

# LINEUP

Official Newsletter Of Motorcar Operators West

## 2015 California Rail Adventure Tour

**Napa Valley Railroad**

**Western Rail Museum**

**Amador Central Railroad**

**Ardenwood South Pacific Coast Railroad**

**Niles Canyon Railroad**

**Santa Cruz and Monterey Bay Railroad**

**Santa Cruz Big Trees and Pacific Railroad**



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Summer 2015

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Santa Cruz Beach Boardwalk Amusement Park  
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Inside Back Cove: Howard Cohen  
Running down Beach Street  
Santa Cruz Beach Boardwalk  
Amusement Park

Back Cover: Dan Berg  
Motorcar splitting the Niles Canyon Railway  
semaphores at Sunol, California.  
The signals are an iconic symbol of the  
predecessor Southern Pacific Railroad

## 2015 MOW Membership and Renewals

Membership renewals and new membership applications are now being accepted. All memberships expire on December 31, 2015. 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

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# 2015 California Spring Rail Adventure

## NAPA VALLEY RAILROAD RAIL EXCURSION

April 18, 2015

Excursion Coordinator Carl Shellhorn

Introduction by Jane Hughes Yeung

Photos courtesy of William Dukes, Ross Kallenberger  
and Jane Hughes Yeung

**T**he Napa Valley Wine Train excursion, a Pacific Railcar Operators run held on Saturday, April 18, 2015 began under morning gorgeous skies (a little coastal fog in the morning, but burning off before noon). Excursion Coordinator Steve Paluso of San Jose and EC-in-training Carl Shellhorn of Napa kept things rolling. Steve's wife, Barbara, handled the event's paperwork, while Carl's daughter, Rebecca, provided chauffeur duties, shuttling operators and guests from the parking lot to the Napa Valley Wine Train rail yard.

**L**eaving the city of Napa the motorcars traveled through

the vineyard communities of Yountville, Oakville and Rutherford before stopping for lunch in St. Helena. During the trip, the Summit Signal Company based in Willits, California shunted over a hundred street and highway crossings to dropping signal gates protecting the motorcars from the weekend



Motorcar operators and guests arrived in preparation for the day's Napa Valley Railroad motorcar excursion.



Greetings from Carl Shellhorn, Emperor of the North.

traffic as they moved through the valley's towns.

The Napa Valley Railroad line paralleled busy State Route 29 as it wound its way north through the numerous world-class vineyards and passed such wineries as Robert Mondavi, Grgich Hills Estate, Sattui, Louis Martini, Turnbull and Beaulieu to name a few. The group stopped for photos at the venerable "Welcome to this world famous wine growing region" sign, and was greeted by a film director who employed a drone to film our group.

After returning to Napa and the motorcar set off, many of the operators and their guests enjoyed a delightful gourmet dinner on the Napa Valley Wine Train, a perfect ending to a wonderful, scenic run.



Excursion Coordinator Carl Shellhorn and Napa Valley Railroad Trainmaster Walt Eastland talked to the operators and guests about the railroad's safety expectations during the morning job briefing.



The excursion waiting to leave the Napa Valley Wine Train rail yard for the end of line in St. Helena, California.



Fred Lienhard leading the motorcar group out of the rail yard past the waiting Napa Valley Wine Train.



Passing the Napa Valley Wine Train sign that directs patrons to the Napa, California depot.



Mid morning comfort stop in Yountville.





Traveling northbound the group passed the Welcome to Napa Valley sign.



The excursion paced autos on busy parallel California Highway 29.



Arriving in St. Helena, the heart of the Napa Valley wine growing region.



Passing by the St. Helena restored ex-Southern Pacific Railroad depot.



Motorcars turned and prepared for the afternoon southbound run back to Napa.





Excursion entering the rural community of Oakville, California.

Group photo taken at the famous Napa Valley welcome sign.



Napa Valley Railroad Trainmaster Walt Eastland supervised and acted as the pilot for the excursion.



Entering the Napa Valley Railroad yard the motorcars passed the locomotive maintenance facilities.



Napa Valley Wine Train staff greeted the group at the conclusion of the excursion.

Right, John Martin visited with his traveling companions aboard the Napa Valley Wine Train's 1917 Pullman Le Gourmet Express dining car.



left, John Puliz and Penee D'Amico look forward to a fine gourmet dinner as a luxurious finale to the days extraordinary rail adventure.

During the after dinner return trip to Napa, Rebecca Chambigue and Glen Boatman share their photos with Jay and Donna Finkelstein.





