

LINEUP

Motorcar Operators West Official Magazine

2015 Tri-State Rail Tour

Coos Bay Rail Link

Mount Hood Railroad

Chelatchie Prairie Railroad

Tacoma Rail

Mount Rainier Scenic Railroad

Western Washington Railroad

Chehalis & Centralia Museum Railroad

Eastern Washington Gateway Railroad

Idaho Northern & Pacific Railroad Joseph Branch

Wallowa Union Railroad

Idaho Northern & Pacific Railroad Cascade Branch

Volume 23, No. 2



Fall and Winter 2015

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Cover Photo Credits

Front Cover: **Robert Prevallet**
A MOW excursion motorcar crosses the South Fork Chehalis River Bridge leaving Curtis, Washington.

Inside Back Cover: **Lonnie Hughes**
Coos Bay Rail Link swing bridge.

Back Cover: **Robert Prevallet**
MMOW Excursion leaving the Western Washington Railroad yard in Chehalis, Washington.

2016 MOW Membership and Renewals

Membership renewals and new membership applications are now being accepted. All memberships expire on December 31, 2016. 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.

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 published three times a year: Winter, Summer, and Fall issues. The **Line Up** is copyrighted and permission to reproduce any portion of the newsletter must be obtained. All rights reserved.

Submitting Photos and Captions: Members and guests are encouraged to contribute to the **Line Up** Photo Journal by sending their excursion photos, 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.

2015 Tri-State Rail Tour

Motorcar Operators West in cooperation with Pacific Railcar Operators organized an eighteen-day, 1131-mile rail tour of Oregon, Washington, and Idaho Railroads. The tours began on September 11, 2015 and continued through September 29, 2015. The tour included the following eleven railroads: Coos Bay Rail Link, Mount Hood Railroad, Chelatchie Prairie Railroad, Tacoma Rail, Mount Rainier Scenic Railroad, Western Washington Railroad, Chehalis and Centralia Museum Railroad, Eastern Washington Gateway Railroad, Idaho Northern and Pacific Joseph Branch, Wallowa Union Railroad, and the Idaho Northern and Pacific Cascade Branch.

Coos Bay Rail Link

September 11 thru 13, 2015

Bill Andrews, Excursion Coordinator

Photos Courtesy of Carol Balestreri and Dan Berg,
Karen Hilliard and Lonnie Hughes



Above, Excursion Coordinator Bill Andrews addressed the excursion group as Nancy Andrews looks on.

The Tri-State Tour began with the Motorcar Operators West members joining Pacific Railcar Operators for an Oregon Coast 235 mile excursion that began at Vaughn, Oregon on Friday, September 11. The 34-motorcar group traveled to Coos Bay, Oregon arrived for an overnight stay at the Red Lion Hotel. The excursion continued to Coquille, Oregon on Saturday and returned to Coos Bay that afternoon. On the final day, the excursion left Coos Bay early Sunday morning arriving back late afternoon in Vaughn.



Left, Operators and guests gathered Friday morning at the Rosboro Lumber Company's lumber mill in Vaughn, Oregon to begin the excursion's safety meeting.

The group prepares to move out of Vaughn for the run south to Coos Bay, Oregon.





Far Left Photo - Karl Hovanitz entering the Siuslaw River Swing Bridge.

Center Photo - Motorcars crossing the Siuslaw River.

Bottom Photo - The group descending the Siuslaw River Bridge approach trestle.



After completing Friday's 100 mile run, the group arrived in Coos Bay, Oregon for the two night stay at the Red Lion Hotel.





Top Photo - Pacific Railcar Operators hosted a Friday evening Mexican buffet dinner for the motorcar guests.

Bottom Left Photo - Tom Norman, NARCOA Insurance Administrator showed off his appreciation award.

Bottom Right Photo - During the dinner, Bill Andrews gave Bill Taylor an appreciation award for his support of the Pacific Railcar Operators club.



Early Saturday, the excursion stopped on Front Street for operators to obtain gasoline at a Coos Bay Chevron service station. Bill Taylor is seen approaching the gas pumps.



Operators standing in line waiting their turn at the gas pumps



Left, Heading towards Coquille, Oregon, the excursion crossed Sumner Road north of Southport Creek, Oregon.

Top photo, Arriving in Coquille, the motorcars were turned at Sturdivant Park while Tom Norman and Area 11 Director Bill Schertle chat during the lunch break.

