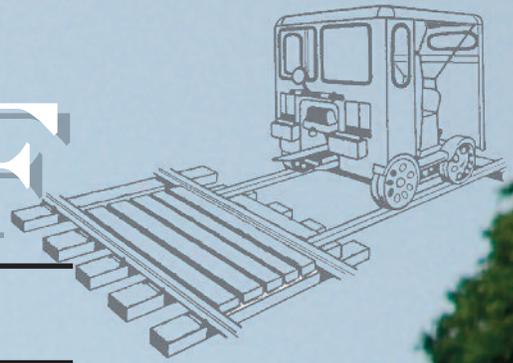


THE SETOFF

THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION



JULY / AUGUST 2009 VOLUME 23 - No. 4



MOTORCAR MILESTONES: FAIRMONT MOTORS

FAIRMONT MOTORS CENTENNIAL

WANT TO BE AN EC? PART 2

AXLE & WHEEL INSULATION

COOL TOOLS

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 Joel Williams. Please send your check made out to NARCOA to:

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ON THE COVER: Heart Of Georgia Run, Bill Delmar and Lamar Jones crossing a bridge this spring.
Photo by Jamie Haislip.

PRESIDENT'S MESSAGE

MARK SPRINGER

As I write this I find many things are happening within NARCOA. First, this is the first issue for our new editor, Brian Davis, to be in charge of. Brian is a relatively new member to NARCOA but does have a working knowledge of desktop publishing. He has a long history with the Boy Scouts and is in the process of completing the restoration of a motorcar. Even though that restoration isn't complete the car runs and has successfully operated on NARCOA insured excursions. The previous owner even told me that the car had never looked better! His wife is even enjoying the hobby with him. Welcome Brian. To ease the transition I would also like to encourage you to send in articles on your activities within NARCOA. Technical reports, ride reports, pictures, etc. I am sure that Brian would welcome them all.

Probably one of the biggest events for us to participate in this year is the Fairmont 100th anniversary. While now going by the name HARSCO, the Fairmont Company has been a part of railroading and our hobby for a number of years. It was a great honor when they approached NARCOA to see if we could bring some motorcars to display for their festival.

As time progressed Mike Ford was able to secure a motorcar ride on trackage that runs through Fairmont. Behind the scenes shop tours for our members also became part of the attraction. I do hope that all that participate realize the tremendous privilege that this event is.

Without the assistance of some dedicated employee's within HARSCO this event would not have occurred. Norma Seibert made the initial contact with us. Tom Hatfield quickly joined in to assist with planning also. Both of these people have gone out of their way to allow us to not only display our motorcars but also to get a shop tour and help

with getting our motorcar excursion planned. Thank You!

On the NARCOA side I need to make sure that several people are recognized in getting this event in place. First, Wayne Parsons who had the initial contact with HARSCO and has continued coordinating with HARSCO and NARCOA ever since. Second, is Mike Ford, who without hesitation volunteered to try to get a motorcar ride associated with this event. In spite of a railroad merger he was still able to make a ride happen. Hal Johnson helped in scouting out locations for breaks and making other local contacts.

It is a privilege to work with people who are able to make what at first seemed impossible, possible. This speaks volumes of the quality and professionalism of people within this hobby and I for one am very proud of them. I am also proud of the rest of you that do your part in making our hobby a safe, respected part of the railroad scene. Without your dedication to safe, professional operations our hobby could not exist.

I also know that there are other events and rides happening this summer. We are fortunate to be able to take long vacation on the Big Sky tour in Montana. Looking at the web site it is gratifying to see that there are still a good variety of rides available. NARCOA continues to gain new insured operators in spite of the rough economic times. Please be safe as you get out on the rails this summer. Also, remember that your actions, words, emails and gossip can all affect the relations we have with our host railroads. Nothing is truly private in the era of the internet and the close knit world of railroading. Please help us by showing the railroads that NARCOA, and its members are trustworthy and professional both while on the rails and while off. Be Safe and Be Careful.



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FROM THE EDITOR

editor, (n) a person responsible for the editorial aspects of publication; the person who determines the final content of a text (especially of a newspaper or magazine)

Hello NARCOA, I am Brian Davis, the new SETOFF Editor. If you don't recognize my name don't be surprised because I only joined NARCOA late last year. Let me tell you a little about myself. I am a Quality Assurance professional. I am married to Jane, and we have two grown children and two grandchildren. I have been a volunteer with the Boy Scouts for 20 yrs, and like many of you I have been a railfan all my life. My favorite railroad is the Ann Arbor.

I bought my motorcar (an MT14 from the ONR via Ken Annett) last November, and have been rebuilding it ever since. By the time you read this I should have it painted.

So what's next? I have several goals for my job as editor:

1) Do No Harm. I have inherited a magnificent publication from Wayne, and I will do my best to keep it that way.

2) Use My Resources. As the New Guy, I know I will need a lot of help so I will strengthen and enlarge the editorial team to keep the quality up and the workload manageable.

3) Plan for the Future. I want to plan on having this job for only a few years, so I will look for a successor before I get stale.

Let me close by thanking some important people:

Mark, Bernie, and all of the directors for taking a chance on the new guy:

Wayne for the incredible job he has done on the SETOFF in the last year:

My dear wife Jane for putting up with another railroad oriented hobby;

And most importantly, all of you, the SETOFF's Readers for putting up with the mistakes and typos that may be in my future.

See you on the rails!
Sincerely,
Brian



EVEN AREA MEMBERS: THERE IS STILL TIME TO VOTE!

Your ballot must be postmarked on or before July 15 2009 to be counted. As of June 1, 279 ballots of a possible 661 have been cast, which is 42.2%. Two Areas with two candidates running each, have cast 39% (Area 2) and 57% for Area 6. Area 4 has cast 50% of its possible ballots. Your vote IS important! VOTE NOW! - Carl Anderson, Nominations & Elections Chairman

AREA THREE IN, LOWER MI, OH DAVE VERZI

In this month's Region 3 news Ohio Valley Railcars held their annual meeting in Columbus, Ohio April 25th after an excursion on the Camp Chase Railroad in Lilly Chapel. We have not operated on this railroad in several years, mostly due to its busy grade crossings, however this year coordinator Jaime Samuell arraigned for volunteer flaggers from a Columbus Fire Department auxiliary unit who greatly assisted with the safety and efficiency of the excursion.

The meeting itself was held at the Spaghetti Warehouse. Director changes resulted in Jaime Samuell elected to the Board and Dave Verzi appointed as Secretary without a board position. Aside from business formalities and informal discussions a donation was made to the Buckeye Central Railroad in assisting and acknowledging their line restoration efforts. Their efforts and growth are one of the few growing rail tourist destination in Ohio.

Excursions forthcoming as of this writing that will have occurred by the time you read this are the Coopersville & Marne in Michigan, a long standing traditional supportive operation coordinated by Richard Dunton. In North Judson Indiana is the Hoosier Valley Railroad Museum will again host us through the efforts of Jon Schmidt. Their operation is growing at an amazing pace and includes visiting operating steam power as well as a well balanced preservation effort including railroad structures and signaling, having just obtained and successfully relocated one of the nation's last mechanical interlocking towers from the Indiana Harbor Belt near Chicago.

There are also opportunities for members who have not purchased insurance to operate on area railroads including the Toledo Lake Erie & Western, The Sweet Line, and the Southern Michigan Railroad Society. Details on these runs are carried on the NARCOA web site.

Forthcoming excursions are Mike Ford's Great Lakes Central / Algoma Central trip in September which has openings.

Jaime Samuell is planning October excursions on US Rail in Jackson Ohio and the Hocking Valley in Nelsonville, Ohio. Alan Wilber has reported that the Akron Metro excursion normally held in October will not be able to be scheduled this year due to bridge replacement work. He states that we should be able to return in 2010. There are also significant excursions hosted by our Region's affiliates in surrounding area's, thus our 2009 schedule is relatively active. A good number of our Region's members are attending the 100th anniversary events in Fairmont, Minnesota of which there should be extensive coverage of in forthcoming Setoff's.

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

Hi Area Four members!

Well, summer is here and our motorcar excursion season is in full swing. I hope you're able to get out there and enjoy a few excursions this summer. Don't forget to do a mid season checkup on your car if you are attending many excursions. It's been quite a while since your car's big winter check over and a motorcar can only go so many miles before it needs servicing.

I had the good fortune to share the rails with a tremendous bunch of guys and gals in early June. I hosted an excursion on the Great Smoky Mountains RR and what a great time we all had. Being able to host an event like this and have everyone work together, do their part and have fun is what makes our hobby the best!!!

Preparations are already being made for our big New Years excursion on the GSMR in Bryson City, NC. Besides two days of running and a New Year's Eve dinner party on the GSMR, Carl Hymen down the road on the Blue Ridge Scenic RR in north GA will once again be hosting excursions on the days right after our run. That's four or five days of running and who knows, the sun may even be out! Our June run sold out quickly, so get your applications in for our "Ice or Sun" run soon. (See run info at the back of this Set-off.)

We have a few Area Four members that

are experiencing health issues and I ask that you guys send them energy and best wishes to get well and stay healthy. Jim Paty of TN has been working through some health stuff and with his trusty sidekick Fay by his side, I'm sure he'll be back on the healthy list soon. Honest Ed Kimball also of TN is once again threatening to make a comeback for the latter half of the 09 season. Ed, with support from his wife Mary Lou, has been battling more ailments than I can keep up with. But this time it sounds like he finally may have run out of illnesses to get and he may really be back with us for GSMR Railfest 2009! Barbara Rice of NC has been fighting and winning her health attack and with strength from her husband Lew, the Rice team will be back for our New Year's run. I'm sorry if there are any other ailing members that I have missed. If you let me know, I'll give them a mention.

Stay cool and have fun, Tom!

AREA SIX MN, WI, IL, UPPER MI HAL JOHNSON

Fairmont Railway Motors 100th Anniversary

"God Speed Little Speeders" were the closing words shared by Kevin Kaspar, son of company president Walter F. "Kap" Kaspar (Pres. 1939-1956), in his remarks to nearly 200 people at the anniversary dinner held Friday June 12, in Fairmont Minnesota. The event, which included retirees, current employees and 90 NARCOA members and guests, launched a three-day weekend of unprecedented hospitality from the people of Fairmont and the surrounding communities. In my ten years participating in our hobby, I have witnessed many wonderful excursions and the enthusiasm of people in cities and towns across North America. I can honestly say that I cannot imagine another event EVER surpassing the Fairmont celebration in terms of historical significance, pure emotion, and the involvement of the general public. Friday's speakers touched on the significant impact that Fairmont Railway Motors made on the citizens, the rail industry and the greater welfare of the community. Saturday's open

DIRECTOR AT LARGE BERNIE LEADON

house, attended by nearly 1,000 townspeople, provided a focal point for NARCOA members to display 46 Fairmont Track Cars in the Harsco Track Technologies parking lot. Fairmont employees, retirees, children on foot and in strollers, adults, and seniors in walkers and wheelchairs wandered the campus over seven hours to ask questions, take photos and admire the vehicles whose birthplace was just a stones throw away. Sunday morning 40 operators and guests held the traditional safety briefing and departed promptly at 8:00 a.m. traveling east through the towns of Granada, Huntley and Winnebago. After a morning coffee/rest stop in Delevan the excursion proceeded on to Easton, Wells, Baroda, Alden, Armstrong, and finally arrived in Albert Lea. At every grade crossing, back yard, and freeway overpass along the 60+ mile route, we were greeted by anywhere from a few folks to dozens of people. When we arrived in Albert Lea, a crowd estimated at more than 300 people were on hand to meet us during the lunch stop. The return trip to Fairmont had equal numbers all along the right-of-way. It was an overwhelmingly successful event that will leave many positive and lasting impressions for years to come. At a time when our country and world continue to struggle with fear over economic uncertainty, and the resulting pain and suffering so many have experienced, NARCOA members brought a weekend of sunshine and hope to several prairie communities who dearly needed an emotional lift. In return, NARCOA members received a weekend of smiling faces, generous hospitality and memories that will never be repeated. Be alert...be prepared...be safe! See you on the rails.

AREA SEVEN ND, SD, NE, IA CARL SCHNEIDER

We've finally started our 2009 excursions in Area 7 with many more rides planned throughout the summer months. As of this writing, there has been one ride in our area and one new member has already been mentored for this year. There will certainly be more new members throughout the season that will need mentoring as they join us 'old heads' on the rails. It's our responsibility to see that they have the proper mentoring to insure safe operating procedures while enjoying their new hobby.

There have already been some incidents

Hello, folks. I'd like to talk about Volunteers, The Setoff, and New Members.

First of all, our hobby organization depends and relies upon willing volunteers to do all the work. Sounds simple, but the "willing" part is very important. If those who have volunteered feel overwhelmed, or feel they are not being appreciated for the time and energy they are devoting to the cause, they will likely leave their commitment.

All those who are "consuming" the services of those who volunteer have an important part to play in all this, and therefore in how well our organization functions. This is true at the level of NARCOA, at the regional Affiliates, and with the Excursion Coordinators who do all the work of setting up and putting on our wonderful motorcar meets.

What we can do is to offer our own help. I have found that anyone who wants to contribute will be welcomed and a job found for them!

Sometimes it looks to me like some members expect a level of service and perfection in the hobby that could reasonably be expected in a commercial enterprise with millions in annual sales, and leaders who all earn six figure salaries. Wake up. It just ain't reality. I know, I know- we all deserve a lot for our \$30 annual dues.

such as derailments, etc. that have been reported to the Judiciary Committee this year. It's very important that each of us follow the NARCOA rules and operate our motor cars safely so the number of these reports can be lowered or, better yet, eliminated completely. Watch those crossings and especially the flangeways closely for debris or obstructions. Don't follow the car ahead too closely and be ready for sudden stops. Have your car in good working order and check it over after each run to make sure that everything is ready for your next rail adventure. Don't be one of those operators who has to spend time filling out an incident report because of a silly mistake. Our insurance policy is the only thing keeping us on the rails and too many reports due to poor judgments can jeopardize the future of our insurance program. So, be safe and have fun!

What we get is the ability to run our motorcars all across North America, on little branch lines all the way up to perfectly tended Class 1 welded rail track. We get multiple local affiliates and over 100 EC's who all devote thousands of hours to bring us those opportunities, and who often operate at a personal deficit. We get a NARCOA leadership (Board, Officers and Committee members) who devote additional hundreds of hours in staying on top of insurance and developing problems, and who make sure we have a framework in which the Affiliates and EC's can be successful. We get offered so many great runs that I am often sad I cannot attend them all!

Next, The Setoff and New Members. Our new Setoff Editor, Brian Davis, is a new member. He is beginning his exploration of our hobby, yet was willing to volunteer, because he felt that we have the best hobby newsletter he has seen, and he wants to help it stay that way. We all have a responsibility to help him, as he cannot do it by himself. There is now a Setoff team, including Leon Sapp, former editor Jan Taylor and other contributors. I would like you all to view yourself as "contributors", and participate. Take photos, write stories, send encouragement, point out problems where you see them, but do it in a helpful way.



NARCOA INSURANCE UPDATE

Now that the 3/31/09 cut off date for current NARCOA members to buy insurance has passed, I thought I would give everyone an update. We currently have 967 insured operators. Last year at this time we had 922 and had 52 new members apply after the cut off date for a total of 974 insured in 2008. New members can apply for insurance after the cut off date. So it appears that if we get another 50 new members applying after 3/31/09 we could set an all time high number of insured.

Tom Norman, NARCOA Insurance Administrator

THE HEART OF GEORGIA

APRIL 18TH & 19TH 2009 BY JAMIE HAISLIP



Bill Delmar and Lamar Jones crossing the diamonds leaving SAM station in Cordele

photo by Jamie Haislip

I was finally able to return for some Southern hospitality in Georgia this weekend. My schedule finally allowed me to return to Georgia for another one of Bobby Moreman's great speeder runs, The HOG. I believe it's taken me three attempts to finally run the Heart of Georgia and I'm glad I finally did. This excursion was a two-day event, with the first day being 130 miles. The second day covered 127 miles.

Our set on location was in Pitts Georgia, where we traveled east. We passed through little whistle stop towns from the old Seaboard Air Line railroad (SAL). One particular town was the town of Helena, where we crossed the diamonds with the Norfolk Southern. Much to our surprise, Norfolk Southern met us at the diamonds, where we were momentarily delayed until all Norfolk Southern crossed. The group took a quick break in Milan, and took our lunch break in the town of Alamo, where we turned and headed back to Pitts.

Saturday sites included, beautiful weather, several bridges, the diamonds, runs the forests and quite a bit of American history. Although mostly deserted, Most of these quant little towns certainly paid played their part in the past. Once busy, interwoven with the railroad's and most likely needed each other. Now only

shadows of the past, nonetheless, still an interesting day of sites. One can certainly imagine the hustle and bustle in these towns in their day.

Sunday's run took us westbound from Pitts, with stops in Cordele and our turnaround in Plains, Georgia. This day of-



Meeting the NS at the Diamonds in Helena

photo by Jamie Haislip

ferred larger towns, and more agricultural sites. Our first stop was in Cordele where Monica Simmons, greeted us at the SAW train station. She greeted us with breakfast and drinks for everyone, many thanks to her and her hospitality. Cordele also offered quite a bit of railroad action, where we crossed CSX and the Norfolk Southern mainline. CSX crossed the diamonds, as we were pulling into Cordele. Cordele was a larger railroad town that offered quite a few sites and views into the past. Several buildings were still active as well as the older buildings now used for storage. Modern industry is also still present in town, and hopefully will continue. Passing through Cordele was a real treat in itself, given all the diamonds and switching action.