# Western Railway Museum

Sunday, April 19, 2015

Excursion Coordinator Dave Balestreri

Photos Courtesy of William Dukes, Ross Kallenberger and Barbara Melioris

After the motorcar set on and safety meeting held in the Western Railway Museum's Rio Vista Junction rail yard, (#01 photo) the group traveled south to Bird's Landing. Upon returning to the yard, operators and guests were treated to a return trip to Pantano Station aboard the Museum's trio of vintage interurban trolley cars. Following lunch, the afternoon excursion headed north across the Jepson Prairie to Cannon, the interchange point with the Union Pacific Railroad and Amtrak Capitol Corridor. The excursion backtracked to Rio Vista Junction for a mid afternoon set off, and journeyed on to Ione, California for a rendezvous with the Amador Central Railroad.



Rio Vista Junction was the former Sacramento Northern Railroad's transfer station where passengers boarded buses for travel to the Sacramento River delta communities of Rio Vista and Isleton.

Below, during the Rio Vista Junction set on, either Ross Kallenberger was checking his motorcar brakes or was praying for forgiveness and guidance.



Above right, John Schubert adjusted the motorcar's bell mechanism during the early morning set on activities.

Below right, end of the rail line at Bird's Landing.







Returning to Rio Vista Junction the excursion passed the Gum Grove Station.

The trio of Sacramento Northern, Oakland Antioch and Eastern, Salt Lake and Utah Interurban trolley cars took on passengers at Rio Vista Junction for the southbound trip to Pantano Station.



Todd Dukes waited patiently while the passengers boarded the trolley cars and took their seats.

Arriving at Pantano Station, the passengers descended the train to take photos and explore the vintage equipment.







Motorcar operators and guest walked around the Salt Lake and Utah inter-urban observation car. They also enjoyed the delta prairie scenery and visited with friends.



During the northbound afternoon trip, the motorcars waited at Dozier to cross Rio Dixon Road.



Looking out over the vast Jepson Prairie Preserve, a herd of horses gazed at the passing motorcars.



Arriving at the Western Rail Museum and Union Pacific Railroad Cannon interchange tracks, the excursion prepared to turn the motorcars for the return run back to Rio Vista Junction







Excursion Coordinator Dave Balestreri waited to lead the excursion back to Rio Vista Junction.

During the break at Cannon, the group had the opportunity to behold the passing of the AMRAK Capitol Corridor passenger train bound for San Jose.



Horses scattered as the noisy motorcar excursion rattled by on the way to Rio Vista.



# Amador Central Railroad

Wednesday, April 22, 2015

Tom Correa, Excursion Coordinator

Photos Courtesy of William Dukes, Ross Kallenberger and Barbara Melioris

The Recreational Railroad Coalition Historical Society teamed up with the California Spring Rail Adventure Tour to host a free Amador Central Road excursion to dedicate a memorial for the passing of members Rich Bryant and Larry Cenotto.

Prior to the excursion, a brief dedication ceremony was held in front of the railroad's motorcar shed. During the tribute to the two men's contribution to the Recreational Railroad Coalition Historical Society, a sign was unveiled designating the site as the Rich Bryant Station.

Two 20-mile runs were held during the day. Twenty-seven motorcars commenced the early morning excursion by making a couple of reverse moves through the wye and headed south on the mainline to the Cyclone turnaround point south of Martel, California. Returning to Ione, California for the lunch break, arrangements were made for caterer Fat Freddy to serve his special hot dogs to the group. After lunch, the group headed up to Cyclone for the second afternoon run. The group of operators and guests enjoyed a special day of camaraderie and a beautiful Sierra foothill spring day.



Excursion Coordinator Tom Correa and Recreational Railroad Coalition Historical Society President Grant Vogel.



Motorcar set on at the Amador Central Railroad's Rich Bryant Station located in Ione, California.

Operator and guests congregated around the motorcar shed to pay tribute to the late Recreational Railroad Coalition Historical Society members Rich Bryant and Larry Cenotto.





A memorial table display and a commemorative sign was unveiled as a remembrance of Rich's and Larry's friendship and contribution to the Recreational Railroad Coalition Historical Society.



Motorcars lined up on the wye track waiting to depart Ione for Martell.



Bob Courtemanche followed by John Martin began the 10-mile climb to Martell.





