trent, England. The china was first used by The Empress in 1939 for the Royal visit of King George VI and Queen Elizabeth. The pattern is now produced by William Edwards exclusively for The Fairmont Empress.



Thursday, June 23 Victoria to Chemainus - 43 miles



Returning to Langford by charter bus from Victoria, motorcar operators and guests were met with early morning rain and fog.



The group huddled together during the safety meeting.



Excursion preparing to leave Langford, northbound to Chemainus.



To gain traction on the wet rails, Ken Creasy shows his ingenious method for sanding the wheels from inside his motorcar.



The Arbutus trestle spans Arbutus Creek Canyon. The 450 foot long bridge is a steel deck plate girder trestle supported by steel towers.



The excursion passes the small community of Malahat. This area is a portion of the pacific coastal rainforest protected by British Columbia Provincial Parks.



Roadmaster Al Kutaj photographs the motorcars crossing the spectacular Arbutus Bridge from a hillside vantage point.



An early afternoon stop in Duncan gave the group time to see the British Columbia Forest Discovery Centre Museum exhibits. A collection of logging

equipment and logging railroad steam locomotives were on display in the wooded museum grounds. John Martin visits with the small tourist railroad's locomotive engineer while Dave Balstreri leads a group to view the assortment of logging locomotives.

The excursion arrived mid-afternoon in Chemainus for the overnight stay at the Best Western Plus Hotel.



Friday, June 24 Chemainus to Parksville - 44 miles



Early Friday morning, Excursion Coordinator Dave Balestreri conducts the last safety meeting with (R to L) Track Assistant Bar Parma, Track Supervisor Brian Reed, and Roadmaster Al Kutaj.



Bound for Nanaimo, the excursion leaves the quaint Chemainus passenger shelter behind.

The operators, their guests and the railway crew gather for their portrait in front of the Nanaimo Depot before heading to Parksville.



Leaving the northern suburb of Nanaimo.

Alberni Pacific Railway

**Saturday, June 25 Parksville to McClean Mill and Return
60 miles round trip**

To begin the day's rail activities, Don Wigen adds more donuts to the morning snack table.

The group gathers around the snack table while Bill Phoenix plays happy birthday to Johanna Borden.



Right: Crew members who make the Alberni Pacific Railway excursion workable are to the right of John Martin, Kevin Hunter, Gordon Greton and Don Wigen. To Dave Balestreri's left is Glen Cleveland.



Don Wigen instructs flaggers Ann Bilodeau, Barbara Melioris and Barbara Dunphy on the day's grade crossing action plan.



With the Church Road crossing flaggers in place, the motorcars begin the run to the McClean Mill.



Beyond Cameron Lake, motorcar operators heed a slow order to be careful navigating through the severe rail kink caused by the fallen tree.

Passing by Loon Lake at the rail line's summit.



Waiting at the McClean Mill switch, the group watches as the Port Alberni tourist steam train swings into the mill's spur line.



The excursion enters the McClean Mill site.



Above: Operators and passengers dismount their motorcars to begin exploring the mill's attractions.



Above Right: While visiting the McClean Mill, the group viewed a logging demonstration on how a steam driven donkey engine powered yarder loads logs onto a logging truck.

Right: Dave and Linda Olson, John Martin, Randy and Ian Williams, Marilyn and Jim Groover take pleasure in eating a World Famous Whiskey Creek Ice Cream cone at the conclusion of the Vancouver Island Rail Tour.



Mount Rainier Scenic Railroad

June 27 & 28, 2016

The Mount Rainier National Park was established in 1899. To provide reliable tourist travel to the new national park, the Chicago, Milwaukee, and St. Paul Railway in 1904, financed the building of the Tacoma Eastern Railroad from Tacoma, Washington to Ashford, Washington, the western gateway to the Mount Rainier National Park. Passenger trains arrived at Ashford in the fall of 1904. The railroad extended the rail line from Park Junction to Mineral, Washington in 1905, with rail construction of a freight rail line

completed south to Morton, Washington in 1910.

The Tacoma Eastern Railroad became known as the National Park Branch line of the Chicago, Milwaukee, St. Paul and Pacific Railroad. Between 1919 and 1980, the Mount Rainier National Park Branch was one of the most profitable Milwaukee Road branch lines hauling tourists to and from the park.

