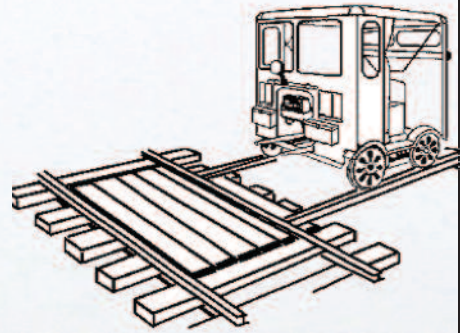


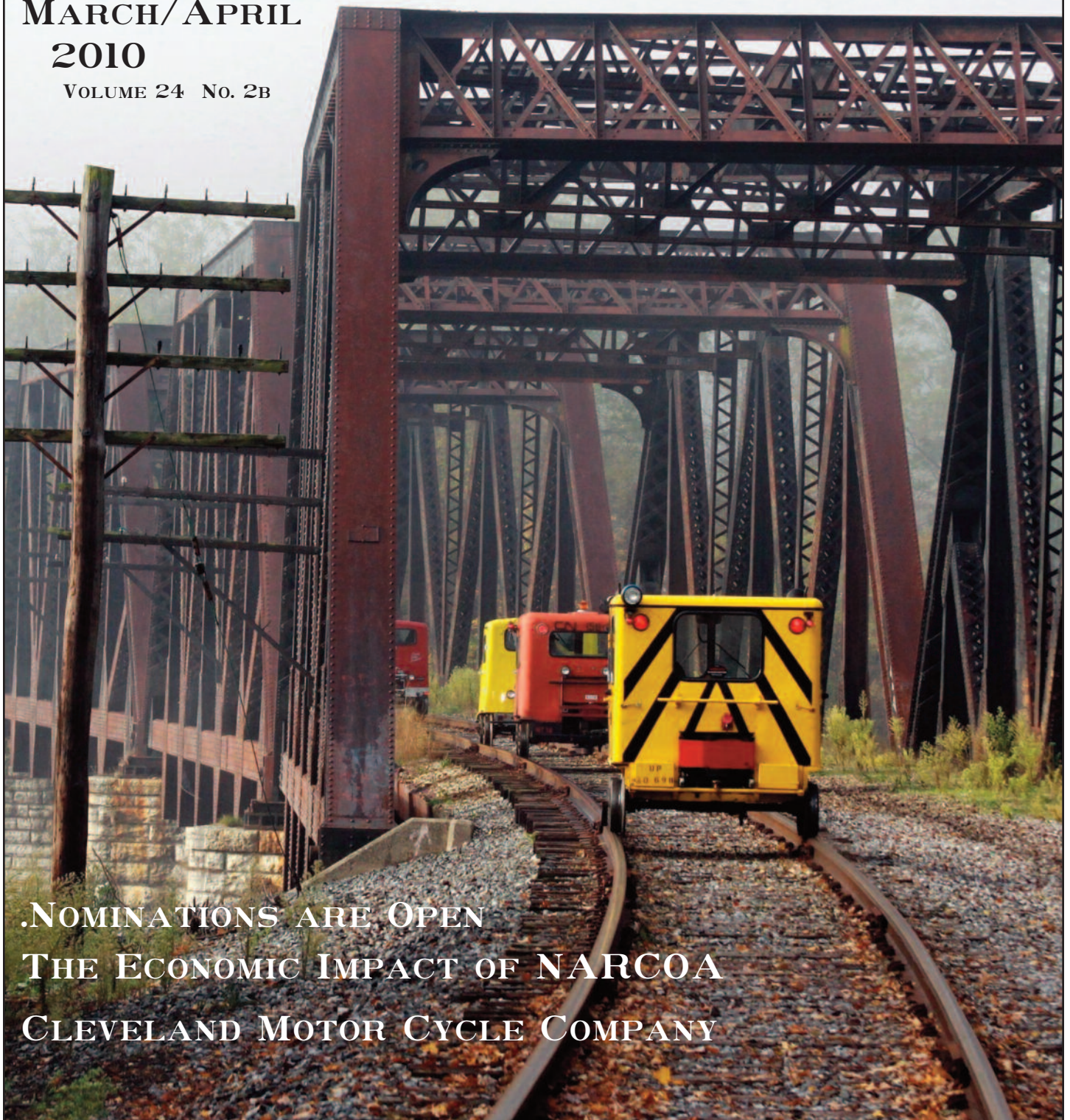
THE SETOFF

THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION



MARCH/APRIL
2010

VOLUME 24 No. 2B



NOMINATIONS ARE OPEN
THE ECONOMIC IMPACT OF NARCOA
CLEVELAND MOTOR CYCLE COMPANY

THE SETOFF

VOLUME 24 - NO 2B

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: NEAR SAYRE,
PA CARS CROSSING THE
FOGGY SUSQUEHANNA RIVER,
BY GARY SHREY**

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PRESIDENT'S MESSAGE

WARREN FROESE

Where will you chose to join a NARCOA excursion this year? What are the factors that help you and your family decide where and when to ride the rails? This is the time of year when these questions come up around the tables of hundreds of NARCOA families as we consider the year to come. It is an exciting time as we dream of the possibilities, sketch out the options and then work together with reality (often the needs and wishes of our spouses or other close family members) and make real plans. Many runs are scheduled across the continent. I hope you and your family will find just the right ones for you.

As we move into this exciting new year of operations, there are several important items I wish to have you consider:

I want to take a moment to publicly thank, Joel Williams, our Membership Secretary for his long and faithful service to our NARCOA community. Joel has announced his intention to step down as Secretary and we are in the process of finding the person(s) needed for this significant task. Joel has served our organization since its inception and he has served in countless ways. He has faithfully performed a multitude of monthly tasks that we only notice when one slips through his fingers – a relative rarity. As I have discussed the many facets of this role with Joel I am amazed that one person has chosen over a long period of time to serve our hobby in this way. We owe Joel our most sincere thanks. If you have a chance to do this personally I encourage you to do so. My hope is that Joel will now fully enjoy being a participant in the hobby he has so willingly served.

In the last Setoff many of you read in the Board Minutes of our intention to move towards an “all electronic” NARCOA. We want to create an environment where each member is able to renew his/her membership online, access and update his/her membership data and eventually use the data base to do much more. Because of member requests we have already made the Setoff available electronically. Now, and into the future you have a choice: paper, PDF, or both. As well we plan to continue to make paper membership renewals available to allow those without internet access to continue to enjoy our

hobby. In the final analysis this move to “electronic” will significantly reduce the workload (all of it volunteer) presently required to maintain the database and keep information flowing. It will result in easy and helpful database access for those who need it (our Insurance Administrator, our ECs, Board Members, etc.) and make your membership renewal a simple brief process. In the case of the Setoff, electronic publication reduces the costs associated with publishing paper copies which helps us keep membership fees low. I hope this information is helpful. Should you have any questions please feel free to contact me. As a Board we will be working with these options into the spring.

At last year’s meeting we committed to work to create the necessary tools to represent our hobby in a professional and accurate manner. This involves two aspects: First, we are working to produce informational material in the form of video and/or PowerPoint for presentation to community groups and railways. If you are aware of existing materials or have specific skills in these areas please contact Bernie Leadon (Director at Large.) Second, we would like to assemble a team of people with significant and successful experience in working with host railroads as a “ready” team to meet with railroads. Their role would be to communicate the benefits of NARCOA excursions to decision-makers at potential railroads. If you feel you have experience and skills to offer in this area please contact me.

The Board would like to invite all members in the “odd” numbered areas – 1, 3, 5,7, 9, and 11 to consider stepping up to the plate to run as Area Director. We are a

democratic organization that can only have contested elections if people step up to the plate. Is this a way that you could contribute to our hobby? If you are interested in these positions please contact Carl Anderson ca636@aol.com for information. If you have questions about what is involved I would be happy to discuss this with you.

Finally, I would like to remind you that your NARCOA Annual meeting will be held in Chicago October 1 and 2, 2010. You are invited!

As you venture to your first run please remember that your actions, communications, and reactions all matter. Be safe, think safe, and react safely.



FROM THE EDITOR BRIAN DAVIS

Being from Ohio has some advantages, and some disadvantages. One of the biggest disadvantage is the long winter, especially if you are not keen on winter sports. But I know that spring is just around the corner because the number of excursions on the websites increases almost every day! And one of the biggest advantages of the area where I live is the large number of excursions which are less than a five hour drive away! It is hard to choose, and Jane and I cannot wait to get back on the rails again!

The Jan /Feb 2010 Issue was quite late, and I was not happy that it took me so long to get that issue put together. Getting this issue, and future issues, to you on time is a high priority for me, and for everyone on the communication team. Thank you for your support.

Brian

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NOMINATIONS ARE OPEN

CARL ANDERSON
NOMINATIONS, ELECTIONS

All odd number Areas are open for nominations of candidates for NARCOA Board seats.

AREA 1 Warren Riccitelli, AREA 5 Bobby Morman, AREA 7 Carl Schneider are running to retain their Board Seats.

AREA 3 Dave Verzi, AREA 9 Mark Springer and AREA 11 Pat Coleman are NOT running for the Board.

NARCOA needs new people to step forward, to serve on our Board. See Jan / Feb SETOFF, page 7 for qualifications.

Contact Carl Anderson at ca636@aol.com with names no and nominate a person of good standing in your Area to run for the Board seat.

That's what I need is names of people to run for the Board seat.

AREA TWO (DE, MD, NJ, PA) JOHN GONDOR

Wow here it is the middle of February. Here as I sit looking out the window at 36 plus inches of snow that just won't quit coming. It makes it hard to get out to the garage and get to work on the speeders. However now is the time to prepare your cars for the runs this year. Please don't wait until you get to a set-on to do this just to find out you have a problem that could have been fixed at home. This is an EC's worst fear that he may have to send someone home due to his/her equipment not meeting the NARCOA standards or because of a mechanical failure. Please don't place your EC in this position. A little preventative maintenance now will save us all a lot of grief later. A few things you can do now are to first, clean the car very well. This makes it much easier to find defects etc. Look for loose bolts and wires that are frayed or broken. Check your lights and your horn. You should check the gauge and look for cracked or broken axles, correct wheel profiles, and proper brake adjustments. And yes...start the car and make sure everything is lubricated. Do you have a full tank of gas? This might be a great time to buy any accessories or equipment

that you need for the upcoming season such as rain gear or tools etc. Check your safety items such as vests and flashlights. How about flags? Do you have two? Now is also the time to read up on any new or updated rules that have been published and to renew your insurance as well.

All this may seem repetitive but it will help you...and us, to have a great motorcar season.

In parting, a safety tip to remember: Speed and Clear Sight Distance go hand in hand. As your speed increases, your clear sight distance decreases. Also your safe stopping distance will increase.

AREA THREE IN, LOWER MI, OH DAVE VERZI

As you read this in March it's anticipated that you share some of my enthusiasm for spring as we continue through this snowy winter that got off to a late start. Through the winter there have been several excursions planned in our region with Great Lakes Railcars already posted and which Ohio Valley Railcars plans to have posted by the time you read this. Please check the web pages for our affiliates' latest updates.

Because of continued change in my work environment I have declined to run as incumbent director for your Region 3 NARCOA representative. While my preference would be to run for reelection as your director I cannot devote the time or focus I feel is the responsibility of an area director. Fortunately we have some very knowledgeable and dedicated members in our area, who I trust will be able to serve as your director for forthcoming term. I appreciate the opportunity to have served as both director and at-large director and have made many great friendships along the way.

Some time has been available for routine maintenance on my C&OM19AA. The result of disassembly and cleaning after about 5 years of use reveals wear to several brake components that would not be known without a detailed inspection and cleaning. If your brake shoes and rigging are covered in rail gunk, tilted or in general, long time in use perhaps some maintenance is in order for your car also. As part of this clean up I replaced my original warning bell, a worn Model 1492 foot

gong with a new model of the exact same unit as yet manufactured by WL Jenkins in Canton, Ohio. They are easy to work with (I spoke with Chris) and I'm sure any business we give them would be appreciated. In these changing times we don't know how long such resources and product lines will be available, thus I bought a spare gong for later use. Jenkin's web site to review their product lines is available at <http://www.wljenkinsco.com/>. See you on the rails.

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

Happy Spring Area Four members!

As I write this we are receiving one or two snow storms a week with a high volume rain storm thrown in every other week just to keep us on our toes! Whether it has been rain, snow, ice or mud, I think we've all we've all seen more schedules interrupted and plans changed this year than ever before. Yes, we've been given plenty of time to work indoors preparing our motorcars for another great excursion season but geeez, it's time to get outdoors already. The excursion calendar is already filing up with intriguing runs all across our land and soon our rough winter months will be only a memory and good stories to tell.

Once again I'm sad to report we have lost two more NARCOA pioneers in the southeast. Susan Long of Blue Ridge, GA was a pioneer in showing just how strong a person can be when faced with the adversity of a debilitating illness. Susan was a strong willed woman who fought a very courageous battle but unfortunately she has left us. Our thoughts and strength go out to her husband Ron and the rest of our motorcar community whose lives she touched so dearly.

The other pioneer we have lost is Jack Whitt of Florida. If you are a member of NARCOA Jack has been a part of your life either directly or indirectly. He was one of the founding members of NARCOA, he was the first southeast Area Rep for Area Five and he was also the southeast insurance rep since the insurance programs inception. He will be deeply missed by all of us. Our heartfelt condolences go out to his dedicated and loving wife Susie and rest of

his family. I was fortunate to be able to take over Jack's excursion insurance position a few years back. Jack had everything in order and made the job transition a breeze. Even back during my first year as a NARCOA member I remember Jack as always being the guy that could get us a ride in places that no one could before. I've ridden through the Florida sugarcane fields with their dark, rich dirt and I've been fortunate enough to ride the spiral track of the GA/TN Hook & Eye Route all because RR management knew Jack was a man that could be trusted. Even in his final years Jack and Susie traveled extensively and logged many road and rail miles for one last tour of America and the rails and people that they loved. I'm sure each of you has a cherished memory of Jack; please take the time to let that memory run through your head the next time you come across a scenic stretch of rail.

