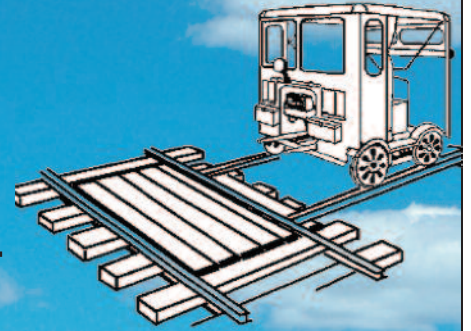


THE SETOFF

THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION

JULY / AUGUST 2010

VOLUME 24 No. 4



NEW MOTOR CARS
PREVENTING TRAILER
TROUBLE
PRO MOW SOUTHWEST TOUR

THE SETOFF

VOLUME 24 - No 4

The SETOFF is the official publication of the North American Railcar Operators Association (NARCOA) and is published bimonthly to promote safe legal operation of railroad motorcars, and to encourage fellowship and exchange of information among motorcar enthusiasts. Membership in NARCOA, which includes a subscription to The SETOFF, is \$30 per year, and is available from Secretary Mark Hudson. Please send your check made out to NARCOA to:

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On The Cover: Sierra Railroad at Jamestown (MP 41.1) June 12, 2010. Speeders roll off the Railtown 1897 State Historic Park turntable for the return to Oakdale, CA. Photo by Wayne Parsons

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PRESIDENT'S MESSAGE

WARREN FROESE

We are in the middle of the most excursion activity of the year. We can never be too aware of the potential for injury and accident. Please be sure that your frame of mind is such that you are thinking ahead as you approach the excursions you plan to attend. The most important part in this mindset is to be sure your motorcar, trailer, vehicle, and accommodations are prepared well ahead. If this is the case, then you will be able to approach each day on the rails with safety at the top of your mind. Thinking ahead as you approach each new mile of track will ensure that you are ready for all the possibilities that may exist ahead of you. Speed is always your responsibility. Be aware. By being properly prepared we all can expect to be ready for whatever circumstances we will find on the rails. Let's be sure to encourage this mindset in all we run with.

board member with any items you wish to raise at the annual Narcoa Board meeting October 1 and 2, 2010 in Chicago, Illinois. We want to hear from you, and will work to be sure your concerns are heard. I will publish the preliminary agenda in the next Setoff so you are aware of the topics to be addressed in Chicago.

Thanks for your interest in Narcoa. I hope that you enjoy each day you get a chance to be on the rails this year. If this is your first year – welcome. I hope you will find the experience to be worthwhile in every way. If you have been around a few years, thank you for your commitment to our hobby and I hope this year brings you new experiences in new places with new people.

Have a safe summer in every way.

Warren Froese



It is time to contact your area

FROM THE EDITOR

BRIAN DAVIS

For the last year or so the SETOFF has been proud to honor a NARCOA affiliate by putting them in the "Spotlight", on the rear cover of the issue. When no affiliate submissions were received, other material was moved to this place of honor. Not this month, however! The newly created membership database (you will hear more about it soon) has allowed some interesting data manipulation, and I hope you like what we have been able to do.

In other months, I have been concerned that there would not be enough material to fill the pages of each issue. This month the tables turned, as I have received enough material to fill many more pages. If you were good enough to submit some material that you don't see in this issue, take heart, I will try to use it in the future.

Thanks again for being safe on the rails, Jane and I hope to see you there soon!

Brian

**2010
NARCOA
ANNUAL
MEETING
Sept 30 - Oct 4
Sheraton Gateway
Suites**

6501 North Mannheim Road
Rosemont, IL 60018

This meeting is open to all paid
NARCOA members.
Any member wishing to address
the board, or add items to the
agenda, must contact Warren
Froese at (204) 668-8311 or
wsfroese@shaw.ca
To secure a hotel reservation at
the NARCOA rate, contact
Carl Anderson at (847) 882-5329
or ca636@aol.com
Cut off date is August 28, 2010
Room rate will be \$122 per night,
plus taxes.

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SAFETY COMMITTEE MENTORING REPORT BOB KNIGHT

As we start the 2010 Motorcar Season in earnest, the Safety Committee would like to reflect back to the 2009 Excursion season and thank all of the experienced operators that took the time to help the EC's with the mentoring process. Many times they have given up part of an excursion to mentor a new or returning member, spent time on the phone or maybe helped with special arrangements to make the process a success. By the comments from EC's they are appreciated as it relieves some of the time constraints so the EC can concentrate on other important excursion details. We therefore extend our thanks to the following:

Marvin Weber; Ron Zammit; Carey Boney; Carl Hymen; Jon Keeling; Jerry Clark; Larry Crowe; Al Elliott; Steve Paluso; Richard Ray; Terry Wade; Alan Wilber; Jim Garner; Mark Gunton; Al McCracken; Lee Folkerts; Marv Weber; Dean Mark; Richard Stevens; Jay Boggs; John Brown; Dave Balestreri; Glen Ford; Frank Luft; Glynn Hartley; Gary Shrey; Guy Howard; Bob Knight; Warren Riccitelli; Paul Goldzung; Brian Delaplaine; Tom Pemberton; Grant Vogel; Joel Williams; William Schertle; Al Tyson; Mark Hudson; Dean Grote; John Becker; Thomas Correa; Frank Eichenkeub; Bob Payne; Lonnie Hughes; Steve Taulbee; Bob Wonderling; James Brown; Lynn French; M P McIlwaine; Pat Green; Carl Schneider; Philip Walters; John Spiro; Leland

Stewart; Kenneth Smith; Robert Douglass; Ben Amodeo; Brian Peterson; Craig Davis; Gordan Wallace; Jim Morvay; Thomas Lavelly; Jon Kirchanski; Larry Shaw; Stan Conyer; Daniel Blomenberg; Michael Ford; David Lake; William Taylor;

With all your great help, we mentored 92 new or returning members into our great hobby!!

Great Job!
Bob Knight, Safety Chair

AREA THREE IN, LOWER MI, OH DAVE VERZI

This past May 1st was Train Day in Toledo and several Region 3 members displayed their motorcars and discussed our hobby with visitors amongst the thousands who visited the event. Thanks are extended to Harry Brumbaugh, Mike & Nelson Hurt and Phil Linne for their time and effort to travel to Toledo to display at this growing event.

Excursion wise we enjoyed two days of sunny and warm weather operating on the City of Greenfield, Ohio Railroad and US Rail in Jackson, Ohio. The runs were sold out and enjoyed by NARCOA members traveling from many regions to attend. Of interesting note was Jaime Samuell hosting a barbeque lunch in the entrance of a tunnel along the US Rail route. The coolness was a nice respite from the hot afternoon and a unique experience. As revenue for these municipally owned railroads has economically

declined there is a renewed sense of appreciation for their availability for us to operate on them. We hope that they can continue to stay viable with limited car loadings. It was heartening to see the welcome expressed by our visit by each town along the City of Greenfield route. Phil Linne hosted the City manager along for the trip and we met administrators from New Vienna and Midland who appreciated our visit and inquired about future planned events.

On April 24th OVR held it's annual meeting hosted by Alan and Karen Wilber at their home. Alan opened his new depot/shop for the event as well as hosted a cookout in conjunction with the meeting which was well attended by members. OVR's directors and/or officers for 2010 are Jaime Samuell, President, Alan Wilber, Vice President, Chuck Badger, Treasurer Dave Verzi, Secretary, Phil Linne and Karen Wilber.

Excursion wise there are numerous excursions yet in our region, notably Mike Ford's events on the Great Lakes Central and Indiana Northeastern. As of this writing OVR just announced a couple excursions coordinated by Jeff Levengood on the Wheeling & Lake Erie. Though just across the border this year in Region 2 the Wheeling is popular with many members who do travel a long distance to attend. Also in late September, Alan Wilber is coordinating the Akron Metro out of Canton, Ohio which we have not visited since 2008. Continue to watch the Great Lakes, Ohio Valley and NARCOA web pages for the latest runs which may not have enough time to make Setoff publication.

Dave

AREA FOUR **KY, NC, SC, TN, VA, WV** **TOM FALICON**

Hi Area Four members!

I realize I've written about this before but it still amazes and enlightens me to no end how a group of folks from all over America and Canada can come together for an excursion and in less than an hour be working and laughing together as if they had been a team all their lives. A few weeks ago I had the privilege to lead a crackerjack group of NARCOA families on a flawless motorcar trip through the North Carolina Mountains. This is what NARCOA and motorcaring is all about. I'm proud to be a NARCOA Excursion Coordinator and your Area Four Representative. Run safe, don't follow too close, easy on the sharp curves and I'll meet you back here after the weather cools down a bit!

Tom Falicon

AREA SIX **MN, WI, IL, UPPER MI** **BOB KNIGHT**

Finally, the 2010 Motorcar season is in full swing for the Upper Midwest. The North Central Railcars annual meeting was a huge success with many of the members from Wisconsin, Minnesota and a few from Illinois attended. NCR President, Dave Otte, had their excursion coordinator, Mike Ford review the many planned excursions that are posted on the NARCOA website and he also reviewed several that are still in the planning stages. President Dave, held the meeting at the Arrowhead Lodge in Black

River Falls, WI., and all who attended liked the new meeting location.

During the meeting, a long time member, Don Schoeb, from Eagle Lake, MN expressed interest in becoming an excursion coordinator and he has been connected with NARCOA Operations Chair, Bill Taylor to start the process of being EC mentored.

It was great to have someone who wanted to become an EC and has new railroad connections and can give us new rails to ride. With this thought in mind, if anyone has railroad connections please contact me and I will connect you with the mentoring process. It would be great to have more rails to ride in our area so you don't have to travel so far.

Speaking of excursions, please keep checking the website every week or two so you can keep up on the new excursion listings.

I have just talked to EC, Fred Lonnes and he reports that the Algoma Central has been approved for the 4 day ride on Aug 16-19th.

He also reported that there are 11 motorcars signed and paid for the run. He has planned a package tour which will include several hotels, excursion rail costs and motorcar fuel. We are still working on a tentative date for the Illinois Railway (Ottawa, Illinois) run.

These runs are being sponsored by The Great Lakes railcars and again check the website for Mike Ford's North Central Railcars' excursions.

On a future excursion motorcar event, EC, Dave Hawley, has got official approval for a run from Brooklyn, WI to Fitchburg, WI on October 8th & 9th and the Illinois

Railway Museum (Union, IL) on Sunday, October 10th.

I hope you have been working on your motorcar (s) so they will be in tip-top condition for this season. During my shop time this winter I found the front guide pins that connect the roller bearing housing to the frame to be quite worn. I connected with Alan Wilber (Ohio) and he sold me new machined housings and guides. I have always had a small amount of hunting and believe this should correct the problem. If anyone of you found something unusual while working on your motorcar, please share it with me at railbuff@indianvalley.com and I will share it with our membership. If you want more details about my worn guide pins, please send me an e-mail and I will give you the details or call at (815) - 786-3096.

On another note of Setoff change, the "Want Ads" and "For Sale" items have been moved to the website so the information is more timely for our member's use. It has been discussed that the items are a month or two past and are not good useful information. This would also give more space for excursions articles and member photos. So NOW I GIVE YOU a challenge!! During your motorcar excursions this season, would YOU please consider taking some interesting photos and writing an article about the run that could be printed and shared in a future edition of the Setoff? All you have to do is make an electronic submission to our SETOFF Editor, Brian Davis at setoff@neo.rr.com.

My wish for you is to have a great and safe 2010 motorcar season..see you on the rails soon.

Bob Knight

AREA 10 FROM THE DIRECTORS DESK

Greetings from the far corner. We have had an unusually wet spring this year. Grass is growing between seldom used rails and a nice coat of rust makes for slick rails. All must pay added attention to stopping distance. As I write this, we are between events. We have just competed the very successful Eastern Washington Gateway, thanks to Dave Phillips, our railroad host.

Next, the three day excursion out of Lewiston ID. Thanks to Frank Thomas, roadmaster, and the crew that spent two days rolling rocks and cleaning right of way, we once again made it up onto Camas Prairie. Rain was our uninvited guest on several days.

Our next stop is the famous Big Sky Adventure arranged by Bill Taylor. With the rivers running bankful, it would be great if the rain would stop. All are ready for summer, and hopefully by the time you read this, it will have arrived.

More good events are planned for the NW. Be sure to read the schedule.

Now for my other hat. Rear end bumps are our most frequent incidents. Because bumps can be avoided, NARCOA has adapted a no tolerance to bumps policy. Bumps fall into three categories; inattention, following distance, and improper braking technique. The first two can be avoided by looking out the windshield and paying attention. Proper technique on slick rail is the same as driving on ice. All that live in snow country know the rules. Start easy and do not lock your wheels when stopping.

This may seem early, however, it is never too early to think about the Board of Directors meeting in Chicago on October 1 & 2. Agenda items should be sent to me or to Warren Froese, our president.

Have a safe summer. Hope to see you all on the rails.

Jim Spicer

2010 PRO MOW SOUTH WEST TOUR

PHOTOS AND TEXT BY CHARLES SHEARON

Thirty-seven speeders gathered at the Grand Canyon RR "train shop" on the afternoon of April 19, set on, and backed about 2 miles to the station after the train from the canyon arrived at 6:00 PM. Dan Berg, our MOW EC, along with Erwin White, Trainmaster and his assistant Mike Brooks supervised a safe "set on". The weatherman said "snow tomorrow"!

We traveled 64 uneventful miles to the South Rim of the "Canyon". Having been on the SW Excursion 18 months before, I enjoyed the cooler weather. It did snow. Our rail friends in the East will laugh at what we call snow! One day and 2 nights were scheduled at the canyon South Rim. Shuttle busses ran every 15 minutes picking up and delivering tourists at the points of interest and hotels. Lowest temperature we experienced was 20F the second night. Visibility at times was limited but the snow melted immediately. The sights were spectacular and the restaurants served decent food. There was concern about traction and braking as the group headed back to Williams. No problems



Doug Stivers was the PRO Excursion Coordinator for the April 23 Copper Basin portion of the tour, set on at Hayden, AZ for a 100 mile round trip. 32 speeders attended. Our host was Jake Jacobson, the President and CEO of the Copper Basin RR. Well organized, outstanding scenery, blooming wildflowers and greenery.



Dave McClain, PRO EC and Tom Sharratt oversaw 24 rail speeders set on the Arizona Eastern tracks on the afternoon of Apr 25. Tom and wife, Sharon along with the Arizona Eastern crew did all of the flag duties. The Shirratts reside in Wisconsin, own speeders, and are NARCOA members. We traveled to Globe/Miami on the 26th and spent the night. The group returned to Safford April 27th. Apr 28th Safford to Bowie and return. April 29 Duncan, AZ to Clifton, to Lordsburg NM was the plan. There were wind gusts up to 60 mph and the Lordsburg leg of the trip was cancelled by unanimous agreement due to the high winds. The Alamosa, Creedsburg and Walsenburg, CO schedules were canceled at that point too, due to high wind and snow. Total miles traveled was about 650.