Bottom, Leaving Coquille for the return trip north to Coos Bay, the excursion passed through the large Roseburg Forest Products plywood mill located west of downtown Coquille.





Above, Entering Coos Bay and before tying down for the night, the group arrived at the Oregon Coast Historical Railway Society Museum for a tour of early railroad exhibits.



Right Top Photo, The museum staff graciously placed a red carpet for the guests' entry into the locomotive, railroad rolling stock and gift shop displays.

Right Center Photo, The group took the opportunity to explore the Oregon Coast Historical Railway museum's railroad equipment collection.

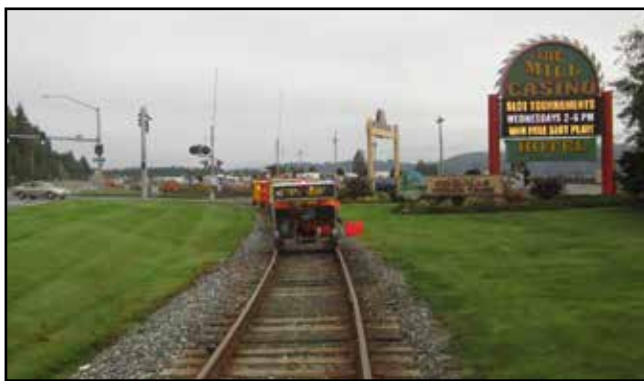


Left, Bill Schertle and Karl Hovanitz inspect Alco diesel locomotive 111. This locomotive served the International Paper Company's Gardiner, Oregon paper mill.

Coos Bay Rail Link Pilot
Nathan Harbin

Below, Top Photo, Under Sunday morning's overcast sky, the excursion preparing to leave Coos Bay for the return trip to Vaughn.

Inset Photo, Entering North Bend Oregon, the motorcars pass by The Mill Casino and Resort owned by the Coquille Indian Tribe.



Below, Approaching the impressive Coos Bay 3,055 foot long swing through truss bridge, the south wooden trestle approach is 555 feet long while the north wooden trestle approach is 315 feet long. In between the two wooden trestles are 12 steel trusses totaling 2,168 feet with the mammoth swing span adding another 458 feet to the total bridge length.

The Southern Pacific Railroad built the bridge in 1914 and is presently owned and operated by the Coos Bay Rail Link Railroad.





The excursion passes through the Horsfall Sand Dunes Recreation Area.



Excursion entering and stopping in Reedsport, Oregon for a brief group photo opportunity.





The group took advantage of purchasing snacks at the Ada Store while John Martin enjoys his snack. In addition to the store, the Ada Fishing Resort located on Siltcoos Lake's eastern shore, offers year round cabins and camping.



The final rest stop at Middleton, Oregon before the excursion headed to Vaughn for the afternoon setoff.



Mount Hood Railroad

September 14, 2015

Rich Wilkins and Dave Balestreri, Excursion Coordinators

Photos Courtesy of Carol Balestreri

Departing Vaughn, Oregon, the excursion group traveled to Hood River, Oregon to run the Mount Hood Railway. On Monday morning, September 14 motorcars were staged with the safety meeting held at the Mount Hood Railway depot. Leaving Hood River the excursion traveled south along

the river to the classic switchback, traveling over the ridge, passing through the agriculture communities of Pine Grove, Odell, and Dee to the end of the line at Parkdale. The excursion traveled north through the Hood River Valley apple and pear orchards for the return trip to the Hood River Depot.



