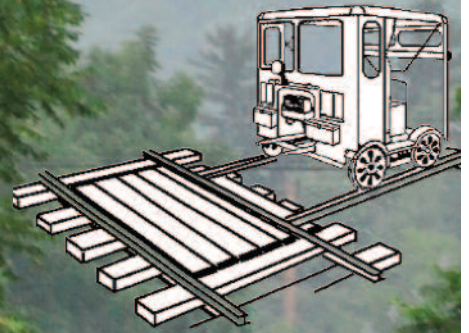


# THE SETOFF

THE OFFICIAL PUBLICATION OF NARCOA  
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION

SEPT. / OCT. 2010

VOLUME 24 No. 5



TURNTABLE ON AN S2  
OLDS GAS ENGINE WORKS  
SLICK RAILS AND MOTORCAR TRACTION

# THE SETOFF

VOLUME 24 - No 5

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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[www.narcoa.org](http://www.narcoa.org)

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On The Cover: Shirley and Craig Hartman pilot their TMC-2 across a wet and slippery bridge over the Keuka Lake canal on the Finger Lakes Railroad. Photo by Jamie Haislip.

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Channel 2 – 151.505 MHz  
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# PRESIDENT'S MESSAGE

WARREN FROESE

Many have participated in excursions over the last two months. This is what this association is all about – the planning, preparation and execution of safe and enjoyable motorcar excursions on railroads that we have developed relationships with through many hard working excursion coordinators. I hope that you learned new things about your motorcar, the countryside you traveled in, and met new people at the same time. The helpful and friendly people who are Narcoa are one of the most inviting attributes of our hobby. Turning a worried moment of mechanical breakdown into a successful restart with helping hands and minds all around is one of the defining moments for many as they begin their Narcoa experience.

We will be meeting as a board October 1 and 2 in Chicago and the preliminary agenda is attached elsewhere in the Setoff. You are welcome and we look forward to as many members being present as possible. In my few years on the board I have spoken to many members who have been pleasantly surprised by their visit to a board meeting. I encourage you to take a moment and communicate with your area director or the committee chair of an area that you have an interest in. Now is the time to speak up and be a part of the discussion.

We have been working on converting our database to an online format with access to all members to update personal information and make payments at the same time. We have been running our previous spreadsheet type database with the online format simultaneously over the last three months and look forward to going live with this for all on November 1. Pat Coleman and Mark Springer have done the initial work to get us going, and Dan Page, Bob Hastings and Mark Hudson of the membership team have come on board to provide ownership to this project. Recently Keith Mackey our webmaster has been working to interface this with our website. All of these people have put in very good work to get us to this place. We look forward to bringing you all on board in November. It is crucial that you have your accurate email address listed with the membership team

[membership@narcoa.org](mailto:membership@narcoa.org) in order to access this. Please take a moment to pass along this info. As well the email list on the members only section of the website is NOT the same list at the moment. We are working to unify multiple email lists into one master list. We will continue to provide paper access to renewal as long as it is needed.

I have let the board know that I am willing to serve as president for a second year. Their response has been positive so we are proceeding down that path subject to the vote at the board meeting. I am committed to a change in our function so that the president for the year to come is known ahead of time. It is highly unproductive to have this question worked on the night before, or the breakfast of the meeting day. The smooth and orderly transition of responsibility is something that will help our entire organization year to year. This will take the form of a progression from vice president to president, or possibly a president elect. It has been extremely helpful to work with Mark Springer this past year in both the day to day responsibilities and the experience he brings to the table.

New area directors have been elected in areas 3, 9, and 11 and they are announced by Carl Anderson elsewhere in this Setoff. On behalf of each Narcoa member I want to thank Dave Verzi, Mark Springer, and Pat Coleman for their skilled and tireless efforts on our behalf. It has been a pleasure to work with each of them and I am thankful that they are not going far.

In closing I want to remind you that we all function well with a word of encouragement. A hobby association is no different. Have you taken the time to thank your run coordinators for their efforts? The people who helped you load or unload your car? The people who helped repair your car? The new friends you made at a run? Never let an opportunity to encourage go by.

Warren Froese



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

6501 North Mannheim Road  
Rosemont, IL 60018

This meeting is open to all paid  
NARCOA members.

Any member wishing to address  
the board, or add items to the  
agenda, must contact Warren  
Froese at ( 204 ) 668-8311 or

[wsfroese@shaw.ca](mailto:wsfroese@shaw.ca)

To secure a hotel reservation at  
the NARCOA rate, contact  
Carl Anderson at (847) 882-5329  
or [ca636@aol.com](mailto:ca636@aol.com)

Cut off date is August 28, 2010  
Room rate will be \$122 per night,  
plus taxes.

## IN THIS ISSUE

Masthead .....	2
NARCOA Officials .....	2
President's Message .....	3
NARCOA Election Results.....	4
Directors' Messages .....	4
From The Editor .....	5
Olds Gasoline EngineWorks .....	6
Grain Elevators and Torrential Rain	8
Three Days in Quebec.....	12
Slick Rail and Traction.....	14
Annual Meeting Agenda .....	15
A Step Back In Time .....	16
EC Tech.....	18
Riding With Joe.....	18
Turntable on an S2 .....	19
NARCOA Excursions.....	20
Supplier Listings .....	27
Company Store.....	28

## ELECTION 2010 RESULTS: ODD NUMBER AREAS

I wish to thank all the members who ran for a Board seat on NARCOA. It is through the effort of members that are willing to take on the work, that make NARCOA so great and enables us all to enjoy our hobby.

AREA 1 Warren Riccitelli  
AREA 3 Jeff Levensgood \*  
AREA 5 Bobby Morman  
AREA 7 Carl Schnider  
AREA 9 Chris Weaver\*  
AREA 11 Wayne Parsons\*

\*denotes new Board Member

In the election 46.9% of the eligible members voted. Specifically, 434 votes were cast out of a total of 925 ballots sent out.

The pictures of the candidates seem to be well received.

On another note: Do not send your dues to me, you need to send your dues to the membership chairman. By sending it to me with your ballot delays it and you could miss a copy of the SETOFF.

Stamps are always interesting, did you know you can have a US mail stamp with a picture of your motor car or any thing else on it. Just go to stamps.com. I did receive a railroad stamp in a plastic envelope. It is very nice. If you need it back, e-mail or drop a note to me. As I do not know who sent it in.

One last thing, the two envelopes are sized to fit inside of each other. It is important they are send that way, flat. A folded envelop becomes a package and the post offices will make an adjustment to the postage.

Carl Anderson

### AREA THREE IN, LOWER MI, OH DAVE VERZI

This month's column congratulates Jeff Levensgood whom as Region 3 NARCOA members you have elected to be our new regional representative for our area. James Dragstrem is also commended for his interest and support in also making himself available as a candidate for this election. As Jeff moves into his new role within

NARCOA I leave this seat comfortable knowing that there are many dedicated coordinators keeping pace with any new area excursion opportunities and see a contingent of dedicated volunteers who are tirelessly promoting our hobby and interests within railroad circles. It seems that our public/railroad display interests and focused promotions are as active as ever with great support from the membership. Thanks all for your efforts. As a side effort Jeff will be now handling the NARCOA lantern

sales as a continued fund raising promotion to provide NARCOA logo railroad hand lanterns manufactured by the Star Headlight and Lantern Company to our membership.

There is yet an active motorcar excursion calendar through the fall with plenty of space on area trips as of this writing in August. Not a lot of news to report, though Jaime Samuell reports that US Rail has been granted a multi million dollar rehab project that should see their section of line toward Oak Hill improved. Hope to see you on one of the trips this fall.

Dave Verzi

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

Hi Area Four members!

As summer turns to autumn and the trees start to put on their colorful display I once again must tell you that Area Four has lost another pioneer to our hobby. Ed Kimball of Strawberry Plains, TN left us on August 8<sup>th</sup>. He traveled nationwide and touched the hearts of many of us throughout the entire NARCOA community. Ed was genuinely in love with the motorcar hobby and he'd always get a little twinkle in his eye as he'd tilt his head a bit while telling you a good story. Ed and I would have great talks about everything from whether coleslaw was supposed to have mayo in it or not, to how easy it was to just get on a "big bird" and travel out west to ride some western motorcar miles.

Ol' Ed was a real scrapper and in my mind I always figured he'd work through and lick all the ail-

ments he had been battling in order to join us on the rails for many more fun filled years. Unfortunately that dream of mine will not be coming true. However, we're going to do the next best thing...I'm going to host a memorial run on Ed's "home track" the Great Smoky Mountains RR. In the afternoon/evening the day before the run we will get together for a party to celebrate Ed's life and on Sunday morning each one of us can take Ed with us in our hearts and minds as we glide through the mountains on steel wheels. If you want to be part of this November 13<sup>th</sup> & 14<sup>th</sup> memorial excursion look for the announcement on [www.narcoa.org](http://www.narcoa.org) or email me at [Raildawg@gte.net](mailto:Raildawg@gte.net). It will take a while for it to sink in that we will no longer be seeing Ed's smiling face at NARCOA events across the land and I know I speak of all of us when I say Ed, you will be deeply missed!!!

Just a reminder: We have been experiencing too many rear end collisions this summer. All of you please try to stay focused at all times, pay attention to changing track conditions that may alter your stopping ability, don't follow too closely and keep your speed proportionate to track and operating conditions. You can make a difference by following the above procedures.

I will be representing you guys at the annual NARCOA Board meeting on Oct. 1<sup>st</sup> & 2<sup>nd</sup>, if you have any concerns or ideas you would like brought up at the meeting please contact me with your thoughts.

Tom Falicon  
Area Four Rep.

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

Greetings to all the members of Area 6....And we continue to keep the rails shiny! Many excursions are still scheduled for Area 6 by North Central and Great Lakes Railcars. The Algoma Central Railway is just a few weeks away as I write this article followed by EC, Mike Ford's scheduled Indiana Northeastern excursion. The weekend of Aug 27-29th is the Great Lakes Central Railroad starting in Cadillac, Michigan. I have received several e-mails from members that had a great time on Mike Ford's excursion on the North Shore Scenic RR and his Canadian runs. Watch the NARCOA website for posting of EC Dave Hawley's Illinois Railway Museum excursion at Union, IL.

As mentioned in the last "Setoff", the paperwork is in process for our Minnesota member, Don Schoeb to become a certified excursion coordinator. We all welcome Don, and encourage others to consider mak-

ing the move to become an EC. On the thought of helping other members, several NARCOA members have produced a video and power point presentation for you to use in promoting our great hobby. This production information will be published in the Setoff for your reference and use. It should be a great benefit for you to use in a presentation at a Rotary or Lions Club as an example.

Now another benefit to our area is the annual 2010 NARCOA meeting that is scheduled for this coming October 1st and 2nd right in the middle of our Area 6. You are welcome to attend all or part of the meeting at the Sheraton Gateway Suites in Rosemont, Illinois. If you are interested in attending, please contact me at [railbuff@indianvalley.com](mailto:railbuff@indianvalley.com) and I will communicate your needed information.

Please continue to focus on safety at all times as you ride the rails this late summer and fall. You will have a great and safe time for all. We can all do it...and see you on the rails soon.

Bob Knight, Area 6

## FROM THE EDITOR BRIAN DAVIS

Hello fellow NARCOA members. It has been a busy summer and it is shaping up to be a very busy fall as well. The NARCOA annual meeting is just a few weeks away, and Jane and I are looking forward to heading to Chicago. Although I understand that the Board and committee meetings are important, I know that Jane and the other spouses will be having a great time shopping and catching a show downtown.

I have really appreciated the amount and the quality of submissions coming in to the SETOFF. Thank You all for the articles and the images. The winter issues are always a little 'thin' so if you are interested in having an article about some tools, or a rebuild of your motorcar, or about a motorcar technique you would like to share, now is the time to put pen to paper and get it written before time runs out.

We'll see you on the rails!

Brian Davis

# OLDS GASOLINE ENGINE WORKS

BY LEON SAPP

Olds was one of the few automobile and truck manufacturers to also build a railroad motor-car. In 1883 Ransom E. Olds and his older brother Wallace were partners in his father's machine shop in Lansing, Michigan. Ransom began experimenting with "hit-or-miss" gasoline engines and his first one and two horsepower engines were marketed under the name of P. F. Olds and Son. In 1897 he built his first experimental automobile. He purchased the small shop from his father and founded the Olds Gas Power Company. Two years later he renamed it the 'Olds Gasoline Engine Works' and for several years he concentrated on building stationary and boat engines. But, all the while he was still experimenting with automobiles.

Olds made the decision in 1901 to devote his entire production to building an automobile that could be sold at an affordable price. His famous little curved-dash runabout would turn his struggling company into the largest of the early automobile makers with the first mass produced car in America. The decision to produce the runabout was the result of a fortunate accident. Olds had built several different models of cars and light trucks as demonstrators but before he could mass produce them his factory caught fire and burned to the ground. Workmen were able to save

only one of the finished cars, the little runabout, which was quickly disassembled and used as a pattern to jump start a hastily rebuilt factory line.