Clockwise from upper right:-. Gila River Canyon between Ray Junction and Florence, Arizona: Westbound crossing the Gila River Bridge and entering Middle Butte tunnel; Departing Grand Canyon April 22 It's snowing! The lead car is Karl Hovanitz in his MT14 dual gauge; South rim Grand Canyon RR station April 22, just before departure

Many Thanks to everyone who helped make this event happen!

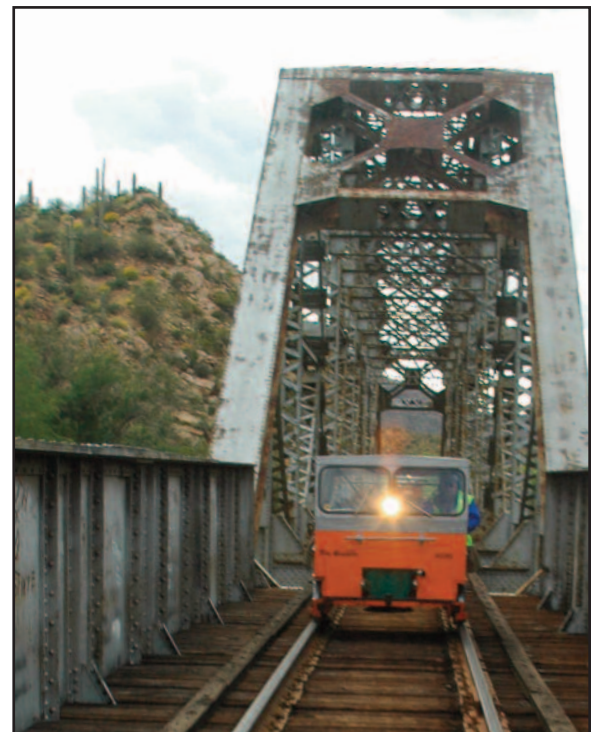
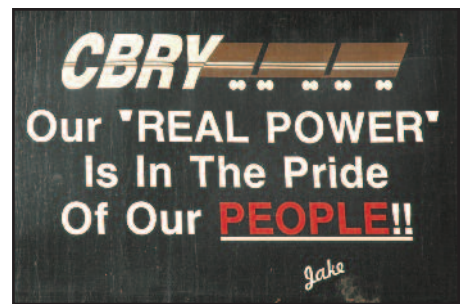


COPPER BASIN RAILWAY

PACIFIC RAILCAR OPERATORS - APRIL 23, 2010

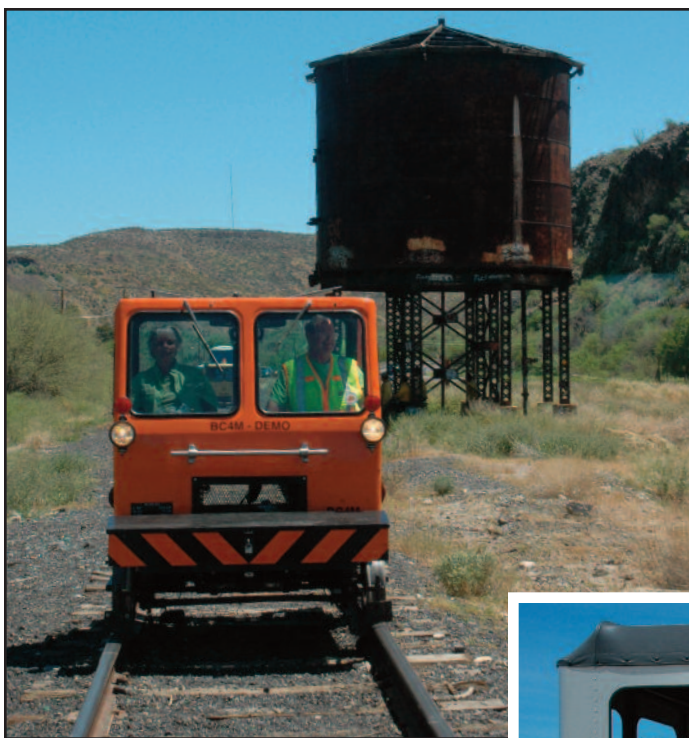


Hayden, AZ - April 23, 2010. The annual PRO excursion on the Copper Basin Railway was again hosted by President and Chief Operating Officer Jake Jacobson and coordinated by Doug Stivers (lower left). Jake is quick to point out the company slogan (right). Set-on was at the ore un-loader and smelter entrance south of Kearny near MP 1000. After a quick rest stop at the shops (above) the group ran 92 miles round trip to MP 954 near Hayden Junction. The desert was still very green from heavy winter rains with cacti of all types in bloom. Below center is a massive Cardon cactus that branches freely from the base. Copper Basin Railway has several heavy bridges like the one lower right. Note the many tall Saguaro cacti on the distant hill. *Photos and text by Wayne Parsons*



ARIZONA EASTERN RAILROAD

PACIFIC RAILCAR OPERATORS - APRIL 26 - 29, 2010



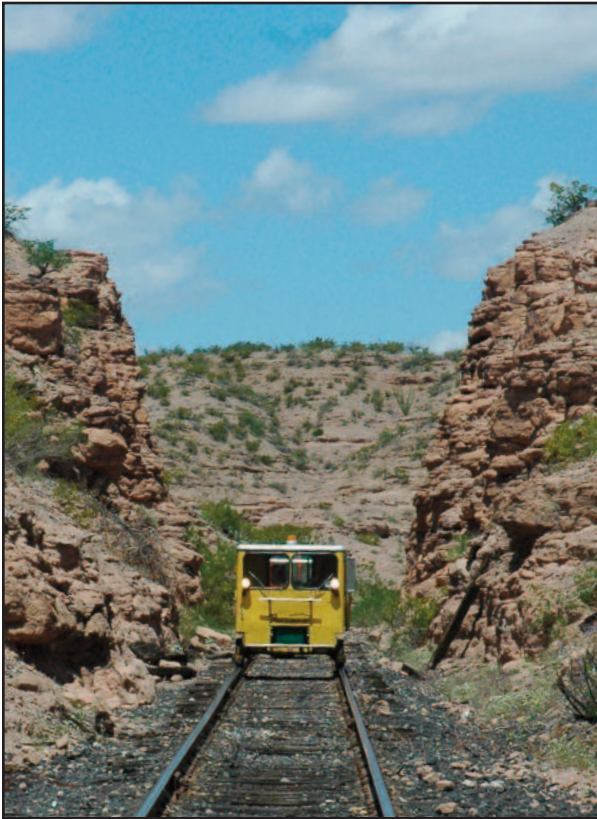
Safford, AZ - April 26, 2010. PRO Excursion Coordinator Dave McClain over came budget and scheduling difficulties to make this four day event happen. The desert scenery was expansive in nature and beautiful in detail with plenty of green plants thanks to this year's heavy rains. Top: Rest break south of Safford. Left: On the way to Globe. Above: Street running in Globe. Below: The "club" car offered a very social day of visiting. Below Left: Last minute arrangements were made for the Copper Spike Excursion



train to pick the group up at the Miami shops for transportation to the hotel at Apache Gold Casino. In three days of running on the Globe subdivision the group covered 268 miles.

For the last day we repositioned to Duncan and ran 64 miles round trip to the mining town of Clifton. Although the two towns are at about the same elevation, the track between climbs over a mountain and has five tunnels. There are some nice curves and cuts making for interesting operating and photo opportunities.

Right: Crossing the bridge into Clifton. Below right center: Our escorts were Arizona Eastern Mechanical Supervisor Tim Good, Iowa Pacific board member Tom Sharratt, and his wife Sharon. Thank you Sharon for all the shuttle rides at Safford and Duncan! Below left center: returning to Duncan from Clifton. Winds picked up with gusts of 80 miles per hour causing cancellation of the afternoon run to Lordsburg, NM. Bad weather in Colorado also caused cancellation of the San Luis & Rio Grande Railroad event over La Veda pass. This caused quite a scramble to notify everyone already on the road by cell phone! Below: Group photo on the last day at the Duncan, AZ set-on



RIDING BACK IN TIME ON THE SIERRA RAILROAD

BY WAYNE PARSONS



Photo by David R. Busse

Above: Motorcar Operators West members gather in front of the historic Jamestown roundhouse after lunch. Inside the building it looks like the steam hostlers have just put down their tools and gone to lunch - 100 years ago! Below left: Signs used in the movies and television. Below right: The passenger train takes 40 minutes to run three miles south and return.

Oakdale, CA – June 12, 2010. Forty cars participated in the Motorcar Operators West event on the Sierra Railroad running 82 miles round trip. Thanks to a special invitation from Railtown 1897 SHP Superintendent Kimberly Baker, the group turned their cars on the historic turntable at Jamestown and parked on the roundhouse leads for lunch.

The Sierra Railroad runs northeast from the central California town of Oakdale to the heart of Gold Country at Jamestown. The Crocker Family started the line as the Sierra Railway in 1897 and owned it until 1982. This long family ownership preserved the steam era round-

house, shops, and equipment that has provided the backdrop to so many films and television shows that the line has become known as "The Movie Railroad." In 1982 the Crocker Family donated the Jamestown facility to the California State Park System that now operates it as Railtown 1897 State Historic Park.

The rest of the line, now known as the Sierra Railroad, was upgraded by new ownership in 1995 with needed track repairs and new equipment. Historically the Sierra has been a freight operation with connections to the Santa Fe and Southern Pacific at Oakdale. Around 1920 the Sierra Railway was very busy hauling dam

construction materials to the junction with the Hetch Hetchy Railroad at mile post 26. The SP branch was lifted in the early 1980's leaving just the BNSF connection. Today the line handles lumber and operates a dinner train. Traffic will expand this winter as a propane gas terminal comes on-line at Standard located nine miles past Jamestown.

Saturday's weather was warm and sunny. Departing at 8:10am the motorcar riders enjoy views of large agricultural operations for the first 18 miles of the trip. A variety of orchards and livestock farms provide beautiful vistas unmarked by roads or housing developments. Near Warn-





Left: A Railtown volunteer operates the 1922 turntable. Above: The cars approach the Hwy. 49 road crossing after climbing 1000 feet in altitude from the San Joaquin Valley floor. From here a less steep grade gains another 300 feet of altitude to reach Jamestown, CA. Below: The group rolls off the turntable to park for lunch.



Photos (6) by Wayne Parsons

erville (MP 15.9) signs caution people to keep out of the "Biosecure Area" at a poultry farm. Several ponds surrounded by grass and small marsh areas with Cat-Tails are near the tracks. Flowers like the orange California Poppy, yellow Sierra Sedum and Wild Blue Flax provide color accents along the right-of-way. Killdeer birds with black bands around their necks make their nests in the rock ballast. They fly off as we approach and circle back only to be frightened away again by the cars behind.

Just past our rest stop at Cooperstown (MP 19) are ten of the best miles you can ride in the hobby! The car's motor opens up and does some work as the track climbs 1000 feet in elevation from the valley floor

to Chinese (MP 35.1). The rail is in great shape. It winds uphill threading through straw colored hillsides dotted with thousands of beautiful deep green California Oak trees. I pull the aviation headsets off wanting to experience the full sound! The Onan motor makes a deep throated purr as happy as that of a tom cat rubbing against your leg. The wheels sing with many notes over the regular beat of the rail joints. Even the rail itself has a vibration to add.

At Jamestown the speeders transfer to the 1922 turntable half a dozen at a time. Originally the turntable used steam to drive the motor; today compressed air does the job. Dressed in a conductors outfit, a museum volunteer operator takes hand signals from two park workers who get the rails

aligned for the transfers. After everyone is transferred to the roundhouse leads, the museum visitors look over the speeders as the operators have lunch at nearby picnic tables or walk ten minutes downhill to town.

When the 1:00pm passenger train, powered by Shay engine No. 2, returns, we are off downhill for setoff in Oakdale at 5:00pm. We've had a great and safe day on the rails. Thank you Excursion Coordinator Chris Ogilvie for an outstanding job coordinating the event. A big thanks to Robert Pinoli, Randy McTaggart, Larry Ingals, our pilot Tim Raridan, and everyone else from the Sierra RR and Railtown 1897 State Historic Park for once again hosting us on their wonderful rail line!

NEW MOTOR CARS

BY LEON SAPP

Want to buy a new factory made motor car? Most collectors are only interested in preserving the great names from the past but if someone really wants a modern speeder with that new car smell he might be surprised to learn that a good selection is available, at least on the International market.



Sperling 8 Man Car

One of the manufacturers still advertising in North America is Sperling Railway Services of Canton, Ohio. No longer known as Motor Cars or even Speeders, the machines now go by the rather bland title of "Personnel Carriers." Sperling is a world-wide consortium manufacturing an amazing variety of industrial machinery and products. They provide innovative track maintenance machinery for both the North American and European markets. Their smallest four man motorcar looks very similar to some of the last Fairmont and Kalamazoo gang cars. Their larger 4 to 12 person capacity cars very much along the lines of large gang cars produced in the U.S.A. by Fairmont, Northwestern and others.



Geismar Type 1 trakrat

Another brand still available in the U.S. is the French firm of Geismar, better known in this country by their Canadian subsidiary of MTM. Although they no

longer build or sell motorcars through MTM, Geismar still manufactures speeders or, as they prefer to call them "personnel transporters" for the European market. But it can be assumed that if an American purchaser were to insist one could be delivered to this continent as well. Their standard model has a 4-hp engine, available as either gas or diesel, and rides on 240 MM (about 10-inch) aluminum wheels with an automatic transmission, a centrifugal clutch and disc brakes. Their newest model, called the 'EGO' is popular both in Europe and in several Asian markets. A rather unusual model affectionately named the "Trakrat" is designed for a larger gang and can seat up to seven including the operator and pull several trailers.

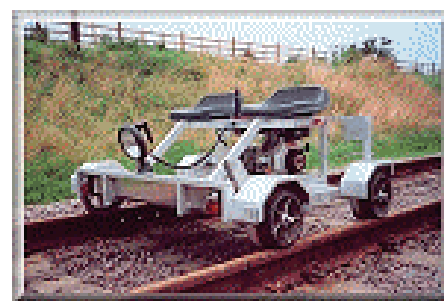
And one cannot forget that Harsco, who still supplies us with Fairmont wheels and other parts is still alive and well. Although one can no longer buy a Fairmont Harsco still supplies speeders under the Permaquip brand name. Permaquip builds a Personnel Carrier that can accommodate 6 occupants and incorporates fail-safe braking, anticlimb and anti-slew couplers and an emergency stop control. It can be towed or propelled, and can be coupled to other Personnel Carriers to form a train of up to 4 Personnel Carriers, giving seating options for 6, 12, 18 and 24 personnel.