Mount Hood Railway Depot located in Hood River, Oregon



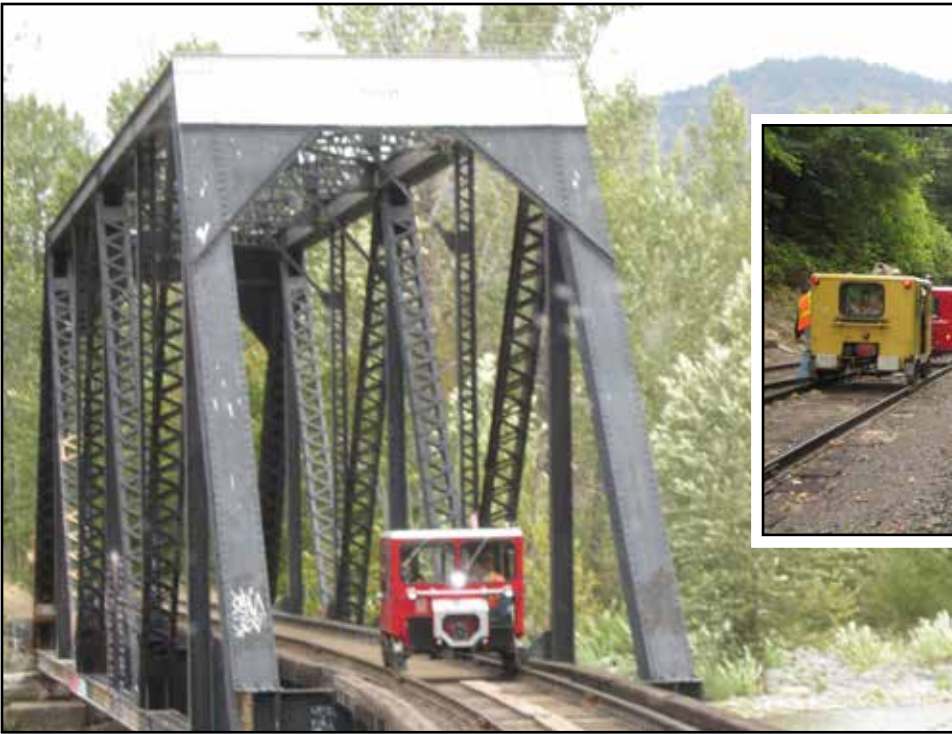
Bill Schertle setting on his motorcar in the Mount Hood Railway yard.



Excursion Coordinator Rich Wilkins conducted the morning safety prior to excursion departure.



Excursion leaving Hood River southbound for the 21 mile run to Parkdale



Crossing the Hood River on the way up to the switchback.



Motorcars transitioning through the switchback tackage.



A rest break was held at Lenz siding one mile north of Odell, Oregon



The Mount Hood Railway switching crew watched the motorcar group pass by in Odell.



Dave Balestreri and Rich Wilkins attached a hard wire shunt to activate the Highway 281 crossing signals.



Approaching Parkdale, motorcar operators and guests had a great view of lofty Mount Hood.



Rich Wilkins threw the turnout allowing the operators to park their motorcars on the downtown Parkdale siding.



Leaving Parkdale for the return run back to Hood River, a friendly farmer waves to the passing group as he hauls his harvested apple crop.



Approaching the East Fork Hood River bridge crossing, motorcars move over Highway 281.



The group took a final look at the small community of Pine Grove as they travel toward Hood River.

Excursion entering the Mount Hood Railway Yard



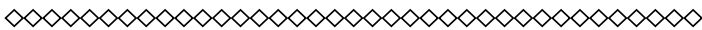
During the motorcar set off, operators and guests looked northeast from the Mount Hood Railway yard and saw the Union Pacific Railroad main line disappear around the curve into the Columbia River Gorge.



Chelatchie Prairie Railroad September 15, 2015

Dave Balestreri, Excursion Coordinator
Photos Courtesy of Carol Balestreri and Dan Berg

The Chelatchie Prairie Railroad Motorcar Operators West Excursion was held on Tuesday, September 15. Beginning in Yacolt, Washington, the group traveled south to Heisson, returned north for lunch at Yacolt and continued north to the end of the line at Chelatchie. The group returned to Yacolt for the early evening motorcar set off.



Excursion Coordinator Dave Balestreri introduced Chelatchie Prairie Railroad President Randy Williams to the Motorcar Operators West excursion group during the Yacolt safety meeting.



Dan and Dee Berg set on their motorcar early Tuesday morning in Yacolt, Washington.



The motorcars, operators and guests were eager to move south for the run to the rural community of Heisson.



The group arrived at the Heisson store for the turn around to travel north to Yacolt and on to the end of the line at Chelatchie.

Barbara Melioris did the honor of flagging Boutelle Road to protect the operators reversing their motorcars.



John Haverty flagged the Lucia Falls Road crossing as the excursion approached the Moulton Falls Station.



The Moulton Falls Station is the destination for Chelatchie Prairie Railroad passenger train excursions to hold special events throughout the operating season. This location also gives passengers access to Moulton Falls Regional Park's Lewis River, its many waterfalls and hiking trails.