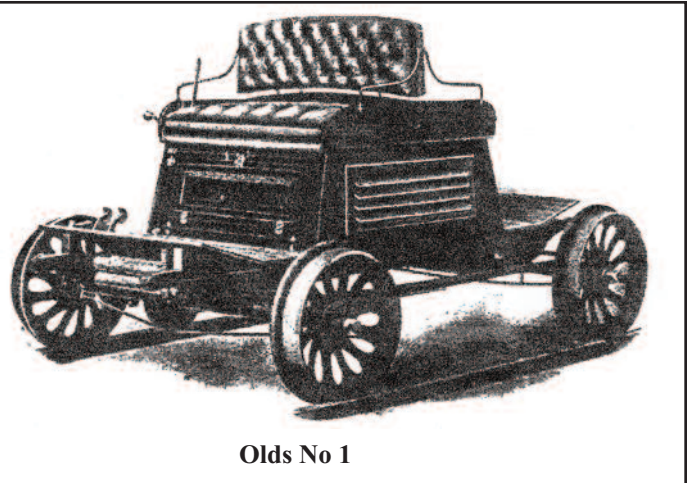
The car was an immediate hit. Olds fame spread when one of his cars completed a transcontinental run from San Francisco to Portland Maine and was immediately driven to New York where it won an endurance run to

Pittsburg, Pennsylvania. His decision to market his small automobile as a railroad inspection car came hard on the heels of this front-page notoriety. When he exhibited at the St. Louis Exposition in 1904 he included two models of railroad inspection cars in the display. One reporter at the exhibition complained that he could not report on the Olds Company because every time he visited the exhibit the personnel were too busy with customers to be interviewed.

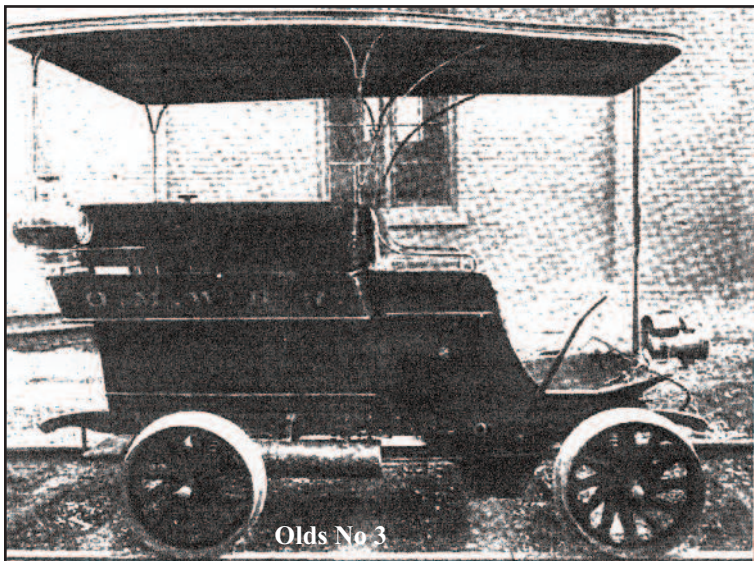
Olds' Model No. 1 railcar was a simple modification of his runabout achieved by removing the steering mechanism and mounting 20-inch pressed steel wheels. The curved dash was a distinctive feature of Olds' now famous Runabout but it was just a decoration and was left off his railroad speed-

ers as were the metal step plates and fenders. An Olds No. 1 Railroad Inspection Car seated four comfortably in two back to back seats and sold for \$450. The highway version of the runabout was selling for \$650.

Old's company motto was "Nothing to watch but the road" referring to the simplicity of operation. An article in 'Modern Machinery' dated January 1903 made the following statement: "The simplicity of the "Olds" engines is a desirable feature as the absence of complications enables any one, with slight experience, to run one successfully." This was certainly true of the railroad modification as well. Olds cars had a starting crank on the right side of the body, designed so that the driver



Olds No 1



Olds No 3

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STANDARD  
RUNABOUT**  
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interval. Mechanical dependability appears to have been excellent. An article in the 'American Engineer and Railway Journal' claimed that a Model No. 2 had accumulated over 3,000 miles of service without incident on a railroad with 3 percent gradients.

All the Olds Railroad Inspection Cars were designed with the V.I.P. inspector in mind and sported padded leather upholstery and extremely large mufflers making for a very quiet ride. Neither model had provision for carrying tools nor had the ability to pull a trailer. Still one of the first customers for the inspection car was the Russian Government who ordered an unspecified number in 1904 for use during the construction of the Siberian Railroad. At an Olds sponsored banquet held in Paris in 1905, an announcement was made that "...three trainloads of Olds cars

were crossing the Atlantic for the land of the Czars." Just how many of those "cars" were wearing railroad wheels is not known. The Olds inspection cars were advertised for all railroad gauges. In addition to the American standard and the Russian 5' gauge at least one narrow gauge car was

constructed for Mexico to be used between Laredo and Mexico City.

Not all the little Olds Inspection Cars were sold for maintenance of way service. At least one was bought by the Sierra Railway in California and put to work on its Yosemite Branch Line. Equipped with a surrey top it gave three paying passengers the opportunity to see the magnificent scenery from the relative comfort of its padded leather seats.

Speeder production began in 1903 but only lasted two years. Following a dispute in 1904 Ransom Olds left the company to form REO and although the inspection cars had sold well the surviving partners showed little interest in continuing the railroad motorcar line.

The last Olds railway inspection car was probably built in late 1905. In 1906 when the reorganized Olds Company exhibited in the Boston Automobile and Power Boat Show, railroad inspection cars were no-

engines for their new and expanded line of Oldsmobile automobiles and trucks.

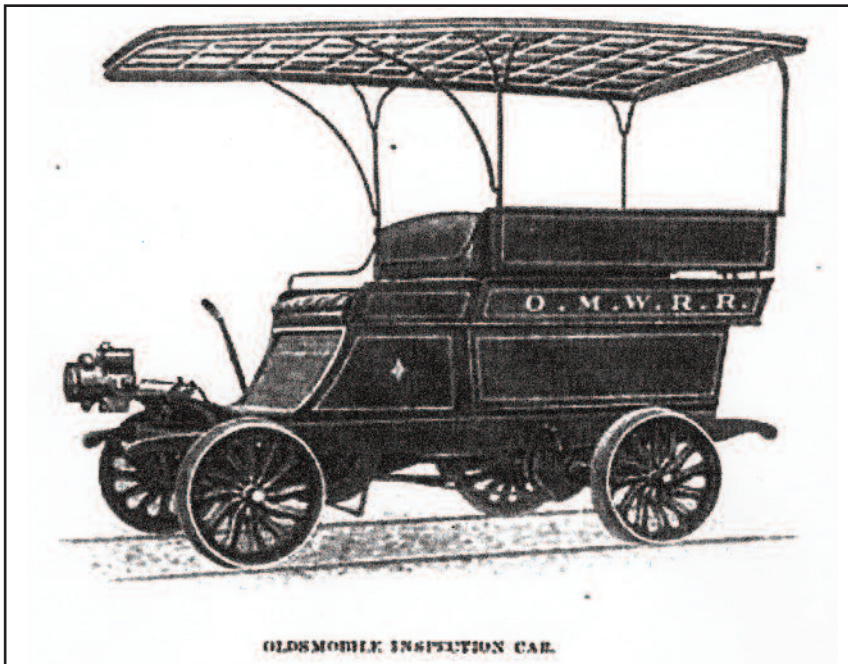
Others would see the profitability of an Olds powered railway inspection car and would immediately begin building using Olds engines. The Quincy-Manchester-Sargent Company went so far as to call their speeders "Oldsmobile" cars. In



1905, just before production ended, 'Railway Age Magazine' carried a short article showing a car which was reported to be powered by an 8 h.p. air cooled Olds Engine. It was being marketed by 'Railway

Appliances Company of Chicago.' It was constructed more along the conventional motorcar lines rather than the modified automotive body of the runabout.

In 1910 the J. B. Seager Engine Works of Lansing, Michigan bought the original Olds engine designs and produced versions as small as six and as large as 25 horsepower under the name of Rumley-Olds. They continued to make and sell the engines for farm and other stationary applications about five years until they became embroiled in a legal mess. In 1916 they were taken over by The Reliance Engine works who tried to



ticeably absent. General Motors who purchased Oldsmobile in 1908 showed the same lack of interest in rail products. In fact they were no longer interested in building the small engines that had powered the railroad motorcars. They were now needing larger four and six cylinder

continue the Olds line for a few more years but by about 1920 the outdated designs were no longer in demand.



# THE 2010 GREAT INTERNATIONAL GRAIN ELEVATOR AND TORRENTIAL RAINS TOUR BY: BOOMER JOHN (JOHN SCHMIDT)



GWRy-Arriving Ponteix SK. Photo credit: John Schmidt

The old saying “*The only difference between men and boys is the size of their toys!*” can also be applied to their adventures. When Mike Ford posted an itinerary for several motor-car trips ranging across Minnesota, North Dakota, Montana, and Saskatchewan, I knew I had to go.

Early on the morning of the fifth of July 2010, I began my adventure - driving from Springfield, VA (suburb of Washington, DC) to Sault Ste. Marie, MI (870 highway miles). That evening and the next morning, I took time out from a purely rail-focused agenda to observe operations at the Soo Locks (U.S. Army Corps of Engineer’s facility on the Saint Mary’s river); watching a “600 footer” (traditional ore boat) and a “salties” (ocean going ship) locking up-bound (into Lake Superior) and a “1000 footer” (modern ore boat) transiting down-bound (toward Lake Huron). If you have never taken the opportunity to do this - you must. The observation platform is located almost at arm’s length from the boats transversing the MacArthur Lock, and the magnificent ships pass within yards of the observer. Both locking of the boats and the consideration for tourists entering to observe the action is free of charge - complements of your tax dollars at work. I took one last look at the locks from above as I crossed the International Bridge over the Ste. Mary’s River into Canada. Aeh?!

July 6 - 9 (950 highway miles and 600 rail miles) A 200 mile northerly drive

along the rugged shore of Lake Superior brought me to White River, ON, once a thriving railway town on the transcontinental Canadian Pacific Railway. I thoroughly enjoyed the leisurely trip across the Canadian Shield from White River to Sudbury, ON and back in two historic Budd RDC cars. I became interested in this segment several years ago when on the Algoma Central speeder excursion, we were stuck “*in the hole*” at Hearst, ON waiting on these same cars to pound across the CP/AC diamond. The two units make the thrice weekly, 600 mile, round trip run carrying tourists and locals into and through the bush - an untouched land of forests and lakes where wildlife abounds; making it a favorite destination to relax, hunt, fish, camp, and canoe. The 60 year old two unit set consists of one car configured as a coach/baggage car and the other as purely a baggage car. The crews are friendly and provide many insights into life in northern Ontario.

Departing White River, I made the beautiful crossing over the northern shore of Lake Superior on the Trans-Canada highway. This is a region of unending views of pine trees and occasional, astonishing vistas of the rugged shore line of “*Gitchee Goomie*” in the land of Hiawatha. Arrival in Thunder Bay, ON, some 240 miles later, was a precursor of the numerous grain elevators yet to be encountered during the rest of the tour. Even before I arrived within the city limits I saw huge grain fa-

cilities standing out into Lake Superior - dwarfing the salties docked alongside taking on grain for export.

July 10 - 11 (115 rail miles followed by 180 by road)(31 motor cars) Two Harbors, MN, another railroad town, sports a gigantic ore dock. Giant diesel locos push cuts of ore cars up the steep grade onto the top of the dock, where taconite (iron ore) pellets are dumped into pockets. When a freighter ties up to the ore dock, numerous chutes are lowered allowing the taconite pellets (think of millions of rust colored marbles or ball bearings) in the pockets to tumble into the freighter’s hold. This task requires skill on both the part of the dock operator and the ship’s crew, because improper loading techniques can cause the ore boat to roll latterly at the dock and sink. While we were there, the ore boat SS Arthur M. Anderson arrived to be loaded. Any of you who follow famous shipwrecks know this is the down bound partner of the SS Edmond Fitzgerald in that gale on the fateful night in November 1975. A visit to the Lake County Historical Depot Museum (located in the old Duluth, Missabe & Northern depot) is worth the trip. It contains an interesting collection of historic memorabilia representing the town as a whole. Also outside, stuffed and mounted, are two historic locomotives - a Yellowstone (DM&IR 2-8-8-4) touted to be the world’s largest locomotive and the DM&N’s first locomotive # 3, a 2-6-0 - Mogul.