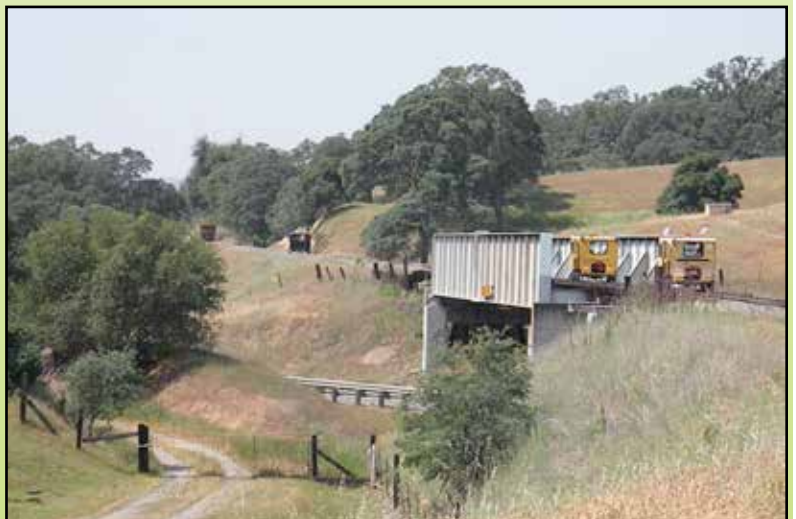
The excursion traveled into the beautiful Sierra foothills encountering a herd of cattle crossing over the tracks.



Above, flaggers positioned to protect the excursion at the busy Highway 88 grade crossing on the way up to Martell.

Above right, after rotating the motorcars on the Cyclone turning pad, the excursion is ready to depart for lone.

Right, the morning excursion returned to lone crossing the Highway 88 overpass.





# Ardenwood Historic Farm & South Pacific Coast Railroad Exhibit

Thursday, April 23, 2015

John Erdkamp - docent and organizer

Photos Courtesy of William Dukes and Ross Kallenberger

In between the Amador Central Railroad and the Niles Canyon Railway excursions, the tour group was given the opportunity to explore the historical Ardenwood Farm and South Pacific Coast Railroad Museum located in Fremont, California.

The group gathered at the Ardenwood depot late Thursday morning, boarded the South Pacific Railroad's open-air passenger car that was pulled by a narrow gauge Fairmont MT19 motorcar. John Erdkamp operated the speeder shuttling its passengers to the first Deer Park Station stop. The stop was a short walk to the Patterson farmhouse and farm exhibits. For the members wishing to visit the rail yard and car barn they were treated to a rare private viewing of restored vintage rolling stock housed in the South Pacific Coast Railroad's Wissel Car Barn. This workshop has refurbished more than a dozen pieces of antiquated railroad equipment over the past 30 years.

The group visiting the Patterson family



SPC locomotive #1 waits in front of the Ardenwood depot for the next passenger run.



Arriving at the Ardenwood depot, locomotive #1 performed a run around move in preparation for the next departure.



Bill Schertle steps lively up on to the passenger car as the train is about to depart the Ardenwood depot.



home was met by a park docent who led the folks on a tour of the farmhouse's elaborate interior. All the rooms were decorated with its original furnishing. After exploring the park's yesteryear farm implement and garden exhibits, the group returned to the Ardenwood depot by the speeder passenger train.



A forward view of the speeder passenger train as it travels through the Ardenwood farm fields destined for the Deer Park Station stop.



Leaving the depot the speeder group waves to the incoming passenger train pulled by Plymouth Locomotive Works SPC #1. The 5-ton narrow gauge locomotive built in 1968, served the Badger Ammunition Plant in Baraboo, Wisconsin.



The speeder passenger train arrives at the Wissel Car Barn.



Interior view of the Wissel Car Barn



The stately Patterson mansion

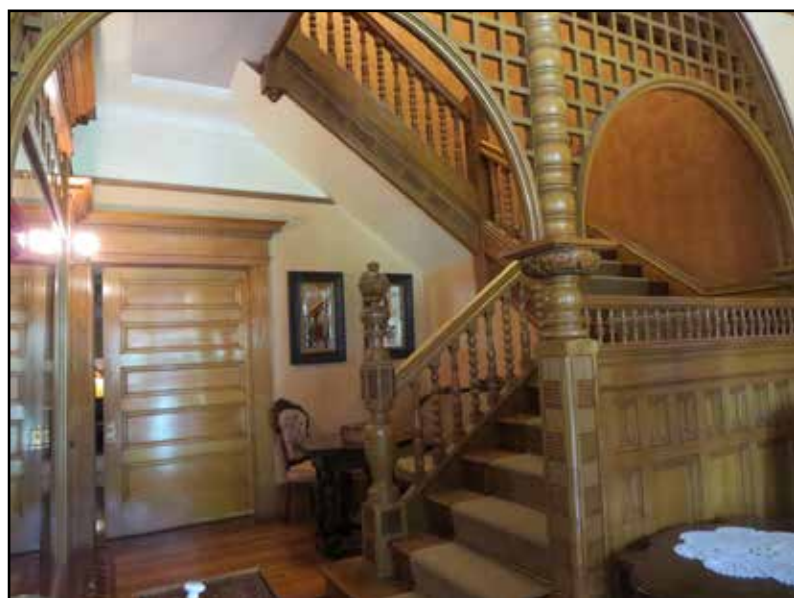
Tour member Barbara Melioris took a quick spin on the SPC handcar.