Randy Williams arranged with the Whistle Stop Restaurant to provide lunches for the MOW motorcar group. After lunch, the group left Yacolt and headed north for the 7-mile run up to Chelatchie.

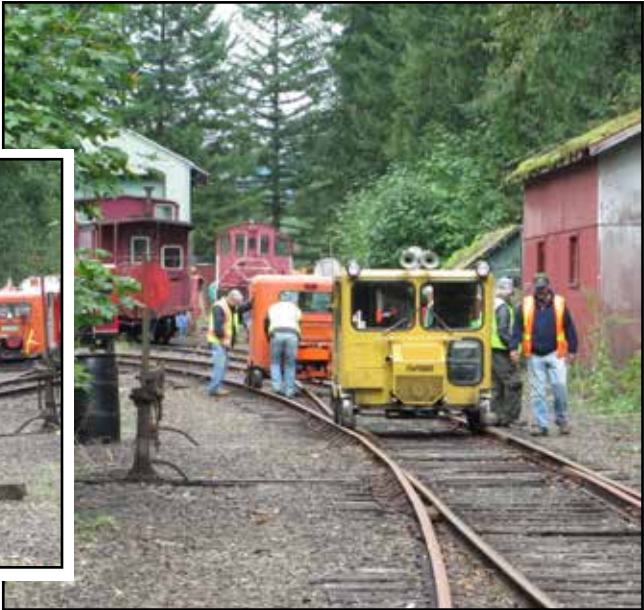


Arriving in Chelatchie, the group began exploring the locomotive shop, the many stored locomotives and pieces of historical rolling stock.



Bill Schertle took time to examine the railroad's artifacts including the Chelatchie station sign.

Preparing to depart Chelatchie, the group encountered a wide gauge turnout. Volunteers pushed motorcars by hand over the troublesome spot.



MOW operators and guests aboard diminutive ex- Port of Vancouver No 1 Davenport 0-4-0 locomotive.



Tacoma Rail Mountain Division, Morton and Chehalis Branches

Mount Rainier Scenic Railroad Western Washington Railroad

September 17 thru 18, 2015

Dave Balestreri, Excursion Coordinator

Photos Courtesy of Carol Balestreri and Dan Berg

Tacoma Rail hosted the two-day Mountain Division Motorcar Operators West Excursion beginning on Thursday, September 17 in Frederickson, Washington running south to Elbe, Washington and connecting to the Mount Rainier Scenic Railroad for a short trip to Mineral for an 80-mile roundtrip run. The following day, Friday, September 18, Tacoma



Dave Myers and Ron Mayer set on their motorcars inside the Pacific Steel and Recycling yard located in Frederickson, Washington.



Rail Superintendent Dale King allowed the excursion to travel north from Frederickson Junction to the Tacoma suburb of Midland. Returning to Frederickson around noon the excursion group set off their motorcars to reposition their motorcars to the Western Washington Railroad's Western Junction for the mid- afternoon set on. The group traveled 22 miles south to Grand Mound, Washington and returned to Western Junction for an early evening setoff.



Braving cold Pacific Northwest drizzle, the excursion group listened to Excursion Coordinator Dave Balestreri's safety instruction and was anxious to travel 40 miles south to Mineral, Washington.

Rain continued to fall as the MOW operators and guests mounted their motorcars ready to leave Frederickson.



Beyond Graham, Washington, the excursion stopped allowing Dave Balesteri to muck out a rural road's flange ways while Rich Wilkins looked on.



Below left, Excursion entering Elbe, Washington.

Below right, Mount Rainier Scenic Railroad depot.

Below center, Looking north, a view of beautiful downtown Elbe, Population 29.



Running south on Mount Rainier Scenic Railroad rails, the excursion crossed over the busy National Park Highway and Washington Highway 7 intersection.



Approaching the Mount Rainier Scenic Railroad shop facilities at Mineral, Washington, the motorcars were turned for the return run north to Frederickson.



Leaving Elbe, the signals were shunted to protect the motorcars crossing the National Park Highway.



On Friday, September 18, departing Frederickson, operators had a glimpse of cloud shrouded Mount Rainier. Tacoma Rail General Manager gave permission to allow the motorcar group to travel north to the Tacoma suburb of Midland, Washington.



Turning the motorcars in Midland, Dave Myers and the group proceeded back to Frederickson.



Operators were alerted that Frederickson Junction was one mile ahead.