We arrived in town on the occasion of their annual reunion weekend celebration, and set-on at the station/depot museum to exhibit our cars to the public. Around noon we fired up and backed first up onto the CN's main line (ex-DM&IR Vermilion Range division) CTC country and then forward onto the line to Duluth, which is currently operated as the North Shore Scenic RR. An interesting item of note, in the yard approach, taconite ore spilled from arriving cars completely fill the cavity between the gauge in this very heavy rail. As we cleared town westbound the dispatcher put us "in the hole" to clear the eastbound Duluth-Two Harbors train - another Budd RDC car. Back on the main, we traveled to Duluth on a scenic route along Lake Superior's coast line. The best views were afforded us as we entered Duluth along its scenic lake front walk park approaching our destination - the Lake Superior Railroad Museum. All I can say about this museum is WOW! But you have to see the displays inside to thoroughly appreciate its grandeur. The two day event covered the same tracks and points of interest and was a repeat performance except for the deer we chased up the line on the second day. Both days were very sunny and hot, punctuated with rain squalls (a harbinger of things to come).

July 12 (375 highway miles) A travel day across MN and ND on US 2 - much of which parallels the BNSF main line (ex-GN and remnants of the SOO LINE). Another non-RR diversion occurred that day when I visited the headwaters of the Mississippi River - and yes, one can walk across the 50 foot wide river and not get their knees wet. Did I also mention that there were a couple of rain squalls that day?

July 13 (31 road miles - 104 r/t RR miles - 67 more road miles)(26 motor cars) We stayed in Grafton, ND and made the short commute to Fordville, ND to arrive at the Northern Plains RR. We set-on in the gray dawn and light mist at the foot of an old, yet majestic, grain elevator, right across the street from the railroad's headquarters. Kudos to all the RR's employees (office, operating, track maintenance, and management) who came out to give us a hearty sendoff. Since there were no traditional rest stop locations along the right-of-way, the ladies aid of the Dahlen Lutheran Church (WELCA) hosted our group for both morning and afternoon coffee and cake - very nicely done. As we progressed



*NSSR-RDC Photo credit: Mike Heaton*



*NSSR-Anderson & Ore Dock Photo credit: John Schmidt*



*Rain Photo credit: John Schmidt*

westward the skies turned blue, and we entered the “sloughs” - salty ground water which accumulates with nowhere to go. This area around Devil’s Lake, ND does not have a natural drain and with the occurrence of unusually large amounts of rain the water is rising rapidly. An international treaty prevents draining such water into rivers and streams - so it accumulates - and rises. The tracks we traversed were about one foot from being flooded by the existing water table. In fact, the entire town of Devil’s Lake is in danger of becoming completely flooded. Long ago there was a drainage channel, but it silted over. The current concern is that the water will saturate this natural plug, and it will release with catastrophic effects - similar to the 1889 Johnstown, PA flood. At any rate it didn’t happen that day and after

a very nice BBQ at the restored SOO LINE station we retraced our route. As the day lengthened the skies darkened, and we arrived back in Fordville in a horrendous rain storm the likes of which old Noah would have been proud. Naturally, the skies cleared to sun right after set-off - so, soaked to the skin, we continued on to our overnight accommodations.

July 14 (362 highway miles) More travel on the ND and MT prairie mostly on US 2 to Plentywood, MT; encountering extensive areas of road construction. I was informed that there are four seasons in Montana - winter, still winter, more winter, and then highway construction. My experience validates the road construction part.

July 15 - 16 (80 RR miles r/t eastward)(25 motor cars) Raymond, MT, a

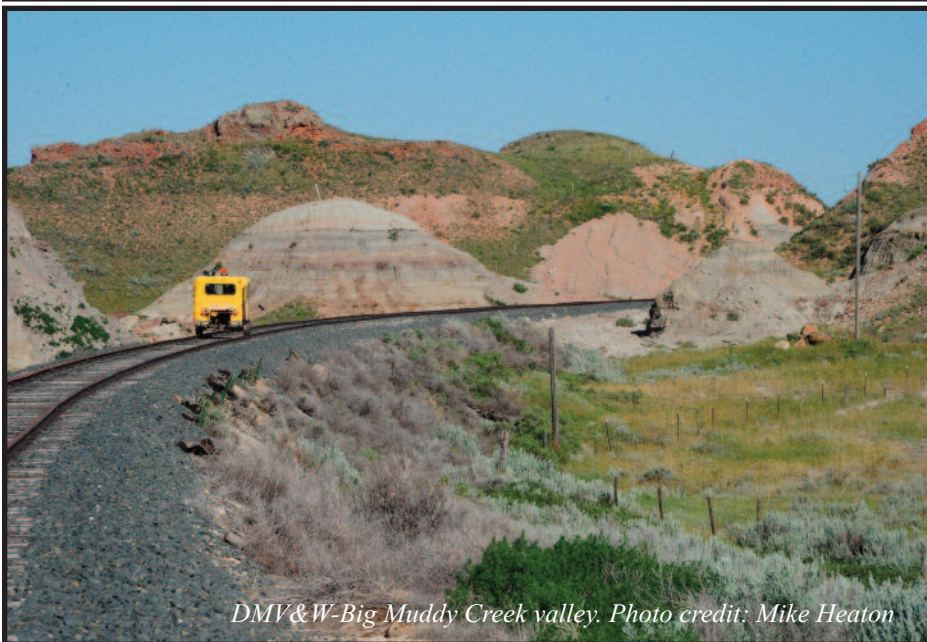
tiny place just south of the MT/SK border, was the two day set-on location on the Dakota, Missouri Valley, & Western (ex-SOO LINE). On Thursday, we headed east toward Westby, a withering granger town straddling the MT/ND line, which sports a huge elevator. Here our convoy of motor cars was “stabbed” (given a lower priority by the dispatcher) by a grain train working its way east. We did not get much further that day eastbound than approaching Fortuna, ND. One of the realities of speeder railroading - the working train gets the priority. During this trip we noted that most of the rail on this line was the original - dated 1896 - but still in service. In route we were attacked by a huge hawk; it attempted to land on the rail in front of me, but slipped off. Enraged, it attempted to attack the next car behind, but all parties to this affair departed the area intact.

On Friday, the story was much different. (60 r/t RR miles then 155 by road) We again departed Raymond, but this time westerly. At first it looked like it was going to be prairie railroading all over again, and it is apparent where Montana’s slogan “the big sky country” comes from; but then we dropped into the Big Muddy Creek valley with a new and exciting change of scenery. Track is laid about half way up the escarpment - in the valley is the riverbed and above the treeless ridgeline is silhouetted against the sky. On this ride, we encountered horses, antelope, sand-hill cranes, a huge elk, then to top it off - on the skyline was a lone horseback rider - plaintively watching the small iron horses pass through the land. After set-off we proceeded north and crossed into Canadian heading to Regina, SK.

July 17 (92 r/t RR miles)(25 motor cars) We traveled the newly incorporated short line - the Last Mountain RR - from Condie to Chamberlain, SK. After having been curtailed on Thursday, we were concerned when we arrived at set-on (a dirt road intersection). There we saw two locomotives dead on the main - no passing track - no alternative set-on - what are we to do? In the fullness of time, however, the engineer showed up with his grandchildren. “Don’t you know; we are going for a ride to see grandpa’s railroad?” Again, such is granger railroading at its best. That day we ran to the northwest, following the locomotives, until blocked by an elevator’s trackmobile shunting grain cars. This trip pretty much paralleled the highway, and the surrounds consisted of prairie grass and



*DMV&W-Whitetail MT. Photo credit: Roger Teskey*



*DMV&W-Big Muddy Creek valley. Photo credit: Mike Heaton*

grain elevators.

July 18 (215 highway miles) Travel day - Regina to Swift Current, SK.

July 19 - 20 (195 r/t RR miles and 250 by road)(26 motor cars) Great Sandhills Railway graciously allowed us to use their tracks from east of Cantuar to Leader and then on into Burstal, SK. This run can be categorized in two words: grain elevators. Back in the day, a horse and wagon full of grain could only efficiently go 8-10 miles; so - spaced at this interval and standing majestically all along the rail are the huge, wooden (or galvanized metal) edifices, which can be seen for miles. Most are gray (or silver) in color, but we also saw orange, maroon, red, and green ones. Unfortunately these symbols of Saskatchewan are being torn down in favor of large concrete or galvanized metal structures; another passing icon - just as the steam locomotive. We were thoroughly welcomed by this RR; that threw a big party for us. We received a bus tour of the area, great BBQ with fixings, and souvenir T-shirts commemorating our stay. It is so good to hear the management say "Come back - anytime." Did I mention most of the trip outbound was in the rain? For an area which normally gets 4" of rain a year, they had already accumulated 11" in seven months. Returning, we were photographed by the grain terminal management who uploaded photos of our passing on the web.

July 21 - 22 - 23 (360 cumulative r/t RR miles)(26 motor cars) Last, but by no means the least; was the memorable three day trip over the Great Western Railway. Again the wonderful RR staff members

welcomed us to their line and made us feel at home as we re-entered the world of grain elevators and rolling prairie. Our pilot, Pat Kushnarik, also a historian and guide; identified points of interest as we passed along the route. Of particular interest was the area into which Sitting Bull, the Hunkpapa Lakota Sioux leader, moved his people after their bloody encounters south of the border with the U.S. Cavalry; hoping to find a new, peaceful land in which to live. This situation was one of the first international incidents which the newly formed Canadian government had to address.

The first day we travelled from Assiniboia to Shaunavon, SK crossing and re-crossing Route 13, the famed Red Coat Trail - the route of the RCMP (Royal Canadian Mounted Police) patrolling to "always get their man!" The second day again we went west from Shaunavon to Consul, SK and returned. We again encountered water like in North Dakota. If I were to tell you we saw pelicans in Saskatchewan - you would say I was feeding you a line, but there they were - a flock of six, flying in formation - just like on the beach in Florida. Go figure - Aeh? I asked the natives about them, and apparently they are common in the area. On our return layover in Shaunavon the sky was clear, and I quipped to Mike "What? No rain in your plan?" However, two hours later a big thunder bumper rolled through - soaking the area. Just after that I had reason to return to my motor car; the sun was setting beneath the black clouds - illuminating the sheet metal sides of the two grain elevators with the last sunrays of evening - turning

them into pure gold. Then there it was - a beautiful rainbow (and me without a camera). The third day we returned to Assiniboia - most of the day in light to pouring rain, but the sun appeared for a good experience at the final set-off.

Mike Ford also has a wonderful perspective on operating these trips that cannot go unmentioned. He makes a point of sharing with the communities along the way - making donations on behalf of our group to institutions like food banks, community service programs, and museums. I think this is a wonderful gesture, and I am proud to be a surrogate part of Mike's generosity.

This tour truly embodied the "North American" in NARCOA. Members attended from all over the continent - from as far to the east as New Hampshire, Virginia, and Ontario; and the west from Southern California and British Columbia; Alberta and Manitoba represented the north; and the south fielded cars from Colorado and several mid western states. This was truly an adventure of a lifetime. WOW - what a trip! Also a very special thanks to Mike and Tail End Fred for putting it together.

#### **SIDEBAR - Special thanks goes to:**

North Shore Scenic RR, Ken Buehler, General Manager  
Northern Plains RR, Todd Gullickson, Manager of Operations  
Dakota, Missouri Valley, & Western RR, Jeff Ankenbauer, Manager of Operations  
Lost Mountain RR,..Sheldon Affleck, President  
Great Sandhills Ry,..Perry Pellerin, CEO and Peter Skretting, General Manager  
Great Western RR, Roger Gadd, General Manager

#### **SIDEBAR - Donation Recipients:**

Lake County, MN Historical Society  
North Shore Scenic RR  
Nelson County, ND Food Pantry  
WELCA of Dahlen, ND Lutheran Church  
Divide County, MT Food Pantry  
Westby, MT Community Center  
Lumsden and District, SK Heritage Home  
Lumsden District, SK Dew Drop In, Inc.  
Leader, SK & Surrounding Communities Food Bank  
Shaunavon, SK Food Bank  
Shaunavon, SK Community Center



*GWRy-Hy 13 old bridge. Photo credit: John Schmidt*

# SPECTACULAR THREE DAY EXCURSION IN QUEBEC

BY DAN PAGE

Weather, the natural beauty of the St Lawrence region of Canada, and friendly and welcoming Quebec member affiliates of NARCOA combined to make a wonderful three day excursion 22-24 May 2010. NARCOA members from the US and Canada met in the city of Quebec to run the Canadian National (CN) and the Charlevoix railroads. The weather was in the high 70s every day, allowing us a great view of the beautiful scenery along the rails. This excursion was made possible by Club RailCar Québec and Excursion Co-ordinator Louis-François Garceau, who planned and conducted an enjoyable three day run.

All on the excursion were impressed by the careful planning and good communications by the EC. He mailed information packets in advance that included maps and hotel information. He negotiated a good rate at a local hotel for the first two nights. Mr. Garceau also arranged for a third night at another motel and included dinner that night and breakfast the next day as part of the basic excursion fee. At set on, we received a detailed schedule for all three days.