Two weeks prior to this event, a tornado paralleled the line, causing quite a bit of damage visible to the group. Large pecan plantation had several trees uprooted; a local nursery, homes, cars and a concrete precast factory were also damaged.

Once clear of the last town. We we're treated to 18 miles of continuous welded rail and quickly found ourselves in Plains, Georgia, home of former President Jimmy Carter. Mr. Carter was scheduled to be at the restaurant according to their schedule, and probably just missed them coming in from Sunday school. We at least got to see Billy Carter's gas station, and the rest of Plains Georgia.

One thing of particular note with the HOG run, they're certainly not a shortage of excellent restaurants. There was great food at every stop.

In summary, I went to say the hog run is an excellent run, abundant with Southern hospitality. The excursion line is deep in history, featuring lots of rail action, crossovers, sidings, industrial, bridges and interlocking with other rail lines. The old SAL certainly had their passenger rail service also, given all the local train stations. There was plenty of natural scenery, with all of the farms along the line, plantation's, natural forests, waterways, and my favorite, the Spanish moss blowing in the trees. An excellent excursion, very well organized my hats off to Bobby, Brenda, and there crew for a great run.



ST. THOMAS & EASTERN

MAY 23, 2009

In late May eleven motorcars gathered in southern Ontario for a one day run. EC Ken Annett set up an excellent event, and this year the weather cooperated with warm temperatures, light winds and plenty of sun.

This was my first excursion and my wife Jane and I had a wonderful trip. Ken arranged for Jim Brown to be my mentor and we seton together near the rear. A check of my car went well, although I did take some kidding about having a white motorcar. It was still in primer after all! After the safety briefing, we were off on our adventure. After some initial concern with the numerous road and field crossings Jane and I relaxed a little and began enjoying the lovely scenery. The sight of farm families working their meticulously tended fields behind a team of horses was an unexpected and welcome surprise.

After lunch in Aylmer we continued west to the CN junction where we turned our cars and began the return trip. Our excursion was to have continued from Tillsonburg to the east towards Delphi, but Jim Brown was able to arrange for our group to take the wye north to Ingersoll on the Ontario Southland Railway. This extended our trip by many miles and allowed us to explore downtown Ingersoll on foot in search of iced coffees and ice cream, a welcome treat as the day had turned warm.

We turned and headed south, stopping at the OSR engine house to take pictures and poke around the out of service A cars stored there. A few more miles and we were back in Tillsonburg where the group setoff and prepared for the trip home.

It is not always easy for a new person to enter into a new hobby or activity such as this and I was quite worried about the reception we would receive. I am pleased to say that our welcome was second to none, and everyone was helpful and friendly to both of us. The ladies on the trip made Jane feel right at home, and I was very glad for all of the help and I received from everyone there.

Thanks to all of you from the both of us, we cannot wait to do it again.

– Jane and Brian Davis

To all who attended the St. Thomas & Eastern/Narco motorcar excursion on Saturday:

I want to thank all of the operators and participants for their skill and professionalism in the way that they conducted themselves on the Trillium Railways' property on Saturday.

We had a pleasant weather day and a good day of railroading and camaraderie.

As always, we owe a debt of gratitude to Mr. Doug Wilson, VP Trillium Railways for giving up his day and hosting our group.

Further, I would like to thank Jim Brown, who helped in securing the OSR portion of the run by arranging the services of Brad Jolliffe as our qualified host. Also Jim helped me with the EC duties and successfully mentored a new member, Brian Davis, accompanied by his lovely wife Jane. Brian, as you may know, will be assuming the duties as the Editor of the NARCOA magazine "The Setoff" soon. Congratulations to them!

Another asset on these trips is Mike McIlwaine, who always helps with the arrangements and fills the position as the qualified tail-end guy. He also successfully mentored a new-to-Narco operator Roger Teskey of Maidstone, ON.

So thanks to a great group of people, we had an excellent day and I look forward to many more.

Thank you, -Ken Annett

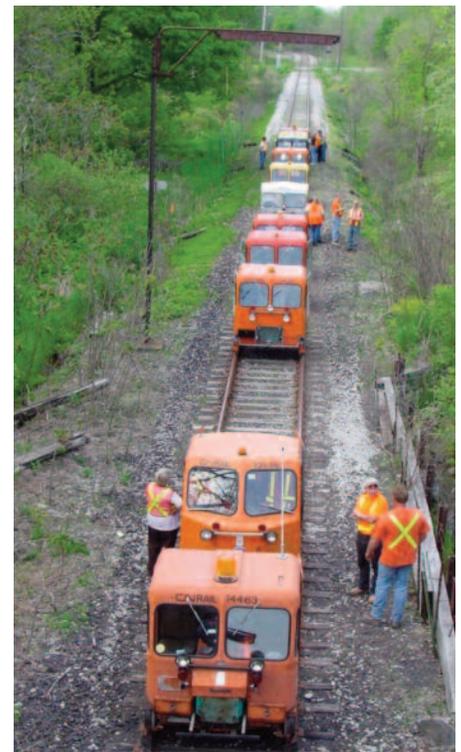
Greetings!

If I had any misgivings about the my investment and future participation in the Speeder world, it dissolved soon after I ar-



East of St. Thomas

Photo by Jane Davis



Stretching our legs south of Ingersoll

photo by Alan Thomas

rived in Tillsonburg. It was my intent to find an outlet for myself when not at work, and for future retirement activities.

Well I found it, and I can't thank all of you enough for the friendship extended to me particularly Ted, who shared his cab and showed me the ropes.

I am eagerly looking forward to the restoration of my A Car so I, too, can join in with the Operators, but I think this year I will be fine being a hitchhiker and a sponge.

It was nice to meet you too Mike, funny how small the world is these days.

As a side note, I did some snooping into the column of smoke we all saw whilst on our return from Aylmer to Tillsonburg. My "contacts" tell me that it was indeed a training exercise, but not the type one

would think. It was suppose to be a "Fire Cause Determination" Course where you start a fire, let it get going, extinguish it and let the investigators practice their skills. In this case, it was suggested to me that they were unable to extinguish it and, well you know the rest! Oops!

Take Care!

Alan Thomas – Rookie



IONE RAILFAIR AND VINTAGE MOTORFEST

MAY 23-24, 2009 BY DAVE BALESTRERI

What is a "Railfair and Vintage Motorfest"? Where is Ione CA? Apparently a lot of people had the same question. Here are the answers. Ione is in the heart of California Gold country in the foothills of the mighty Sierra Nevadas. It is a small town of about 3500 folks and has all those friendly characteristics that make small towns enjoyable. Ione is also the terminus of the Amador Foothill Railroad where the freight from up country moves onto UP rails. Or at least it used to be. Now the UP tracks are severed 2+1/2 miles west of town and the AFRR's sole traffic consists of Motorcars. The Recreational Railroad Coalition is now the operator of the railroad. It made a lease deal with the owner, Sierra Pacific Industries, five years ago and now is dedicated to preserving the railroad. Ten miles of rail are maintained and inspected by RRC and used for motorcar excursions.

And what is the Ione RailFair and Vintage Motorfest? Well it has evolved over the past three years. This year it was a great display of motorcars and an extensive array of scale model trains. It also included antique cars, tractors, vintage mechanical items and a visit by the Horseless Carriage Club. The heart of the Railfair is a M O W excursion and this year it was populated with 35 NARCOA operators and their friends and families .Similar to a county

fair in character this year's railfair was a real hit with the visitors. Free and open to the public it was a little difficult to estimate the crowd but it was obvious they were large numbers of people all having a great time. Probably the most popular part of the event is the motorcar rides. People arrive early Saturday to get their tickets and the five 20 mile trips fill up rapidly. The Motorcar operators generously take riders from the public on their cars and the donations are used by the RRC to fund the maintenance of the AFRR and Linden Branch of the Stockton Terminal and Eastern.

What would you have seen if you were in the crowd? There were about a dozen antique motorcars and pieces of track maintenance equipment on display and 35 motorcars on the track. There was a 1929 air-cooled Franklin sedan, a 1915 Model T speedster, a 1930 International Tractor, antique hand tools and electric devices on display. In and around the school multipurpose room were model train layouts including a live steam garden scale setup, a 40x60 HO layout and other large layouts. We also had a live steam scale miniature train giving rides to the public. It seemed to be a crowd favorite and was running all day. During the festivities the 24 passenger Skagit motorcar from the Folsom Historical Railroad and the 1932 Ford firetruck from the California State Railroad Museum used their fire fighting equipment to cool each other down in a friendly demonstration and competition.

The sponsor of the Railfair, the Recreational Railroad Coalition, has produced this

event for four years not only to fund its maintenance of way activities but to promote community support for the railroad. The Amador Foothill Railroad last saw revenue traffic about eight years ago. It



Photo by Carol Balestreri

was shut down by government regulators and lay dormant until the RRC obtained a lease from Sierra Pacific Industries and started resurrecting the rail with motorcar events about five years ago. The residents in the area are very excited that someone is trying to preserve the 100 year old line. Many people feel the AFRR is an important part of Amador County and a beloved historical icon. They want it to remain in place. Many locals have come to the Railfair to get a ride saying "I have lived here all my life and I always wanted to see where those tracks go." We take them up the hill and they love it. It has been great fun for our group to satisfy their curiosity.

Here are a couple of sites for videos of the event. Take a look; it is a snapshot of Californians from all over the state having fun.

<http://www.youtube.com/watch?v=s2dm06EUfgE>

<http://www.youtube.com/watch?v=34weUd4JyPs&feature=related>

<http://www.youtube.com/watch?v=1RnptoplzQ> . While you are on the computer go to www.lonerailfair.org and see our new website.



Photo by Carol Balestreri

ONE LAST RUN TO THE KINZUA BRIDGE - A UNIQUE EXPERIENCE

BY DAN PAGE

Over forty cars from 11 states and Canada made what is very likely the last rail journey on the former Knox and Kane (K&K) railroad from Marienville PA to the famous Kinzua railroad bridge in North-eastern Pennsylvania on the weekend of 2-3 May 2009.

unique combination of talented people. Gary thoughtfully invited several local people to attend the run and that enriched the entire experience. He included a representative from the local chamber of commerce who are working to keep the rail right of way intact and a local historian



Kinzua Bridge central Span knocked down by tornado Photo by Jamie Haislip

As an encore to his highly successful run last fall, EC Gary Shrey of the Northern Central Railcar Association and his wife Eileen conducted this historic two-day excursion. Assisted by Dale and Cathy Steiner, Gary once again put together a great event. You should read of Gary's interesting account of how he set up the fall 2008 run on this railroad in the May - June 2009 edition of the SETOFF.

This run duplicated that success and attracted even more participants. Advance runs on Friday were necessary to ensure the track, now slated for abandonment, was clear. Unfortunately, the volunteers who helped Gary and Dale clear the tracks - Jamie Haislip, Mark North, Bobby Peoples, Benjamin Barnett and George Kovalchick, had to work in the rain on Friday while clearing the track of debris and fallen trees and ensuring the crossing flange ways were open. The main group of speeders had a little rain during the set-on on Friday night, but the weekend was dry and comfortable.

Not only was the run itself unique, but also those who participated were a

who answered questions about the history of the railroad and the area. Adding to the enjoyment of the run was Gary's inclusion of several large A-6 cars, including two owned by Mike Heaton. These cars are seldom seen on runs and attracted a lot of attention.

Gary duplicated the schedule from last fall. On Saturday, we left Marienville and traveled to the former K&K Kane station. We turned at the wye and were back in Marienville for the evening. Most participants gathered at a local hotel for dinner. On Sunday, we set-on in Kane and went to the bridge, where we enjoyed a catered lunch delivered by a local restaurant. A park ranger provided a short talk about the park. One of the excursion's Saturday participants - Clyde Smith - took aerial photographs on Sunday of the group as we were parked in the Kinzua Bridge State Park.

The K&K rail is showing its age and we had several minor derailments. Checks made by Gary and his assistant ECs showed the cars that derailed were in gauge and no one was traveling very fast when these incidents occurred, so we must assume the track conditions are to blame. One of the derailments - an A-5 left the tracks just past a major crossing - brought out the best of the group. Many hands were needed to move this heavy car back on the rails. Jamie Haislip, Mark North, Bobby Peoples and Steve Rinker led the team in the use of jacks, shoring, and winches and they quickly had the car back on the rails.

Gary's leadership and the support of the key folks mentioned above made this a unique and memorable trip. With the future of these rails in doubt, this may have been the last run on the historic Knox and Kane.

But what a run it was!



Lunch at the bridge

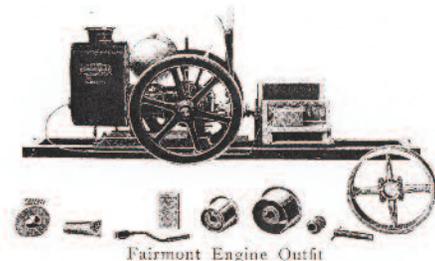
Aerial photo by Clyde Smith

MOTORCAR MILESTONES BY LEON SAPP

FAIRMONT GAS ENGINE AND RAILWAY MOTOR CAR COMPANY

Founded by H. E. Woolery and Victor St. John, the company was named for the Minnesota city where the plant was located. Although far from being the first, Fairmont would come to dominate the North American market and when all were finally phased out the overwhelming majority of motorcars still on North American rails were from Fairmont. Woolery had designed a small engine and they began manufacturing it for portable power and stationary applications in 1907. The little engine quickly gained a reputation for dependability and railroads were among their first customers using the small engines to power water pumps.

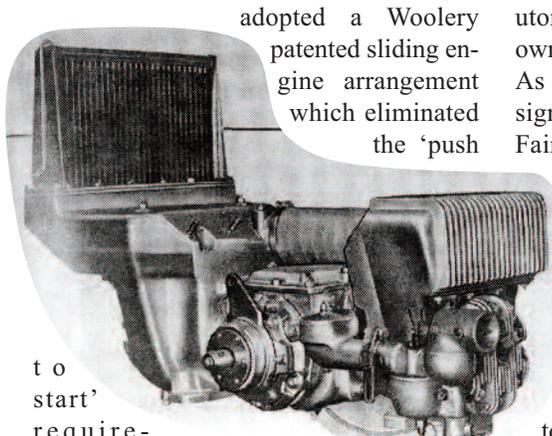
In 1909 Frank E. Wade took over control of the company and changed the name to 'Fairmont Machine Company' and began selling 'kits' to convert the old railroad hand cars. Known as 'power decks' they were complete bolt-on units to convert hand cars to internal combustion with engines of 3 to 6 hp. They were still selling



kits as late as 1921 when their catalog still advertised two versions; a four hp engine deck weighing 185 pounds and a six hp deck at 260. Both were for belt drive and the kit included all the necessary attachments and tools to make the change over in the field. That same year Fairmont began designing complete motorcars and sold their first Model No. 1 in 1910 which was a rather crude machine by later standards. However initial sales were encouraging and in 1915 the name changed again to 'Fairmont Gas Engine and Railway Motor Car Company. By the time the U.S. entered World War I they were a large enough concern to go after some of the lucrative military contracts and offered such oddities as a light tank. But they would have to wait until WWII and the demand for an adjustable gage car before they would land any substantial Government contract. For a time they also marketed a small garden tractor and a unique 'square'

cement mixer but few of either were sold and the product lines was soon dropped.

By the time World War I ended in 1919 the production of speeders had become Fairmont's primary product and they were offering a wide range of cars to suit just about any need. Fairmont had very early



adopted a Woolery patented sliding engine arrangement which eliminated the 'push to start' requirement. Fairmont cam-

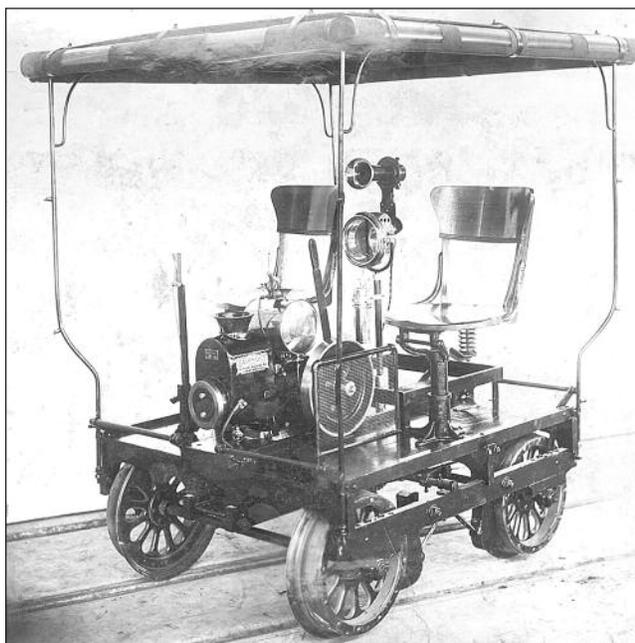
aigned hard for acceptance of 'disconnected' engines and by 1920 the direct drive was considered obsolete by most railroad managers. Metal framing began to replace wood and belt or friction drives were gaining popularity. From the start Fairmont's goal was to produce a car that was rugged, safe, easy to handle and cheap. A postwar slump in railroad sales led them to delve into other applications and they began building other small track machines such as mowers, spike pullers, small push cart cranes and bolting ma-

chines.