We'd also like to send our strength and energy to Ed Kimball of Strawberry Plains, TN who has been battling one thing or another for the past few years now. Come on Ed, we know you're a scrapper; let's get you back out on the rails!

That's it for this issue guys, I hope the sun is shining and the flowers are starting to bloom where you are today, Tom Falicon.

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

Greeting to all the members of Area 6....Well, the final "rite" of 2009 is history with the Super Bowl completed....And spring must be well on the way as the NASCAR 2010 season is off and running with the Daytona 500 also in the history book! Now, thinking spring, Dave Otte, President of North Central railcars (WI, MN & Upper MI) has set NCR's annual meeting for Sat., March 13th in Black River Falls, WI. Please visit the NCR website for details. Besides the normal annual meeting agenda, he is planning time for railcar fellowship. If your time allows, please plan to join and share excursion stories and photos.

Looking ahead, visit our NARCOA website for many planned spring and summer excursions. To name a few, we start the 2010 season with Depot Days in Brooklyn, WI on April 23,24 & 25th. Excursion co-

ordinator, Mike Ford is offering his first run on the North Shore Scenic RR on July 10 & 11th. Per a phone conversation with EC Dave Hawley, he is working on a possible run at the Illinois Railway Museum in Union, IL. He will advise using the Great Lakes and NARCOA websites when details are worked out. The planning for the annual Illinois Railway run from Ottawa, IL is also underway.

Please don't forget to renew your insurance and membership before the March 31st deadline. You also can purchase motorcar property Insurance from United Shortlines. Please follow Tom Norman's information or contact me if you need more information or help.

Now on a National NARCOA board level, our long-time secretary, Joel Williams, is hanging up his spurs or should I say, pen this spring. The board is busy searching for a replacement and will make an announcement soon. Speaking for all of our Area 6 members, we wish to extend our many thanks for your many years of faithful service to our great hobby.

Now I just could not write this report without mentioning the subject of railcar safety. If we all will plan to focus on safety during the 2010 motorcar excursion season it will be a great and safe time for all. We can do it....see you soon on the rails.

AREA EIGHT CANADA, MEXICO, AUSTRALIA WARREN FROESE

Greetings to all Canadian, Australian and other "World outside USA" members. I apologize for not writing the last two issues as I have been working to get my president's remarks in on time. I hope that your motorcars are resting peacefully in a safe protected location and you are spending time considering your chances to get out in your motorcar this coming year.

Our new affiliate in Quebec – Club Railcar Quebec has a very interesting run planned for the Quebec City area May 22 –24. North Central Railcars has three separate runs in Saskatchewan planned for July 17 onward. There are other potential runs in the works in different parts of the country, so keep your eyes on the website. All of these miles will be well worth the effort of getting there. Plan ahead to not

be disappointed.

I would like to encourage you to consider inviting non-Narcoa friends and family to accompany you on a run this summer. This is a great way to spend time with people you wish to connect with and exposes people to experiences they would never have dreamed of seeking out. Who knows whom you might get interested in the world of motorcars!

Remember that you can never over-prepare your car as you plan for a run. Taking the time to make a list of the items that need preventative and regular maintenance now will help guide you as you spend your first evening going over your car this spring. It never fails that things left for the last minute are not as well done as things considered in the calm of a beautiful spring evening in April or May.

I hope to see many of you on a summer excursion coming soon. Safety is everything.

AREA ELEVEN AZ, CA, HI, NM, NV, UT PAT COLEMAN

It is time to remind the NARCOA members from Area 11 that I will not be running for re-election in 2010. The NARCOA Board is aware of this and I have forwarded several names of persons that have expressed interest in running for the position to Carl Anderson, Chair of the NARCOA Nominating Committee.

I wish to take this opportunity to express a Thank You to all that support me in the past.

Best regards,
C Patrick (Pat) Coleman



SPECTACULAR TWO DAY FALL RUN

DAN PAGE

Warren Riccitelli and Al Elliott lead a wonderful excursion on a section new to NARCOA – portions of the mainline of the former Lehigh Valley Railroad in north central Pennsylvania and south central New York. This excursion completed a three day string of excursions over the long Columbus Day weekend that began with a ride on the Wellsboro and Corning Railroad led by Larry Maynard on Saturday October 10, as reported in the last issue of the Setoff (Jan-Feb 2010).

The Lehigh Valley Railroad was one of several Northeastern railroads built to move anthracite coal from eastern Pennsylvania to the east coast and the Great Lakes. It is no surprise that its motto was “Route of the Black Diamond.” Unfortunately the Lehigh Valley Railroad was never a strong carrier and struggled to survive following the Great Depression. Coal traffic declined steadily after the 1940s and, by 1962, the Pennsylvania Railroad had acquired control of the Lehigh Valley Railroad. After the Pennsylvania Railroad failed, the former Lehigh Valley Railroad was folded into Conrail in 1976. Most of the remaining Lehigh Valley track in this area serves as branch lines, or has been sold to short line and regional operators. These operators include names friendly to NARCOA such as the Finger Lakes Railway and the New York, Susquehanna and Western Railway.

A first for NARCOA, two new short lines welcomed us for these runs. On Sunday, the Lehigh Railway hosted us on their track that runs through the spectacular Susquehanna River Valley. This track is part of the former mainline of the Lehigh Valley line from Scran-

ton on its journey to Chicago and the Great Lakes. It has recently been acquired by the new Lehigh Railway. Warren has worked with the new owner for some time and finally obtained approval in the summer 2009 to run on it.

A preview run Warren made in August re-

Two stray goats greeted us along the right of way.

We continued on for several miles and then stopped at Towanda for a rest stop. At Towanda, the road crosses the Susquehanna then over a long S shaped bridge that provides

a great view of the river and surrounding valley.

We continued to follow the river for the most scenic part of trip. From the cliffs high over the river, bald eagles soared on the updrafts creating a spectacular sight. There were few crossings to deal with and the run was very relaxing.

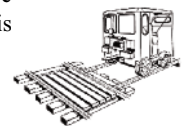
After about fifty miles of this breathtaking scenery, we stopped at Meshoppen for lunch and turned at 1:30 PM. We retraced our route and were back and setoff as the sun went down. Total miles for day were nearly 120.

On Monday, the Owego & Hartford Railway welcomed us to run on their portion of the former Lehigh Valley mainline in New York State. The group decided to set on earlier on Monday to get off the rails in and home at a reasonable hour.

We set on at the Delphine Street Station. Our run was from Owego north to Hartford where we turned. We then went on Newark Valley for a

rest stop. We were back at exactly 3 PM and all were setoff and gone by 4:15 thanks to the courteous cooperation of all.

This was a fantastic trip and, most importantly a safe one. Our thanks to Warren, Al, and Larry for a great weekend and we look forward to running this great route again in 2010.



Above: Motoring along the scenic Susquehanna River; below: Dale Steiner's MT14 leads the pack across the Susquehanna River at Towanda. Both photos by Gary Shrey.



vealed that this section is perhaps the most scenic route east of the Rockies. The rail follows the Susquehanna River through mostly undisturbed valleys. Wildlife abounds on this run. We saw bald eagles, deer, fox and bear.

We set on in Athens PA, just south of Sayre at 7 AM. After our safety meeting, we departed heading south at 8:30 AM, crossing a bridge and descending into a cold fog as we went.

CLEVELAND MOTOR CYCLE COMPANY

BY LEON SAPP

The Cleveland Motorcycle Manufacturing Company had one of the shortest histories of any Railroad Motor Car builder. For less than one year they would offer only one model of a light inspection car. The company actually began in Middleborough, England in 1911 and moved to the U.S. where they incorporated in 1915 with \$100,000 in Capital Stock. Few other details are known of their corporate history except for a minor flap with the American Institute of Weights and Measures in 1919 over a proposed adoption of the Metric System. However it is apparent that under the guidance of Cleveland born W.D.B. Alexander the firm really took off. The company's primary product was of course motorcycles and they enjoyed considerable success. Their motorcycles were also generally small and light which made them ideal for messenger service. The U. S. Army purchased 1,527 of the machines in 1921 alone. Their Standard Motorcycle had sold for only \$185 in 1922 and the railroad motorcar version was only slightly more expensive at just under \$250.

In 1922 Cleveland offered a railroad motorcar which they called 'The Cleveland Lightweight Railroad Inspection Car.' The similarity of the little Cleveland car to their motorcycle is obvious. It appears to be their standard cycle engine frame complete with its streamlined gravity feed 2.25 gallon fuel tank placed on an open four wheel cart. There is a total lack of even a rudimentary windscreen, floorboard or fenders, or any other amenity. The only footrest is a simple bar which was part of the frame. It must have been extremely uncomfortable in inclement weather or on a weed grown right-of-way. Actually the smooth, backless bench seat was advertised as a safety feature from which the driver could "unload" quickly in the event of an impending collision. The extremely lightweight machine was proudly advertised as "the one-man car" but the handbook also noted that it could accommodate up to five men. Perhaps, but that simple five foot plank for a seat would have made for extremely close quarters for five grown men in heavy work clothes.

But, the machine did have some desirable qualities. With the open tubular framework and the operator practically sitting on the ground, it was ideal for close track inspection. With absolutely nothing between the inspector and the cross ties it would have been hard to miss seeing a track defect. In low gear it could creep along as slow as 4 mph, roughly walking speed. The 'kick' start feature was probably a welcome change from the traditional crank or "push-to-start" requirements of the competition. Cleve-

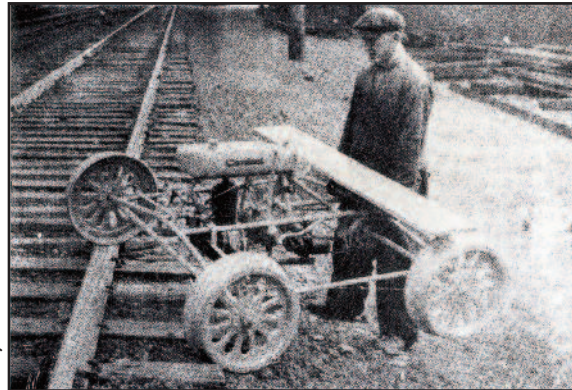
land claimed the engine would start on one stroke of the pedal without priming the engine, even in zero degree weather. The trussed frame was constructed of cold drawn seamless steel tubing of 12 and 13 gauges, welded and brazed in the same manner they used in manufacturing their motorcycles and making for a very strong construction.

The engine on Cleveland's little motorcar was a 3.5 hp, two-stroke single cylinder air cooled engine of 16-1/3 cubic inches and could attain a top speed of 20 mph with a 250 pound load. However, different sprockets were available which could boost the top speed to 35 mph and advertisements claimed 50 miles to the gallon. Engine and transmission components were constructed of the new alloy, Molybdenum and Cleveland made much of that fact in its advertisements. A Bosch waterproof magneto was standard. The fuel/oil mixture was considered rich requiring a pint for every 1.5 gallons of gasoline. The car had a lever operated clutch consisted of 13 discs running in oil but could be shifted without using the clutch.

The transmission was a two speed spur gear type and drove the rear axle through a chain and sprocket. There was no reverse gear but considering the extremely light construction of the car, turning it by hand would have been a minor inconvenience. The rear axle drum brake was controlled with a foot pedal and with 26 square inches of braking surface Cleveland advertised that the car could be brought to a stop from 20 mph in 35 feet. No doubt that would have been an interesting experience considering the open bench seat and a lack of any substantial hand hold.

The car did not have a battery but was equipped with a small generator powering a

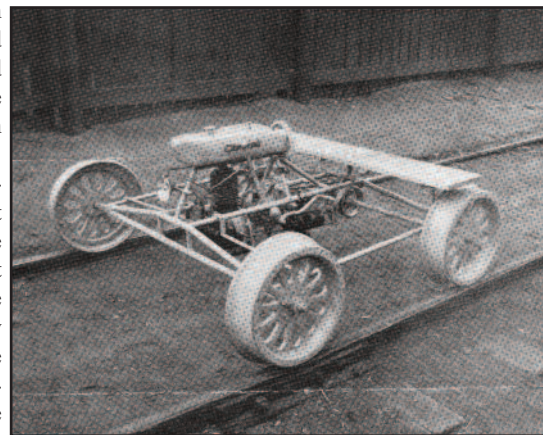
front headlight and a single rear tail light. One handy innovation was the detachable headlight on a short cord enabling it to be removed and with the car idling, used as a trouble light to aid in nighttime track repairs. The wheels were 14-



inch steel rims on wood spokes with Timken roller axle bearings. A major selling point was the fact that all the major mechanical components were the same as those used in their standard motorcycle and were being

stocked in hundreds of their sales centers across the country. The engine and transmission assembly could be changed by removing only two bolts and the whole unit taken to a local dealer for repair. In their catalog, Cleveland suggested a railroad could even keep a spare assembly on hand "...keeping all the cars in operation at minimum expense."

How many of the little cars Cleveland actually sold is not known but it was probably very few. All the ads and articles including their sales brochure were dated 1922. No mention can be found of the little car in their 1923 ads or in those of any following year. Perhaps the lightweight inspection car was just a bit too light to suit railroad safety officers who by then were becoming increasingly concerned about the rising number of motorcar accidents and injuries.



In 1922 Cleveland Mfg. purchased the Reading Standard Company of Reading, PA but began to fall on financial hard times. In 1928 they offered to sell their Motor Cycle Company to Harley-Davidson who saw the lightweight as viable competition to

the popular Indian Motorcycles. However Harley-Davidson decided not to take the risk and Cleveland ceased operation in 1929 with the stock market crash. A later motorcycle company has recently begun operating as The Cleveland Motor Cycle Company but any connection with their historical ancestor appears to be in name only.

