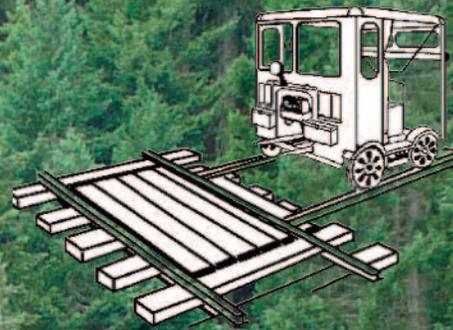


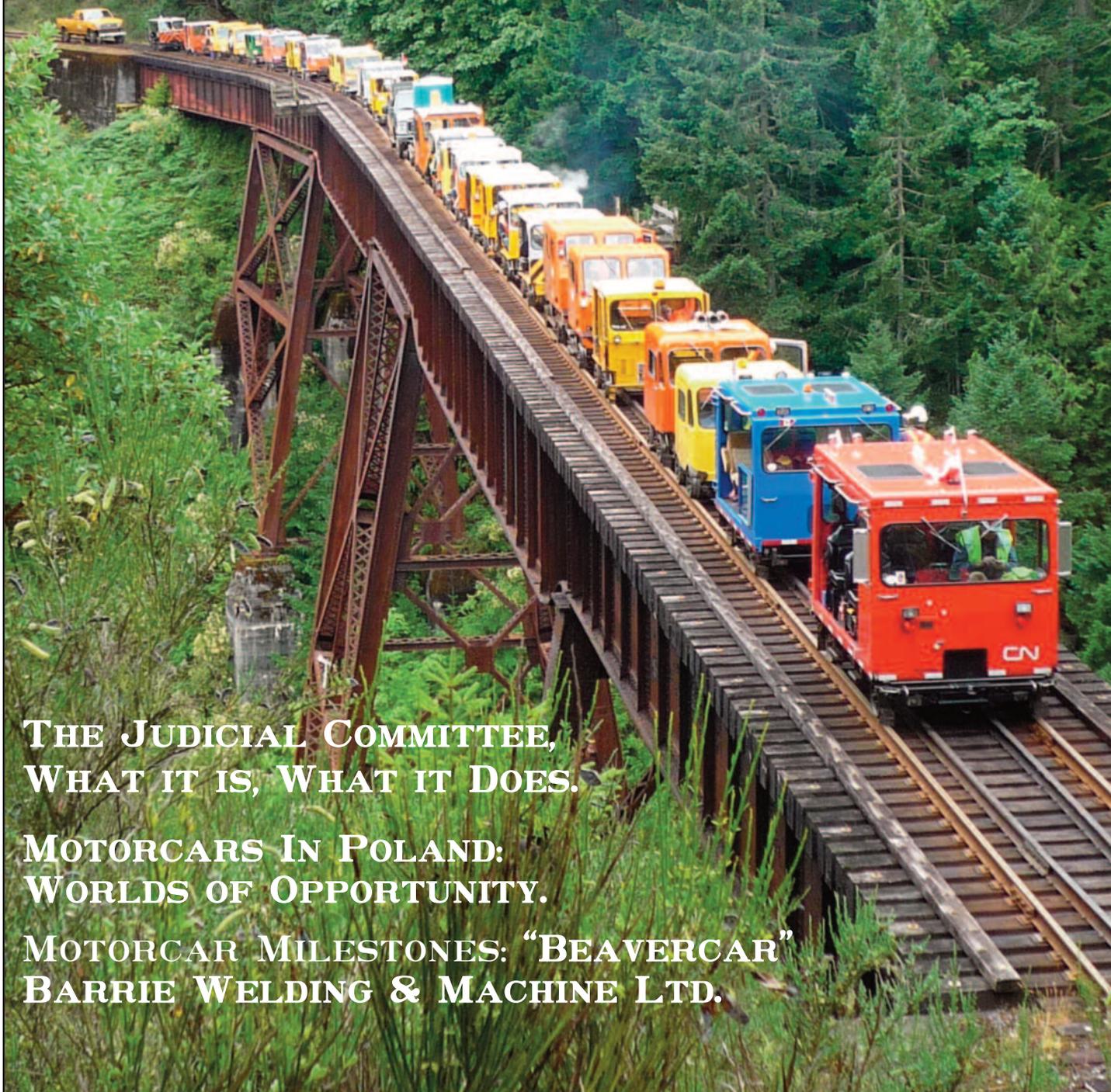
# THE SETOFF

THE OFFICIAL PUBLICATION OF NARCOA  
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION



SEPTEMBER / OCTOBER 2009

VOLUME 23 - No. 5



**THE JUDICIAL COMMITTEE,  
WHAT IT IS, WHAT IT DOES.**

**MOTORCARS IN POLAND:  
WORLDS OF OPPORTUNITY.**

**MOTORCAR MILESTONES: "BEAVERCAR"  
BARRIE WELDING & MACHINE LTD.**

# THE SETOFF

VOLUME 23 - No 5

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

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For more information about NARCOA, the safe legal operation of motorcars, or to find NARCOA affiliates located in Canada, the United States, and Mexico, please see:

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ON THE COVER: PNWT on 220'  
Arbutus Bridge, MP 14.6. SVI,  
Photo by Marg Hope

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# PRESIDENT'S MESSAGE

MARK SPRINGER

This is the season where we celebrate a successful summer of motorcar excursions. Fall is fast approaching and with it comes the annual NARCOA Board meeting on September 25 & 26. At this meeting your elected area representatives, officers, committee members and other interested members will gather in Chicago to work towards improving NARCOA and keeping our hobby on the right track.

One of the first orders of business is to elect new officers. It has been my privilege to lead NARCOA for the last year. My year has been both enjoyable and challenging. As President of NARCOA, it has been my responsibility to set priorities for our organization; now it is time for me to set personal priorities. After much soul-searching and discussion with my wife, Deby, I have decided to not run for re-election. I have come to the realization that being President of an organization like ours is very difficult to do and almost impossible given the demands of my work as a pediatrician.

I am sure that my announcement will be met with mixed emotions. My own emotions range from exhilaration to sadness. I have a great sense of accomplishment from participating in NARCOA at this level. But I also

have a real sense of sadness. I just can't keep up with the demands of "real life" and the demands of our hobby.

Thank you to all who have gone out of your way to help when I needed it. Thank you for volunteering on committees, for hours of research and detailed discussions. Your work will continue to benefit NARCOA.

The goal of the Board and for me as President is always to keep this hobby available and as affordable as possible for everyone. As I make this decision it is my hope that each of you continue to have open, friendly discussion with your NARCOA directors and officers. Please remember, all of us make mistakes and no decision ever satisfies all.

And lastly, remember that this hobby is your hobby. It is important to be involved. If you have the desire, come to the board meeting and see how your Board works. Think about volunteering not just for the glamorous jobs but with some of the behind-the-scenes tasks. You can serve as a committee member, board member and as our President. NARCOA will benefit as will you.

Thanks everyone for a great year!

Mark

# FROM THE EDITOR

BRIAN DAVIS

What a great summer it has been! Jane and I have been on a half dozen excursions, and each one has been just as enjoyable as the last. We especially loved the South Branch Valley RR with the Eagles, scenery, and all the welded rail! All of the trips have been excellent and informative in their own way.

It has been a very educational summer as well. I have learned that no matter where you go the folks you meet in this hobby a courteous, cheerful and helpful. I learned what tools and spare parts I might need for my car (or for another's), and I learned that teamwork is integral to our hobby.

One of the keenest lessons I learned recently is that it is important to not let the handle of the boat winch slip from your hands while the speeder is still on the ramp. Ouch! Did you know you can buy a 12 volt powered winches for about a hundred bucks? Both were important lessons I learned this summer.

But the summer is almost over, with the end of summer comes a flood of run reports. This issue was a challenge for me because of the quantity and quality of the submissions, bith run reports and pictures, forced me to pick and choose what to use and what to keep till later. Trimming the run reports to make them fit was also a difficult task. I hate to leave material out, but sometimes it must be done.

By the time you recieve this issue, the annual NARCOA meeting in Chicago will only be a few weeks away. I cannot wait to meet the board and all the others attending, to put faces to all the names, and to make NARCOA a better organization in 2010. I hope to see all of you there as well.

See ya on the rails!