However, in 1980 the Milwaukee Road declared bankruptcy. The former Tacoma Eastern Railroad portion of the defunct Mil-

waukee Road was sold to the Weyerhaeuser Corporation who used the rail line to move logs from Mount Rainier's western slope to a trans-loading facility at the Port of Tacoma for international export.

Weyerhaeuser Corporation operated the rail line almost exclusively for twelve years. During this period, the Weyerhaeuser Corporation allowed the private development of the Mount

Rainier Scenic Railroad. The goal of the tourist railroad was, and to this date, is an excursion operation that shuttles sightseeing passengers through the Mount Rainier foothills between Elbe and Mineral, Washington. Additionally, the Mount Rainier Scenic Railroad's offers the public museum tours of its historic logging and railroad equipment collection.

Mount Rainier Scenic Railroad and Tacoma Rail Excursion. Mineral, Washington to Frederickson and Return – 80 mile round trip.



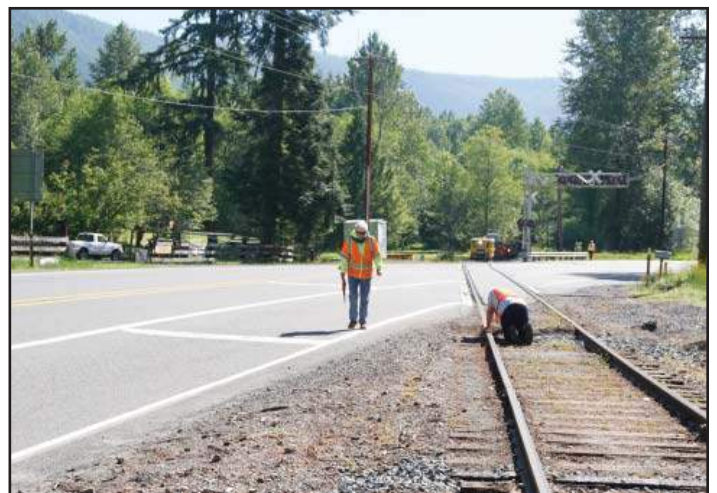
On Monday afternoon, June 27, the motorcar set-on was held in the Mineral, Washington Mount Rainier Scenic Railroad rail yard.



An early Tuesday morning overall view of the Mineral Mount Rainier Scenic Railroad maintenance facilities and Logging Museum.



Mount Rainier Scenic Railroad Manager Bryan Weise conducts the morning safety meeting.



Flagger Barbara Dunphy waits at the National Park Highway grade crossing as Dave Balestrieri sets the crossing signal shunts.

The excursion arrives at the Elbe, Washington railroad depot for a brief comfort stop. Some of the operators and guests explored beautiful downtown Elbe.



Left: Leaving Elbe, the motorcars wait to cross the National Park Highway on the way out of the hamlet.

Bryan Weise and his son clear gravel from a rural crossing flange ways.



Arriving at the 472nd Road East grade crossing, Dave Balestreri, Bryan Weise and his son watch as Ann Bilodeau takes a turn at mucking out the overburdened flange ways, while operators and guests continue the tenacious task of picking and shoveling.



Bryan Weise hands off the lead to Dave Balestreri at Eatonville Siding as the excursion proceeds to Frederickson, Washington on Tacoma Rail trackage.



Motorcars crossing Meridian Avenue in Graham, Washington.



Arriving in Frederickson, motorcars were turned at the Canyon Road grade crossing for the return trip back to Mineral, Washington.



During the trip south to Mineral, the operators and guests were treated to spectacular views of Mount Rainier.

Eastern Idaho Railroad

May 27 through 30, 2016

Dan Berg, Excursion Coordinator

Photos Courtesy of Carol Balestreri and Dan Berg

The Eastern Idaho Railroad's history began in 1904 with the building of the Minidoka and Southwestern Railroad. The railroad began rail operations in May 1905 to serve the Snake River Valley's agricultural communities of Minidoka, Rupert, Burley, Murtaugh, Kimberly, Twin Falls, Filer and Buhl. In 1910 the Oregon Short Line Railroad, a subsidiary of the Union Pacific Railroad acquired the Minidoka and Southwestern Railroad and in 1912 built branchlines from Rupert to Wendell with a second branch line from Burley to Martin. On November 22, 1993, the Union Pacific Railroad sold the branchlines

to WATCO Companies.