CROSSINGS, CURVES, SWITCHES, TUNNELS AND BRIDGES BY JIM MOREFIELD

Over the past few years participants on excursions have come up to me and asked what I look for when traveling down the track. I tell them that even though I have been retired for over five years, the 41 years I spent on the Camas Prairie Railroad beginning as a section man and ending up as Chief Engineer of Maintenance causes me to look differently at track than most people. I still don't see the scenery many operators see as I am unable to look away from the track for very long. Sure, the motorcar steers itself and many newcomers to the hobby like that idea. The motorcar follows the rails so there isn't the necessity to watch the track the same way we watch the road when driving the car and we can look at all the pretty flowers, the river, the lake or whatever. Good point, but since the motorcar cannot be steered, you can't dodge the rock that just fell down in front of you or steer around the joint where both bars are broken and one rail is two inches higher than the other, or swerve around the big pine tree that has fallen down and is lying across one rail.

The following is what I look for at specific locations.

Road crossings

Motorcars are in the most danger when passing over a road crossing. When approaching a road crossing that appears to be unmarked, dirt, gravel, or a poor plank surface, and no improved roadways nearby, I am still cautious but figure it is field access for a rancher or farmer. If the view of the approaches isn't obstructed by vegetation or a hillside and I have determined no traffic is near, I immediately look at the rails to see that the farmer/rancher hasn't hooked one of them with equipment. The next thing I look for is debris in the flangeways even if I am in the middle of the group. The reason for this is the rail sweeps or wheels of the car ahead of me could easily have caused something to drop into the flangeway. Just because the car ahead has negotiated the crossing safely, that doesn't mean an obstruction

won't be in the flangeway for my car to hit.

In rural areas where county roads cross the track often every mile, be especially observant since many county roads follow the terrain rather than make cuts and fills. You might be able to see the road for several thousand feet each side of the crossing except for the one little hill just short of the crossing that could prevent you from seeing a vehicle headed your way. If the county was able to use the cut and fill process, a cut plus some vegetation can hide a vehicle easily.

Crossings in any populated area pose their own risks as small towns rely on the train to whistle for the crossings and when we pass through, no one is expecting rail traffic and many vehicles pass over these crossings without the drivers even noticing us. Many of the small town crossings have buildings close to the track and extremely restricted visibility for both vehicular traffic and rail traffic which frequently requires a "stop and go as the way is seen to be clear" situation for us. Often in towns there are streets that intersect nearby and are nearly impossible to see until you are at the crossing.

Crossings equipped with signals whether in a town, city, or highway seemingly in the middle of nowhere indicates traffic levels high enough or vehicle speeds that require advance notice of rail traffic. Many times the traffic level will require flaggers or other measures.

At times we run parallel to a road that has road crossings coming off to feeder roads, driveways, or farm/ranch access. Be sure to look over your shoulder to make sure a vehicle isn't traveling the same direction as you are and is planning to turn at the crossing you are both approaching.

Regardless of the surface of the road crossing, watch for heaved or raised plank or asphalt and crossing spikes that have worked up high enough to catch the rail skids on the motorcar frame, turntable, or the sprocket on chain driven cars.

Curves

Several curves in the Northwest where I

run are marked with speed boards. Many people have probably seen these boards which on former Northern Pacific track are yellow boards with a number such as 20, 15, 12, or 10 placed on a post at a forty five degree angle and 3500 feet to 2 miles past that, a horizontal board with the same number which indicates the beginning of the speed restriction. The railroad determined the severity of the curves these boards mark was enough to restrict the speed of trains. A motorcar can successfully negotiate any of the curves marked at 20 mph or lower at 15-18 mph, but bear in mind the restricted speed rule of being able to stop within half the range of vision.

Some curves are through deep cuts and visibility is often limited to less than 200 feet. At 15 mph you are traveling at 22 feet a second and using the 10 second rule, you need to have a spacing of 220 feet between you and the car ahead. Likely that car will go out of sight as you enter the curve, and when that happens, don't start gawking at the pretty bird in the tree or something else. Put your hand on the brake and be prepared to stop as the car ahead of you might encounter something that requires a quick stop and the operator might not have time to get out and walk back toward you to flag. Expect the car ahead to be stopped and there will be no surprise if it does. If you do have to stop, grab your flag and walk back to warn the following cars. Do not walk in the center of the track and if at all possible, walk on the high side or outside of the curve which will allow more sight distance. If everything goes well, once you exit the curve you should see a green board or another yellow board with a larger number which is a signal for trains to either resume normal track speed or increase speed to the higher marked board. Once you pass one of these boards, speed can be increased as visibility increases.

Switches

On main track, switches are usually operated with high banner switch stands. As I

approach a switch, the first thing I look for is the position of the target if one is present. The next thing I look for if the target indicates the switch is lined for my movement is the position of the handle. If it is fully seated, I look at the points to make sure they fit and the open point to determine if any debris is between the point and rail. If the handle is not fully seated or is “cocked” and has no lock or hook in the loop, I slow down and warn those behind me of the situation. The possibility exists that the vibration of a motorcar passing over the switch could cause the handle to raise up and if there is tension, partially open the points and cause a derailment. If the switch is good and the points fit and have no debris in them, the frog and guardrail are next and could also have debris in the flangeways.

When going through yard tracks, we are going slow enough to be able to observe switches easily, but we have to be on the lookout for self-guarded frogs. A self-guarded frog uses no guardrail opposite it and instead, has a raised surface cast or bolted to it that contacts the outer edge of the wheel tread to guide the wheel through the point of the frog. This raised surface works well with freight cars and locomotives, but their wheels are wider than a motorcar wheel and our wheels seldom come in contact with the guard face of the frog. The possibility exists that the flange of a wheel can catch the point of the frog and cause a derailment. Hyrail vehicles also have to be cautious when passing over a self-guarded frog as the road tires will contact the guard surface and raise the vehicle.

Unless we are negotiating a high-speed switch and we seldom do, always slow down when taking a diverging route such as going into a siding to clear a train or going into a wye track to turn cars. By design, a switch is set up for higher speeds on the main track and many railroads restrict speeds to 10 mph on diverging routes. Once again, watch for debris between the open point and rail and slowly approach the frog looking for obstructions. If the frog is of the spring variety, I

strongly recommend that the smaller cars be pushed by hand over the frog and the larger cars have someone on the ground near the frog to watch movement over it. Facing point movements (going into the siding) are usually more difficult than a trailing point movement traveling from the siding to the main, but a spring frog can derail a car going either direction in the blink of an eye.

Tunnels

Tunnels can be fully lined with concrete, lined with timber, an unlined bore through rock, or a combination of all three. Each can present problems such as rocks or timber falling on the track, water leaks making the rail wet, or even a spot for animals to get in out of the weather. Many motorcars don't have the lighting to fully illuminate the track ahead, and even if they do, they must negotiate all tunnels as if they were going to encounter any of the obstructions I listed above. Always back off from the car ahead as you approach a tunnel, especially those long enough that lighting is required to watch the rail. Having your headlight shining inside the car ahead creates a distraction for the operator and limits his visibility of the track ahead of his car.

Bridges

A railroad bridge is probably one of the most stable portions of a railroad. Because of the stability, the approach to nearly every bridge is low, creating a dip just prior to the bridge. Even a ballast deck bridge on a class one railroad will have a low approach, but it is hardly noticeable. On the other hand, short lines often don't have the resources to maintain all their bridge approaches, and we must watch every one as some will be an inch or more lower than the bridge deck and possibly be out of alignment. Under the right circumstances, a motorcar can derail as it passes over a low or out of alignment bridge approach.

Track in general

Be aware of what your car tells you. For example, as you negotiate a curve, it pounds hard on the joints on the outside rail and causes your car to jerk sideways.

When that happens, slow down as the joints are not uniform and possibly could indicate wide gage or an alignment problem. In either case, a speed reduction is in order to preserve you and your car. You are traveling around a curve that is smooth and you see a severe “elbow” in the curve ahead of your car. Slow down immediately as you are about to go over what is commonly called a “sun kink”. This happens when the rail expands more than expected in the heat and internal forces cause it to kick out of proper alignment. You have been enjoying a good ride on jointed rail and suddenly you see short, choppy vertical waves in the track ahead. Once again, slow down, the track ahead could be smaller rail or have a surface or alignment problem. Once your car gets on this section of track, again it will tell you the speed you should be traveling.

Watch both rails as you travel down the track. If one rail is perfectly straight and the rail opposite bows out or in, you could be approaching a spot of wide or narrow gage and either can be a problem.

Each year there are hundreds of train derailments across the United States. The three main causes of derailments are operator error, mechanical failure, and track problems, not necessarily in that order.

As motorcar operators, staying alert and knowing where the cars ahead and behind us are cuts down on operator error, making a thorough mechanical inspection and repairing defects found prior to an excursion can reduce mechanical failures, and watching for irregularities in the track and reducing speed for those irregularities will reduce the possibility of a track-caused derailment.

Remember, be alert, make thorough inspections prior to the excursion and if in doubt, reduce speed.



ARE YOU A PLAYER? (OR A BENCHWARMER?)

BY MARGARET HOPE

Several years ago I was on a speeder tour in northern British Columbia. A woman from the tiny town of McBride had grabbed a ride with one of the chaps and while not truly a speeder-chick, she certainly seemed to enjoy the trip. On our second to last day, as we were heading east to Prince George, BC, we went into the hole to meet the Via Rail Skeena Train. Instead of passing us or slowing to let passengers ogle our speeders, the train came to a complete stop and to everyone's amazement, the staff stepped out bearing beverages and cheesecake for all. And not just any cheesecake, this was a renowned cheesecake, arguably the best in the west, put on the train in Prince George just for us. Our delightful surprise was organized (and paid for) by the gal from McBride. As one of the lads said as he polished off his third piece of cheesecake – she started the day as a rider and ended it as a “player!”

Are you a “player?”

Rather than simply “watching others play,” players go out of their way to enhance the overall experience of our hobby. So you don't have the power to have cheesecake delivered on a Via Rail Train? Don't worry; there are countless other ways to make our excursions better. Here are a few ideas:

Offer to serve on the organizational team for an excursion. On a Pacific Northwest Tour (usually about three weeks long) we often have ten or more participants who take a load of work off the Excursion Coordinators by handling registration, t-shirt sales, car inspections, EMT duties, safety watch, the organization of our charity auction, accounting, and mentoring. Some of these folks have helped for quite a few years and some who just step up be-

cause they see the need. These folks are players!

Offer your expertise in all things mechanical. Not all of us have superb tinkering skills but those who do – and help others – definitely deserve the “player” label.

Not mechanical? Take a large garbage bag and walk the length of the cars to collect everyone's leavings after the lunch stop or at the end of the day. Our grandson, not normally a very social child, did that on one of the excursions



Diana, Brian & Don Wigen (+ a local volunteer) take a break from rail clearing duty. Photo by Alan Wilber

and found he had a lot of fans by the end of the trip.

See a problem? Got a solution? Pitch in. A couple of years ago we had to move about 60 people from the rail yard into the tiny town. There was no bus or taxi and all my efforts to find extra rides hit dead ends. We had one 12 passenger support van with us. Seeing the problem one of our participants made my player list by conjuring up a spare van and spending a good part of two evenings as bus driver for the gang.

As noted in the opening paragraph, feeding people is another way to get yourself off the bench. One regular on our trips starts the day by bringing doughnuts for those who need to put some cholesterol into their sagging ar-

teries. Another couple store watermelons in the coolers for a treat in the hottest part of the day. Peanuts and hard candies materialized on various tours and every once in a while, we get close to the home of one of our participants and find ourselves at a backyard BBQ.

Write an article and / or submit photos to our website, the SetOff or your local journal. Don't worry about perfection – share your perspective on the hobby and your experiences on the rail.

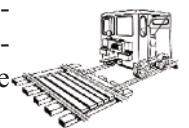
Actively serve the organization by leading. Be an Excursion Coordinator or mentor another member into this position. Offer to mentor a new operator. Demonstrate your skills in smaller ways and soon you'll be using your leadership skills to enhance our hobby.

You can also serve on our Board either by seeking election or by serving on one of the committees. Start locally with the affiliate (club) you join for excursions, build your

knowledge of the hobby, the constraints and opportunities of our hobby and then get off the bench.

Thank our host railways and other providers. When I go back to visit our host railways I often see photos and notes of thanks from our members. These are posted on bulletin boards and proudly displayed in the lunchroom or the GM's office. Be a player and make their day!

My thanks to all those who are “players” in our hobby. As much as your skill levels permit, be a player rather than a benchwarmer. At the very least, show up with a smile on your face, a kind word for your fellow members, and encouragement for those who are players.



NECESSITY IS THE MOTHER OF INVENTION OR HOW TO FLAG DURING INCLEMENT WEATHER.

BY ROGER HOFFMAN AND BOB HASTINGS

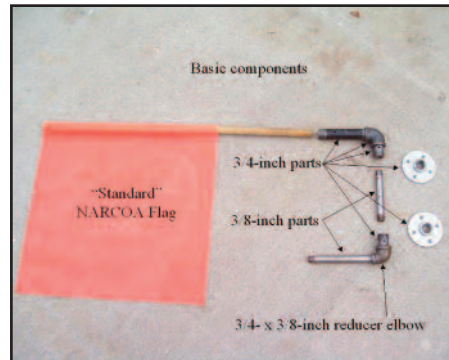
NARCOA rules require flagging our stops, which isn't a problem in an open car or during nice summer weather. But when it gets cold and wet, we hate opening the doors to "stick out the flag" especially with the rear hinged doors that our pumpkin car has.

So, the topic of the Saturday night dream was to devise a way to satisfy the rulebook and stay warm and dry at the same time.

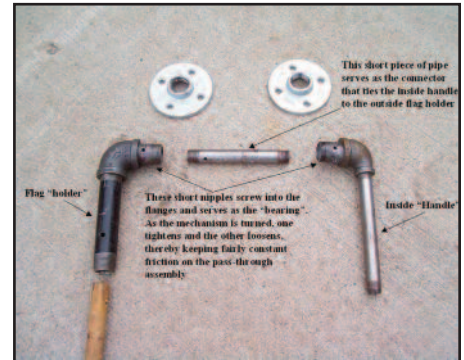
We did not want to cut a hole in our door and have to stick the flag out through it so we devised a means whereby the flag is always on the outside of the car and is simply raised and lowered as required. This meant some sort of pass-through rotary coupling would be needed and a trip to the local hardware store and some in-the-aisle real-time planning resulted in the design shown in the following pictures.