Brian



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# NARCOA INSURANCE PROGRAM SETS RECORD

by Tom Norman,  
NARCOA Insurance Administrator

The NARCOA Insurance Program set a record for the number of insured members in 2009. I just processed number 1002 in August. In 1994 insurance program participation numbered 536 and last year participation was 974. I thought perhaps the current economic situation might reduce participation, but I'm relieved that it hasn't.

Also for the first time that I'm aware of, we have three generations of one family that has participated in the insurance program. Robert H. Edgar and his son Robert W. Edgar bought insurance in 1995 when I first became NARCOA Insurance Administrator. Now in 2009, Robert H. Edgar's grandson Jeremy Edgar has joined the hobby. Congratulations!

I know that we have had some excursion cancellations this year, but we are approaching a record on the number of Certificates of Insurance issued for excursions. The total as of 8/15/09 is 129 certificates. Last year I had 137 as of 9/20/08. So congratulations to all the excursion coordinators for their efforts setting up runs!

-Tom

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

This month's column is a brief note which you should be reading just prior to the board meeting. If there is anything that you would like discussed at the meeting please contact me. Concurrently you are encouraged to attend. Chicago is a close trip for much of our Region's membership and I can assist with the logistics in getting you there. As has been stated before NARCOA is a volunteer effort run by its membership and for it to prosper and succeed we need efforts of dedicated members who will work collectively with the organization to maintain and progress our organization. My involvement began many years ago by attending the board meetings as an interested member who was encouraged to become involved. From this perspective comes my encouragement for you to attend the meeting to see if there is an aspect of

the organization where you talents may benefit our organization and you'll enjoy the satisfaction of moving our group forward with an appreciation of how NARCOA works with it all volunteer crew.

thanks, Dave

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

I bet the arrival of fall has put a smile on many of your faces. Summer has given us everything from too much rain, to too much heat and maybe even a hurricane or two for some of us. Fall is the time to enjoy the mild temps and the colorful vistas of the changing leaves. Nothing like a nice trip in the crisp mountain air as the sun shines on brilliant trees.

As I write this piece, the annual NARCOA board meeting is a bit over a month away. Between now and then I will be talking with as many Area Four members as possible. I like to hear your views on issues so I can take them to the meeting. As you have read in our president's letter this month Mark Springer is stepping down after his term ends at the Board meeting. This means that the Board will be electing a new NARCOA president this September. I can tell you from first hand experience that the job of being NARCOA pres is no picnic. It puts a tremendous strain on a person's business, personal and NARCOA lives. Mark has done an incredible job of keeping NARCOA moving forward for yet another year. We should all give Mark a big pat on the back for a job well done.

For you adventurers out there, I still have a few more spaces left on my Great Smoky Mountains RR New Years run. Whether you'd like to spend the New Years holiday in a freezing, wind blown snowstorm or a wonderful, calm, mild, sunlit day..... come to Bryson City, NC. We never know what kind of weather we'll get until the day of the event. After

attending our event, you can drive down the road an hour and a half and complete your holiday running with a day or two of excursions on the Blue Ridge Scenic RR, in northern Georgia hosted by EC Carl Hymen. Excursion notices are in the back of this Set-Off or on line at [www.narcoa.org](http://www.narcoa.org).

Have a great fall,  
Tom Falicon,

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

### Your Vote Counted!

This is my final column as your interim Area 6 Director and I want to thank you for the privilege it has been to represent our geographical territory within the NARCOA network. One year ago, I was elected by the Board of Directors to fill the unexpired term of the late Hank Brown. There were other well-qualified candidates who said "yes" when asked to put their name into consideration. In the end the decision to appoint me to the unexpired term was made by the board, because the timing required it, not because the board wanted to circumvent Area 6 members. Now, given the opportunity to select their choice as a representative for the next two years, Area 6 members who took time to vote overwhelmingly selected a terrific person in Bob Knight from Sandwich, IL. Bob understands our hobby, demonstrates and encourages safe practices, and will do an outstanding job as our new representative on the board. It is very important for all of us to give him the support he deserves in this new role. In closing, I want to thank the 56% of area members who took time to vote. Your voice was heard in a resounding manner. Democracy works when people like you seize the opportunity and take the time to respond. I am proud to be part of such an active and committed area membership. Be alert...be prepared...be safe!  
See you on the rails,  
Hal

## NARCOA Annual Meeting

Sept. 25 - 26, 2009

Sheraton Gateway Suites, 6501 North Mannheim Road, Rosemont, IL 60018

This meeting is open to all paid NARCOA members.  
**BE THERE!**

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

I hope everyone is enjoying a safe and fun ride season. Here in the Midwest, we're trying to stay cool while riding the rails but that isn't always easy. There is at least one more hot month ahead and we have more rides scheduled to test our endurance. During these hot weather conditions, always take along plenty of water and don't over exert yourselves when turning cars.

As I write this, we are preparing for an excursion out of Eldora, Iowa which was just hit by a disastrous hail and wind storm. The clean up won't be done by the time we arrive so we'll see the devastation that Mother Nature can provide. Some of the 6'+ tall corn fields have been leveled and homes and vehicles have been severely damaged or destroyed. We don't know the extent of damage to the railroad itself but our group will be prepared with chain saws just in case. And, as we should in all cases, we will remember to do everything safely and wear the proper safety equipment whether it's clearing fallen trees or just moving a few branches from the right-of-way.

The NARCOA annual Board meeting is coming up at the end of September and we would love to see a good attendance from our members. Remember, this is your club and your input is important. If you can't join us in person, let your area director know of any issues or concerns prior to the meeting.

Carl



*Cascade Canyon - Addison Austin*

*Pat Coleman from Area 11 asked that this letter be published - Editor*

July, 17, 2009

Dear Mr. Springer,

I am a new member of NARCOA (haven't yet received my rule book) and would like to bring to your attention one very special member of your organization.

In the beginning, about six months ago, I had a chance encounter with Lonnie Hughes in the parking lot of our local hardware store. He had his speeder in tow and was on a mission to fuel the speeder for an upcoming run, and to pick up batteries for his emergency flashlight. As I was standing drooling and staring at his beautiful machine, a voice from behind boomed out "hop on, we'll go for a ride"! This was a life altering moment, and my very great fortune to meet such a generous and knowledgeable ambassador of the motor car hobby. Lonnie enthusiastically shared his time with me for over an hour explaining the club and motor car hobby, while giving me a detailed tour of his car, and even invited me to climb up in the operator's seat for a first-hand look and feel of the car.

It was during this initial encounter that Lonnie invited me and my wife to join him and his wife Debbie on a local run this last June on the Fillmore Western R.R. Prior to the run, I was invited to Lonnie and Debbie's home for a maintenance and pre-run inspection and checklist day in the speeder shed. I was given the responsibility of filling out the pre-inspection form as Lonnie guided me through every step of the checklist, maintenance and inspection. I had many reservations about becoming involved in the hobby, none of which had anything to do with my life-long passion for all things related to railroading, but Lonnie more than generously offered every resource at his disposal and his considerable mechanical skills in support of my interest and desire to join in the fun. During our first encounter in the parking lot, he offered to drive and use his truck and trailer to retrieve any car, anywhere, should I find one I wanted. We have had many discussions about the hobby since, and we have become good friends sharing a common "illness".

Recently Lonnie was sitting in front of his computer with his morning coffee surfing the web for rail speeders for sale, when he came across a website unknown to him previously. One of the listings was a 14

open car very similar to his, in excellent condition. He immediately contacted me, and suggested that I might want to take a look at it. I promptly called up the site and immediately fell in love! Later that day, after being encouraged by my loving wife, I made the call and bought the car. Lonnie was so excited to hear the news he couldn't wait to pick up the car and offered to take time off from work to retrieve it before the weekend. I prevailed and convinced him to wait for the weekend. At 3:00 AM the following Saturday, we were off to Sacramento from the L.A. area to pick up my car. We made the round trip in the same day, and Lonnie handled the driving for the entire trip.

On Sunday after the grueling trip the day before, Lonnie insisted on taking the car to the do-it-yourself car wash for a bath prior to delivery to my speeder shed. His support throughout my entry into the hobby has gone beyond that of normal friendship or generosity. After my car was delivered to its new speeder shed, a "welcome / care" package appeared with a starter kit of tune up parts, supplies, hardware, materials and engine service manual to get me started. A few days later he surprised me with a custom made wheel caliper and gauge set he fabricated in his free time. His mentoring has been invaluable, and without his support, I probably would not have had the confidence to become involved with the hobby on my own. I wish to express my sincerest thank you to Lonnie for his support, and to his wife Debbie, for her kind understanding of our "affliction". The NARCOA organization is truly enriched by Lonnie's participation and passion for the hobby, and he deserves to be recognized by the membership as an example of a true "ambassador" of the hobby.