The excursion approached the Pacific Steel and Recycling yard to set off the motorcars for reposition to Western Junction.



Arriving at the Western Junction set on site, the motorcars were off loaded and placed on the shop spur tracks.



Dave Balestreri introduced Bill Deutscher, Western Washington Railroad Operations Manager who escorted the afternoon excursion to Blakeslee Junction and the return run back to Western Junction.



The excursion rounds the curve west of Maytown, Washington. Interstate Highway 5 is in the background.



Because of the late afternoon arrival at Grand Mound siding, a decision was made to forgo traveling on to Blakeslee Junction. The motorcars were turned for the run back to Western Junction.



Entering the Western Junction spur for the early evening motorcar set off.

Western Washington Railroad Chehalis Centralia Museum Railroad

September 19, 2015

Dave Balestreri, Excursion Coordinator
Photos Courtesy of Carol Balestreri, Dan Berg
and Robert Prevallet

Arriving from the Western Junction run on Friday evening the Motorcar Operators West operators and guests were ready for the overnight stay in Chehalis. Early Saturday the group set on their motors at the Western Washington Railroad's Chehalis interchange yard. The group traveled north to Centralia, Washington, turning the motorcars at Blakeslee Junction for the southbound run back to Centralia for lunch. The group proceeded south to Chehalis and entered Chehalis Centralia Museum Railroad rails at Curtis Junction. Making a brief stop at the Chehalis Centralia Museum Railroad depot, the excursion continued on to Curtis where the operators turned the motorcars for the return trip to Chehalis. Completing the afternoon set off the group prepared to travel to Wilbur, Washington to run the Eastern Washington Gateway Railroad.



Bill and Todd Dukes set on their motorcar at the Western Washington Railroad's dismantled Chehalis team track. Margaret Mills looks on at their efforts.



Excursion Coordinator Dave Balestreri introduced Wanda and Bill Thompson, President of the Chehalis Centralia Railroad Museum and Bill Deutscher, Western Washington Railroad Operations Manager who will be the excursion's escort. In the background, left to right: John Martin, Barbara Dunphy, Rich Wilkins, Dave La Clair and Dave Olson.



The excursion group prepare to depart Chehalis for Centralia and Blakeslee Junction.



Above, The motorcars are heading north towards Centralia. The photo was taken from the Chamber of Commerce Way overpass bridge.



Arriving at Blakeslee Junction, the group reversed their motorcars for the short trip back to Centralia for lunch.



Motorcars entering Chehalis.



Escort Bill Deutscher opens the turnout to access Chehalis Centralia Museum Railroad tackage.



The excursion entered the museum grounds with a brief comfort stop at the depot. Interstate Highway 5 is visible in the background.

The excursion waited for Bill Deutscher to flag the Twin Oaks Road grade crossing.





Ron Mayer followed by Rich Wilkins crossed Washington Highway 6 at Curtis. Ken and Ann Bilodeau position their motorcar on the Highway 6 crossing to begin turning their motorcar.



Motorcars posed on the Chehalis River trestle.



Returning to Chehalis, motorcar operator Rich Wilkins followed by Ron Mayer lead the excursion over the Highway 6 grade crossing at Adna, Washington



Arriving back at the Chehalis Centralia Railroad Museum, operators and guests took time to visit the gift shop and explore the locomotive shop. This was the last stop before the late afternoon Chehalis motorcar set off.

Eastern Washington Gateway Railroad

September 22 thru 23, 2015

Will Krasselt, Excursion Coordinator

Photos Courtesy of Carol Balestreri

Two highway travel days were devoted to journey into Eastern Washington's vast Columbia River Basin and the Palouse Prairie region. The Eastern Washington Gateway Railroad serves this area's rural farm communities between Cheney, Washington and the end of the 109-mile rail line at Coulee City. The sparsely populated farm communities along the rail line include west to east: Coulee City 600 inhabitants, Wilbur 800 people, Davenport 1800 and Medical Lake 5000 residents.

Wilbur, Washington served as the motorcar set on site and the terminal for the excursion running east to Medical Lake, Washington on Tuesday, September 22, and traveling west to Coulee City on the second day.