Lesmac LMS001

Donfabs & Consillia, based in Long Eaton, Nottingham England have a line of speeders under the Scottish brand name of Lesmac. The line includes track recording trolleys, electric carts and railway logistics vehicles. Some of their more popular models include the Consillia MEC-4 and other 2 and 4 man Petrol and Battery Electric Rail Carts. Lesmac Ltd founded in

1974 is one of only a few companies in Scotland that builds rail components. Their line includes the 'Swift Rapid Response Trolley.' The four man trolley has been designed to allow efficient and cost effective movement of personnel and equipment from point of road access to work site. It is typical of most European models and quite lightweight with a top speed of only 20 mph. However it has some surprising features such as four fully independent disc brakes and spun steel wheels.



Bance two man cart

R. Bance and Company is based in Surbiton, Surrey England. Bance has been a manufacturer since 1974 of track components, carts, trolleys and light powered maintenance vehicles called the Alumi-cart. The Alumi-Cart comes in several versions to suit any application such as personnel/materials transportation, ultrasonic flaw detection and track inspection. Propulsion can be electric (battery power) or petrol/diesel driven.



Socofer DDI150-1

The firm of Socofer Constructeur Ferroviaire is based in Tours France and manufactures several models of Track Motor Cars. Their "mini-Bus" can accommodate up to 20 passengers with controls located in both ends of the car. Diesel powered with a top speed of 45 mph and, an on board restroom and an optional mini-bar, the beast weighs in at ten tons. It is not something you might want to trailer out to

a weekend run but they have smaller models as well. The smallest, Model ML11-1 is comparable to an MT19 and the larger ML-20 resembles the classic 'A' car.

The Asian markets are alive and well but tend to cater to their National interests. China and India both still manufacture speeders in a variety of sizes and configurations. But it is doubtful that any will grace the U.S. rails anytime soon. Still it is nice to know that somewhere out there somebody is still building the small cars and for the same reasons they have been used for well over a century. You might need an interpreter for the operations manual but if you are ready to make that purchase and willing to press '2' for English your new machine is waiting for you.

EMAIL ADDRESSES

Your membership team would greatly appreciate your attention to this detail. As we work to trial a web based data base we need accurate email addresses from each member.

Please forward your primary email address to the Membership Committee at

membership@narcoa.org

This list will not be passed on to any third party at any time.

If you do not have email access please disregard this message. We will continue to provide for paper /mail communication for you.

We would also encourage each member to join the NARCOA Forum (details at the bottom of the "Members Only" page at www.narcoa.org This will ensure that each member receives the regular username and password updates for the members only page. Thank

CHANGING YOUR ADDRESS?

MARK HUDSON

NARCOA SECRETARY &
MEMBERSHIP COMMITTEE CHAIR

Since I became your new Secretary, our Membership Committee has expanded to three members; Dan Page, Bob Hastings, and myself. We are working hard on a number of ways to improve service to members. Thank you for your patience as we transition our processes.

One ongoing situation that you could help us with is to please be sure to notify us of any change of address you may have- either your postal mailing address, or your email address.

When we don't have your correct information, you may miss out on receiving your SETOFF magazine, notification about the current passwords to download the PDF version of the SETOFF from the NARCOA website, election ballots, calendar, etc. About a dozen copies of the recent May-June 2010 SETOFF have been returned to our Dry Ridge, KY postal box because of problems concerning a member's address. Also, a member ballot for a director's election was returned due to incorrect address or no forwarding address.

In some cases, a member sends in an address which we can't read, because its not legible. If we can't make out enough of the address to contact you for a correction, there is nothing we can do until you contact us again.

The good news is that about a third of those items returned included an address correction from the postal service. But, the corrections cost NARCOA each time an address is corrected by the postal service. Further good news is that, as secretary, I have often been able to contact those members by e-mail or phone for an address correction.

The bad news is that there are still several members who have not received their SETOFF. Further bad news is that every time a copy of our magazine is sent to a member a second time, we are paying postage for sending an item twice.

How can you help? When you move and/or change your address, please be sure to send the change to me, Membership Secretary Mark Hudson. This can be done a couple of ways. One, mail the address change to: NARCOA, PO Box 321, Dry Ridge, KY, 41035. Or you may also send an e-mail message to our brand spanking NEWEST E-MAIL ADDRESS: membership@narcoa.org.

This new central e-mail address is simple, logical, and easy to remember. We intend it should remain the same for a long time.

You can also help by sending address corrections or complaints regarding a missing publication directly to us, and not someone else. If you contact someone else, they will try to get the information back to us, but this is an inefficient way to do it, and involves extra volunteer time.

Thank you,
Mark Hudson

GREAT SMOKY MOUNTAINS RAILROAD

ALL PHOTOS AND TEXT BY JOHN BROWN



I was just back from the Tenn.-Southern run with my speeder still on my trailer and I was looking south for another weekend on the rails when I found Tom Falicon's "Overnighter" on the Great Smoky Mountains Railroad. I had been on one of Tom's one day trips a few years ago in November and had a great time and enjoyed the scenery. I emailed Tom and was told "you're welcome here and there is room".

The GSM RR line was originally chartered in 1855 and was called the Western North Carolina Railroad. In 1882 the WNC RR was under the control of the Richmond and Danville Railroad. The rails reached Murphy N.C. in 1891 and three years later Southern Railroad assumed control, then Norfolk Southern. NS filed for abandonment in 1988 for the last 64 miles from Dillsboro to Murphy N.C..The State of North Carolina decided to purchase the

railroad and eventually sold the 52 miles from Dillsboro to Andrews to a man named Malcolm McNeil. Malcolm sold the RR to American Heritage Railways who also owned the Durango & Silverton and the Texas State RR. The state of NC still owns the remaining 14 miles from Andrews to the town of Murphy. A new Company was formed to run it called the Great Smoky Mountain Railway.

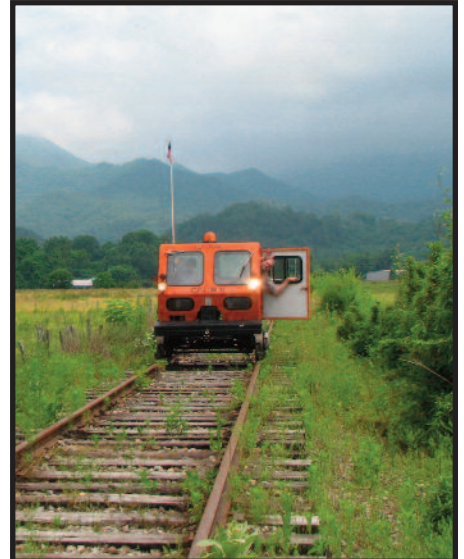
21 cars and 3 Hyrails made up the consist for the excursion. The temperature was warm for a Canadian, and I could already feel the humidity. At the Safety meeting Tom told us that this was his first overnight trip due to a suggestion from Chris Ashworth, of Atlanta Georgia. Tom also had sketches made up of the rail for the first part of the trip and showed us why we would be travelling at 10mph. The profile of the rail was not the usual "I" shaped but

very worn and not much of the railhead would be against the flanges of the wheel, also allowing the track to be out of gauge.

From Andrews it was an uphill grade to Topton then a very steep grade down to the Nantahala Outdoor Center (NOC). If you have never been on the GSM RR you follow the Nantahala Gorge for a few miles. Nantahala is "Land of the noon day sun" in the Cherokee language. It was given this name because the sun only shines into the gorge during the middle hours of the day since the mountains are so steep and rise so high around.

The Nantahala Gorge is well known for white water rafting and kayaking. Fast flowing water with rapids are everywhere and are breath taking to see. Running through the gorge was cool and refreshing with tree tops forming a canopy to shield us from the hot sun.

Above: the Group gets ready, below left to right: GSM RR Passenger Train arrives at Nantahala Outdoor Center, John Coker and his daughter Mattie enjoy the ride in their Beaver car.





We were scheduled to arrive at the NOC at 10:30 am so we would be in the clear for the GSM RR passenger train and to give us time to explore the beautiful gorge scenery. At 11:30 the GSM RR passenger train arrived and once the switch was lined for the motor car group we were on our way to Bryson City.

We arrived in Bryson City at 1:10 and as we ate lunch it started to rain. At Bryson City is a Model Train Museum and Tom had arranged for the group to tour the museum free of charge. At 2:15 we were on the move heading towards Dillsboro for our motel.

Just before arriving in Dillsboro we

passed 2 wrecked buses and two locomotives. These were the props for the movie "The Fugitive" with Harrison Ford and Tommy-Lee Jones that was partially filmed on the GSM. We then passed the GSM shops and proceeded into town. We arriving at 3:30, and Tom had scheduled an hour for us to walk around Historic Dillsboro. At 4:30 we headed for the Best Western just outside of town. Once again Tom had done a masterful job of planning with the motel a few hundred yards from the motor cars.

Tom arranged for a catered supper consisting of hamburgers, hot dogs, potato salad, iced tea, cake and ice cream. The

cake was beautifully decorated with RR tracks running through forests and tall mountains made out of icing on a chocolate and white cake.

Sunday was warm, less humid and with a later start time. Once again Tom went over the rules of the road and by 9 am we were rolling. Bryson was reached at 10:10 am and we pulled into the siding behind the GSM RR passenger train. The GSM RR passenger train pulled out and headed for the NOC and at 10:45 am we were on the roll heading for NOC.

We arrived at the NOC at noon and we had an hour for lunch. We departed NOC at 1:10 am just after the GSM passenger train arrived. Rain started falling as we were in the NOC but I think Tom arranged for it to stop as we headed up the steep grade to Topton.

From NOC mile 79 to mile 87 the grade is 0.4%. At mile 87 Tom had us stop and the two stroke cars were towed up the Red Marble grade of 5.85% and at some places exceeds over 6%, for 3 miles We arrived at Andrews at 2:50pm and bid good bye to our old and new friends.

Thanks to Tom for arranging this overnighter and to the GSM for allowing us to be on their rails.

John Brown

Above: Nantahala River rapids; below: Wrecked equipment from the movie "The Fugitive";



PREVENTING TRAILER TROUBLE

BY DEAN MARK

Well, with spring's arrival, you have dusted your car off, gone under and over it, checking that it is safe, running well, and it is ready for the excursions to come.

BUT! What about the trailer that is going to transport your car? When was the last time you did more than check the air pressure of the tires, and made sure the lights were working? What else is there, you ask? Let's start up front, and work our way back. Look the bolts and welds over carefully. Look for any signs of stress. Cracked paint that follows a weld is a good indicator of stress. Wear marks from moving washers are another.

The entire trailer should be inspected periodically for weld cracks, stressed or fatigued metals, or any other sign of trouble.

The hitch coupler is very important to the safe towing of your trailer. Have you lubed the ball pocket? Does the latching mechanism need adjustment? (These parts do wear, and quickly if they are neglected.) Latch the coupler onto the ball then lift on the trailer tongue. If you "feel" movement you should look into it. Having a coupler that is loose can lead to a trailer-vehicle separation, and even with safety chains, this is not a pleasant experience! Most couplers have an adjustment to them. How is the coupler fastened to the tongue? Is it bolted, is it welded, is it both? Put a wrench on these bolts, and make sure they are tight. A well installed coupler will have washers at all mounting bolts.

We fasten our safety chains to our trailers with grade eight bolts, nuts and washers. They are easily replaced, should they become worn, but be sure to use the correct grade and strength of chain. We use a very heavy chain, with hooks that are proper for the job they are to perform, with retaining latches.

Have you ever caused a "jackknife" situation with your trailer? Ever consider the stress put on the whole trailer, but especially the tongue, when this occurs? Any time a jackknife occurs, you should inspect the entire tongue, especially at the coupler, the tongue body, and the connection(s) to the trailer body. As you move back, along the tongue and supports, are there any

dents, rust, or other sign of possible weakness? Keep looking. Are there any signs of wear? Are the bolts secure? We recommend that you remove the bolts where the tongue-supports fasten to the trailer body at least once every two years, and inspect the hardware. Replace if there are any signs of wear or fatigue. If there is significant rust, the threads of the nuts or bolts could be compromised, so consider that, as well. If the holes that the bolts pass through are worn, they should be repaired, as well. If not a safety issue, this, at least, affects the way the trailer travels down the road.

From here we move to where the spring shackles attach to the trailer body. This is the highest stress area on your trailer. Every bump, pothole, twist and turn you make with your trailer is transmitted to these shackle points of axle attachment. Every time you back your trailer into a bumper these points take the hit the hardest. You want to be especially vigilant of the welds at the shackles and for cracks or torn material. One good pothole can cause a great deal of damage. We once had a commercially built trailer break off a shackle, in a relatively mild pothole, due to improper weld made by the manufacturer.

Unload the trailer, put it up on jack stands and get underneath it. Look carefully at the U bolts, mounting plates, nuts, etc., as these should be checked quite regularly for tightness, and be free of visible wear. The springs and mounting bolts should also be looked at during this inspection. Look for broken or cracked leafs and for leaves that are out of alignment. Any of these conditions should be addressed right away.

Next, look at the wheel bearings. In normal use, we like to remove, clean, inspect, repack and properly reinstall the wheel bearings every 2 years. If the trailer is used more frequently, or in harsh conditions such as extremely wet or dusty conditions check them yearly. Be sure to clean and inspect the race, (cup) surfaces, as well. Make sure the dust cap fits snugly, and that the bearings are properly adjusted.

Now we want to take a look at the tire

rims. Rims should be inspected for excessive rust, especially around the bead and the valve stem connection, and for any cracks or signs of fatigue. Aluminum rims especially should be inspected at the bead, for wear, each time a tire is installed. This area can wear, and allow a tire to slip from the bead. And, of course you want to inspect the lug hole areas, for wear or cracks. Lug nuts can and do work loose, so proper torque procedures is imperative. Are the lug bolts in good shape? Is there any indication that the rim has been marking the bolts? If so, somewhere along the way the rim has been loose, and these bolts should be replaced.

Does your trailer have brakes? If so, when was the last time you inspected them? You say they are working ok, so what could be wrong? You will never know, unless you look! Inspect where the mounting bolts go through the backing plate to be sure they are tight and not worn or damaged. Do the same with the plate itself. The holes and pins for the springs and shoe retention should be looked over carefully for wear or signs of fatigue. Excessive rust on the plate could be a sign of overheating. Overheating of the brakes system can cause a failure. If the rust is flaking, it is definitely time to replace the backing plate. Of course, the shoe braking surface is another inspection point. Shoes must not be allowed to get too thin, as this can allow poor contact with the brake drum, and inefficient braking. The drum should also be carefully inspected, for cracks, and excessive rust. Again, if the rust is flaking, consider replacing the drum.