Presently, the Eastern Idaho Railroad operates 153 rail miles and stretches from the Union Pacific Railroad interchange connection at Minidoka 75 miles to Buhl. Branch lines include the Northside Branch, the River Raft and the Oakley Industrial Spur tracks. The Eastern Idaho Railroad's headquarter is located in Twin Falls, Idaho. Rail service includes agricultural supplies, fertilizer, chemicals, dairy cattle feed, food products, building materials and aggregates. The Magic Valley's major farm crops are beans, sugar beets, corn and potatoes.

Friday Afternoon, May 27 - Burley, Idaho Motorcar Set On



Cal Street and Bill Corzine step up to the registration office to complete their excursion paper work.



The registration office staff: Kitty Mayer, Dee Berg and Sue Pardee.

Jim Spicer sets on his motorcar at Burley's Normal Street grade crossing.





Excursion Coordinator Joe Schnyder, Bill Pardee and John Martin assist the motorcar operators during the set on tasks.



Eastern Idaho Railroad General Manager Dave Ruggles and Track Supervisor Sean Crowe oversee the motorcar set on activities.

**Saturday, May 28 Twin Falls Branch
Burley to Buhl, Idaho and Return - 104 round trip miles**



Saturday morning Burley, Idaho safety meeting.



Sean Crowe and Bill Schertle observe motorcars negotiating the main line spring frog.



Departing the Burely rail yard for the westbound 52 mile run to Buhl, Idaho.



First comfort break held at Milner. The Oregon Trail crosses the railway at this location. Migrants used this trail between 1843 through the Civil War years to reach Oregon and California. Wagon wheel ruts are still visible at this site.



Traveling through Kimberly, Idaho, many town spectators greeted the group at the Main Street grade crossing.



The excursion ducks into the hole at McMillan siding allowing an eastbound freight train to pass.



Excursion entering the Twin Falls, Idaho rail yard. The motorcars cross Shoshone Street and enter the Eastern Idaho Railroad headquarters and shop facilities.



Arrangements were made with the Depot Grill to offer the excursion group a buffet lunch. The restaurant is located across the street from the railroad's headquarters.



Rick Smith and Ross Kallenberger visit while operators and guests line up at the food service counter to receive their lunches.



Above: Leaving Twin Falls, the motorcars cross the Rock Creek trestle bound for Buhl.



Upon arriving in Buhl, the group headed for the Cloverleaf Creamery for an afternoon ice cream treat. Linda and Dave Olsen enjoy their ice cream cones while Liz Monhoff pays for her ice cream snack. Dave Balestreri waits to be served.





Leaving Buhl, the excursions heads back to Twin Falls for a brief break and on to Burley.



Entering Twin Falls, Dee Berg flags the busy US 93 Highway crossing.

**Sunday, May 29 Northside Branch
Burley to Rupert to Jerome and Return - 112 roundtrip miles**



Joe Schnyder, Sean Crowe and Dan Berg conduct the morning safety meeting before departing for Jerome, Idaho.



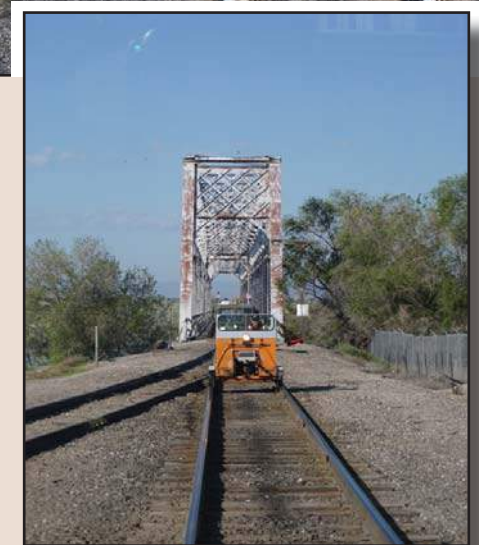
Making the transition to the main line, motorcar operator Bill Evens waits for Sean Crowe to adjust the troublesome spring frog.

Right: Sean Crowe maneuvers his hi-rail truck on to the Hiland Avenue grade crossing as Dee Berg and Sue Pardee provide flag protection.





Motorcars leaving Burley northbound for Rupert, Idaho.



Motorcars approaching and exiting the Snake River Bridge.