## Day One

Saturday May 22, was our day to ride the CN. It is the largest railway in Canada, in terms of both revenue and the physical size of its rail network, and is currently Canada's only transcontinental railway company, spanning Canada from the Atlantic coast in Nova Scotia to the Pacific coast in British Columbia. CN also has extensive trackage in the central United



Montmorency Falls; photo by Gary Shrey

States along the length of the Mississippi River valley to New Orleans.

Set on was just beside the Ste. Foy VIA Rail passenger station. This is in the Bridge subdivision of the CN. After car inspection, set on, and a safety meeting, we allowed the morning VIA train to clear. We then backed on to the main and departed. A few miles down the tracks we went through a wye at Cap Rouge and then we were on the La Tuque Subdivision. We soon were crossing the breathtaking Cap Rouge River Bridge.

The Cap Rouge bridge is a rail-only trestle steel bridge named "Tracel" built in 1907-1908. Constructed by the CN as part

of the Winnipeg-Moncton trunk, the steel bridge spans 3,335 feet at an average of 172 feet above ground and provides a spectacular view of the St Lawrence River.

We enjoyed seeing the farming and light industry along tracks in this region. We stopped at Portneuf for lunch then went on to Deschambault, crossing the diamond where the Quebec Gatineau Railroad (QGR) crosses the CN line. The QGR is a short line that provides rail transportation services to the major industrial regions and ports in Quebec. It runs from Québec to Montréal and from Montréal to Ottawa (Gatineau).

From there, we went on to the Lauralco spur for several miles. We turned and then ran back across the diamond to Portneuf for a mid-afternoon ice cream stop. Then it was back over bridge to the wye where we waited for a VIA Rail train to clear station. At the station we backed off main and turned for next day's run. We were done at 6 pm after a total run of 87 miles. Louis-François Garceau thoughtfully arranged for our motorcars to be guarded overnight so no setoff was needed.

## Day Two

If you were to make a list of the top scenic runs in North America, the run on the Charlevoix railroad from Sainte-Anne-de-Beaupré to Clermont on the St Lawrence



Coming out of the CN Yard with Quebec City in Background. photo by Gary Shrey

River would certainly be on high on the list. The route, averaging about 50 feet above the river, offers spectacular views of the river on one side and the high slate cliffs on the other and includes bridges and two tunnels. At low tide, large rocks are visible in the river, which is tidal in this area. We saw large oceangoing vessels on their way to and from the Atlantic. The area has also has lovely family farms and picturesque small towns.

The Charlevoix Railway is a short-line railway that operates in Quebec. About 90 miles long, the road connects the city of Clermont in the Charlevoix region to a freight yard of the CN located in the Limoilou borough of the city of Quebec. This freight railway carries commodities such as clay, timber, lumber, cement, wood chips, paper, and peroxide. Along the route, we saw evidence of the \$19 million project to rehabilitate the Charlevoix Railroad between Quebec City and La Malbaie. This will include work on bridges, drains and on a tunnel and may lead to the start of passenger service on the line.

We started by backing on to the main line at Ste Foy and, after the Cap Rouge wye, we were on the Bridge Subdivision to Limoilou East. There, we stopped for a safety meeting as we changed to the Charlevoix railroad. This is the former Murray Bay Subdivision under the CN.

We proceeded to Montmorency Falls, where the line crosses the Montmorency River, and stopped to look at the falls. The 275 feet high falls are the highest in the province of Quebec and almost 100 feet higher than Niagara Falls. The falls are at the mouth of the Montmorency River where it drops over the cliff shore into the St. Lawrence River. We departed and made our way to Sainte-Anne-de-Beaupré, the location of a large basilica and shrine. This was our lunch stop.

From Sainte-Anne-de-Beaupré the most scenic part of the journey began. We stopped at St Irene stop for rest break, a small town on the river. Then we went onward to La Malbaie where line turns inland and runs along the La Malbaie River. We ran past our destination and turned at wye. The excursion arrived at our overnight stop in Clermont at 7 pm for a total run of 110 miles. Louis-François Garceau arranged for a group dinner at restaurant near the tracks, across the street from our hotel.

### Day Three

Monday, May 24, was the observance of



Along the St. Lawrence; photo by Gary Shrey



Returning to Ste Foy; photo by Gary Shrey

Victoria Day in Canada. After a full breakfast, we completed our safety meeting and departed from Clermont at 8 am headed for Ste. Foy. It was a beautiful morning with nice breeze off river. Our rest stop was at La Baie St Paul.

As the excursion neared the end of the Charlevoix, we experienced several breakdowns, but they were handled very well by the EC. We stopped at Limoilou to rearrange the order of the cars and for a safety meeting with CN before returning to their track. We arrived at 7 pm in St Foy and cleared the main line in time for a VIA train and a CN freight to use the same track south bound.

We all appreciated the leadership of the excursion by Louis-François Garceau. He

managed breakdowns and stops efficiently and even found time to mentor three new operators. We also thank our fellow NARCOA Quebec members for the warm and friendly welcome we received and their gracious efforts to host us.

*Nous remercions nos collègues NARCOA, membres affiliés du Québec pour la réception chaleureuse et conviviale. Nous avons reçu un accueil bienveillant grâce aux efforts de toute l'équipe du Club Rail-Car Québec.*

The next time this excursion is offered, my advice is to sign up early – it is an extraordinary experience!

# SLICK RAIL AND TRACTION

BY BERNIE LEADON,

REVIEWED BY BILL TAYLOR, OPERATIONS CHAIRMAN

I recently was driving a newer Corvette, and decided to try a fast launch from a dead stop. I intended to maintain traction, but due to a slight miscalculation, I gave it a bit too much RPM before dumping the clutch. I didn't know what had happened at first- I didn't move forward, but the tach lept up toward redline at 6500- I saw it and backed off the power, but still no forward movement- I had just done my first "burnout," unintentionally. I drove home with acrid tire smoke smell in the car, grateful for rev. limiters which saved the engine from this newby.

This experience reminded me of trying to start a motorcar from a dead stop on wet rail. The issue in both cases is traction. In the case of the Corvette, 436 hp in a light car overcame traction and spun the rubber tires on asphalt. In the case of the motorcar, 20 hp easily overcomes traction on wet rail, and most of us have had the experience of releasing the brake, letting out the clutch (or tightening the belt), applying power, and....we ain't movin', folks.

Loss of traction on slippery rail could be caused by rain, snow, ice, frost, dew, leaves, vines, grease, oil, or a spilled ice cream cone. The solution to getting moving on slippery rail is to ease into the power application. Feel for the beginning of traction to grab the rail. You could even look down at your rear wheel and see if it is still spinning. (If it's spinning at all it's too fast.)

Going up a hill while trying to maintain traction on a cold morning can be difficult, especially if you get into a shady area. If the slickness is caused by morning conditions, like dew or frost on the rail, the portions of track in the sunlight will dry out quicker, and as you head up the hill, the track still in shade may remain slick. You will start to slow down with the same power setting. "Hmm, this isn't right", I say to myself. Adding power will only make it impossible for you to regain traction, and you will likely come to a stop. When you feel the wheel start to slip, just back off the throttle a bit to see if you can regain enough traction to make it up the hill.

If you do slow to a stop, or if you just can't get sufficient traction to get the

speeder moving on a slick surface, have your passenger get out and push. Maybe you will both have to push the car over that section and try to get moving again when you think conditions have changed enough.

I have watched motorcars and their occupants sit there and spin their wheels without moving at all for about a minute, apparently thinking the situation will change all by itself. Easing the power on while someone pushes is usually what works in getting going again. Maybe the nice guy behind you will walk up and help push.

Once you get going in slick conditions, remember that you are going to be encountering various traction conditions while you are running that day. You may have perfect dry conditions as the sunny morning wears on, and then in a shady rock cut you suddenly lose traction again! The group has stopped up ahead just around a blind curve, and you apply the brakes. But your momentum forward continues regardless of the brakes because you have lost traction. You suddenly realize you need more stopping distance than you thought. None of us want to ever be in that situation. So the solution is: allow extra space for safe stopping distance and watch closely for changing conditions.

**Rulebook Sec 2, #17, "Restricted Speed"** says: *"Motorcar operators must operate their cars at a speed that allows stopping within half the range of vision short of train, engine, railroad car, men or equipment fouling the track, stop signal, derail, or switch not properly lined. All operators should operate at "restricted speed" at any time that their range of vision is reduced by any object."* Your range of vision is definitely reduced when you enter a rock cut or go around a curve—especially if there are trees close by the track. Stay vigilant and reduce your speed before you enter the area of reduced vision.

**Rulebook Sec 2, #8, "Speed"**, says *"Motorcars shall not, at any time, be operated faster than a speed that is reasonable and prudent due to existing track conditions."* On a day that started out with wet or frosty rail, you could reasonably expect to encounter it later in the day in

shady areas, so your speed needs to be reasonable and prudent since track may suddenly be slick again in spots. "Existing track conditions" includes the fact that we may suddenly encounter a slick section.

**Rulebook "Definitions", Sec 5, #3 "Flange Lubricators"**, says *"These are devices installed on railroads where there is a lot of curvature. The purpose is to lubricate the rails with grease or oil, which makes it very slippery for motorcars. The lubrication drastically reduces traction for braking, especially when rain is present. Operators should allow extra spacing in the proximity of flange lubricators to allow for increased braking distance."* Grease is also often applied by a railroad hy-rail truck, and the excursion railroad escort or NARCOA excursion coordinator may not be aware that this happened when the escort was off duty. So we should be ready for grease on the rails anytime, which could also occur at a highway grade crossing where the grease could have come from highway workers, a spill, etc.

If organic material, such as grass, leaves, or vines, or grease has collected on the wheels or brake rigging, it may interfere with the effectiveness of the brakes. One easy way to clear such debris off your wheels is to drag the brakes lightly while moving. This will scrape debris or grease off the wheels. Cool trick.

Bridges are another place where we might suddenly encounter slick rail. The reason, just like on the highway, is that the rail on the bridge is in a different environment than the track on either side of the bridge. Frost may form there because of wind or exposure. We are probably going to want to slow down anyway for the bridge, partly because we want to be able to enjoy the view. But we should also expect that the bridge may be slick, requiring more following distance to be able to slow safely.

While we're on the topic of slowing down or stopping, let me address flagging techniques. First, flagging is only the secondary method of signaling the following car that you are slowing down or stopping.

Rulebook Sec 2, # 12 says in part: *"An automatic stoplight is the primary means*

of signaling following cars of a stop. In addition, a red or orange flag should be displayed as soon as possible. If it is necessary to stop on a curve or other spot with restricted visibility, a flagger must be sent back immediately to warn following motorcars. Etc.”

Someone reported recently that the car in front of them did not signal a stop “by waving their flag up and down.” While it is true that some flaggers wave their flag up and down when they are stopping, this is not a universal practice, and so you cannot expect that the car in front will signal a stop in that manner. Brake lights are the primary means of indicating slowing down or stopping.

Mountain railroads have many curves, and Rule Sec. 2 #12 says cars which stop around a blind curve must immediately send back a flagger to give the cars behind enough warning to stop in time. These cars may then have to send back their own flagger resulting in a chain reaction of “protecting the rear of the train.” I find many passengers think their function is simply to look at the scenery. Many do not do a good job of protecting the rear of their car (it’s the operator’s responsibility to inform the passenger about how to flag properly). If your passenger isn’t going to go back and flag, then you need to quickly go back and flag the next car to a safe stop.

So remember to reduce speed coming into curves, since it’s wise to slow down anyway. Restricted speed requires it if visibility is reduced. Try to imagine the group stopped up ahead, and plan to be able to easily stop within half the distance to where the group may be.

Don’t try to stop on slick rail by taking your hand off the brake, putting the car in reverse and gunning the engine. It doesn’t work in the Corvette either!

Note: *We realize many experienced members know all this information. But we have quite a number of new operators every year, and they may not yet be fully aware of these or other issues. In response, your NARCOA Board of Directors has established a program of “continual education,” of which this article is a part.*

*Please see related Setoff articles “When Good Track Goes Bad”, Mar/Apr 2009; EC Tech column paragraph “That’s the Brakes”, Mar/Apr 2009.*

## 2010 NARCOA Annual Meeting Agenda Sheraton Gateway Suites, Rosemont, IL

Friday 10/1/10 8:00 am to 4:00 pm General Session,  
committee meetings to follow.  
Saturday 10/2/10 8:00 – 9:00 am BOD/JC closed session  
9:00 am – noon, General Session

### 1 Elections

- a. New board member certification
- b. Officer election
- c. Sergeant at Arms,
- d. Parliamentarian

### 2 Summary of Board conference call meetings/votes during year

### 3 Committee Reports

-reports to be completed by September 1

### 4 Old Business

- a. Affiliate update
- b. EC program – review by Board
- c. JC review
  - Committee makeup
  - Policy review
- d. Go forward Radio License & Hardware review
- e. Database update/ demonstration
  - go forward process
- f. Other

### 5 New Business

- a. Proposal re: Officers going forward ie: President elect
- b. Review of “family” membership policy
- c. Operations Handbook updates
- d. Powerpoint and Promo video updates
- e. Rulebook reprint vs stickers
- f. Rulebook changes
- g. Railroad communication team update
- h. Review conference call utilization/costs
- i. Other

# A STEP BACK IN TIME

## TEXT AND PHOTOS BY JOHN LEDDEN JR

What do you do with all the extra parts that you have piled up over the years from your motorcars? Our two cars have had all wheels and all brakes replaced along with various other parts. Most of the parts were still within limits, but unsatisfactory for long trips.