Basically it is simply a collection of 3/4-inch pipe components. The two floor flanges serve a dual role by providing the mounting for flag apparatus as well as part of the pass through bearing. Two short nipples complete the bearing and a short length of 3/8-inch pipe serves to tie the inside handle and the outside flag holder together. The 3/8-inch pipe is pinned to the 3/4-inch short nipples on each end to transfer the motion of the handle thru the "bearing" and to the flag holder end of the apparatus. This causes both 3/4-inch nipples to turn in the flanges. One tightens, the other loosens, and fairly constant friction is maintained in the bearing assembly. The pictures should present a reasonable explanation of how the parts are connected together.

In practice, it works great. The only issue to date is sometimes forgetting to stow it after deploying it. Hmm, sounds like we need some sort of alarm. Perhaps we could wire it into the turntable circuit?



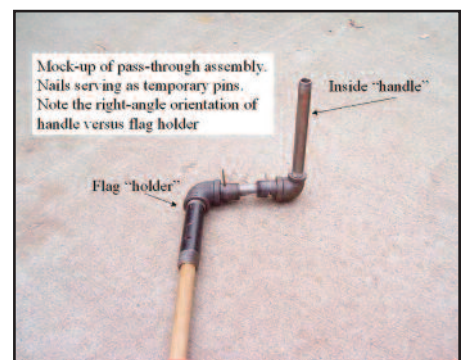
Parts



Subassembly parts



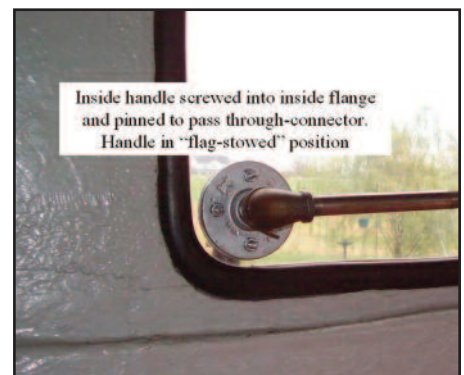
Position flanges



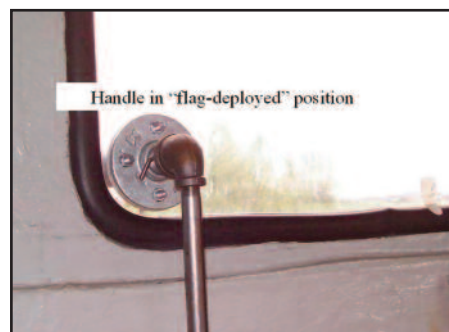
Mock-up Assembly



Assembly Begins



Interior view, 'stowed' position



Interior View 'deployed' position



Flag in 'stowed' position

WHAT'S THE ECONOMIC IMPACT OF OUR NARCOA EXCURSIONS? BY HAL JOHNSON, MINNEAPOLIS, MN

Every year across North America, NARCOA excursions are held for the benefit and enjoyment of our members and guests. The primary goal for most of us in the hobby is to safely operate our motorcars and Hyrail equipment over the host railroads property, and occasionally enjoy some rare mileage opportunities. For others, an important goal is to explore a variety of geographical regions and partake in the environmental, cultural and culinary opportunities along the way.

Whether you are a pure "rail" who enjoys operating your vehicle, more of a spectator who focuses on many other benefits of the journey, or you share in both perspectives, have you ever wondered what kind of economic impact we leave on our host communities?

Might that financial impact change the way we should promote our hobby in the eyes of the host railroads and the communities we visit? Should we create a process and the simple tools for gathering more accurate data on the financial impact of NARCOA excursions on our host communities?

Last June, I was privileged to assist Michael Ford and Fred Lonnes with the Fairmont Motors 100th Anniversary Excursion between Fairmont and Albert Lea, Minnesota. Following the completion of the weekend event, I surveyed the 41 attendees to informally determine the amount they spent on lodging, food, refreshments, gas, motorcar supplies, etc. while in the Fairmont area. I did not ask the participants (from 15 states and a province of Canada) to provide an estimate

of what they spent traveling to and from the excursion, just what they spent while in the host community.

37 of the 41 operators replied to my request. Based on the informal survey, I took the average of \$415 spent and applied that to the remaining 4 participants. The result was, collectively, the group spent more than \$17,000 over 2-3 days while in the Fairmont area. Not only was I impressed with the total, but I began to ponder what kind of annual economic impact NARCOA has across North America.

If we examine these facts and apply conservative numbers the impact is rather dramatic. For example:

A one day excursion on the First Iowa Division might draw 20 operators who might spend \$50 –\$100 each (depending on how far they travel) on excursion fees, lodging, meals, and vehicle fuel. That's a collective \$1,000 – \$2,000 impact for a one-day event. A two-day Great Lakes Railcars event might draw 30 operators who spend an average of \$500 in fees, lodging, meals, and vehicle fuel. That becomes a \$15,000 economic impact. Can you imagine the impact of a 21-day Pacific Northwest Tour with 25-30 operators, or a 10-day trip through Canadian Provinces with 10-15 participants?

Using conservative numbers, if there are 50-75 excursions held each year, and each event generated an average economic impact of \$4,000 – that would collectively mean a \$200,000 to \$300,000 annual economic impact. Looking at

it from a slightly different perspective, what does the average operator spend each year in parts, supplies, insurance, membership, excursion fees, lodging, meals, vehicle fuel, souvenirs, snacks, etc. to participate in the hobby? Let's estimate 1,000 operators carrying insurance (and likely to operate in a given year). If 1,000 operators spend an average of \$2,000–\$3,000 over a 12-month period that would be a \$2,000,000–\$3,000,000 economic impact.

Whether we consider one-day more localized trips, multi-day regional excursions, or the more exotic multi-railroad / multi-week events, without question we are collectively laying out some pretty serious cash along the right-of-way as we enjoy this great hobby.

So what's the benefit of gathering data from NARCOA members?

If we were to create a process and the simple tools for gathering more accurate data on the financial impact of NARCOA excursions on our host communities, I believe there would be several tangible benefits. The data could serve to help:

- Demonstrate that our presence has an important economic impact on the host communities
- Provide tangible financial support that can translate into positive publicity for our host railroads
- Potentially open doors to new territories as we speak with civic officials and host railroads
- Draw greater media attention and help create a more positive

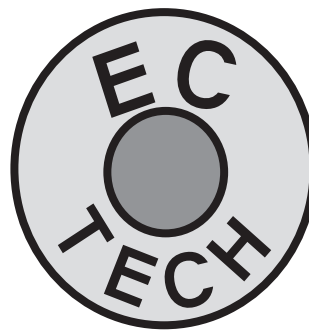
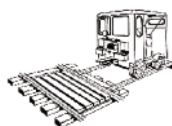
image for the hobby

- Diminish any impression that “we are just a bunch of unsafe joy riders” in the eyes of host railroads
- Enable us to leverage our financial impact into community service partnerships

At the September 2009 NARCOA Board meeting I invited the attendees to review and discuss this issue. They invited me to create a multi-step process, with the first step to share my thoughts with NARCOA members through this article. The next step would be to create a small Task Force comprised of Excursion Coordinators, and others involved with Membership, Finance and Communications to explore “how” to gather the data in a simple and non-pressuring way. The final step would be to create the system for reporting the data to a centralized database each year.

If NARCOA members understand the value of providing accurate data, then we can move forward. If not, the process stops and we move on to other more pressing issues of interest to the membership. For what it’s worth, in my experience last June I found all 37 Fairmont Excursion respondents to be very cooperative in offering the data in a timely manner.

What is your opinion of gathering data from excursion attendees? Please let me know your thoughts via e-mail – ijigger@gmail.com I value your thoughts and want to hear from you before proceeding any further. Thanks very much!



BY TOM FALICON

Just a short column this month to once again talk about a continuing problem that has proven hard for us to prevent. Derailment incidents on tight curves are continuing to happen. Sometimes excessive speed is a determining factor and this factor can be addressed by an informative talk at each safety meeting. Another determining factor is mechanical defects. Axles out of alignment, broken suspension springs, rigid frames and improperly inflated suspension air bags are some mechanical issues that members should concentrate on checking before they attend an excursion. It is a simple fact that our motorcars are much lighter than the train traffic that travels over the same track. A train car can barrel right over a defect on the outside rail of a curve with no ill consequences, but that same mismatch (or kick) at a joint could cause a motorcar to lift a wheel in a heartbeat! My thought at this time to help prevent these continuing incidents would be to tell excursion attendees to slow down around tight curves. I realize there’s nothing like the feel of entering into the spiral of

a curve, feeling the track elevation tilt your car and then have it level off as you smoothly exit the curve. Unfortunately, there’s nothing like the feeling of having your car lift a wheel off the rail and start bumping down the ballast cribs. There’s plenty of tangent track on most host railroads for operators to travel at track speed. This spring, let’s spend some extra effort to educate our excursion attendees about the mechanical and the operational hazards that are the major contributing factors of tight curve derailments.

I’d like to remind all NARCOA ECs that as part of our newly adopted NARCOA EC continuous learning program, we ask that you read and review each issue of our NARCOA EC email newsletter and recommend you use its topics as part of your future safety meetings/job briefings in order to keep your certified EC status. If you are an EC and are not receiving our newsletter, please send your proper email address to Tom Falicon at: Raildawg@gte.net



HEAVY TIE-DOWN TIPS

BY JERRY HIXSON

One winter's day while reading the posts from the Railroad Motorcar Maintenance group, the subject of securing our heavy cars to the trailers for highway travel came up. I, being in my 3rd year in the hobby, found the custom and modified speeder hauling trailers fascinating. This seems to be one part of the hobby that is very creative and open to a lot of different ways to get the job done.

One post from Dick Forde said we should use chain to tie down all four corners of our heavy cars to the trailer. I was not happy with my current system of using one chain over the draw-bar at each end. The idea of having two chains at each end sounded a lot safer.

Looking into what was available I found a weldable "D" ring at my local welding supply store. Fairmont's use of heavy duty channel steel in their larger cars makes it easy to find a strong place to weld it to. I chose to mount the "D" rings on the four outer corners of the frame channels. Then using four short chains with binders I put tension out from each corner with the car centered in the Middle.

I like chains for tie downs for the simple fact that chains will take lots of abuse and do not lose their strength. The nylon straps are good when new and kept in good condition, but lose a lot of strength rapidly when worn or frayed. Remember "when in doubt throw it out".

Finally, check your load. Wiggle the load; there should be no movement between the trailer and the load. Your speeder and trailer should be as one before you hit the road.

The different types of rails and wheel stops on your trailer are important also, but that's another story.



All photos by author.

INSTALL AN ALTERNATOR ON YOUR SPEEDER BY KELLEY RICK

In June of '98 I bought an M9-G from Bobby Logan of Branchville, SC. The car came with a Motorola 12V alternator driven by a 3/8" V belt in the usual manner. During the course of the re-build I didn't have to re-invent the electrical system as it had already been done right by no less than Fairmont Railway Motors.

By 2002 I found an M19-F from the East coast that did not include an electric system other than its 6V wooden coil. As the restoration was wrapping up I would have to consider some sort of electric system. Russell Thoede, a fellow motor car enthusiast and owner of a family run auto parts store, said try a GM 12V alternator, or more specifically, a 7127-1W, 12V, 63A, N.

A unit was ordered from the store and I installed it on the M19-F. Results were only fair as it required a medium to high motor speed before it would put out 14.6V. This pulley diameter was something over 33" so I called Russell to ask if there was a smaller pulley, and yes there was. Pulleys were swapped, alternator re-installed, and it worked! The new pulley is 2 5/8" (2.600") that allows the RO-C motor to go down to a reasonable idle yet still have 14.6V.

In a phone call to Dick Ray of Randolph, NJ, I asked him about a spec stated on the print-out included with the Delco that states a "Turn on speed" of 2314 RPM. Dick said that you must meet or beat that RPM for the alternator to turn on & function; but once you've broken past that 2314 spec the RO-C can then idle down to a slow pace without the alternator dropping out with resulting loss of battery charg-

ing. So, how many RPM does the RO-C have to make to activate this particular alternator? Well, full throttle on a RO-C is 1800 RPM, half throttle is 900 RPM, quarter throttle is 450, eighth throttle is 225. I have a copy of "HOW To Run A Lathe" 56th edition published by South Bend Lathe, and on page 111 there is a formula titled: Speed of Driving Pulley – Multiply the diameter of the driven pulley by its number of revolutions, and divide by the diameter of the driving pulley. Sounds good to me! So, 2.600" times 2314 = 6016.4 divided by RO-C alternator pulley of 6 13/16" (6.8125") = 883 RPM, or in other words, just under half throttle to activate THIS Delco alternator. On my Seaboard M19-F the Delco hangs from its official 102120 bracket driven by a Goodyear 17291 (13AV0735) 1/2" belt, 10 ga RED wire from 6mm stud on alternator back to + side of lawn & garden battery. When that V belt rots & breaks I'll go back with a Fenner A/4L-1/2 "POWER TWIST PLUS Twistlock, on the M9 Fenner 3L-3/8 ". To go back with a Goodyear V belt would require removing the motor from the car, and right side flywheel just to change a belt. For that sort of trouble I would just as soon drop the head light/alternator in the trash, and run the car on a 6V lantern battery from Walgreens. Fenner can be reached at 800-243-3374. After Russell put me on to the 2,600" (66mm) pulley, the M19-F has all the power it needs to drive the lights/two way radio, charge the battery, and idle down well. Strictly speaking, when this car was built in 1952, it was using 4 telephone dry

cells in series to barely get 6V.

Have fun!

Kelley Rick

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Greg Kightlinger, the printer who mails the hard copies.

At the same time, Mark creates the e-mail address list and sends it to Jim Hughes, the e-mail distribution volunteer who sends out the emails.