In closing, I wish to thank my loving wife of 46 years, Judy, for understanding my life-long passion and for encouraging me to join in the fun. We are looking forward to sharing the hobby together, and all as the result of a chance encounter with your ambassador, Lonnie Hughes.

Sincerely,

The newbie

Dan Phipps

Proud owner of SPM-5679

# THE JUDICIAL COMMITTEE, WHAT IT IS, WHAT IT DOES.

There are many functions that NARCOA and the Board provide that are not usually visible to NARCOA members. One of the least known committee's is the Judicial Committee (JC). Our job is to investigate all incidents and rules violations. This article will help to explain what it is we do. In a nutshell we are the investigative arm of NARCOA.

When an incident occurs there is always a question, "What needs to be reported?" Normally we are most interested in incidents where people suffer injury or motorcars are damaged. Certainly collisions between motorcars, motorcars and people, or motorcars and road vehicles all need to be reported. Derailments where there is damage or injury should also be reported. Other items that should be reported include rulebook violations.

The reason for these reports is driven by several needs. First is NARCOA's responsibility to report all potential claims to our insurance company. Secondly is to in-

vestigate incidents to help police ourselves. When the Judiciary Committee was first formed, it was due to the need to reassure our insurance carrier that we were taking care to monitor our members for safe operations. Lastly the information is passed on to the NARCOA Safety Committee. By reviewing the reports that the JC creates, they are able to look for patterns in our incidents and will be able to hunt for ways to prevent them from occurring again.

After a report is received the completed forms and statements will be reviewed. If further details are needed then the witnesses and other involved parties are contacted. Note that photographs or digital images of the incident are usually most helpful in our review. At this point the whole JC receives the information to review. During this review we try to decipher exactly what happened, who or what may have led to the incident occurring and sadly who may bear all or partial responsi-

bility for the incident. Our committee then advises the whole NARCOA board as to our findings and recommends the assessment of "points" as defined in the Judicial Committee Policy. Generally the more severe the incident, ie the more damage to motorcars or other vehicles, the greater the amount of injuries, the greater the number of points that may be assigned. Final responsibility for the assessment of points rests with the NARCOA Board of Directors.

Remember, the best accident is the one that never occurs. We operate in an environment that is dangerous and we need to protect ourselves and our passengers from injury. This not only makes the hobby more enjoyable but helps to protect its future by keeping our insurance available, and affordable. The JC plays a vital role in this process. The JC is here to help you, and they hope the only way they will meet you is on the rails, and not through the JC.

## NOMINATIONS, ELECTIONS CARL ANDERSON 2009 ELECTION RESULTS

The voting for the even number Area was very good, with 48% of the members voting. This is the best ever.

In Area 2 there is a tie, with Joel Willams and John Gonder each receiving 47 votes. Thus a run off ballot has been sent to all Area 2 members, as of May June mailing of the Setoff. The voting will end August 31.

The voting shows that every vote counts!

	VOTES RECEIVED	MEMBERSHIP VOTING
Area 2	Joel Willams 50%	51%
	John Gonder 50%	
Area 4	Tom Falicon 100%	53%
Area 6	Hal Johnson 29%	63%
	Bob Knight 71%	
Area 8	Warren Froese 94%	31%
	Ken Annett 6%	
Area 10	Jim Spicer 100%	41%

## LAST CALL FOR CALENDAR PHOTOS

**The deadline for photos for the 2010 calendar is October 15, 2009!**

Photographs taken in the last year are desired but any well composed images will be considered.

Electronic submissions are preferred, and if you are sending more than one image they must besubmitted on a CD to The SETOFF Editor by mail. Please mark the envelope "2010 calendar." Photo files must be high resolution (>1MB and >300dpi) with .jpg extensions to be usable when enlarged to calendar size.

Printed photos are welcome only if the original negative is included. If requested, negatives will be scanned and returned. Otherwise, all materials are archived, and not returned. Please include caption information about who, what, when, where, and why for each photograph. THANK YOU!

# ILLINOIS RAILWAY, INC. JULY 18-19, 2009

- MARK HUDSON

It was a beautiful fall . . . No, it was a beautiful spring . . . It was a beautiful July weekend for a motor car ride on the Illinois Railway! Who would believe the temperatures in the middle of July would be in the mid-50's for lows and only in the low 70's for a high! That was the case for the two day excursion on both segments of the Illinois Railway.

Sweaters, light jackets, and closed motor cars were the norm for the beginning of each segment of this excursion. Both days rain drops fell, but no heavy rains. Each afternoon the sun played in and out of clouds as they rode across the prairie skies. What a great weekend for a motor car excursion!



Group shot at Ladd, IL - Mark Hudson

On Saturday, July 18<sup>th</sup>, twenty-four motor cars set on near the former CB&Q depot in Ottawa, Illinois. After the obligatory safety meeting we were off north (I guess that would be east on the former "Q.") toward our turnaround location of Yorkville. We slowly crossed the CSX – Iowa Interstate diamond and the several street/highway crossings in Ottawa. As we traveled through the IR yard, our excursion coordinator, Bob Knight, stopped a couple of times to shovel from between the tracks sand which had leaked from hoppers used by the IR's biggest customer, a silica sand company. Bob cleared sand so our chains would not run through the sand and clog them up.

Our rail time to the turn featured fields of corn and soybeans, small towns, and friendly waves from on-lookers. We crossed the Fox River on a high bridge. At Yorkville we made a quick turn and headed south. Sheridan, Ill., was our lunch stop. A restaurant, *The Calico Café*, had set up a tent with tables and chairs adjacent to the track. We were able to purchase a

delicious barbeque lunch at a very reasonable price.

Returning to Ottawa, we made a quick rest stop while a railroad employee went to the large lift bridge over the Illinois River. We pulled up to the north end of the bridge and waited for the "lift" to go up. After crossing, we headed up grade out of the river valley for the second part of this trip to Streator, Ill. The grade was pretty stiff. One can imagine helper locomotives being required to assist trains up and over this grade.

Once the grade had been topped, we were traveling in a different type of scenery. Gently rolling prairie presented us with a type of hill n' dale profile. In the distance we saw a wind farm with thirty to forty large windmills designed to use the energy of the wind to create electricity. At Grand Ridge, we made a quick stop to pick up the local fire chief and a friend. Releases were signed and we were off again into the fields.

Near Streator we turned our cars. We made a quick trip back to Grand Ridge for a rest stop where the fire chief was kind enough to open up the local firehouse for restroom use. Upon our return to the big bridge in Ottawa, we waited at the high bridge while a barge pushed north on the Illinois River. It was a treat to watch the barge pass under the bridge and then wait as the large lift lowered for our crossing.

As soon as that was completed we crossed and once again stopped at the depot. We set off and loaded our cars, went to supper, and then to rest for the next day's events.

On Sunday, July 19<sup>th</sup>, 17 cars traveled the short distance to Ladd, Ill., for our set on. The Illinois Railway operates both sections of this former CB&Q line that have no direct connection. After all cars were on the track and the safety meeting held, we were off toward LaSalle, Ill. Once again we

traveled along watercourses toward the Illinois River. The weather, although cool, was very pleasant for a motor car excursion. Near LaSalle, we came to a stop at the Iowa Interstate diamond for clearance. While waiting, we learned the Iowa Interstate line was once the double track main line of the Rock Island Line.

We then entered industrial tracks along the Illinois River. Traveling between river/road and rail as we paralleled the Iowa Interstate and were very close to the river. Our turnaround location was near the former Rock Island depot that served Peru and LaSalle. Once we received clearance over the diamond we traveled through Ladd and on to Zearing. Here we once again saw large fields of corn and soybeans. We learned that the Milwaukee Road, C&NW, and CB&Q all had served Ladd, Ill. At Zearing, our turning point, we noticed the Illinois Railway interchanged with Burlington Northern Santa Fe at this location. A yard and roundhouse was once located at this junction.