Bill Evans leaves the Twin Falls Branch mainline track in Rupert and enters the Northside Branch wye track for the 35 mile run west to Jerome.

Just beyond Rupert at Myers, is the vast the Cassia Amalgamated Sugar factory that processes sugar beets and sugar granulates. The processed sugar beets are also rendered into animal feed products. Built in 1917, the Cassia factory is North America's largest beet processing factory.





The Morgan Seed Warehouse is a typical track-side agriculture business found throughout the Snake River Valley.



The excursion passes through the small farm community of Hazelton, Idaho population 747.



A brief stop at the Barrymore, Idaho US Highway 93 grade crossing. This busy route serves Sun Valley Idaho resorts.



Arriving in Hydra, Idaho, east of downtown Jerome, the excursion proceeds across Highway 79 to turn the motorcars for the return trip back to Burley.





West of Eden, Idaho, a fast moving thunderstorm eventually overtakes the excursion with gale force winds and blinding dust.

Coming off the Rupert wye, the group transitions onto the Twin Falls Branch main line.



Emerging from the Snake River Bridge, the motorcars advance the final few miles into Burley.



**Monday, May, 30 River Raft Industrial Lead
Burley to Declo and Return - 18 mile roundtrip miles**



The excursion leaves Burley for the 9 mile run east to the end of the River Raft branch at Declo, Idaho.



Motorcars arriving in the small farm community of Delco, population 350.



Motorcars turned at the Declo 4th Street road crossing.

The Kallenberger family enjoys their noon meal on the Gem State Dairy Supply loading dock.





Departing Declo, the excursion travels past Springdale's Fredrick's Bean & Grain Elevator.



The excursion waits at Burley's busy US Highway 30 grade crossing as John Martin handles the flagging duty.

Below: As the Eastern Idaho Railroad rail tour ends, motorcars line up at the Norman Street grade crossing to begin the afternoon set off activity.



Grand Canyon Railway

October 16 Thru 19, 2016

Dan Berg and Joe Schnyder, Excursion Coordinators
Photos Courtesy of Linda Gunn, Dan Berg, William Phoenix,
Harry Fischer and Ross Kallenberger

Beginning in 1899, the Santa Fe and Grand Canyon Railroad constructed a rail line from a connection with the Atlantic and Pacific Railroad at Williams, Arizona to serve the Anita copper mines. From Anita, tourists were hauled by stagecoach to the Grand Canyon Village. The Atchison, Topeka and Santa Fe Railway took control of the Grand Canyon Railroad in 1901 and extended the rails to the Canyon's South Rim.

To promote the Grand Canyon as a tourist destination and to accommodate Canyon visitors, the Santa Fe Railway built the El Tovar Hotel in 1905. To encourage more Grand Canyon visits in 1926, the Santa Fe Railway in partnership with Fred Harvey Hotels offered Indian Detours that transported passengers by automobiles throughout Northern Arizona and New Mexico for 1 to 3 day tours. Travelers visited places such as the Grand Canyon, the Petrified Forest, Indian pueblos and Southwest panoramas.

In addition to running passenger trains to the Canyon for 68 years, Santa Fe railway sup-

ported the small communities and ranches along the route. Livestock corrals and loading chutes placed at Red Lake, Bly, Quivero, Valle, Willaha and Anita stations were used by the Coconino Plateau cattle and sheep ranches. From the 1930s through the 1970s, the railway also supplied fresh water tank cars to the ranches for replenishing livestock cisterns. The railway also served a spur line to the Anita copper mine and the Coconino Forest logging operations.

By 1968, declining passenger ridership forced Santa Fe Railway to cease service to the Grand Canyon. Freight service continued along the line until 1974. Thereafter, the branch line was abandoned with most of the trackside structures removed. In 1988, the rail line was bought by Max and Thelma Biegert of Phoenix. After restoring operation, the Grand Canyon Railway began scheduling daily passenger trains to the Canyon with its inaugural run on September 17, 1989. Presently, Xanterra Resorts in conjunction with its South Rim lodges and concessions is the Grand Canyon Railway owner and operator.

Sunday, October 16



During the Williams, Arizona Sunday afternoon motorcar set on, John Martin directs Harry Fischer on to the rails.



After setting on his motorcar, Harry and Sue Fischer show off their fashionable rail attire.