Back in 1993, I was introduced to a family out in St. Mary's, PA. that owns a two foot gage railroad called the Bucksagahuda and Western. It was our first convention of the Two Foot Gage Owners Association. I was amazed at the collection of industrial equipment that this family gathered together over the years. Among the group of Brookville, Plymouth and even a working Henschel steam locomotive, the one piece that really caught my attention was an original two foot gage Fairmont motorcar.

The next day we went to another two foot railroad owned by two brothers. While their equipment list wasn't as large, their operation was just as impressive. On their roster the one piece that really caught my eye again, was a speeder, but this one was home built. Well the bug bit me, but it would be a few more years before I would scratch at the bite.

In 1997, I created my first speeder for the two foot railroad that I was associated with. It had 20 inch wheels, a Briggs 8hp engine and a go-kart transmission. Brakes were go-kart as well on the rear axle. There was no reverse but the car was easy enough to turn. That same year I bought a Fairmont M-19E with the intentions of



narrowing it down to two-foot. When I asked a friend in the railroad business about help in locating parts and getting it running he put me in contact with NARCOA members Al Elliott and Ed Mangold.

At this point I still did not know about NARCOA. Al, Ed and I had a few phone conversations before they drove down to see our little operation. We became good friends and on New Year's Day 1998, they took us out for our first standard gage speeder run. This time when the bug bit me, I scratched. Less than a month later I came home with 2 operational MT-14's and joined NARCOA. By 2000 I was working for a local short line railroad part

time and had built a hy-rail so my spare time for the two foot dropped off. Last year(2008) my friends in St. Mary's were finally able to talk me into going back out to their railroad to get a semaphore working for them and in our down time out there we ran their speeder. That bite started itching again. So the question remained. What to do with the still operational parts?

I wanted something that could run in a wide range of gages. Most of the commercially built motorcars only narrowed down to three foot gage. I didn't want to spend a lot of money on something that I might only run once a year. My friends had a velocipede tucked away in one of their shops that had a multi-gage arm. That's when the idea hit me, I can build one of these.

I took some quick measurements of the gears, wheelbase and length of the car. When I got home I searched the net for a source of gears. I also tracked down every book that had any information on the original manufacturers. When I asked my friends why they didn't use their velocipede, they replied that it was prone to tip over towards the seat side and with 3 wheels you couldn't back up due to derailling.

After looking at the different designs of the cars, I decided on a 4 wheel, 2 seat version. The extra wheel plus a tool tray would help out with ballasting the outrigger side when narrowed down to two foot.





The extra wheel would also allow me to back up in all gages.

Next purchase was the wood. After reading the different manufacturer catalogs, I decided on White Ash. The axles and bearings had to be created after that. Right side axles were made from 1" round stock with 3/8" plate welded to it for the hubs. The bearings were standard pillow blocks. For the left side I used 3/4" go-kart hubs with bearings and a 3/8" plate to adapt the hub up to the wheel pattern. The crank, pump and brake axles were made of 5/8" rod. The side rods were made from 1"x 1/2" flat stock. I had a local cabinet maker turn the spindles and handles for me.

Knowing how rough a ride is in an unsprung car I decided to use a set of rubber tired wheels on the right side. This meant I had to have a flange brake instead of a tread brake. For now it is a cast shoe but may get changed over to wood. The left side received steel wheels.

The gearing allows for 23 feet of travel with one full pump forward and back. In the two foot mode the car tracked very well on a 30ft test track in the back yard. However, when the outrigger was extended out to standard gage it wanted to twist. Some 3/4" copper pipe flattened on the ends and bolted to the outrigger from the main frame in a vee pattern seems to have stopped the twist.

The car is partially complete as of this writing. I still need to add the front seat, build 2 tool trays and add the foot rests. The opportunity came up Memorial Day weekend for me to try the car out and see what will happen before I went any further



with construction. Here's how it went.

After a 7 hr. drive out there due to holiday traffic (it's normally is less than 5 1/2), I decided that I still had enough energy to try the car out on their Camp Branch. It's approximately 3/4 of a mile end to end with 2 dirt public crossings. There are a few ups and downs but I didn't think they were that bad. Within 20 minutes I was back at my trailer ready for a shower and bed.

The next morning I decided to get brave and try the main loop. It is approximately 7/8 of a mile with a steep down grade, sharp right hand curve at the bottom, then 2 not as steep climbs with the second climb curving back to the top. Boy was I nuts!

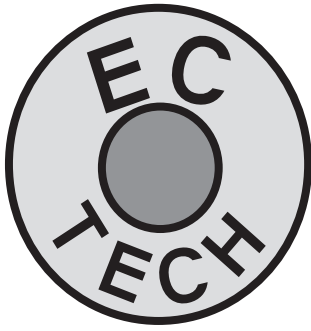
I started out through the yard and down a slight grade past the Camp Branch switch. Now the fun begins. I spent the whole time

downhill fighting the pump handle and pulling hard on the brake. By the time I got to the bottom I was worn out. I made it through the curve and across the bridge. When I hit the first climb I made it about half way up it and had to get off and push. The second climb had the same results. The temp that morning was 62 degrees and I was drenched in sweat. My arms and chest felt like they were on fire from elbow to elbow. I needed another shower and a gallon of water.

By the time my friends arrived I was back to normal breathing. I had the car sitting on a set off for them to see on their way in. When they saw it they asked me if I tried it out yet. When I told them the above story they looked at each other and laughed. I told them that after this trial I really needed to reconsider the gear ratio since there are some standard gage lines with close to a 3% grade that I want to use this thing on and that I really need to get the front seat on for a second source of power. They smiled again and explained to me that the ruling down grade on the line is **26%** and the 2 upgrades are **11** and **14%** and that I should have no problems with only going up to 3%. I will let you know sometime after July.

I had planned on building a standard gage hand car but after this experience I have definitely decided that I like motors over manual labor. There are still 8 more 16" wheels looking for a home. With a spare motor and transmission sitting in the back yard I think a three foot to two foot multi-gage car will be the next project.





## BY TOM FALICON

Just a short column to let all EC's know that we are still experiencing a number of rear end smacks on excursions this summer. Please devote a portion of each of your safety meetings to make all operators aware of any unusual track conditions that they may experience on your run that day and inform them of what they need to do to operate safely over those unusual conditions. Also take the time to explain that excessive speed, failure to stay focused on what's going on in front of them, the fact that many operators loose attentiveness in the early afternoon after a lunch break, poor track conditions as well as following too close are the causes of most of our rear enders. EC's and operators alike need to work together to help eliminate rear end collisions!

I'd like to remind all NARCOA EC's that as part of our 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](mailto:Raildawg@gte.net)

# RIDING WITH JOE

BY JIM MCKEEL

Joe Speeder had arrived at the set-on location and was getting everything set up on his speeder as the announced time for the safety meeting approached. Joe finished getting his car ready about five minutes before the meeting was to start. Joe decided to go across the street to the convenience store and get a quick cup of coffee. He figured that he had plenty of time. Unfortunately, there was quite a line at the store and it took him longer than he anticipated. He came back across the street and noticed that everyone was heading for their speeders and getting them started up. Joe wasn't sure what had happened, but he headed for his car as the others were doing. As he arrived at his car, the EC walked up to him and ask him why he wasn't at the safety meeting. Joe said that he wanted a cup of coffee and figured that he had time to get one, but there had been a line at the check-out in the store. The EC said that he could not go on the run because he had failed to attend the safety meeting. Joe was irate and demanded to know why he couldn't go on the ride. He pointed out to Joe that everyone else was ready to go and he didn't want to delay the entire group for one person who was late. Besides that, they had a tight schedule to get to a meeting point to clear up for a train. The EC also pointed out to Joe that his attendance at the safety meeting was mandatory, not an option. Joe wanted to know where that was spelled out. The EC pulled out his rulebook and showed Joe rule #11 under Section III. The EC expressed his sorrow that Joe would not be able to go on the ride, but he explained that they were already late departing and he now did not have time to go over everything again with Joe. He further pointed out that it was Joe's responsibility to ensure that he was at the safety meeting on time and that, for his and everyone else's safety, it was important that he listen closely to the information provided to the participants at the meeting.

Was the EC correct in how he handled this situation? Did Joe violate any NARCOA rules? The EC did, in fact, handle the situation correctly. He could have delayed the departure of the excursion to go over the details of the meeting again with Joe, but that would have been disrespectful to all of the other participants who were where they should have been at the appointed time. Joe did not technically violate the rule because the EC did not allow him to participate in the excursion after he failed to attend the meeting. If Joe had departed with the rest of the group, unnoticed at the time by the EC, Joe would then have been in violation of rule #11 under Section III of the NARCOA rulebook which states as follows:

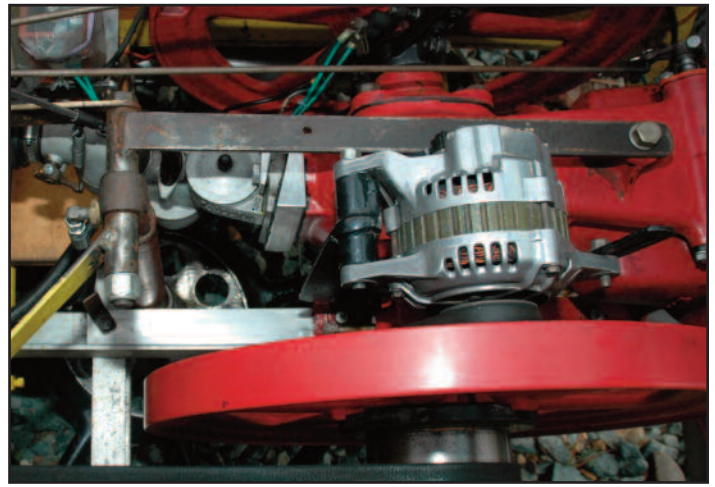
“SAFETY MEETING. It is mandatory that all excursion participants attend the safety meeting each day prior to departure and be attentive to instructions and other information provided.”



*Bath and Hammondsport railroad, photo by Jamie Haislip*



Using a custom hydraulic turntable, Tony Queirolo turns his S2 car that he rebuilt while recovering from heart surgery.



A wedge angles the carburetor making room for the hydraulic lift cylinder at frame left.

# TURNTABLE ON S2

BY WAYNE PARSONS

Tony Queirolo from Lathrop, CA has nicely restored a S2 that he found in the weeds. Starting with little more than a frame and an engine, he has built up a very nice car with lots of shiny stainless steel. He used junk yard parts to make a very serviceable hydraulic turntable operated by a hand pump. His design is particularly clever when you consider that the balance point of the car goes right through the space occupied by the C5 carburetor at the back of the RQD two-cycle engine. In other words, the hydraulic lift cylinder and the carburetor needed to occupy the same space!

He accomplished this magic trick by making a wedge on which the carburetor now mounts. This put the carburetor and

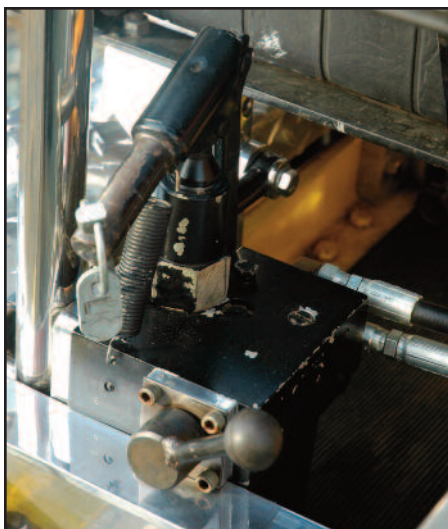
air intake off on an angle that does not effect engine aspiration. Tony is very handy at metal working and welding. During years in the trucking business he has always done his own mechanical work including engine rebuilding. With the resources of his machine shop, making a hydraulic turntable for the S2 seemed an easy challenge.

The round turntable foot is actually a modified boxcar hand brake wheel! The hydraulic lift cylinder was "lying around the shop," and probably came from a dump truck gate. Tony says the only cash outlay for the project was \$12 at a junk yard for the hand operated hydraulic pump that once raised and lowered a semi-tractor-truck cab. He had to make sure the pump was a modern one with a valve that creates

pressure in both directions. This two way action retracts the turntable foot after the car has turned.