Most trailer brakes are electric. These have an electro magnet that activates when the tow vehicle's brake pedal is pushed. The wires to the magnet should be carefully inspected for breaks or cracking, and should be replaced if these are noted. Open cracks can allow water into the wire, and allow corrosion and possible failure. The inner surface of the brake drum that the magnet rides on should be fairly clean and smooth, for efficient and safe braking. How does the trailer handle, especially when you apply the brakes? Does it pull to one side? If so, the brakes are likely out of

adjustment on one side, or both, and should be properly adjusted at the first opportunity. And, if you are not comfortable with your knowledge or ability to work on your trailer brakes, by all means, you should seek professional help, to keep you, your trailer, your motorcar, and the traveling public at large safe. Same goes with all inspection of your trailer. If you do not feel qualified, seek the professional that can offer that peace of mind.

You also want to look over the winch that pulls the motorcar up onto the trailer. Make sure it is adequate to pull the load that you are asking it to. Follow all winch manufacturers' instruction for care and servicing of the winch. Make sure the winch is securely and adequately fastened to the trailer, and that none of these fasteners have worked loose, or cracked, etc. Occasionally, you should run all of the cable out and inspect it for torn strands and adequate fastening to the winch. If you have ever caught your hand on a strand, you will definitely want to replace that, as soon as possible. Remember, you should always wear gloves when handling the winch cable.

The remaining items are more routinely inspected (tires, brake wiring, loose fenders, etc) so we will save them for another day.

Each time we stop with our trailer, we do a walk around inspection. Just looking for anything obvious, that a problem is coming. We especially look at the coupling, the safety chains, and the wire connections. Feel the wheel hubs, because a hot hub could be a sign of a bearing going bad.

And all the trailer inspection in the world will do little good if there is not a good hitch on the tow vehicle, so don't forget to look that area over, as well.

I hope this has stirred a little thought in some of us out there, to give the trailer a little consideration as we get into the swing of the season. Be safe, and hope to see you on the rails.

Dean



RIDING WITH JOE

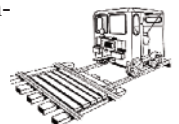
BY JIM MCKEEL

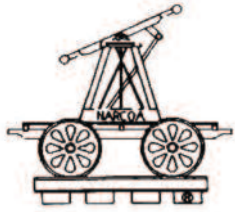
The excursion was underway! Joe Speeder and the other operators were out for a great run on one of the best kept secrets in the hobby. It was a little known branchline of a major railroad that had been spun off to a shortline a few years ago. It ran along a beautiful river valley and around some rolling hills. Everyone was excited about the excursion and the barbeque that would be held at the turn-around point. The operators all had a great run during the morning portion of the trip. All of the cars would be turned upon arrival at the turn-around point so they would be ready to roll as soon as everyone finished lunch. Joe rolled to a stop, raised his rail sweeps, lifted up the rear of his M-9, and spun it around. The smell of barbeque was in the air and that was only increasing the anticipation. Joe rolled his car back to where the other cars were stopped and "tied her down" so he could get in line for lunch. Wow – what a fantastic barbeque pork sandwich with fresh, hot baked beans and coleslaw!!! Joe savored every moment! Finished with lunch, he laid back under a nearby tree for a rest while everyone else finished.

"Load 'em up" the excursion coordinator hollered. Everyone headed for their cars with a smile of contentment on their faces. A great day, a great lunch, and now it was time for an enjoyable trip back to the point of origin. Off they went. Joe settled down in the seat and relaxed as he rolled out of town. Joe was now near the back of the pack of twenty five cars after being the third car on the trip out. He was casually following the group at a safe distance and a relaxing speed. Joe was enjoying the ride and the scenic journey and was allowing plenty of space between him and the car ahead. About half way back to the point of origin the line passed through a small community with a few houses on both sides of the tracks. Joe noticed a group of young kids running away from the tracks as he entered the community. He wondered what they were up to as he watched them run behind a nearby house. Joe heard a bang as his car lurched into the air. The

next thing Joe realized, his car was bouncing down the ties and turning sideways. Joe hung on until his car came to rest. He jumped out to flag the following cars. He then started looking around trying to figure out what had just happened. He followed the marks left by his car back a short distance and found where the wheels had hit the ground after leaving the rail. He saw some debris that appeared to be crushed ballast on the top of the rail at several places just prior to where his car had hit the ground. Joe then realized what the kids had been doing and why they were running away from the tracks as he approached. They had placed several pieces of ballast on top of both rails after the car ahead of Joe had passed by. Joe wondered why he hadn't noticed them and, more significantly, why his rail sweeps had not pushed them off the rail out of his way. He went back to his car to check his sweeps, only to find that they were not in the lowered position. He had failed to put them back down after turning his car around at the lunch stop. Joe hung his head as he realized what he had allowed to happen and how much worse it could have been. Joe sure wished now that he hadn't been in such a hurry to get in line for that barbeque.

Did Joe violate any NARCOA rules? Unfortunately he did. Section I, rule # 21 states as follows: "Rail sweeps, if the motorcar is so equipped, must be in the lowered, or working, position when the motorcar is in motion. The rail sweeps shall be properly adjusted so that they are within close proximity to the head of the rail when in the lowered position in order for them to properly clear items off the top of the rail." Joe should have been more careful and ensured that he had put his sweeps back down in the proper operating position before he headed for the lunch line or before departing after lunch. Now, he had a bent axle to replace and had lost some points due to this incident.



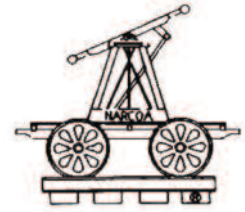


NARCOA EXCURSIONS

AS OF JUNE 16TH, 2010

Please submit all excursions and ads directly to
narcoa@comcast.net

The SETOFF downloads directly from the website
for the most current information.



July 02 - 03, 2010 - CO South Fork, Denver & Rio Grande Railway Historic Foundation

South Fork, CO – Rio Grande Summer Run. The Rocky Mountain Division (www.rockymountaindiv.com) invites you to come follow the Rio Grande river on this historic, and scenic property in the mountains of Colorado. This is a great low key run for mentoring new operators, and a great run to see how your car runs in the mountains. We will arrange the run to travel somewhere between 60 to 80 track miles during these dates, traveling from South Fork to Wasson Wye and return. The run will be limited to 25 cars. You may run either or both days. Checks should be made to “Rocky Mountain Division”. NARCOA rules and insurance will be in effect. Spark arrestors will be required. No Hi-Rails. No Smoking. Jon Keeling will be EC. Cost: \$160 (\$110 for paid RMD members) for the first day you run and \$50 for a second day. Fee must be received by EC two weeks prior to the event. For information and/or reservations contact: Jon Keeling Phone: 719-989-0779 Mail P.O. Box 721 La Veta, Colorado 81055 Email: jkeelingmt14@yahoo.com

July 4, 2010 - TX - Capitol Metro Transportation:

Railroad Partners, Inc. is pleased to sponsor a motorcar excursion over the ex SP Llano branch. This is a scenic stretch of track which parallels the Llano River and crosses the Colorado River on Lake LBJ. There will be abundant wildlife and open range vistas. Participants will travel from Llano, TX, through Kingsland, TX to Scobey Spur, a round trip distance of approx 54 mi. Trip fee is \$40.00 per car payable as a donation to Railroad Partners, Inc. (a nonprofit 501c3). This is a NARCOA insured excursion and all NARCOA rules apply. Hy-rails welcome. For trip details or lodging information, contact: Excursion Coordinator Leland Stewart 10057 Palomino Canyon Converse, TX 78109 (210) 863-5397. Information about RPI may be found at www.railroadpartners.com

July 3 - 4, 2010 - OR Oregon Pacific Railroad

The Oregon Pacific Railroad (OPR) is hosting the “Speeder Appreciation Days” on the East Portland and Molalla Branches, Saturday July 3rd and Sunday July 4th. This 20 car maximum, non-NARCOA event is free to speeder operators. There is no set running schedule for either of these days. Saturday July 3rd we will operate on the 5.5 mile East Portland Branch. Upon departing the set-on site, there is roughly 1200 feet of 6% grade to manage. While we have had 2-cycle belt driven cars ascend this without incident in the past, be forewarned. Sunday July 4th we will operate on the 8.7 mile Molalla Branch line. We will have all day to operate, explore and sightsee along the rural rail line. At 10 PM the City of Canby’s fireworks show start adjacent to the railroad right of way, and we will have our own private secure viewing site. Then we will have an opportunity to do a little night operating back to the RSG lumber mill to set off. For those wishing to set off earlier in the day, accommodations can be made. Lunch will be provided for \$10 per person on Sunday. Seton for Saturday the third will be at 9:00 AM for a departure at 10:30 AM just south of: 9001 SE McBrod Ave Milwaukie OR, 97222. Seton for Sunday the fourth will be at 12:00 Noon for a departure at 1:00 PM at: 28890 Hwy 213 Molalla, OR 97035. The mill is located on the west side of the highway and has over 500 feet of rail-in-asphalt for a very easy unloading and loading of your motorcar. This weekend can be very warm so stock plenty of fluids. There are abundant hotel/motel choices in and around Portland / Milwaukie / Canby areas. Please have your NARCOA inspection forms filled out at set on, on Saturday. When you RSVP by e-mail or phone I will send out further details of the days activities. Please RSVP as soon as possible. For complete details contact Kevin Novak by

e-mail at up2615@comcast.net or by phone at (503) 489-5020 1000-2200 PST.

July 9 - 11, 2010 - NY Delaware & Ulster Railroad

Our annual trip to the Catskill Mountains will include the often talked about “Up the Mountain, Down the Mountain” and we make numerous trips between Roxbury and Highmount. Bring a camper or a tent and join us at the riverside campsite behind the engine house. Night runs and a night trip to Highmount for dinner are included. Because of construction on the Catskill Mountain RR, we will not be combining these two runs together. There is no minimum nor maximum number on this excursion. We will set on at Arkville, NY at 8:00 AM. Departure is scheduled for 9:00 AM. Approximate round trip mileage for this excursion is 48 miles. The event is sponsored by NERCA. NARCOA insurance and rules apply. All payments / cancelations are required 30 before the excursion. The price of the trip is \$80. Equipment Restrictions/Requirements: No HY-Rails allowed. All NARCOA rules apply. NARCOA insurance and rules apply. Reflective vests are required. Additional information: NARCOA mentoring allowed on this excursion. The event is sponsored by NERCA. Event Coordinator: Warren Riccitelli / Al Elliott. For more information please contact Warren Riccitelli, 39 Jacksonia Drive, North Providence, RI 02911

July 9 & 11, 2010 - ID Washington, Idaho & Montana RR / P&L branch Excursion

Pacific Railcar Operators is pleased to announce the WI&M / P&L branch excursion Friday July 9 and Sunday July 11, 2009 on the Washington & Idaho Railroad. The set on point will be at the Potlatch Depot, Potlatch Idaho. Friday’s trip will go from Potlatch to Palouse on the WI&M Railroad and then from Palouse to milepost 3 near Marshall on the old Palouse and Lewiston branch of the Northern Pacific and return, a total of 138 miles. On Sunday we will run from Potlatch to Palouse and then to Moscow and return, a total of 74 miles. The actual mileage we will travel could be reduced by track maintenance, but we will do everything we can including switching the Friday and Sunday runs in order to cover as much as possible. On Saturday, operators will have the opportunity to participate in the Potlatch Depot Days benefit at no additional charge. Run fees are \$135.00 and no refunds will be issued after July 1st, 2010. Make checks payable to Pacific Railcar Operators and mail them to Meet Coordinator Steve Taulbee, 2206 Burrell Avenue, Lewiston, ID 83501. NARCOA insurance, NARCOA Rules Certification, PRO membership, spark arrestors and mechanically sound motorcars with all the specified NARCOA equipment are required. Packets with itinerary, motels, restaurants, camping spots and maps will be mailed after payment is received. There is a 30 car limit for this excursion. For more information contact Meet Co-Coordinator Steve Taulbee, (208) 746-5430, Taulbee1@cablone.net, or Jim Morefield, (208) 743-0802, jmorefield@cablone.net

July 10, 2010 - OK Arkansas-Oklahoma Railroad

Harrah, Oklahoma – The Oklahoma Railway Museum (ORM) will host a trip on the Arkansas-Oklahoma Railroad (A-OK) from Harrah, OK traveling westward on the ex-Rock Island Railroad trackage that A-OK operates to Midwest City, Ok and then return through Harrah and on to Shawnee, OK and then return to Harrah. Total mileage will be 68 miles round Trip. Set on will begin at 8:00AM in Harrah, OK at the old Rock Island Depot on Main Street. Departure will be at 9:00AM. The cost will be \$25.00. Excursion Coordinator is Drake Rice, e-mail drake.rice@cox.net, or home phone 405-478-3225. Requirements: Must

be a NARCOA and ORM member and have a valid NARCOA insurance card and operator's certificate required. NARCOA Rulebook 6.4 in effect for this event. For complete ride information contact EC Drake Rice at the above e-mail.

July 10, 2010 - ID Potlatch Days - (Washington, Idaho & Montana RR)

Come join Pacific Railcar Operators for a benefit ride to support the Washington, Idaho & Montana RR Historical Society's efforts to restore the Potlatch, ID depot July 10, 2010. This will be in conjunction with the PRO P&L motorcar excursion on Friday and Sunday (see related announcement). Participants will give rides to the public over the tracks of the Washington & Idaho RR between Princeton and a point 4 miles west of Potlatch between 10 and 4 pm. All proceeds from the day's events will be donated to the WI&M RR Historical Society. Last year we earned over \$1,500.00. Participants will need to have current NARCOA insurance and NARCOA operators' certificates. Since the P&L run is operating over the same tracks and has obtained insurance for the weekend, there will be no fees for helping us out Saturday with the benefit run. Please let me know, however, if you will participate so I can keep track of the number of cars. Lunch will be provided by the historical society. Contact Bill Taylor at wtaylor@bresnan.net or call (406) 721-2351.