Remember, if you have asked to receive The SETOFF electronically you must have a working e-mail address in order to receive it. You can not have e-mail 'attachment blocking' enabled.

Check your SPAM folder.

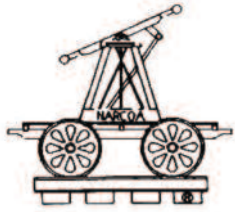
If you need to change either your snail mail or your e-mail address, you must notify:

Mark Hudson, Membership

mark-hudson@insightbb.com

It's best to send in a hard copy change by snail mail for all updates. It is your responsibility to inform the Membership Secretary if your e-mail address changes to insure the timely reception of your e-mail newsletter. Keep your snail mail address current. We want you to continue to receive your annual calendar, insurance and membership renewal information, as well as other important association mailings which are sent out as hard copy even if you get The SETOFF electronically.

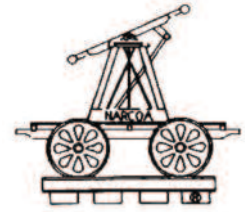
If you're getting a printed SETOFF and want the electronic edition, please contact Mark.



NARCOA EXCURSIONS AS OF FEBRUARY 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.



March 20 - 21, 2010 - WA - Palouse River & Coulee City RR:

Pacific Railcar Operators is pleased to announce a First Day of Spring railcar excursion on the PCC (Palouse River & Coulee City) Railroad, March 20th and 21st. On Saturday we'll run from Walla Walla to Weston, Oregon (26 miles) and return and then Walla Walla to Wallula by the Columbia River (Zanger Jct. 27 miles) and return for a total of 106 miles - and a lot of W's. On Sunday, we'll run from Walla Walla to Waitsburg to Dayton and return (60 miles). The Dayton Depot built in 1881 just to the north is the oldest in Washington. We'll travel by vineyards, creeks and pioneer towns up to the top of scenic hills. Cost is \$195. Please download a PRO General Release, a PRO Agreement Form, and a PRO Car Inspection Form, have them filled out and signed. All NARCOA rules are in effect. Mail your checks and email address to Don Piercy, 750 Snowberry Lane, Coupeville, WA 98239. Email questions to Don at piercy@whidbeymarketing.com. A packet of information including discounted motels, set on site and local items of interest will be mailed or emailed to you. Set-on Friday afternoon and Saturday morning. Lunch Saturday on the rails and Sunday in Dayton. Rolling porta-potty available. Dry camping in the Walla Walla railyard.

March 20, 2010 - CA - Yosemite Mountain Sugar Pine Railroad - NARROW GAUGE:

Pacific Railcar Operators is pleased to sponsor a NARROW GAUGE excursion on the Yosemite Mountain Sugar Pine Railroad approx. 12 miles north of Oakhurst, CA. We will make numerous round trips of 4 miles each. This is a NARCOA insured excursion and all rules and PRO General Order #4 apply. Min. 10 cars, Max. 15 cars. Contact: EC, Bill Rust for excursion details by email or phone. (805) 440-6567 Bill@thegrid.net. To sign up, please mail check made out to "P.R.O." in amount of \$65 with a L.S.A.S.E. to: Bill Rust, P.O. Box 7055, Halcyon, CA 93421 Additional details also available at: <http://www.railspeeders.com/excursions.asp>

March 21, 2010 - CA - Pacific Coast Railroad - NARROW GAUGE:

Pacific Railcar Operators is pleased to sponsor a NARROW GAUGE excursion on the Pacific Coast Railroad. This railroad is a 2 mile loop located on the historic Santa Margarita Ranch in Santa Margarita, CA. We will make numerous round trips of 2 miles each. This is a NARCOA insured excursion and all rules and PRO General Order #4 apply. Contact: EC, Bill Rust for excursion details by email or phone. (805) 440-6567 Bill@thegrid.net To sign up, please mail check made out to "P.R.O." in amount of \$40 with a L.S.A.S.E. to: Bill Rust, P.O. Box 7055, Halcyon, CA 93421 Additional details also available at: <http://www.railspeeders.com/excursions.asp>

March 26 - 28, 2009 - FL Florida Midland RR - Florida Central RR - Florida Northern RR:

South Eastern Railcar Operators, Inc. will sponsor a motorcar excursion on the Florida Midland, Florida Central and Florida Northern Railroads. For more information visit the excursion web page. Friday - Florida Midland Railroad - Lake Wales, FL Set On will start at 09:00 A.M. Ample parking is available adjacent to the Set On location at E. Stuart Ave. East of N. Scenic Highway. (approx 28 miles). Saturday - Florida Central Railroad - Winter Garden, FL Our set-on location is on South Main Street just East of the railroad museum in the old depot in the city center. Set on begins at 07:00 We will Leave at 08:00 and run to Wooten Park in Tavares.(approx 57 miles). Sunday - Florida Northern Railroad - Ocala, FL We will set on in downtown Ocala, Florida, North of Highway 40 grade crossing in an area where the track runs down the middle of the

street for several blocks starting at 08:00. Departure at 09:00. (approx 50 miles). We will run South to Candler in the morning, the cross the di- amond on the CSX main and run North to the end of track in the after- noon. NARCOA Insurance is required. NARCOA Operating Rules and Regulations will be in effect. A NARCOA Certificate of Examination is required. Cost is \$145.00 per Motorcar for any or all three days. Make checks payable to: Mackey International, c/o Keith Mackey, 9000 SE 70th Terrace, Ocala, Florida 34472. Be sure and include an email ad- dress as all communication will be only by email. Email questions to: keithm@gate.net

March 27, 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, nature permitting, bluebonnets and Indian paintbrushes. Participants will travel from Llano, TX, through Kings- land, 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 non- profit 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 .

April 10-11, 2010 - OK -Farmrail Railroad:

The Oklahoma Railway Museum is sponsoring a motorcar ride on Farmrail Railroad, April 10-11, 2010. **IMPORTANT NOTICE:** *The Farmrail Safety Office has ruled that all Motor Cars and Hy-Rail Ve- hicles shall have amber flashing or rotating Beacons or will not be al- lowed to set on the rails.* The trip on Saturday will be from Clinton, OK south on the old Frisco Line to Snyder, OK and return. The Trip on Sunday will be on the former Rock Island Line from Clinton West to Elk City and return. Set on for Saturday will begin at 7:30 A.M .in Clinton, safety briefing at 8:20 A.M. and cars may remain on the track over-night for Sunday's run at the Farmrail shops. Set on Sunday is 8:00 A.M. with Safety Briefing at 8:50 AM. This is a NARCOA in- sured event and NARCOA Rules apply. Cost for the run is \$70.00. Trip mileage on Saturday is approximately 127 round trip and on Sun- day approximately 65 miles on Sunday. Coordinator is Drake Rice (405)478-3225 or drake.rice@cox.net.

April 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 April 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 Satur- day and Sunday. This is a NARCOA insured excursion and all NAR- COA rules will apply. MOW membership is encouraged but not required. Excursion coordinator is Bill Schertle. For trip details go to the [MOW website](http://www.mowwebsite.com) or e-mail the coordinator at bschertle@sbcglobal.net.

April 10, 2010 - PA - Everett Railroad:

Join us Saturday April 10, 2010 in celebration of our tenth year of coor-

dinating rides on this railroad. Hats and/or shirts will be given out commemorating this event. In the previous nine trips, the runs totaled about 60 miles each. We expect the same in 2010. The set-on is at Claysburg, PA which is just off I-99 between Altoona and Bedford, PA. We will travel north to Hollidaysburg, turn the cars and travel south to Roaring Spring's RR station, where we will take our lunch and restroom stop. Lunch and ice cream will be available at the station. Lunch must be ordered ahead. Details will be sent to those who register. The station's restroom and a portable toilet will be available. After lunch we will continue south to Martinsburg, turn our cars on the wye, and retrace our route back to Claysburg. This excursion will be a great way to start the weekend for those riding the Western Maryland Scenic RR on Sunday April 11, 2010. This will be a Northern Central Railcar Assoc. excursion. NARCOA rules will be enforced. There is a 40 car limit. Cost is \$45 per car. For information contact Gary Shrey: E-mail: Gshrey@aol.com Phone: 717-227-9628 Cell Phone: 717-586-3101. Send name, address, e-mail address, phone and cell phone number, insurance and test numbers and check for \$45 per car to: NCRA, 54 Adams Road, New Freedom, PA, 17349.

April 11, 2010 - WV - Western Maryland Scenic Railroad

Join us Sunday April 11, 2010 as we again ride this scenic mountain railroad. From our set-on at the engine house in Ridgeley, WV, we will travel past the former Western Maryland RR station, through the narrows, and up the mountain to Frostburg. We expect to turn the speeders on the turntable, take a lunch/toilet break, and then return. Approximate round trip mileage will be 34 miles. We hope to be off the rails by 3PM, giving everyone an early trip home. This excursion will be a great way to complete the weekend for those riding the Everett Railroad on Saturday April 10, 2010. This will be a Northern Central Railcar Assoc. excursion. All NARCOA rules will be enforced. All cars will be inspected. There is a 40 car limit. Price for this excursion is \$40 per car. For information contact Gary Shrey: E-mail: Gshrey@aol.com Phone: 717-227-9628 Cell Phone: 717-586-3101. Send name, address, e-mail address, phone and cell phone number, insurance and test numbers and check for \$40 per car to: NCRA, 54 Adams Road, New Freedom, PA, 17349.

April 17 - 19, 2010 - GA - Heart of Georgia Railroad:

Atlanta Railcar Transportation announces a 2-day excursion on the Heart of Georgia Railroad. Both days will start in Pitts, Georgia. Saturday we will run east to Alamo and return, 130 RT miles. Sunday we'll run to Plains and back, 127 RT miles. Expect to see cotton fields and woodlands, three of Georgia's biggest rivers, Pecan orchards, and rural Georgia at its best. There are restaurants at turn-around on both days. Good motels in nearby Cordele on I-75, 14 miles from set-on. Trip fee is \$170 for both days. This is a NARCOA excursion and all NARCOA rules apply. All participants are required to wear a reflectorized safety vest or shirt while on railroad property. All A-cars and A car trailers must have a chain or other device to hold their passengers inside the car or trailer. We may have to modify Saturday's run to accommodate bridge maintenance and we will make every effort to travel as many miles as possible. Brochure available to download on NARCOA Web Site. J.R. (Bobby) Moreman, 3520 Cold Spring Lane, Chamblee, GA 30341 (770) 457-6212 moreman@mindspring.com

April 18, 2010 - NM - Santa Fe Southern Railway:

The Rocky Mountain Division of NARCOA invites you to participate in a motorcar excursion on the Santa Fe Southern Railway on Sunday, April 18, 2010. We will seton & depart from the Lamy New Mexico Amtrak station & run to the outskirts of Santa Fe & return, we will make two complete round trips & travel a total of 60 track miles. The excursion fee for this ride is \$100.00 This excursion is right before the start of the Grand Canyon ride & the PRO Southwest Tour & would be a great way to check out your motorcar before either of these tours starts. Please contact the EC, John Spiro by e-mail at gscaler@comcast.net or by phone at 719 495-1943 to get registered up for this excursion & to receive directions & all pertinent hotel/motel & seton location information. For those arriving early, there will be an early seton Saturday afternoon April 17 starting at 3:30 pm until dark or you can seton Sunday morning starting at 7:30 am.

The RMD is a putt-putt friendly affiliate, mentoring is available, A cars & highrails are welcome. This is a NARCOA insured ride & all NARCOA rules apply. John Spiro, NARCOA Certified EC, e-mail gscaler@comcast.net phone 719 495-1943

April 19, 2010 - OR - Mount Hood Railroad:

Pacific Railcar Operators announces Mount Hood Railroad run Monday, April 19, 2010 Hood River Oregon. One day only, Monday, run on the beautiful Mt Hood Railroad in Hood River Oregon. We will be setting on in the MHRR yards in Hood River and traveling 21 miles to Parkdale and back. We will be enjoying the Spring Cherry Blossoms as well as traveling along the Mt Hood River, through orchards and stunning views of Mt Hood. The cost for the day will be \$87.00. Please download a PRO general release, a Pro agreement form and the car inspection form, please bring, filled out and SIGNED. Minimum of 17 cars, maximum 33 cars, closing date April 7th. Make checks out to PRO, Send checks to Rich Wilkins 6135 Hwy 35, Mt. Hood Parkdale, OR 97041. Set on at 8:00 am, safety meeting at 9:30 am and then depart. Bring your lunch. Dry camping available in yard.

April 19 - 21, 2010 - AZ - Grand Canyon Railway:

Motorcar Operators West is pleased to announce a spectacular spring rail tour on the Grand Canyon Railway. Motorcar operators and guests are invited to spend three days and two nights exploring the railroad and the Grand Canyon National Park. Motorcar set on is scheduled for Monday afternoon, April 19, 2010 between 3 PM and 6 PM. Beginning on Tuesday, April 20 the excursion will travel sixty four miles to the Grand Canyon by rail, explore the South Rim on Wednesday, April 21 and return to Williams on Thursday, April 22. The excursion is a portion of the 2010 Southwest Rail Tour. Maswik Lodge rooms have been reserved with Xanterra South Rim LLC and rooms can be viewed on its website at <http://www.grandcanyonlodges.com/grand-canyon-maswik-lodge-412.html>. Maswik Lodge South economy rooms with two double queen beds for two nights plus the GCRY fee is \$450. The Maswik Lodge North premium rooms with double queen beds for two nights plus the GCRY fee is \$620. Make checks payable to Motorcar Operators West and mail to Dan Berg, 2017 Mule Creek Rd, Las Vegas NV 89134. This is a NARCOA insured excursion and all NARCOA rules apply. Motorcar Operators West membership is not required. Safety vests, work boots, long pants and safety glasses are mandatory. No pets allowed. Please contact Excursion Coordinator Dan Berg at 1-702-341-8617 or deerail@embarqmail.com to answer excursion itinerary or room reservation questions.