Even in 1921, fuel economy was an issue and Fairmont proudly advertised their engines achieving as much as 63 miles per gallon. In 1922 they reached an agreement with the Baldwin Locomotive Works to act as Fairmont's foreign distributor and they would soon establish their own representatives in strategic locations. As a joint venture with Baldwin they designed an armored motorcar for China. Fairmont would build the chassis and

Baldwin provided the boiler plate armor. They also designed a smoke deflector for steam locomotives but motorcars would remain their primary product. Fairmont was on its way to becoming a true giant in the world of motorcars. In 1923 they reorganized as Fairmont Railway Motors and in 1928 purchased the Mudge motorcar name and product line. The company continued to grow buying up more and more of the smaller builders until they had become the largest producer of motorcars in North America.

By the mid 1920's the automobile began taking its toll on railroad ridership and Fairmont began building small rail busses for branch line passenger service. They had made a few early models but now they began updating their designs. Catering to the needs of the customer hardly any two were built alike. At the same time the phenomena of city suburbs and day-trip



Fairmont Model 1 - 1909

'Amusement Parks' were beginning and Fairmont marketed several small people movers for local revenue service. By the Stock Market Crash of 1929 they were ready with a complete line of the small machines. They sold well during the Great Depression and saved many passenger runs from abandonment. In 1937 they built their largest coach, a 12 passenger model with a baggage section for the Washington, Idaho and Montana Railway that provided continuous mail and passenger service until 1955. It was powered by a



Fairmont Railbus Potlatcher, 1937

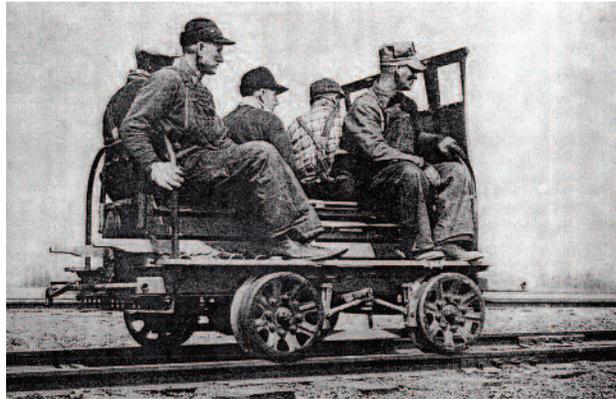
110 hp Waukesha engine and could carry a ton of freight in a spacious baggage compartment.

To the casual observer it would seem that many of Fairmont motorcar models remained unchanged from 1910 until the middle 60's. Although varying in horse power, most used updated variations of the same prime mover, a one-cylinder engine, two-cycle based on the original design of Horace Woolery in 1907. But, their engines had a bare minimum of moving parts, were relatively cheap to make and very easy to maintain. Able to start and operate in either rotation made reversing a car relatively easy. Often displacing more than contemporary automobile engines, especially in the early years, they had sufficient power for most railroad service requirements. Early experiments with friction clutches had not been a roaring success. Customers did not care for the expense and they tended to wear out quickly in heavy service. Repairs often required more than unskilled track workers could manage in the field. When Fairmont developed the one-piece belt it seemed to satisfy their customers quite well. From 1911 until 1955 they designed no less than 59 versions of the engine ranging in power from 3 to 15 horse power; the last being opposed two cylinder models. However the company was not above using other means to power their cars especially the larger and heavier models. At various times they used Ford, Waukesha, and Hercules engines ranging from 35 to 162 hp. In the last years of production they would favor the dependable four-cycle Onan opposed cylinder engines for their MT series coupled to a two-speed transmission.

Following World War II railroad workers demanded a 40 hour work week and Fairmont saw an opportunity. They quickly moved to meet the changing market and the need for a road-rail vehicle. They improved on the system that Evans had built ten years earlier by using a simple drop and

lock design and sold their first production unit to the Louisville & Nashville Railroad in 1949. In partnership with Willys (Jeep) they dominated the new market. In a very short time virtually

every railroad in the country had at least one in operation. Their trade name 'Hy-Rail' would soon become synonymous for all such hybrids regardless of the manu-



Fairmont S2 at work, 1955

facturer.

During its history of production Fairmont produced no less than 33 different motorcar models and variations and in 1949, even as they were launching the Hy-Rail phenomena they were still offering 19 models in 11 different gages from 23" to 66". There may have been more elegant machines on the rails but few can claim the ruggedness and repairability of the Fairmont. Oddly, Fairmont would build its first hand-pumped car in the 1950's for export to several South American Railroads who had more muscle power available than gasoline. The 1950's saw little change in their motorcar designs except for the introduction of the RKA and RKB, the improved two cylinder two-cycle engines. In 1961 Fairmont purchased one of its last major competitors, Northwestern and converted their plant to manufacturing parts for Fairmont. In 1963 a line of hydraulic hand tools were introduced and the Hy-Rail conversion business really began to take off. But, even with Hy-Rail production in full

swing Fairmont continued to try and improve its motorcar line-up and in 1966 they introduced the MT series beginning with an MT19 followed a year later by an MT14, slightly larger but on the same wheelbase. With a proprietary two speed transmission and reversing gear they would be the last 'new' designs Fairmont would produce.

Throughout its' entire history Fairmont had prided itself on building a cheap but safe motorcar that could take abuse and still be maintained in the field by employees with limited mechanical expertise. But even giant Fairmont was not immune to take-over. In 1979 as sales begin to slump

Harsco Corporation acquired control of Fairmont and along with Tamper and Pandrol-Jackson they formed Harsco Track Technologies. But it seemed no acquisition or consolidation could forestall the move by virtually all railroads to hy-rail vehicles and the last of a total of nearly 73,000 Fairmont motorcars was officially manufactured in 1991. It has been estimated that

when Fairmont left the motorcar market, 4 out every 5 machines still on North American rails were their products. One need only look at the surviving examples in the NARCO equipment roster to accept the truth of that claim.

all photos courtesy of the author



Fairmont one to four man Inspection Car
Air cooled engine • Two speed transmission

SPECIFICATIONS						
DIMENSIONS	ENGINE	ELECTRICAL SYSTEM	BRAKES	PROPELLING	TRANSMISSION	TANK CAPACITY
Length 7 ft. 1 in. Width 36 1/2 in. Height 40 1/2 in. Weight 820 lbs.	Onan 2 Cylinder 2 Cycle Air Cooled	12 Volt Starter & Alternator	4 Wheel Removable Mast Liners	2 Wheel Chain Drive Dry Clutch	2 Speeds Forward 2 Speeds Reverse	5 gal. 4 1/2 Gal.

FOR HELP ALONG THE WAY: • Inspection Motor Cars • Section Motor Cars • Push Cars • B & B and Extra Gang Cars • Hy-Rail Equipment • Motor Car Engines
• Air Seawings • Axes • Wheels • Trains • Shop Maintenance Cars • Derrick Cars • Tie Plug Inserters • Tie Trackers • Hydraulic Power Tools • Tie Handlers
• Sprayers • Tie Sprayers • Tie Removers • Spike Pullers • Motors • Spike Drivers • Rail Lifters • Tie Bed Scarifiers • Tie Shovels • Track Ladders • Track Lifting

Fairmont
RAILWAY MOTORS, INC.
FAIRMONT, MASSACHUSETTS
FAIRMONT, MASSACHUSETTS, U.S.A.

Fairmont's Last Speeder Ad

FAIRMONT CENTENNIAL ANNIVERSARY

BY WAYNE PARSONS



The "Motors"

all photos by Wayne Parsons



Wayne Brummond shows a Fairmont Railways motorcar record card, also known in the hobby as the "birth papers."

Fairmont, MN – June 12/15, 2009 Harsco Track Technologies (HTT) held their centennial celebration of the Fairmont Railway Motors company with three days of activities at the factory where it all began. Founded in 1909 to make small engines for the farmers in the surrounding area, "The Motors" as the company is known locally, took off and became hugely successful when their power units were put into railroad section cars previously powered by hand pumping. Members of the founding families, retirees, current Fairmont employees and members of NAR-

COA from around the country took part.

The event started Friday evening with a dinner for 200 people in the Grand Ball Room of the Holiday Inn. NARCOA members made up about half of the crowd. Excursion Coordinator Mike Ford greeted everyone at the door handing out nametags, souvenir T-shirts, and commemorative packets prepared by HARSCO.

Inside the packets were a hardback book with the history of Fairmont Motors, a special newspaper section from the Sentinel also about the history, and a wonderful HARSCO company hand out with a time line of all the predecessor companies and products. The surprise inside the HTT hand out was an 8 X 10 copy of a photo showing the motorcar line up at the first NARCOA convention held in May 1985 on the Southern Michigan Railroad at Clinton, MI. Next, the packet contained a

photo CD with over 2000 images showing the history of Fairmont Railways, the buildings, the hand tools, and the motorcars. Finally, the packet contained a numbered commemorative coin made in the Fairmont machine shop.

Following a social hour, Randy Quiring, Mayor of Fairmont welcomed the group. Master of Ceremonies Jerome Niss made introductions which included members of original investor Frank Wade's family, members of long time managers the Kasper family, and NARCOA members Wayne Parsons, Mike Ford, and Hal Johnson. The buffet dinner was excellent. Speeches followed from Lenny Tvedten, Curator Martin County History, about the history of Fairmont Motors and the city, Don Milbrandt about the retirees, Wayne Parsons about the activities of NARCOA, the Kasper brothers about their family growing up in Fair-



Norma Seibert, who originally contacted NARCOA about participating in the 100th anniversary events, stands next to one of the pylons with early history photos.



View from the roof of the Motors overlooking the cars on display. Visitors are listening to speaker off camera right.



Wayne Brummond displays the original engineering drawings and engine performance graphs



The final assembly area for all motorcars, this room might be called a motorcar birth chamber

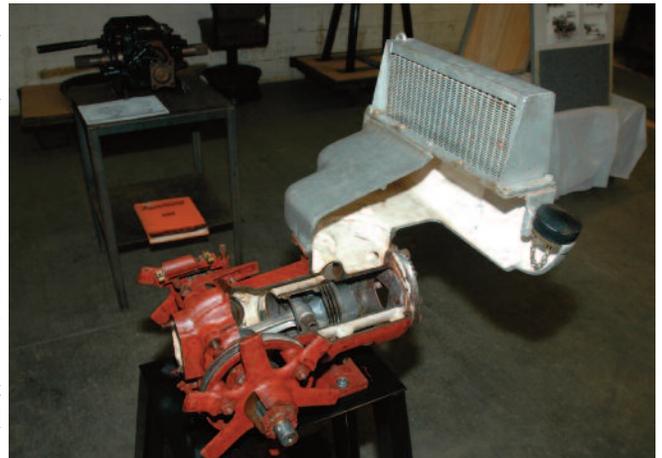
mont, and Robert Newman, Past President of “The Motors” on the company’s 100-year success.

On Saturday morning 49 members of NARCOA unloaded their motorcars for display in the west lot of the plant. Factory tours began at 8:00am for NARCOA members. The factory is a large maze of adjoining buildings that grew up over the years as the company expanded. Our tour started in the materials room that was set up for the general public displays later in the day. Here many photos and artifacts, such as master sand casting patterns made of wood, were displayed. The cut-away engines, including an ROC, were of the most interest to this writer.

The tour continued through out the en-

tire plant, which is now totally given over to hy-rail equipment. We saw the foundry (now closed) where engines were cast, machine shops of all descriptions, and the final assembly floor where most of our cars came from. This “holy of holy” birthing room is appropriately in one of the oldest sections of the factory and is still used for final assembly of out-going products. Next door were the

offices and the records room where the “birth papers” are neatly filled away for



On display were several cut-away engines including this ROC

American Fairmont motorcars. Wayne Brummond had pulled a few master drawings of motorcar parts for display on a small table. Also on the table was the first box of record cards for the first Fairmont motors made!

Following the tour General Manager Derek Baartz acted as host for the 10am opening of the public ceremonies. Mayor Rand Quiring spoke about the importance of Fairmont Motors to the city, and invited NARCOA to hold their annual directors meeting here. Lenny Tvedten again gave the local history, Wayne Parsons explained a motorcar event to the crowd, and members of the Wade and Kasper families spoke.

For the rest of the day NARCOA members displayed their cars, explained the

continued on page 14



Today the Fairmont, MN plant is devoted to hy-rail equipment and the maintenance of the company's rail grinders which are operated for railroads on a contract basis. Here is a final hy-rail assembly in the shipping area ready for delivery.



Excellent advance announcements brought many local people out to see the cars.

Centennial, continued

hobby to members of the public, and visited with each other. At 5 pm, forty of the motorcars set on the Milwaukee Road track behind the factory in preparation for Sunday's 58 mile run east to Albert Lea, MN and return.

June 14 was as fine a day for motorcar riding as there has ever been. Warm and sunny in the 70's, the day began with the 7:45 am safety briefing. Fairmont host Tom Hatfield rode with our DM&E railroad escort. Tom had arranged for the local police to handle traffic control at the heavily traveled road crossing just east of the factory. The group got across and off east in good order. After having bumped out of the yard on some rough track and crossed the UP diamond, it was soon obvious to all that this run was all welded rail! The entire day was spent passing low rolling hills planted with corn. Green fields embraced distant barns and farmhouses. Trees surrounded a village with a tall church spire, the whole vista giving the sense of harmony.

The group stopped at Delavan, mp 99.3, for coffee and Danish at 9:30am and motored on the Albert Lea, mp 64.4, for lunch. Local organizers had spread the word about the motorcar run being held in association with

the Fairmont 100th. All along the track at every road crossing, in back yards, at the grain elevators, and especially in the towns, people turned out to see us run past. John Becker tossed candy to the children waiting with their parents. Thousands of people came. Overall it was a wonderful spectacle and a unique once in a lifetime event.

Excursion Coordinator Mike Ford put on a well-organized and run event. The operators all operated safely and without incident. We were back at Fairmont, mp 122.8, around 5 pm and everyone setoff in less than an hour.

Thank you HARSCO for hosting NARCOA on the occasion of Fairmont Railways 100th anniversary. Thank you Norma Seibert for asking us to display our cars, Tom Hatfield for helping with the railroad contact and the ride, and Tom Wickham for arranging the factory tours.



John Becker motors past the farms with their rolling corn fields.



BY TOM FALICON

Handling paperwork is probably the least favorite job for an EC but it may just be one of the most important.

As an excursion date nears and the attendance list of motorcar operators has been finalized, the time has come to verify that each attendee has passed the certification test, has current insurance, has been mentored and is not under suspension. By taking the time to go to narcoa.org/excursions and verifying each attendee's status, the E.C. helps assure that our insurance policy and our organization in general will not be placed in legal or financial jeopardy due to an uninsured, unqualified operator running at a NARCOA insured excursion.

Another part of the E.C.'s paperwork load is the release form. Many E.C.'s require that a signed release be mailed back to them before the excursion date. This method insures that when an attendee arrives and first sets foot on the host RR property, the host RR and NARCOA has been released from liability. When using this method, the E.C. must pay careful attention to those who have signed and sent in their releases and those who still need to fill one out at the excursion.

The other method of release signing would be to have an assistant meet each attendee as they arrive and have the operator and all his riders sign right there on the spot before set-on. Regardless of which method is used, care must be taken to assure that every single person that is attending the event has signed a release before they start walking around the host RR's facility. Many times a rider at the excursion is new to our hobby and its dangers and they may be unaware that they must sign a release as soon as they arrive. Make it a part of every job briefing/ safety meeting to ask if every person in attendance has signed a release

It is also a good idea to remind all the operators that if they add additional pas-

continued on Page 17

sengers, their new passengers must sign a release before the excursion can continue and let the operators know where the releases can be found during the day in case additional signatures must be added to a release.

One last piece of the paperwork puzzle would be documentation of the topics covered at your job briefing(s)/safety meeting(s). In the event of an incident where legal action may be involved, it would be very advantageous to have the topics and at a minimum an abbreviated text of the entire meeting outlined. If RR officials or additional speakers spoke of safety related items, then that should be documented as well. Right up until a day of two before the event, the E.C. should be making notes of safety and logistic concerns that must be covered at the job briefing. In order to save a bit of time, rough outlines from past safety meetings/ job briefings could be used as a starting point for your meeting documentation. A side benefit of having a text to refer to for your meetings is that you very rarely forget to cover a topic and a sometimes boring job briefing flows better and keeps the attendee's attention.

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



RIDING WITH JOE

BY JIM MCKEEL

Summertime in the hills on a motorcar excursion! What could be better? Joe Speeder had unloaded his car, checked it out, passed the safety inspection, and was on-the-rail; ready for another great ride. Everyone headed to their cars once the safety meeting was concluded, got their cars running, and they were ready to go. The group headed out of the yard and soon got into some interesting hills that required the railroad to negotiate some fairly tight curves to work through them without the great expense of moving a lot of dirt or digging several tunnels. The tracks were lined on both sides with trees which further reduced the range of vision around these curves. The excursion was moving along nicely and Joe Speeder and his passenger were really enjoying the fabulous scenery.