July 10 - 12, 2010 - GA Heart of Georgia West RR

Richland Georgia to Union Georgia. Saturday from Richland to Union and return. 40 miles round trip. Leave at 8:00 return to Richland at 12:00. Evening run Saturday Richland to SR 39, 30 miles round trip. Leave 6:30pm return at 9:00 pm. Sunday from Richland to Union and return, 40 miles round trip. Leave at 8:00 return to Richland at 12:00. Total mileage for 3 days will be 110 miles. Eating and motel near set on site, campsite beside tracks, power and water, no sewage. All 2 cycles must have US Forest Service approved spark arrester installed. All participants must attend safety meetings and wear reflective safety vest. Click [HERE](#) for more details and maps. All NARCOA rules apply. SERO affiliated. \$50.00 each car for the weekend, cost is for one day or all 3 rides. EC Larry Crowe, H:229-776-5882, C: 229-894-0402 or email clh1@planttel.net. EC in training Will Thompson H: 229-723-8231, C:229-359-5701 or email cwthompson@windstream.net EC Dave Ferro H: 850-656-0592

July 10 - 11, 2010 - CA Santa Maria Valley Railroad

Motorcar Operators West is pleased to sponsor a two day run over the Santa Maria Valley Railroad on July 10th and 11th, 2010. Participants will travel approximately 20 round-trip miles between Santa Maria and Guadalupe, CA. Several round trips will be made each day including a twilight run on Saturday night. The trip fee of \$65.00 for one day or \$80.00 for two days includes all railroad costs and incidental MOW fees. A Santa Maria Style Barbecue will be available at lunch on both Saturday and Sunday. This is a NARCOA insured excursion and all NARCOA rules will apply. Spark arresters are mandatory. MOW membership is encouraged but not required. Excursion coordinator is Bill Schertle. For trip details go to the MOW website at mowonline.org or e-mail the coordinator at bschertle@sbcglobal.net.

July 10 - 11, 2010 - SD - Prairie Village, Herman & Milwaukee Railroad

Historic Prairie Village is Featuring Motorcars this year for Railroad Days. July 10 & 11 motorcars will be giving rides both days. This is a NON-NARCOA event NARCOA rules do apply. Prairie Village is located two miles west of Madison, South Dakota on Hwy 34 & 81 website www.prairievillage.org. We are also checking for the interest in having a Motorcar swapmeet the same weekend. Please contact me if you would be interested in attending the swapmeet or Railroad Days. LeRay Swedeen e-mail lerailine@yahoo.com 605-532-3470

July 10 - 11, 2010 - MN - North Shore Scenic Railroad FULL - WAITING LIST STARTED

North Central Railcars, Ltd. is pleased to announce two, round-trip excursions over the North Shore Scenic Railroad along the Lake Superior shore, between Two Harbors, MN and Duluth, MN; one on Saturday after-

noon/evening, July 10, 2010, and a second trip on Sunday morning, July 11, 2010. You have the option to travel Saturday, Sunday, or both days. We will set-on at the historic D.M. & I.R. station (adjacent to the ore docks) in Two Harbors Saturday morning, display our cars for 2 hours as part of the Two Harbors Heritage Festival, then depart at noon and travel approximately 52 miles round-trip between Two Harbors & Duluth. Upon arrival in Duluth, we will have refreshment and free time to tour the museum, shop area, and gift shop. Later, we will proceed to the Canal Park area for dinner (on your own). We plan to return at dusk, with night operation a possibility. Our Sunday trip will cover the same route, with coffee & rolls at the midpoint in Duluth, returning to Two Harbors around 1:00 pm. The excursion fee is \$70.00 per car for 1 day, or \$100.00 per car if you sign up for both days. Your payment includes the railroad fee, refreshments, museum & shop admission, gratuities and other related excursion expenses. There is a 25 car limit. Complete details will be sent upon receipt of the excursion fee. This is a NARCOA-insured excursion and all NARCOA rules will apply. To register for the excursion or obtain more information, contact Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035. Tel: (317) 839-9320 or email: mford@indy.rr.com

July 13, 2010 - ND - Northern Plains Railroad FULL - WAITING LIST STARTED

North Central Railcars, Ltd. is pleased to announce a one-day motor car excursion over a portion of the Northern Plains Railroad Company between Fordville, ND and Devils Lakes, ND on Tuesday, July 10, 2010. The trip will cover approximately 110 round trip miles. This is a first time excursion on this railroad. Excursion fee of \$85 per car covers the railroad fee, insurance, gratuities, and other excursion related expenses. There is a 25 car limit. Complete details will be sent upon receipt of the excursion fee. This is a NARCOA insured excursion and all NARCOA rules will apply. To register for the excursion, send a check for \$85.00 (payable to North Central Railcars, Ltd.) to Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035. For questions or more information, contact Mike at: (317) 839-9320 or email: mford@indy.rr.com

July 15 - 16, 2010 - ND, MT - Dakota, Missouri Valley, & Western Railroad FULL - WAITING LIST STARTED

North Central Railcars, Ltd. is pleased to announce a two-day motor car excursion over a portion of the Dakota, Missouri Valley and Western Railroad (DMVR). On Thursday (7/15), we will run approximately 130 round trip miles between Raymond, MT and Crosby, ND. On Friday (7/16) we will run approximately 60 round-trip miles between Raymond, MT and Whitetail, MT. This will allow an early set-off for those who will be heading on to Regina, SK. If you plan on attending, make your hotel reservations at the Sherwood Inn, Plentywood, MT (406-765-2810) as this is only 8 miles south of Raymond, MT. Excursion fee of \$125.00 per car covers the railroad fee, insurance, gratuity, and other excursion related expenses. There is a 25 car limit. Complete details will be sent upon receipt of the excursion fee. This is a NARCOA insured excursion and all NARCOA rules will apply. To register for the excursion, send a check for \$125 (payable to North Central Railcars, Ltd.) to Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035. For questions or more information, contact Mike at: (317) 839-9320 or email: mford@indy.rr.com

July 17, 2010 - SK - Last Mountain Railway FULL - WAITING LIST STARTED

North Central Railcars, Ltd. is pleased to announce a one-day motor car excursion over a portion of the Last Mountain Railway, Ltd (ex-CN Craik Subdivision) between Condie, SK and Aylesbury, SK on Saturday, July 17, 2010. The trip will cover approximately 120 round trip miles through the beautiful Qu'appelle Valley area northwest of Regina, SK. This is a first time excursion on this railroad. Excursion fee of \$85.00 (USD or CDN) per car covers the railroad fee, insurance, and other excursion related expenses. Canadian participants are welcome to

pay cash for the excursion in local currency at the beginning of the trip, but need to register in advance. There is a 25 car limit. Complete details will be sent upon receipt of the excursion fee. This is a NARCOA-insured excursion and all NARCOA rules will apply. To register for the excursion, send a check for \$85 (payable to North Central Railcars, Ltd.) to, or request registration materials from, Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035. For questions or more information, contact Mike at: (317) 839-9320 or email: mford@indy.rr.com

July 17 & 18, 2010 - ND Dakota Northern Railroad

The Dakota Section of the First Iowa Division is pleased to announce multiple trips on the 48 mile segment of the Dakota Northern RR from Grafton to Walhalla, ND. We will ride both days headquartered out of Grafton. Saturday will have a day and evening run to the end of the line at Walhalla with stops on the way out and back at Crystal in the morning and lunch and supper at Walhalla. Be sure your lights are in excellent working condition. Sunday will have an abbreviated run to Cavalier and back so everyone can be on the road home by noon. This is a former GN/BNSF line. Set on at the East Park St crossing just south of the Park River Bridge off of US Highway 81 in northern Grafton at 6:45am. The safety meeting is scheduled for 8:15 am with departure at 8:30 am. Approximate round trip mileage for this excursion is 254 miles. NARCOA insurance and rules apply. Cost of this 2 day excursion will be \$75 per car and will include two lunch tickets for a grilled hamburger or hot dog, potato salad, cole slaw, chips, cookie and beverages lunch at Walhalla. Additional tickets can be purchased during registration for \$7.50. Supper on your own at Walhalla Saturday evening (Bring your own or regular menu at the Hwy 32 Diner). Detailed maps and instructions will be emailed upon registration. Please contact Excursion Coordinator Dave Voeltz at dvoeltz@pie.midco.net or (605-224-2964) to register and get on the list to receive detailed information including motel information.

July 17 & 18, 2010 – PA - North Shore and Shamokin Valley Railroads:

Ride the 86 RT miles of the North Shore Railroad from Northumberland to Berwick and back. Former Erie Lackawanna Railroad. Sunday, ride the 50 miles RT of the Shamokin Valley Railroad from Sunbury to Mt. Carmel Junction and back. Former Reading and Pennsylvania Railroads. Saturday night dinner and tour at the Central PA Chapter NRHS White Deer Train Station. \$10 of the registration fee donated to the chapter. Sunday tour of the Lower Anthracite model railroad while in Shamokin. Proof of NARCOA insurance required, all NARCOA rules will be enforced. Registration fee - \$75.00. Note: All CPE rides are rain or shine. No cancellations due to weather. Hard soled shoes required - NO sneakers or sandals. Children must be closely supervised at all times. Send check to: Central PA Excursions, PO Box 145, White Deer, PA 17887. Questions: (570) 538-9050 or email firefighter5@jlink.net

July 19 - 20, 2010 - SK - Great Sandhills Railway FULL – WAITING LIST STARTED

North Central Railcars, Ltd. is pleased to announce a 2-day motor car excursion on the Great Sandhills Railway in the rolling hills of southern Saskatchewan near Swift Current. The trip will cover approximately 260 rail miles of the ex-CP Empress and Burstall subdivisions between Mayne, SK (just west of Swift Current) and Burstall, SK. This is a new railroad for NARCOA. The excursion fee of \$225 (USD or CDN) covers the railroad fee, bus transportation between Burstall and Leader, Sandhills tour, evening barbeque, and other related excursion costs. Overnight accommodations in Leader, SK (night of July 19), which are being arranged by the railroad, will be an additional cost to be paid by each participant, estimated to be approximately \$80.00. Canadian participants are welcome to pay cash for the excursion in local currency at the beginning of the trip, but need to register in advance. Registration materials and complete trip details, itinerary, and maps will be sent upon receipt of the excursion fee. This is a NARCOA insured excursion and

NARCOA rules apply. There is a 25 car limit. To register, send a check for \$225 (USD) (payable to North Central Railcars) to, or request registration materials from, Michael P. Ford, 7712 Carpenter Court, Plainfield, IN 46168-8035. For questions or further information, contact Mike at (317) 839-9320 or via e-mail mford@indy.rr.com

July 21 - 23, 2010 - SK - Great Western Railway FULL – WAITING LIST STARTED

North Central Railcars, Ltd. is pleased to announce a 3-day motor car excursion on the Great Western Railway in the rolling hills of southern Saskatchewan. The trip will run between Assiniboia and Consul, SK, covering approximately 360 rail miles. The excursion fee of \$300 (USD or CDN) covers the railroad fee, insurance, gratuities, and miscellaneous excursion costs. Canadian participants may pay in local currency at the beginning of the excursion, but do need to register for the trips in advance. Participants will need to make their own lodging arrangements in Shaunavon, SK (nights of July 21 & 22, 2010). For those interested in making the trip, please contact the excursion coordinator for a list of potential hotels. Lodging is limited, so please reserve rooms early if you plan to attend. Registration materials, complete trip details, itinerary, and maps will be sent upon receipt of the excursion fee. This is a NARCOA insured excursion and NARCOA rules apply. There is a 25 car limit. To register, send a check for \$300 (USD) (payable to North Central Railcars) to, or request registration materials from, Michael P. Ford, 7712 Carpenter Court, Plainfield, IN 46168-8035. For questions or further information, contact Mike at (317) 839-9320 or via e-mail mford@indy.rr.com

July 24 - 25, 2010 - GA Heart of Georgia West RR

Richland Georgia to Union Georgia. Saturday from Richland to Union and return. 40 miles round trip. Leave at 8:00 return to Richland at 12:00. Evening run Saturday Richland to SR 39, 30 miles round trip. Leave 6:30pm return at 9:00 pm. Sunday from Richland to Union and return, 40 miles round trip. Leave at 8:00 return to Richland at 12:00. Total mileage for 3 days will be 110 miles. Eating and motel near set on site, campsite beside tracks, power and water, no sewage. All 2 cycles must have US Forest Service approved spark arrestor installed. All participants must attend safety meetings and wear reflective safety vest. Click [HERE](#) for more details and maps. All NARCOA rules apply. SERO affiliated. \$50.00 each car for the weekend, cost is for one day or all 3 rides. EC Larry Crowe, H:229-776-5882, C: 229-894-0402 or email clhl@plantel.net. EC in training Will Thompson H: 229-723-8231, C:229-359-5701 or email cwthompson@windstream.net EC Dave Ferro H: 850-656-0592

July 24 - 25, 2010 - NJ - New York Susquehanna & Western Railway, Syracuse Branch

The Volunteer Railroaders Association is pleased to sponsor a 2-day run over the NYS&W Syracuse Branch July 24th and 25th, 2010. Participants will travel approximately 160 round-trip miles between Chenango Bridge, NY and Syracuse, NY over the two days. Saturday we will be running roundtrip from Cortland, NY to Syracuse, NY where lunch will be on your own at Syracuse's famed Carousel Mall next to the CSX Chicago mainline which hosts many trains per day. Sunday we will run roundtrip from Cortland, NY to Chenango Bridge, NY, lunch will be deli sandwiches for an additional \$9.00 per person. We will be stopping at convenient locations for bathroom breaks. Operators and riders under 18 are not permitted by the railroad. The trip fee is \$120.00 per car which includes the railroad's per car fee. There is a 40 car limit. This is a NARCOA insured excursion, and all NARCOA rules will apply. This is a non-mentoring run. ECs for the trip are KC Smith and Chris Vitz. The NYS&W requires that ALL operators must pass a Northeast Operating Rules Advisory Committee (NORAC) guidelines training class and test prior to the event. If you have a current NORAC certification please mail us copies that we can forward to the railroad. A class will be offered Friday night prior to the next day's trip. To attend the event operators MUST attend the class and pass the test. If you have attended a previous class and have a current NORAC certification you will not need to attend. We are sorry for the inconvenience but this is a requirement of the railroad. Your NORAC certification will be good for

three full years. For trip details contact the VRA at 80 Royal Avenue, Hawthorne, NJ 07506 Tel: (973) 238-0555 or email to: volunteerra@yahoo.com. You can also sign up and pay for the trip with a major credit card via our [website](#).

