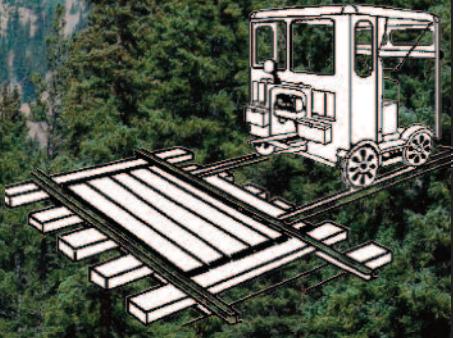


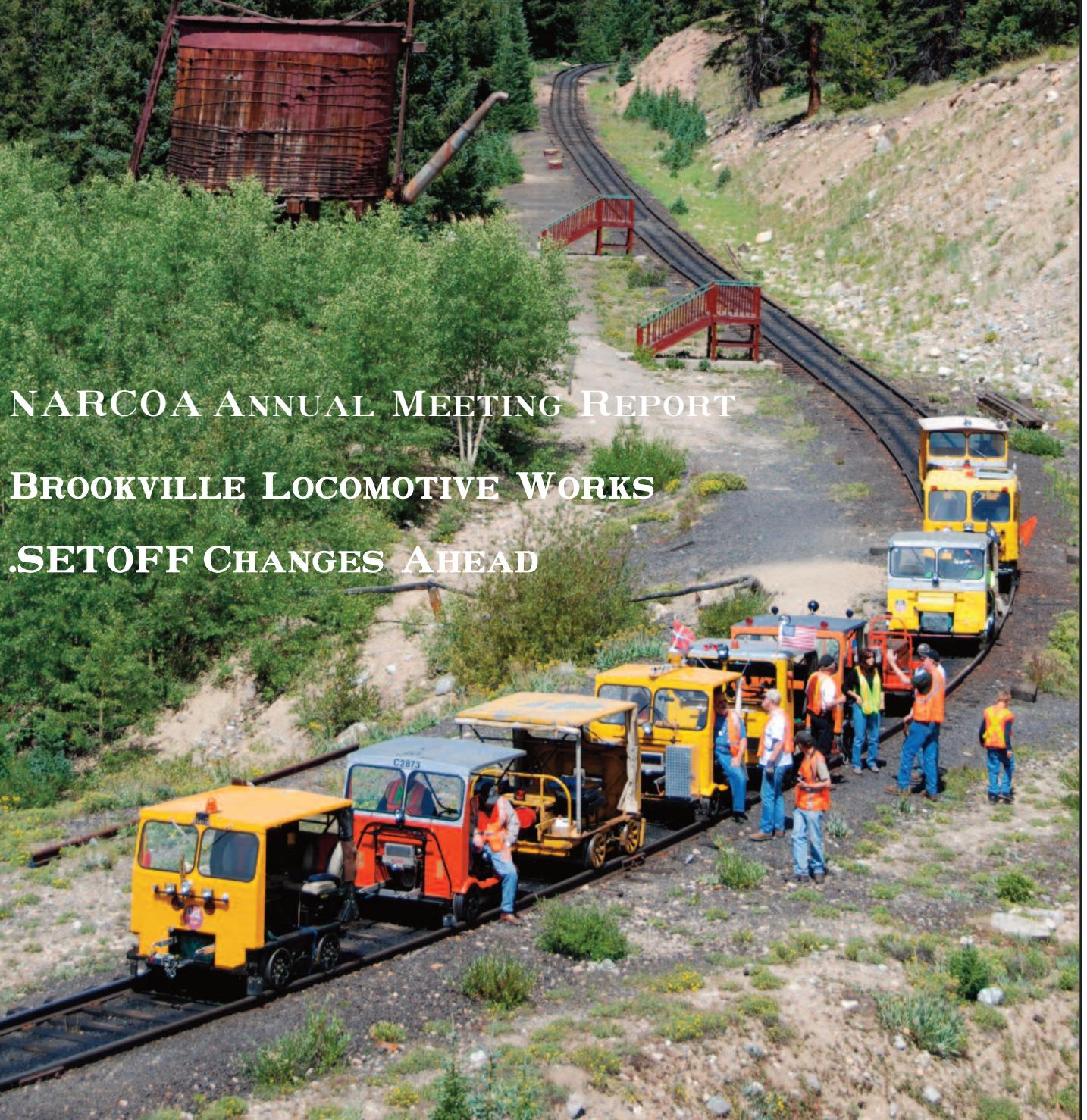
# THE SETOFF

THE OFFICIAL PUBLICATION OF NARCOA  
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION



NOVEMBER / DECEMBER 2009

VOLUME 23 - No. 6



NARCOA ANNUAL MEETING REPORT

BROOKVILLE LOCOMOTIVE WORKS

.SETOFF CHANGES AHEAD

# THE SETOFF

VOLUME 23 - NO 6

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: Motorcars line at the LC&S French Gulch water tank, 10,840 feet, during the Rocky Mt. High run - Richard Reiff*

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# PRESIDENT'S MESSAGE

## WARREN FROESE

Greetings to each NARCOA member. It is a privilege to serve as your new President. It was a bit of a surprise to come home from a weekend in Chicago with this new role; however I am happy to work with each of you to move NARCOA forward into 2010. We have an incredible variety of backgrounds, interests, talents, and skills across this large continent. We come together to pursue the unique opportunities of motorcar operation on rails throughout the land.

A few words of introduction: Sandy and I have been married for 27 years, and we have four young adult kids aged 16 to 22, presently spread around the world. My daytime and occasional night-time work interests are in the area of knee and shoulder surgery as an Orthopaedic Surgeon. We live in the geographic centre of North America - Winnipeg, Manitoba, Canada, an eight hour drive north of Minneapolis. I was born in Winnipeg and have lived across western Canada and in southern Minnesota.

Motorcars came into our family via a circuitous route. Our local high school hosts a yearly train hobby show at which one participant was showing a photo album of motorcars he had for sale. The kids said "let's do it", I said "no", but a year later he was still there so we went for it. An ex CN Woodings CBL was the first, and as advised on an email list - beware because next comes trailer, truck, storage facility – you all know the issues. With the help of an incredible community of motorcar enthusiasts – NARCOA – I soon had all my questions answered, my car up to standards and running and we were on the rails behind a very kind gentleman from Nebraska who spent four days mentoring me moment by moment. My oldest son soon found a Woodings CBI nearby and we were a twosome. Then the two cycle bug hit and we found a few motorcar carcasses in southern Saskatchewan from which we made one open M19 and just like that we were now crank starting and literally putting down the track. Hank and Carol Brown became a strong influence and before I new it I was mentored and running an eight day excursion to the Hudson Bay at Churchill, Manitoba. We have now run for eight summers (this is purely a summer

activity on the prairies north of the 49<sup>th</sup> ) and covered almost 15,000 miles, the last 1500 in an open car! So I am a relative rookie to our incredible hobby. It is only with the help of the many dedicated volunteers like you, that we can work together to move forward.

There are two parts to the joy of motorcar-ing: First, we have incredible opportuni-ties to see our world from the unique perspective of the rails and ALL that goes with that, and second, we meet and de-velop friendships with an amazing group of people as the miles go by. The cam-aderie that goes with our hobby, including the different groups that we encounter at the various runs we attend, is the prover-bial icing on the railway cake.

Many people give of their time and energy to make our hobby work. Some of those people work directly on excursions, and many work indirectly behind the scenes to support those opportunities. Some work in a formal role and some work in an unseen informal role. Our thanks to each of you for your time and energy in support of all NARCOA related activities. I will write more about those people next issue.

I want to specifically take a moment to thank those of you who attended the Board meeting this past September, and those who submitted questions and comments to be passed along. At this meeting the elec-tions of new Directors to represent Areas 2 and 6 were recognized. We welcome John Gonder representing Area 2 and Bob Knight representing Area 6. Thanks to Joel Williams who has served Area 2 Di-rector for some time, and to Hal Johnson who willingly jumped in at the Board's in-vitation to complete the late Hank Brown's term. The minutes will follow in a later issue and I will comment on details and ways to get involved as we prepare for the next meeting October 1 and 2, 2010 in Chicago, Illinois.

The most important role that NARCOA plays is to provide the framework for safe and affordable motorcar operation in the railroad world. We do that by working with a system of checks and balances, which guard our ability to remain a safe and proactive organization. At the same time we sustain a system which is required

by our insurers, allowing us to continue to operate in a railroad environment. In the end each of us is responsible to be safe at all times and to be professional in all of our communication and interactions, with each other and with our host railroads. Never underestimate the words you choose by email, on the NARCOA Forum, by phone, or in person – they are always important and have implications, often beyond the moment.

Your interaction with your elected repre-sentatives makes this organization your orga-nization. All of our contact info is listed on the website. Please take the time to pick up the phone or drop a line to say hello whenever you feel the need. We want to hear from you.

I am looking forward to this year and the opportunities that will be created to enjoy this hobby with each of you and many new members.

Warren Froese



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## **AREA TWO**

### **NJ, PA, DE, MD**

### **JOHN GONDER**

By now I am sure you have heard the results of the second or tie breaker election in our area. Your vote does count and is witnessed by the fact that the second election was finished with a margin of 70 to 55 votes. At this time I would like to thank all of you that voted for me and I will do my best not to disappoint you. I would like to thank the outgoing director Joel Williams for his work over the past years. As my first duty of office I attended the annual NARCOA meeting in Chicago on September 25 & 26, 2009. Meeting the officers and other directors for the first time was quite a pleasure, and I look forward to carrying your concerns and interests to the Board. I learned a lot about how our organization ticks and how the committees are formed. I also learned how things are decided and handled. An organization must be founded on honesty among its membership and especially in its leadership. Communication is paramount to the very core of all aspects of operation, and extremely important when safety of the members is involved. That is why there is a committee working on creating a new program or data base that will enhance the transfer of important information between various officers in the group such as the treasurer, secretary, membership secretary, judiciary board, and the safety committee. The smooth transfer and access of this info will aid the board and officers in their duties.

The Communication committee has been charged with updating the delivery of both the PDF and printed versions of the Set-off. You will have the ability to choose how you receive this in the future.

The Operations Committee has been revamped and now will work closely with the Judiciary committee to expedite investigations and accidents, and to refine the rules and regulation that govern our hobby. By the way, Seat belts are still NOT required but are strongly suggested.

These are just a few of the things that we talked about, and over the next few months as they are finished, we will discuss them in detail. Our membership in AREA 2 grew this year as it declined in some others. The number of insured operators also grew as well as the amount of mentoring being done. Thanks to those you

take the time to mentor, as it is the future life of NARCOA. As a duty of being a director, you get to appoint someone to head up the job of mentoring in your area. I have asked Gary Shrey to take this position and he has accepted. I am sure he will do a great job. As the mentoring "MOM" he will oversee the filing of reports and keep track of who is doing the mentoring in our area. Any questions about that can be directed to him.

Have a safe fall season. Catch me on the rails!

John G.

## **AREA THREE**

### **IN, LOWER MI, OH**

### **DAVE VERZI**

As I write this column I'm reflecting back on our 2009 excursion schedule and am impressed with the number of excursions we had in our region this year which exceeded my expectations. I was personally pleasantly surprised to have the City of Greenfield Railroad invite us to operate yet this year on rails which we have yet to motorcar. This trackage is yet more of the former B&O Railroad and an extension of the same main line we operate on that is now US Rail in Jacksonville, Ohio. Also as I write this Mike Ford is concluding another Great Lakes Central excursion in Michigan in conjunction with the Algoma Central Railroad. I trust that they encountered some great fall colors and some frosty morning starts. By the time you read this we will have traveled on Jaime Samuell's US Rail and Hocking Valley Railroad combination weekend. Andy Sargent is coordinating a Christmas run at the Indiana Transportation Museum December 12 concluding our Region's full 2009 list of events..

A non-NARCOA excursion I participated in this year was in August at the Southern Michigan Railroad Society in Tecumseh. I was impressed at the number of NARCOA members volunteering their time there and assisting in keep this volunteer railroad in operation. It's been about 10 years since my last visit and I was pleased to return under the efforts of coordinators Pat Robertson and Ken Annett. The SMRS is facing a bit of an uncertain future - we hope for the best for their operation.

Labor Day weekend saw a full car limit on the Wheeling & Lake Erie Railroad Labor day weekend coordinated by Jeff Leven-

good. The trip operated on the former Akron Canton & Youngstown which was recently rehabilitated and is in nice condition. Despite many grade crossings and some really greasy rail the trip went without a glitch and returned us to the set on location adjacent to the former Plymouth works in the 5 PM hour. Even though this railroad operates in a relatively flat land portion of Ohio it is notable how many curves there are in the line. Also of interest were the interlockings we encountered at Chatfield with the NS and Plymouth with the Ashland Railway. We backed to the CSX main line at GN (Greenwich) and in Cary, our western terminus for this trip saw the large quarry operation which provides most of the rail revenue for this line. Member Phil Linne assisted in flagging many of the busy grade crossings which facilitated our excursion.

As mentioned in my last column the NARCOA Board meeting was held in Chicago and was well attended by the membership. New President Warren Froese earns my thanks for agreeing to lead our group for the next year and appreciation is extended to Mark Springer for his past years' leadership. I'll not try to summarize the meeting agenda, that will be forthcoming but will comment that, as demonstrated at this meeting, the dedicated volunteers who make this hobby affordably operate are to be commended. The formidable challenges that our volunteer staff addresses don't often get written about but their commitment in our operation is evident in our success with what I have commented as about the most complicated hobby that you could want to invent.

Dave Verzi

## **AREA FOUR**

### **KY, NC, SC, TN, VA, WV**

### **TOM FALICON**

Hi Guys,

As I write this our first frost is a few days away and my thoughts are turning to indoor winter projects and all the stuff that needs to get done before the snow flies.

Congrats to our new pres. Warren Froese. Warren will do a great job for us! One thing that we did to help him out was have our vice president agree to take over some of the NARCOA president's workload. Having this tough job spread out between two folks will really help each man cope

with their jobs. Speaking of the vice pres., congrats to Mark Springer. Our former president has been elected to the office of V.P. Mark really did a good job for us as pres and this way he can continue on with his work and help out Warren also. We all welcome our new area reps, Bob Knight in Area Six and John Gonder in Area Two. Our former Area Two rep., Joel Williams, will continue on as our NARCOA secretary. The annual board meeting went very well this year. The proceedings really gave me a new enthusiasm for our hobby. I emailed a complete meeting review to all the Area Four members whose email addresses I have. If you missed out, please send me your email address and I will keep you up to date with any Area Four news. My email address is [Raildawg@gte.net](mailto:Raildawg@gte.net)

While we're talking about election results, in the last issue, I forgot to thank you for your support by voting for me in this year's election. I try to do the best job I can for you guys by representing your thoughts and ideas at any meetings and discussions the Board may have throughout the year. I enjoy being able to keep Area Four informed and entertained to the best of my capabilities. You guys are a great group to represent!