April 23, 2010 - AZ - Copper Basin Railway:

Pacific Railcar Operators is pleased to announce the annual excursion on the Copper Basin Railway on Friday, Apr 23rd. Classic AZ scenery with saguaro cactus. 100 miles round trip. \$80 per car. Limited to 40 motor cars (due to limited parking). Set-on in Hayden, AZ. Open to all NARCOA insured and NARCOA rulebook certified operators, however, mentoring new operators cannot be accommodated. Spark arrestors and brake actuated taillights required. Smoking NOT permitted in motor car or on RR property. To register, send LSASE with \$0.61 postage with a check made payable to Pacific Railcar Operators to Doug Stivers, 1544 Fuchsia Drive, San Jose, CA 95125-4833, email: dstivers@sbcglobal.net

April 20 - May 11, 2010 - AZ, NM, TX - PRO MOW Southwest Tour:

PRO and MOW will be sponsoring a tour that starts with the MOW Grand Canyon RR as listed above followed by the Copper Basin RR on April 23. Set-on at Hayden, Arizona. Hayden to Florence - RT 100 miles. Move to Safford, Arizona for set-on on April 25th. April 26th, Safford to Miami, tie up and secure at AZEA shop - mine tour if possible, 100 miles. April 27th, Miami to Safford, tie up at Safford. April 28th, Safford to Bowie and return, set-off. April 29th Set-on Duncan, run to Clinton, then to Lordsburg and return, set-off. April 30th, Travel

day to Hobbs, NM. May 1st, rest, relax and repair. Set-on Hobbs. May 2nd, Run the south end of Texas, New Mexico Railroad. Leave cars on rails. May 3rd, North end of TNMR, then set-off, drive to Dobbs, near Lubbock, TX and set-on. May 4th, West Texas and Lubbock Railroad to Whiteface and BNSF, tie up at Dobbs. May 5th, WTL to Seagraves and return, set-off. May 6th, WTL Dimmitt to Plainview and return, set-off. May 7th, Travel Day to Alamosa, CO. May 8th, rest, relax and repair, and set-on Alamosa. May 9th, San Luis Rio Grande Alamosa-Walsenburg-Alamosa - La Veta Pass. Tie up in Alamosa. May 10th, SLRG Alamosa-Antonito-Alamosa, then to Monte Vista and back to Alamosa. May 11th Creede Branch. Each day will be \$120, except Creede, which is \$150, and the Copper Basin \$100. Sign up for any and/or all runs. Please, be advised that a minimum charge will apply to all runs for the Iowa Pacific RR's - all runs except the Creede and Copper Basin. We are looking at more than 1400 miles for all runs combined. Send checks payable to PRO for any and all runs to Dave McClain, 22850 Placer Hills Rd, Colfax CA 95713. 530-908-8296. Be advised that this schedule is subject to change. All NARCOA rules apply, and make sure your car is strong for the La Veta Pass run, as grades are nearly 4 percent. No limit of signups at this time, and need to average 30 cars per run to keep this price per day. Sign up as soon as possible, as the railroads will need to know how many will be operating. For more details on the Tour, check the [Southwest tour on the PRO website](#) You may reserve any and/all runs.

April 23 - 25, 2010 - WI - Depot Days

Brooklyn WI, Depot Days is again asking for volunteers with or without motorcars. Friday Night ride is for all volunteers. Saturday & Sunday is for giving rides to public. Lunch will be given to all volunteers. Fuel provided for all motorcars. Hirails and handcars are welcome. Gerry or Al Lesko 608-897-4855 or 608-214-2963. This is NON-NARCOA ride. Insurance is not required.

April 30 - May 01, 2010 - GA - St. Marys Railroad

Southeastern Railcar Operators, Inc is planning its spring ride for Apr. 30 - May 1, 2010. Set on Location at the St. Marys Railroad engine house. Set on Friday afternoon with time for an evening ride. Saturday we will travel to Kingsland and return, approximately 34 mi. St. Marys is planning a caboose ride after the trip with its diesel and caboose. We are adding \$10 to the ride to cover the expense for the diesel and caboose. If the caboose ride does not run, (10 car minimum) \$10 will be refunded to each operator. NARCOA Operating Rules and Regulations in effect. Current NARCOA Rules Examination and Insurance required. Cost \$50.00 per car. Please send checks to Jay Boggs, 3289 Country Oaks Lane, Orange Park, FL 32065. Telephone 904-215-2956. Excursion coordinators Jay Boggs, Jim Garner. Lots to see in the area, come early and explore the coast, towns, restaurants and submarine museum.

May 01, 2010 - PA - Nittany & Bald Eagle Railroad:

Ride the approximately 70 miles RT of the Nittany & Bald Eagle Railroad from Bellefonte to either Tyrone or Mill Hall and return if track is available. If not, we will ride the Bellefonte Secondary. The exact itinerary will be set by the railroad that day due to train traffic. Former Pennsylvania Railroad, lots of welded rail. 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 or schedule changes. 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.

May 02, 2010 - PA - Lycoming Valley Railroad

Ride the 80 miles RT of the Lycoming Valley Railroad from Williamsport to Muncy and Avis. Former Reading and New York Central Railroads. 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

May 15 - 16, 2010 - KY - Big South Fork Scenic Railway

Great Lakes Railcars is pleased to announce a trip on the Big South Fork Scenic Railway at Stearns, KY. Come help us celebrate the Kentucky and Tennessee Railroad railfan weekend. We will be displaying our motorcars for the railfan weekend and making at least 3, possibly 4 trips on approximately 16 miles of track. For further information, please contact Andy Sargent at andysargent4010@hotmail.com or call 812-591-3345 before 9:00 pm.

May 16, 2010 - IA - Boone & Scenic Valley Railroad

Boone, Iowa - The First Iowa Division is hosting a ride on the Boone & Scenic Valley Railroad as a season opener. Notice that this is a Sunday ride and not Saturday as in the past. There will hopefully be four trips during the day and a night ride. Enjoy the 156 ft. high bridge and Des Moines River bridge by the Y-Camp. The track damage from flooding last year and the year before has been repaired and the line is open all the way to the end at Wolf. Round trip mileage is 22 miles. Set on at the depot will start at 7:00am with a 9:00am departure. Cost of the ride is \$20. Current membership in the Iowa Railroad Historical Society (\$25) is a railroad requirement. Please make checks for the ride payable to FID and membership payable to IRHS. Motels at Boone are the Super 8 (800-800-8000) and the Amerihost (515-432-8168). 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.

May 22 - 24, 2010 - QE - Canadian National & Charlevoix Railway

The Club Railcar Québec (CRQ) invites you in Québec City for its 2nd NARCOA excursion. Track used are with Canadian National (CN) and Charlevoix Railway Inc. (CFC Inc.); a run of approximately 370 miles. The run is of three days on May 22, 23 & 24. NARCOA insurance and rules apply. Fees are \$250 per vehicle payable in Canadian or American money. Send your check payable to "Club Railcar Quebec" at this address: Club Railcar Québec, P.O. Box 45005, Charny (Quebec) Canada G6X 3R4. The number of participants is limited to 30 cars on the first day and to 25 cars on the two others. The deadline for registration is April 20th 2010 and after this date, there will be no refund possible. For more information, please contact Louis-François Garceau at 1 (418) 832-1502. Mobile is (418) 955-2466. VISA and/or MASTER CARD are accepted. A block of rooms have been reserved to participants at Hotel Bernières. You must make your own booking before April 20th 2010. Call Sébastien Rousseau at 1-800-749-3119

SETON: Friday evening after dinner and/or Saturday morning at 6:00 AM. Departure shall be at 8:00 AM. SETON is just beside the Ste. Foy VIA Rail Station located near the SMFQ which is at 3350 chemin de la Gare - postal code G1V 4N6. Please, keep your vehicle lock correctly when not in use. Safety boots, safety hats and safety vests are obligatory. Saturday May 22nd, departure from Ste. Foy at 8 AM for Hervey Junction via Charny (approx. 149 miles). Bring your food or a lunch box to be furnished. Sunday May 23rd, departure from Ste. Foy to Limoilou East and than to Clermont (approx. 110 miles). Room in Motel is paid by the CRQ and probably a few meals such as dinner and breakfast. Meals must be taken at CHEZ PIERRE Restaurant in front of Motel CHEZ PIERRE. Monday May 24th, departure from Clermont at 8 AM direction Ste. Foy (approx. 110 miles) - Arrival at Ste. Foy (SMFQ Gare de Sainte-Foy) around 4:00 PM for the SETOFF. NOTE: On arrival, Miniature trains inside the SMFQ Hall will run at your convenience. E-mail: crq@bell.net - Louis-François Garceau, Certified Excursion Coordinator.

May 29 - 30, 2010 - NE - Nebraska Northeastern Railroad

Osmond, Nebraska - The First Iowa Division is pleased to announce a 2-day ride on the Nebraska Northeastern Railroad. The Osmond to O'Neill segment will be ridden on Saturday and the Osmond to Jackson part will

be ridden on Sunday. Mileage for this 2-day event is approximately 230 miles. Set on will be at the NENE offices in Osmond beginning at 6:30am and departure for both days will be at 8:00am. Cost of this 2-day event is \$60. The Cedar Motel (402-337-0500) is in Randolph about 14 miles east. 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.

May 30, 2010 - TX - Blacklands Railroad

Railroad Partners, Inc. (a NARCOA affiliate) is pleased to announce a 1 day run on the Blacklands Railroad (former Cotton Belt) on Sunday May 30, 2010. Participants will travel approx. 110 RT miles between Greenville, TX and Mt. Vernon, TX. Sturdy shoes and long pants required. No shorts or tennis shoes. All cars must be pre-registered prior to arrival. Experienced operators only. Mentoring by permission only. Hyrails welcome. No homebuilt motorcars. Trip fee of \$80.00 includes railroad fees. This is a NARCOA insured excursion and all NARCOA rules will apply. Trip information available at www.railroadpartners.com and for registration contact the excursion coordinator, Leland Stewart 10057 Palomino Canyon Converse, TX 78109 210-945-9268 or poppermaker@gmail.com

June 04, 2010 - NH - Cotton Valley Rail Trail Club:

Pre-HOBO tune up ride The Cotton Valley Rail Trail Club is hosting a pre-HOBO tune up ride at their trackage in Wolfeboro, NH. This will give everyone a chance to shake the bugs out of their speeders before the pressure of the time constraints of an actual run. Experience the scenic New Hampshire wilderness along 11 miles of club maintained track, with a good diner at the other end of the line. Hot dogs, etc. will also be available at our engine house throughout the day. This is open to all speeder owners/operators/riders, regardless of club affiliation. This is not a NARCOA sanctioned event. CVRTC operates from Fernald Station. The station is located approximately 3 miles East of downtown Wolfeboro, NH on Route 109 (64 Governor Wentworth Highway). The closest intersection is Governor Wentworth Highway & Fernald Crossing in Wolfeboro, NH. Please stop by on your way to the HOB0 run, check out your speeder, check out our tracks and share the fellowship of other speeder owners. This is a 'drop in' event and no reservations are required. Donations to the club will be accepted. We will be starting about 8:00am and will finish with enough time to get to Lincoln, NH for HOB0's Friday evening events. Dick Forde, co-coordinator, e-mail - DickForde@aol.com Cotton Valley Rail Trail Club web site: <http://www.cottonvalley.org>

June 12, 2010 - IA - Iowa River Railroad

Eldora, Iowa - The First Iowa Division will host a ride on this ex-M&StL line which runs from Marshalltown to Steamboat Rock, Iowa and north past the ethanol plant towards Ackley. Due to track repairs from the 2008 flooding, mileage could be up to 70 miles round trip depending on how far we can ride. 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.

June 19 - 20, 2010 - WV West Virginia Central RR, Cass Scenic RR: A.R.E. Appalachian Rail Excursions is pleased to announce another run on the West Virginia Central Railroad and the Cass Scenic Railroad for June 19-20, 2010. This is for vacation planning only. DO NOT SEND ANY MONEY. Announcements will be sent out. If you would like announcement as soon as it becomes available send a #10 self addressed envelope to: West Virginia Central Motorcar Run, c/o Paul S. Rujak, 786 Hudson Hill Road, Weirton WV 26062-5584

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 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 Sweeden e-mail lerailine@yahoo.com 605-532-3470

July 10 - 11, 2010 - MN - North Shore Scenic Railroad

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 afternoon/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

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

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

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 - 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

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

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 trip 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 - 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](#).

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

sion 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 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, 2010 - MO - Ft. Leonard Wood Army Base

Ft. Leonard Wood, Missouri The First Iowa Division has set up a ride on the Army base at Ft. Leonard Wood, Missouri. Set on will be at 8:30am with a 10:00am departure. As you enter the fort from I-44, be in the left lane and pull into the inspection area by the security check point. You will have to go in the visitor center before proceeding through the vehicle check point. Have an early lunch or bring snacks along as there won't be a stop for lunch. We will make two trips on this 20-mile scenic line through the Ozarks to the connection with the BNSF at Bundy Junction. Due to security issues, everyone will need a picture ID, vehicle registration, proof of insurance, and be prepared for a vehicle inspection. Cost of this ride is \$35. Motels are the Red Roof Inn (573-336-2510) and the Budget Inn (573-336-5212), all in the St. Robert - Waynesville area. 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 05, 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.

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 - 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

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 BHCRRA 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 BHCRRA 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 - 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 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

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.sweetlinerr.org. This is a Non-Narcoa ride and all railroad rules apply.

2009 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

February 1, 2009 - January 31, 2010 - 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.

February 1, 2009 - January 31, 2010 - 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 does not guarantee, certify or warrant that any mechanical equipment, modification, solution or device described in articles or advertisements in The SETOFF are safe or suitable for any members' needs or purposes. Technical articles are provided for members' consideration only. Readers are advised to do their own due diligence to determine the safety and suitability of any such equipment, modification, solution, or device for their purposes, and are advised to seek outside expert advice.