July 31, 2010 - TX Capitol Metro Transportation

Llano, TX to Scobee Spur, TX – Apprx. 54 miles RT. NARCOA insurance and rules apply. This will be a cleanup ride to clear flangeways and brush to prepare the line for the 7/4 and 10/30 excursions. Bring weed trimmers, loppers, and grubbing hoes. Fee: \$25 membership to Railroad Partners, Inc. Additional RPI safety rules will apply. Do not set on until permission given by EC. Set on at 8:00 am at Llano wye. Safety meeting at 8:45 am. Please pre-register so we may plan accordingly and know who to notify in case of cancellation. Excursion Coordinator: Leland Stewart 10057 Palomino Canyon converse, TX 78109 210-945-9268 home 210-863-5397 cell email: poppermaker@gmail.com . RPI website: www.railroad-partners.com

August 12 - 15, 2010 - CO Leadville, Colorado and Southern RR

Rocky Mountain Division (RMD) will be hosting a three-day excursion on the Leadville, Colorado and Southern Railroad out of Leadville Colorado on August 13 - 15 (Friday, Saturday and Sunday), 2010. This railroad is the highest standard gage adhesion railroad in North America and reaches altitudes of 11,300 feet above sea level. The line was once part of the Denver, South Park and Pacific RR, a famous narrow gauge Colorado mountain rail line converted to standard gauge in WW II. Cost will be \$95.00 per car for the three day trip. No partial credit will be allowed although you may run one or all of the three days. There is a 25 car maximum for this excursion. Deadline for registration/payment: June 20th 2010. Run day late arrivals will be considered on a case by case basis pending 25 car maximum but payment must be made in full with a check made out to the RMD on the day of the run. The latest version of the NARCOA Rulebook will apply. Proof of NARCOA Insurance and Certificate of Examination card are required. Spark arresters and wheel chocks are mandatory. Motor cars only are allowed at this time. Check www.rocky-mountaindiv.com for additional important details. Excursion Coordinator: Jerry "Greg" Geiger, 3 Bramblewood Lane, Pueblo Colorado, 81005. Work phone: 719 549 3493. E mail: jerryggeiger1@msn.com

August 14, 2010 - CA Skunk Train

Skunk train - Willits, CA to Fort Bragg, CA and return on same day. 78 miles round trip - 80 miles roundtrip - Inquiries and applications will be handled through Ed Best - 925-837-7690 - ed-best@comcast.net. Mailing address is 146 Via Copla, Alamo, CA 94507. Run fee of \$150.00 per motorcar includes box lunch for two people per motorcar. Additional lunches \$10.00 each. Excursion Coordinator - Tom Phair. Applications accepted now - Checks payable to SWRC. See <http://www.southwest-railcar.org> or <http://www.railspeeders.com> for additional details. Please indicate on check the run you are applying for.

August 16 - 19, 2010 - ON Algoma Central Ry

Great Lakes Railcars is pleased to sponsor a 4-day motorcar excursion over the line of the Algoma Central Railway (ACR) on August 16-19, 2010. All NARCOA members are welcome to participate. The excursion will cover the entire ACR line from Sault Ste. Marie to Hearst, Ontario. This 585 mile roundtrip wilderness excursion will take us over towering trestles, alongside pristine northern lakes and rivers, and through the awesome granite rock formations and the mixed forests of the Canadian Shield. The trip will set-on at the ACR Steelton Yard in Sault Ste. Marie and overnight in Wawa and Hearst during the four day trip. The excursion fee of US\$1350 (per car with two persons/double occupancy) includes all railroad fees, overnight accommodations (3 nights) in Wawa and Hearst, bus transportation between Hawk Junction and hotel in Wawa, box lunch for 3 days (Tues., Wed., Thurs) and fuel for 3 days. Complete Registration Package with all details will be sent upon receipt of the excursion fee. This is a NARCOA insured excursion and all NARCOA, Great Lakes Railcar and Railroad rules will apply. To register, send payment of

\$1350 (Payable to Great Lakes Railcars) to: Fred D. Lonnes, Excursion Coordinator, P. O. Box 92, Western Springs, IL 60558-0092, Questions? email algoma2010@flash.net

August 20-22, 2010 - IN/MI - Indiana Northeastern Railroad

Great Lakes Railcars, Inc., is pleased to announce a 2-day motor car excursion on the Indiana Northeastern Railroad in northeast Indiana and southeast Michigan on Saturday & Sunday, August 21 & 22, 2010. The trip will start in Ashley, IN (set-on Friday evening) and run east/west, then north to Coldwater, MI for an overnight stay, with return to Ashley early afternoon on Sunday. The entire trip will cover approximately 150 miles. The excursion fee of \$250.00 includes the railroad fee, overnight accommodations in Coldwater, MI (Sat., August 21, 2010), gratuities, and other miscellaneous excursion costs. Registration materials, complete details, itinerary, and maps will be sent upon receipt of the excursion fee. This is a NARCOA insured excursion and NARCOA rules apply. There is a 35 car limit. To register, send a check for \$250.00 (Payable to Great Lakes Railcars) to Michael P. Ford, 7712 Carpenter Court, Plainfield, IN 46168-8035. For questions or further information, contact Mike at (317) 839-9320 or via e-mail (mford@indy.rr.com).

August 20 - 23, 2010 - CO Durango & Silverton Narrow Gauge Railroad (3 foot narrow gauge)

FULL - WAIT LIST ONLY

The Rocky Mountain Division of NARCOA invites you to participate in a 4 day motorcar excursion on the D&SNGRR on August 20th-23rd, 2010. Set on is Friday afternoon August 20th in Silverton. We plan to do a 12 mile round trip Elk Park Turn on Friday afternoon. August 21st, 22nd and 23rd participants will travel approximately 56 round-trip miles per day against the current of traffic on this historic railroad during "Railfest 2010", between Silverton and Rockwood for an excursion total of about 180 miles. Setoff is planned for mid-afternoon on August 23rd. We will be meeting the historic steam power of the D&SNGRR as well as Rio Grande 315, Eureka and Palisades #4 and RGS Motor #5 as we travel the Animas Canyon and the spectacular "High-Line". There will be a freight extra pulled by 315 as well as several other special trains during this event. This is probably the most ambitious Railfest the D&S has ever hosted. The NARCOA operating schedule should allow you to see all of the visiting equipment and special consists as well as allowing you to attend the President's reception and watch the "Parade of Trains" at the Depot in Durango on Saturday evening. This run will be immediately followed by a run on the Cumbres & Toltec Scenic Railroad to be held August 24-27 coordinated by Jim McKeel in conjunction with the C&TSRR 40th Birthday Celebration. Experienced, alert operators and excellent motorcar mechanical condition please. Spark arresters and wheel chock chains required. Most of this excursion we will be operating on a "zero minute" breakdown rule. There will be no mentoring on this event. This is a NARCOA insured excursion, and all NARCOA rules will apply. This is a NO SMOKING event. There is a 20 motorcar limit. Cut off date for signing up is Friday, July 9, 2010. To sign up, send a check for \$370.00 made out to Rocky Mountain Division, along with your motorcar make, model, Insurance and Operator Certification card numbers (for you and anyone who may be operating your car) to: Philip Walters, 6137 Road 46, Mancos, CO 81328, (970) 533-7177 pwalters.ecs@hughes.net. More details, motorcar restrictions, lodging lists etc. will be posted.

August 21, 2010 - GA Blue Ridge Scenic RR

Blue Ridge, GA to McCaysville, GA — Approx 26 miles round trip. Supper stop in McCaysville. NARCOA rules apply. Set-on Blue Ridge on house track at the depot at 4 PM, Safety Briefing at 5 PM. Do not set on until permission is given by EC. Price: \$5.00 per car active Blue Ridge Scenic Railroad Volunteers. All others \$10.00 per car. There is no car limit but please call or email if you plan on coming on the ride. Coordinators: Carl Hymen (706-455-0492), Scottie Wershing (828-644-5204), Ron Long (706-632-9736). Email: carlsmotorcars@yahoo.com

Aug 21, 2010 - TX Capitol Metro Transportation

Llano, TX to Scobee Spur, TX – Apprx. 54 miles RT. NARCOA insurance and rules apply. This will be a cleanup ride to clear flangeways and brush to prepare the line for the 7/4 and 10/30 excursions. Bring weed trimmers, loppers, and grubbing hoes. Fee: \$25 membership to Railroad Partners, Inc. Additional RPI safety rules will apply. Do not set on until permission given by EC. Set on at 8:00 am at Llano wye. Safety meeting at 8:45 am. Please pre-register so we may plan accordingly and know who to notify in case of cancellation. Excursion Coordinator: Leland Stewart 10057 Palomino Canyon converse, TX 78109 210-945-9268 home 210-863-5397 cell email: poppermaker@gmail.com . RPI website: www.railroadpartners.com

August 22, 2010 - MO Colt Railway

Columbia, Missouri Come join us on this First Iowa Division ride which runs northeast from Columbia to Centralia on an ex-Wabash track. We will set on beginning at 6:30am and have a scheduled 8:00am departure for the first run. Our set on location is at Boone County Mill Works which is located in downtown Columbia. Take the Rangeline Rd. exit from I-70 and drive south until the T intersection with Rogers St. Turn left and the set on is about a half block in the Boone Co. Millworks facility. We will run this line two times during the day. Each run is approximately 44 miles round trip so we will have a total for the day of about 88 miles. There is a Lee's Chicken across the street from the tracks for our lunch break. Cost of this ride is \$45 per car. There are several motels in Columbia with many at the junction of I-70 and Hwy 63. There is a Super 8 (800-800-8000 or 573-474-8488), Ramada Inn (537-449-0051), and Econo Lodge (573-442-1191) just to name a few. Dave Pratt (515-674-3803) is the Excursion Coordinator for this ride. Contact Carl Schneider at 515-967-5181 or e-mail motorcarl@mchsi.com for more information. This is a Narcoa-insured ride and all Narcoa rules apply.

August 24 - 27, 2010 - CO Cumbres & Toltec Scenic Railroad (3 foot narrow gauge) FULL – WAITING LIST STARTED

Heart of the Heartlands will be hosting a three-day excursion on the Cumbres & Toltec Scenic Railroad (3 ft. narrow gauge) out of Chama, NM on August 24-27 (Tuesday - Friday), 2010, with set-on, paperwork, and inspection from 5:00 PM until 6:30 PM on Tuesday, August 24. Wednesday - run from Chama to Big Horn and return. Thursday – run from Chama, NM to Antonito, CO and stay overnight. Friday – run from Antonito back to Chama. We will cover approximately 210 very scenic miles through the San Juan Mountains over the three days, crossing 10,015 ft. Cumbres Pass and meeting steam powered passenger trains each day. This excursion will run in conjunction with the Rocky Mountain Division excursion on the D&SNG on August 20-23. There will also be activities the following weekend (Aug. 28 & 29) celebrating the 40th anniversary of the C&TS Railroad. Cost: \$325.00 per car plus \$30.00 per person. (The \$30.00 covers two full meals, including dessert and drink, and snacks/drinks for two breaks at Osier Station.) Make checks payable to "Jim McKeel". There is a 20 car limit for this excursion. Deadline for registration/payment: Friday, July 16, 2010. The latest version of the NARCOA Rulebook will apply. NARCOA Insurance and Certificate of Examination card required. Experienced and alert operators with motorcars in good mechanical condition please. Ensure that your motorcar is ready for high altitude operation (7,863 ft. up to 10,015 ft. elevation) and that it will be able to pull an extended 13½ mile 4% grade. Spark arresters and wheel chock chains required. No smoking on railroad property except on the platform outside the Osier dining facility. No pets. No children under the age of 16. Lodging and meals (except for Thursday and Friday lunches) are on your own. Be prepared for a variety of mountain weather conditions and wear appropriate clothing (no shorts) and sturdy shoes or boots (boots are recommended) for this extreme railroad environment. Ensure that brakes, headlights, tail lights, and brake lights are in good working order. Excursion Coordinator: Jim McKeel, 9742 Yosemite Ct., Wichita, KS, 67215-1531, phone: (316) 721-4378, e-mail: ets.excur

sions@cox.net .

August 26-29, 2010 - MI - Great Lakes Central Railway (FULL - WAIT LIST ONLY)

Great Lakes Rail Cars, Inc. is pleased to sponsor a 3-day motor car excursion over a portion of the Great Lakes Central Railway (ex- Tuscola & Saginaw Bay Railway), beginning with set-on Thursday evening, August 26, 2010 followed by the excursion on Friday/Saturday/Sunday, August 27-29, 2010. All NARCOA members are welcome to participate. Participants will travel approximately 238 miles in the beautiful northwestern portion of Michigan's Lower Peninsula. The trip will start in Cadillac, MI with set-on Thursday evening. We will run the line to Petoskey, Michigan on Friday, Petoskey to Traverse City on Saturday, and Traverse City to Cadillac on Sunday. The excursion fee of \$450.00 (USD) includes all railroad fees, very nice overnight hotel accommodations in both Traverse City and Petoskey, MI; deluxe continental breakfast on Saturday & Sunday morning, transportation to/from the hotel in both Traverse City & Petoskey, and other related excursion costs. Complete details will be sent upon receipt of the excursion fee. There is a 30 car limit. This is a NARCOA-insured excursion and all NARCOA rules will apply. To register, send a check for \$450.00 (payable to Great Lakes Rail Cars) to: Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035. For questions or further information contact Mike at (317) 839-9320 or email: mford@indy.rr.com.

September 04 - 06, 2010 - ND - SD Dakota Missouri Valley & Western Railroad

The First Iowa Division is pleased to announce a 3-day excursion on the DMV&W Railroad. We will ride Saturday and Sunday out of Wishek, ND. The first day will take us north and west to McKenzie, ND and back where we will leave the cars on the track overnight. The second day will take us east to Kulm, ND and return to Wishek where we will then set off and transport our cars to Britton, SD for a late afternoon set on and evening run to Geneseo Jct and back to Britton where we will leave our cars on track overnight. Monday we will run to near Aberdeen, SD before returning to Britton for set off and a early afternoon departure for home. Set on begins at 6:30 am on Centennial St with an 8 am departure on Saturday and Sunday in Wishek. Set on begins at 4:00 pm Sunday in Britton on 7th St with a 5:30 pm departure. Departure is 8 am on Monday. Approximate run trip mileage for the 3 days is 360 miles. The price of the trip is \$90. Price includes ride fees for all 3 days but does not include lunch.. Contact Dave Voeltz at 605-224-2964 or DVoeltz@pie.midco.net. to reserve your place and get on a list to receive detailed information. NARCOA insurance and rules apply.