Unfortunately we have lost another pioneer Area Four NARCOA member. Jim Paty of Ashland City, TN left us September 10<sup>th</sup>. Jim and his sweet wife Fay were participants in the first motorcar run I ever attended. Throughout my many years running up and down the rails I always remember Jim and Fays' smiling faces at almost every event. Many of you may remember that at the beginning of each motorcar event that Jim attended, he'd walk down the line of cars listing the details of each car on his little note pad. On a personal note, if I had never met Jim and Fay I would have never eaten the absolute best fried catfish in the world (in a little restaurant along side the CF&WRR) and I would have never been introduced to Sam, the General Manager of the Caney Fork & Western RR. Sam, in turn sold me his railroad's cute, scruffy little 10 ton Plymouth Loco. Jim got to ride with us on the GSMD for his last time a few years back. His health was failing but he had good days also. He and Fay surprised us with a visit to one of our June runs. As their little Dodge Dakota rolled into the Andrews, NC depot parking lot with their motorcar

in tow, smiles and cheers abounded. We had great ride that we won't soon forget. Jim as an E.C. was instrumental in securing runs on the Caney Fork & Western RR which ran out of McMinnville, TN. Jim did a lot to advance our hobby in its early stages and we thank him for that. We'll all miss you Jim and we send our love and strength to Fay!!!

Geeez, I can't believe it's time to wish you guys happy holidays again. My wife, Mugzi, and I love the holiday season and we should be happy that it seems to be returning very quickly over the past few years. Mugz and I would like to wish you the best Thanksgiving ever. A Thanksgiving shared with friends, family and maybe some folks that are going through a tough spot or aren't as fortunate as all of us. We'd also like to send holiday season best wishes to each of you. In this economy and in these radically changing times, this may be the perfect year to handcraft a gift or just pledge some work time to someone that may need your help. A stack of gifts piled high is not a measure of a great holiday as we come to realize that less is plenty. Family members and friends interacting and enjoying each others love and friendship is the true measure of a great holiday season.

I'll talk with you next year,

Tom Falcon

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

Greetings to all the Area Six members!

Two important items to express in this first area report to you...First, speaking for all of you, I would like to say thanks to Hal Johnson for taking the helm this last year and keeping the many conversations going and especially his help in our Fairmont 100th Anniversary celebration this last summer. Second, a big thanks to all of you that took the time to vote and I thank each one of you for your support and that I plan to keep the communications flowing within Area 6 and beyond where needed. I also will be your spokesman and do my best to support your best interest on the NARCOA Board.

You will be reading about this year's annual NARCOA Board meeting in many other pages within this issue of the Setoff. If you have any concerns or ques-

tions please feel free to e-mail or call me and I will respond concerning your questions. I believe the board has chosen a good leadership team to lead our hobby into the future with Warren Froese as President and Mark Springer as Vice-President.

During the annual meeting weekend there were two events that were very special to Area Six. One being Carol Brown and Kathryn Norman (Tom's wife) teamed up to lead a group of "ladies" into Chicago for a lunch and matinee performance of "Jersey Boys".

The second happening was Carol Brown being gracious enough to bring hundreds of Hank's railroad hats to share with the many who were attending the meeting. She wanted to share them with their many friends in the hobby and it brought back many memories and stories about the special rail times we all had while traveling with her and Hank. Many thanks to Carol for her love and friendship we all cherish.

Because most of Area 6 is made up of two Affiliates namely Great Lakes Railcars and North Central Railcars. Both affiliates have completed very successful excursions this season with a waiting list being common place. Excursion Coordinators Mike Ford, Fred Lonnies, Dave Hawley and Richard Hinds and my wife Laurie assisted on the Algoma Central this year. They have all commented on how well each run went with almost no breakdowns and no incidents. This speaks so very well for each of you and how you are paying special attention to the mechanics of your motorcar and how you are using very good judgement during the excursions.

Please have fun and be safe on the rails.....Bob

## **AREA SEVEN ND, SD, NE, IA CARL SCHNEIDER**

I know many of you are still riding the rails but in Area 7, we just finished our last run of the year. There was snow and cold weather but at least the snow stayed south of us for the day and all we had to concentrate on was staying warm.

I'm happy to announce that there were no reportable incidents in Area 7 for the 2009 ride season. I want to thank everyone who joined us on the rails throughout the year

and did so safely. I also want to invite everyone back again next year when we host some new excursions along with our regular ones.

I can't give a NARCOA BoD report from the annual meeting because I couldn't make the trip this year due to an unavoidable conflict in my schedule. I'm sure the other directors will do a good job filling you in on what transpired at the meeting. I would like to congratulate Warren Froese for taking over as President of NARCOA and wish him smooth sailing as he takes on this important task.

From Area 7, have a wonderful holiday season and keep those wheels shiny and on the rails! I hope to see many of you next year.

Carl

## CORRECTION

In my article "Worlds of Opportunity" I have made a grievous error, and would like to correct the record and apologize. The gentleman who operates the "Wolsztyn Experience" - an opportunity for Railfans, the world over, to operate the last full sized, regularly scheduled steam engines in the world - is Mr. Howard Jones, MBE, Chairman/Director. He was awarded a Member of the Order of the British Empire (MBE) in 2006 for services to steam railways in Poland and for UK-Polish relations. Howard is a wonderful host and a true gentleman.

Howard, I apologize for this error.

Boomer John

John Wm. Schmidt



WM #6 eases down the track from Bald Knob  
Cass Scenic Railway- Brian Davis

## NOMINATIONS, ELECTIONS CARL ANDERSON

### 2009 ELECTION RECAP

The tie vote in Area 2 has been completed, with John Gonder receiving 56% of the revote.

There was renewed interest in the second voting to break the tie as 125 votes were cast or 68% of the membership voting. The original vote was 94 votes or 51% voting.

This year a total of 49.9% of the membership voted in all even Areas 2-4-6-8-10.

As we saw in Area 2 each and every vote really does count, whether the Board member is opposed or not. It becomes our way as members of an Area to show how we think our Representative is doing.

Looking back the last 7 years has shown that the Even Area voting has increased from 21% in 2003 to 50% in 2009. This is great, let's keep the trend going.

In 2004, 48% of the membership in the Odd Areas 1-3-5-7-9-11 voted , a great start. But by 2008 it has dropped to 38%. With an election coming in 2010 it becomes a great time to change the voting trend. There is always an increased interest in an Area when there are two candidates running for a seat on the Board.

Now is a good time to start thinking about who would be a good addition to the Board. There are many members out there who have ideals and would make great candidates for the Board. It is important that there are new people coming on the Board for fresh thinking.

Is there someone who is a member in your Area 1-3-5-7-9-11 who you would like to nominate, ask, as asking is a compliment in itself. E-Mail me at [ca636@aol.com](mailto:ca636@aol.com) with their Name, Location & Area number.

Carl Anderson

## FROM THE EDITOR

### BRIAN DAVIS

Hello! I just returned from my first NARCOA annual Board Meeting, and I want to second what everyone else has said about it. It's a whirlwind of activity, both in the meeting room, and behind the scenes. Tom Falcon has written a nice summary, so let me focus on what was decided about the future of the SETOFF.

Folks, it is almost 2010 and the world is changing, and so will the way the SETOFF is distributed. Not all of the bugs are worked out yet, but here in a nutshell is what we want to do:

Printed and mailed SETOFFs will remain available to those who want them. Period.

However, more and more of NARCOA's money goes into the cost of printing the paper version of the SETOFF, so we would like it if more people would choose to receive the electronic (PDF) version. To do this, we are going to make it easier to get the PDF version. We are going to slowly phase in a new distribution system, to see how folks like it.

Starting with this (Nov/Dec 09) issue, the new PDF will be available to be downloaded from the NARCOA website

on the first day of the new issue month (about 10 days earlier than the paper version). This PDF version will be posted on a password protected webpage. Did we mention it is in full color?

We will then send an email to all members for whom we have an email address, with the password for the site where the new issue is located. We will not send actual PDFs, but only the new password. Members can then download the PDF from the website at their convenience. Send Joel Williams ([joel.williams@earthlink.net](mailto:joel.williams@earthlink.net)) your email addresses.

Let me repeat an important item: We will be sending the password to all members who have email IF WE HAVE THEIR EMAIL ADDRESS. If we don't have your email address, you can't get the password.

So remember, if you want a Paper SETOFF, you may continue to get it. But, if you will give us your email address, we will send you the key to download the full color PDF copy, whenever you want it. Its a brave new world!

We'll see you on the rails.

- Brian



## 2009 NARCOA BOARD OF DIRECTORS MEETING REVIEW TOM FALICON

I've just returned from one of the most fast paced and innovative NARCOA Board meetings I've ever had the pleasure to attend. There were new faces, leadership changes, pledges to help lessen each other's workloads and the ground work was laid to help create a NARCOA database where all member services will be able to be performed in a timely and efficient manner. Please share this Annual meeting review with anyone that may not have internet access or is not a member of Area Four. The key is to pass NARCOA info onto as many of our members as possible.

Warren Froese the Director for Area #8 (Canada) was elected our new president. Warren is a doctor up in Canada and he brings common sense, no nonsense leadership to our organization.

Mark Springer the Director for Area # 9 and former Pres. was elected to the office of V.P. Mark really wanted to stay on as our president but his work (also as a doctor) is very demanding and it was hard to perform his job, work the presidency and have any sort of personal life. Being the NARCOA V.P., Mark can help share the governing responsibilities with Warren and that way each man can handle his NARCOA duties along with their jobs and personal lives. This was a good solution to a tough problem.

We welcomed our two newly elected Area Directors at the beginning of the meeting. John Gonder was elected to the position of Area #2 Director and Bob Knight our NARCOA Safety Chairman was elected to the position of Area #6 Director. Joel Williams the former Area #2 Director was voted in to remain our organization's Secretary, which is a very demanding job in itself.

We also welcomed the largest number of NARCOA members to attend in meeting in quite some time. We encourage members to attend our meetings just to see what we do and how boring it really is. We were very happy seeing so many members' smiling faces at this year's meeting!

One of the problems with being a NARCOA Board member and/or a committee chairman is the fact that is takes a lot of one's personal time to do the job properly. At this year's meeting we took the time to address that fact and have begun splitting up job loads, by adding assistants and helpers to help the workers that are over-

loaded with chores. We carried this concept a bit farther by realizing that each of us won't be on this earth forever and now is the time to start training other folks about all the ins and outs of each particular NARCOA job. As a result of this realization key NARCOA jobs will start being explained to other member/volunteers in order to keep NARCOA functioning as flawlessly as possible in the event we lose one of our key volunteers or they become unable to perform their duties.

Our group made the decision to lead NARCOA into the future by creating a central database that all members and NARCOA volunteers can access at different levels. From membership services to insurance acquisition to EC operator status research this database will help everyone acquire the most up to date info along with each of us being on the same page at all times. Right now our volunteers are using numerous types of data entry formats and many are spending extra hours interacting. Our NARCOA central database will help streamline all our past problems while it speeds up all processes. The new database is just in the planning stages and will take a while to develop and put it into place, but it is exciting to realize that we are on the path to modernization and efficiency!

NARCOA will now be performing our Operator Certification testing in four intervals. Those of you that may have accessed our website [www.narcoa.org](http://www.narcoa.org) during our board meeting weekend may have seen that our webmaster Keith Mackey had posted a panoramic picture of the Board at work. Keith continuously accessed the site during the meeting making informational changes and updates at the same time they were happening at the meeting. Pretty cool!!!

Hank Brown's wife Carol was gracious enough to bring by hundreds of Hank's RR hats that he had acquired over the years. She wanted to share them with us. The hats brought back memories to all of us that had spent rail time with Hank during his life. Many times during the "hat fest" I overheard folks say as they picked up a particular hat, "Hey, I was on that run with Hank! I also overheard one man reflect as he picked up a hat that "the first time I met Hank was on this run." Good times and good memories. thanks for sharing them with us Carol!

### BY THE NUMBERS –

NARCOA Total membership: 1627 (down from a high of 1806 back in 2006)

1568 regular members and 58 complimentary members (RR officials)

Area Four members: 141 (down 6 members from last year)

NARCOA shows total income last year to date of \$43,364.85 and expenses of \$27,547.82 (With our biggest expense being our *Set-Off* publication- \$18,832.10 year to date) leaving an excess of \$15,817.03. Expected additional expenses of \$26,720 for the remainder of the year include *The Set-Off*, 2010 Calendar, and officers' reimbursement for travel to the Board meeting. These additional expenses will result in a gain of approx. \$3,897.00 after adding in the additional dues income of \$14,800.00.

NARCOA Insurance had 1,005 members sign up for 2009 as compared to 974 in 2008. This is a 3% increase from last year and a record number of insurance participants.

Through Sept. 21, 2009 we have issued excursion insurance for 141 excursions. In 2008 we issued a total of 168 for the entire season. Insurance will cost \$105. in 2010, down \$10.00 from the 2009 cost of \$115.00.

We have a total of 33 NARCOA Affiliates this year. One affiliate was added and three from 2008 did not reapply.

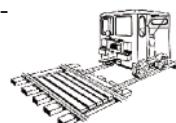
The NARCOA New Operator Mentoring program has mentored a total of 480 operators since the program was put in place back in 2004. 77 operators have been mentored in 2009 as of 9/21/09.

53% (or 139) of the Area Four members showed their support by casting a vote for me even though I was running unopposed. I appreciate your support and will continue to keep you guys as informed as possible and work to relay your thoughts and wishes on to the Board. THANK YOU FOR YOUR VOTE!!!!!!

Please read *The SETOFF* and your Area Director's letter for more details of our meeting. If you have any questions or thoughts please contact me.

Thanks guys, it's a pleasure to work for you!

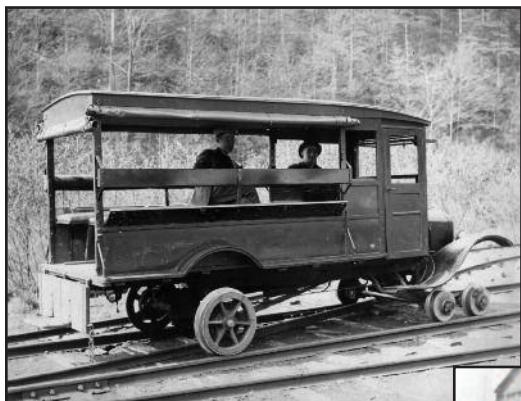
Tom Falicon



# BROOKVILLE LOCOMOTIVE WORKS

LEON SAPP

In 1918 Mr. L.A. Leathers, a Ford Automobile dealer in Brookville, Pennsylvania installed flanged railroad wheels on Model 'T' trucks and began the Brookville Locomotive Works. Mr. Leathers was not the first to modify Fords. Both Fairmont and Kalamazoo were already marketing steel rail wheels for home-built Ford conversions but Brookville was the first to offer a complete factory made unit.