Monday, October 17



On Monday morning, the motorcar excursion leaves Williams northbound for the 62 mile run to the Grand Canyon.



A BN&SF Transcon eastbound freight train passes over the Grand Canyon Railway track north of Williams.

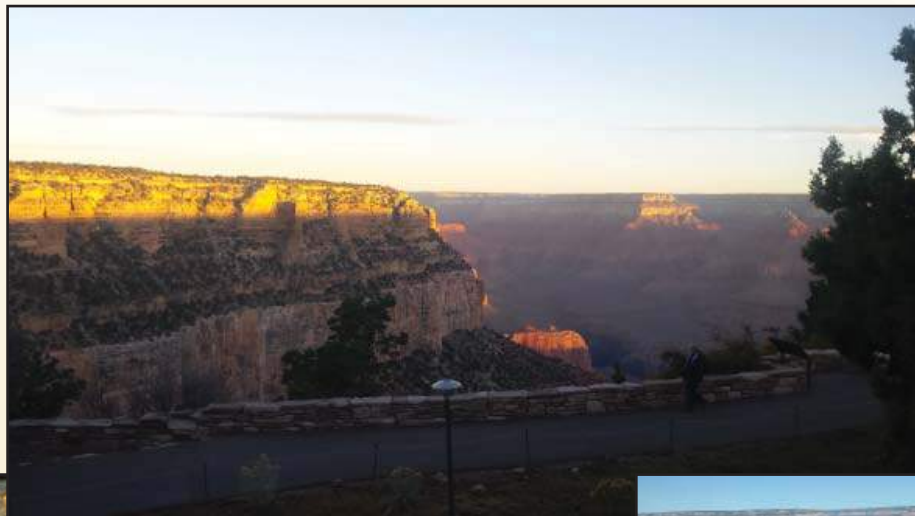


Richard Gunn tops off the gas tank at Imbleau Siding as the Grand Canyon National Park prohibits gasoline containers or refueling within the park boundaries.



Motorcars parked at Grand Canyon Depot for the two-night stay over at the South Rim Village.

Tuesday, October 18



From the comfort of the Kachina Lodge room, William and Kathie Phoenix arose before 5am on Tuesday morning to enjoy a stunning canyon sunrise.

A doe and her fawns cross the depot tracks in the dwindling afternoon light.



While sitting at the Bright Angle Lodge canyon overview, Barbara Melioris and Dee Berg marvel at the spectacular Grand Canyon vistas.

Wednesday, October 19



The Wednesday morning Grand Canyon Railway passenger train backs into the Grand Canyon Depot.



The Grand Canyon Railway excursion management crew; (L to R) Kevin Lambert, Jeremiah Sheward, Angelique Cowper, Joe Schnyder and Bob Nickels.



Prior to departing the Grand Canyon, the group posed for their photo in front of the Grand Canyon Railway Depot.



Left: Returning to Williams, the excursion arrives at the Wallaha Siding for a comfort stop.



While John Martin, assisted by Harry Fischer, troubleshoots a mechanical problem, Barbara Dunphy lounges in the abandoned Wallaha depot window frame.





.Leaving Wallaha siding southbound for Williams.



Before arriving in Williams for the afternoon set off, the group passed by the Grand Canyon Railway's North Pole Village.

“Each winter Grand Canyon Railway offers families the Polar Express passenger train ride to the North Pole. The nighttime round trip adventure departs Williams Depot with a train filled with children and parents who are entertained by Santa’s elves. Santa Claus visits with every child, and leaving them with a special gift as the train returns to Williams.”

The Copper Basin Railway

October 21, 2016

Dan Berg, Excursion Coordinator

Photos Courtesy of Linda Gunn, Ross Kallenberger and Blair Van Vliet

The Atchison, Topeka and Santa Fe Railway’s subsidiary Phoenix and Eastern Railroad began building its 80-mile rail line between Phoenix to Winkelman, Arizona between 1902 and 1904. Upon completion, the rail line was operated by the Santa Fe, Prescott Phoenix Railway, again an ATSF subsidiary. Over the years, the railroad changed ownership many times. In 1907, the Phoenix and Eastern RR became a subsidiary of the Southern Pacific Railroad. By 1910, the Arizona Eastern Railroad operated the Phoenix and Eastern Railroad. Finally, the Arizona Eastern Railroad was merged into the South-

ern Pacific Railroad in 1955. The rail line was then sold to the Kennecott Copper Company that created the Copper Basin Railway to serve its open pit mine in Ray, Arizona, transporting ore to its smelter located in Hayden. Kennecott in turn sold the railroad to the Rail Management Corporation in 1986, which operated the railroad until 2005.