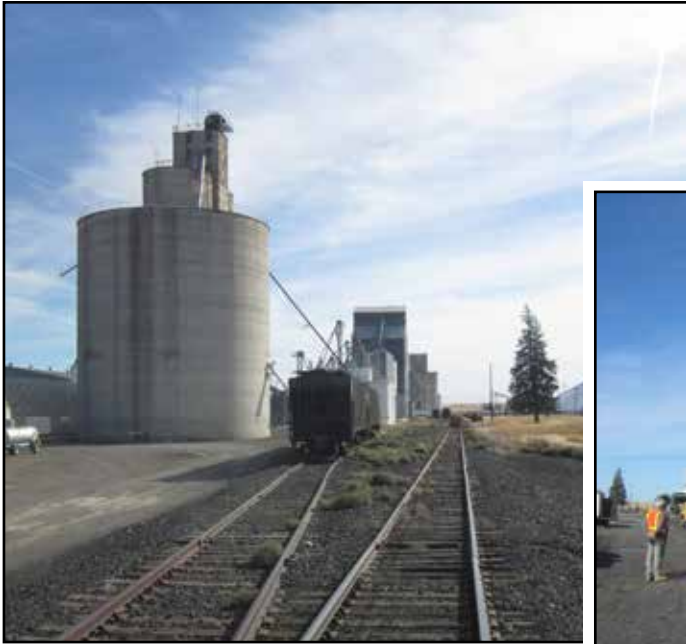


Wilbur, Washington motorcar set on.

Dave Phillips, Traffic Manager for the Eastern Washington Gateway Railroad addresses the excursion's motorcar operators and guests during the Wilbur morning safety meeting. He acted as the excursion escort and rode with Excursion Coordinator Will Krasselt.



Twenty-six miles east of Wilbur, the excursion approaches Rocklyn siding crossing Rocklyn Road.



Entering the large farming community of Davenport, Washington the group stopped for a mid morning comfort break.



The excursion encountered the solitary grain elevator at Mondovi siding.



Heading eastbound towards Medical Lake, the group passed by the ornate Deep Creek, Washington school house.



Entering the outskirts of Medical Lake, Washington, the group experienced a change of terrain from the Palouse Prairie wheat fields to wooded rolling hills.



Operators used the Medical Lake Lefevre Road crossing to turn their motorcars for the return trip to Wilbur.



Central Washington Branch of the Northern Pacific Railway ran 170 miles between Cheney and Connell, Washington serving a portion of the vast Palouse Prairie wheat belt.



A rest stop gave the group an opportunity to view the under construction Inland Northwest Rail Museum. The Inland Empire Railway Historical Society is currently building the new rail museum two miles west of Reardan, Washington.



Traveling westbound, the excursion passed through Reardan, Washington.



On day two of the excursion, Motorcars leave Wilbur for the 34-mile westbound run to Coulee City.



The group passed by another lone grain elevator at Govan, Washington.



A comfort break was held in Almira, Washington.



Sentinels of the Palouse Prairie



Passing by the Hartline, Washington massive grain elevators.

Having turned their motorcars at the end of line at Coulee City, the group was ready to leave for the eastbound run back to Wilbur.





Motorcars approaching Almira.



Anticipating the arrival of an afternoon freight train, the railroad pilot throws the switch stand to put the group into Govan siding.

Left, Motorcar operators and guests watch as watch as a grain freight train passes by, led by an ex-Union Pacific locomotive.

Final motorcar set off activities in Wilbur, Washington



Idaho Northern and Pacific Railroad Joseph Branch

Wallowa Union Railroad

September 25 thru 27, 2015

Dave Balestreri, Excursion Coordinator

Photos Courtesy of Carol Balestreri and Dan Berg



Idaho Northern & Pacific Railroad ex AT&SF GP7 locomotives idle in the Island City, Oregon rail yard for their next assignment.

Traveling south for an overnight stay in La Grande, Oregon, the Idaho Northern and Pacific Railroad Joseph Branch excursion began with the Friday morning, September 25 set on

in Island City, Oregon. Following the Grande Ronde River, the group arrived in Elgin, Oregon where the Idaho Northern and Pacific Railroad supervisor handed off the motorcar group to the

Wallowa Union Railroad crew. This crew provided assistance through the communities of Wallowa, Enterprise and ending up in Joseph, Oregon. Lodging arrange-

ments were made for a two nights and one-day visit for relaxation and exploration of Wallowa Lake. On the third day the excursion, returned to Island City for the drive to Ontario, Oregon.