Brookville also saw potential for the Ford power train in small locomotives. The First World War had shown the value of light weight internal combustion locomotives where many had been used to deliver supplies close to the front. The U.S.A. had furnished 126 gasoline locomotives of 40 h.p. and another 63 locomotives of 20 h.p. for the 500 miles of narrow gauge track built to serve the front lines. Based on reports of their success Brookville began adding their own underframe with chain drive from the Ford differential to rail wheels creating a small but powerful locomotive. Brookville was the first to use planetary drive axles on rail-mounted equipment, which was quite a significant innovation. Using the sturdy 22 hp Fordson engines they again catered to the forest and timber interests who used the little rail tractors for everything from switch engines to log yarders. They became extremely popular with logging, plantations, and industrial plants anxious for an alternative to an expensive steam engine for light switching.

When Brookville began to build speeders they again targeted the timber and mining companies who had need of high capacity people movers. Several truck modifications were produced and versions could be had seating from 12 to as many as 30 individuals powered by Ford's "AA" engine.

In 1932 they marketed their Type D Model "Utility Car" With full length folding seats and a deck load capacity of four tons. It sported a coach type body and had a large rear door providing ample access for tools and materials. A more comfortable version with bus type seating was available for VIP Inspectors and an even fancier version could be had for branch line passenger service. Still showing the 'Ford' influence it sported the latest 85 hp Ford V-8 engine, a four speed Ford transmission, heavy duty clutch and four wheel drive.

Although Brookville continued to build Speeders for 25 years they appear to have played a minor role in the company's product line. More numerous were their small locomotives and they continued to build both gasoline and diesel powered units. Ford en-



gines continued to be used in models from two tons up to eight tons in weight.

The Ford influence would diminish through the years and by 1940 their standard speeder models were powered by a Hercules 4-cylinder diesel but still used a Ford 4-speed transmission coupled to a Brookfield "Type C" final chain drive. The large speeders had vacuum brakes and sanders and sported 'cow-catcher' type front guards. With their streamlined cabs they were also among the most attractive speeders to have been built in North America. Several models were built for the military that incorporated a substantial cab capable of transporting up to 20 men.

Brookville continued to manufacture rail equipment throughout World War II including speeders and a unique tractor-trailer on rail wheels for the refrigerated

transport of bananas. It is not clear exactly when Brookville officially ended conventional speeder production but it was probably about 1945. With the end of World War II demand for the large people movers begun drying up. The Lumber Industry was moving away from insular railroads in favor of rubber tired vehicles and the development of the mechanical retarders eliminated the need for railroads to haul scores of brake riders back to the hump in train yards. However demand for their light locomotives continued to be strong and they expanded their small locomotive line building larger and larger machines. In 1975, the company was purchased by Pennbro Corporation and changed its name once again becoming Brookville Equipment Corporation. Today Brookville manufactures a wide range of locomotives, some as large as 2,100 hp and featuring new and environmentally friendly innovations such as their "CoGeneration" model.

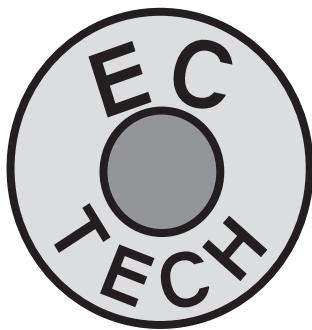
In a way Brookville still manufactures motorcars of a sort. Several different people movers are manufactured for underground operations that can, tongue-in-cheek be called "speeders" as they perform basically the same function as their above ground cousins. The company also rebuilds antique



trolleys or will construct an entirely new car from the ground up. Several cities such as Philadelphia and New Orleans have added to their tourist appeal by having Brookville restore some of their historic street cars.

(All photographs courtesy of Brookville Equipment Corporation)





**BY TOM FALICON**

Having a hy-rail vehicle as part of your motorcar excursion can be an asset in many ways. But the value of having that vehicle on a run can quickly be negated if the vehicle has not been set-up and maintained properly. Since most hy-rail vehicles are much heavier than the majority of motorcars on a run, they can present a bigger problem in the event of a major derailment. Add to that the fact that if the derailment has rendered the rail gear inoperable, as an EC you are now stuck with the problem of a vehicle that can no longer travel by rail, but may be many miles from a highway grade crossing. The above scenario is one of the main reasons why NARCOA requires each hy-rail vehicle that runs on NARCOA insured excursions follow the FRA (Federal Railroad Administration) inspection regs for hy-rail vehicles. CFR part 214 section 523 requires that "The hy-rail gear of all hy-rail vehicles shall be inspected for safety at least annually and no more than 14 months between inspections. Tram, wheel wear and gage shall be measured and, if necessary, adjusted to allow the vehicle to be operated safely." The yearly inspection can be performed by hy-rail service centers across the country. The Harsco/Fairmont website has long list of service centers across the land. Our NARCOA website also has a copy of a FRA approved inspection form for downloading. The above information has been brought to light to inform each of you that as NARCOA Certified Excursion Coordinators you are required to ask for a copy of a current FRA hy-rail inspection report before you permit a hy-rail vehicle to run on one of your excursions. If any of you have questions about this subject, I will be happy to help.

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: [Rail-dawg@gte.net](mailto:Rail-dawg@gte.net)



# RIDING WITH JOE

BY JIM MCKEEL

The mountains were spectacular! The Fall colors were almost in full array. The days were clear and the sky was blue and expected to be that way for the duration of this great two-day excursion. The motorcars had been set on the rail and paperwork and inspections had been completed. Joe Speeder was excited to be on this excursion and was really looking forward to the next couple of days. The safety meeting was conducted and the signal was given to move out. The excursion was underway. This would be a full day run with the return to the point of origin late in the day, possibly after the sun had set.

The morning went superbly with some very scenic views and a few stops along the way to explore the sites along the route. After an excellent meal and great conversation at the midway lunch stop, the group was soon off on the return segment of the trip. The group again made a few stops along the way to enjoy the spectacular scenery along this line. The group was still a few miles out of town as the sun went down. There was one more stop to make before the group returned to town and the end of a spectacular day. Shortly after they came to a stop the operator of the car behind Joe came running up and told Joe that his taillight had quit working just before they arrived at this stop. He told Joe that his stoplight was working fine, but he really had trouble seeing Joe's car ahead of him without the taillight and he was worried that he might not be able to see him very well in the increasing darkness. Joe was prepared for this problem and quickly got into his toolbox and pulled out a replacement bulb and got it installed before the call to again start moving. His taillight was again working fine.

As the group pulled out, Joe relaxed back in his seat and enjoyed the remainder of the trip into town. Joe was relieved that he had been prepared with an extra taillight bulb in his toolbox and that he was quickly able to get it replaced.

Did Joe violate any of NARCOA's rules? No, he did not. He was within the intent of the rule. He had been prepared with a replacement bulb in the event his sole taillight failed and the taillight had been working fine when the car was inspected and began the excursion. He repaired it as soon as he became aware it had failed. Even though NARCOA's rules only require one taillight, he could, however, have been a little safer with the redundancy of having a second taillight on his car that would have still provided protection in the event of the failure of one of the bulbs.

The NARCOA book of rules states in Section I, #12: "LIGHTS. All motorcars are required to be equipped with an operable white headlight and an operable red taillight. Cars without original lighting equipment may use portable battery operated lights as a substitute."



# GREAT SMOKY MOUNTAINS RAILROAD

## BY DICK AND HELEN RAY

We have always enjoyed going south for a meet at least once a year. This year it was the Great Smoky Mountains Railroad based in Bryson City, NC. It was the first summer motorcar trip to cover the entire line.

The original line from Ashville to Murphy was built starting in 1880, largely with convict labor and was called the Western North Carolina Railroad. In the 1920s, the Southern Railroad took it over as the Asheville to Murphy Branch. Today the western end from Andrews to Murphy is now state-owned and is not available to motorcars, and the NS continues to use the eastern end from Dillsboro east. Remaining for motorcar usage is the 51 miles between Dillsboro and Andrews.

The basic plan for Saturday was to set-on at Dillsboro, the eastern end of the line, and go west to the Nantahala Outdoor Center (NOC). There we would wait for the excursion train and return to Dillsboro after it arrived, for a round trip of 64 miles.



Not far out of Dillsboro, we encountered the Cowee Tunnel, 836 feet long, with a concrete portal only on the west end. There was the shorter Will Sandlin tunnel on Sunday. Later we crossed the 891 foot long trestle over the Fontana Lake. There were a number of smaller bridges and trestles as well.

The popular excursion trains originate in Bryson City, where we made a rest stop before continuing west ahead of it. The train goes to the Outdoor Center and a few miles beyond. There the engine runs around the train and the train returns to the NOC where it stays for an hour. We were amazed at the number of riders on the train, and the

excellent condition of the equipment. There are four classes of seating, from the Parlor Car to the open cars.

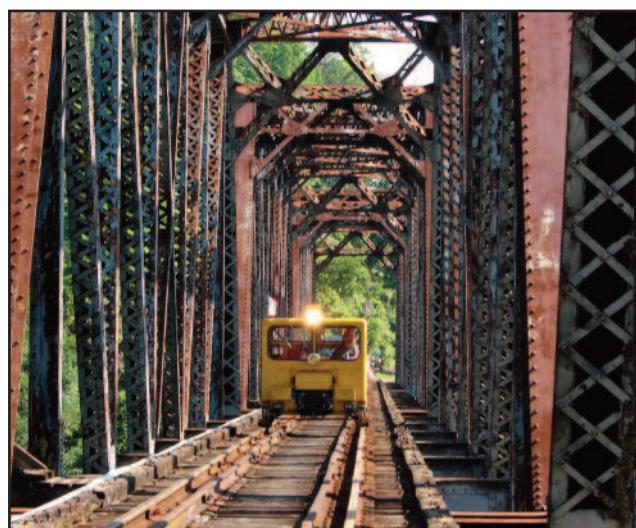
We returned to Bryson City where we visited all the shops and got a late lunch for those who did not eat at the NOC. Then back to Dillsboro and loading up after a 64 mile round trip.

On Sunday morning we set-on at Andrews where, again, there was easy set-on and plenty of parking. After the Job Briefing we set out eastbound for the 19 miles to the NOC, where we watched the tourist train come by. Two large snack bars/restaurants there were available for food and ice cream.

About 1:30 PM the tourist train parked and we left westbound for Andrews. Now, finally, we get to the steep grade. It is called the

5% or more becomes the ruling grade.

Since the EC has done many meets on this section the well-developed plan was in effect. Any single cylinder, two-cycle car was paired up with an Onan-powered car or bigger. If the small car stalled the bigger car in front took it in tow. The paired cars were released at two-minute intervals. This allowed the stalled car to be taken in tow without having the others stop on the grade. All cars gathered up at the 3100 foot elevation top before proceeding down to Andrews.



Above: Ken and Jean Huffines following us over one of the bridge/trestles across the Nantahala River.  
Left: The tourist train arrives from Bryson City.

Red Marble grade although the point called Marble is not on the grade.

The top of the grade is at Topton. The grade is said to be 4.8 % but some sections are more than that at 5.1%. The eastbound side had been fairly reasonable, although some driveways require slowing which results in difficulty re-gaining the speed. The steeper grade is on the westbound side and is perhaps 5 miles long.

One writer says the Red Marble grade is worse for trains than the famed Saluda Hill because, while the percent grade is similar, the Red Marble grade has much more curvature. I could not discern that the GSRR track curves were compensated at all. While the ruling grade applies to a train length, a motorcar finds that any section of

On the westbound trip up the hill, we saw the junction of the old Graham County Railroad line which had 8% grades and used Shay locomotives. A website on the history showed geared locomotives in use on the GSRR as well.

One thing that we especially enjoyed was visiting and spending time with people we have not seen for a while. They included Jim and Gloria Dragstrom, Ken and Jean Huffines, Denny Madden, Mac McMillian, Bill Delmar, Bill Stringfellow, Larry Welsh, Paul and Patty Goldzung, and some others including Tom and Mugz Falicon.

We totally enjoyed the trip! The scenery was awesome, the trip was very well organized, and we were always informed of the plan. Everything happened on schedule. We will surely go back again soon.

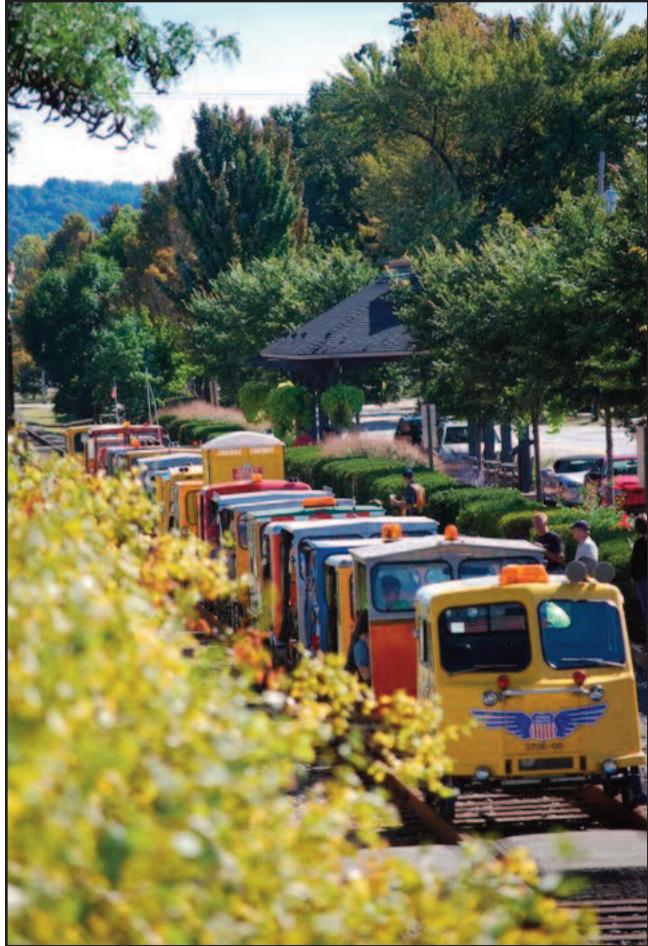


# ALLEGHENY VALLEY RR & SOUTH WEST PA RR

## BY DAN PAGE

A Late Summer Western Pennsylvania Weekend

NARCOA members from seven states and Canada enjoyed a beautiful late summer weekend in the Pittsburgh area riding the rails in an excursion organized by EC John Gonder, assisted by Paul Rujak, and Chuck Badger.