Lunch was completed at the turnaround point and the excursion departed on the return trip. Back into the hills and into the curves they went. Joe Speeder settled back and was really enjoying the somewhat brisk pace as they wound through the hills. This was good rail and well maintained. All of a sudden there it was! A motorcar was stopped about two-thirds of the way around a fairly tight curve and the operator was hurriedly getting out of the car with a flag in his hand. Joe Speeder tensed as he quickly sat up in his seat. He grabbed for the brake and threw the lever forward attempting to get the car stopped. The brakes locked and the car was now sliding down the rail. The car ahead was getting closer and closer. Joe Speeder now knew he was in trouble! The car wasn't stopping. Bammmmm!

Joe Speeder's car hit the car ahead, throwing both cars off the rail and down on the ballast. Fortunately, the injuries to Joe Speeder and his passenger were minor, just a couple of bruises and scrapes; but it didn't look so good for Joe Speeder's car. The motorcar was disabled. The tow hitch of the car ahead had plunged into Joe Speeder's engine damaging the pulley and cooling fins. There wasn't any apparent damage to the car that Joe Speeder hit and, fortunately, the operator had gotten out of the car before the collision. Joe Speeder was under tow for the rest of the excursion. His day was ruined. It had been such a great run – until that fateful moment when the stopped motorcar ahead had come into view as he rolled around that curve. Joe Speeder had learned a lesson today, and he wouldn't soon forget it. Upon arrival back at the set-on point, Joe Speeder loaded up his damaged car. He had a rather sullen ride back home that evening as he thought of the expense and time that would be required to get his car back into good condition once again.

Did Joe Speeder violate any NARCOA rules in the above scenario?

Joe Speeder sure did violate rule #17 in section II of the NARCOA rulebook. Joe Speeder failed to slow down as he entered that tight curve. He should have slowed to a speed that would have allowed him to get stopped within half of his range of vision around that curve. Had he done so, this collision never would have happened and Joe Speeder wouldn't be faced with the reality of making expensive repairs to his motorcar.

Rule #17 in Section II of the NARCOA rulebook states as follows:

“17. RESTRICTED SPEED. 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.”



2009 NARCOA ANNUAL MEETING

SEPTEMBER 25-26, 2009

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 Mark Springer at (316) 721-4804 or lospinos@cox.net

To secure a hotel reservation at the NARCOA rate, contact

Carl Anderson at 847-882-5329 or ca636@aol.com.

SO YOU WANT TO BE AN EXCURSION COORDINATOR PART II?

BY WARREN RICCITELLI, EC

So you still want to be an excursion coordinator. The question is: Do you know what that means and are you really open to the challenge?

It means different things to many affiliates and members, and even our own board of directors. And I will try to make sense of the whole process, including planning, continued education, the mental stress and its personal gratification.

It's a Thursday night in early June and I just got off the rails. Today was a short run, bumping over paved crossings on rails that have not been used for 25 years. Now owned by the State of Maine, its future to our hobby seems limited with its expected revival for passenger service. Only eight cars to get their dusted off to be ready for tomorrow and this weekend's Annual Hobo Motor Car Meet. A couple of weeks ago we had two smaller runs in MA that had four people mentored and I used my patience with guys that had worked and transformed old cars into new and hoped they worked.

Tomorrow we are running the Conway Scenic Railroad in NH. If I use a word to describe it, it would be "magnificent" for an operator and "pressing" for an Excursion Coordinator. This excursion goes through Crawford Notch starting in Conway, NH, clinging to the rocks as we climb with magnificent views of Mount Washington and the Presidential Range. All this property is the White Mountains National Park and as such is loaded with bridges, trees, rocks, deer, bears and hikers. And with these issues and more, I will have to be the BAD GUY at the safety meeting.

There are no two excursions that are alike, all are a little different and all that the EC has to think ahead on.

Twenty one cars will seton tomorrow, and I will have some rules that are not in the rulebook and not everyone will like them. My experiences with the back woods and the railroad have taught me some things to do for the success of the excursion. In a training course I took, one of the values we learned was "Controlling the Group". If you show them rational and set the rules ahead of time, there should be fewer problems.

It's time to highlight these special rules that are for this excursion and a little explanation on some.

The first rule will be quoted directly from the Mentoring Form:

"Explain that the Excursion Coordinator is the BOSS of the meet and their directions or rules must be obeyed". If you do not like these rules – GO HOME.

The other rules are mostly reminders that should be addressed:

No stopping on bridges

No backing up moves without my permission

No breakdown rule is in effect till 11 am (we have to clear a passenger train)

Any car with brake problems will be setoff at the next crossing

Pushing allowed only until the next turnaround point

Gas leaks will not be tolerated. Gas will be turned off and battery disconnected

In case of a breakdown, all cars will stop. (I want all cars together)

In case of breakdown, no unoccupied cars will be allowed. (I will not tow cars with chains)

If tow bars are required, two persons must verify that all is secure. (And get their names)

With twenty cars – the 10 second separation will prevail. That gives me 3 ½ minutes from first car to last. At 20 mph, first and last car will call mileposts. Anything over 3 minutes will cause the excursion to regroup.

The group will create two sections for flagging minor crossing. Five major crossings require all to group together and they will be identified.

Well, its time for a shower and to get some sleep. It will be interesting tomorrow being the BAD GUY and getting the group to follow these special rules for this run. Till tomorrow.

It's Friday AM and it looks like a great day with beautiful weather. I am prepared for a very serious safety meeting with a group that is really looking forward to a day on the rails. At our safety meeting is the Operations Manager for the railroad and he proposed that we start

out, go a mile, reverse and go to the five miles to Conway. On the way back, we can stop at their offices and enjoy their beautiful station, engine, roundhouse, and gift shop. So off we go.

Things turned for the worst almost immediately. One MT-14 started but it was resisting movement. Able to do only three MPH it started to upset our schedule. We stopped to turn a few cars and instead of working on his car the owner was off taking pictures. A half hour into our run, we are delayed and the gals run for the bathroom. Getting everyone back together and moving again was a challenge. Down to the end, turn the cars and the railroad said since we are late we can't stop because we are about to holdup up a passenger train.

We sped down the tracks about six miles and stopped for the next crossing. Twenty minutes later our limping MT-14 showed up. We had been running in flat land and now we are headed for the mountains. He piddled with his car and got back in.

Next crossing was the same so with the mountains ahead I put him on the bar.

We missed two scenic overlooks, missed a bathroom stop that was locked up, got behind a tie gang and the day was turning for bad to worst. After the turn, and late in the day, we got behind the rail crew again. The track shrunk and they could not get the joint bars back together. Another forty-five minutes to wait, then follow the tamper back to town. You guessed it, another stop for the ladies.

To make matters worse we had a barbeque to be at in Lincoln, an hour drive after the Setoff. It runs from 6 to 8. It's 6:30 and we are still an hour from the Setoff. A call is made and luckily they will save everything for our late arrival.

In all, a great day. I towed a car 100 miles up and down the mountain, delays persisted and the girls were on a constant lookout for privies, we got to the barbeque at 8:45. I was a little flustered but it was a great day on the rails.

And to that one individual and everyone: PLEASE PREP YOUR CAR BEFORE YOU LEAVE HOME!



COOL TOOLS

Several members have submitted interesting Tool related articles, so they are combined, here. - Editor

The big wrench shown in the picture, called a Reynolds Wrench allows a person to hold the head of those difficult wheel mounting bolts inside the wheel. The bent wrench allows access from the outside by inserting the wrench through the holes between the spokes. Then the wrench is held from turning by the spokes themselves. If you choose to bend one yourself it may take some experimenting. The shape is different for cars with flat fenders such as a MT-14 than it is for round-fender cars, like the MT-19.



photo by Dick Ray

Have you ever needed a 1/2 inch combination wrench to use in a tight application where you can't get a socket on the nut and there was no room to swing a normal length wrench? Most of the use of a combination wrench is in turning a nut after it has been loosened. Often the short wrenches like these allow turning the nut a half turn at a time, when a normal length wrench can only do one flat at a time.

Keep them as a set on a short piece of aluminum wire so you don't have to search for them. - Dick Ray



photo by John Miller

Several people asked about the tool being used in the picture on page 8 of the Jan / Feb 2009 issue of the SETOFF where several folks are "digging out a crossing". Here is the tool we made to clear flange-ways.

- 4" x 9" piece of 3/16" steel plate
- Cut 2.5" deep slot 1.5" from side.
- Bend large section up at 30 degree angle.
- Bolt 4" pipe to plate.
- Add bicycle grip to end of pipe.

Place large section on rail head and scrape away. You could adjust slot depth and bend angle for deeper flanges.

- John H. Miller

If you ever use castle nuts you know how hard it can be to find the cotter hole in bolt. Before threading on nut mark the end of bolt with a marker pen. If the nut end is out of sight mark the head. It isn't perfect but it gives you an idea where the hole is.

- Jim Spicer



photo by Jlm Spicer

CHECKING AXLE/WHEEL INSULATION

BY PAT COLEMAN

During the Camas Prairie run in late May my MT-19A triggered the crossing signals at the first stop leaving Lewiston. This car has relatively new insulating cones and has not caused this issue in approximately 14,000 miles of operation except for one exception described later in article. When tested with a continuity meter a few miles out on the run the EC detected low continuity on left side and high continuity on right side. The continuity was through all wheels, indicating an issue with the brakes. One person thought a couple of cotter pins were marginal in their proximity that allowed the continuity, but resetting the pins did not resolve the issue.

Shortly after finding my car was the issue I went through two crossing with signals without setting off the lights. Yet when we checked the wheels we found the problem still existed.

Bill Andrews felt that the collection of dust/dirt on the end of axle could be bridging the cap so he took a pointed object and began scraping the dirt off the end of axle in the area of the washer and the insulating cone. I used an aerosol can of Electric Motor Contact cleaner and sprayed the ends of the axles and into the wooden brake shoe linkage. That is when we found a loose nut on the bolt used to connect the liner and the shoe. We replaced the nut with a Nylox and when we checked for continuity again we found the wheels were isolated as they should be.

Do we know which "fix" corrected the issue? No.

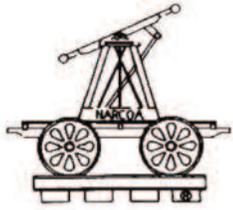
Interestingly we had two more incidents of triggering the signals. One by another car and once by the dome liner push cart.

Three days later while my car was back on the trailer I pressure washed all the running gear as an added precaution.

I should note that I did set off signals on a Northern California run about 4 years ago, the car had been feeling squirrely and when we raised the car on turntable we found the rear axle had broken inside the rear chain hub.

See you on the rails!

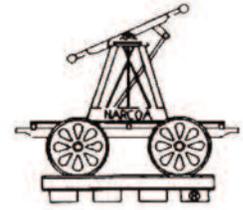




NARCOA EXCURSIONS AS OF JUNE 15, 2009

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

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



July 04 - 05, 2009 – NE - Nebraska Northeastern Railroad

Osmund, Nebraska - The First Iowa Division is pleased to announce a 2-day ride on the Nebraska Northeastern Railroad. The Osmund to Jackson segment will be ridden on Saturday and the Osmund to O'Neil part will be ridden on Sunday. Mileage for this 2-day event is approximately 230 miles. Set on will be at the NENE offices in Osmund beginning at 6:30am and departure for both days will be at 8:00am. Cost of this 2-day event is \$60. 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 or go to www.firstiowadivision.com for more information. This is a Narcoa-insured ride and all Narcoa rules apply.

July 04 - 05, 2009 – MB - Central Manitoba RY/Canadian Pacific RY/Prairie Dog Central RR

North Central Railcars is pleased to announce a 2-day motor car excursion over the Central Manitoba Railway, the Canadian Pacific Railway, and the Prairie Dog Central Railway on Saturday & Sunday, July 4 and 5, 2009. On July 4, participants will travel CEMR's Pine Falls Sub, enjoying a 130 mile journey through the Manitoba inter lakes region. On Sunday, July 5, we will interline from the CEMR onto the CPR main line through Winnipeg then onto the Prairie Dog Central Railway. Sunday's travel will be approximately 60 miles. The excursion fee for the entire weekend is \$125 (US) or \$150 (CDN) and includes all railroad fees, gratuities, and other related excursion costs. Canadian participants are welcome to pay cash for the excursion in local currency at the beginning of the trip, but do need to register in advance. There is a 25 car limit. Complete information will be forwarded upon receipt of the excursion fee (U.S.) or by request (for Canadian participants). This is a NARCOA-insured excursion, and all NARCOA rules will apply. For further details, contact Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035. Tel: (317) 839-9320 or email: mford@indy.rr.com.

July 04 - 22, 2009 – BC - Pacific Northwest Tour 2009 update 06/16 Full - Waiting List

This trip is currently waitlisted: From the Pacific to the Rockies – Across Beautiful British Columbia July 4 – July 22, 2008 MOW is pleased to sponsor thirteen days on rail including five railroads in the Pacific Northwest: Southern Vancouver Island Railway E&N route (Victoria, BC) July 4 – July 8, Alberni Pacific route (Port Alberni, BC) July 9, Canadian Forest Product's Englewood Railway (Woss, BC) July 10, Kootenay Valley Railway (Nelson, BC) July 15-16, and July 21-22, Canadian Pacific Railway (Windermere Sub) July 17 - 19, and Kootenay Valley Railway (returning to Nelson, BC) July 21-22. Participants will travel approximately 1015 miles on 5 railroads and approximately 930 road miles starting on Vancouver Island in southern British Columbia. MOW membership not required. All participants must have 2009 NARCOA Insurance and current license number. Estimated trip fee of \$1850.00 per car. Participants are responsible for their own meals and lodging. There is a 25-car limit. This is a NARCOA insured excursion, and all NARCOA rules will apply. For registration information and trip details visit the MOW website or contact Margaret Hope (604) 320-7613 mhope@lionsgate.ca

July 08 - 10, 2009 – SK - Torch River Rail/CN/Thunder Rail/Wheatland Railway

North Central Railcars, Ltd. is please to announce that plans have been finalized for a 3-day motor car excursion over 4 different railroads in north central Saskatchewan between July 8th & 10th, 2009. On Wednesday, July 8, we will run Torch River Rail (twice) between Nipawin, SK and Choiceland SK for a total of 104 miles (including an 1800' trestle). On Thursday, July 9, we will run a portion of CN's Tisdale sub between Crane and Melfort (starting in Tisdale, SK), and will also run Thunder Rail between Crane and Arborfield for a total of 112 miles. On Friday, July 10, we will run the Wheatland Railway between St. Louis, SK and East Totzke, SK for a total of 92 miles. Total miles for all 3

days are approximately 312. These rides are planned to coincide with trips on the CEMR/CPR/PDC (July 4/5) and CPR in southern Manitoba (July 13-16). Total cost for the 3-day excursion is \$175 (USD) or \$200 (CDN) and includes all rail fees, gratuities, and other related excursion expenses. Canadian participants may pay in local currency at the beginning of the excursion, but do need to register for the trips in advance. Complete details and registration materials will be sent upon receipt of the excursion fee (US participants) or by request (Canadian participants). Please make checks payable to North Central Railcars and send to Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035 or contact Mike via phone at (317) 839-9320 or e-mail: mford@indy.rr.com

July 10 - 11, 2009 – NY - Arcade and Attica RR/ New York & Lake Erie RR

Friday, July 10th. Arcade, New York. Arcade and Attica Railroad. 125 year old short line. Mid morning set on. 30 mile round trip. Scenic, historic, vintage railroad. Saturday July 11th. Gowanda, New York. New York New York & Lake Erie Railroad. Operating south out of Gowanda toward Cherry Creek. Possibility of operating on the Cattaraugus branch. Time stood still on this line, vintage towns, depots and antique signal equipment. 60+ miles expected. OVR and NARCOA policy. No hyrails permitted. Fee \$125.00 for both days. Ohio Valley Railcars c/o Dave Verzi 3922 Rocky River Dr Cleveland, Ohio 44111 216.941.5273 6.P.M. to 9 P.M. or email WM340@aol.com

July 10 - 11, 2009 – ID - Washington & Idaho Railroad

Pacific Railcar Operators is pleased to announce the WI&M / P&L branch excursion Friday July 10 and Sunday July 12, 2009 on the Washington & Idaho Railroad. The set on point will be at the Potlatch Depot, Potlatch Idaho. Friday's trip will go from Potlatch to Palouse on the WI&M Railroad and then from Palouse to milepost 3 near Marshall on the old Palouse and Lewiston branch of the Northern Pacific and return, a total of 138 miles. On Sunday we will run from Potlatch to Palouse and then to Moscow and return, a total of 74 miles. The actual mileage we will travel could be reduced by track maintenance, but we will do everything we can including switching the Friday and Sunday runs in order to cover as much as possible. On Saturday, operators will have the opportunity to participate in the Potlatch Depot Days benefit at no additional charge. Run fees are \$135.00 and no refunds will be issued after July 6th, 2009. Make checks payable to Pacific Railcar Operators and mail them to Meet Coordinator Steve Taulbee, 2206 Burrell Avenue, Lewiston, ID 83501. NARCOA insurance, NARCOA Rules Certification, PRO membership, spark arrestors and mechanically sound motorcars with all the specified NARCOA equipment are required. Packets with itinerary, motels, restaurants, camping spots and maps will be mailed after payment is received. There is a 30 car limit for this excursion. For more information contact Meet Co-ordinators Steve Taulbee, (208) 746-5430, Taulbee1@cableone.net, or Jim Morefield, (208) 743-0802, jmorefield@cableone.net

July 10 - 12, 2009 – NY - Delaware & Ulster Railroad

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

tion: NARCOA mentoring allowed on this excursion. The event is sponsored by NERCA. Event Coordinator: Warren Riccitelli / Al Elliott. For more information please contact Warren Riccitelli, 39 Jacksonia Drive, North Providence, RI 02911 (401) 232-0992 or e-mail at warren.riccitelli@verizon.net

July 11, 2009 - ID Potlatch Depot Days

Pacific Railcar Operators is pleased to announce its fifth annual "Potlatch Depot Days" Benefit Saturday July 11, 2009 on the Washington & Idaho Railroad (former WI&M) at Potlatch, ID. This will be held in association with a PRO excursion over the remainder of the W&I (former NP P&L) on Friday and Sunday, July 10th and 12th. That excursion is listed separately. Saturday participants will be asked to give rides to Potlatch Depot Days participants over eight miles of track. Profits go to the Washington, Idaho & Montana Ry Historical Society and its continuing efforts to restore the Potlatch depot. There will be no charge for participating in Saturday's event, but please notify the coordinator if you are attending. Information letters will be sent with lodging and set on information on receipt of your notification. All NARCOA rules and guidelines are in effect. Operators must have NARCOA insurance and operator's certificates. Spark arrestors are required. For more information call Excursion Coordinator Terry Wade at 360-893-2290 or email railsntails@yahoo.com. Mail notification to PO Box 152, Orting Wa 98360.