The lift cylinder is attached at the bottom to a frame cross member located in the center of the car. A support bracket with three arms stabilizes the top of the cylinder. Two arms go to the sides of the tunnel and one arm goes to a stud on the top of the RQD engine (where a fuel tank would attach if the engine had a stationary application).

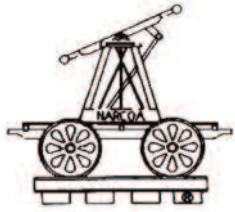
Tony is glad to talk about and show everyone his S2 turntable. However, you should know that his other hobby is cooking. He prepares food for charity fund raisers making meals for as many as 650 people at one time. After talking about his machine shop, ask him about his kitchen!



This hand pump came from a truck cab. The lever operated valve sends the turntable up or down.



A rod from the side of the car serves as the safety lock. The hydraulic cylinder is mounted to the frame member in the center of the car. A boxcar brake wheel (with some modifications) serves as the turntable foot. *Photos by Wayne Parsons*

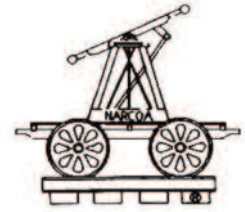


# NARCOA EXCURSIONS

## AS OF AUGUST 16TH, 2010

Please submit all excursions and ads directly to  
[narcoa@comcast.net](mailto:narcoa@comcast.net)

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



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

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

### September 05, 2010 - PA Wheeling & Lake Erie Railway FULL - Wait list

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

### September 11, 2010 - WV South Branch Valley Railroad

Southbranch Valley Railroad Petersburg WV Saturday Sept. 11, 2010. Sponsored by Appalachian Rail Excursions LLC. We will run the entire line from Petersburg WV to Greensprings WV and return. Aprox. 102 round trip miles. We will pass the Potomac Eagle Scenic Train and stop at their station in Romney WV. View the Bald eagles in the famous "Trough" and follow the beautiful South Branch of the North Fork of the Potomac River. Varied track from good to excellent welded rail. Hy- Rails permitted with proper documentation by FRA Inspection. 40 car limit. \$65.00/per car. Porta johns and potty cart will be provided. Set-on in Petersburg at 6:30AM. Departure as close to 8:00AM as possible. All NARCOA rules enforced. All participants must at all times while on RR Property wear over the ankle hard soled shoes(Work Boots) this includes

set-on and set-off no exceptions.. For more info or to register, contact John Gonder 724-696-4544 checks made out to: A.R.E. If mailing registration, include full address, NARCOA insurance number and certificate number, car type, and phone number Mail to: Appalachian Rail Excursions / SBV 415 Levine Lane, Ruffs Dale, PA 15679

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

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

### September 11 - 12, 2010 - GA Heart of Georgia West RR

Saturday from Richland, GA to Union, GA and return. 40 miles round trip. Leave at 8:00 return to Richland at 12:00. Evening run Saturday Richland to SR 39, 30 miles round trip. Leave 6:30pm return at 9:00 pm Sunday from Richland to Union and return, 40 miles round trip. Leave at 8:00 return to Richland at 12:00. Eating and motel near set on site, campsite beside tracks, power and water, no sewage. See the NARCOA website for more details and maps. All 2 cycles must have US Forest Service approved spark arrestor installed. All participants must attend safety meetings and wear reflective safety vest. All NARCOA rules apply. SERO affiliate. \$60.00 each car for the weekend, cost is for one day or all 3 rides. EC Larry Crowe, H:229-776-5882, C: 229-894-0402 or email [clh1@planttel.net](mailto:clh1@planttel.net) EC in training Will Thompson H: 229-723-8231, C:229-359-5701 or email [cwthompson@windstream.net](mailto:cwthompson@windstream.net) EC Dave Ferro H: 850-656-0592

### September 12, 2010 - NY Cooperstown & Charlotte Valley Railroad

The Volunteer Railroaders Association is pleased to sponsor a 1-day run over the Cooperstown & Charlotte Valley Railroad September 12, 2010. Participants will travel approximately 30 round-trip miles between Cooperstown Junction, NY and Cooperstown, NY. Lunch will be on your own in downtown Cooperstown, NY. Ample time will be pro-

vided for a lunch break and a visit to the Baseball Hall of Fame. We will be stopping at convenient locations for bathroom breaks. Operators and riders under 18 are welcomed by the railroad. The trip fee is \$30.00 per car which includes the railroad's per car fee. There is a 25 car limit. This is a NARCOA insured excursion, and all NARCOA rules will apply. Mentoring will be permitted on this run via pre-arrangement. Christopher Vitz and KC Smith are the ECs for the trip. For trip details contact the VRA at 80 Royal Avenue, Hawthorne, NJ 07506 Tel: (973) 238-0555 or email to: [volunteerra@yahoo.com](mailto:volunteerra@yahoo.com). You can also sign up and pay for the trip with a major credit card via our website at <http://www.vratrips.org>

#### **September 11, 2010 – TX Capitol Metro Transportation**

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

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

Motorcar Operators West is pleased to announce the re-instatement of the Vancouver Island By Speeder Excursion. We will run approximately 497 miles on the Alberni Pacific Railway in Port Alberni, the Southern Railway of Vancouver Island from Victoria to Courtnay, and the Englewood Railway of Western Forest Products from Beaver Cove to Woss (this is the last logging railway in North America). The cost will be approximately \$1600 per car. For information please contact one of the Excursion Coordinators – Bill Schertle at [bschertle@sbcglobal.net](mailto:bschertle@sbcglobal.net) cell# 714-743-0804 or Dave Balestreri at [dbalestreri@softcom.net](mailto:dbalestreri@softcom.net) cell# 916-531-7536. We have space for about 5 more cars to reach our limit. Spark arrestors are required.

#### **September 13, 2010 - OR Mount Hood Railroad**

Pacific Railcar Operators is pleased to announce the second run this year at the Mount Hood Railroad, Hood River OR on Monday, Sep 13th 2010. We will be setting on in Parkdale this time, traveling 21 miles to Hood River for lunch and back. We will be enjoying the early fall season as well, traveling along the Mt Hood River, through orchards and stunning views of Mt Hood. The grades on the line reach 3% in places, so make sure your car is in good order. We have permission to set on Sunday afternoon and will have a pot luck barbeque in the park by the track. Dry camping available at set on site. The cost for the day will be \$87.00. Please download a PRO general release, a PRO agreement form, and the car inspection form. This is a NARCOA run and all NARCOA rules apply. Please bring them with you filled out and SIGNED. Minimum of 17 cars, maximum 33 cars, closing date Sept 1st. Send checks to Rich Wilkins, 6135 Hwy 35, Mt. Hood Parkdale, OR 97041. e-mail me at [rwil519457@aol.com](mailto:rwil519457@aol.com) for more info.

#### **September 17 - 18, 2010 - UT Heber Valley Railroad**

The Rocky Mountain Division will be running a three day excursion on the Heber Valley RR, in Heber City, UT. September 17, 18, and 19. Four runs are planned at 32 round trip miles each. Cost is \$95 per car. Optional Saturday box lunch is \$10. EC in training: Brian Delaplaine, [BTd1972@msn.com](mailto:BTd1972@msn.com) 303 589 7528. EC Lynn French, [flf450@aol.com](mailto:flf450@aol.com) 970 921 7700. Send checks payable to RMD to: 38692 Indian Head Ln, Crawford, CO 81415. This is a NARCOA in-

ured event and all NARCOA rules apply. Set on will be at 5 pm on Friday. 10 car minimum, please contact us before August 15.

#### **September 17 - 19, 2010 - CA Placerville Branch**

Motorcar Operators West is pleased to offer a two day run over the Placerville Branch in Folsom California on Sept. 17 – 19, 2010. The event will be in conjunction with the Folsom Rail and Transportation Fest 2010. Participants will travel approximately 18 round-trip miles between Folsom and Latrobe, CA. Several round trips will be made each day including a twilight run on Saturday night. The cost is \$35.00 and includes all railroad cost and incidental MOW fees. This is a NARCOA insured excursion and all NARCOA rules will apply. Spark arrestors are mandatory. MOW membership is encouraged but not required. Excursion coordinators are Glen Ford, Dave McClain and Mike Mitchell. On-site registration starting and set on at 5PM on Friday night. For more information go to [www.MOWonline.org](http://www.MOWonline.org) or call Glen Ford (530)432-5487.

#### **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](mailto:motorcarl@mchsi.com) for more information. This is a Narco-insured ride and all Narco rules apply.

#### **September 18-19, 2010 - NY Upper Hudson River Railroad**

Nestled in the lower Adirondacks in upstate New York, NERCA will again ride the Upper Hudson Railroad, Last year, this was voted as one of the best excursions on the East Coast. Located north of Albany, this road follows the scenic headwaters of the Hudson River. Sunday Seton will be at Corinth. Saturday the Upper Hudson Railroad's beautiful museum and gift shop will be opened for us. Each day will be about 90 miles running. We will set on at North Creek at 7 AM. Departure is scheduled for 8 AM. Approximate round trip mileage for this excursion is 94 miles. Event fee is \$150.00 This event are sponsored by NERCA. NARCOA insurance and rules apply. All payments / cancelations are required 30 before the excursion. Equipment Restrictions/Requirements: HY-Rails not allowed by permission only. NARCOA insurance and rules apply. Reflective vests are required. No cars will be able to operate with sanders and use of manually applied sand will not be tolerated. The event is sponsored by NERCA. Event Coordinator: Warren Riccitelli / Al Elliott. For more information please contact Warren Riccitelli, at [warren-riccitelli@cox.net](mailto:warren-riccitelli@cox.net) 39 Jacksonia Drive, North Providence, RI 02911

#### **September 25, 2010 – TX Capitol Metro Transportation**

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

verse, TX 78109 210-945-9268 home 210-863-5397 cell email: [poppermaker@gmail.com](mailto:poppermaker@gmail.com). RPI website: [www.railroadpartners.com](http://www.railroadpartners.com)

### **September 25, 2010 -CA Sierra Railroad**

PRO is pleased to announce a run on the Sierra Railroad from Oakdale to Jamestown and return. This year once again we are privileged to be allowed to use the turntable in Jamestown. The cost of the run is \$150 per car. We need a minimum of 20 cars to make this run possible. There is a limit of 25 cars. Please send your checks payable to PRO to Steve Paluso, 2878 Rosario Court, San Jose, CA 95132. Please enclose a SASE with 2 stamps. Any questions, please contact me at (408) 956-8070 between 1:30 pm and 7:30 pm. Please no phone calls after 7:30 in the evening. Or email me at [sbpaluso@aol.com](mailto:sbpaluso@aol.com). All NARCOA rules apply. Per the Sierra Railroad no highrailleurs, railbuses, or trolley cars. Traditional motorcars only. Please sign up early. Deadline is September 15.

### **September 25 - 26, 2010 - AL Heart of Dixie Railroad Museum**

New mileage. Calera, AL About 30 miles South of Birmingham, AL off I-65 at exit 228. Riding 10 miles roundtrip with multiple trips per day. We are scheduled to run with the Heart of Dixie Museum steam train both days. Plenty of parking for trucks, trailers and RV's. Limited to 20 motorcars. More details to follow about the first of August, 2010. Atlanta Railcar Excursions, Bobby Moreman, EC, [moreman@mindspring.com](mailto:moreman@mindspring.com) or call 770-851-5665.

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

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

### **September 25 - 26, 2010 - WV West Virginia Central RR, Cass Scenic RR FULL - Wait List**

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](mailto:psrujak@yahoo.com) Phone: 304-670-4099

### **September 26, 2010 - OH Akron Metro Transit Authority Green Line**

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

### **October 01 - 02, 2010 - IL 2010 NARCOA Annual Meeting**

Sheraton Gateway Suites, 6501 North Mannheim Road, Rosemont, IL 60018 This meeting is open to all paid NARCOA members.

### **October 01 - 03, 2010 - SD Black Hills Central RR**

The Rocky Mountain Division and the Black Hills Central have teamed up again for a 3 day excursion. October 1-3, 2010. The Black Hills Central, a tiny remnant of the extensive railroading that went on there in South Dakota during some booming days. 4-4-0's paced themselves up the 4-6% grade of Tin Mill Hill out of Hill City on the way to Oblivion. So operators, beware. How often can we do a 4-6% grade on most motorcar excursions? This is the best little railroad for an 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](mailto:gus_mary@comcast.net) Phone: 719-304-1646

### **October 02, 2010 - CA Sierra Railroad**

Oakdale, CA to Jamestown, CA and return on same day. 82 miles round trip. Run fee of \$140.00 does not include lunch - 80 miles roundtrip - Inquiries and applications will be handled through Ed Best - 925-837-7690 - [ed-best@comcast.net](mailto:ed-best@comcast.net). Mailing address is 146 Via Copla, Alamo, CA 94507. Excursion Coordinator - Tom Phair. Applications accepted now. Checks payable to SWRC. See <http://www.southwest-railcar.org> or <http://www.railspeeders.com> for

additional details. Please indicate on check the run you are applying for.