***Ice Cream Stop in Oakmont - Jamie Haislip***

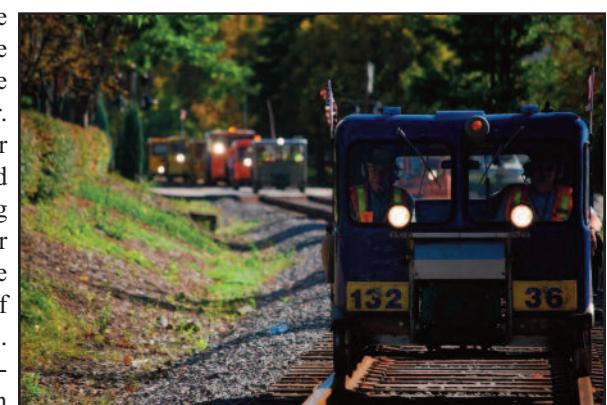
On Saturday, September 19, thirty cars set on the Allegheny Valley Railroad at a spacious, fenced in industrial site in New Kensington, PA. The Allegheny Valley Railroad acts as a feeder line connecting its many and varied customers and western Pennsylvania to major railroads such as CSX Transportation and the Norfolk Southern Railway, and several regional roads as well.

After our safety meeting and car inspections were complete, we ran out of the set on site and on to the main line in New Kensington. As the sun came out, we headed west and enjoyed the sights along the Allegheny River as we headed to

Downtown Pittsburgh. The right of way stays close to the river and we saw lots of late summer activity on the river. John arranged a special treat for the group as we stopped at and toured the C. W. Bill Young Locks and Dam along the river operated by the Army Corps of Engineers. The locks master gave us an in depth tour of the entire facility. He discussed the challenges of operating year round and the types of traffic the lock handles.

We continued west through Arnold, Oakmont, and Verona and then directly into downtown Pittsburgh. We stopped for lunch and shopping in the rejuvenated city center area where old and new buildings create a unique experience. John picked a great area where all the shops and restaurants were within a block or two. After we had eaten and shopped, we turned and started back east, stopping for an afternoon ice cream break in Oakmont. We arrived back at our start point and all were setoff by 5 PM after a very interesting and enjoyable 38 mile run.

On Sunday, we rode the Southwest Pennsylvania Railroad, which is composed of the former Pennsylvania Railroad Southwest subdivision, a Baltimore and Ohio secondary, and a Penn Central subdivision. This line provides local service to many customers in the area, connecting them to the outside world via interchanges with major roads such as the Norfolk Southern, CSX Transportation, and the Wheeling



***John Brown and William Stenton from Ontario Canada on the Allegheny Valley railroad - Jamie Haislip***

and Lake Erie.

We set on at the Safe Handling intermodal yard at Mt Pleasant PA. This is perhaps the most spacious and convenient seton site we have ever seen – it was large and entirely paved. After our safety meeting, we ran out of the site and down new, welded track, traveling through varied scenery southwest to Connellsville, where this short line interchanges with CSX. There, we turned and switched at Scottdale to the northwest branch and ran up to New Stanton and Greensburg. We turned again and headed back, stopping at Scottdale for lunch. Then we switched back onto the northeast line and returned to our seton location at about 4 PM, completing a run of 79 miles.

Both of these railroads are subsidiaries of Carload Express Inc. John's great relationship with them has allowed us to run on these roads for over ten years. Thanks to John's leadership, this excursion was executed smoothly and safely and was very enjoyable.



***Approaching Pittsburgh- Jamie Haislip***

# QUÉBEC/GATINEAU RAILWAY- CLUB RAILCAR QUÉBEC



Club RailCar Québec received its first official NARCOA ride ever. "We are a young club, this was the most important move ever done for us", said Chairperson Claude Martel. "In my opinion" said Louis-François Garceau, EC to be mentored, "it was very important for our Association. Peoples from Ontario, Prince-Edward-Island, Florida, Texas, British Columbia and from other part of the country came. This was a very important moment in our club's life."

More than 24 motorcar & hy-rails participated. The excursion followed the St. Lawrence River on the Canadian National Railway and the Québec Gatineau Railway for a three day ride.

The excursion stopped in Shawinigan to ride a pontoon boat and they received a super tour. Those three sunny days pleased all participants and the organizers.

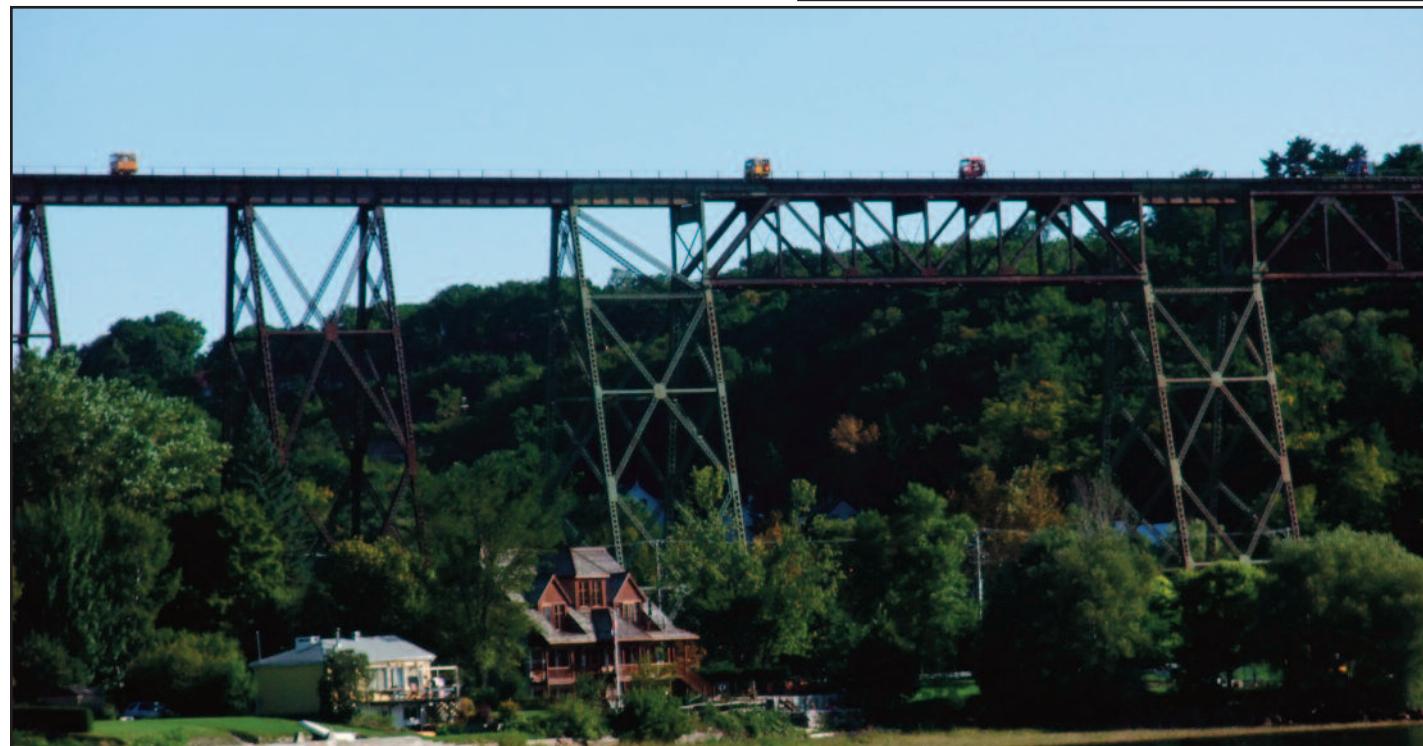
On the way back from Joliette and Three Rivers, drivers where surprised when they saw the St. Lawrence river another time from another track but on the same shore. Many pictures where taken but if you need to see some please ask me via E-mail.

Many many thanks to Mr. Ken Annett (EC) for its super help in this file. Please, contact me at for more information at: [traq@sympatico.ca](mailto:traq@sympatico.ca)

Louis-François Garceau.



*From Top, clockwise: Crossing the big river on a steel bridge, the Station at Sainte Foy, the CAP ROUGE Trescel, built between 1906 and 1908, crossing the Cap Rouge River with a nice sight seeing of the St. Lawrence River. 1,116 meters long and the second highest one in Québec at 52 meters – Louis-François Garceau*

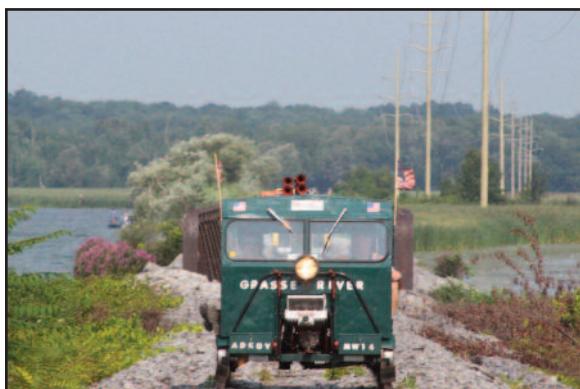


# FINGER LAKES EXCURSION 2009

-DAN PAGE

Warren Riccitelli provided an interesting weekend run on the picturesque Finger Lakes Railway August 15-16 in west central New York. Warren makes certain that this run is always different and interesting each year and 2009 was no exception. Bruce Habberfield, our railroad host, did a great job making us welcome. The Finger Lakes Railway is one of the most ‘speeder friendly’ roads we have been on. Each morning we had coffee and doughnuts at seton courtesy of the railroad. This was greatly appreciated since most railcar operators seem to run on coffee and doughnuts! Bruce also made sure each car had a packet of information about the line, the local area, and a detailed map of the entire line. Best of all, Bruce arranged for us to have the entire route to ourselves for the weekend.

Most of the 30+ cars were able to seton Friday night on a spur just north of Geneva, graciously arranged by the Finger Lakes Railroad with one their customers, Blowers Fertilizer.



-Mike & Robin Whipple cross the north end of Cayuga Lake near Cayuga, NY Gary Shrey

Saturday dawned hot and humid, and it remained that way for the entire weekend, setting records for high temperatures and humidity. After the safety meeting, we started out going east from Geneva, through Seneca Falls, then across the beautiful wetlands that head Lake Cayuga. After crossing the bridge over Lake Cayuga, we continued through Auburn after a rest stop. We continued east and turned at Martisco station, which is

now a railway museum. We were met at Martisco by museum members who had prepared a great selection of items for lunch for us to purchase to benefit the museum. The club aims to make the museum one of the finest in the US and they are off to a great start.

After lunch we stopped for a tour of the Central New York Model Railroad Club at Skaneateles Junction. The club has a very interesting 21 x 57 foot HO layout that has been operating since the 1970s. After delays due to hy-rail derailments, we returned at 6:30 pm for setoff. This route is former New York Central track and totaled 72 miles roundtrip.

Sunday morning set on MT14 of John & Sue Rohrbaugh passes the Cayuga RR station on Cayuga Lake -Gary Shrey

headed out from Victor on former Lehigh Valley and New York Central track southeast to Clifton Springs and turned the cars. We then rode to Canandaigua, turned our cars and went back to Shortsville for lunch. At Shortsville, Warren had arranged for a special lunch buffet at a nearby restaurant. The lunch was “huge and good” according to one participant. Thanks to Gary Shrey, long time ride along spouse Rita Poesse was mentored and is now a NARCOA certified operator!

We were delayed by an incident that, thankfully, the excursion was not a party to. Three rail fans had been following the excursion from crossing to crossing on motorcycles, taking pictures. At one crossing, one of the riders rear ended the other two. The accident resulted in minor injuries.

Warren took charge, called 911, and organized the first response from within the excursion until the fire and police could arrive. Our party included an EMT and a physician who responded immediately to care for the injured. Other speeder operators moved the damaged motorcycles out of the road, provided flagging, and stood by with fire extinguishers.



Fire and police arrived shortly and transported the injured person to the hospital. The Fire Chief told Warren that he never seen anything like our response. He had been to drills and seen lots of safety vests and flags, but never to the extent had he seen on this hot summer day. Bruce commented that in all his years on the railroad as a safety officer and in all the Operation Life Saver drills he has done, he never seen nor participated in a real event like this. He was extremely grateful for the caliber of our group and the way that the NARCOA members reacted to this emergency.

We returned to the Victor setoff at 3:30 after riding 33 miles. Warren did a great job managing a large group and leading us through an ambitious excursion. More importantly, the group helped show that NARCOA can perform admirably in an emergency, completing this run in a manner that is exemplary and reflects great credit on NARCOA and the Finger Lakes Railway.

# ROCKY MOUNTAIN HIGH, 11,300 FEET HIGH

RICHARD REIFF RMD/NARCOA

The weekend of August 21-23, 2009 found over 12 NARCOA members traveling over the highest standard gauge adhesion railroad (and for the record, narrow gauge as well) in North America. The three day run was sponsored by Rocky Mountain Division (RMFD) with Jerry Geiger acting as EC and overall event organizer. Par-

manding on brakes, cooling systems and overall power one can find. Starting in Leadville at 10,400 feet the former BN (ex CB&Q, ex C&S) line used to serve the Climax Molybdenum mine about 16 miles later, at over 11,400 feet. At one time the line was narrow gauge and extended all the way to Denver. Although track does still

utilizes grades of over 15%, well beyond the reach of adhesion based equipment. The current operator, Leadville, Colorado and Southern Railroad (LC&S) operates two passenger trains daily in the peak tourist season. One departs at 10:30 am, the other at 2:30 pm.



*Negotiating the Tallus Slope-Richard Reiff*

ticipants had the option of making the Leadville to end of track run trip 4 times between Friday evening and Sunday noon.

With the help of RMD's Brian Deplaine conducting the technical inspections, cars were checked for all normal NARCOA safety requirements, with special attention given to brakes. With a steady grade of over 2%, and many segments over 3%, this run, although short, is one of the most de-

reach all the way to the mine, the last mile or so is not passable due to a washout and general lack of maintenance.

Until operations over this branch by the BN Railroad ceased in the early 1980's this was the highest standard gauge line connected to railroad network in the United States. Only the nearby Manitou Springs and Pike's Peak cog railroad features track at higher elevations, however that line

The NARCOA runs had to work around these regularly scheduled passenger trains, which made for some interesting operations. This allowed the group to not only run beyond the end of track normally used by the tourist train, but to stop and explore some of Colorado's mining relics seen on the wayside.