The American Smelter and Refining Company (ASARCO) purchased the Copper Basin Railway in 2006 and appointed Jake Jacobson as the President and Chief Operating Officer who guided the railroad into one of the most efficient and safest short line railroads

in North America. The Copper Basin Railway continues to transport copper ore from the Ray Complex open pit mine to the Hayden Smelter and carries sulfuric acid from the Hayden plant back to the Ray Mine. ASARCO ships the smelter's copper anodes and cathodes by special rail cars to their Amarillo, Texas refinery for further processing.

Interestingly, after the devastating 1993

Gila River flood that nearly destroyed the railroad, Jake Jacobson and his Copper Basin Railway employees rebuilt much of the damaged rail line. This effort as well as Jake's commitment to safety and loyalty to his employees earned him the honor of Railway Age Magazine's "Railroader of the Year" for 1994 and he received "Great Railroader of the Century" award in 1999.



On Thursday's road trip from the Grand Canyon to the Copper Basin Railway Excursion, operators and guests took time to visit the Maricopa Live Steamers' Adobe Mountain Desert Railroad Park located in Phoenix, Arizona. Member Joe Schnyder introduced the miniature railroad. To his right, are Paul Zaro, Bob Douglas, Rich Gunn and Bill Schertle.



Locomotive engineer Joe Schnyder operates the passenger train taking the group around the railroad park. From Ross Kallenberger's smile, all of the passengers seem to be enjoying the train ride and viewing the Valley of the Sun landscape.



Tow vehicle drivers arriving in Hayden on Friday morning, lined up on Highway 177, waiting their turn to set on their motorcars at the Copper Basin Railway trackage. The American Smelter and Refining Company rock crusher hovers over the Hayden set on site.



Copper Basin Railway President Jake Jacobson greets Rich Gunn at the railway's Hayden headquarters.



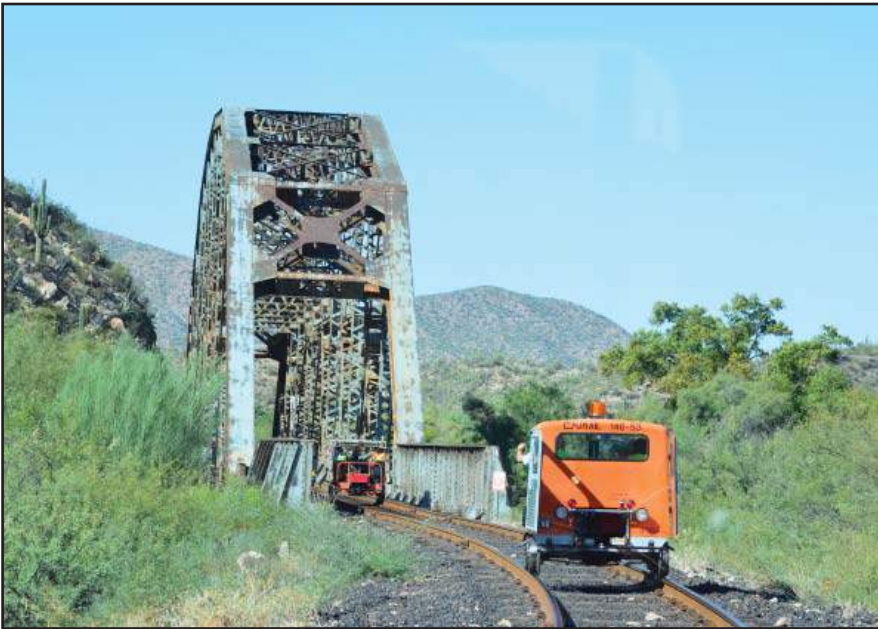
Abe Lucero, Copper Basin Railway Excursion pilot.



A view of the Copper Basin Railway Hayden yard and the humongous pile of mine tailings.



Leaving Hayden, the group encountered the vast Saguaro Cactus forest. A signature plant of southern Arizona, it grows mostly on south facing mountain slopes, obtains its water during the monsoon season, has a life span up to 200 years and can weigh as much as 4800 pounds.