A park docent greeted the group at the mansion's massive front door entrance.



A view of the front foyer and staircase elaborate woodwork.



The grand staircase.



Todd Dukes and Bill Schertle listened to the docent as he described the formal dining room table setting used by the Patterson family



Motorcar operator John Erdkamp looks back at his passengers as the speeder rounds the curve and enters the Ardenwood depot.

# Niles Canyon Railway

Friday, April 24, 2015

Al McCracken - Excursion Coordinator

Photos Courtesy of Dan Berg and Ross Kallenberger

Motorcar operators and guests had the opportunity to attend another 2015 California Rail Tour railroad. The Niles Canyon Railway is operated and maintained by the Pacific Locomotive Association, which preserves, restores and operates historic railroad equipment. The Niles Canyon Railway operates the rail line through Niles Canyon that is part of the original first transcontinental railroad constructed in the 1860s

Three runs up Niles Canyon and back were held with stops at Brightside rail yard, Sunol depot and the return site at Verona. An early afternoon set off was scheduled in the Niles yard that allowed operators time to drive to Felton or Davenport for the Saturday and Sunday Santa Cruz excursions.



Excursion Coordinator Al McCracken welcomed motorcar operators and guests at the Niles Railroad depot located in Fremont, California.



Motorcars ready to begin the 8-mile run up Niles Canyon to the end of rail line at Verona.



The morning AMTRAK Capitol Corridor passenger train passes the excursion at the Niles depot.



The excursion splits the semaphore signal in the depth of Niles Canyon.





The group arrives at the Sunol depot for a brief stop before proceeding on to Verona.



Glen Ford hustles down grade in his M9 Fairmont motorcar for the return trip to Niles.



The group takes a quick comfort break at the Sunol depot.



On the return trip to Niles, Tom and Kathleen Manoff moves through the Sunol semaphore signals.



A Union Pacific freight train rushes past the parked motorcars at the Niles depot.





After lunch, the group moved out of the Niles rail yard for the second run up the canyon to visit the Brightside yard collection of museum restored vintage locomotives and rolling stock.



The afternoon excursion entered the Brightside rail yard and museum grounds.



John Martin and Al McCracken visit while viewing a portion of the vast Brightside Pacific Locomotive Association locomotive, passenger and freight car collection.



John Martin and Barbara Dunphy continue the Brightside museum tour.



The Niles Canyon Railway's passenger train wait at the Niles Depot for the late Sunday morning departure for Sunol.



# SANTA CRUZ RAIL EXCURSION

April 25-26, 2015

Excursion Coordinators, Bill Schertle, Dave McClain,  
Steve Paluso and Carl Shellhorn

Introduction by Jane Hughes Yeung and Bill Schertle

Photos Courtesy of Carol Balestreri, Howard Cohen, William Dukes,  
Ross Kallenberger and Jane Yeung

**T**he Santa Cruz Big Trees and Pacific Railroad Excursion and the Santa Cruz and Monterey Bay Railroad Excursion was held on April 25-26, 2015 and put on by a joint effort between Pacific Railcar Operators and Motorcar Operators West. Due to the high operator demand, the excursion was repeated both days. There were also two set on sites - one in Felton, California on the Santa Cruz Big Trees and Pacific Railroad and the other in Davenport on the Santa Cruz and Monterey Bay Railroad. Excursion coordinators Dave McClain handled the Davenport group, along with NARCOA President Bill Schertle. Excursion Coordinator Steve Paluso and Excursion Coordinators -in- Training Carl Shellhorn oversaw the Felton group that set on at the Roaring Camp .The

Felton group was combined with the Davenport group at the Santa Cruz railroad wye and all 47 motorcars continued south to Watsonville, California with rest stops at the Santa Cruz Beach Boardwalk Amusement Park and at La Selva Beach. After turning both groups at Watsonville, they returned to their respective Davenport and Felton set on sites.