We returned to Ladd for a picnic lunch in the local park. After lunch we operated our cars toward LaSalle, but stopped short to enter some "new" trackage. We turned and went up a spur that serves Peru, Ill. This spur had been taken up several years ago, but had been restored to serve industries around this town. Backing out of the spur we returned to Ladd. Some operators set off at this time, but a lot of us got in some additional miles by running to Zearing and back to Ladd.



Lunch stop in Ladd - Mark Hudson

Motor car trips seem to end too quickly. This one was a real treat. Good rail. Good weather. Good friends. New acquaintances. A big thanks to the Illinois Railway and its employees for allowing us on their line and assisting us on a Saturday and Sunday.

Thanks to Bob Knight and his wife Laurie for organizing this excursion.



# A DELIGHTFUL WESTERN NEW YORK WEEKEND

## THREE RAILROADS IN THREE DAYS

BY DAN PAGE

More than 20 rail car operators enjoyed a beautiful three day excursion July 10-12, 2009 in Western New York. Organized by Dave and Perrin Verzi of Ohio Valley Railcars, this run spanned three railroads and over 140 miles of track in three days. Friday July 10 dawned clear and sunny, a beautiful day for rail speeding. We set on the Arcade and Attica Railroad at the station in Arcade, New York.

The Arcade & Attica Railroad is a short line railroad that originally connected Arcade with Attica, New York. The principal business of the Arcade and Attica is a passenger excursion train from Arcade to Curriers (usually pulled by a steam locomotive) and the road also handles agricultural products between Arcade and North Java. South of Arcade, the line interchanges with the Norfolk Southern. The right of way north of North Java was abandoned in 1957 due to flooding.

Dave picked a great set on location, with multiple places for set on and good parking. Dave and Perrin and their assistant Jamie Samuell inspected cars and checked paperwork before we set on. To make the run a success, Dave executed a complex choreography with the steam excursion train. After our safety meeting, we set out from Arcade and ran north east passing Curriers and Java Center. We turned at North Java. We returned to Java Center for lunch and then went back to Curriers to wait for the passenger train on a siding. We meet the steam excursion train, pulled by the Arcade & Attica's number 18, a 2-8-0 built in 1920 by the American Locomotive Company in New Jersey. Then we headed back to Arcade station, going beyond the station to allow the passenger train to return and discharge its passengers. With Perrin throwing switches and operating crossing signals, we continued to the interchange with the Norfolk Southern, where we turned. After a stop for ice cream, we headed back to Arcade Station to setoff in time for dinner.

On Saturday July 11, we set on under cloudy skies at the New York and Lake Erie Railroad's Gowanda station. After a safety meeting and some words from Don Rogers, our railroad host, the group began a stunning run through Western New York's Amish country. The area is mostly

rural, with no commercial development, and several refurbished depots can be seen along the way. Visiting this area is almost like stepping back in time one hundred years ago.

The New York & Lake Erie operates from Gowanda to Conewango Valley, with a branch between Dayton and Cattaraugus. The NYLE's freight customers include wholesale feed and fertilizer merchants, metal recyclers and paper lollipop stick maker. Its principal operation is a tourist excursion train from Gowanda to South Dayton and Cherry Creek.

From Gowanda, we headed south up a 3% grade, climbing 1400 feet in less than four miles. At the summit, the line goes through a 97' stone tunnel built in 1865. At the junction on the summit, near Dayton, we switched over to the Cattaraugus branch and continued southeast to Cattaraugus. This branch is not frequently used and was overgrown. A recent washout had weakened the rails and stranded some of the NYLE's freight cars at Cattaraugus, but the rail was suitable for speeders. We ran to Cattaraugus and turned there. The rain began as we headed back to Dayton and quickly became thunderstorms.



*Breaking out the chainsaws to clear another fallen tree on the Cattaraugus Branch of the NY&LE*  
-Dan Page

At Dayton, we switched and headed south west to Cherry Creek, where we stopped for lunch and browsing in their refurbished station which is now a shop that sells Amish made items. After lunch, the sun came out and we ran further down the line to Conewango Valley, where we turned. The group stopped in South Dayton for ice cream before returning to Gowanda. Dave arranged for the cars to remain on the track for next day's excursion. Dave also set up an enjoyable visit to the Gowanda and Buffalo Model Railroad



*Cherry Creek NY station on the New York and Lake Erie: ice cream stop! -Dan Page Club that evening.*

On day three, we had sunny skies for our trip northbound from Gowanda. After a safety meeting that included Bert Feasley, our host for the day, we crossed a bridge over spectacular Cattaraugus Creek and entered the rails of the Buffalo Southern Railroad.

The Buffalo Southern is short line railroad that runs 32 miles southward from Buffalo to Gowanda. The railroad passes through prime industrial, residential and agricultural lands and has interchange connections at Buffalo with the Norfolk Southern, CSX, the Canadian Pacific and the Buffalo and Pittsburgh.

From Gowanda, we ran through Collins, Eden, and Hamburg, with our railroad host flagging busy crossings. There are several bridges across deep ravines that have creeks flowing to nearby Lake Erie. After a stop to get clearance, we passed through the diamond into the Blasdell and Buffalo Yards. There, we saw several Norfolk Southern and CSX freight trains before we turned and came back to Hamburg for lunch and ice cream. We continued back to Gowanda and stopped short of the station to allow a NYLE train to depart before entering the station for setoff.

This enjoyable and safe run was well planned and operated by Dave Verzi. His leadership in all things, from coordinating towing of a disabled car during a driving thunderstorm, to reminding us all to follow the rules, to making sure we all had ice cream every afternoon was superb and made this a very enjoyable and exceptional excursion.

-Dan



# NEBRASKA NORTHEASTERN RAILROAD FIRST IOWA DIVISION JULY 4 & 5, 2009

BY CARL SCHNEIDER



*Frosty Farrell readies his Woodings for the trip to Jackson - Carl Schneider*

In order for the First Iowa Division to properly celebrate the July 4<sup>th</sup> holiday weekend, a 2-day ride was set up on the Nebraska Northeastern Railroad based out of Osmond, Nebraska. This was the first time in several years that our group had ridden the ex-BN line that runs between Sioux City, Iowa and O'Neill, Nebraska and it was high time to work this trackage back into our schedule.

The weekend festivities actually began on Friday evening when about 20 members got together at the Hilltop Restaurant outside of Randolph to visit and enjoy the weekly Friday night fish fry.

Our excursion began on Saturday morning as 25 motor cars and one hy-rail set on in Osmond for the eastward trip to Jackson.

We departed Osmond and made it to McLean, about 8 miles, where we backed the entire group into a siding to meet a westbound BNSF shuttle grain train. Meeting a train is something we rarely do on the FID so everyone was pleasantly surprised with this opportunity. Once the train had passed at an alarming speed of 10mph, we pulled out of the siding and proceeded to Laurel where we stopped at the local convenience store next to the tracks for a restroom break and munchies. The east end of the Nebraska Northeastern is very scenic as the tracks wind through the hills leading towards the Missouri River valley and Jackson where we turned the cars. Most of the trip so far had been

made in cloudy and misty conditions but that didn't dampen the spirits of our dedicated riders. This weather continued all day long with some breaks in precipitation every so often. At least it never did actually rain and get us really soaked.

Once on the move west towards Osmond, we again stopped at Laurel for our lunch break. The return trip proved uneventful and we arrived safely in Osmond where we left the cars on the mainline for the Sunday ride to O'Neill.

We awakened on Sunday to sunny skies and perfect temperatures. Two motor cars arrived to join us but they just took the place of two that had set off after the Saturday trip so our numbers remained the same. Our departure was on time as the

NENE hy-rail led us west. The corn and bean fields west of Osmond had irrigators running with one particular one that was watering the right-of-way and some unlucky motor car riders. As we proceeded west, I heard chatter on the radio about another train meet. We were led into a siding at Orchard where the BNSF shuttle grain train was waiting for us to clear. Two trains in two days – it just doesn't get any better than that! What really surprised me is that both days the trains had to wait for us to clear the mainline instead of having the motor cars getting out of the way and waiting on the trains. But I guess at 10mph, we would have possibly had quite a wait.

After the train had passed our location, we pulled up to a crossing in Orchard for a restroom break before proceeding to Page where Dave Pratt had arranged for a meal of country-fried steak or chicken to be served at the local café. The café isn't normally open on Sundays but they opened just for our group. Their efforts were really appreciated and the food was very good.