The Friday afternoon run started after the tourist train arrived back at

*continued on page 15*

*Rocky Mt. High - continued.*

Leadville, and featured a return during twilight. With a clear Colorado sky, operators were treated to a great sunset and early stars as they arrived back to the LC&S roundhouse and yard.

The next day an early departure (7 am) was required to get out ahead of and return to Leadville before the scheduled departure of the morning passenger train. This RMD run utilized the LC&S's normally scheduled motorcar inspection run as our escort, which also provided a lot of extra eyes to inspect the track prior to the first tourist train run that day. After reaching end of normal in-service track the group made a quick return to Leadville. The remaining part of the morning and early

these mines are easily accessible by standard passenger cars, and don't worry, all dangerous pits and holes have been carefully sealed.

That afternoon the group again proceeded ahead of the scheduled afternoon passenger train, but after reaching end of normal open track, we carefully proceeded beyond (and above) that point, now traveling over track that has not seen any service for many years. The most interesting location was the "Tallas Slope", where the mainline was literally built on a steep slope of Tallas Rock that has subsided over the years. While ties were still in good shape (thanks to the relatively dry, well drained environment), the subgrade and ballast are in need of

feet in elevation below the now closed Climax Mine. Our return trip was made after confirming the afternoon train was almost back to Leadville.

Sunday morning afforded the group one more chance to tackle the mountain. This time we departed about 2 hours ahead of the morning train, proceeding past the Tallas Slope only a few miles before starting our return journey. By this time the tourist train had reached the end of in-service track (about 1 mile below our location), and with close radio communication, the group returned and followed the train to its normal 15 minute passenger stop at the famous French Gulch water tank, elevation 10,840 feet. The LC&S stops their train on the return trip and

allows passengers to disembark and explore some of the nearby mountain. We stopped upgrade, in back of train, to allow passengers to inspect the parade of motorcars. The LC&S tourist train then departed, and to provide a safe headway on this steep grade, a 40 minute buffer was allowed before our group of motorcars started downgrade. This also allowed us to photograph the passenger train as well as make a traditional line-up of motorcars, in this case, with the LC&S French Gulch water tank in the background.

Overall a great time was had by all, and we encourage other NARCOA members from outside regions to participate in next

year's RMD weekend at Leadville. The dates and run details are still in the planning stages so keep tabs on the SETOFF schedule page for further details.



*Heading back downgrade, with the Climax Mine in the background-Richard Reiff*

afternoon was free, and many took this opportunity to explore the "mining district", a 20 square mile area immediately above Leadville sprinkled with dozens of abandoned silver and gold mines from the past century. Most of

repair before a locomotive could safely operate. One by one the NARCOA cars inched across, and then proceeded several more miles to a washout. At the washout our GPS indicated an elevation of 11,300 feet, and about 100



# WEST VIRGINIA CENTRAL

## -PAUL RUJAK

The 19th run on the West Virginia Central Railroad is behind us.

Friday's early seton started with on and off rain. By the end of the day about 20 cars had seton early. Saturday morning started with rain and cold temperatures. The group headed out at 8:00 am towards Spruce. We stopped at High Falls with fog on the mountain. After a brief stop to fix the clutch linkage on a car we made our way to Cheat Bridge for lunch. The box lunches were delivered by the president of the railroad. After lunch we headed to Spruce.



*Heading North along the Cheat River. - Paul Rujak*

Arriving at Spruce we switched out three cars that were going to setoff at the end of the day. The rest of the group turned at the crossing. We then rode up the Cass connector to Old

ing. After the train passed we headed to Bowden to meet the dinner train. We arrived ahead of schedule and the dinner train was running late so we headed to tunnel siding. The dinner train passed us and we headed into Elkins. After tying down the cars for the night we walked to the Railyard Restaurant where a wonderful buffet of salmon, chicken and pot roast awaited us. Everyone enjoyed the meal, and the dessert!

Sunday we awoke to cloudy cold temperatures but no rain. We had five cars setoff between Saturday night and

Sunday morning. The track was wet and slippery. We made it to Belington without any delays. The New Tygart Flyer pulled out and headed to Elkins. The group looked around at the equipment and we than headed to Tygart Junction. There were cars in the runaround so we could not use it for turning the cars. Mostly everyone got turned and one car had to run in reverse for the ten miles.

John Gonder took the group back to Belington for lunch. At noon we

headed back and had to hold at the quarry while the train pulled out and headed to Beverly. We were all off the tracks by 2:30.

### SPECIAL THANKS!

This is a special thanks for a group of guys that hung around and helped me out with a broken spring on my motorcar trailer.

It happened this past Sunday as we were leaving Elkins after running the West Virginia Central motorcar run. As we were traveling Railroad Avenue to get on the interstate, Chuck and Sally Badger, who were being me



*Holding for the train - Paul Rujak*

let me know there was smoke coming out from trailer. We stopped and noticed the leaf spring was broken. I turned around and headed back to the Holiday Inn Express parking lot.

John Gonder picked me up and we headed down to the local Tractor Supply. I bought a new spring, bolts, and u bolts. Well when we got back the u bolts were the wrong size. As we were pulling in, Eric Curtis and his group from Newark Ohio stopped by. We asked if they had some tools. John made another trip to Tractor Supply to get a torch and a few sockets we did not have. Jim Trivett, who was with Erics group got on the ground along with John Gonder and loosened the u bolts. Three hours later the new spring was installed and I was underway. This proves that in the motorcar hobby there are a great people. If they would not have hung around to help, I would have stayed another night in Elkins and had to get someone to make new u bolts.

I want to thank John Gonder, Eric Curtis, Jim Trivett, Chuck Badger, Matt Mantell, Leigh Markell, John Hilborn, and Tom Kasper for all their help and advice.



*Shays #6 and #5 meet at Old Spruce - Brian Davis*

Spruce to wait on the Bald Knob train coming off the mountain with the Western Maryland Shay #6. When we got to Old Spruce the worlds oldest operating Shay #5 was sitting in the sid-



# WINTER IS HERE!

-TERRY WADE

Now is the time. When the season slows down, take some time to look over your equipment. Think back over the last year and try to find a fix for those few moments of panic you had this summer. Each no start, can't stop or fouled plug has a cause. There are many well written technical articles on the NARCOA web site. Each came about from a moment like you had with your car.

I went back through many of those articles lately and can see the cars in the hobby have become much more dependable. We also unload, reload and tie down a lot easier.

Which reminds me-this is also a great time to look at that trailer.

The time spent now will give you peace of mind next year on the highway. Are your trailer tires more than five years old? Stop by your local tire shop and ask for their opinion on tire life. Yes, there is a difference between auto tires and trailer tires. Ask.

After a trip using jumper cables each time to restart, I found a bad battery. The first clue I overlooked was a very

wet battery top with a lot of corrosion on the cables. After recharging, I thought the problem was solved. Next the alternator regulator failed, then the starter failed. All this could be traced back to the bad battery. A large draw on the alternator failed the regulator. Cranking the engine with a very low battery burned the starter motor. The time and money spent was a lot more than a battery test at the local dealer and replacement, if bad.

If you have an A car, you have greater responsibility to keep your car in top running condition. While most of the smaller cars have interchangeable parts that most of us carry and loan out in emergencies, your car has different parts. Make up your own emergency kit with some spares just for your car. I always have a picture in my mind of my little MT19 hooked to a gang car, just barely able to pull it along.

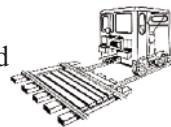
Have you ever used a gas additive? If you have, good. Just remember to run the engine long enough to get the treatment into the carburetor float bowl. I have used it for several winters and feel it helps.

While you're in and around your car, look at the drive chain adjustment. Very few cars have trouble, but now is a good time to check. Do you carry a repair link or 1/2 link to put the chain back on if you need to?

Here's a little hard-learned info. It seems the ratio of failures to added non-Fairmont equipment on normal stock motor cars gives me pause whenever I consider changing or adding something to my car. On most any excursion an amazing supply of repair parts can be found when yours is the car that failed. For those winter project items you added, probably not so many. Reliability comes hand in hand with a little preventative maintenance.

Enjoy the winter. Get to know another operator around you. Revisit the web sites that have grown along with the hobby. They answer some of the questions. And they solve the mystery of why the other guy's Onan or two-cycle is sitting there running a perfect idle.

Most of all, enjoy and watch.



McCloud Railroad, with Mount Shasta in the background - Blair Van Vliet

# RAILROAD PARTNERS, INC. SPONSORS EXCURSION ON THE BLACKLANDS RR BY LELAND STEWART

The railroad preservation group, Railroad Partners, Inc. (RPI) organized a 110 mile motorcar excursion on the Blacklands RR on Saturday, October 10, 2009. Seton was in Greenville, TX on a cool

EC as we encountered a track walking skunk between the rails just short of Mt. Vernon, our lunch stop. Mr. LePew showed his displeasure at being surprised by spraying the front of the motorcar.

This made for an extra sensory experience for the rest of the trip. (Tip: WD40 does a good job of removing the

scent and residue).

The lunch stop and turnaround point was Mt. Vernon and RPI member Richard Balzen had set up

Country Fest and our turning point was next to the venue. An extra hour was built into our schedule to allow everyone time to enjoy the festival. The abundance of food, shopping, and other activities made for an enjoyable lunch break.

The return trip to Greenville was very enjoyable as the well-tuned cars and experienced operators provided a delightful and incident-free run. The weather remained cool and damp but did not stifle the fun of operating our cars on a great railroad. We ended the day on time and without any breakdowns. Many thanks to the competent operators, to Myron Malone for coordinating the logistics, Richard and Pam for flagging, and



Stopped for a break in Commerce Tx - Myron Malone

and damp morning. We had 11 motorcars and 1 hy-rail participating along with 4 first time visitors who were riding to get to know the hobby in anticipation of buying their own cars.

As we rolled eastbound, after the safety meeting, the threatening rain stayed away and only a light drizzle prevailed. Our progress was greatly enhanced by our ground team, Richard and Pam Balzen, who flagged the busier highway crossings allowing the group to roll on without delay.

The BLRR graciously opened the depot in Sulphur Springs so we could have facilities available for the rest stop. The depot serves as the headquarters for the railroad and has been restored to its former glory.

After the break, we departed Sulphur Springs and rolled through the wooded countryside observing the fine scenery and wildlife. The wildlife presented a surprise to this



A westbound KCS train crosses the diamond crossing with the Blacklands Railroad in Greenville. - Myron Malone

a portable turntable to speed up the turning and avoid blocking a street crossing. The cars were turned very quickly and allowed everyone to start their lunch sooner. We scheduled this excursion in conjunction with the Mt. Vernon

especially to Wayne Defebaugh, BLRR President, for allowing us to enjoy his fine railroad.

For additional information about RPI, please visit our website: [www.railroadpartners.com](http://www.railroadpartners.com).

# HEART OF GEORGIA WEST

## FIRST EXCURSION

### -LARRY CROWE

After the safety meeting the motorcars crossed the 4-lane, headed to downtown Richland with the assistance of local law enforcement for the crossings. The cars were lined up near the old diamond at the depot for a photo opportunity. The mayor had a ribbon cutting ceremony to celebrate the return of railroad activity to the town.

After the ceremony we headed to Lumpkin where the towns people had prepared refreshments for the motorcar group and provided transportation to the historic Bedingfield Inn. The thunderstorm of the previous day made it a cool morning run.

Everyone that had been clearing the track was excited with the thought of others finally having the chance to ride tracks that had not seen motorcars in many years.

Shortly before our group got to the crossing at Lumpkin a large oak tree had fallen across the track as a result of the previous evening thunderstorm. Several crewmembers removed the tree while others walked a short distance to Lumpkin crossing where they were transported to Bedding Inn for refreshments and rest. After the crew made short work of the tree the cars were brought up to Lumpkin. Returning from Bedingfield Inn with some interested citizens wanting to get in on the fun, the excursion proceeded

to the end of the cleared track. A few locals had requested a short ride to the end of the cleared area. As we arrived back at their drop off point several enjoyed it so much they decided to ride back to the set on point with us.

Arriving back at the seton point the Mayor of Richland had lunch on the grill for the motorcar group. As we waited for the hamburgers and hot dogs to cook

After another rain shower Saturday evening we had the opportunity to experience a night run of the track. The night run consisted of a wonderful 18 mile round trip with no problems and cool running.

Several visitors that met us the day before were fascinated with our activity, and were prepared for their first ride in a motorcar Sunday. After the safety meeting



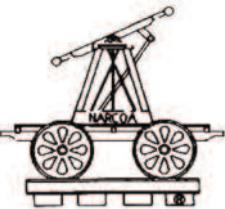
*Richland, Georgia Depot - Larry Crowe*

everyone investigated the renovations of the old hotel, especially interesting was the old bank vault in the men's restroom. After a delicious meal there was a presentation at the depot museum. Speakers were Mr. Bill Spires, Mr. Jim Garner and Mr. Adolph McClendon, Operations. Topics included named trains and local railroad history of what was a busy railroad town in the past was the topics. Later that evening we returned to the old hotel for a steak dinner cooked by the mayor.

and introductions we headed west. In the cool of the morning the experience for them was enjoyable as it was for the rest of us "regulars". The multicolor sands in the cuts, scenic fills, wildlife, smooth track, long winding curves and the local support were enjoyed and appreciated by all.

Thanks to the Heart Of Georgia, the dedicated NARCOA volunteers, and local support for making it possible.