July 11 - 12, 2009 - GA Heart Of Georgia West RR

Between Richland, Ga and Chattahoochee River (Alabama State Line) 28 miles one way. Set on at Richland, Ga or Lumpkin, Ga. Work days clearing brush and undergrowth. Bring tools, gloves, ankle high safety shoes, lunch and drinks. NARCOA Rules apply. Excursion coordinators: Jay Boggs 904-215-2956, Jim Garner 904-264-5564, Dave Ferro 850-656-0592. Charlie Pults 386-454-4659. Larry Crowe EC in Training. E-Mail: Boggsrr@bellsouth.net or JGrrman@att.net

July 13 - 16, 2009 - SK/MB - Canadian Pacific Ry Excursion Full - contact Mike Ford for availability

Four day motor car excursion over the Canadian Pacific Railway's Estevan, Arcola, and Napinka Subdivisions on July 13, 14, 15, & 16, 2009. Participants will travel approximately 526 round-trip miles through the beautiful Pembine Valley in southwestern Manitoba and southeastern Saskatchewan. Each participant will be expected to bring and wear a hard hat, safety eyewear/glasses, high-visibility vest, and steel toed boots. This is a CPR Rule. No exceptions. Excursion fee of \$425.00 (US) or \$500 (CDN) includes all railroad fees, gratuities, 2 nights lodging (Boissevain & Estevan) and other related excursion costs. Canadian participants are welcome to pay cash for the excursion in local currency at the beginning of the trip, but need to register in advance. Complete details will be sent upon receipt of the excursion fee (US) or by request (for Canadian participants). There is a 25 car limit. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For trip details, contact Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035. Tel: (317) 839-9320 or email: mford@indy.rr.com

July 18 - 19, 2009 - IL Illinois Railway, Inc

Great Lakes Railcars is pleased to announce a motorcar excursion on the rails of the Illinois Railway. On Saturday, July 18th we will be traveling on the Ottawa line from Ottawa to Yorkville. 60 mile round trip. After lunch in Ottawa, we will travel to Streator crossing the Illinois River via the historic CB&Q lift bridge, a 30 mile round trip. On Sunday, July 19th we will travel the Zearing Line starting from Ladd and traveling to LaSalle, on the Illinois River and than returning to the BNSF connection near Zearing. Cost for these trips will be \$90.00 for the Ottawa line and \$65.00 for the Zearing line. There is a 25 car limit and both excursions are NARCOA Insured trips and all NARCOA rules apply. Registration materials and complete details will be sent upon receipt of the excursion fee. To register for both days sent a check for \$150.00 and Save \$5! Please make your check payable to Great Lakes Railcars and send to Robert Knight, Excursion Coordinator, 1212 Vale Street, Sandwich, Illinois, 60548-2329. For additional questions you can e-mail Bob at: railbuff@indianvalley.com.

July 18 - 19, 2009 - PA - North Shore and Shamokin Valley Railroads

Saturday, July 26th, ride the 86 RT miles of the North Shore Railroad from Northumberland to Berwick and back. Former Erie Lackawanna Railroad. Sunday, July 27th ride the 50 miles RT of the Shamokin Valley Railroad from Sunbury to Mt. Carmel Junction and back. Former Reading and Pennsylvania

Railroads. Saturday night dinner and tour at the Central PA Chapter NRHS White Deer Train Station. \$10 of the registration fee donated to the chapter. Sunday tour of the Lower Anthracite model railroad while in Shamokin. Proof of NARCOA insurance required, all NARCOA rules will be enforced. Registration fee - \$75.00. Note: All CPE rides are rain or shine. No cancellations due to weather. Hard soled shoes required, no sneakers or sandals. Children must be closely supervised at all times. Send check to: Central PA Excursions, PO Box 145, White Deer, PA 17887. Questions: (570) 538-9050 or email firefighter5@jlink.net

July 24 - 26, 2009 - MN - Minnesota Northern Railroad

Thief River Falls, Minnesota - The First Iowa Division will host a 2-day ride w/night run on Friday, July 24th beginning 8 miles north of Thief River Falls along Hwy 32 at the Independent Locomotive Services shops at 5:00pm and departing for St. Hilaire at 6:00pm. We will make a round trip and return where we will leave the cars on the tracks and then proceed north on Saturday morning. Set on will be at 6:00am for those not already on the tracks. We will tour the locomotive shops prior to our departure. This run will take us through Greenbush to Roseau where we will stop for lunch. We will then continue east to Warroad, returning to Roseau where we will spend the night. Departure on Sunday morning will be at 8:00am back to our set on location north of Thief River Falls. Mileage for the entire excursion is 188 miles round trip. Cost of this ride is \$60 per car. 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 or go to www.firstiowadivision.com for more information. This is a Narco-insured event and all Narco rules apply.

July 25 - 26, 2009 - GA Heart Of Georgia West RR

Between Richland, Ga and Chattahoochee River (Alabama State Line) 28 miles one way. Set on at Richland, Ga or Lumpkin, Ga. Work days clearing brush and undergrowth. Bring tools, gloves, ankle high safety shoes, lunch and drinks. NARCOA Rules apply. Excursion coordinators: Jay Boggs 904-215-2956, Jim Garner 904-264-5564, Dave Ferro 850-656-0592. Charlie Pults 386-454-4659. Larry Crowe EC in Training. E-Mail: Boggsrr@bellsouth.net or JGrrman@att.net

July 26 - 27, 2009 - NY - Upper Hudson River Railroad

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. This ride is limited to 30 cars. The event is sponsored by NERCA. NARCOA insurance and rules apply. All payments / cancelations are required 30 before the excursion. The price of the trip is \$150. Equipment Restrictions/Requirements: No HY-Rails allowed by permission. 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, 39 Jacksonia Drive, North Providence, RI 02911 (401) 232-0992 or e-mail at warren.riccitelli@verizon.net

August 08, 2009 - WV - South Branch Valley Railroad

We will start in Petersburg WV and cover 104 round trip miles extending to Greenspring WV and return. We will pass the Potomac Eagle passenger train. Restrooms and the Potty cart will be provided. 40 car limit. Fee is \$65.00 All NARCOA rules apply. You must wear over the ankle hard soled shoes at all times including set-on and off. All cars must be able to set-on perpendicular to the track. You cannot back your trailer parallel with the tracks and block the road. For more info contact John Gonder at : up3706@msn.com or 724-696-4544 6-8pm Appalachian Rail Excursions LLC 415 Levine Lane Ruffs Dale PA 15679 this is a great companion trip for the Western Maryland trip held the following day only a few miles apart.

August 09, 2009 - WV - Western Maryland Scenic Railroad

From our set-on at the engine house in Ridgeley, WV, we will travel past the former Western Maryland Railroad station, through the narrows, and up the mountain to Frostburg. As we await the arrival of the steam powered passenger train, we expect to turn the speeders on the turntable, and then return. Approximate round trip mileage will be 34 miles. We hope to be off the rails by 3PM, giving everyone an early trip home. This excursion will be a great way

to complete the weekend for those riding the SBVRR excursion on Saturday August 8. This will be a Northern Central Railcar Assoc. excursion. All NARCOA rules will be enforced. All cars will be inspected. There is a 40 car limit. Price for this excursion is \$40 per car. For information, contact Gary Shrey. E-mail: Gshrey@aol.com Phone: 717-227-9628 Cell Phone: 717-586-3101 An application can be downloaded from our web site: <http://wilmington-nrhs.com/nra/>

August 10 - 12, 2009 – CO - Cumbres & Toltec Scenic Railroad (3 ft. narrow gauge)

Heart of the Heartlands will be hosting a three-day excursion on the Cumbres & Toltec Scenic Railroad (3 ft. narrow gauge) out of Chama, NM on August 10-12 (Monday, Tuesday, & Wednesday), 2009. Monday - run from Chama to Lava Loop and return. Tuesday – run from Chama, NM to Antonito, CO and return. Wednesday – run from Chama to Big Horn and return. We will cover over 300 miles meeting steam trains each day. Set-on, paperwork, and inspection will take place on Sunday, August 9, 2009, from 5:00 PM until 7:00 PM. Cost: \$325.00 per car plus \$30.00 per person. (The \$30.00 covers a steak dinner and drinks/snacks for five breaks at Osier Station.) Make checks payable to "Jim McKeel". There is a 20 car limit for this excursion. Deadline for registration/payment: Friday, July 10, 2009. The latest version of the NARCOA Rulebook will apply. NARCOA Insurance and Certificate of Examination card required. Experienced and alert operators with motorcars in good mechanical condition please. Ensure that your motorcar is ready for high altitude operation (7,863 ft. up to 10,015 ft. elevation) and that it will be able to pull an extended 13½ mile 4% grade. Spark arresters and wheel chocks required. No smoking on railroad property except on the platform outside the Osier dining facility. No pets. No children under the age of 16. Lodging and meals (except for Tuesday evening steak dinner) are on your own. Be prepared for a variety of mountain weather conditions and wear appropriate clothing (no shorts) and shoes or boots (sturdy boots are recommended) for this extreme railroad environment. Ensure that brakes, headlights, tail lights, and brake lights are in good working order. Excursion Coordinator: Jim McKeel, 9742 Yosemite Ct., Wichita, KS, 67215-1531, phone: (316) 721-4378, e-mail: cts.excursions@cox.net.

August 13 - 16, 2009 – CO - Durango & Silverton Narrow Gauge Railroad (3 foot narrow gauge)

Set on is Thursday afternoon August 13th in Silverton. August 14th, 15th & 16th participants will travel approximately 56 round-trip miles per day against the current of traffic on this historic railroad during "Railfest 2009", between Silverton and Rockwood for a total of about 168 miles. This run will immediately follow a run on the Cumbres & Toltec Scenic Railroad to be held August 10-12; information and details on that ride will be posted within a few days. Experienced, alert operators and excellent motorcar mechanical condition please. Spark arresters and wheel chocks required. There will be no mentoring on this event. This is a NARCOA insured excursion, and all NARCOA rules will apply. This is a NO SMOKING event. You must be over 18 years of age. No pets. There is a 20 motorcar limit. Cut off date for signing up is Friday, July 10, 2009. To sign up, send a check for \$350.00 made out to Rocky Mountain Division, along with your motorcar make, model, Insurance and Operator Certification card numbers (for you and anyone who may be operating your car) to: Philip Walters, 6137 Road 46, Mancos, CO 81328, (970) 533-7177 pwalters@frontier.net. For more details, motorcar restrictions, lodging lists etc. see www.rockymountaindivision.com/DSNG2009.htm

August 15, 2009 – 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. 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 or go to www.firstiowadivision.com for more information. This is a Narco-insured ride and all Narco rules apply.

August 15 - 16, 2009 – NY - Finger Lakes Railway

Saturday we ride from Geneva to (Solvay) Syracuse. We will be making tour of the Central New York Model Railroad Club at Skaneateles Jct with a Dutch Lunch. Sunday Seton will be in Victor with festivities of a new railroad preser-

vation that is just forming. Our trip will take us to Shortstown and reverse direction to Candiagia and return. We will set on at 7 AM. Departure is scheduled for 8 AM. Approximate round trip mileage for this excursion is 140 miles. Price does not include any meals. Brown bag it for Sunday. The event is sponsored by NERCA. NARCOA insurance and rules apply. All payments / cancellations are required 30 before the excursion. The price of the trip is \$145. Equipment Restrictions/Requirements: No HY-Rails allowed. 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 Riccicelli / Al Elliott. For more information please contact Warren Riccicelli, 39 Jacksonia Drive, North Providence, RI 02911 (401) 232-0992 or e-mail at warren_riccicelli@verizon.net

August 22 - 23, 2009 - Oklahoma Railway Museum

Trips on Farmrail in Western Oklahoma, Saturday and Sunday. Routes yet to be determined. Set on will be at 7:30 AM on Saturday and Sunday at locations to be determined. Approximately 120 miles round trip on Saturday and 85 miles round trip on Sunday. Cost will be \$70.00 per unit. This will be a NARCOA-Insured ride. NARCOA Rules apply. Additional information will be available after May 26th. Contact drake.rice@cox.net.

August 22 - 23, 2009 - IN/MI - Indiana Northeastern RR Full with Waiting List

The trip will start in Ashley, IN and run east/west, then north to Coldwater, MI for an overnight stay, with return to Ashley early afternoon on Sunday. The entire trip will cover approximately 150 miles. The excursion fee of \$240.00 includes the railroad fee, overnight accommodations in Coldwater, MI (Sat., August 22, 2009), gratuities, and other miscellaneous excursion costs. Registration materials, complete details, itinerary, and maps will be sent upon receipt of the excursion fee. This is a NARCOA insured excursion and NARCOA rules apply. There is a 30 car limit. To register, send a check for \$240.00 (Payable to Great Lakes Railcars) to Michael P. Ford, 7712 Carpenter Court, Plainfield, IN 46168-8035. For questions or further information, contact Mike at (317) 839-9320 or via e-mail (mford@indy.rr.com).

August 29, 2009 – MO - Ft. Leonard Wood Army Base RR

Ft. Leonard Wood, Missouri The First Iowa Division has set up a ride on the Army base at Ft. Leonard Wood, Missouri. Set on will be at 10:30am with a 12:00 noon departure. We will make two trips on this 20-mile scenic line through the Ozarks to the connection with the BNSF at Bundy Junction. Due to security issues, everyone will need a picture ID, vehicle registration, proof of insurance, and be prepared for a vehicle inspection. Cost of this ride is \$35. 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 or go to www.firstiowadivision.com for more information. This is a Narco-insured ride and all Narco rules apply.

August 30, 2009 - MI Southern Michigan Railroad Society

Come join us for a Motor Car Excursion at the site of the "First Annual NARCOA Convention" in 1985 at Clinton, Michigan. We will set on at 8:00 AM in Tecumseh's North Yard and make 2 runs for a total of 54 miles. This is a Non NARCOA event. All participants will be required to sign a waiver. Must wear work shoes and no shorts. Cost is \$35.00 in advance and includes lunch. There will be a work meet on Saturday from 9:00 AM – 4:00 PM and those participating will ride free on Sunday. We plan on having a swap meet before, during, and after so bring your extra MC parts. For reservations and more information contact: Pat Robertson at: acrcm@wowway.com 734-664-7105. Sorry no Hy-Railers. This event is limited to 30 Cars so don't miss out.

August 30, 2009 – MO - Colt Railway

Columbia, Missouri Come join us on this First Iowa Division ride which runs northeast from Columbia to Centralia on an ex-Wabash track. We will set on beginning at 6:30am and have a scheduled 8:00am departure for the first run. Our set on location is at Boone County Mill Works which is located in downtown Columbia. We will run this line two times during the day for a total of about 88 miles. Cost of this ride is \$45 per car. 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 or go to www.firstiowadivision.com for more information. This is a Narco-insured ride and all Narco rules apply.