FOR SALE

Pulleys 1 ea. power pulley - 3 1/2" dia, 3" belt, A-556, RO engines, \$75 new; 1 ea. heavy flange 4" dia. 69572, 3" belt, RK engine \$75 new; 1 each standard RK pulley 4" dia. 4" belt, exec cond. \$50 Contact : Fred Lienhard, Reno, NV 89509 (775) 323-0928

Brake Light Switch Kit, M-9, M-19, M-15 A dual lobed cam attached to the brake shaft operates a pair of switches (adjustable) which activates tail light(s) while braking, includes 1 cam, 2 switches, mounting bracket, hdw and diagram. only two available \$25 each plus shipping. Contact : Fred Lienhard, Reno, NV 89509 (775) 323-0928

Fairmont M-15-B (Z-36 inch) Multi Gage Motor Car, NEW museum quality, perfect in every detail, took 6 years to build from factory plans & drawings, RO-C engine, 3 1/2 " power pulley, full cab (no curtains) includes extra front handrail for open car operation, rear curtain support posts, extra belt plus other parts. Car is in basement workshop and has to be disassembled and be removed. Will paint to buyers specs and re-assemble or do it yourself and save \$1,000 off sale price of \$7500. OBO Contact : Fred Lienhard, Reno, NV 89509 (775) 323-0928

Slider Windows For Fairmont A Cars. - Left and Right Slider Windows. 12" X 17.5", Tinted with screens, \$100 each, plus shipping, sold in pairs. 4 sets remaining. Seats - Speeder Seats. 18" wide, with slider, head rest, and lumbar support. Seats recline. Black industrial cloth. \$82.50 each plus shipping. Terry Devine 530-228-6925, tjdevine@digitalpath.net

Kalamazoo Model 27AWF open gang car. Former US Army, MILW RR (Kyle Railroad) car mfg. 1952. 4 wheel drive, 4 cyl. Hercules engine 40 hp, 4 speed trans with full reversing diff. Will pull just about anything that you tie onto it. Comes with a Fairmont portable turntable for easy handling and lots of extra parts and service manuals. Have pics if needed \$3500 B.J. King 206-910-4773 Kent, WA

M-19. Ex AT&SF RR. This is an excellent ground up project motorcar, as the car is in pieces, some have been sandblasted and other just cleaned of 45 years of crude. \$1500 firm. Gus Mocilac gus_mary@comcast.net

Parts for A-3 Chassis with both axles, hubs, wheels, blocks, bearings, 3 rear axles with reverse, 3 four cyln. engines with 4 speed transmissions none locked, other hubs, blocks, bearings, 10 or more 16" wheels. Front with glass in it, other misc. parts. Package Deal All for \$1000. Harold Moore default847@comcast.net

Fairmont MT 14 original Union Pacific Supt. Car in excellent well maintained condition. Awesome UP yellow paint job, NARCOA Ready. Fairmont Turntable, Hunter Heater, three seats/w belts, Motorola Radio w/ earphone, standard & high-gain antenna, interior oscillating fan & ceiling light, sound deadening interior, Strobe Light, tow bar, Warn Winch mounted on rear of car. Recently installed, new starter solenoid, pulsating fuel pump and points . Many spare parts to keep the speeder running : 4 wheels, new brake shoes & oak blocks, manifold exhaust unit, 4 new headlight & 2 strobe lamps, spark plugs for engine and heater, fan belt, flares, NARCOA lantern, wheel inspection tools, fuel strainer, fuel filters, oil filters, filter breather, chain repair links, gas filler neck, Onan pump kits, air filter, nylon chain guides, gaskets for heater fuel pump , 4 tubes heavy duty grease, and set of rubber roof mounts. Service & Parts Manuals for ; Fairmount MT14 L, Hunter Heater, and Onan B48G engine. The total price includes a custom built Wells Cargo two axle enclosed trailer, w/electric brakes & batteries, Interior lights, aluminum diamond floor & fenders, stone guard plus heavy duty aluminum rails in trailer and ramp door. Easy load and unload, day or night. Complete package ready to put speeder on the rails. Total price: \$17,000

FOB Manzanita, Oregon. Owen Nicholson 503-368-5493, owennic@nehalemmtel.net Pictures on request .

Fairmont ST2-T Good example of an ST2-T in essentially original unrestored condition, except for the seats and seat mounts. (The car has been attributed to the MOPAC road, but no confirmation is available. The stenciled reporting marks are RERS, dated 1983). The car was running and fully NARCOA compliant when it was last used about 18 - 24 months ago. I have not run it, but the RO-D engine turns over easily, and yields a nice compression "pop" when the flywheel is spun. The drive belt appears to be in good condition. The car is equipped with a two-speed geared rear end for extra pulling power at low speeds. Wheels and brakes appear good. The electrical system has been converted to 12 volts, and a battery charging alternator was added. The frame and body are in sound condition. There is some surface rust on the floor pans and roof uprights. The engine and control covers are a bit beat up, but are intact with the original fittings. The trailer is available separately. It has a long bed with space to fit two large speeders. "Big Tex" model 70CH with electric brakes and automobile loading ramps in very good condition. The ST-2T is presently in Ft. Lauderdale, FL. I drive to Western N. Carolina several times a year and may be persuaded to tow it at least that far north for expenses.) Asking price is \$5,000 for the car and an additional \$2,500 for the trailer. Please reply to Brad Clark (e-mail) itsltd@bellsouth.net or (cell) 954-551-9925. More pictures are available.

A4-D Narrow gauge speeder. The car was rebuilt from ground up, has heat, no rust tank, 5 spring seats, and 100% reliability record. \$14,500, great for partnerships. Dave Myers dave@redspeeder.com or 928-380-7056, delivery possible, more pics available.

Pace Trailer - Very nice, seldom used, 2006, fully self contained, wide body, Pace toy hauler with many custom adds: Set up for speeder hauling, capacity two. Bathroom, shower, kitchen, fridge, 5000 LB rubber torsion suspension axles (10,000GVW). Upgraded heavy frame and longer extended tongue (5') for easier maneuvering (same frame as the 30' units). Large side door with screen for easy cargo access, 10 ply tires, Heavy fold down ramp rear door. Heavy tie down rings in the floor. Two fold down couches/beds. Air conditioning. 14-1/2' from rear door to cabinets. Height of rear door is 77-1/4" \$11,500 Dave Myers 928-380-7056 or dave@red-speeder.com

ST 2 Popper - Fully restored, including motor overhaul. Includes hydraulic turn table, and MSD electronic ignition. NARCOA Ready. Excellent Condition. \$5,250. Contact Jeff Devine jbdevine@digitalpath.net 530-624-5950

Northwestern 566W - I purchased this car 18 months ago and started to restore it but have found out, I don't have the time. The car, a very rare 1934 Northwestern 566W. This date is marked on the engine block of the 4 cylinder Waukesha FC industrial motor. It has a 3 speed Ford T9 transmission with a reverse gear. The car also has the reversing rear end, to allow all gears in both forward and reverse. The motor turns over by hand but I have not started it. The trans shifts and seems to be in very good condition. The diamond plate flooring has been removed and will need to be replaced, along with the wood over the center section of the car (where you would sit). The 20 in. wheels seem to be in very good condition. As far as I can tell, and the attached photo indicates, the car is complete. The parts I have taken off have been stripped of all paint and rust and primed and included in the sale price. Most of the paint has been removed from the car and drive train. The starter has been rebuilt, the front grill has been repaired, the radiator has a dent in the fins but was told it was functional. More pictures are available, feel free to contact me at my e-mail address: unprrr@cox.net Pickup Elkhorn, NE. George F Schmidt

CN MT 14 - LAST ONE IN STOCK - Here is your chance to get my last MT 14, its all complete for the most part, all brake rigging there, has a LH seat would be a great starter or project fixer upper for the upcoming

season. If you have been on the fence waiting here is your chance to get one. If you missed all the others here is another chance to get a original Canadian MT with a bit of TLC and some minor work they will easily be NARCOA ready. All cars can sit here during the winter waiting for spring p/u or can be picked up anytime, please contact me for details. \$2,950 takes it away. All sales in US funds or CDN equivalent. These cars and parts are located in southern British Columbia 3.5 hrs north of Spokane Washington, sold as is / where is condition. Contact me for any further details and pics. Terry Baumann, Nelson BC, Canada Phone: (250) 229-4474 E-Mail: greenacre@telus.net

MTM MT90H (modern track machinery).. REDUCED! - Here is a super rare car, its a Modern Track Machinery MT 90H, its 1 OF 14 Made that were the last motorcars ordered by CP Rail. Its got a super solid frame with suspension, a great solid cab BUT is missing its running gear, so if you're mechanically inclined you can outfit it with the drive of your choice as its a rear sprocket on the axle like a Fairmont MT 14 which makes this not a bad repower unit. OR you can repower it like the car once was and that was a hydraulic drive and hydrostatic pump and drive motor, It was originally powered by a ONAN performer 20. I will give a manual of it to whoever buys it to see how it all goes back together. The wheels are like new comes with 2 NOS plastic fuel tanks like the original. This is a SUPER rare car! All cars can sit here during the winter waiting for spring p/u or can be picked up anytime, pls contact me for details. \$1,200 takes it away. All sales in US funds or CDN equivalent. These cars and parts are located in southern British Columbia 3.5 hrs north of Spokane Washington, sold as is / where is condition. Pls do not hesitate to contact me for any further details and pics. Terry Baumann, Nelson BC, Canada Phone: (250) 229-4474 E-Mail: greenacre@telus.net

Sylvester 21E package deal! - Up for dibs is a beautiful very much original but in like new condition Sylvester 21E 2 stroke motorcar, much like a Fairmont M 14 or CR 7 but its a Sylvester, Sylvester was bought out by Railcar Canada which later became Woodings railcar for those who don't know it, its powered by a Sylvester KP motor similar to a Fairmont ROC but different, uses ONAN points box, has windscreen wont need much to get up and NARCOA approved, comes with a parts chassis missing motor as well as fiberglass cab plus a bunch of extra parts. \$2,700 takes it all. All cars can sit here during the winter waiting for spring p/u or can be picked up anytime, pls contact me for details. All sales in US funds or CDN equivalent. These cars and parts are located in southern British Columbia 3.5 hrs north of Spokane Washington, sold as is / where is condition. Pls do not hesitate to contact me for any further details and pics. Terry Baumann, Nelson BC, Canada Phone: (250) 229-4474 E-Mail: greenacre@telus.net

MT-19 restored with new carb, paint, wheels, glass & gaskets, seats & frames. Former Milwaukee Road 7845 Half Tomah cab now repainted as a Wisconsin & Southern RR motorcar. Since the car has been finished, it was run at East Troy, WI for @30 miles with no problems. Car is NARCOA ready (less extinguisher and horn). Car with new trailer pictured \$6,500. Dave Otte 40 miles North of Milwaukee, WI. [dro56@hotmail.com](mailto:dvo56@hotmail.com)

AB-A car with Nissan diesel was a BC rail unit, complete with turn rails and cab. M9 partial restored with cab, ROC engine. Extra Onan engine from MT19. Also ex CNR maintenance equipment not ready to work, for section men repairs will give away to fellow member or club. extra parts cars. \$4500 for all. Edmonton Alberta, Syd Spiker, 780-939-4100. Email, syd@spikerequipment.com

Misc Motorcar Parts, Control Panel w/Gauges and Wiring, Onan - Exhaust Mainfold, Muffler & Tail Pipe M.S. Matthew (951) 303-3452

MT 19, needs work, engine turns freely \$2750 OBO . located in SE Washington ST. Contact Ben at benamodeo@yahoo.com

MT 14, needs work, Engine turns freely. \$3000 OBO. Located in SE Washington ST. Contact Ben at benamodeo@yahoo.com

New Ice breaker Wheels, \$250 OBO. Onan CCKB Engine Shroud \$75 OBO. Push Bar \$100 OBO. Located in SE Washington State. Contact Ben at benamodeo@yahoo.com

MT-19B Lite-weight car without turntable. Last NARCOA run Sept. 2009. RR interests have changed so selling car for less than what has been invested. Onan been replaced with Honda 18HP(have shop manual). Xtra idler has been added to double chain. Clutch on floor, FRA214 compliant (strobe, 300ft headlight, wipers, bumpers front rear, seatbelts, interior defrost fan...etc..). Doors have been cut so that top can be folded down or removed. Flashing brake light. Gas tank coated inside. Located in N. California \$3800. John Atkinson (916)723-6701 or tlcjba@rcip.com

Woodings CBI railcar and trailer - One of the last cars off the electrified portion of the British Columbia Railway. Glad to have rescued it. Fast runner. Needs a little TLC and paint. New battery and plastic fuel tank with fuel gauge. Smooth Tecumseh XL engine. Can deliver it FREE along Interstate 5 anywhere from Canadian boarder to Bay Area in early 2010. \$3,000 for both car and trailer. Don Piercy 360-678-4488 or piercy@whidbeymarketing.com.

20 inch wheels, new. \$200 or best offer. Contact Brian at (717) 426-3092 or DIRC183@embarqmail.com Dennis B Brubaker

M19 older restoration, runs good, must sell. Asking \$4,000 or best offer. Contact Dennis Brubaker at (717) 665-9607 e-mail dbjm@dejazzd.com More pics available.

Kalamazoo 27AW-F Motorcar with 4 cylinder Ford Industrial 172 cu. in. engine. Restored. 5 chime Nathan horn (purchased new) includes trailer. 4 wheel drive. \$5,000. Car is located in Hutchinson, MN. Call Tom Wiprod 320-587-4283 or e-mail wipfamily@hutchtel.net

Custom Beaver car \$25,000 Contact Paul Zaro for details at 408-234-2172 or zarocmrails@aol.com

Fairmont M-19 Good compression, Needs coil and carb. work and a little TLC. \$1,500 William Thompson, Blakely, GA 229-723-8231

S-2-H Here is your chance to buy a car have it restored and designed they way you want it. If your going mountain riding this is the car for the job. You can choose your own colors and many other options. If your interested it would be done mid May early June. I only have one so don't wait. Cost for standard car \$5,200 contact for details. L&Speeder Repair Henry, SD Phone: 605-532-3470 email: heatmor@itctel.com

M-9 1948 Rock Island Line. Excellent car to restore. Engine turns over, has compression. Car has top with back support "U", windshield. Crank. Car located 30 miles north of Seattle. 360-568-5424 or e-mail Bruce Ferguson at snohomishdepot@verizon.net \$2000.