Entering the Gila River Canyon, the motorcars cross the Gila River.



Bill Schertle displays a warning flag that the excursion has stopped ahead for the morning comfort break as Steve Weiss emerges from the west portal of the Middle Butte tunnel.



Returning eastbound from Florence, the excursion heads for the Middle Butte.



Looking for relief from the Gila River Canyon's 95-degree afternoon heat, the excursion stopped at a grove of tamarisk trees east of Cochrane for their lunch break.



The excursion arrived back in Hayden for the early afternoon motorcar set off after the 100 mile round trip.

Onan CCKB Ignition Tune Up

John Martin

To improve Onan CCKB engine performance, a quick breaker box tune-up can be performed with a screwdriver, a feeler gauge, a 3/16 hex key wrench, a 5/8 inch box end wrench and a multi-meter or a simple continuity test lamp. A multi-meter that gives an audible signal is the preferred tool as it allows the operator to keep an eye on the task of setting the ignition timing and not distracted by looking at a test light or a meter.

The first task is to place the motorcar transmission in neutral gear and pull the spark plugs. This allows the engine to be turned-over easily by hand when setting the breaker points. Secondly, remove the breaker box cover and leave one screw in place as a spot to connect a test light or multi-meter lead. Continue by withdrawing the three 8-32x1/4 machine screws. Pull the breaker points from the box far enough to disconnect the mounting screw that connects the copper strap and condenser wire to the point assembly. Discard the old points and replace with a new set (Onan part number 160-0002 or NAPA part number 7-01035). At the same time disconnect the old condenser, discard and replace with a new condenser (Onan part number 312-0069 or NAPA part number (7-01312).

Connect the copper strap and the new condenser wire to the new point assembly. Next, shift the box to align the cylinder block and breaker box witness marks. Loosen the breaker box mounting screws. Place a drop of oil on the point's pivot point (Figure 1).

Point Gap - Using a 5/8 " wrench, rotate the engine flywheel clockwise until the flywheel mark and the gear cover TC mark are exactly in line (Figure 2). Apply a flat blade feeler to the breaker points. Turn the breaker point cam screw to set the .020 gap at full separation. Tighten the two machine screws. Withdrawing the feeler gauge from the gap, a slight resistance should be felt. Again, rotate the engine and check the breaker point gap. If the points maintain the .020 clearance, the point gap is set. Connect the continuity test light or the multi-meter test leads across the breaker box terminal screw to the box cover screw.

Ignition Timing - Return to the engine front to set the ignition timing. Turn the flywheel counter-clockwise until the timing mark is about 2 inches past the gear cover's 20-degree mark. Slowly turn the flywheel clockwise and note if the points breaks past or before the 20-degree gear cover line. If the lamp goes dark or the audible sound becomes silent at the 20-degree gear cover line, the ignition timing is correct. However, if the test lamp glows or the multi-meter makes an audible sound past the 20-degree gear cover mark, move the breaker box right to retard the spark (towards the #1 cylinder) until the flywheel mark align with the 20-degree gear case mark. If the points break too soon, shift the box slightly to the left to advance the spark.

Finish - Making the final adjustment, securely tighten the hex head screws and replace the breaker box cover. Complete the tune up by installing new Champion H10C or Autolite 216 spark plugs gapped at .025. Coat the spark plug

threads with Permatex anti-seize grease to prevent galling the aluminum cylinder head threads when later removing the plugs. The plugs should be torque to 25-foot pounds.

Figure 1

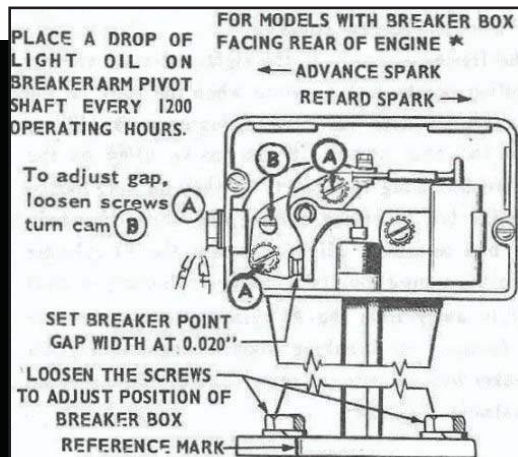


Figure 2