September 05, 2009 – CO - San Luis Central RR

Monte Vista, CO - The Rocky Mountain Division invites you to this railroad set in the famous San Luis Valley of Colorado. Set-on will at the SLCRR offices at 2899 Sherman Ave., Monte Vista, CO followed by safety inspections, signing of liability waivers and a safety meeting. We will travel north 12 miles to Center, CO for a lunch break. Departure for the return will be after lunch with arrival back at Monte Vista early afternoon for a 24 mile round trip. This railroad aka The Pea Vine moves over 3000 carloads in and out during the year. It serves an agricultural area involved in the production of potatoes and potato products. This is a NARCOA insured event and all NARCOA rules will apply. No Hi-Rails. Operators needing mentoring are welcome, just please let the EC know when you sign up that you will need mentoring. The fee for the day will be \$50 per car. Fee must be received by EC two weeks prior to the event. Checks should be made to "Rocky Mountain Division". For information and/or reservations contact: Jon Keeling Phone: 719-989-0779 Mail P.O. Box 721 La Veta, Colorado 81055 Email: jkeelingmt14@yahoo.com Details and updates at www.rockymountaindivision.co/slcSep09.htm

September 05 - 06, 2009 - NY - New York Susquehanna & Western Railway, Utica and Syracuse Branches

The Volunteer Railroaders Association is pleased to sponsor a 2-day run over the NYS&W Utica and Syracuse Branches September 5th and 6th, 2009. Participants will travel approximately 84 round-trip miles on Saturday between Sherburne, NY and Utica, NY. Lunch will be on your own at a convenient location near Utica. Sunday we will be running approximately 70 miles roundtrip from Cortland, NY to Port Dickinson, NY, lunch will be deli sandwiches for an additional \$9.00 per person. We will be stopping at convenient locations for bathroom breaks. Operators and riders under 18 are not permitted by the railroad. The trip fee is \$120.00 per car which includes the railroad's per car fee. There is a 40 car limit. This is a NARCOA insured excursion, and all NARCOA rules will apply. This is a non-mentoring run. ECs for the trip are KC Smith and Chris Vitz. The NYS&W requires that ALL operators must pass a Northeast Operating Rules Advisory Committee (NORAC) guidelines training class and test prior to the event. If you have a current NORAC certification please mail us copies that we can forward to the railroad. A class will be offered Friday night prior to the next day's trip. We are sorry for the inconvenience but this is a requirement of the railroad. Your NORAC certification will be good for two full years. For trip details contact the VRA at 80 Royal Avenue, Hawthorne, NJ 07506 Tel: (973) 238-0555 or email to: volunteerra@yahoo.com. You can also sign up and pay for the trip with a major credit card via our website at <http://www.vratrips.org>

September 05 - 07, 2009 - QE St. Maurice Valley Railway

Club Railcar Québec invites you EXCURSION FROM QUEBEC CITY TO JOLIETTE & RETURN via the St. Maurice Valley Railway. Track used are with Canadian National and Quebec/Gatineau Railway; a run of 317 miles. The run is of three days on September 5, 6 and 7, 2009. NARCOA insurance and rules apply. **Don't send any money right now there will be a modification in the amount. Send me all other information reliable without money for now.** Meals and accommodation are at your own expenses; however we have made arrangements for group rates. The number of participants is limited to 30 cars. The deadline for registration is August 10th 2009 and after this date, there will be no refund possible. For more information, please contact Louis-François Garceau at 1 (418) 832-1502. Mobile is (418) 955-2466. VISA and/or MASTER CARD are accepted. Blocks of rooms have been reserved to participants. You must make your own booking before August 6th 2009 when booking your room with the following hotels... • Friday, September 4: Holiday Inn Express Quebec (Ste. Foy) 1 (418) 653-9321, rate single or double room \$129 + tax breakfast included. Note this hotel is located near the departure SETON place. • Saturday, September 5: Château Joliette 1 (800) 361-0572, Canada only, the number from the US is 1-450-752-2525. Group number CRQ 8532. Rate: single room \$108 + tax, double room \$118 + tax. • Sunday, September 6: Hotel Gouverneur in Trois-Rivières 1 (819) 379-4550. Rate: single room \$92 + tax, double room \$107 + tax. SETON Friday evening after dinner and/or Saturday morning at 6:30 AM – departure shall be at 8:00 AM. SETON is just beside the Ste. Foy VIA Rail Railway Station located near the SMFQ, 3350 chemin de la Gare in Québec City - postal code G1V 4N6. Please, keep your vehicle lock correctly when not in use. Safety boots and vests are obligatory. Saturday, September 5, Ste. Foy to Joliette (139.3 miles) - Sunday, September 6, Joliette to Shawinigan to Trois-Rivières (98 miles) - Monday, September 7, Trois-Rivières to Ste. Foy (79.7 miles) - Arrival at Ste. Foy

(SMFQ Gare de Sainte-Foy) around 4:00 PM for the SETOFF. NOTE: On arrival, Miniatures trains inside the SMFQ Hall will run at your convenience. NARCOA rules and insurances will be in force. I will also need your Certificate rules book number and Insurance policy number will complete information such has address and all other pertinent informations. Please advise me via traq@sympatico.ca of your intentions. E-mail: traq@sympatico.ca – Louis-François Garceau (EC to be mentored) and Ken Annett, Excursion Coordinator with Louis-François.

September 05 - 07, 2009 - SD Dakota, Missouri Valley & Western RR

Labor Day weekend tour - Britton, South Dakota The First Iowa Division is pleased to host a 2-day ride on the DMV&W Railroad at Britton, SD. and continuing to the Sisseton & Milbank Railroad to round out a 3-day weekend. *Day One* – There will be an evening Run from Britton SD to Geneseo Jct and back. Total Mileage is approximately 80 miles. Set on begins north of the elevator on 7th St in Britton at 4:30 pm with a 6:00 pm departure. Make sure you have good lights on your car as it will be dark upon our return. Cars may be left on the track that evening. *Day Two* – We will depart from Britton, SD and head southwesterly to the start of the Yard Limit which is east of Aberdeen, SD before turning around and returning to Britton for lunch. Depending on the amount of time left, we will repeat some or all of the Day One segment of the trip. Total mileage is 80 to 160 miles for the day. Seton begins at 6:30 am for those arriving that day with an 8:00 am departure. *Day Three* – We will set on at Milbank, SD at the wye on West Milbank Ave beginning at 6:30am and departing for Sisseton, SD at 8:00am and return. Total Mileage is approximately 75 miles. We would like to be back to Milbank shortly after 1 pm so you can get on the road heading home early in the afternoon. Total cost for this 3-day event is \$90. For further details and to reserve your place, contact David Voeltz, Excursion Coordinator for this ride, at (605-224-2964) after 6 pm weekdays or email: Dvoeltz@pie.midco.net or go to www.firstiowadivision.com. Pre registration is requested but same day registrants are welcomed. These rides are NARCOA-insured and all NARCOA rules apply.

September 06 - 07, 2009 - CO - Creede Branch, Denver & Rio Grande Railway Historic Foundation

South Fork, CO – Rio Grande Fall Run. The Rocky Mountain Division invites you to come follow the Rio Grande river on this historic, and scenic property in the mountains of Colorado. This is a great low key run for mentoring new operators, and a great run to see how your car runs in the mountains. We will arrange the run to travel somewhere between 60 to 80 track miles during these dates, traveling from South Fork to Wasson Wye and return. The run will be limited to 25 cars. You may run either or both days. NARCOA rules and insurance will be in effect. Spark arrestors will be required. No Hi-Rails. No Smoking. Jon Keeling will be EC. Cost: \$135 (\$120 is a tax deductible donation) for the first day you run and \$125 for a second day. Fee must be received by EC two weeks prior to the event. Checks should be made to "Rocky Mountain Division". For information and/or reservations contact: Jon Keeling Phone: 719-989-0779 Mail: P.O. Box 721 La Veta, Colorado 81055 Email: jkeelingmt14@yahoo.com Details and updates at www.rockymountaindivision.com/DRGHFSep09.htm

September 05 - 07, 2009 - SD - Dakota, Missouri Valley & Western RR

Day One – There will be an evening Run from Britton SD to Geneseo Jct and back. Total Mileage is approximately 80 miles. Set on begins north of the elevator on 7th St in Britton at 4:30 pm with a 6:00 pm departure. Make sure you have good lights on your car as it will be dark upon our return. Cars may be left on the track that evening. *Day Two* – We will depart from Britton, SD and head southwesterly to the start of the Yard Limit which is east of Aberdeen, SD before turning around and returning to Britton for lunch. Depending on the amount of time left, we will repeat some or all of the Day One segment of the trip. Total mileage is 80 to 160 miles for the day. Seton begins at 6:30 am for those arriving that day with an 8:00 am departure. *Day Three* – We will set on at Milbank, SD at the wye on West Milbank Ave beginning at 6:30am and departing for Sisseton, SD at 8:00am and return. Total Mileage is approximately 75 miles. We would like to be back to Milbank shortly after 1 pm so you can get on the road heading home early in the afternoon. Total cost for this 3-day event is \$90. For further details and to reserve your place, contact David Voeltz, Excursion Coordinator for this ride, at (605-224-2964) after 6 pm weekdays or email: Dvoeltz@pie.midco.net or go to www.firstiowadivision.com. Pre registration is requested but same day registrants are welcomed. These rides are NARCOA-insured and all NARCOA rules apply.

September 11-23, 2009 - CO, NM, AZ - Southwest Tour

PRO is pleased to announce a very ambitious tour of most Iowa Pacific Holdings trackage in Colorado, New Mexico, and Arizona. We start Sept. 11th in Alamosa, Colorado with a trip to Antonito, and a possible train excursion on Cumbres & Toltec, with a late afternoon back on our cars to Alamosa, 62 mi rt. Sept 12th Alamosa to Monte Vista, 35 mi. rt., and then Monte Vista to Center, 30 mi. rt. Sept. 13th Alamosa to Walsenburg 150 mi rt., meeting the Steam Excursion train twice on the grade. Sept. 15th on to Dimmitt, Texas to Plainview rt. 85 mi., Sept. 16th Doud to Seagraves rt. 114 mi., Sept 17th Doud to Whiteface rt. 90 mi., Sept 18th Eunice, New Mexico to end of track and hazardous waste spur if available rt 90 mi. Sept 19th Eunice, New Mexico to Monahans, Texas rt 130 mi., Sept 20th Clifton Sub, Dayton to Clifton to Lordsburg and mine trackage at Clifton rt. 140 mi., Sept 21st Safford, Arizona to Globe and Miami 100 mi., Sept. 22nd Globe to Safford 88 mi., Sept. 23rd Safford to Bowie rt 80 mi. Deposit to sign up at \$250.00. No Limit of cars, and need 30 to 35 cars minimum. Please make checks made out to PRO and send them to Dave McClain, 22850 Placer Hills Rd., Colfax, CA. 95713. All members of Narcoa are welcome, PRO membership not required. Also, runs on the Apache Railway and Copper Basin will be possibly included. Many more details will be coming soon. Questions-email mcclaingmc@earthlink.net, or call Dave's cell phone 530-908-8296.

September 12, 2009 - 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. Mileage for the day is about 64 miles. Cost of the ride is \$35. 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 or go to www.firstiowadivision.com for more information. This is a Narcoa-insured ride and all Narcoa rules apply

September 18 - 20, 2009 - SD - Black Hills Central RR

The Rocky Mountain Division invites you to a three day excursion on the Black Hills Central RR, Hill City, South Dakota, September 18, 19 and 20, 2009. The cost is \$45.00 per car. Four round trips are planned including one night run. Each run is 20 miles. Lynn French is the Excursion Coordinator. Email: FLF450@aol.com Telephone 970.921.7700. Address: 38692 Indian Head Lane, Crawford, CO 81415. This is a NARCOA insured event and all NARCOA rules will apply. Friday set on is 4-6PM with a safety meeting to follow. A Saturday night BBQ is planned with an additional cost of \$8.00/ person.

September 19, 2009 - PA Allegheny Valley Railroad

We invite you to ride the AVRR along the banks of the Allegheny River from New Kensington PA to Pittsburgh PA. We will pass through several small towns along the way as well as Locks and Dams on the river. When we arrive in downtown Pittsburgh we will be at the very end of the AVRR track in Pittsburgh's famous "STRIP" district. Sorry! No this not clubs full of ladies of the evening, but a local term for the produce yards and lots of great shopping and restaurants. We will lay-over here for several hours to allow you to eat shop and sight see. The original "PRIMANTI BROS." restaurant is three blocks from our turn around in the "STRIP". We then will return with a stop at Oakmont PA for Ice Cream, save room!. Mileage will be aprox. 26 round trip. All NARCOA rules apply. Over the ankle hard soled shoes must be worn at all times while on RR property. Varied track conditions, some slow going. We should be done mid afternoon. This makes a great companion trip to the Southwest Penn the next day. For more info contact John Gonder at up3706@msn.com or call 724-696-4544 6-8pm. Fee is \$40.00 with a 35 car limit. Appalachian Rail Excursions LLC, 415 Levine Lane, Ruffs Dale PA 15679

September 20, 2009 - PA Southwest Pennsylvania Railroad

We would like to invite you to ride the 12th annual running of the SWP. This one day event will cover approx. 52 miles of the former Pennsylvania RR Southwest Division as well as a B&O secondary. Our day begins at the Safe Handling Intermodal yard in Mt Pleasant PA. We will travel through Mt Pleasant, Broadford, Scottdale, Tarrs, New Stanton, Youngwood, Greensburg, and Radibaugh, then return to Mt Pleasant for set-off. Our "PottyCart" will be along for this trip. We will turn three times, so make sure you can turn your quickly and safely. All NARCOA rules apply. You must wear over the ankle

hard soled shoes at all times. This will be a great companion ride for the AVRR the previous day. For more info contact John Gonder at : up3706@msn.com or 724-696-4544 6-8 pm. Fee is \$55. Appalachian Rail Excursions LLC 415 Levine Lane RuffsDale PA 15679

September 19 - 20, 2009 - ID - Idaho Northern & Pacific Railroad, Wallowa Union Railroad

The Idaho Northern And Pacific Railroad(Elgin Sub) and Wallowa Union Railroad(Joseph Sub) September 19 and 20, 2009. Set on will be in the IN&P's Island City yard. We will run to Elgin, Oregon on the IN&P and then on the WURR to Joseph, Oregon and spend the night. Return back to Elgin and then Island City the following day. 81 miles each day(162 total miles). Run fee is \$200.00. Make Checks payable to Pacific Railcar Operators and send them to Bryan Loftin, 1600 Thornock Road, Emmett, Idaho 83617. For more information contact Co-meet Coordinators Bryan Loftin at (208)365-9473 or sd60m@fmc.com . Steve Taulbee at (208)798-9388 or taulbee@cableone.net . All NARCOA rules and insurance apply. PRO membership and spark arrestors required. 30 car limit. Packets will be mailed out with the run information after the payment is received. If you plan on attending, motels lists will be available early. The motels would not Block the rooms and reservations will need to be made early.

September 25 - 26, 2009 - IL - 2009 NARCOA Annual Meeting

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

September 25 - 27, 2009 - UT - Heber Valley RR

The Rocky Mountain Division invites you to a three day excursion on the Heber Valley RR, Heber City, Utah, September 25, 26 and 27, 2009. The cost is \$95.00 per car. Five round trips are planned including two night runs. Each run is 32 miles. Lynn French is the Excursion Coordinator. Email: FLF450@aol.com Telephone 970.921.7700. Address: 38692 Indian Head Lane, Crawford, CO 81415. This is a NARCOA insured event and all NARCOA rules will apply. Friday set on is 5-6 PM with a safety meeting to follow before the evening run. This run is limited to 25 cars.

October 03, 2009 - MN - St. Croix Valley Railroad

North Branch, Minnesota - The First Iowa Division will host a ride on the St. Croix Valley Railroad north from North Branch to Hinkley, Minnesota. Set on will be by the elevator one block north of the Hwy 95 crossing beginning at 6:30am with a departure at 8:00am. We will make two round trips during the day for a total of approximately 132 miles. Cost of this ride is \$45. 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 or go to www.firstiowadivision.com for more information. This is a Narcoa-insured ride and all Narcoa rules apply.

October 04, 2009 - PA - The Stourbridge Railroad TENTATIVE

The Volunteer Railroaders Association is pleased to sponsor a 1-day run over the Stourbridge Railroad October 4th, 2009. Participants will travel approximately 50 round-trip miles along the scenic Lackawaxen River on Sunday between Lackawaxen, PA and Honesdale, PA. Lunch will be on your own in Honesdale, PA. We will be stopping at convenient locations for bathroom breaks. The trip fee is \$55.00 per car. To break even on this trip we need 22 cars to attend. If we do not have that many signed up 30 days in advance of the trip it will be cancelled and any collected fees will be returned. There is a 40 car limit. This is a NARCOA insured excursion, and all NARCOA rules will apply. ECs for the trip are KC Smith and Chris Vitz. For trip details contact the VRA at 80 Royal Avenue, Hawthorne, NJ 07506 Tel: (973) 238-0555 or email to: volunteerra@yahoo.com. You can also sign up and pay for the trip with a major credit card via our website at <http://www.vratrips.org>

October 04 - 11, 2009 - ON, MI - Algoma Central Railway, Great Lakes Central Railway

Great Lakes Rail Cars is pleased to sponsor a week long double header motor car excursion over a portion of the both the Algoma Central Railway (ACR) and Great Lakes Central Railway (GLC) (ex-Tuscola & Saginaw Bay Railway). All NARCOA members are welcome to participate. Participants will travel approximately 450 miles on the ACR in Ontario and 238 miles on the GLC in the northern portion of Michigan's Lower Peninsula during the beautiful fall color season. **Sun, Oct 4** -Cars will be inspected and set on the ACR

in Sault Ste. Marie, Ontario **Mon, Oct 5** -We will depart the Soo for our 3 days of scenic travel over towering trestles, alongside pristine lakes and rivers while taking in the colorful forests of the Canadian Shield. At Hawk Jct. we will board our bus for overnight in Wawa, Ont. **Tues, Oct 6** -Travel from Hawk Jct. north, crossing the CPR at . Following a wilderness lunch, return to Hawk Jct. - Return to Sault Ste. Marie and set-off. Thurs, Oct 8 Travel to Cadillac, Michigan and set on late afternoon. **Fri, Oct 9** -Travel from Cadillac, MI to Petoskey, MI on the GLC. **Sat, Oct 10** -Travel from Petoskey to Traverse City. **Sun, Oct 11** -Return from Traverse City to Cadillac and set-off (~ noon) The excursion fee of US\$1250.00 (per car with 2 persons/double occupancy) includes all railroad fees, motorcar fuel on ACR, nice hotel accommodations for 4 nights in Wawa, Ont., Traverse City and Petoskey, MI; box lunches on Tuesday & Wednesday, deluxe continental breakfast on Saturday & Sunday (Traverse City & Petoskey) morning, transportation to/from the hotels in Wawa, Traverse City & Petoskey, and other related excursion costs. Complete details will be sent upon receipt of the excursion fee. There is a 30 car limit. This is a NARCOA-insured excursion and all NARCOA and Railroad rules will apply. To register, send a check for \$1250.00 (payable to Great Lakes Rail Cars) to: Fred Lonnes, Excursion Coordinator, P. O. Box 92, Western Springs, IL 60558-0092. For questions or further information email Fred Lonnes at fallcolortour@flash.net or Mike Ford at mford@indyrr.com **Note:** If space is available, registrations for the individual trips (ACR @ \$825 or GLC @ \$475) will be taken after May 1, 2009 on a first come, first served basis. Registration for individual trips will not be available before May 1st.