Early 40s Fairmont M-9C - Car is restored from the ground up and is in excellent condition. The engine is an RO-B and is a strong runner. There are several extra new parts that come with the car as well. I am selling the car due to a recent back injury and can no longer enjoy the hobby. The car is located in Bethlehem, PA. The price is \$4000 firm. Deliverly is possible if you live locally. email hgratton@ptd.net or call 610-625-2804 cell# 732-682-5919 ask for Mark Gratton.

2 (two) ROC popper engines, \$500 ea.; 2 (two) push cars, \$500 ea.; 3 (three) Hunter heaters with copy of the owners manual, \$75 ea. Items located in SE Washington State. Contact BenAmodeo@yahoo.com

CN motorcars available once again REDUCED (4) Fairmont MT 14's

all ex CN Rail. All cars have Canadian style Flexon cabs and ONAN CCKB engines, all engines turn freely and are mostly complete with the exception of 1 fuel tank and a few door handles and I will replace a few pieces of glass and headlights here and there, basically complete as the RR parked them. Some have the stick antennas and some have the ONAN option for CN of manifold heaters for better cool weather running a very nice option to have on a CCKB If you missed all the others here is another chance to get a original Canadian MT with a bit of TLC and some minor work they will easily be NARCOA ready. All cars can sit here during the winter waiting for spring p/u or can be picked up anytime, pls contact me for details. \$2,950 ea you pick! All sales in US funds or CDN equivalent. These cars and parts are located in southern British Columbia 3.5 hrs north of Spokane Washington, sold as is / where is condition. Pls do not hesitate to contact me for any further details and pics. SCAMMERS NEED NOT APPLY. Terry Baumann, Nelson BC, Canada Phone: (250) 229-4474 E-Mail: greenacre@telus.net

Velocipede. No 2J Fairbanks-Morse Motor Car. Approx 1910. Older restoration mounted on a display trailer (trailer not roadworthy). From Toronto, Hamilton & Buffalo Railway. In good condition. Asking \$5,000. US Funds. Located in Hamilton, Ontario, Canada. Contact Tony Andrusovich at antiquetony@mountaincable.net.

MT14K (ex GN). ROC with 2 speed axle. Good wheels and belt. New wood top, 6V battery, buzz coil, and starting crank. Generator charges well. Rebuilt carb. Starts easy. Track tested and NARCOA compliant (brake light, taillights, headlight, and horn). Pictures on request. \$3250. Leland Stewart (210) 863-5397 or email: poppermaker@gmail.com

Fairmont hyrail gear and tires. I'm not sure of the model on these, but think they could be 307's. I have a set of 5 tires, size 225 70 R19.5, One new, two still good, and two have a bad wear pattern, could get away with them on the rear of a truck. Wheel spacers off of a 99 chevy 2500. Receiver hitch off of a 99 chevy too. The hyrail did not come with the tires and I'm not sure what they came off of, but I do have mounting brackets from the 99. Anyway, I think there would be enough to mount them on that year if that's what you had. I just ran into two sets of gear that I bought, then later found the wheels. I'm keeping one set to play with. Asking \$750 for pair of gear, wheels, and spacers. Brian Delaplaine 303-589-7528 I'm located just north of Denver. I maybe going to St. Louis next month, so delivery possible to that area.

Waukesha 4cyl. NOS military Spec. Jim Bailey 931-592-3602, Tracy City, TN 37387 Asking \$1,000.

Hi-Rail. Fairmont 0307 & 0307A in good condition. \$800. US Funds each set. Last 2 sets. Raftna HD250 hydraulic Hi-Rail with hydraulic pump, in good condition. Fits 1/2 ton to 1 ton pickups. \$1500. US Funds. Tony Andrusovich, Hamilton, Ont. E-mail antiquetony@mountaincable.net

Canadian style fiberglass cab Should fit most Fairmont MT 14, ST, CR7 etc type cars as well as Railcar Canada and Woodings CBL's and maybe other brands as well as long as the chassis length is about the same, needs window glass, rubber but in decent shape. \$200 These cars and parts are located in southern British Columbia 3.5 hrs north of Spokane Washington, sold as is / where is condition. Pls do not hesitate to contact me for any further details and pics. Scammers need not apply! Contact: Terry Baumann, Nelson BC, Canada Phone: (250) 229-4474 E-Mail: greenacre@telus.net

Own A Piece Of The "J" ! Lots of pictures available. Last remaining MOW carts and machines from EJ&E prior to CN takeover. \$500 obo for remaining tie carts and MOW machines. Location of items is Chicago Area. Also have misc OTM, Ties, Rail, Signal Sheds, Signal Lights etc. Warehouse tugs & rubber tired wagons from EJ&E Shops also available. Ed Kravitz. charter@rent-a-train.com 619-890-8894

A-6-F, 300 cid Ford (rebuilt with 50 hours on it) Warner T-9 Transmission. Steel cab with roof vent and bi-folding lockable doors. Headlight and LED taillights. 110 watt Motorola radio with all US railroad frequencies programmed in to it. Hydraulic turntable with electric pump. New steel wheels. Large heavy duty brake shoes. Extra spring modifications for better ride. 8D truck battery. All new gauges. 30 gal. fuel tank with outside filler. 1 King seats inside. Rhino lining on floor and doghouse. Car has many more things along with spare parts. \$9500.00 FOB OHIO Jaime Samuell Jaime@gambierandwestern.com

Kalamazoo 23B original Reading Rail Road Car in excellent condition. NARCOA ready with steam whistle, air compressor, side curtains and Fairmont turntable. Includes custom built enclosed trailer with electric winch. Trailer has 6,000 lb axle with 12" electric brakes. All for \$7500. Florida, Bill Dittmann 941-720-0536 or railride@tampabay.rr.com - extra pictures available.

Motor car trailer with expanded metal deck Custom built 6 x 8 all steel. Trailer has a new electric winch, ramps and a new spare. \$825 Possible delivery within 200 miles for expenses. Trailer located in Blue Ridge, GA. Call Carl Hymen at 706-455-0492or carlsmotorcars@yahoo.com.

MT14 Fairmont sound deadening package parts. Made of heavy 1/8" rubberized fabric, cut to fit. Pieces cover the insides (except for the engine cover) of the tunnel. Also included are the rubber waffles used to isolate the axle bearing casings and engine from the frame. Best reasonable offer. Contact Ron Peterson, 972-416-5593, jpete69758@aol.com

MT-19. Complete frame-up rebuild. Professionally rebuilt CCKB. New carb, starter, clutch, gas tank, fuel pump and electronic ignition. Newest version of electric turntable, new seats, LED brake light, spark arrestor, back up light. NARCOA compliant. Former Rio Grande signal maintainer's car from the Chuck Harrison auction in Las Vegas. \$5,500. Glen Ford, (530) 432-5487, captainford@jps.net.

Manuals: Original Waukesha Factory Operators Manual..copyright 1952 MODEL ICK Engine perfect condition \$20 Waukesha ICK Engine Parts list (reprint) 36 pages . \$10 General Instructions for the care and Operation of Waukesha Engines (reprint) 50 pages

M-19 Carb, points and fuel system reoverhauled by Carey Boney, I put in a set of rings and crankshaft seals about 5 years ago. All electrical has been changed over to 12 volt. Asking \$3700 Stanley Wilson 770-401-9358

MT14 Rebuilt CCKB Onan engine, trans and clutch in great shape, new paint and glass. Restored car is NARCOA ready. with brake lights etc. The car is in Lancaster PA. There is also a nice trailer to go with the car. asking price is \$5,200 for everything. Dennis B. Brubaker E-mail dirc183@embarqmail.com ask for Brian.

US NAVY A4D PRICE LOWERED! I purchased this car a few years ago directly from the government. The car has a 4 cylinder Ford industrial motor and a 4 speed transmission with a reverse gear. The car also has the reversing rear to allow all gears in both forward and reverse. The motor runs very well and the trans shifts great and seems to be in very good condition. The wood flooring would need to be replaced and the wood over the center section of the car (where you would sit) could either be sanded and repainted or replaced. The car now has working headlights, brake lights, and ditch lights on both the front and rear of the car. At the time of sale the car will have 4 like new pressed steel 16" wheels. Price for the car is now \$2,500 and the price is negotiable. A small bell on the front of the car will not be included in the sale. More pictures are available by going to <http://www.flickr.com/photos/frank47/> Please feel free to contact me for any other information or questions. Frank Eichenlaub, 607-267-2122 feichenlaubiii@yahoo.com

WANTED

SUPPLIERS

WANTED (- Hy-Rail Looking for dependable Hi-Rail or leads. Daytime 319 286 2530. PM & weekends 319 338 2223. jbentler@unitedfiregroup.com John Bentler

WANTED - Information, copies of manuals, advertisements or any other material on 'The Northwestern Motor Car Company' and 'The Kalamazoo Railroad Velocipede and Car Company'. Material is needed for future articles in the SETOFF on these two companies. Good, clear Xerox copies perfectly acceptable or scanned attachments to emails in 300 dpi or higher. Any loaned material such as manuals will be carefully and professionally copied and sent back by return and insured mail. The owner will be given credit for material used. Leon Sapp, Asst. Editor. 2405 East Renfro; Burseson, TX 76028; jakemt19a@yahoo.com

WANTED - Pizza Pan style roof for an MT-14. Please respond to Bruce Hamly, International Falls MN 56649 (218)355-0023 cn-motorcar@gmail.com

WANTED - MT14 Turntable - Interested in finding all the parts of a useable turntable. Would like to find someone who is no longer using one. Ed. Grabousky, Madison, PA. 18444 Email: ewg1022@verizon.net Phone: 570-615-8032

WANTED - Information on a Buda 19L Rail Car - Service manual, engine manual. Will pay fair price for information or copies. Bill Dittmann railride@tampabay.rr.com

WANTED - A4 Turntable - Interested in finding all or parts of a "ski" type turntable. Have plans, but rather find one that someone is no longer using. Tony Thigpen, DeBary, FL 32713 Email: tony@vse2pdf.com Phone: 407-474-0770

WANTED - Operating Hunter Heater GH-21 or fan / blower assembly for the same. Contact Will Hookway, Sparta NJ, 973-670-3746 or hookwayw@embarqmail.com.

WANTED - Worn out wheels. I would prefer them to be under NARCOA specs. I am looking for 4-14", 4-16" and 4-20" Thanks Tim Fox, Galion Ohio 419-989-8389 fox0385@yahoo.com

WANTED- Information on operating instructions for my Velocipede. Will purchase an operating manual or copy. I would like to know the make and possible year of this unit. Any information will be appreciated. E-Mail antiquetony@mountaincable.net. Tony Andrusovich, Hamilton, Ontario.

WANTED - Any information on this motorcar. It was sold around 5-6 years ago from Ohio and was shipped to Texas. I would like to know any information on its current location. It is a M-9B sold to the New York Central. Please contact me, email fox0385@yahoo.com Or call 419-989-8389. Thanks Tim Fox

WANTED - Anywhere in the U.S. Metal Cab, with glass preferred, but will consider any for a 1940's to 1950's era Fairmont S2. I will drive to you to pick it up. Will pay fair price based on condition. Does not need to be perfect. Also need side and rear curtains for a 1940's era M19. Contact John Erdkamp. Email: gps-man1@yahoo.com

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.

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 rail-speeders.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.

Motorcar Shipment by Truck, Charlie Lix, Reno, NV. (775) 742-7366. Costs depend on being able to combine several speeders, or speeders with other general freight.

NARCOA COMPANY STORE



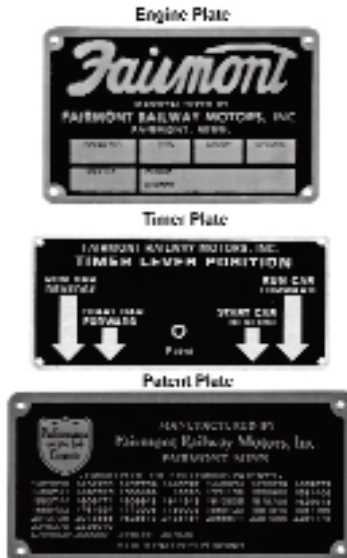
Wheel Inspection Tools -The clear plastic wheel profile is necessary to determine if the wheel is flat, thin in the flange area, or has wear between the flange and the flat section of the tread. Use the wheel profile as your first step in diagnosing "hunting" on the rails. Use two of the clear plastic 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





RAIL PARTNERS INCORPORATED

Rail Partners Inc. (RPI), a NARCOA affiliate and 501(c)3 non-profit, was formed by Texas motorcar owners and rail enthusiasts in October of 2008 for the purpose of preserving rail corridors for public transportation and recreational (motorcar) purposes.. RPI is focused on preserving historic rail corridors in partnership with communities, railroads, local governments and other entities and individuals by using volunteer labor and privately owned maintenance equipment.

After organizing excursions on The Blacklands Railroad the group has obtained a lease on 27 miles of track from Capital Metropolitan Transportation Authority. According to RPI President Leland Stewart the leased trackage runs from Llano, Texas, to Scobey Spur (about three miles east of Kings-



land) and already three NARCOA excursions have been planned for next year. Prior to obtaining the lease, RPI members have assisted Capital Metro by undertaking Operation Lifesaver presentations and manning Capital Metro tables at public events to provide brochures about its forthcoming commuter service. RPI members continue these efforts to help deepen its relationships with Capital Metro and other potential host railroads. RPI currently has 27 members from Texas and surrounding states.

RPI joins a very limited group of motorcar organizations with leased track, including the Cotton Valley Rail Trail Club, Inc., in Wolfeboro, NH, and the Recreational Railroad Coalition, of Ione, CA.



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