September 05, 2010 - PA Wheeling & Lake Erie Railway

Sunday Sept. 5, 2010 Wheeling & Lake Erie Ry. Pittsburgh, PA. OVR announces an excursion on the W&LE Sunday Sept.6, 2010 Set on is planed to start at Rook yard (Pittsburgh, PA.). We will travel from Rook Yard to Hickory, PA. return to Rook and travel east to do the Mifflin branch and the Clairton branch. This is the same trip as done in 2007. As in the past, the route may change depending on freight traffic demands. Total planned mileage is 83 miles. 30 car limit. The Wheeling requires over the ankle hard soled shoes, eye protection and safety vests. Trip fee is \$120.00 payable to OHIO VALLEY RAILCARS Run confirmation will be by U.S. Mail. Confirmations to be sent early August. Pre registration is required to participate. Paperwork will be sent with your confirmation. Ohio Valley Railcars and NARCOA rules and insurance apply. No homemade cars, A cars, large motorcars, Hy-rails, or trailer cars permitted. No pets or dogs. Children must be at least 14 years old. Ohio Valley Railcars c/o Jeff Levengood, 2189 Oak Tree Dr., Dover, Ohio 44622 330-343-3407 Jlevengood@roadrunner.com

September 11, 2010 - WV South Branch Valley Railroad

Southbranch Valley Railroad Petersburg WV Saturday Sept. 11, 2010. Sponsored by Appalachian Rail Excursions LLC. We will run the entire line from Petersburg WV to Greensprings WV and return. Aprox. 102

round trip miles. We will pass the Potomac Eagle Scenic Train and stop at their station in Romney WV. View the Bald eagles in the famous "Trough" and follow the beautiful South Branch of the North Fork of the Potomac River. Varied track from good to excellent welded rail. Hy-Rails permitted with proper documentation by FRA Inspection. 40 car limit. \$65.00/per car. Porta Johns and potty cart will be provided. Set-on in Petersburg at 6:30AM. Departure as close to 8:00AM as possible. All NARCOA rules enforced. All participants must at all times while on RR Property wear over the ankle hard soled shoes (Work Boots) this includes set-on and set-off no exceptions.. For more info or to register, contact John Gonder 724-696-4544 checks made out to: A.R.E. If mailing registration, include full address, NARCOA insurance number and certificate number, car type, and phone number Mail to: Appalachian Rail Excursions / SBV 415 Levine Lane, Ruffs Dale, PA 15679

September 11, 2010 - NY New York Susquehanna & Western Railway, Utica Branch

The Volunteer Railroaders Association is pleased to sponsor a 1-day run over the NYS&W Utica Branch Saturday September 11, 2010. Participants will travel approximately 84 round-trip miles between Sherburne, NY and Utica, NY. We will be stopping at convenient locations for bathroom breaks. We will also stop at a convenient location for lunch on your own. Operators and riders under 18 are not permitted by the railroad. The trip fee is \$80.00 per car which includes the railroad's per car fee. There is a 40 car limit. This is a NARCOA insured excursion, and all NARCOA rules will apply. This is a non-mentoring run. ECs for the trip are KC Smith and Chris Vitz. The NYS&W requires that ALL operators must pass a Northeast Operating Rules Advisory Committee (NORAC) guidelines training class and test prior to the event. If you have a current NORAC certification please mail us copies that we can forward to the railroad. A class will be offered Friday night prior to the next day's trip. To attend the event operators MUST attend the class and pass the test. If you have attended a previous class and have a current NORAC certification you will not need to attend. We are sorry for the inconvenience but this is a requirement of the railroad. Your NORAC certification will be good for three full years. For trip details contact the VRA at 80 Royal Avenue, Hawthorne, NJ 07506 Tel: (973) 238-0555 or email to: volunteerra@yahoo.com. You can also sign up and pay for the trip with a major credit card via our website at <http://www.vratrips.org>

September 12, 2010 - NY Cooperstown & Charlotte Valley Railroad

The Volunteer Railroaders Association is pleased to sponsor a 1-day run over the Cooperstown & Charlotte Valley Railroad September 12, 2010. Participants will travel approximately 30 round-trip miles between Cooperstown Junction, NY and Cooperstown, NY. Lunch will be on your own in downtown Cooperstown, NY. Ample time will be provided for a lunch break and a visit to the Baseball Hall of Fame. We will be stopping at convenient locations for bathroom breaks. Operators and riders under 18 are welcomed by the railroad. The trip fee is \$30.00 per car which includes the railroad's per car fee. There is a 25 car limit. This is a NARCOA insured excursion, and all NARCOA rules will apply. Mentoring will be permitted on this run via pre-arrangement. Christopher Vitz and KC Smith are the ECs for the trip. For trip details contact the VRA at 80 Royal Avenue, Hawthorne, NJ 07506 Tel: (973) 238-0555 or email to: volunteerra@yahoo.com. You can also sign up and pay for the trip with a major credit card via our website at <http://www.vratrips.org>

September 12 - 18, 2010 - BC Pacific Northwest Tour 2010

Vancouver Island, British Columbia, by speeder. Join us on September 12 for the official start of PNWT 2010 (Sept 12 - 18). We will travel on three railways including the entire Southern Vancouver Island Railway system, Parksville/Courtenay/ Victoria/Parksville, the Alberni Pacific Railway which traverses the island east/west connecting at Parksville, and Western Forest Products' Englewood Railway, setting on at Beaver Cove. The exciting news for 2010 is that the volunteers of the Alberni Pacific Railway, working with Southern Vancouver Island Railway and the Island Corridor Foundation have re-opened the Alberni sub from

Parksville to Port Alberni. The Alberni sub offers scenic new track and reduces the number of Set Ons and Set Offs on the Island. The last North American logging railroad at Woss is always a joy to run; good track, wonderful scenery, and a rare glimpse of a rapidly vanishing industrial technology. This is 495 miles of rail with only two set-ons. Estimated price is \$1600 which does not include your accommodation and most meals. Your \$400 deposit will hold you a spot until we can confirm a final price and offer you more details. You are even invited to join in a bonus work day (additional track time at no additional cost) if your schedule will allow you to arrive a day early. 30 car limit. Should we have more than 30 cars, preference will be given to those taking the entire trip. Although we'd love to have your join MOW (www.MOWonline.org), any NARCOA qualified operator is welcome to participate. Don Wigen (EC in Training) and Margaret Hope (his Mentor) are coordinating a speeder tour on the three Vancouver Island Railways. To reserve your spot on the tour, go to the MOW website, and select the FORMS tab. Look for the Motorcar Excursion Registration Form. Fill it in and mail it with your \$400 check payable to Motorcar Operators West to Margaret Hope, Excursion Coordinator, Lions Gate Training Ltd., 4649 Hastings St., Burnaby, BC V5C 2K6 CANADA.

September 17 - 18, 2010 - UT Heber Valley Railroad

The Rocky Mountain Division will be running a three day excursion on the Heber Valley RR, in Heber City, UT. September 17, 18, and 19. Four runs are planned at 32 round trip miles each. Cost is \$95 per car. Optional Saturday box lunch is \$10. EC in training: Brian Delaplaine, BDT1972@msn.com 303 589 7528. EC Lynn French, flf450@aol.com 970 921 7700. Send checks payable to RMD to: 38692 Indian Head Ln, Crawford, CO 81415. This is a NARCOA insured event and all NARCOA rules apply. Set on will be at 5 pm on Friday. 10 car minimum, please contact us before August 15.

September 18, 2010 - IA - Appanoose County Railroad

Centerville, Iowa The First Iowa Division is pleased to announce a ride on the Appanoose County Railroad between Centerville and Albia, Iowa. Set on will be at 6:30am at the APNC shop building just south of the water tower in the southeast part of town with an 8:00am departure. We will travel 32 miles north to Albia on a well-maintained combination of welded and jointed track. This line also crosses the IC&E Kansas City - Quad Cities mainline and we might see a train there. There will be a barbecue lunch available at the Moravia depot for \$7. Cost of the ride is \$35. Motels are the Super 8 (800-800-8000) and Motel 60 (800-437-7271). Dave Pratt (515-674-3803) is the Excursion Coordinator for this ride. Contact Carl Schneider at 515-967-5181 or e-mail motorcarl@mchsi.com for more information. This is a Narcoa-insured ride and all Narcoa rules apply.

September 25 - 26, 2010 - CO South Fork, Denver & Rio Grande Railway Historic Foundation

South Fork, CO - Rio Grande Fall Run. The Rocky Mountain Division (www.rockymountaindiv.com) invites you to come follow the Rio Grande river on this historic, and scenic property in the mountains of Colorado. This is a great low key run for mentoring new operators, and a great run to see how your car runs in the mountains. We will arrange the run to travel somewhere between 60 to 80 track miles during these dates, traveling from South Fork to Wasson Wye and return. The run will be limited to 25 cars. You may run either or both days. Checks should be made to "Rocky Mountain Division". NARCOA rules and insurance will be in effect. Spark arrestors will be required. No Hi-Rails. No Smoking. Philip Walters will be EC. Cost: \$160 (\$110 for paid RMD members) for the first day you run and \$50 for a second day. Fee must be received by EC two weeks prior to the event. For information and/or reservations contact: Philip Walters Phone: 970-533-7177 Mail: PO Box 57 Mancos, CO 81328 Email: pwalters.ecs@hughes.net

September 25 - 26, 2010 - WV - West Virginia Central RR, Cass Scenic RR

Come ride the most scenic railroad south of the Canadian border. Travel

West Virginia's ex CSX, B&O and Western Maryland Railroad through mountains and along streams on a railroad flanked by some of the best scenery in the east. On Saturday we will start at the former Western Maryland Depot in Elkins West Virginia and travel south to Spruce. At Spruce we will switch to the Cass Scenic Railroad's Spruce connector. We will travel the 1.5 mile track to Old Spruce where we will meet Cass Scenic Railroad's Bald Knob train coming off the mountain. On Sunday we will travel north to Tygart Junction where the WVC interchanges with the P&LRR (formerly CSX's Cowin sub). Early set-on Friday. Round trip miles is 180. Fee is \$150.00. 40 cars. Box lunch and Saturday buffet diner available at extra fee. No High-Rails. EXPERIENCED OPERATORS ONLY. THIS IS A NON-MENTORED RUN. 2 WAY RADIOS REQUIRED. Contact: Paul S. Rujak, 786 Hudson Hill Road, Weirton WV 26062-5584 Email: psrujak@yahoo.com Phone: 304-670-4099

September 26, 2010 - OH Akron Metro Transit Authority Green Line
Sunday Sept. 26, 2010 Akron Metro Transit, Canton, Ohio Ohio Valley Railcars invites you to participate in riding the 45 (approximate) round trip miles of the Akron Metro Transit Authority Green line beginning in Canton, OH and going to Akron, OH. This line is the former B&O main line between Canton and Cleveland built in 1880. This is all very good welded rail that was rehabbed a few years ago. This should be some of the best rail that you will travel on this year. Our trip will start at Marion Street in Canton. We will be going by the McKinley Monument Park. We will travel through Akron - Fulton International Airport close to the end of the runway. You will see the large Goodyear Air Dock complex now called Lorai Systems Inc. Then we will head into the heart of Akron going between the large Goodyear manufacturing plants. At one time this area produced all the rubber tires that were used in United States. As always compliance with NARCOA and OVR rules is required. With the return of your registration, you will be sent a map, schedule and required NARCOA paperwork. Registration deadline is Sept.10 Set on is expected to begin at 7:00 a.m. Experienced operators only. If you need mentoring, please call before sending in registration. We will have many busy crossings. Excursion details are subject to change. Fee is \$35 with checks payable to Ohio Valley Railcars. c/o Alan Wilber, PO Box 368, Hartsville, Ohio 44632 330-472-7581 or email AWRAILCAR@aol.com

October 01 - 02, 2010 - IL - 2010 NARCOA Annual Meeting:
Sheraton Gateway Suites, 6501 North Mannheim Road, Rosemont, IL 60018 This meeting is open to all paid NARCOA members.

October 01 - 03, 2010 - SD - Black Hills Central RR:
The Rocky Mountain Division and the Black Hills Central have teamed up again for a 3 day excursion. October 1-3, 2010. The Black Hills Central, a tiny remnant of the extensive railroading that went on there in South Dakota during some booming days. 4-4-0's paced themselves up the 4-6% grade of Tin Mill Hill out of Hill City on the way to Oblivion. So operators, beware. How often can we do a 4-6% grade on most motorcar excursions? This is the best little railroad for a evening trip too. Curves, hardwood and pine forests and a twisty rural country road that we must cross several times. This railroad demands safety at all crossing! The railroad in Oct will be running just one train per day. Scheduling of runs will be done as soon as we hit a minimum of 15 motorcars. Cost of excursion will be \$60.00. With an addition of \$8.00 for the Saturday night BBQ. Which has always been fun item on this excursion too. Another change this year will be a BHCRR sponsored raffle for all ride participants on Saturday AM. Prizes will include a pair of train tickets and other memorabilia from the 1880 TRAIN. Meals and lodging are on your own other than the BBQ on Saturday. Holiday Inn Express is right next to the railroad within walking distance. And many restaurants as well. And there are many campsites around Hill City. Set-on would be at the Hill City BHCRR yards near the engine shops, Oct 1, 2010. So come join us and enjoy the Black Hills in October! EC for this event is Gus Mocilac, 5155 Bluestem Drive, Colorado Springs, CO 80917 E-mail: gus_mary@comcast.net Phone: 719-304-1646

October 02, 2010 - CA Sierra Railroad
Oakdale, CA to Jamestown, CA and return on same day. 82 miles round trip. Run fee of \$140.00 does not include lunch - 80 miles roundtrip - Inquiries and applications will be handled through Ed Best - 925-837-7690 - ed-best@comcast.net. Mailing address is 146 Via Copla, Alamo, CA 94507. Excursion Coordinator - Tom Phair. Applications accepted now. Checks payable to SWRC. See <http://www.southwest-railcar.org> or <http://www.railspeeders.com> for additional details. Please indicate on check the run you are applying for.

October 02, 2010 - NV MOW General Meeting & V&T Railroad
Our meeting will be at the Historic Fourth Ward School in Virginia City NV. Starting at 11:30am. We have made arraignments to stay Friday and Saturday nights at the Plaza hotel in Carson City NV. 775-883-9500 their will be a charge of \$96.80 for both nights. You must make your own reservation with the Plaza and tell them you're with MOW to get that rate. We will set-on Saturday Morning early and follow the Train up to Virginia City. We will walk up to the Fourth Ward School, have our meeting and then visit the historic city, have lunch and meet back at the cars at 3:00pm. Lunch is on your own and their will be a \$25.00 charge for the run. Send your checks for the run to, Glen Ford, PO Box 129 Rough & Ready CA. 95975. Exact time of set-on and further information will come later. If you have any questions call Mike Mitchell 707-249-1974 or 530-796-2350

October 02 - 03, 2010 - NJ - New York Susquehanna & Western Railway, Southern Division
The Volunteer Railroaders Association is pleased to sponsor a 2-day run over the NYS&W Southern Division October 2nd and 3rd, 2010. On Saturday the participants will travel approximately 100 round-trip miles between Riverdale, NJ and Warwick, NY. On Sunday we will run approximately 60 round-trip miles between Riverdale, NJ and North Bergen, NJ. Operators and riders under 18 are not permitted by the railroad. Trip fee of \$120.00 per car includes railroad costs. Lunch will be on your own at a sit down restaurant or deli on Saturday, On Sunday we are planning on a deli sandwich lunch for an additional \$9.00 per person. ECs for the trip are KC Smith and Chris Vitz. There is a 40 car limit. This is a NARCOA insured excursion, and all NARCOA rules will apply. This is a non-mentoring run. The NYS&W requires that ALL operators must pass a Northeast Operating Rules Advisory Committee (NORAC) guidelines training class and test prior to the event. If you have a current NORAC certification please mail us copies that we can forward to the railroad. A class will be offered Friday night prior to the next day's trip. To attend the event operators MUST attend the class and pass the test. If you have attended a previous class and have a current NORAC certification you will not need to attend. We are sorry for the inconvenience but this is a requirement of the railroad. Your NORAC certification will be good for three full years. For trip details contact the VRA at 80 Royal Avenue, Hawthorne, NJ 07506 Tel: (973) 238-0555 or email to: volunteerra@yahoo.com. You can also sign up and pay for the trip with a major credit card via our [website](#).