October 10, 2009 - 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. NOTE: See NERCA Excursions list for October 11 & 12 events.

October 10 - 11, 2009 - WV - West Virginia Central Railroad

RE (Appalachian Rail Excursions) is pleased to announce another run on the scenic West Virginia Central Railroad from Elkins WV to Spruce WV and from Elkins to Tygart Junction. The fall colors in the mountains are fabulous this time of the year. On Saturday the run takes us to Spruce, the Big Cut, and Old Spruce where we will meet Cass Scenic Railroad's Bald Knob train coming off the mountain. This is a NON-MENTORED RUN. Experienced operators only. RADIOS REQUIRED. There is a 40 car limit. No high rails. Over the ankle boots required on railroad property at all times. Box lunch available on Saturday for an extra fee. Price of the trip is \$150.00 per car. This trip covers 180 track miles. For information send a #10 self addressed stamped envelope to: WVC Motorcar Run c/o Paul S. Rujak, 786 Hudson Hill Road, Weirton WV 26062-5584, Phone: 304-670-4099, email: psrujak@yahoo.com

October 10 - 12, 2009 - PA, NY - Lehigh RY / Owego & Harford RY

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. The event is sponsored by NERCA. NARCOA insurance and rules apply. All payments / cancelations are required 30 before the excursion. The price of the trip is \$155. HY-Rails by permission only. NARCOA insurance and rules apply. Reflective vests are required. No cars will be able to operate with sanders and no 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, 39 Jacksonia Drive, North Providence, RI 02911 (401) 232-0992 or e-mail at warren.riccitelli@verizon.net

October 17, 2009 - OH - Great Miami & Scioto Railway

Preliminary Announcement. OVR is please to once again to ride to Great Miami. 100+ track miles some of which is welded rail. Trip this year to include a tour of a local factory. More info to be posted May 1st. EC: Jaime Samuel

October 17 - 18, 2009 - GA Heart of Georgia RR & Georgia Midland RR

Heart of Georgia RR - Saturday, October 17, 2009 Midville, Ga. to Kirby, Ga. 44 miles RT. Georgia Midland RR - Sunday, October 18, 009 Dover, Ga. to Metter, Ga. 56 miles RT. Come join us on our Georgia Harvest Motorcar Specials. This is Ogeechee River country and some of the most beautiful areas of Georgia. We will cross the famous Ogeechee River on both days. This time of year you will see a lot of Georgia wildlife including alligators, bears, deer, turkeys, and coyotes. This will be two easy days with set-on's about 45 miles apart. Saturday we will be on the former Georgia Florida Railroad and begin in Midville, GA. This line is a continuation of the HOG line that begins in Alabama. Sunday we will be on a former mainline of The Central of Georgia Railroad and we will begin in Dover, GA and turn at Kirby (Nunez), GA. Requirements: You must be a member of NARCOA, have NARCOA Insurance. All cars will be inspected. All NARCOA rules will apply. No refunds after September 17, 2009. All operators and passengers must wear a REFLECTORIZED Safety Vest / Safety Shirt while on railroad property. 'A' cars must have a side mount restraining device (safety chain). A mobile VHF radio capable of receiving railroad frequencies strongly encouraged. (30 car limit) This is a mentoring run. Please make your check for \$170.00 payable to: Atlanta Railcar Transportation LLC; % Bobby Moreman, 3520 Cold Springs Lane, Chamblee, Georgia 30341. You will receive a confirmation after you register with motel information and directions. EC: Bobby Moreman. You may reach me at 770-457-6212 or moreman@mindspring.com or www.salembranch.com/motorcar.

October 18, 2009 - OH - Hocking Valley Railway

Preliminary Announcement. OVR will travel the Hocking Valley again this year. New to this year: We will ride the rails by speeder in the morning. In the afternoon we will ride in style in a train made of Cabooses. The Hocking Valley will take all motorcar operators and guests in the cabooses with an optional box lunch from The Rocky Boot Grill. Also we will raffle off rides in a Snow Plow No. 64531 (Ex-NYC 625). More info posted May 1st. EC: Jaime Samuel

October 31 - Nov 01, 2009 - GA Chattooga & Chickamauga Railway

Atlanta Railcar is please to present "Steam Train v Motorcars". Sat we will travel north from Summerville, GA to Chattanooga, TN and return. We will meet the TVRM Steam Powered Passenger on both directions. A portion of this trip will be inside the Chickamauga National Battlefield Park. (Approximately 90 miles RT) Sunday is tentatively scheduled for a run from Kensington, GA to Chattanooga, TN and return. This is subject to change due to some track abandonment. The alternative run is from Summerville, Ga. to Chickamauga, GA with meets with the Steam Passenger Train at Chickamauga and Summerville. We will also run on new track from Summerville to Lively, GA. (Approximately 60 miles RT) Friday afternoon, I'll have the Summerville Turntable open for you to spin your cars on the railroad turntable. This is a great time of the year in north Georgia with beautiful fall foliage and abundant wildlife. This is a NARCOA Insured motorcar excursion and all NARCOA rules will apply. In addition all operators and passengers must wear a REFLECTORIZED safety shirt/vest. A cars must have a side safety chain. A mobile VHF radio is strongly encouraged. (35 car limit) The cost for both days is \$150.00 payable to Atlanta Railcar Transportation LLC, 3520 Cold Spring Lane, Chamblee, Georgia. No refunds after Sept 30, 2009. The EC: Bobby Moreman. Further info at 770-457-6212 or moreman@mindspring.com or www.salembranch.com/motorcar.

November 28, 2009 - CA - California Western RR

Skunk Train -Annual Turkey Run - Confirmed - Applications not accepted until 9/1/09. Coordinator - C Patrick (Pat) Coleman - 1989 Robin Ridge Ct - Walnut Creek, CA 94597925-979-1030 or patcoleman@astound.net Set-on - Saturday morning November 28, 2009 - 7:30 a.m. Commercial Street Station. Departure 9:00 a.m. Run itinerary - Willits to Fort Bragg, CA and return same day. Run Fee - \$150 - Check payable to SWRC - Box lunch provided 2 per car - \$5.00 per lunch for more than 2 lunches per car. Special requirements - Mobile radio requested but not required - 25 car limit All NARCOA members having current NARCOA liability insurance and Rule Book Certification are

welcome. Membership in SWRC is not required.

December 11, 2009 - 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

December 31, 2009 - January 01, 2010 - NC Great Smoky Mountains RR
Annual Sunshine or Icicles NARCOA Insured Run - What will the weather be...mild or a winter blizzard? We'll never know until the day of the run. Set on will in Bryson City, NC with total round trip miles for this event being 100 miles. We'll get to run the entire line over a two day period. Your sign-up fee includes complimentary entrance for two to our now famous New Years Eve dinner party. Cost for this event is \$165.00. NOTE: We are also working in conjunction with EC, Carl Hymen to bring you a few more days of motorcar riding on the Blue Ridge Scenic RR the next days after our event! Contact; EC, Tom Falicon, 1227 Sawmill Creek Rd, Bryson City, NC 28713 Raildawg@gte.net ph: 828-488-8063 after 6pm eastern

Excursions Held On A Monthly or Bi-Monthly Basis

June through October 2009 - MI Sweet Line Railroad

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

2009 Season - First and Third weekends of each month - NC - Red Springs and Northern Railroad

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

February 1, 2009 - January 31, 2010 - PA - Stewartstown Railroad

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

February 1, 2009 - January 31, 2010 - PA - Northern Central Railroad

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

WANTED

Historical Information and especially copies of any old advertisements or photographs for motorcars to be used as illustrations for articles in the Setoff. Each of our future issues will be spotlighting one of the North American Manufactures. We can use anything on anyone. Contributors will be credited for their material. Scanned material preferred. Loaned material will be professionally copied and returned to the sender immediately. Send to Leon Sapp, Asst. Editor, 2405 East Renfro, Burleson, TX 76028 or scans to jakemt19a@yahoo.com

Front and Rear Panels with Frame for an MT-14. Salvageable to Good Condition. M.S. Matthew (951) 303-3452 ms.matthewinc@yahoo.com

V belt pulley for ROC engine. William Thompson, Rockbluff Rd., Blakely, GA 39823 229-723-8321

Photo of an accelerator pedal and how it is hooked up with the linkage going to the carb so I can put one on my A3, it must have a Waukesha ICK in it. Phone is 770-401-9358 and E-Mail boilerplant2001@yahoo.com I am in Rockmart, Ga

Information about two speeders that were used on the Keeler Branch narrow gauge when they quit in 1960. One went to a private party and it's fate is unknown, the other supposedly went over to the Cumbres and Toltec Railroad. Does anyone know what make, model, and any other information as well as possible location of either unit? Thanks for any help in advance! John Cole jcole17@socal.r.com

Front Axle Housing part for a light pushcar. The number on the housing is M17045. Please email hse@btconline.net or contact Richard Carter at 1-912-670-6201

Front (top part) windshield to fit M-15. Need windshield (with or w/o glass) to fit 52" wide frame member that is 22" above the floor. Also could use matching roof. Similar width components will be considered. Contact: Richard Reiff, 719-584-0581, richard_reiff@aar.com

Motorcar owners interested in a transmission upgrade. The Granite State planetary fwd/neutral/rev transmission manufacturer has significant price reductions for a multiple unit order. If you are interested in this transmission lets combine orders to reduce the cost. These were used in late model Tamper TMC 2 and 6 motorcars. Model 5102-5 (5 inch input shaft for Comet 94, 1190 variable pulley drive, etc). Great choice for updating drive train on any motorcar. http://www.snpt.biz/index_files/Page480.htm Contact: Rob Baur pearbaron@msn.com

Axles needed - Looking for a 1 7/16" rear axle assembly (axle plus casting for the bearings and gear) for a standard gauge belt car with a 2-speed gearbox. Part #64284 stamped on axle, part #64285 cast into the iron casting. Also looking for short half of an offset 1 7/16" front differential axle (Fairmont part #M24189). Robert Bertekap, Wallingford, CT baron-rail33-speeders@yahoo.com

Woodings transmission. Ed Hoefler ehoefler@centurytel.net 417-858-0338

Any information on an original condition Lehigh & New England M-19C sold in Wisconsin in late 2000. I am interested in finding the current owner, condition, and availability of this car. Any information can be forwarded to Chris Vitz via email at cvitz@hotmail.com, by phone at 973-283-9064 or by mail at 51 Central Avenue, Butler, NJ 07405

Hand held two way radio capable of all AAR and NARCOA freqs. Used, or low cost new. Addison Austin onrustab@yahoo.com

2 Man Beaver Car Cab any condition Terry Devine Cell 530-228-6925 tjdevine@digitalpath.net

FOR SALE

Kenwood TK-270G hand held two-way radio. This radio is programmed with all three NARCOA frequencies, the AAR frequencies, and seven NOAA weather frequencies. Includes fast charger, cordura case with belt clip, all boxes, and documentation. It is available for \$325.00. Contact Doug Summer in Pueblo, Colorado at 719-545-9752 or e-mail at drgw478@msn.com.

Air Horns, Grover truck type. Perfect for a speeder. Chrome with flat black diaphragms. Used, good condition. LOUD, but easily supplied from a small 12V compressor system. Rubber mounting/sealing blocks and SS bolts included. Two sets available. \$45 ea. Also available: Lanyard air valves sometimes used with the above horns, \$10 Ea. Contact: Pete Stagg staggin@optonline.net or 973-838-7728 Butler, NJ.

Fairmont MT14 aluminum windshield, in good shape. Asking \$275. Fairmont MT 14 L, aluminum shift plate with original car id tags, from car # 231698. Asking \$ 50 Call or email Carl Schmidt at 715-216-3064

MT14 - ex Ontario Northland # 41-1833. This car comes directly from the railroad and has an excellent CCKB engine. Car is equipped with a RR installed hydraulic ram turntable and mechanical latch-up system, but the hand operated pump and hoses are missing, making it a good candidate for the installation of a powered pump. The car is complete and could be Narcoa compliant at a minimum of cost. Brakes are good and wheels are excellent. Roof is plywood and is starting to rot as are the side sills. A few more pictures are available. The car is priced to move at \$2500 US. and is located at Windsor, Ontario Canada. For more info or pictures contact Ken Annett at kannett@mnsi.net or call 519-969-8695., or carl3734@hughes.net.

Kalamazoo 56A motorcar, ex C&O unit with trailer. Onan 10 hp. CK - S engine, Fairmont 2 speed trans, Fairmont 16 " low mileage stamped wheels, seats 4 people, similar in size to an MT - 14. New battery, just rebuilt starter, good brakes with spare set of pads. This is an open car with custom removable top and side curtains, and removable lexan windshield. Trailers exceptionally well down the highway with very little wind resistance. Trailer has very good tires with a spare, tilt bed and a hand winch for ease of loading. NARCOA compliant, just returned from a run on the Iowa River Railroad and car performed beautifully. Ready to go for the next excursion . \$3950 with trailer. Call or email for more info and pictures. Phone 715-216-3064, or carl4734@hughes.net Carl Schmidt

1993 Chevrolet Hy-rail - ex-BNSF signal maintainers truck, 2500 series, 3/4-ton pickup, with 350 engine, automatic transmission. Stal service box. 165,000 miles, but rides and sounds great. Couple dings on body(hail?). Truck located in north central Florida. \$5,500. Will email pictures and more information upon request. Frank (352) 205-0239 or email saidis@netzero.com

Fairmont Motorcar - former ACL-SCL car obtained a decade ago, stored, Never used since Railroad overhaul. Price \$3,500. Contact, Edd Saunders, 352-735-1830. Located in Mount Dora, Fl. (352) 205-0239 or email saidis@netzero.com

Fairmont MT-19-A Onan CCKB powered w/foot clutch. Narcoa compliant and its ready to roll many new and upgraded components. New chrome molly rear axle all axle bearings, cones, all suspension springs and bushings Les King axle saver sprocket kit with a non stretch chain, dual exhaust w/spark arrestors, new carb, filters, fresh tune up reman alt and starter new extra capacity fuel tank new wheels and brakes and l.e.d. lighting. Amazing electronics Yaesu VHF radio, pioneer stereo c/d new Sirrus sparser sat. radio receiver and a Avcomm intercom system all components are stereo and run thru David Clark gel filled stereo head sets all radios contained in an overhead removable console. Comes with

a full Fairmont Onan service manual and history build sheet comes w/many new body panels not installed. Car is located in Perry, Florida in the Panhandle can be delivered anywhere between Florida and Tom Falicon's shop in Bryson City, N.C. asking \$7995 or a Reasonable offer. Call 800-763-4589 ext 101 from 7- 7 M-Sat or brett@timberlandford.com Many other pictures available. Brett Falicon

Heavy Duty Push Cart - Steel frame, with wood decking. Makes it light weight to be pulled with smaller cars. It can haul a bundle of ties with ease. \$550 OBO. Will travel up to 4 hours in any direction to meet you. Ron Tessier 253-732-8424 Puyallup, WA rontessier@centurytel.net

Woodings Rail Car; 16 Horse Kohler engine, Automatic Transmission, Turntable, New battery & alternator, Seat belts, Gas & Voltage gauges, 2 sets of side curtains (Black & Yellow) 4 12 volt sockets, All books on car, engine, & transmission. NARCOA ready to run. This car has been on many run in PA. NJ. & NY. Located in south central PA. \$8,000.00 call toll free at 1 877 304 4338 or 717-989-4600 cell jack@jacksgames.com E-mail me for more pictures. Jack Bubernack