Once we all had our bellies full, we traveled on to O'Neill where we turned the cars for the return trip. The trip back to Osmond went well and we were invited to come back to the NENE again. Many thanks to our escorts and the Nebraska Northeastern for their help and hospitality in making this excursion a safe and enjoyable one. Mileage for the 2-day event was about 230 miles.



*BNSF shuttle grain train passing our cars at Orchard. - Carl Schneider*

# BARRIE WELDING & MACHINE LTD. - BEAVERCAR

## MOTORCAR MILESTONES BY LEON SAPP

Barrie Welding & Machine began in 1945 with three men who set up shop in a converted horse barn in Barrie, Ontario. When the original founders retired in 1974 four employees formed a partnership to purchase the company and incorporated under the name of Barrie Welding & Machine Limited. They gained a reputation for quality and innovative manufacturing and continued to grow..

One of the company's better customers was the railroad industry so it is no surprise then that they made the short list when in 1981 the Canadian National Railroad (CN) went shopping for a truly modern motorcar. Many of the motorcars in CN's fleet were at the end of their usefulness and management was simply not happy with what the few remaining manufacturers were offering. There was a sincere desire to purchase from a Canadian manufacturer if at all possible and the Railroad put out feelers to several different firms looking for fresh ideas. One of those that came forward was Bar-

rie Welding who built prototype cars in two, four and eight man configurations featuring Hydrostatic drive, disc brakes, and fully enclosed cabs with airbag suspension. Calling their designs the 'Beavercar' they were sent to the railroad in 1982 for evaluation and apparently met or exceeded all expectations because the following year the railroad ordered nine BC2M two-man cars and two large BC8M eight-man cars. The four man demonstra-

tor car was returned to Barrie. Originally equipped with a Briggs and Stratton engine, to improve performance Barrie placed a 24 hp Kohler engine in three of the two-man cars and changed the rear dif-

ferential to allow for higher speeds. They would call the upgraded car their "Road Master's Special." Additional bells and whistles were added including a windshield defroster and manifold heater. The two large eight man gang cars used the proven Lister-Petter three-cylinder diesel engine which often outlasted the cars themselves. The Ontario Northland (ON) would eventually buy a total of ten cars but required that they be equipped with hy-

draulic turntables and the Onan B-48 engine which stood up to extreme cold better than either the Briggs or the Kohler. In 1982 CN also ordered ten narrow gauge cars for service in Newfoundland. The cars were well received everywhere they were stationed and in 1984 the railroad ordered another 60 two-man and 15 additional eight-man cars. All of the larger CN cars were sent to Atchison Shops for use in the mountainous far-West. The smaller cars were scattered all across the system.

In 1985 Barrie made an overture to Canadian Pacific. The Field Officers on the CP had long complained that their old cars were simply not fast enough to satisfy the needs of their Road Masters who had to cover entire subdivisions. Barrie sent the CP three two-man cars and the four-man demonstrator they had built and tested on the CN. The cars were sent out to Wawa, Ontario where they were "tested". CP never placed an order but somehow kept one two man and



**Above: Two-man Beavercar owned by John Coker, Athens, TN. Note the side belt that gives 4-wheel traction, a feature on all Beavercars. Below left: the only 4 man car ever built. Below Right: Eight-man car owned by Chris Ashworth, Canton, GA.**



*Terry Devines*



*Leon Sapp*

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did send them back to Barrie nor did they pay for them. They essentially got them for nothing! The two man car was still in use in 1998 when Tom Phair tried to buy it. The CP Road Master refused to part with it still preferring it for inspecting track to his Ford Bronco Hy-Rail but Tom was able to acquire the remains of four man car which had been cannibalized.

All motorcar manufacturers were under pressure from the increasing trend towards "Hy-Rail's" but Barrie would suffer an additional blow in 1986. An accident on the CN involving a Beaver car was initially blamed on a failed airbag. To remedy the alleged problem Beaver cars would thereafter be equipped with a solid rubber 'spring' manufactured by the British firm of Timbren. Although later investigation would show that the accident was wholly due to human error the car's reputation had been irrevocably damaged. Barrie built no additional cars that year but did build eleven hi-rail trailers for CN, a strange hybrid that apparently did not meet expectations because no further orders were received. They also put together ten kits for the Newfoundland Railroad (Terra Transport) to upgrade their narrow gauge cars with the larger Kohler engines, manifold heaters, higher speed differentials, and better brakes.

No new cars were built in either 1986 or 1987. In 1988 the company received its last order for five cars from Terra Transport using the big Kohler engine and all the bells and whistles Barrie had to offer including double batteries and their hydraulic turntable. In later years many of those cars would be sold to Argentina where some are reported to remain in service today. That 1988 order for Newfoundland would prove to be the last Barrie would ever receive and in 1991 the company officially closed the production line.

Today many consider the Beaver car to have been the epitome of motorcar design and several well cared for examples survive in the hands of private collectors. Fifteen are currently listed in the NARCOA roaster and appear regularly at meets all over the country. Two of the Road Master's Specials have survived. Don Piercy has restored one of the original cars built in September of 1983. And the four man car tested on both CN and CP but never duplicated has been restored by Terry and Jeff Devine.



*This image shows all three Beaver car models testing on the CN - photo from Tom Phairs*

## A-OK RAILROAD BY LEON SAPP



In spite of the extremely hot weather six motorcars and two hi-rail vehicles had an excellent weekend excursion over the Arkansas-Oklahoma Railroad. President David Donoley met the group at the starting points on both days giving a warm welcome and sharing the railroad's expansion plans with the welcome news that NARCOA will be welcome at any time. In the near future the railroad will operate all the former Rock Island trackage from Oklahoma City east to the Arkansas State Line at Howe, a distance of 195 track miles and the prospect of being able to operate over this historic and scenic railroad is exciting to say the least.

On Saturday June 27th the group set on in McAlester near the Interlocking with the former M-K-T RR and traveled east to Red Oak, Oklahoma and return, a round trip distance of 86 miles. This portion of the railroad passes through an active coal mining district. On Sunday June 28th the group set on at Howe, Oklahoma and ran west to Red Oak and return, a distance of 52 round trip miles crossing the Poteau River on a high and very picturesque bridge.

Our appreciation to Drake Rice and the Oklahoma Railroad Museum for organizing another great excursion over this historic rail line. And our sincere thanks to Mr. Donoley and the A-OK Railroad for hosting this motorcar trip on their railroad.



# WORLDS OF OPPORTUNITY,

BY BOOMER JOHN

Where should we run speeders next weekend? Warren has a run up in Maine; but then Bobby has a new one down in Mississippi. How about Poland? "POLAND," you say, "What is in Poland?"

At the end of May, I had the opportunity to embark on the Wolsztyn Experience; a unique program offering the opportunity to run full sized steam locomotives in regularly scheduled passenger service. On our first afternoon in country, we were invited to have a cab ride from the station platform to the engine servicing facility on the incoming loco. As the engineer whistled off and began backing to the roundhouse; I looked out the fireman's window, and what did I see? The "Irish Mail" pumping into town. As we arrived at the roundhouse, the two handcars were spun on the turntable, and I managed to get a ride into the engine stall. As far as I was concerned my Wolsztyn Experience was a success!

Like the average NARCOA member, I knew all about speeder operations in the US and Canada; and had passing knowledge of our affiliate in Australian and some homemade cars running somewhere in the Balkans; but nothing about motor car operations elsewhere in the world. I was instantly committed to learn more, and asked our host at the Wolsztyn Experience, Mr. Howard Smith, to arrange for me to ride on a polish speeder.



The speeder club and BoomerI riding into the roundhouse at Wolsztyn.