Pictured left to right, Ed Spaulding, President and Steve Adams, member of the Friends of the Joseph Branch, Excursion Coordinator Dave Balestreri and Jeff Seany, Idaho Northern & Pacific Railroad Supervisor wait on the group to assemble for the safety meeting.

Todd Dukes and John Martin stand by to help Kathy and Whitey Brown with their motorcar set on.





The motorcars pulled into the Elgin depot. The Eagle Cap Excursion Train parked in front of the depot. The IN&PRR released it authority to the Friends of the Joseph Branch crew to take the group to Joseph, Oregon.

At the confluence of the Grande Ronde and Wallowa Rivers, the motorcars posed on the bridge before running up the Wallowa River Canyon.



Passing by the Big Red Rock landmark, the group continued to Minam.



Friends of the Joseph Branch crew wait at Minam to activate the Highway 82 crossing signals.



Arriving in the farm community of Wallowa, Ed Spaulding chats with Railriders tourist operators.



The Railriders will pedal 11 miles down to Minam, turnaround and pedal back the Wallowa.



The excursion pilot opened one of the many livestock gates encountered running through the Wallowa Valley farms and pastures.



The group entered Enterprise, Oregon. Dave Balestreri cleared the River Street crossing flange ways while Dee Berg and Barbara Melioris provided crossing protection.



Leaving Enterprise, the excursion rolled through the rural countryside headed for Joseph at the base of the Wallowa Mountains.



Accommodations were made for the two-night stay at the Wallowa Lake Lodge on Lake Wallowa. The Lodge has served the Wallowa Lake community since 1923.



After checking in at the Lodge, Dee Berg and Barbara Melioris relax and visit with Dave Balestreri in the lodge's lobby.



Special arrangements were made with the Camas Dining Room staff to provide a special Friday evening dinner for the MOW guests. After dinner, the excursion guests celebrated Dave Balestreri's birthday.



On Saturday, the MOW Group joined the many visitors who attended the Alpenfest activities that included the morning Wallowa Lake community pancake breakfast, shopping in Joseph and the evening polka dance.





Departing Joseph for the 80 mile run back to Island City



During a brief stop at Lostine, Freda, the free-range chicken looked unsuccessfully for a free ride 😊



Southbound, the excursion crossed the Grande Ronde and Wallowa Rivers Bridge heading towards Elgin.

The excursion approached Island City for the afternoon motorcar set off.



Idaho Northern and Pacific Railroad Cascade Branch

September 28 thru 29, 2015

Dave Balestreri, Excursion Coordinator

Photos Courtesy of Carol Balestreri and Dan Berg

On September 28, an early Monday morning Motorcar Operators West seton was held in Fruitland, Idaho the farm community across the Snake River from Ontario, Oregon. During the first day of the 95 mile Idaho Northern and Pacific Railroad Cascade Branch excursion, the group ran through the Payette River Valley, passing through Emmett, Idaho, and enjoyed a lunch served in the parked Thunder Mountain Rail Tour passenger train at Horse-

shoe Bend. After lunch, the group traveled up the twisting Payette River Canyon arriving at the end of the rail line in Cascade, Idaho. After settling into their Ashley Inn rooms, that evening operators and guests were treated to a first class dinner prepared by the hotel staff. On the final day of the of the two and half week Tri-State Rail Tour the MOW group retraced the rail line southbound to Banks, Idaho for lunch and setting off in Fruitland.



Sunday morning the Motorcar Operators West tour group set on their motorcars in Fruitland, Idaho across the Snake River from Ontario, Oregon.



Traveling east across the Payette River Valley through the small farming communities of New Plymouth and Letha. The MOW group headed for the first comfort stop in Emmett, Idaho.



Arriving in Emmett, the group parked the motorcars in front of the ex Union Pacific depot which now acts as the Idaho Northern and Pacific Railroad headquarters.



Departing Emmett the excursion group crosses Highway 52 bound for the noon lunch stop at Horseshoe Bend, Idaho.

Motorcars Traveled around the south shore of Black Canyon Reservoir. This body of water provides the Payette Valley farms with their irrigation supply.



Crossing the Payette River and Highway 55, the MOW group entered the Horseshoe Bend Rail yard.

Dismounting their motorcars adjacent to the Thunder Mountain Tourist parked passenger train, operators and guests looked forward to the prepared lunch waiting for them at the station.