The La Selva Beach railroad trestle construction was finally completed early this year, which gave the motorcars the ability to run the entire distance from Watsonville to Davenport. This former Southern Pacific branch runs for 30 miles along the Pacific Coast, past strawberry fields, across estuaries, through redwood and eucalyptus groves, picturesque villages of Capitola and Aptos, the Santa Cruz Beach

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The Santa Cruz Big Trees and Pacific Railroad excursion group conducts their safety meeting in the railroad's Felton, California rail yard.



Boardwalk, and a troublesome sand dune.

The biggest challenge for the Davenport group operators was the sand dune smothering the rails at Bonny Doon Beach. A constant up slope flow of fine sand from the beach was deposited over some 100 feet of track. Prior to



SCBT&P pilot Applegate protected the southbound motorcars as they moved across Highway 9.



Up on arriving in Santa Cruz, Paul flagged Mora Street as the motorcars entered the Mission Hill tunnel.

Exiting the Mission Hill tunnel, the excursions traveled down Chester Street towards the Santa Cruz Beach Boardwalk.

the excursion, a work party was held on Friday, April 24, to clear the accumulated sand, but inevitably, the sand returned on Saturday and again on Sunday. The sand covered rails had to be cleared by hand daily. Although the smaller Davenport group's motorcars made it through the sand dune on Sunday's afternoon return trip, the Felton group bogged down in the fast accumulating sand thus had to retreat from the sand dune and return to Santa Cruz.

The final challenge was moving 47 motorcars safely across 76 major city streets of which the railroad required that the 34 busiest streets be flagged. The motorcars were divided into groups of 5 with a minimum of 2 flaggers assigned to each group to accomplish the task. Another 14 street crossings were designated as stop and go. The railroad provided each operator with a list of crossings to anticipate what streets they were approaching.

Finally, Operators experienced busy Santa Cruz street running on Beach and Chestnut Streets. Motorcars entered congested Chestnut Street and moved up the middle of the street. Approaching the Laurel Street traffic signal protected intersection, groups of motorcars waited for signals to change to green. After the left hand turn traffic cleared the intersection, the motorcars proceeded down Chestnut Street flanked by automobiles traveling along side them in both directions. With red flags flying, both motorcar operators and automobile drivers were very courteous by moving down the street with great care.







The Santa Cruz and Monterey Bay Railroad excursion group held their safety meeting at the Davenport, California CEMEX cement plant.



Arriving in Santa Cruz, the SC&MB excursion group encountered the busy Bay Street intersection.



The SC&MB group arrived early at the railroad wye and waited for the SCBT&P group to arrive.



Ian Applegate, SCBT&P pilot, threw the switch to allow the Felton group to enter SC&MB trackage.



The Felton Group enters the main track and pulled ahead of the Davenport motorcars. Ian Applegate tended to the switchstand.





The combined motorcar excursion groups gathered under the Cliff Ave Bridge for the safety meeting and continued through Santa Cruz to Watsonville.

Below, the excursions crossed Pacific Avenue for a short run down Beach Street to the Santa Cruz Beach Boardwalk.



Operators and guests shopped, ate and caroused around the Boardwalk amusement park during the mid morning comfort stop.



The second comfort at La Selva Beach gave the group the opportunity to view the spectacular Pacific Ocean shoreline all the way from Monterey north to Santa Cruz.



The waiting motorcars lined up to continue the run to Watsonville.





Traveling through strawberry fields, the excursion entered Watsonville.

Jay Finkelstein and Terry Devine visited while Connie Haverty helped John Puliz turn his A4 motorcar at the Watsonville agriculture packing company complex.

Once turned, the excursion resumed its 30-mile run north to Davenport and Felton.



Tod Hill and his guest passed through the suburban neighborhoods of Aptos and Capitola.



The Big Dipper Roller Coaster roared by as the excursion's afternoon return run entered the Santa Cruz Beach Boardwalk. Founded in 1907, it is California's oldest surviving oceanfront amusement park.





After leaving the Boardwalk, Tod Hill maneuvered his motorcar down Beach Street against opposing traffic.



Rick Schertle attempted to push through the Bonny Doon sand dune. However, operators and guests came to Rick's rescue with shovels in hand to clear the rail flange ways.



End of the rail line at Davenport.



Faced with the monumental chore of removing the relentless sand build up at the dune, the Felton group decided to give up the move forward through the dune, turned around and returned to Santa Cruz.



Group 3 Flaggers left to right: Cindy Zabel, Betty Brink, Jane Yeung, Dee Berg, and Tina Backalbassis.



Running down Beach Street at the  
Santa Cruz Beach Boardwalk  
Amusement Park