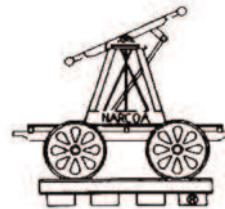


# NARCOA EXCURSIONS

AS OF OCTOBER 19, 2009

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

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



## November 07, 2009 - OH posted 09/14 City of Greenfield Railroad

Greenfield (Ohio). City of Greenfield Railroad. Former B&O St. Louis Main Line with some travel over the former Detroit Toledo & Ironton. Set on begins at 8 a.m. 60 mile round trip. Travel west from Greenfield to Midland, Ohio where we will turn our cars. This is part of the same former main line as the US Rail line in Jackson, Ohio. We are pleased to have the chance to travel on this new to us railroad and didn't want to wait until 2010 to run these rails. Though it is late in the year the weather prediction is or a dry fall so we'll hope for nice weather. There are several large bridges and vintage depots along the route. We have a brunch stop planned at a local restaurant. Cost as below, advance orders to expedite our break. No orders the morning of the trip as restaurant will be prepaid. NARCOA Rules & Insurance/OVR policy in effect. 35 car limit. Confirmation and releases will be pre-sent via email and will be returned the morning of the excursion. The railroad and OVR is not responsible for unannounced change in plans or schedules. Fee will be based on registration of 20 cars minimum, and the railroad is paid per car. Ohio Valley Railcars c/o Dave Verzi 3922 Rocky River Dr Cleveland, Ohio 44111 phone 216.941.5273 6.P.M. to 9 P.M. or email [WM340@aol.com](mailto:WM340@aol.com) [www.ohiovalleyrailcars.com](http://www.ohiovalleyrailcars.com) Checks payable to Ohio Valley Railcars Fee: \$65 per car Add \$5 egg/bacon/cheese sandwich & beverage or \$5 for French toast & beverage

## November 07 - 08, 2009 - CA posted 10/06 Skunk Train - Mendocino Railway

MOW is pleased to sponsor an overnight B&B run on the Skunk Train RR November 7 & 8, 2009. Participants will travel 40 miles from Willits to Fort Bragg, CA Saturday November 7, stay overnight in Fort Bragg , return to Willits on Sunday, November 8. Required: Pre-registration, current NARCOA liability insurance and Rule Book Certification, spark arrestor. MOW membership is not required. For trip details check [www.mowonline.org](http://www.mowonline.org). To register, mail a check for \$160 payable to MOW to Bill Owen - 24601 Voorhees Drive, Los Altos Hills, CA 94022. Tel (650) 949-4564 or email [wowen@hotmail.com](mailto:wowen@hotmail.com).

## November 07 - 08, 2009 - NH posted 09/28 5th Annual Snowflake Run

For our fourth year, NERCA will be working in conjunction with two great railroads, the New England Southern & Hobo Railroads for an exciting and beautiful late fall excursion in the White Mountains. This late in the year, we are playing with Mother Nature and the potential of winter weather. This is a welcome change from the heat and humidity of the annual Hobo June run. Seton will be in Concord, NH and travel north thru Tilton, Laconia, Weirs Beach, Meredith, Plymouth, and Thornton before arriving for our overnight stay in Lincoln. Event fee of \$315 includes excursion, overnight accommodations, continental breakfast and the famous Hart's Turkey Farm Turkey Dinner in our hotel, Roast Beef also available. Extra dinners are

\$20.00 per person in advance. Total mileage approximately 146 miles. This event is sponsored by NERCA. NARCOA insurance and all NARCOA rules apply. Safety vests required on all participants. Hy-Rails by permission only. Excursion Coordinators: Warren Riccitelli / Al Elliott Contact: Warren Riccitelli, 39 Jacksonia Dr. North Providence, Rhode Island 02911 Phone: (401) 232-0992

## November 13 - 15, 2009 - GA posted 10/16 Heart Of Georgia West RR

Work days clearing brush and undergrowth. Between Richland and Omaha Georgia. Set on at Richland or Lumpkin Ga. Bring gloves, tools, safety shoes, lunch and drinks. South Eastern Railcar Operators. NARCOA rules apply. Excursion coordinators: Jay Boggs 904-215-2956, Jim Garner 904-264-5564, Dave Ferro 850-656-0592, Larry Crowe EC in training.

E-mail, [Boggsrr@bellsouth.net](mailto:Boggsrr@bellsouth.net) or [JGrman@att.net](mailto:JGrman@att.net)

## November 14 - 15, 2009 - CA posted 09/08 Santa Maria Valley Railroad

Motorcar Operators West is pleased to sponsor a two day run over the Santa Maria Valley Railroad on November 14th and 15th, 2009. Participants will travel approximately 20 round-trip miles between Santa Maria and Guadalupe, CA. Several round trips will be made each day including an evening run on Saturday night. The trip fee of \$60 for one day or \$75 for two days includes all railroad costs and incidental MOW fees. A Santa Maria Style Barbecue will be available at lunch on both Saturday and Sunday. This is a NARCOA insured excursion and all NARCOA rules will apply. MOW membership is encouraged but not required. Excursion coordinator is Bill Schertle. For trip details go to the MOW website at [mowonline.org](http://mowonline.org) or e-mail the coordinator at [bschertle@sbcglobal.net](mailto:bschertle@sbcglobal.net).

## November 14 - 15, 2009 - TN, AL posted 08/19 update 08/26 FULL - Wait List Tennessee Southern Railroad

"Overnight in Florence"- Columbia, Tennessee to Florence, Alabama and spend the night in historic downtown Florence. Approx. 150 RT motorcar miles, through the beautiful scenic rolling hills of middle Tennessee and Alabama in the middle of fall. Land of Davy Crockett, President Polk, and Amish farms, on former L&N and CSX line. (Hampton Inn in Florence the night of November 14th and transportation to and from rail yard for two persons is included in trip fee.) You must be a member of NARCOA, have current NARCOA Insurance, have a 2009 Rulebook Certification Card, and been mentored. Experienced operators only, no mentoring on this run. All cars will be inspected. All NARCOA rules will apply. Additional rules: A-cars and hyrals by permission only. Safety vests/shirts, long pants and over-the-ankle work boots are mandatory. A mobile VHF radio capable of receiving railroad frequencies is strongly encouraged. There is an 18 car limit. There will be a waiting list. Please make your check for \$275 payable to: Fallen Flag Excursions LLC c/o Jim Hughes, 407 Fellers Lane, Smyrna, TN

37167. Phone 615-459-9750. Email [jhughes@pipeline.com](mailto:jhughes@pipeline.com) for registration form, or [download here](#). No refunds after October 15, 2009. Excursion Coordinators: Jim Hughes and Bernie Leadon, EC in Training: Paul Goldzung

**November 20 - 22, 2009 - GA posted 10/16 Heart Of Georgia West RR**

Work days clearing brush and undergrowth. Between Richland and Omaha Georgia. Set on at Richland or Lumpkin Ga. Bring gloves, tools, safety shoes, lunch and drinks. South Eastern Railcar Operators. NARCOA rules apply. Excursion coordinators: Jay Boggs 904-215-2956, Jim Garner 904-264-5564, Dave Ferro 850-656-0592, Larry Crowe EC in training.

E-mail, [Boggsrr@bellsouth.net](mailto:Boggsrr@bellsouth.net) or [JGrrman@att.net](mailto:JGrrman@att.net)

**November 21, 2009 - GA posted 09/26 Blue Ridge Scenic RR**

Blue Ridge, GA to McCaysville, GA – Approx 26 miles round trip. Supper stop in McCaysville. NARCOA rules apply. Set-on Blue Ridge on house track at the depot at 4 PM, Safety Briefing at 5 PM. Do not set on until permission is given by EC. Price: \$5.00 per car active Blue Ridge Scenic Railroad Volunteers. All others \$10.00 per car. Coordinators: Carl Hymen (706-455-0492), Scott Wershing (828-644-5204), Ron Long (706-632-9736). Email: [aherron@tds.net](mailto:aherron@tds.net)

**November 21, 2009 - OK posted 08/27 Arkansas-Oklahoma Railroad**

Harrah, Oklahoma – The Oklahoma Railway Museum (ORM) will host a trip on the Arkansas-Oklahoma Railroad (A-OK) from Harrah, OK traveling westward on the ex-Rock Island Railroad trackage that A-OK operates to Midwest City, Ok and then return through Harrah and on to Shawnee, OK and then return to Harrah. Total mileage will be 68 miles round Trip. Set on will begin at 8:30AM in Harrah, OK at the old Rock Island Depot on Main Street. Departure will be at 9:30AM. The cost will be \$40. Excursion Coordinator is Drake Rice, e-mail [drake.rice@cox.net](mailto:drake.rice@cox.net), or home phone 405-478-3225. Requirements: Must be a member of NARCOA and ORM and have a valid NARCOA insurance card and operator's certificate required. NARCOA Rulebook 6.3 in effect for this event. For complete ride information contact EC Drake Rice at the above e-mail.

**November 28, 2009 - CA posted 03/01 update 06/13 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](mailto: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 04 - 06, 2009 - OR posted 09/21 Oregon Pacific RR**

The Oregon Pacific RR, Portland Oregon (<http://www.oregonpacificrr.com/>) We will give rides to the public as a fund raiser during the ORHF (<http://www.orhf.org/>) Holiday Express event. We have room for 8-10 cars depending on how many large cars sign up. This is a non NARCOA run with insurance provided by the OPRR and is open to currently licensed NARCOA

operators with at least one year of operating experience. For complete details please contact Guy Howard 541-998-5280 [ghoward@efn.org](mailto:ghoward@efn.org)

**December 04 - 06, 2009 - GA posted 10/16 Heart Of Georgia West RR**

Work days clearing brush and undergrowth. Between Richland and Omaha Georgia. Set on at Richland or Lumpkin Ga. Bring gloves, tools, safety shoes, lunch and drinks. South Eastern Railcar Operators. NARCOA rules apply. Excursion coordinators: Jay Boggs 904-215-2956, Jim Garner 904-264-5564, Dave Ferro 850-656-0592, Larry Crowe EC in training. E-mail, [Boggsrr@bellsouth.net](mailto:Boggsrr@bellsouth.net) or [JGrrman@att.net](mailto:JGrrman@att.net)

**December 05, 2009 - IL posted 10/05 Eastern IL Railroad**

Great Lakes Railcar is pleased to sponsor a 1 day run on Eastern IL Railroad. Participants will travel around 84 miles round trip from Brocton, IL to Neoaga. Set on may change if railroad is loading any grain call me on Friday for set on location if it has to change. Set on is at 7 am Saturday morning. Cost is \$60 per car This is a Narcoa insured excursion and all rules apply. Motels in Tuscola, IL Holiday Inn Express 217-253-6363 Super 8 217-253-5488 Contact Richard Hinds at 217-487-7750 or cell at 217-652-2956

**December 11 - 13, 2009 - OR posted 09/21 Oregon Pacific RR**

The Oregon Pacific RR, Portland Oregon (<http://www.oregonpacificrr.com/>) We will give rides to the public as a fund raiser during the ORHF (<http://www.orhf.org/>) Holiday Express event. We have room for 8-10 cars depending on how many large cars sign up. This is a non NARCOA run with insurance provided by the OPRR and is open to currently licensed NARCOA operators with at least one year of operating experience. For complete details please contact Guy Howard 541-998-5280 [ghoward@efn.org](mailto:ghoward@efn.org)

**December 12, 2009 - PA posted 02/17 updated 10/14 North Shore Railroad**

ANNUAL TOYS FOR TOTS RIDE – Ride the 86 miles RT of the North Shore Railroad from Northumberland to Berwick and return. This is former Erie Lackawanna track. As part of the fee for this ride, please bring a new, unwrapped toy with you for either a boy or a girl. The Toys for Tots folks will be on hand to collect the toys. We hope to have good press coverage for this event. The public will be invited to bring a toy also and to see your motorcars. There will also be prizes for the best Christmas theme decorated motorcars. Proof of NARCOA insurance required, all NARCOA rules will be enforced. Registration fee - \$55.00. Note: All CPE rides are rain or shine. No cancellations due to weather. Hard soled shoes required, no sneakers or sandals. Children must be closely supervised at all times. Send check to: Central PA Excursions, PO Box 145, White Deer, PA 17887. Questions: (570) 538-9050 or email [firefighter5@jlink.net](mailto:firefighter5@jlink.net)

**December 12, 2009 - IN posted 09/11 Indiana Transportation Museum**

Great Lakes Railcars is pleased to announce the annual Christmas run with Santa on the Indiana Transportation Museum between Noblesville and Tipton, IN. Set on will be in Noblesville, IN at the Indiana Ductile Foundry parking lot on south 8th street. We will begin set on at 8:00 A.M. and depart at 9:00 A.M. Trip fee is \$30.00 which does not include lunch. For fur-

ther information, please e-mail Andy Sargent at [andysargent4010@hotmail.com](mailto:andysargent4010@hotmail.com) or call 812-591-3345 before 9:00 P.M.

### **December 18 - 20, 2009 - GA posted 10/16 Heart Of Georgia West RR**

Work days clearing brush and undergrowth. Between Richland and Omaha Georgia. Set on at Richland or Lumpkin Ga. Bring gloves, tools, safety shoes, lunch and drinks. South Eastern Railcar Operators. NARCOA rules apply. Excursion coordinators: Jay Boggs 904-215-2956, Jim Garner 904-264-5564, Dave Ferro 850-656-0592, Larry Crowe EC in training.

E-mail, [Boggsrr@bellsouth.net](mailto:Boggsrr@bellsouth.net) or [JGrrman@att.net](mailto:JGrrman@att.net)

### **December 31, 2009 - January 01, 2010 - NC posted 06/09 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 Falcon, 1227 Sawmill Creek Rd, Bryson City, NC 28713 [Railedawg@gte.net](mailto:Railedawg@gte.net) ph: 828-488-8063 after 6pm eastern

### **January 02, 2010 - GA posted 09/26 Blue Ridge Scenic RR**

Blue Ridge, GA to Ball Ground, GA – Ride with Tom Falcon on the Great Smokey Mountain Railroad on December 31st and January 1st and then come down to Blue Ridge, GA, just a short 1 ½ hour ride, and make this a motor car ride weekend you won't forget! Approx 95 miles round trip. Lunch stop in Ball Ground at Two Brothers Bar-B-Que – NARCOA rules apply. Set on Blue Ridge at Fire Station, South of Depot, at 8 AM, Safety Briefing at 9 AM. Do not set on until permission is given by EC. Price: \$5.00 per car active Blue Ridge Scenic Railroad Volunteers. All others \$10.00 per car. Coordinators: Carl Hymen (706-455-0492), Scott Wershing (828-644-5204), Ron Long (706-632-9736). Email: [aherron@tds.net](mailto:aherron@tds.net)

### **January 03, 2010 - GA posted 09/26 Blue Ridge Scenic RR**

Blue Ridge, GA to McCaysville, GA – Approx 26 miles round trip. Comfort stop in McCaysville with immediate return. NARCOA rules apply. There will be NO New Set Ons. Safety Briefing at 9 AM. No Charge For This Part Of Ride. Coordinators: Carl Hymen (706-455-0492), Scott Wershing (828-644-5204), Ron Long (706-632-9736). Email: [aherron@tds.net](mailto:aherron@tds.net)

### **January 08 - 10, 2010 - GA posted 10/16 Heart Of Georgia West RR**

Work days clearing brush and undergrowth. Between Richland and Omaha Georgia. Set on at Richland or Lumpkin Ga. Bring gloves, tools, safety shoes, lunch and drinks. South Eastern Railcar Operators. NARCOA rules apply. Excursion coordinators: Jay Boggs 904-215-2956, Jim Garner 904-264-5564, Dave Ferro 850-656-0592, Larry Crowe EC in training. E-mail, [Boggsrr@bellsouth.net](mailto:Boggsrr@bellsouth.net) or [JGrrman@att.net](mailto:JGrrman@att.net)

### **January 22 - 24, 2010 - GA posted 10/16 Heart Of Georgia West RR**

Work days clearing brush and undergrowth. Between Richland and Omaha Georgia. Set on at Richland or Lumpkin Ga. Bring gloves, tools, safety shoes, lunch and drinks. South Eastern

Railcar Operators. NARCOA rules apply. Excursion coordinators: Jay Boggs 904-215-2956, Jim Garner 904-264-5564, Dave Ferro 850-656-0592, Larry Crowe EC in training.