My request was honored. On Friday, May 29, 2009, I was to take the modern rail-bus from Wolsztyn to Grodzisk Wlkp; there I would meet a member of the local track car club and enjoy a speeder ride. When the rail-bus arrived at the station, I detrained onto the platform and there on the opposing track sat an open railcar – sputtering and popping away. I waved and the operator, a young (20-ish) man by the name of Mikola Rzanny, gestured me on board. Then off we went in a cloud of blue smoke. Within a half a kilometer, we approached a European style semaphore – set against us – and stopped. "I call dispatcher!" he said and waved his cell phone. Within a minute the arm swung up and the highway crossing gates came down – we were off again into the flat Polish countryside. It had rained in the early morning, but now the sky was sunny. Between the rails some form of wheat grass was growing, and the heads held drops of the morning's precipitation. As we sped along, the wet grass threw water onto our glasses. It was marvelous. We approached a major highway and each looked to our respective sides – then hand-signalized each other a "go" sign (just like in the States). We continued on about 18 Km; passing towns with abandoned stations, passing sidings, and farm



Mikola Rzanny at Ujazd Wlkp. Note the rain and weather have washed the Polish name off the station and the old German name is showing thru. (This area was East Prussia, Germany before WWII)

land. Finally it was time to return. With a quick, hand turn at a convenient crossing, we were off – retracing our route to Grodzisk Wlkp. As we neared town, another call to the dispatcher brought the up the semaphore arm and down the crossing gates, and we arrived just in time for me to

catch the 9:39 am steam commuter train.

My host was a member of Grodziskiej Kolei Drezynowej\*; a group of rail enthusiasts who routinely ride the PKP (the Polish State RR) with the blessing of the dispatcher. The line which we traveled on had last seen steam service approximately two years ago (Howard later informed me that he was the engineer on the last scheduled passenger train over the line), and was now out of service. The club also runs on the Wolsztyn – Lezno main line on occasion. Their equipment is stored in the

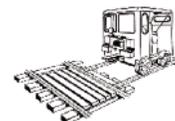
PKP roundhouse or in an old freight house.

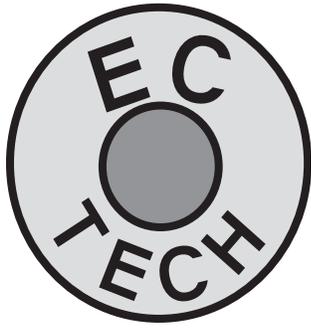
Like in the States, the PKP has modernized its track maintenance equipment, and over the years spun off the discards to interested railfans. PKP's modern track vehicles are interesting – instead of going to hi-rail trucks, they use a self propelled rail vehicle that looks like a rail pick-up. This equipment is diesel powered and comes in both standard and narrow gage versions.

I highly recommend the Wolsztyn Experience to all railfans who have ever envisioned participating in real, full sized, fast paced steam operations – it is truly a dream come true – and now, the only remaining place left in the world to do it. However, NARCOA members may be tempted to approach Howard with a proposition to market a speeder oriented trip, which includes both steam trains and speeder operations. If several people are interested in such an experience, they may contact me to explore options.

\*(<http://www.drezyny.kolej.one.pl>)

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## BY TOM FALICON

One item that many of us assume will always do its job without paying it much attention are the safety clips that secure pins in their proper location. Take a minute to think about what the results would be if a pin fell out of a tow bar or other holding device while it was being depended on. The possibility of serious injury to yourself and others is a distinct possibility. Safety clips come in all sorts of shapes and configurations.

First, be sure that you are using the safety clip the way it was designed to be used and that it has been installed correctly and securely. The clip must also be of the proper size for that particular pin.

Secondly, inspect the clip frequently to assure that it is not worn out or that it has not lost the tension it needs to perform its job properly.

If the clips that you use are a different configuration than most, they may be unfamiliar to another person using them. Inspect the unfamiliar clip before the vehicle makes a move to assure that it was installed properly. We depend on safety pin clips to keep us incident free on every excursion, so let's give the lowly safety clips the attention they deserve to keep us all safe.

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. Next, we recommend that you use its topics as part of your future safety meetings/ job briefings in order to keep your certified EC status.

If you are an EC and are not receiving our newsletter, please send your proper email address to Tom Falicon at:

[Raildawg@gte.net](mailto:Raildawg@gte.net)



# RIDING WITH JOE

BY JIM MCKEEL

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

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

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

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

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

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

"17. RESTRICTED SPEED. Motorcar operators must operate their cars at a speed that allows stopping within half the range of vision short of train, engine, railroad car, men or equipment fouling the track, stop signal, derail, or switch not properly lined. All operators should operate at "restricted speed" at any time that their range of vision is reduced by any object."



# “BIG SKY ADVENTURE III: RIVERS TO MOUNTAINS TOUR”

JUNE 5-13, 2009 BY DEBY SPRINGER

If you've been in the motorcar hobby for any length of time you have some rides that are favorites. When we started riding the narrow gauge railroads in Colorado and New Mexico they quickly became my favorites. Last year the rides on the Big Sky Adventure II went to my short list of favorites. This year's Big Sky Adventure III rides also made it to that short list.

Our adventure started in northeast Montana on a railroad that had never hosted a motorcar meet before, and yet the Yellowstone Valley Railroad (YSVR) leased from BNSF by the Watco Companies, Inc. of Pittsburg, KS since 2005. Watco Companies, Inc. has been very gracious to the motorcar hobby in Kansas and has hosted motorcar rides for many years on the railroads they own in Kansas and Oklahoma. Watco Companies Inc. is one of the largest privately held short line railroad companies in the United States.

An overcast sky and cold wind greeted us in Sidney, MT for our set on Friday afternoon. Our Excursion Coordinator, Bill Taylor, introduced Mike Harlan, YSVR Roadmaster. Mr. Harlan would serve as our railroad escort for the next three days. Bill also introduced Tom Norman, Steve Taulbe, Steve Healy, and Jim Morefield as his assistants, and Larry Vielleux as an excursion coordinator in training.

Through the rain and low hanging clouds we could see the green rolling hills on either side of us as we proceeded from Sidney toward Glendive. The track followed the curving banks of the Yellowstone River which was full to capacity from snow melt and rains. We were thankful for the heater in our closed cab MT-14, since the temperature dipped to the mid 30s and some snow was mixed in the rain as we approached our turn around point. Our cold and wet day on the tracks ended after a ninety-eight mile round trip.

The weather was a repeat for our second day. We traveled northeast from Sidney 24.8 miles to Snowden, with about 8 miles of the track being in North Dakota. The track entered North Dakota at the town of Fairview. At Snowden, we crossed the Missouri River on a steel, vertical lift bridge which had been built by the Great Northern Railroad in 1912. Crossing the

Snowden lift bridge in our motorcars was a highlight of this line. The huge concrete counterweights suspended above us made us wonder what the bridge would have looked like in motion, operated by its 3 cylinder kerosene motors. This impressive bridge was never opened for commercial traffic, even though the river was considered navigable when it was built in 1912. At Snowden, the YSVR interchanges with

We returned to Sidney in the cold, light rain in the mid afternoon, since this was a short ride. The next day our ride on the YSVR would be out of the small, but aptly named, town of Froid (a French word meaning 'cold'), so we needed to take our motorcars there for an early evening set on.

To our disappointment, Monday morning did not bring sunshine. From Froid we



*Sage Creek Bridge, Montana-Phil Samuel*

the BNSF at a large wye with at least one side track. The wye is situated against green hills, and the beautiful scenery was improved greatly by a couple of BNSF trains that met there, followed by Amtrak's Empire Builder. We turned our cars at a grade crossing on the east leg of the wye. After turning, we were pleased to head back toward the 3,227 foot long Snowden Bridge for our second ride over it. As we proceeded back towards Fairview we got a good view of the towers of the 3,220 foot Fairview Bridge which spans the Yellowstone River about 4 miles to the east of the town of Fairview. This bridge was also built by the GN in 1912, as a twin of the Snowden Bridge. Today the Fairview Bridge carries only foot traffic and is part of a state park.

headed south to about a mile and a half outside the town of Bainville, where YVSR interchanges with the BNSF. After turning our cars, we made the return trip of about 18 miles to Froid for our lunch break. Next we traveled north about 32 miles to the town of Plentywood, MT. The rolling, green hills of this farming country provided our scenery for this leg of our trip. Plentywood was named for the supply of timber in the valley. Plentywood is also the site of the surrender of Chief Sitting Bull and the Sioux Indians in 1881, after their return from Canada where they had fled following their defeat of General Custer. Our turn around point in Plentywood was about 16 miles from the Cana-

*continued on page 15*

*Big Sky Adventure - continued.*

dian border. Upon our return to Froid the clouds began to break, and we actually saw the sun for the first time in three days.

Tuesday was a travel day for us to reach the central Montana town of Denton where we set on the Central Montana Rail, Inc.