Fairmont A4D with 'Pinto' engine. Recently refurbished to NARCOA standards. New brakes and brake blocks. Full bi-directional running/brake/head lights. All new running boards. New battery. New boat-style fuel tank. (Original fuel tank still mounted.) One new windshield glass. This speeder ran on both the Florida and the HOG runs (including towing other speeders 3 times). While the hard refurbishing work is done, it could use a little more tender loving care. (Like new plywood on the engine dog-house and a new muffler.) This speeder is ready to be personalized by it's new owner. \$4400 (Flags, first aid kit, fire extinguisher and trailer not included.) Delivery possible depending on location. Located between Orlando and Daytona Beach. Tony Thigpen 386-668-1844 tony@vse2pdf.com

MT14 chassis and running gear. Mostly complete. Has not been run for a long time. The engine probably needs a re-build. It does roll over but I have not started it. The coil is missing, no throttle lever or fuel tank. The transmission looks to be in great shape but one shift lever has been removed. The wheels are 1/4 to 5/16 in the flange. Located in Morro Bay Ca. \$ 1.000 Roy Gammill bevroy@sbcglobal.net 805 -528 -5304 MT19 drive axle in good cond. \$ 50.00 plus freight

Fairmont ROB ROC engine in perfect running condition. Rebuilt in 2007 by Roger Sandhoff. Complete as shown in the pictures at: <http://www.secretstuff.us/motor> bored out .030 on a CNC machine and faced. The motor has been run both on the test stand and in the Fairmont M19. There are videos on www.youtube.com, search for barstool100 to find Rogers videos. Roger passed away in Dec. 2008 and we are selling his motor car items including his motor car. We're asking \$1500 or best offer for this ready to go motor as pictured. We would prefer pickup in Lakeville MN. Shipping would be expensive both packing and shipping as it's heavy. Check out the photo album, my email is fairmont-m19@comcast.net if you have questions. Gene Lecler

Two Fairmonts, A3 and ST2, with trailer. I would like to sell both cars and the trailer all together. A3 has a turning wheel jack on the back and also has a 4 piece turntable. A car will carry 5 people. S car will carry 3. Both have seat belts. They may not look pretty but both are NARCOA compliant and run well. I've been running them on NARCOA runs for a long time. located in central Texas. \$8000. more photos posted at: <http://www.flickr.com/photos/stretchruso/> For more details contact Wayne Rousseau: stretch@nbt.com

Seats - Two suspension seats, brand new, fully adjustable arm rests and seat back. Adjust for weight and height. A little too wide to fit in a MT-14 or 19 footwell but would go great in an A car. Seats appear in Northern Tool catalog as item # 11756-2907 and now list at \$439.00 ea. Asking \$275.00 ea. Some delivery options possible. Mike Kelley 960 Waco Way, Poplar Grove, IL 61065 kellnkell59@aol.com

Fairmont A-4D Narrow Gauge - Five passenger gang car. It was pro-

For Sale - continued

professionally rebuilt from the wheels up, always stored in the box in dry old Arizona, and is ready to use. Features of the car include; overhead cam Ford industrial engine, hot water heat, jack operated turn table (if needed), 5 spring shock seats, easy access grease fittings, locking tool boxes, and 18 gallon aluminum no rust gas tank. Also included in the price is a standard gauge chassis for potentially dual gauging the car. Serious inquiries please, more pics available. \$17,000, delivery possible. 928-380-7056

Fairmont MT-14 fixer-upper - Original KATY RR car that hasn't been cut up or modified since it came off RR service. Body and roof are straight but operator's side floor board and engine cover has rust holes in places. Engine turns free but no guarantee as to it's quality. Car has not been run for many years. \$2600 (I have dropped the car's price by \$200. but will go no lower). Tom Falicon 1227 Sawmill Creek Rd., Bryson City, NC, 28713 raildawg@gte.net, ph: 828-488-8063

Fairmont Walk Behind Weed & Brush Cutter - W-76 series A - built in early to mid 1950's, Appears to be mechanically sound, I have never started the engine, needs two tires. \$400. Also, a RR stove - \$650 Tom Falicon, 1227 Sawmill Creek, Bryson City, NC 28713 828-488-8063, raildawg@gte.net

Fairmont MT-19 in Felton, CA. reliable engine, clean inside and out, turntable, new seats. Contact Frank Luft: 831-335-7044 or betty-brinck@comcast.net

Fairmont MT-19A and trailer fresh paint, cab-off restoration, Onan CCKB engine, Ex: Soo Line car from Thief River Falls, MN, new in Aug. 1970. New tires on trailer. NARCOA compliant. Photos available on request. \$5500 for car and trailer. Ed Wagner Madison, WI, Phone: 608-244-3349 or 608-770-2388. E-mail: ab9fn@hotmail.com

Set of new A-4 brake shoes. New steel linings and wood----- \$100 US for the lot. Contact: bobcantin@cruzinternet.com

MT14L, 3 seats, good brakes, new battery last year, seat belts, double chain, one new curtain, CCKB engine has over 30lbs of oil pressure, NARCOA ready, was on 14 rides in 2008 and ran perfect. Doors included, just not installed. \$5500 Curt Gard 515-674-3060, 515-674-4285 located in Colfax IA

Fairmont M9. Spring suspension, Fairmont OD-B single cylinder, 2 cycle engine. Les King seats, new stainless 6 gallon fuel tank, Rail Sweeps. Nice running car, ready to go. Located in Ocala, FL. \$3,500 Keith Mackey keith@gate.net 352-347-0770

Fairmont A-5 motorcar, Waukesha FC engine (36 HP) 4 speed transmission and reversing rear end. Headlights, taillights, and brake lights front and rear. Stainless steel gas tank. Air horns with CO2 cylinder. Push-on Fairmont style turntable and also a 5th wheel style turntable. 2 forklift style folding seats with seatbelts. Custom roof. Asking \$ 4,450 Custom built highway trailer that will carry A-5 Electric brakes, 3500 pound single axle, 5000 pound Ramsey electric winch, 2 chains (5/16") and load binders included. Asking \$ 1,650 Robert Rhew robertrhew@clearwire.net Phone: 336-292-9501

Used Fairmont 16inch cast steel wheels. Two of the wheels are very slightly used and in almost new condition and the other two are in very good used condition. These wheels came off of some track machines that were being scrapped. I have a set I'm using on my A4 and they work great! The wheels have the standard Fairmont 8 hole bolt pattern. Price for the set of 4 wheels is \$4400. I will email pictures upon request. Buyer is responsible for shipping or pickup. For more information please email

me at: feichenlaubiii@yahoo.com Or call 607-267-2122 between 9am and 9pm Eastern time.

Fairmont A4D5, CP #4700-84, S/N 252572. Excellent condition. This car has about 1,000 miles of "hobby" distance on it since CP retired it in December 2004. It was built in the Canadian Fairmont factory and shipped to the CP in British Columbia on 7 June 1983. It is NARCOA ready and seats five. Powered by gas "Pinto" engine and offers a reversing rear-end differential. NARCOA ready. Located in northwestern Ohio. Asking \$4,000. Contact Roger J. Hoffman at sooline@sbcglobal.net.

2002 Sportsman 26 foot toy hauler with a separate 9 foot enclosed garage set up for speeder transport. The trailer weighs 5065 pounds empty, has 5000 pound axles, holds 100 gallons of fresh water, 40 gallons of gray water, 40 gallons of black water, has an additional outside stove top, lots of storage, and a 3500 watt portable generator. The trailer is in excellent condition and is ready to go. \$11,000 OBO. Contact Dave at 928-380-7056 or dave@redspeeder.com

Fairmont M19, and Two Trailers. ROB engine, good wheels, windshield & top, engine free, needs restoration. \$1500. Also two trailers, one made from unknown speeder, has Fairmont 16" wheels, has transmission on rear axle, may have M19 axle bearing carriers. Other trailer has Kalamazoo 16" wheels with 8 x 4.75" bolt pattern. \$800 each. Located in SW Michigan. Nelson Hurt, 269 473-6131 redbug1924@peoplepc.com

M-19 for parts or build a car. This car is probably worth more dead than alive but it's on the go away list. Send me your parts wish list and I can determine what is the best fate of the car. Please note that the car is extremely straight and not beat up as most are. Contact Dave at 928-380-7056 or dave@redspeeder.com for details.

Hi-Rail. Rafna HD 250 hydraulic, no hydraulic pump. Good condition \$1200 US funds. Fairmont Hi-Rail. 0307 manual with steel arms. Rubber covered wheels. Good condition. \$1,000 US funds. 0305 for Dodge Dakota. Needs 3 new aluminum arms \$400 US funds. Hi- Rail Raftna from '97 Dodge Dakota. Hydraulic with Hyd. pump. Good condition. \$2,000 US funds. Raftna 150 Hydraulic, front set only, \$400 US funds. Fairmont 0307 Hi-Rail. Manual with aluminum arms and rubber covered wheels. Good condition, \$1000. US funds. Some 19.5 offset 8 bolt rims and tires available. Fairmont Type C5 Carburetor. Cast No. A1375 & A1351. \$100 US funds. Aluminum Lift Handles. Left one has tip broken off at top of handle. Right one has a bow in it. 85" end to end. Selling a pair, you choose which 2. \$200 US funds. Fairmont Hi-rail Wheels with good rubber. 2 available. \$200.00 each US funds Tony Andrusevich, Hamilton, Ontario. 905-692-5949. e-mail antiquetony@mail.com

A-4 chassis with good diff., axles, etc. Also, Parting out 84 Ranger Air Force PU to be a donor for an A-4 or A-5 gang car. Very nice 4 cyl over head cam Ford engine (1.7L?) with 84k original miles, auto trans, radiator, air conditioning, etc. \$2,000 for all, removal of parts extra, will sell separately. Contact dave@redspeeder.com or 928-380-7056

GTW M-19 in very good condition. Located in Connecticut Narcoa compliant has been on numerous Narcoa runs, car is ready to ride. 6 gallon fuel tank, radio equipped. blue Carmate 7x12 fully enclosed trailer set up for motorcar hauling, barn and side door 96" door height. Too many parts to list for MT-19 and M-19. asking \$8000.00 or B.O. for entire package. contact Bruce Nollman at grizzct@comcast.net

Kalamazoo 56ON - I have a partial Zoo 56ON... very similar in size to a Fairmont MT-14. It has 14 inch wheels, a partial Onan engine (its stuck I'm sure), a good transmission, clutch, chain, and a pretty good body. No

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.

rust out on the cab. Curtain rods are still there as well. Good place to start or a really good parts car. \$1500 or best reasonable offer. Contact: Bryan Shupe, St. Ansgar, IA (641)425-9191 bkshupe@iowatelecom.net

Rock Island Fairmont S2 - Completely refurbished Fairmont S2 motorcar! Seats added and new drive belt. Needs only minor lights, fire extinguisher, etc. to be NARCOA ready. Engine runs strong (although didn't use it last season). \$2500 or best reasonable offer. Contact: Bryan Shupe, St. Ansgar, IA (641)425-9191 bkshupe@iowatelecom.net

Canadian National MT19, with custom trailer, excellent shape, NARCOA ready, Les King turntable. \$5,000. (This speeder was owned by Ted Elzinga, recently deceased, and I'm assisting his heirs in disposing of the speeder. The speeder has a foot clutch. The speeder and trailer are located in Southern California. Price is firm, cash only, as-is and where-is.) For further details contact Chuck Lee at cwlee@post.harvard.edu Additional photos available.

MT19 Transmission. Good shape. Has not been run in many years. \$300.00 It would be hard to ship, would be better to pick up in Calif. Roy Gammill bvroyl@sbcglobal.net 805-528-5304

Northwestern, ex US Army Oakland, runs great, \$4000. Located halfway between LA and SF in CA. Contact Ron Zammit, rzammit@gmail.com, 805-489-5724.

Restored handcar, ex Hudson Bay Railroad, excellent condition, \$8,500. Located halfway between LA and SF in CA. Contact Ron Zammit, rammit@gmail.com, 805-489-5724.

Nikki Carb and intake manifold off of a LX79/11253H motor. This motor never ran. It was dead in the box from the factory. Numbers stamped on the bowl casting are 27-241, 1460698 and a cast in 6100 \$75.00 Lyle Breese at LZSBRNCH@C-ZONE.NET or 530-275-0639

Near new starter for a LX790/11253H motor. Came from a dead in the box Factory LX790 Linamar motor. \$145 Cummins West sells this starter for \$290 Lyle Breese at LZSBRNCH@C-ZONE.net or 530-275-0639

Fairmont MT14L Onan CCKB, L.K. turntable, side curtains, stainless steel fuel tank, radio and Intercom with 3 headsets, seats with arm rests, spark arrester. 2 axle enclosed trailer with electric brakes, ramp door, electric winch, inside lighting, spare tire, 40 gal. fuel tank with electric pump, and solar panel. NARCOA ready, Strong Runner. \$8500 Jim Ude 209-874-4724

MT14L- B48G Onan, Turntable. Tom Phair Radio, 10 Gal. tank. Car needs nothing. 2005 Trailer with ramps, winch, tie downs and new spare wheel and tire. Also, MT19 open car in process of restoration. Good CCKB, Wheels, New LK turntable, Ex Manifold, Brakes, Hangers, Coil, Fuel Pump, etc. \$7,500 Firm Takes It All. No Wheel Kickers Please. I Bought a farm and no time to play. Tom Anderson 315-986-2805 tac@rochester.rr.com

SUPPLIERS

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

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

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

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

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

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

Fredericksburg Shops, freshops@earthlink.net or leskingmotorcars.com or 209 Creamery Rd., Fredericksburg, Ohio 44627, phone: 330-465-0713 2PM-6PM EST. Newly manufactured motor car parts and accessories. Many original producers identified, and their parts are again for sale.

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

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

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

Tom Phair tom@phairst.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.

Randy Rundle, 415 Court Street, Clay Center, KA 67432. 785-632-3450 or fitthave@oz-online.net 2-Cycle Ignition Coils - Improved design Model T ignition coils for all Fairmont 2-cycle applications. Weatherproof case - works either 6 or 12 volt - no ballast resistor is required.

Motorcar Shipment by Truck, Charlie Lix, Reno, NV. (775) 742-7366. Costs depend on combining speeders with other general freight.

NARCOA COMPANY STORE



Wheel Inspection Tools -The clear plastic wheel profile is necessary to determine if the wheel is flat, thin in the flange area, or has wear between the flange and the flat section of the tread. Use the wheel profile as your first step in diagnosing "hunting" on the rails. Use two of the clear plastic wheel profiles to determine track gauge. The stainless steel caliper is necessary to determine if you have the required 1/8" minimum wheel thickness. One plastic wheel profile is \$11 including s/h. Two plastic profiles are \$17 including s/h. Stainless steel wheel calipers with laser printing (they'll outlast your grandson!) are \$30 each including s/h. One plastic profile and one stainless steel wheel caliper go for \$35 including s/h. Two plastic profiles and one stainless steel wheel caliper go for \$40 including s/h. The 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

Profits from Company Store sales go to NARCOA.

SPOTLIGHT ON AN AFFILIATE



**NORTHERN
CENTRAL RAILCAR
ASSOCIATION**

**A CLUB AFFILIATE
IN PENNSYLVANIA**

Northern Central Railcar Association (NCRA) is a club affiliate that operates regularly on several lines in and near the central Pennsylvania York County area. NCRA started with a few local track car

owners who lived along the Northern Central RR that runs from New Freedom to York, PA. These track car owners began to clear the line of brush and trees. In order to legally ride the line they organized in 1994, and later in 1999, incorporated in the Commonwealth of Pennsylvania as a tax exempt 501c(3) organization.

Excursion fees for all Northern Central RR and Stewartstown RR events are included in the \$60 annual dues paid by NCRA members. NCRA has permission from the owners to operate up to two excursions a month on both the 18 mile Northern Central RR and on the eight mile Stewartstown RR track. A notable area landmark is the Howard Tunnel - the oldest operating railroad tunnel in the United States - where a walking trail and rail track exist side by side. Each Halloween a night run, with a cookout, is held in the Howard Tunnel. Other events on the Northern Central RR are often arranged

on short notice via the club e-mail list.

Northern Central Railcar Association holds regular annual events on the Everett Railroad at Claysburg, PA in April and on the Western Maryland Scenic RR at Ridgeley, WV in August. Excursion Coordinator Gary Shrey also recently hosted events on the Knox & Kane RR at Marienville, PA.

NCRA currently has thirty-five members. Dean Grote is President, Dale Steiner is Vice President, and Eileen Shrey is Secretary / Treasurer. Contact Eileen at 717-227-9628 to join the club and get on the e-mail list, or watch the NARCOA web site for Northern Central Railcar Association event announcements.



Above: Double tracked in the 1860's, this view of the Howard Tunnel north portal shows the trail that has replaced one track. Above right: The Halloween cookout. Below: The group makes a rest stop at Roaring Spring, PA on the Everett Railroad.

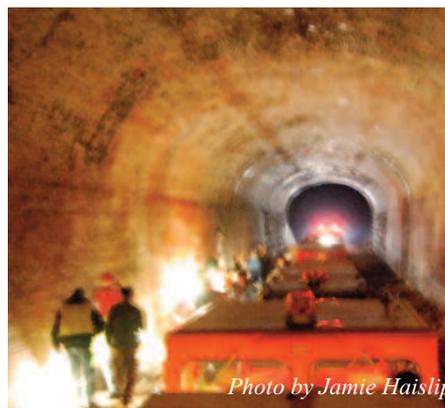


Photo by Jamie Haislip



Photo by Gary Shrey



Photo by Gary Shrey