E-mail, [Boggsrr@bellsouth.net](mailto:Boggsrr@bellsouth.net) or [JGrrman@att.net](mailto:JGrrman@att.net)

### **January 30 - 31, 2010 - GA posted 07/07 update 07/18 Update 07/23Canton, St Paul & Pacific Rwy, Georgia Northeastern RR, Georgia Marble RR**

Saturday at 1100 hrs. - Canton, St. Paul & Pacific Railway in Canton, Ga. This is just a few miles from our Sunday set-on. This one and one/half inch scale railroad (the track gauge is 7 ½ inches) features both steam and diesel, has three trestles, three tunnels, and over 3300 feet of track. There are two wyes and many passing sidings for their trains to run in both directions on single track. You will really get a wonderful railroad adventure touring their railroad and riding again and again to Elizabeth at the top of the mountain. A complimentary lunch will be served for you, your family, and your guest between 1100 hrs and 1300 hrs. Be sure to look them up on the internet, they have a great web site. [www.csprry.com](http://www.csprry.com) . Your donations to the Canton, St. Paul & Pacific Railway will be appreciated.

Sunday - Georgia Marble Railroad must go through two switchbacks in order to get to the marble mines from Tate. Tate is at the top of the mountain, the mines at the very bottom. This may be the only freight-only railroad in North America that still uses switchbacks. Some of our trackage will be up to a 7 percent grade. We will observe a strict 5 MPH speed limit. All motorcars will be required to bring sand, in case of slippery rail. This is normally the coldest weekend in our area and we will run, rain, shine, or snow.

Requirements: You must be a member of NARCOA, have NARCOA Insurance, and have passed the Rules Test. This weekend is subject to NARCOA 2009 insurance, rules, and regulations. All cars will be inspected. All NARCOA rules will apply. No refunds after January 1, 2010. All operators and passengers must wear a REFLECTORIZED Safety Vest/Shirt while on railroad property. A mobile VHF radio capable of receiving railroad frequencies is strongly encouraged. Every car must have a can or bag of sand with them for traction as necessary for the switchbacks. Please make your check for \$100.00 payable to: Atlanta Railcar Transportation LLC (Affiliate) c/o Bobby Moreman (EC), 3520 Cold Springs Lane, Chamblee, Georgia 30341. Full refunds before December 17, 2009. There is a strict limit of 20 motorcars and a waiting list will be established.

### **October 01 - 02, 2010 - IL posted 09/27 2010 NARCOA Annual Meeting**

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

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

#### **2009 Season - First and Third weekends of each month - NC posted 01/22 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 [carey](mailto:carey)

[boney@embarqmail.com](mailto:boney@embarqmail.com)

**February 1, 2009 - January 31, 2010 - PA posted 01/21 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 [dizzy-dean55@embarqmail.com](mailto:dizzy-dean55@embarqmail.com) for details.

**February 1, 2009 - January 31, 2010 - PA posted 01/10 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 [dizzy-dean55@embarqmail.com](mailto:dizzy-dean55@embarqmail.com) for details.

## **MISSING YOUR COPY OF THE SETOFF?**

Please do not contact The SETOFF Editor about distribution problems. If you did not receive your SETOFF please contact Joel Williams, Membership Secretary. Only Joel Williams has replacement copies, which are sent to him at the same time the mailing goes out.

Beginning in Jan Feb 2010, the PDF version of the SETOFF will be available for download from a password protected webpage at [www.NARCOA.org](http://www.NARCOA.org).

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

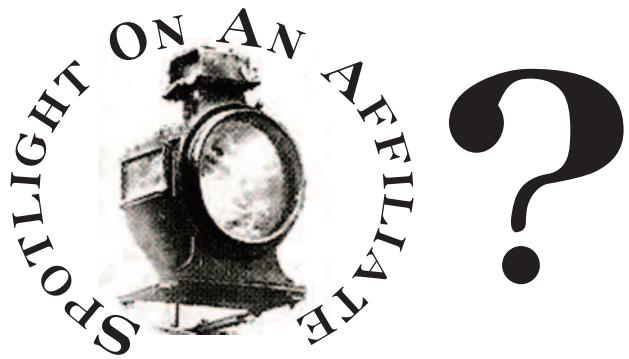
If you need to change either your snail mail or your e-mail address, you must notify:

**Joel Williams, Membership  
Box 802  
Lock Haven, PA 17745  
[joel.williams@earthlink.net](mailto:joel.williams@earthlink.net)**

It's best to send in a hard copy change by snail mail for all updates. It is your responsibility to inform the Membership Secretary if your e-mail address changes to insure the timely reception of your e-mail newsletter.

Keep your snail mail address current! We want you to continue to receive your annual calendar, insurance and membership renewal information, as well as other important association mailings which are sent out as hard copy even if you get The SETOFF electronically. Also, if you have elected to get a printed SETOFF, and also want the PDF version, you may now have both.

Did we mention it is in full color?



Are you looking for this issue's Spotlight On An Affiliate? Well, join the club, I couldn't find one either.

I need your help, folks, because without someone to send in the material, I can't put it into the SETOFF.

Now is your chance! Contributing is a very simple thing to do. Just send me an article about 400 words long telling what group you are with and what activities they do, and match it up to at least three photos of your group and its activities, your affiliate could be chosen for the place of honor in an upcoming issue of the SETOFF! Just imagine how great that will feel to see your Affiliate in all its glory! It would be ideal to have a group shot of the folks in your group who really do the doing. Think how good that will make them feel.

Please contact me if you have any questions.-

THANK YOU.,

The SETOFF Editor.

## **WANTED**

**WANTED** (Oct 05) OH - **Worn out wheels**. I would prefer them to be under Narcoa specs. I am looking for 4-14", 4-16" and 4-20" Thanks Tim Fox, Galion Ohio 419-989-8389 [fox0385@yahoo.com](mailto:fox0385@yahoo.com)

**Wanted** (Sep 27) ON - **Information** on operating instructions for my Velocipede. Will purchase an operating manual or copy. I would like to know the make and possible year of this unit. Any information will be appreciated. E-Mail [antiquetony@mountaincable.net](mailto:antiquetony@mountaincable.net). Tony Andrusevich, Hamilton, Ontario.

**WANTED** (Sep 16) CA - **SP (ONLY) MT-19**, NARCOA certifiable, with turntable. I will happily trade my UP MT-14-L for such a car in equally sound condition. The UP car (original UP 2427 plate still attached) has a Les King turntable, four Fairmont (Les King) seats, electronic ignition, Yaesu radio, was rebuilt by and purchased from Glen Ford, and has been all up-and-down the West (Left) Coast, has done tourist service on the NN, and has been over Chepe (ChP). UP is not a program for me, and I must cleanse myself of this stigma. Car is located in the mysterious East Bay. Ken Harrison, [first98@earthlink.net](mailto:first98@earthlink.net).

**WANTED** (Sep 01) OH - **Any information on this motorcar**. It was sold around 5-6 years ago from Ohio and was shipped to Texas. I would like to know any information on its current location. It is a

M-9B sold to the New York Central. Please contact me, email [fox0385@yahoo.com](mailto:fox0385@yahoo.com) Or call 419-989-8389. Thanks Tim Fox

**WANTED** (Aug 08) ?? - Anywhere in the U.S. **Metal Cab**, with glass preferred, but will consider any for a 1940's to 1950's era Fairmont S2. I will drive to you to pick it up. Will pay fair price based on condition. Does not need to be perfect. Also need side and rear curtains for a 1940's era M19. Contact John Erdkamp. Email: [gpsman1@yahoo.com](mailto:gpsman1@yahoo.com)

**WANTED** (Jul 26) MI - **PHA engine and JL2 carb parts** Willing to trade ROC and C5 or C8 parts for PHA and JL2 parts. Chuck Pearson 313-407-9185 [cpm9s2@aol.com](mailto:cpm9s2@aol.com)

**WANTED** (Jun 29) TX - **Two Dietz 9-51 (5") lights**. Prefer paintable version. Contact Ron Peterson at 972-416-5593 or [jpete69758@aol.com](mailto:jpete69758@aol.com).

**WANTED** (Jun 25) WI - **Information** - I am creating a roster of railway motor cars owned by the US Army, Navy, Marine Corps, or Air Force. I need car maker, serial number, model, current location, or whatever information you can provide. Your effort is appreciated. Please contact me via snail mail or call. Dave Myers 2739 N. 63rd St. Milwaukee, WI 53210-2148 (414) 445-7855."

**WANTED** (May 13) GA - **V belt pulley for ROC engine**. William Thompson, Rockbluff Rd., Blakely, GA 39823 229-723-8321

**WANTED** (Apr 29) GA - **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](mailto:boilerplant2001@yahoo.com) I am in Rockmart, Ga

**WANTED** (Apr 06) CA - **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 its 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.rr.com](mailto:jcole17@socal.rr.com)

**WANTED** (Mar 24) CO - **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](mailto:richard_reiff@aar.com)

**WANTED** (Mar 09) ?? - **Motorcar owners interested in a transmission upgrade.** The Granite State planetary fwd/neut/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](http://www.snpt.biz/index_files/Page480.htm) Contact: Rob Baur [pearbaron@msn.com](mailto:pearbaron@msn.com)

**WANTED** (Mar 06) TX - **Any historical information and especially any old photographs or advertisements** for motorcars to be used as illustrations for future articles in the Setoff. Each issue will be spotlighting one of the North American Manufactures. Right now I am looking for material on Adams, Beavercar and Brookville. Contributors will be credited for their material. Scanned material preferred. Mailed material will be professionally copied and if desired will be returned to the sender immediately. Leon Sapp, 2405 East Renfro, Burleson, TX 76028 [jakemt19a@yahoo.com](mailto:jakemt19a@yahoo.com)

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

## FOR SALE

**Harsco Rail** would like to selling the items remaining from their 100th Anniversary celebration this summer. We are offering the following 100<sup>th</sup> Anniversary items for sale.

**100<sup>th</sup> Anniversary Book.** The book covers the history of the companies that make up Harsco Rail today. Fairmont Railway Motors, Tamper Corp. and Jackson Vibrators.

**Fairmont Photo CD.** A CD with over 2000 photos of Fairmont Railway Motors, engines, motorcars, Hy-Rail, machines, etc.

**Fairmont Commemorative Coin.** Limited edition Coin made in the shop in Fairmont to mark the 100<sup>th</sup> Anniversary. Less than 500 were made, each coin is stamped with a number.

**T-shirts.** Only a few left all are Large in size, white in color. Small Fairmont logo with a motorcar and the words 100<sup>th</sup> Anniversary 1909-2009 Were it all began. Located on the front left chest.

Prices: Books are \$15; CD's are \$15; Coins are \$20; T-shirts are \$10 Please add \$5 for S&H.

Here's how to order. You can either mail or call in an order. This is separate from ordering parts so checks only no credit cards. Make checks payable to Norma Seibert not Harsco Rail. (We reserve the right to limit quantities ordered)

Mail a check to: Harsco Rail, c/o Tom Hatfield, 415 N. Main St. Fairmont, MN 56031 or call Tom Hatfield Ph. 507-235-7266

**FOR SALE** (Oct 16) TX - **MT14K (ex GN).** ROC with 2 speed axle. Good wheels and belt. New wood top, 6V battery, buzz coil, and starting crank. Generator charges well. Rebuilt carb. Starts easy. Track tested and Narcoa compliant (brake light, taillights, headlight, and horn). Pictures on request. \$3250. Leland Stewart (210) 863-5397 or email: [poppermaker@gmail.com](mailto:poppermaker@gmail.com)

**FOR SALE** (Oct 07) CO - **Fairmont Hyrail gear and tires.** I'm not sure of the model on these, but think they could be 307's. I have a set of 5 tires, size 225 70 R19.5, One new, two still good, and two have a bad wear pattern, could get away with them on the rear of a truck. Wheel spacers off of a 99 Chevy 2500. Receiver hitch off of a 99 Chevy too. The Hyrail did not come with the tires and I'm not sure what they came off of, but I do have mounting brackets from the 99. Anyway, I think there would be enough to mount them on that year if that's what you had. I just ran into two sets of gear that I bought, then later found the wheels. I'm keeping one set to play with. Asking \$750 for pair of gear, wheels, and spacers. Brian Delaplaine 303-589-7528 I'm located just north of Denver. I maybe going to St. Louis next month, so delivery possible to that area.

**FOR SALE** (Oct 06) TN - **Waukesha 4cyl.** NOS military Spec. Jim Bailey 931-592-3602, Tracy City, TN 37387 Asking \$1,000.

**FOR SALE** (Oct 03) ON - **Hi-Rail.** Fairmont 0307 & 0307A in good condition. \$800. US Funds each set. Last 2 sets. Raftna HD250 hydraulic Hi-Rail with hydraulic pump, in good condition. Fits 1/2 ton to 1 ton pickups. \$1500. US Funds. Tony Andrusevich, Hamilton, Ont. E-mail [antiquetony@mountainable.net](mailto:antiquetony@mountainable.net)

**FOR SALE** (Oct 03) BC - **Canadian style fiberglass cab** Should fit most Fairmont MT 14, ST, CR7 etc type cars as well as Railcar Canada and Woodings CBL's and maybe other brands as well as long as the chassis length is about the same, needs window glass, rubber but in decent shape. \$200 These cars and parts are located in southern British Columbia 3.5 hrs north of Spokane Washington, sold as is / where is condition. Please do not hesitate to contact me for any further details and pics. Scammers need not apply! Contact: Terry Baumann, Nelson BC, Canada Phone: ( 250 ) 229-4474 E-Mail: [greenacre@telus.net](mailto:greenacre@telus.net)

**FOR SALE** (Sep 28) IL - **Own A Piece Of The "J" !** Last remaining MOW carts and machines from EJ&E prior to CN takeover. \$500 obo for remaining tie carts and MOW machines shown in photo link above. Location of items is Chicago Area. Also have misc OTM, Ties, Rail, Signal Sheds, Signal Lights etc. Warehouse tugs & rubber tired wagons from EJ&E Shops also available. Ed Kravitz [charter@rent-a-train.com](mailto:charter@rent-a-train.com) 619-890-8894

**FOR SALE** (Sep 24) OH - **A-6-F**, 300 cid Ford (rebuilt with 50 hours on it) Warner T-9 Transmission. Steel cab with roof vent and bi-folding lockable doors. Headlight and LED taillights. 110 watt Motorola radio with all US railroad frequencies programmed in to it. Hydraulic turntable with electric pump. New steel wheels. Large heavy duty brake shoes. Extra spring modifications for better ride. 8D truck battery. All new gauges. 30 gal. fuel tank with outside filler. 1 King seats inside. Rhino lining on floor and doghouse. Car has many more things along with spare parts. \$9500.00 FOB OHIO Jaime Samuell [Jaime@gambierandwestern.com](mailto:Jaime@gambierandwestern.com)

**FOR SALE** (Sep 14) FL - **Kalamazoo 23B** original Reading Rail Road Car in excellent condition. NARCOA ready with steam whistle, air compressor, side curtains and Fairmont turntable. Includes custom built enclosed trailer with electric winch. Trailer has 6,000 lb axle with 12" electric brakes. All for \$7500. Florida, Bill Dittmann 941-720-0536 or [railride@tampabay.rr.com](mailto:railride@tampabay.rr.com) - extra pictures available.