We could hear pheasants calling in the nearby fields, as about half of our group boarded our motorcars for an enjoyable round trip ride from Denton to Danvers on Tuesday evening. This ride traversed the first 8.4 miles of what would be our track-  
age on Thursday's ride from Denton to Moccasin. This segment was full of interesting sites such as the 2,014 foot Sage Creek Tunnel, the 1780 foot long Sage Creek Bridge, rolling hills, and mountains in the distance. A number of colorful wildflowers graced the right of way and surrounding hills.

A cool, but sunny, Wednesday morning brought us back to Denton where Bill Taylor introduced the CMR General Manager Carla Allen. Our destination for the day was about 41 miles away in the little town of Geraldine. This section of the CMR was built in 1913 by the Chicago, Milwaukee & St. Paul Railway.

Arriving in Geraldine, we were welcomed with a lunch of Wheat Chili, rolls, and fresh fruit salad in the town's nicely restored depot. Packages containing raw wheat kernels and the wheat chili recipe sold out quickly, proving how much the chili was enjoyed. Our return trip to Denton included a stop at the small town of Square Butte for desert. We selected from a variety of delicious homemade pastries and cakes at the bar/grill conveniently located near the tracks. With desert topping off our already full stomachs, we made our way back to Denton.

After the safety meeting Thursday morning, we departed Denton in the sunshine for the approximately 41 mile trip to Moccasin, MT. We would be traveling over former Milwaukee and Great Northern lines which were both built in 1913. This day could have been called our bridge tour, as we crossed 4 bridges and were educated about the bridges by one of the ride participants, Bob Shanklin. Bob had been in charge of painting three of the bridges about 50 years earlier when he was Building and Bridge Supervisor for the Milwaukee Road. Our first bridge spans Sage

Creek, and is the largest of the four bridges on the CMR. It stands 142 feet high, and is constructed of steel spans and pre-formed concrete 'tubs' which were filled with ballast upon which the track laid. Many took advantage of this striking photo op as we stopped after crossing the bridge.

The second bridge, with its 22 spans, across the Indian Creek was also of steel and concrete construction. Next came the longer (33 spans) same style bridge over the Judith River. Bob told us that the steel portions of the bridge were also pre-fabricated and a bridge crane known as the "Traveler" worked its way across lifting the pre-fabricated steel units into place to build the bridge.

At Kingston/Spring Creek Junction, we took a new connecting track to the former Great Northern portion of the CMR. Our fourth bridge was on the former GN section and was a standard steel and wood open deck bridge over the Judith River. At this bridge we descended the embankment to see how the bridge had been shimmed with ties as the bank had settled and shifted over the years. Bob Shanklin explained how this would have been done.

We turned our cars for the return trip at Moccasin, where the CMR interchanges with the BNSF. The CMR is owned by the state of Montana and serves the grain elevators along its line. Dry land farming is common here so the crops are grown in alternating fields each year, allowing one field to lie fallow and gain moisture while a crop is grown in the adjacent field. This gives the land a distinctive appearance of either large alternating brown and green stripes or a checkerboard pattern.

Warn and sunny, Friday was another travel day to allow us to get to Whitehall, MT for our next ride on Montana Rail Link. Arriving in Whitehall for the evening set on, we were only miles from the head waters of the Missouri River.

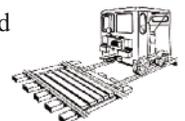
Whitehall is a mining town and the track here was originally built in 1890 by the Northern Pacific. Saturday brought beautiful weather again, and we were escorted throughout the day by Montana Rail Link's Assistant Roadmaster Curt Witham, and Track Foreman Waylon Dubois in company hy-rail trucks. Brent Mueller, MRL's Manager of Cost & Financial Analysis rode along in Jim Moorefield's M-19. Proceeding east, it was only a few

miles before we entered the Jefferson River Canyon. Here our tracks followed the Jefferson River through the mountains. Our first rest stop was across the highway from the Lewis & Clark Caverns State Park. Across the river was the roadbed of the now abandoned Milwaukee road. At Sappington we saw one of the two Luzenac America Talc processing plants on the line. Luzenac, a French company, is the world's largest supplier of Talc.

Leaving Sappington we went on east to Logan, which was our turning point. Here we saw a 1920's era water tank across the tracks and the brick pump house. After retracing our route to Sappington Jct. we switched to the former Northern Pacific Red Bluff & Pony RR line. From here we headed 9.9 miles south to Harrison at the foot of the snow capped mountains we saw ahead of us. The beautiful snow had arrived the same time we were experiencing cold and rain on the YSVR rides. A tasty barbeque lunch awaited us at the local grain elevator in Harrison, which is operated by Gary & LeAnne DeFrance. LeAnne is the daughter of BSA III ride participants, Harvey & Anne Reynolds. Our feast included grilled hamburgers on homemade buns, all the fixings, several side dishes and homemade Maple Bars (or Long Johns, depending on which part of the country you are from) for desert. Steve & Deannie Jackson, of nearby Norris, MT, were our caterers. With our stomachs full, and some folks carrying Maple Bars for the return trip, we boarded our motorcars to return to Sappington Jct. and then back to Whitehall ending this day's 95 mile round trip and the final day of our Big Sky III adventure.

So, what qualifies a ride as a favorite? That answer may be different for each of us, but for me it is the chance to get re-acquainted with old friends, meet and make new friends, beautiful scenery, interesting history and a well-organized ride on good tracks. If you ever have the chance to do a Big Sky Adventure with Bill and Jan Taylor, you will find all of these qualities.

Our thanks to Bill, Jan and all of their able assistants for another great rail adventure in Montana. Special thanks to Bill and Jan for many of the historical details in this article which were taken from their detailed BSA III ride itinerary.



# SOUTH KANSAS & OKLAHOMA RR

## JUNE 21, 2009 BY GARY HAMILTON

Neodesha, Kansas – The Heart of the Heartlands Railroad Club in coordination with WATCO hosted a motorcar excursion on the South Kansas & Oklahoma RR.

The day's activity started with setting on and inspecting 14 motorcars and one hy-rail. Our excursion consist included motorcars representing the Fairmont, Woodings and Kalamazoo brands. Upon completion of the set-on, the participants gathered for the safety meeting, conducted by our excursion coordinator, Mark Springer.

Mark had prepared a printed "trip plan" complete with timetables and track notes for the day's activities. This information was further supplemented when the host railroad provided historic (ATSF) and current (SKO) timetables for our use. Departing Neodesha on ex-Frisco trackage, the group traveled to Fredonia where a new connection was traversed onto ex-ATSF tracks as we continued our west-bound journey towards our destination of Cambridge, KS.

A rest stop was made in Moline to check our motorcars and quench our thirst as temperatures climbed to what certainly felt like "triple digits" on this first day of summer! After departing Moline the excursion carried us across Grand Summit, the highest elevation on the old ATSF route through Kansas and on to our destination of Cambridge where we turned our cars for the return trip.

On the return trip, a rest stop was made at Grenola for a picnic lunch and at Moline to once again quench our thirst! Arriving back in Neodesha the mile post tally indicated we had traveled 133 miles for the day, all on nicely maintained welded rail too! With setoff safely completed and the motorcars loaded, we all said our good-bye's and headed towards home with memories of another enjoyable and trouble-free excursion completed!

Special thanks go out to the WATCO family for hosting this event, Steve Jones for his help with inspection of the motorcars and finally to Mark & Deby Springer for their time and effort in coordinating the event.



Cambridge, KS – Motorcars turned and lined up for the return trip - Linda Hamilton

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**Lock Haven, PA 17745  
joel.williams@earthlink.net**

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Sorry, you can't have both.

# PACIFIC NW TOUR 2009

## OUR 13<sup>TH</sup> CONSECUTIVE TOUR

BY MARG HOPE

We should never have given our tour the number 13. In retrospect, I wished we'd called it our "umpteenth" PNWT and let our participants figure it out if they wanted to. I'm not normally a superstitious EC but the tour we planned and the tour we took were certainly not identical. And, while my EC partner Chris Baldo and I were disappointed that we couldn't do all the rail that we planned we did have a great tour, wonderful participants and 4 of our 12 days were on railways that have never before hosted a motorcar club. About 5 weeks before we were to leave on tour, a railway on which we'd scheduled 7 (of 12) days, decided they could not host us. We scrambled! Chris worked with his contacts to find us 6 days of rail in the US and I worked with my contacts to get another day of "new to the hobby" railway. I hope we never have to do this again but if ever there was a story about the power of networking, this would be it.