Starting at the rear of the line, Dewey Mills, Kitty Mayer, Mike Kelly, Whitey and Kathy Brown, Dee Berg and Sue Pardee wait in line for hamburgers, chips, soft drinks and ice cream. Dave Balestreri made the special lunch arrangements with Debra Duran, Operations Manager of the Thunder Mountain Line.

Dee Berg, Barbara Melioris, John Martin and Ross Kallenberger finished their strawberry ice cream desserts in the Thunder Mountain Line dining car.



After lunch, the motorcars followed the Payette River up the 2% grade to Banks, Idaho

Approaching Banks station.





At Banks station, the group took a brief break in the shaded right of way.

Half way between Banks and Big Eddy, the MOW group posed their motorcars on the Payette River open deck truss bridge.



Approaching the end of the rail line in Cascade, Idaho the excursion pulled up behind the Ashley Inn and spooked a small deer herd. The track was a mere 100 feet from the hotel's back door. It made unloading the group's baggage a convenient task.

Front views of the elegant Ashley Inn. The hotel specializes in weddings, caters to group events and offers guests beautifully decorated rooms.

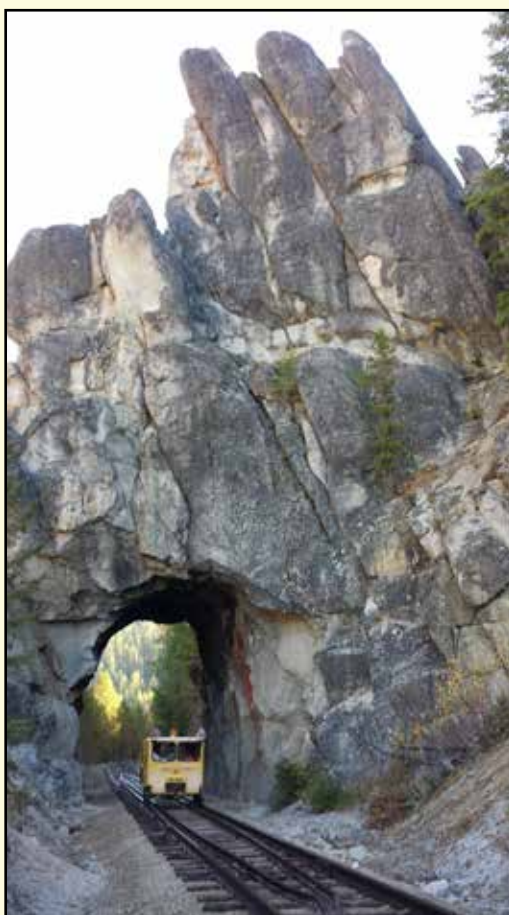




Finishing the evening dinner Todd and his father Bill seemed startled at having their photo taken while Margaret and Dewey Mills and Susana and Joe Schnyder looked on.



During the special dinner, Dave and Carol Balestreri received a tribute from NAR-COA Area 11 Director Bill Schertle for their herculean effort in organizing a successful eighteen-day, eleven-railroad tour through Oregon, Washington and Idaho.



On the Monday, September 29 return trip to Fruitland, the southbound motorcade traveled through tunnel 5. The 37-foot long solid granite bore is thought to be one of the world's shortest railroad tunnels.

During lunch, Idaho Northern and Pacific Railroad pilot Wayne Andrews visited with MOW members.



The MOW group stopped at Banks station for a barbecue brisket lunch prepared by the Thunder Mountain Line crew.





John McAmis exited the Payette River truss bridge leaving Horseshoe Bend behind.

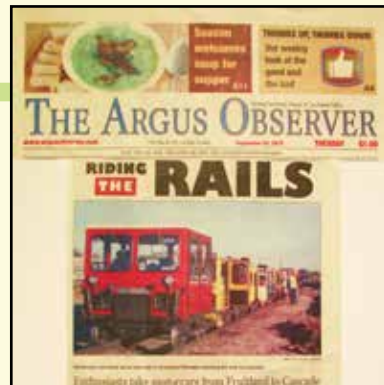


The excursion passed Black Canyon Dam downgrade into the Payette River valley.

Operators and guests took a brief comfort break at Emmett before running the last leg into Fruitland.



The MOW group followed the hy-rail pilot into Fruitland for the afternoon set off.



Motorcar Operators West's Idaho Northern and Pacific Railroad Cascade Branch excursion featured in the Ontario, Oregon Argus Observer newspaper front-page article.