**FOR SALE** (Sep 12) GA - **Custom built 6 x 8 all steel motor car trailer with expanded metal deck.** Trailer has a new electric wench, ramps and a new spare. \$825 Possible delivery within 200 miles for expenses. Trailer located in Blue Ridge, GA. Call Carl Hymen at 706-455-0492 or [carlsmotorcars@yahoo.com](mailto:carlsmotorcars@yahoo.com).

**FOR SALE** (Sep 11) ?? - **MT14 Fairmont sound deadening package parts.** Made of heavy 1/8" rubberized fabric, cut to fit. Pieces cover the insides (except for the engine cover) of the tunnel . Also included are the rubber waffles used to isolate the axle bearing casings and engine from the frame. Best reasonable offer. Contact Ron Peterson, 972-416-5593, [jpete69758@aol.com](mailto:jpete69758@aol.com)

**FOR SALE** (Sep 09) CA - **MT-19.** Complete frame-up rebuild. Professionally rebuilt CCKB. New carb, starter, clutch, gas tank, fuel pump and electronic ignition. Newest version of electric turntable, new seats, LED brake light, spark arrestor, back up light. NARCOA compliant. Former Rio Grande signal maintainer's car from the Chuck Harrison auction in Las Vegas. \$5,500. Glen Ford, (530) 432-5487, [captainford@jps.net](mailto:captainford@jps.net).

**FOR SALE** (Sep 04) TN - **Manuals:** Original Waukesha Factory Operators Manual..copyright 1952 MODEL ICK Engine perfect condition \$20 Waukesha ICK Engine Parts list (reprint ) 36 pages . \$10 General Instructions for the care and Operation of Waukesha Engines (reprint) 50 pages \$12 Paul Goldzung, Columbia Tn. 931 583 9105 [pprockytop@aol.com](mailto:pprockytop@aol.com)

**FOR SALE** (Aug 27) OH - **Kalamazoo gang car.** Former B&O RR. Was operating when parked, have not had time to try starting it. Ford industrial engine. Front safety rail needs repair and the piece is available, otherwise it seems to be in good general restorable condition. This was the first motorcar I operated years ago. \$1875 cash. Email Dave Verzi [WM340@aol.com](mailto:WM340@aol.com)

**FOR SALE** (Aug 26) GA - **M-19** Carb, points and fuel system re overhauled by Carey Boney, I put in a set of rings and crankshaft seals about 5 years ago. All electrical has been changed over to 12 volt. Asking \$3700 Stanley Wilson 770-401-9358

**FOR SALE** (Aug 19) NJ - **Fairmont A-4** Ford engine. Has not been run and was sitting for a long time. Asking \$3,000. Must sell!! You arrange shipping if you can't pick it up. No checks over the amount agreed upon. (If error was made in amount on check, check will be returned or destroyed due to scammers), no personal checks. Please e-mail John O'Donohue at [johnnj9c1@yahoo.com](mailto:johnnj9c1@yahoo.com). Remember must sell! Will work with you.

**FOR SALE** (Aug 07) PA - **MT14** Rebuilt CCKB Onan engine, trans and clutch in great shape, new paint and glass. Restored car is NARCOA ready. with brake lights etc .The car is in Lancaster PA. There is also a nice trailer to go with the car. asking price is 5,200 for everything. Dennis B. Brubaker E-mail [dirc183@embarqmail.com](mailto:dirc183@embarqmail.com) ask for Brian.

**FOR SALE** (Aug 04) NJ - **US NAVY A4D** I purchased this car a few years ago directly from the government. The car has a 4 cylinder Ford industrial motor and a 4 speed transmission with a reverse gear. The car also has the reversing rear to allow all gears in both forward and reverse. The motor runs very well and the trans shifts great and seems to be in very good condition. The wood flooring would need to be replaced and the wood over the center section of the car (where you would sit) could either be sanded and repainted or replaced. The car now has working headlights, brake lights, and ditch lights on both the front and rear of the car. At the time of sale the car will have 4 like new pressed steel 16" wheels. Price for the car is \$3,500 and the price is negotiable. The small bell on the front of the car will not be included in the sale. This car will not be available for release until the end of September, but can be viewed anytime prior. Please feel free to contact me for any other information or questions. Frank Eichenlaub, 607-267-2122 [feichenlaubiii@yahoo.com](mailto:feichenlaubiii@yahoo.com)

**FOR SALE** (Jul 30) ON - Well maintained **EX-CN MT-19** Car has been garage kept and is NARCOA ready. Both brakes and wheels are excellent. Never had any problems on insured runs. Car originated in Charny Quebec. Car comes with spare transmission, assorted parts, original towbar, original motorcar aluminum radio box that was removed from the car. Dissembled pushcar (axels and wheels have to be reattached) high lift work stand that can be seen in picture. Car has soundproofing, fall engine intake cover and upgraded Onan engine with oil filter. \$5000 Canadian. Car is in Ontario Canada. 705-538-1196 [jaybee@csolve.net](mailto:jaybee@csolve.net)

**FOR SALE** (Jul 21) GA - **Fairmont M-19** with Roc Engine. Has alternator bracket and pulley. Has good compression. And a good solid frame. This is a good project car. \$1,200. William Thompson, Blakely,

*For Sale, continued.*

Georgia 229-723-8231 [cwthompson@windstream.net](mailto:cwthompson@windstream.net)

**FOR SALE** (Jul 20) GA - **MT-14** with a 2 cylinder Kubota Diesel. Runs Great with all new metal skin. Hydraulic turntable with motor driven pump. \$ 7,000 (Trailer NOT included, but if interested I will sell) More Pictures on Railspeeders.com William Thompson, Blakely, Georgia 229-723-8231 [cwthompson@windstream.net](mailto:cwthompson@windstream.net)

**FOR SALE** (Jul 12) OH - **Handcar Plans** Build your own replica Sheffield handcar with plans from Carpenter Rail Design. Great for museums, fund raisers or your own personal collection. Dozens and dozens of cars have been built from my plans. Packet includes all scale drawings, complete bill of materials, guidelines on how to build your own handcar. Price is \$75 per packet, shipping included. For more information, go to: [www.bnsfchillisub.com](http://www.bnsfchillisub.com), look under "Handcar Plans" or mail to; Bruce Carpenter, 10241 Co. Rd. 25A, Wapakoneta, Ohio, 45895. 419-204-9256, E-Mail [bnsf89@bright.net](mailto:bnsf89@bright.net)

**FOR SALE** (Jul 04) ON - **Ex CPR car** complete with all CPR service records. Removed from service in 2001. 4 cyl Isuzu diesel with 4 speed standard transmission. Runs superbly. Working lights, spot lights, brake lights, strobe. Like new wheels, New brake shoes. Running boards. Almost NARCOA ready. Must sell, too many other projects on the go. \$3200CDN Contact Mike Gravel, North Bay, ON 705-475-9787 or [cantrak@hotmail.com](mailto:cantrak@hotmail.com)

**FOR SALE** (Jul 02) CA -**Getting out of Motor Cars** Most Parts Will Fit Mt-19 \* MT-14 Best offer on all parts. Tool Box (front mount); Hunter Heater; Control Panel, Gauges, Switches & Wiring; Complete set "Setoffs"; (2) Mufflers; Onan Exhaust Manifold; Interior Tunnel Cover MT-14 Body Panels (no Frames)

Sold as is Where is. Located in Southern California between Los Angeles and San Diego. M. S. Matthew [msmatthewinc@yahoo.com](mailto:msmatthewinc@yahoo.com)

**FOR SALE** (Jun 28) GA - **MT19** - Canadian "Pumpkin" Car. Double chain, rebuilt carburetor, starter, alternator, rewired. Railroad installed turntable. NARCOA ready. \$4,800. Call Carl Hymen at 706-455-0492 or email at [carlsmotorcars@yahoo.com](mailto:carlsmotorcars@yahoo.com).

**OR SALE** (Jun 23) GA - **Southern MT19A**. Reduced - I have an MT19A car that has been completely torn down and rebuilt. The car's engine and transmission have been completely rebuilt by Doug Heinmuller in VT. The car is powder coated and is currently being reassembled. All new bearings in the car new rear keyless axle. Included are pics of the car when I got it and of the rebuilt frame. I will be happy to share some more photos and am willing to help in the reassembly of the car but I don't have the time to ride or to finish the car. I have all the receipts and manuals for the car. Currently I have over \$7000 in the car but will let it go for \$5200. There are way too many parts to list but EVERYTHING is new. Spared no expense. Please contact me for more info. CAR HAS TO GO ASAP. Contact: Kevin Sprayberry

**FOR SALE** (Jun 08) WI - **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](mailto:carl4734@hughes.net) Carl Schmidt

**FOR SALE** (May 26) FL - **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](mailto:saidis@netzero.com)

**FOR SALE** (May 24) FL - **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.

**FOR SALE** (May 17) PA - **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 [jackson@jacksgames.com](mailto:jack@jacksgames.com) E-mail me for more pictures. Jack Bubernack

**FOR SALE** (May 15) FL - **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 doghouse and a new muffler.) This speeder is ready to be personalized by its 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](mailto:tony@vse2pdf.com)

**FOR SALE** (May 4) CA - **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](mailto:bevroy@sbcglobal.net) 805 -528 -5304 MT19 drive axle in good cond. \$ 50.00 plus freight

**FOR SALE** (May 3) MN - **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> I know it was 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](http://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 its heavy. Check out the photo album, my email is [fairmont-m19@comcast.net](mailto:fairmont-m19@comcast.net) if you have questions. Gene Lecler

**FOR SALE** (Apr 28) TX - **A3, ST2, trailer**. Sadly, I've decided I must sell my speeders. 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@nbtv.com](mailto:stretch@nbtv.com)

**FOR SALE** (Apr 20) AZ - **A-4D Narrow Gauge Five passenger gang car.** Here is a an opportunity to participate in our narrow gauge speeder history. Ideal for partnerships or clubs this car has appeared on the pages of magazines and calendars for years. It was 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

**FOR SALE** (Apr 06) NC - **Fairmont W-76 series A - Walk Behind Weed & Brush Cutter** - built in early to mid 1950's, Appears to be mechanically sound, I have never started the engine, needs two tires. \$400 The RR stove in the background is also for sale - \$650 Tom Falcon, 1227 Sawmill Creek, Bryson City, NC 28713 828-488-8063, [raildawg@gte.net](mailto:raildawg@gte.net)

**FOR SALE** (Apr 04) CA - **Fairmont MT-19** in Felton, CA. reliable engine, clean inside and out, turntable, new seats. Contact Frank Luft: 831-335-7044 or [bettybrinck@comcast.net](mailto:bettybrinck@comcast.net)

**FOR SALE** (Mar 09) FL - **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](mailto:keith@gate.net) 352-347-0770

**FOR SALE** (Mar 06) KS - **Fairmont 1952 M9-G.** This spring suspension speeder has a 1 cylinder, 2 cycle engine. Restored with wind-shield wiper motors, side/rear curtains, wheels, brakes, seats, large muffler, trailer with electric winch & battery, spare tire, travel/storage cover. The two custom storage boxes on the front of the car are real handy. I added the electric control panel and wood box that has: AM/FM radio/cassette player; 50W VHF transceiver for group communications; volt meter; engine hour meter (now at 101 hours); fuel gauge; two stereo headsets with microphones for the intercom, radio, and transceiver; stereo speakers; variable air horn control; fuse panel; front storage door open warning light; and two 12V accessory sockets. I built this feature rich motorcar to last a long time and at a high investment; I did not anticipate that my efforts would be stifled by my bad knees and legs. I will gladly email anyone a DETAILED and PICTURE LADEN document about what you get and need to know about this car (44 photos including electrical diagram); email me to down load the 3MB pdf document. Price is five thousand (\$5000) for car and trailer located in Wichita, Kansas. William Kinney, [wkinney@cox.net](mailto:wkinney@cox.net). 316-744-3565.

**FOR SALE** (Mar 01) NC - **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 to blow horns. 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](mailto:robertrhew@clearwire.net) Phone: 336-292-9501

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

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

**Doug Heinmuller**, www.dhrc.clco.us P.O. Box 111, 153 Bobbin Mill Rd, Lunenburg, VT 05906, phone 802-892-6144. Former ONAN dealer has many Fairmont and ONAN parts. Completing & transmission 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.

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

**Tom Phair** tom@phairs.net phone (925) 820-4159

Complete line of the David Clark Company Intercom systems and railroad type Motorola Radios; new double chain sprocket kits, large inventory of NOS Fairmont parts. Some motorcars for sale.

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

# NARCOA COMPANY STORE



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

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

**NARCOA Lanterns** NARCOA has received another order of Trainman's lanterns produced by Star Headlight and Lantern. They are the model 292, which features a bright halogen lamp along with a conventional bulb. A standard 6 volt lantern battery is required (not included). The body is orange plastic with the NARCOA name, motorcar logo, and "Safety First" imprinted. The lamps are an effective tool for night signaling and make great presentation items for our railroad hosts. Cost is \$29.00 each plus \$7.00 shipping for the first lantern and \$1.50 s/h for each additional lantern per order. Special purchase - add \$3 to each lantern purchased if you would like a D cell x 4 battery adapter which eliminates the need to use the 6 volt lantern battery. There is no additional shipping cost for these adapters when purchased with a lantern. Shipping is free on orders of case lots consisting of 12 lanterns. Make your order payable to NARCOA, and mail to Dave Verzi NARCOA Lantern, 3922 Rocky River Dr. Cleveland, OH. 44111 phone 216.941.5273, [WM340@aol.com](mailto:WM340@aol.com)



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