October 08, 2010 - IA - Iowa River Railroad
Eldora, Iowa - The First Iowa Division will ride this ex-M&StL line which runs from Marshalltown to Steamboat Rock, Iowa and north past the ethanol plant to Ackley. Mileage is about 70 miles round trip. We plan on possibly riding the line twice if time permits. Cost of this ride is \$45 per car. The set on time will be at 7:00am with an 8:00am departure. The set on location is about 2 blocks north of the Hwy 175 crossing. Motels in Eldora are the Village Motel (641-939-3441) and the Eldora Motel (641-939-2232). Both of these motels are small and family-owned so there is a limited number of rooms at each so make your reservations early. Dave Pratt (515-674-3803) is the Excursion Coordinator for this ride. Contact Carl Schneider at 515-967-5181 or e-mail motorcarl@mchsi.com for more information. This is a Narcoa-insured ride and all Narcoa rules apply.

October 09, 2010 - PA, NY Wellsboro and Corning Railroad:

Ride the 70 miles RT of the Wellsboro & Corning Railroad from Wellsboro, PA to Gang Mills, NY and back. Former New York Central. Proof of NARCOA insurance required, all NARCOA rules will be enforced. Registration fee - \$55.00. Note: All CPE rides are rain or shine. No cancellations due to weather. Hard soled shoes required, no sneakers or sandals. Children must be closely supervised at all times. Send check to: Central PA Excursions, PO Box 145, White Deer, PA 17887. Questions: (570) 538-9050 or email firefighter5@jlink.net.

October 16, 2010 - CA Skunk train

Willits, CA to Fort Bragg, CA and return on same day. 78 miles round trip- 80 miles roundtrip - Inquiries and applications will be handled through Ed Best - 925-837-7690 - ed-best@comcast.net. Mailing address is 146 Via Copla, Alamo, CA 94507. Run fee of \$150.00 per motorcar includes box lunch for two people per motorcar. Additional lunches \$10.00 each. Excursion Coordinator - Tom Phair. Applications accepted now. Checks payable to SWRC. See <http://www.southwest-railcar.org> or <http://www.railspeeders.com> for additional details. Please indicate on check the run you are applying for.

October 23, 2010 - MN St. Croix Railroad

North Branch, MN - The First Iowa Division is hosting a ride on the St. Croix Railroad to end our ride season. We will run between North Branch and Hinkley and return for a lunch break before making a second run to Hinkley and back. Round trip mileage is about 60 miles. Set on at the crossing 1 block north of Hwy 95 in downtown North Branch starting at 7:00am with an 8:30am departure. Cost of the ride is \$40. Motels in North Branch are the Budget Host (651-277-8000) and the Americinn (651-674-8627). Dave Pratt (515-674-3803) is the Excursion Coordinator for this ride. Contact Carl Schneider at 515-967-5181 or e-mail motorcarl@mchsi.com for more information. This is a Narcoa-insured ride and all Narcoa rules apply.

October 30, 2010 - TX - Capitol Metro Transportation – ex SP Llano branch Bluebonnet Run:

Railroad Partners, Inc. is pleased to sponsor a motorcar excursion over the ex SP Llano branch. This is a scenic stretch of track which parallels the Llano River and crosses the Colorado River on Lake LBJ. There will be abundant wildlife and open range vistas. Participants will travel from Llano, TX, through Kingsland, TX to Scobey Spur, a round trip distance of approx 54 mi. Trip fee is \$40.00 per car payable as a donation to Railroad Partners, Inc. (a nonprofit 501c3). This is a NARCOA insured excursion and all NARCOA rules apply. Hy-rails welcome. For trip details or lodging information, contact: Excursion Coordinator Leland Stewart 10057 Palomino Canyon Converse, TX 78109 (210) 863-5397. Information about RPI may be found at www.railroadpartners.com

November 27, 2010 - CA Skunk Train

Willits, CA to Fort Bragg, CA and return on same day. 78 miles round trip.- 80 miles roundtrip - Inquiries and applications will be handled through Ed Best - 925-837-7690 - ed-best@comcast.net. Mailing address is 146 Via Copla, Alamo, CA 94507. Run fee of \$150.00 per motorcar includes box lunch for two people per motorcar. Additional lunches \$10.00 each. Excursion Coordinator - Tom Phair. Applications accepted now. Checks payable to SWRC. See <http://www.southwest-railcar.org> or <http://www.railspeeders.com> for additional details. Please indicate on check the run you are applying for.

December 04, 2010 - PA North Shore Railroad:

ANNUAL TOYS FOR TOTS RIDE – Ride the 86 miles RT of the North Shore Railroad from Northumberland to Berwick and return. This is former Erie Lackawanna track. As part of the fee for this ride, please bring a new, unwrapped toy with you for either a boy or a girl. The Toys for Tots folks will be on hand to collect the toys. We hope to have good press coverage for this event. The public will be invited to bring a toy also and to see your motorcars. There will also be prizes for the best Christmas theme

decorated motorcars. Proof of NARCOA insurance required, all NARCOA rules will be enforced. Registration fee - \$55.00. Note: All CPE rides are rain or shine. No cancellations due to weather. Hard soled shoes required - NO sneakers or sandals. Children must be closely supervised at all times. Send check to: Central PA Excursions, PO Box 145, White Deer, PA 17887. Questions: (570) 538-9050 or email firefighter5@jlink.net

Excursions Held On A Monthly or Bi-Monthly Basis**Monthly Excursions thru October 2009 - MI - Sweet Line Railroad, Carson City, Michigan:**

This is a non-NARCOA excursion on the Sweet Line Railroad that occurs every month through October 2009. Dates are June 12 - 14, July 10 - 12, August 7 - 9, September 11 - 13 and October 9 - 11. Round trip mileage is 14 miles and as many trips will be held as people want. Motels and campgrounds are within 1/2 mile. Set on will start on Friday night. More details are on the Sweet Line website at www.sweetline-err.org. This is a Non-Narcoa ride and all railroad rules apply.

2010 Season - First and Third weekends of each month - NC - Red Springs and Northern Railroad:

Railcar Operators of the Carolinas (ROC) invites you to ride 12.5 miles on the Red Springs & Northern Railroad in Red Springs. Located near Fayetteville, NC and 17 miles west of Lumberton/US 95 on Hwy 211. NARCOA rules are in effect. Trips are mainly on Saturday, starting in Red Springs and going north to Parkton, NC and return. Cost is \$25/day or ROC membership of \$90/year. Contact person: Carey Boney - EC, 1605 Powers Road, Wallace, NC 28466. Tel:910-285-7489 or careyboney@embarqmail.com

2010 Season – PA Stewartstown Railroad:

The Northern Central Railcar Association is offering to NARCOA members, excursions on the Stewartstown Railroad from New Freedom, Pa. to Stewartstown, Pa. on various dates between February 1, 2009 and January 31, 2010. Call Dean L. Grote Excursion Coordinator at 717-637-7647 or e-mail dizzydean55@embarqmail.com for details.

2010 Season - PA - Northern Central Railroad:

The Northern Central Railcar Association is offering to NARCOA members, excursions on the Northern Central Railroad from New Freedom, PA to York, PA, on various dates between February 1, 2009 through January 31, 2010. Call Dean L. Grote Excursion Coordinator at 717-637-7647 or e-mail dizzydean55@embarqmail.com for details.



NARCOA COMPANY STORE



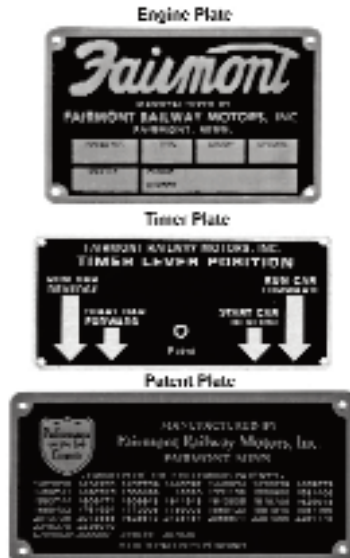
Wheel Inspection Tools -The clear plastic wheel profile is necessary to determine if the wheel is flat, thin in the flange area, or has wear between the flange and the flat section of the tread. Use the wheel profile as your first step in diagnosing "hunting" on the rails. Use two of the clear plastic wheel profiles to determine track gauge. The stainless steel caliper is necessary to determine if you have the required 1/8" minimum wheel thickness. One plastic wheel profile is \$11 including s/h. Two plastic profiles are \$17 including s/h. Stainless steel wheel calipers with laser printing (they'll outlast your grandson!) are \$30 each including s/h. One plastic profile and one stainless steel wheel caliper go for \$35 including s/h. Two plastic profiles and one stainless steel wheel caliper are the best combination for \$40 including s/h. The new calipers have a bold mark at the 1/8" minimum. **Because the new stainless steel calipers are just starting production, the photo at left is of the no longer available old caliper. We'll get an updated photo in the next edition.** Make your check payable to NARCOA, and mail to Warren Riccitelli, 39 Jacksonia Drive, North Providence, RI 02911 E-mail questions to: warren.riccitelli@verizon.net

Want the Spotlight on your Affiliate Club? The SETOFF Editor wants to hear from you! I would like to have your Club on this page next issue!



Please note: each item is shipped from the person in charge of that particular product. Profits from Company Store sales go to NARCOA.

NARCOA Lanterns - NARCOA has received another order of Trainman's lanterns produced by Star Headlight and Lantern. They are model 292 featuring a bright halogen lamp along with a conventional bulb. A standard 6 volt lantern battery is required (not included). The body is orange plastic with the NARCOA name, motorcar logo, and "Safety First" imprinted. The lamps are effective for night signaling, and make great presentation items for our railroad hosts. Cost is \$29.00 each plus \$5.00 shipping for the first lantern and \$1.50 s/h for each additional lantern per order. Shipping is free on case lot orders of 12 lanterns. Make your check payable to NARCOA, and mail to Dave Verzi, NARCOA Lantern, 3922 Rocky River Dr. Cleveland, OH. 44111 phone 216.941.5273, WM340@aol.com



Reproduction Fairmont Data Plates - These plates fit on the engine cover. They are correct for late 1930's to late 1960's cars. M9 M14 M19 S2 ST2 A3 A5 59C - maybe others. \$6.00 per plate except Membership plate which is \$3.00. Include SSAE with one stamp for each plate (Three Plates per envelope maximum) to: Richard C. Ray, 5 Hemlock Place, Randolph, NJ 07869 All Profits go to NARCOA - Make checks out to NARCOA. ray_r@rock-etmail.com



SUPPLIERS

If you are a supplier of motorcar parts, and wish to be included here, please contact setoff@neo.rr.com. No endorsement is made of the products, services, or vendors. All listings are for members' consideration only, and are at the discretion of the Editor.

Atlantic Rail Cars / Warren Riccitelli, warren.riccitelli@verizon.net 39 Jacksonia Drive, North Providence, RI 02911 phone: (401) 232-0992 Fax: (401) 231-7073. Brake Shoes, brake liners, and brake parts for most cars.

Carey Boney, careyboney@embarqmail.com or 1605 Powers Road, Wallace, N C 28466 phone (910) 285-7489. Engine & Carburetor gaskets - RKB Twin engine set.

Brown Railroad Equipment / Dan Brown, www.brownrr.com. 4 Amersham Court, Glen Carbon, IL 62034. (618) 797-5484. The entire remaining Fairmont factory inventory of motorcar parts was bought by Brown when Fairmont stopped making speeders in the early 1990's. Web site has NOS inventory look up by part number. Over 200 cars for sale.

Railroad Motor Car Resource Library / Doug Cummins, rrstuff@hawaiihost.us 1146 W. 27th St. Independence, MO 64052-3222. Library of rail motorcar manuals, performance sheets, parts lists, maintenance instructions.

Tom Falicon Raildawg@gte.net 1227 Sawmill Creek Rd, Bryson City, NC 28713 ph: 828-488-8063 after six. Fairmont Billet Shift Knobs.

Fredericksburg Shops, fredshops@earthlink.net or leskingmotorcars.com or 209 Creamery Rd., Fredericksburg, Ohio 44627, phone: 330-465-0713 2PM-6PM EST. Newly manufactured motor car parts and accessories. Many original producers identified, and their parts are again for sale. Shop also does car repair. Formerly Les King & Company.

Doug Heinmuller, www.dhrc.clco.us P.O. Box 111, 153 Bobbin Mill Rd, Lunenburg, VT 05906, phone 802-892-6144. Former ONAN dealer has many Fairmont and ONAN parts. Complete engine & transmission rebuilding. For a detailed list of parts available, see website.

Model T coils for 2-cycle cars Epoxy sealed in heavy duty plastic case. Moisture and vibration proof. USA made. These are the famous grain dryer coils. \$80.00 each. Shipping \$10.00 via priority mail Randy 785-632-3450 or www.fifthaveinternetgarage.com

L&S Speeder Repair and Restoration heatmor@itctel.com 17504 438th Ave., Henry, SD 57243 phone (605)532-3470. Custom motorcar trailers - will build to your specifications.

Dave Myers at: dave@redspeeder.com or 928-380-7056 MT-19 Temporary Axle splint. Fairmont transmission sprockets, and special sprockets of interest when re-powering a car with non-Onan engines.

Newman Machinery, OUT OF BUSINESS. Dudley Newman writes that he still has a few parts left that he is selling on railspeeders.com, but otherwise he's out of business. Please, only call him in response to one of those ads.

Tom Phair tom@phairs.net phone (925) 820-4159 Complete line of the David Clark Company Intercom systems and railroad type Motorola Radios; new double chain sprocket kits, large inventory of NOS Fairmont parts. Some motorcars for sale.

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