#### **October 02, 2010 - NV MOW General Meeting & V&T Railroad**

Our meeting will be at the Historic Fourth Ward School in Virginia City NV. Starting at 11:30am. We have made arraignments to stay Friday and Saturday nights at the Plaza hotel in Carson City NV. 775-883-9500 their will be a charge of \$96.80 for both nights. You must make your own reservation with the Plaza and tell them you're with MOW to get that rate. We will set-on Saturday Morning early and follow the Train up to Virginia City. We will walk up to the Fourth Ward School, have our meeting and then visit the historic city, have lunch and meet back at the cars at 3:00pm. Lunch is on your own and their will be a \$25.00 charge for the run. Send your checks for the run to, Glen Ford, PO Box 129 Rough & Ready CA. 95975. Exact time of set-on and further information will come later. If you have any questions call Mike Mitchell 707-249-1974 or 530-796-2350

#### **October 02 - 03, 2010 - NJ New York Susquehanna & Western Railway, Southern Division**

The Volunteer Railroaders Association is pleased to sponsor a 2-day run over the NYS&W Southern Division October 2nd and 3rd, 2010. On Saturday the participants will travel approximately 100 round-trip miles between Riverdale, NJ and Warwick, NY. On Sunday we will run approximately 60 round-trip miles between Riverdale, NJ and North Bergen, NJ. Operators and riders under 18 are not permitted by the railroad. Trip fee of \$120.00 per car includes railroad costs. Lunch will be on your own at a sit down restaurant or deli on Saturday, On Sunday we are planning on a deli sandwich lunch for an additional \$9.00 per person. ECs for the trip are KC Smith and Chris Vitz. There is a 40 car limit. This is a NARCOA insured excursion, and all NARCOA rules will apply. This is a non-mentoring run. *The NYS&W requires that ALL operators must pass a North-east 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](mailto:volunteerra@yahoo.com). You can also sign up and pay for the trip with a major credit card via our [website](#).

#### **October 09, 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](mailto:motorcarl@mchsi.com) for more information. This is a Narcoa-insured ride and all Narcoa rules apply.

#### **October 09, 2010 - CA Eagle Mountain Railroad**

Located near Desert Center, CA eighty miles east of Palm Springs.

We will make two round trips from the Kaiser Mine to the rail wash out just below I-10. Distance estimated at 21 miles one way, total of 84 miles for the day. Cost is \$135. To make your reservation, make a check payable to Southwest Railcar, Ltd. and mail it to Wayne Parsons, 3161 Country Lane, Simi Valley, CA 93063. Include the make and model of motorcar, your name, home address, home and cell phone numbers, NARCOA Certification and Insurance numbers, and an e-mail address where you can get the event information sent to you electronically. Minimum of 20 cars needed to make this run possible. All NARCOA rules apply with mentoring permitted. Questions? please e-mail Wayne Parsons [wparsons@ix.netcom.com](mailto:wparsons@ix.netcom.com)

#### **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](mailto:firefighter5@jlink.net).

#### **October 09 - 10, 2010 - GA Heart of Georgia West RR**

Saturday from Richland, GA to Union, GA and return. 40 miles round trip. Leave at 8:00 return to Richland at 12:00 Evening run Saturday Richland to SR 39, 30 miles round trip. Leave 6:30pm return at 9:00 pm Sunday from Richland to Union and return, 40 miles round trip. Leave at 8:00 return to Richland at 12:00. Eating and motel near set on site, campsite beside tracks, power and water, no sewage. Click [HERE](#) for more details and maps. All 2 cycles must have US Forest Service approved spark arrestor installed. All participants must attend safety meetings and wear reflective safety vest. All NARCOA rules apply. SERO affiliate. \$60.00 each car for the weekend, cost is for one day or all 3 rides. EC Larry Crowe, H:229-776-5882, C: 229-894-0402 or email [clh1@planttel.net](mailto:clh1@planttel.net) EC in training Will Thompson H: 229-723-8231, C:229-359-5701 or email [cwthompson@windstream.net](mailto:cwthompson@windstream.net) EC Dave Ferro H: 850-656-0592

#### **October 09 - 10, 2010 - BC Kelowna Pacific Railway**

Pacific Railcar Operators is pleased to announce a motorcar excursion on the Kelowna Pacific Railway Saturday, October 9th and Sunday, October 10th through the heart of the beautiful Okanagan Valley between Kelowna and Kamloops in British Columbia, Canada. KPR is owned by KnightHawk Rail Ltd and operates 104 miles of ex-Canadian Pacific tracks. Set on will be Friday afternoon October 8th in Vernon, B.C. Saturday participants will travel the KPR south from Vernon along glacial lakes Kalamalka, Wood and Ellison to near Kelowna and return. Time and conditions permitting, we will also do as much of the Lumby branch as possible. We will overnight in Vernon. Sunday the excursion will travel the KPR north from Vernon toward Campbell Creek where the KPR connects with the Canadian Pacific Ry via Monte Lake through mountains and forests. Note: U.S. Participants will need to provide appropriate documentation (passports) for themselves and ownership papers for their vehicles at the US/Canadian border. The fee for the two-day excursion is \$235 US (does not include lodging) and is limited to 30 cars. Total track mileage is approximately 200 round trip. All NARCOA rules and guidelines are in effect. Operators must have 2010 NARCOA insurance, and valid operator's cards. Those needing mentoring must contact the EC's in advance. Make checks payable to PRO, but mail them to EC Bill Taylor, 917 Parkview Way, Missoula, MT 59803 Further information is available from co-ECs Bill Taylor [wtaylor@bresnan.net](mailto:wtaylor@bresnan.net) or Terry Wade [railstails@yahoo.com](mailto:railstails@yahoo.com). Information packets with set on info, maps, and lodging specifics will be sent upon payment of the ex-

cursion fee. No reservations accepted without payment. Fees are non-refundable after September 20th. See you in B.C.

### **October 09, 2009 – TX Blacklands Railroad**

Railroad Partners, Inc. is pleased to announce a 1 day run on the Blacklands Railroad (former Cotton Belt) on Saturday October 09, 2010. Participants will travel approx. 110 RT miles between Greenville, TX and Mt. Vernon, TX. A special treat this year will be an extra long lunch break to take in the Mt. Vernon Fall Festival. 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. 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](http://www.railroadpartners.com) and for registration contact the excursion coordinators: EC, Leland Stewart 10057 Palomino Canyon Converse, TX 78109 210-945-9268 or [poppermaker@gmail.com](mailto:poppermaker@gmail.com). EC in training, Myron Malone 5306 Kayway Dr. Greenville, TX 75402 214-882-8756 or [malonemg@geusnet.com](mailto:malonemg@geusnet.com)

### **October 10 - 11, 2010 - PA, NY Lehigh Railway / Owego & Harford Railway**

Join us for our second motorcar excursion every on the Lehigh Railway. This track is a former mainline of the Lehigh Valley RR from Scranton on it journey to the Chicago and the west. Now newly acquired by the new Lehigh Railway, it follows the Susquehanna River thru a undisturbed valleys where the railroad has said we will see Bald Eagles. If none are found, the offer a great and scenic weekend awaits us. This is day two of Columbus Day weekend with Saturday being arranged by Larry Maynard on the Wellsboro and Corning railroad. We will set on in Athens, just south of Sayre at 7 AM. Departure is scheduled for 8 AM. Approximate round trip mileage for this excursion is 190 miles. This ride is limited to 30 cars. Price includes Sunday excursion on the Lehigh Railway and Monday in the Owego & Harford Railway, and does not include Saturday excursion on the Wellsboro & Corning Railroad. Event fee is \$155.00 per car. This event is sponsored by NERCA. NARCOA insurance and rules apply. All payments / cancellations are required 30 before the excursion. Equipment Restrictions/Requirements: HY-Rails allowed by permission only. NARCOA insurance and rules apply. Reflective vests are required. No cars will be able to operate with sanders and use of manually applied sand will not be tolerated. The event is sponsored by NERCA. Event Coordinator: Warren Riccitelli / Al Elliott. For more information please contact Warren Riccitelli, at [warren.riccitelli@cox.net](mailto:warren.riccitelli@cox.net) 39 Jacksonia Drive, North Providence, RI 02911

### **October 16, 2010 – TX Capitol Metro Transportation**

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

### **October 16, 2010 - ON St. Thomas & Eastern Railway**

A motorcar excursion will take place on the 34 mile St. Thomas & Eastern railway on Saturday, Oct 16, 2010 . We will set-on in Tillsonburg, Ontario beginning at 8 AM with an eastward departure

scheduled for 9AM. We will make at least one round trip (68 miles) and possibly more, if time permits. This is a NARCOA insurance run ONLY and all NARCOA rules will be in effect. This run is presented by Kenneth Annett-an individual member NARCOA affiliate. The cost of the run will be \$60 Canadian ( U.S.funds accepted at par) To register, please make a check payable to: “Kenneth Annett” and send to: STER Motorcar Run, 3483 Church St, Windsor, ON , Canada, N9E 1V6 [kannett@mnsi.net](mailto:kannett@mnsi.net)

### **October 16, 2010 - CA Skunk train**

Willits, CA to Fort Bragg, CA and return on same day. 78 miles round trip- 80 miles roundtrip - Inquiries and applications will be handled through Ed Best - 925-837-7690 - [ed-best@comcast.net](mailto:ed-best@comcast.net). Mailing address is 146 Via Copla, Alamo, CA 94507. Run fee of \$150.00 per motorcar includes box lunch for two people per motorcar. Additional lunches \$10.00 each. Excursion Coordinator - Tom Phair. Applications accepted now. Checks payable to SWRC. See <http://www.southwest-railcar.org> or <http://www.railspeeders.com> for additional details. Please indicate on check the run you are applying for. All motorcars operating on Skunk Train tracks must be equipped with a muffler. Noise abatement is a condition of operating required by the railroad management. We have been given instruction by railroad management that all motorcars will make no more noise than a standard MT-19 or MT-14. Operators attention is drawn to the NARCOA Rulebook Introduction that reads “The railroads on which we operate may impose their own operating rules and/or mechanical standards.”

### **Oct. 16, 2010 OK Arkansas-Oklahoma Railroad**

The Oklahoma Railway Museum (ORM) will host a trip on the Arkansas-Oklahoma Railroad (A-OK) from McAlester, OK traveling Eastward on the ex-Rock Island Railroad trackage that A-OK operates to Red Oak, Ok and then return. Total mileage will be 92 miles round Trip. Set on will begin at 8:00AM in McAlester, OK on 5th Street Crossing between E. Choctaw Ave. and E. Chickasaw Ave. Departure will be at 9:00AM. The cost will be \$40.00. Excursion Coordinator is Drake Rice, e-mail [drake.rice@cox.net](mailto:drake.rice@cox.net). Requirements: Must be a member of NARCOA and ORM and have a valid NARCOA insurance card and operator's certificate required. NARCOA Rulebook 6.3 in effect for this event. For complete ride information will be available after September 6th. Contract EC Drake Rice at the above e-mail

### **October 23, 2010 - PA Buffalo & Pittsburgh RR - Laurel Sub Division FULL - Wait List**

Appalachian Rail Excursions LLC and Northern Central Railcar Association are together pleased to announce a never before done excursion on the B&P railroad Laurel Sub. From Brookville PA to Driftwood PA and return. Approximate miles will be 120. Excellent welded rail. The run starts at Brookville Equipment's Engine manufacturing plant in Brookville PA, we then pass through the B&P's engine rebuilding facility from were we will enter the main line and travel to Reynoldsville, Dubois, Weedville, Benezette, and then Driftwood Pa. the run will travel through some of PA's pristine wilderness and provides some beautiful mountain railroading. We will see lots of wildlife such as Bald Eagles, Elk, and Black Bear. A stop is planned in Dubois for restroom and food, there is also a small general store in Driftwood. A.R.E's potty cart will be along also. There is a 40 car limit. All NARCOA rules apply. *Experienced Operators only. NO mentoring allowed on this trip. Two way radios are recommended. Each participant is required to have and wear : Safety Vest, safety glasses with side shields, or glasses with side shields, work boots, and long pants. There will be no exceptions granted. If you don't have them, you won't go. We are still waiting on permission for Hy rails at this time.* All cars will be inspected. Maps and motel info will be in-



cluded with your confirmation materials. Fee is \$135 per/car For more info contact John Gonder at 724-244-7538 or Gary Shrey at 717-586-3101 To register send all Narcoa insurance info along with your Operators Certificate number, name and address, motorcar type, email, and phone number to: Appalachian Rail Excursions/B&P, 415 Levine Lane, Ruffs Dale, PA 15679-1512 MAKE CHECKS OUT TO: A.R.E./B&P

#### **October 23, 2010 - MN St. Croix Railroad**

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

#### **October 23 - 24, 2010 - OH City of Greenfield Railroad & US Rail Jackson Division**

Saturday October 23rd, 2010. Greenfield (Ohio). City of Greenfield Railroad. Former B&O St. Louis Main Line with some travel over the former Detroit Toledo & Ironton. Set on begins at 8 a.m. 60 mile round trip. Travel west from Greenfield to Midland, Ohio where we will turn our cars. This is part of the same former main line as the US Rail line in Jackson, Ohio. There are several large bridges and vintage depots along the route. We have a pizza stop planned at a local restaurant and your meal is included (2 per car). Dave Verzi is coordinator for Saturday and can be contacted at [WM340@aol.com](mailto:WM340@aol.com) or 216.941.5273 Sunday October 24th, 2010. Jackson (Ohio). US Rail Jackson Division 110 + round trip mile. This line is comprised of the former B&O, C&O and DT&I lines. Features much welded rail along varied scenic locations with 2 tunnels. Our set on is to be announced in your confirmation letter to be sent this fall. There will be once again a picnic at the tunnel! Jaime Samuell is coordinator for Sunday - contact info below. NARCOA Insurance and compliance with the Rule Book is required along with the OVR policy book. All operators must be NARCOA certified. HyRail operators required to contact coordinators prior to registering. With the return of your registration you will be sent a map and required NARCOA paperwork. NOTE: Run(s) subject to change destination, tours and there may be additional rules by the railroad including no pets. NARCOA Rules & Insurance/OVR policy in effect - 35 car limit each trip. Confirmation and releases will be pre-sent via email and will be returned by mail prior to the excursion. The railroad and OVR is not responsible for unannounced change in plans or schedules. Fee will be based on registration of 20 cars minimum, and the railroad is paid per car. Ohio Valley Railcars c/o Jaime Samuell, 3624 Watt Road Columbus, Oh 43230 [Jaime@gambierandwestern.com](mailto:Jaime@gambierandwestern.com) Phone 740-427-4444 [www.ohiovalleyrailcars.com](http://www.ohiovalleyrailcars.com) Saturday (only) Fee: \$80 per car includes pizza and beverage for two. There will be several pizza choices available at our lunch stop. Sunday (only) Fee: \$110 per car or Saturday & Sunday combined fee both trips is \$185 The US Rail trip will provide (2) T Shirts per car - please specify sizes Checks payable to Ohio Valley Railcars

#### **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](http://www.railroadpartners.com)

#### **October 30 - 31, 2010 - GA Heart of Georgia West RR**

Saturday from Richland, GA to Union, GA and return. 40 miles round trip. Leave at 8:00 return to Richland at 12:00 Evening run Saturday Richland to SR 39, 30 miles round trip. Leave 6:30pm return at 9:00 pm. Sunday from Richland to Union and return, 40 miles round trip. Leave at 8:00 return to Richland at 12:00. Eating and motel near set on site, campsite beside tracks, power and water, no sewage. All 2 cycles must have US Forest Service approved spark arrestor installed. All participants must attend safety meetings and wear reflective safety vest. All NARCOA rules apply. SERO affiliate. \$60.00 each car for the weekend, cost is for one day or all 3 rides. EC Larry Crowe, H:229-776-5882, C: 229-894-0402 or email [clh1@planttel.net](mailto:clh1@planttel.net) EC in training Will Thompson H: 229-723-8231, C:229-359-5701 or email [cwthompson@windstream.net](mailto:cwthompson@windstream.net) EC Dave Ferro H: 850-656-0592

#### **October 30 - 31, 2010 - PA Northern Central & Stewartstown RR's**

The annual Halloween excursion of the Northern Central Railcar Association will be held on Saturday & Sunday Oct. 30 & 31, 2010. We will travel the Stewartstown RR in the morning each day and the Northern Central RR in the afternoon. Set-on for the morning trip will be 9AM in New Freedom, PA. The afternoon trip will set-on at 3PM at the same location. The Saturday afternoon/evening trip will include night running and a cookout in Howard Tunnel. Cars can remain on the tracks between trips and overnight. This event is sponsored by the Northern Central Railcar Association. This is a NARCOA excursion. Price is \$45 for one or both days. No charge for current NCRA members. This was included in the membership. Approximate total round trip miles each day will be 49. Event Coordinator is Dean Grote. Phone: 717-637-7647, Send to: NCRA, 54 Adams Road, New Freedom, PA 17349, Make checks payable to: NCRA

#### **November 06 - 07, 2010 - AL - TN Tennessee Southern Railroad**

"Overnight in Florence"- Columbia, Tennessee to Florence, Alabama and spend the night in historic downtown Florence. Approx. 150 RT motorcar miles on former L&N and CSX line. (Hampton Inn in Florence the night of November 6th and transportation to and from railyard for two persons is included in trip fee - other hotels are your responsibility.) You must be a member of NARCOA, have current NARCOA Insurance, have current Rulebook Certification Card, and have been mentored. Experienced operators only, no mentoring on this run. All cars will be inspected. All NARCOA rules will apply. Additional rules: A-cars and hyrails by permission only. Safety vests/shirts, long pants and over-the-ankle work boots are mandatory. A mobile VHF radio capable of receiving railroad frequencies is strongly encouraged. There is an 18 car limit. Please make your check for \$275 payable to: Fallen Flag Excursions LLC c/o Jim Hughes, 407 Fellers Lane, Smyrna, TN 37167. Phone 615-459-9750. Email [jhughes@pipeline.com](mailto:jhughes@pipeline.com) for registration form, or download at [ffx.home.pipeline.com](http://ffx.home.pipeline.com). No refunds after October 6, 2010. Excursion Coordinators: Paul Goldzung, Jim Hughes and Bernie Leadon.

#### **November 06 - 07, 2010 - NH Sixth Annual Snowflake Excursion**

For our sixth year, NERCA will be working in conjunction with two great railroads, the New England Southern & Hobo Railroads for an exciting and beautiful late fall excursion in the White Mountains. This late in the year, we are playing with Mother Nature and the potential of winter weather. This is a welcome change from the heat and humidity of the annual Hobo June run. Seton will be in Concord, NH and travel north thru Tilton, Laconia, Weirs Beach, Meredith, Plymouth, and Thornton before arriving for our overnight stay in Lincoln. Event fee includes excursion, overnight accommodations and a continental breakfast. Total mileage approximately 146 miles. Event fee is \$290 and includes hotel in Lincoln, NH on Saturday night. This event is sponsored by NERCA. NARCOA insurance and rules apply. All payments / cancellations are required 30 before the excursion. Equipment Restrictions/Requirements: HY-Rails allowed by permission only. NARCOA insurance and rules apply. Reflective vests are required. No cars will be able to operate with sanders and use of manually applied sand will not be tolerated. The event is sponsored by NERCA. Event Coordinator: Warren Riccitelli / Al Elliott. For more information please contact [warren.riccitelli@cox.net](mailto:warren.riccitelli@cox.net) Warren Riccitelli, 39 Jacksonia Drive, North Providence, RI 02911

### **Nov 13-14 OK Farmrail Railroad**

The Oklahoma Railway Museum is sponsoring a motorcar ride on Farmrail Railroad, April 13-14, 2010. Important notice, The Farmrail Safety Officer has ruled that all motor cars and high rail vehicles shall have amber flashing or rotating beacons, or will not be allowed to set on the rails. The trip will be from Clinton, OK on routes yet to be set due to railroad operations. Set on for Saturday will begin at 7:30 A.M. in Clinton, safety briefing at 8:20 A.M. Set on Sunday is 8:00 A.M. with Safety Briefing at 8:50 AM. This is a NARCOA insured event and NARCOA Rules apply. Total cost for the runs is \$70.00. Total trip mileage for both days should be approximately 160 miles. Additional details will be available

### **November 27, 2010 - CA Skunk Train**

Willits, CA to Fort Bragg, CA and return on same day. 78 miles round trip. - 80 miles roundtrip - Inquiries and applications will be handled through Ed Best - 925-837-7690 - [ed-best@comcast.net](mailto:ed-best@comcast.net). Mailing address is 146 Via Copla, Alamo, CA 94507. Run fee of \$150.00 per motorcar includes box lunch for two people per motorcar. Additional lunches \$10.00 each. Excursion Coordinator - Tom Phair. Applications accepted now. Checks payable to SWRC. See <http://www.southwest-railcar.org> or <http://www.railspeeders.com> for additional details. Please indicate on check the run you are applying for. All motorcars operating on Skunk Train tracks must be equipped with a muffler. Noise abatement is a condition of operating required by the railroad management. We have been given instruction by railroad management that all motorcars will make no more noise than a standard MT-19 or MT-14. Operators attention is drawn to the NARCOA Rulebook Introduction that reads "The railroads on which we operate may impose their own operating rules and/or mechanical standards."

### **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](mailto:firefighter5@jlink.net)

### **Excursions Held On A Monthly or Bi-Monthly Basis**

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

24/7 Motorcar Riding - Come join the fun helping to preserve 12.5 miles of railroad. We are the Red Springs Northern Foundation (non-profit) and The Railcar Operators of the Carolinas (NARCOA affiliate). We own, maintain, and operate motorcars on 12.5 miles of railroad in eastern North Carolina. For \$90/year you can join us. We have NARCOA motorcar rides on 2 weekends each month. Other times motorcars operate under the Foundation's insurance for work activities. We have several fun fundraisers each year including; Halloween freight train and Christmas light train (motorcars pulling trainers). We ride over a 1000 people each year. Location is between Parkton and Red Springs, NC - 15 miles off I-95 south of Fayetteville, NC. Annual open house is March 13th at Parkton depot. For info and application: [tomstallings@coastalnet.com](mailto:tomstallings@coastalnet.com). 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](mailto:careyboney@embarqmail.com)

#### **February 1, 2010 - January 31, 2011 - 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, 2010 thru January 31, 2011 Call Dean L. Grote Excursion Coordinator at 717-637-7647 or e-mail [dizzydean55@embarqmail.com](mailto:dizzydean55@embarqmail.com) for details.

#### **February 1, 2010 - January 31, 2011 - PA Northern Central RR**

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, 2010 through January 31, 2011. Call Dean L. Grote Excursion Coordinator at 717-637-7647 or e-mail [dizzydean55@embarqmail.com](mailto:dizzydean55@embarqmail.com) for details.



*Bath and Hammondsport railroad, photo by Jamie Haislip*

# SUPPLIERS

*If you are a supplier of motorcar parts, and wish to be included here, please contact [setoff@neo.rr.com](mailto: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](mailto: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](mailto:Careyboney@embarqmail.com) or Carey Boney, 1605 Powers RD. , Wallace, NC 28466 phone 910-285-7489. Engine parts for RQ,QBA,ROB,ODB, ROC and parts for F-4,C-5,F-6 and C-8 carburetors. Frame and some body parts.

**Brown Railroad Equipment** / Dan Brown, [www.brownrr.com](http://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](mailto:rrstuff@hawaiihost.us) 1146 W. 27th St. Independence, MO 64052-3222. Library of rail motorcar manuals, performance sheets, parts lists, maintenance instructions.

**Tom Falicon** [Railldawg@gte.net](mailto:Railldawg@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](mailto:fredshops@earthlink.net) or [leskingmotorcars.com](http://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](http://www.dhrc.clco.us) P.O. Box 111, 153 Bobbin Mill Rd, Lunenburg, VT 05906, phone 802-892-6144. Former ONAN dealer has many Fairmont and ONAN parts. Complete engine & transmission rebuilding. For a detailed list of parts available, see website.

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

**L&S Speeder Repair and Restoration** [heatmor@itctel.com](mailto: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](mailto:dave@redspeeder.com) or 928-380-7056 MT-19 Temporary Axle splint. Fairmont transmission sprockets, and special sprockets of interest when re-powering a car with non-Onan engines.

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

**Tom Phair** [tom@phairs.net](mailto: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.

**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.**



Yes, we printed another issue without a "Spotlight On An Affiliate" article. It brings us no joy to do so. Please help by submitting YOUR Affiliate for the Spotlight. Thanks!

# 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. 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

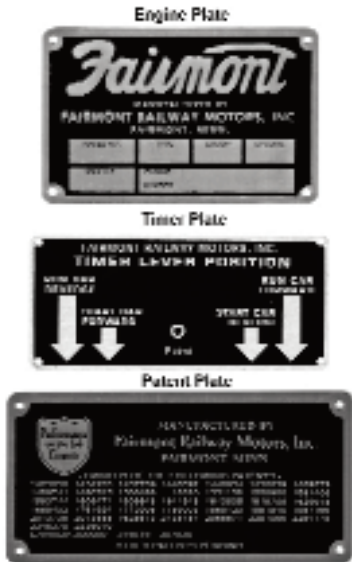
Want the Spotlight on your Affiliate Club? The SETOFF Editor wants to hear from you! I would like to have your Club on this page next issue!



*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 Jeff Levensgood 2189 Oak Tree Dr., Dover, Ohio 44622 phone 330-343-3407



## 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@rocketmail.com