So, the highlights of 12 days on rail:

**July 4 – 11:** To start the PNWT this year, almost everyone had to float their speeders using either BC Ferries or WA State Ferries as our first day was at Port Alberni, BC on Vancouver Island. This town and this railway wanted us. Several local motorcar operators and enthusiasts had worked tirelessly for many consecutive weekends to restore the rails for our tour. They brushed, they moved slides, they shored up and replaced rail – and we got 46 miles of mountain railroading and ended our day with a tour of an operating Steam Sawmill before escorting their Steam Locomotive back to town. Next came three days (287 miles) on Southern Railway of Vancouver Island (SVI), a railway that hadn't hosted speeders before but did a magnificent job of getting us through countless paved crossings by having a team of signal and maintenance workers race ahead to help us through the urban and suburban areas. From the yards on the waterfront at Nanaimo we toured north to

Courtenay one day, then south to Victoria where we stayed in luxurious waterfront hotels and then back to Nanaimo. We stopped along the way for a First Nations planked Salmon luncheon, a tour of a logging museum and for our group photo at the cairn commemorating the last spike. We finished the island tour with a day (112

for a couple of days (152 miles) on the Washington & Idaho RR with an overnight stop in Pullman. Tiny grain-dependant towns have withered to a few shops and a grain elevator each but winding through verdant fields, rails flanked by bold wildflowers and abundant wildlife makes this trip a pleasure. Although deer, hawks and coyote were most common, horned owls and a moose were also seen by many of the group.

Our next set on was at Wilber WA where we were hosted by the Eastern Washington Gateway Railway (190 miles) traveling first west to Coulee City then east to Medical Lake. With an overnight in Wilber in between, we created our own entertainment and raised nearly \$4000 at our annual charity auction. Proceeds were split between the Port Alberni group and a youth group at our final destination – MacGregor Ranch at Hooper, WA. There we camped on the lawns and in the non-commercial hotel. A local youth rodeo team hosted a BBQ dinner and breakfast before seeing us off on our final two days. The Palouse River Railroad was our host as we toured (162 miles) to Thornton and then Colfax and back to Hooper. An impromptu pizza party in the lobby of the only hotel in town seemed a fitting end to this year's tour.

A tour of this magnitude takes an enormous number of volunteers. Sarah Kelley (with Diann Sorenson) handled registration, Mike Kelley (with Mark Sorenson) inspected cars, Diana Wigen & Karen Wilber sold commemorative t-shirts (with help from Don and Alan) and our auctioneer was Bill Schertle. We celebrated three golden wedding anniversaries and five birthdays. We mentored four new operators. In total 34 cars made some of the tour although our daily count ranged from 26 – 30. We had an injury free tour and only one reportable incident. Our group pulled together wonderfully to support each other and make our days on rail safe and enjoyable. Thanks everyone!

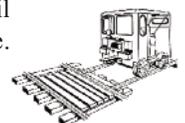


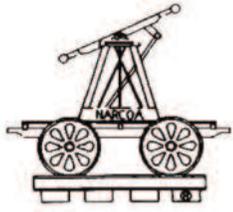
*Coulee City industries - Marg Hope*

miles) on Canada's only remaining logging railway, nearly 4 hours north at Woss, BC.

**July 13:** Next it was off to Abbotsford, BC and a day on Southern Railway of BC (SRY) - our last day of new-to-motorcars railroading. (82 miles) Although SRY traverses urban and suburban areas much like its sister (SVI) railway, we were amazed to find ourselves riding along dikes, skirting mountains and passing large stretches of agricultural land. Two antique powerhouses along the way served to remind us that this was once a completely electric railway.

**July 15 – 22:** With an extra day to do laundry, repair speeders and grab some rest, we reassembled in Spangle WA to run



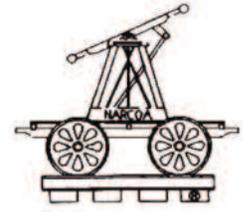


# NARCOA EXCURSIONS

AS OF AUGUST 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.



## September 01 - 08, 2009 - NV Nevada Northern Railway

Motorcar Operators West is hosting a work party/excursion on the Nevada Northern Railway in Ely, Nevada. This is a repeat of our every other year trip to assist the museum in upkeep of their tracks (clearing brush) and continued work on The Engineering Building. When the museum isn't running one of their excursions we are allowed to make runs on 30 miles of railroad to either Keystone, where the old copper pits are located, or on the famous high line, and new this year, to McGill Junction. Cost is \$25 which includes membership with The Nevada Northern Museum. For more information please email Doug Jensen at [bdouglasj@att.net](mailto:bdouglasj@att.net)

## September 05, 2009 - CO San Luis Central RR

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

## September 05 - 06, 2009 - GA Heart of Georgia West

Between Richland, Ga and Chattahoochee River (Alabama State line) 28 Miles one way working west of Lumpkin, Ga. Set on Richland or Lumpkin. Work days clearing brush and undergrowth. Bring tools, gloves, ankle high safety shoes, lunch and drinks. 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)

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

Club Railcar Québec invites you in Québec... EXCURSION FROM QUEBEC CITY TO JOLIETTE & RETURN via the St. Maurice Valley Railway. Track used are with Canadian National and Quebec/Gatineau Railway; a run of 317 miles. The run is of three days on September 5, 6 and 7, 2009. NARCOA insurance and rules apply. Fees are \$150 per vehicle payable in Canadian money if possible. Send your check payable to "Club Railcar Québec" at this address: Club Railcar Québec, P.O. BOX 45005, Charny (Quebec) Canada G6X 3R4. Meals and accommodation are at your own expenses; however we have made arrangements for group rates. The number of participants is limited to 30 cars. The deadline for registration is August 10th 2009 and after this date, there will be no refund possible. For more information, please contact Louis-François Garceau at 1 (418) 832-1502. Mobile is (418) 955-2466. VISA and/or MASTER CARD are accepted. Blocks of rooms have been reserved to participants.

• Friday, September 4: Holiday Inn Express Quebec (Ste. Foy) 1 (418) 653-9321, rate single or double room \$129 + tax breakfast in-

cluded. Note this hotel is located near the departure SETON place.  
• Saturday, September 5: Château Joliette 1 (800) 361-0572, Group number CRQ 8532. Rate: single room \$108 + tax, double room \$118 + tax. • Sunday, September 6: Hotel Gouverneur in Trois-Rivières 1 (819) 379-4550. Rate: single room \$92 + tax, double room \$107 + tax.

SETON Friday evening after dinner and/or Saturday morning at 6:30 AM - departure shall be at 8:00 AM. SETON is just beside the Ste. Foy VIA Rail Railway Station located near the SMFQ, 3350 chemin de la Gare in Québec City - postal code G1V 4N6. Please, keep your vehicle lock correctly when not in use. Safety boots and vests are obligatory. Saturday, September 5, Ste. Foy to Joliette (139.3 miles) - Sunday, September 6, Joliette to Shawinigan to Trois-Rivières (98 miles) - Monday, September 7, Trois-Rivières to Ste. Foy (79.7 miles) - Arrival at Ste. Foy (SMFQ Gare de Sainte-Foy) around 4:00 PM for the SETOFF. NOTE: On arrival, Miniatures trains inside the SMFQ Hall will run at your convenience. E-mail: [traq@sympatico.ca](mailto:traq@sympatico.ca) - Louis-François Garceau (EC to be mentored) and Ken Annett, Excursion Coordinator with Louis-François.

## Sept 05 - 07, 2009 - SD: Dakota, Missouri Valley & Western

Labor Day weekend tour - Britton, South Dakota The First Iowa Division is pleased to host a 2-day ride on the DMV&W Railroad at Britton, SD, and continuing to the Sisseton & Milbank Railroad to round out a 3-day weekend.

*Day One* - There will be an evening Run from Britton SD to Geneseo Jct and back. Total Mileage is approximately 80 miles. Set on begins north of the elevator on 7th St in Britton at 4:30 pm with a 6:00 pm departure. Make sure you have good lights on your car as it will be dark upon our return. Cars may be left on the track that evening

*Day Two* - We will depart from Britton, SD and head southwest to the start of the Yard Limit which is east of Aberdeen, SD before turning around and returning to Britton for lunch. Depending on the amount of time left, we will repeat some or all of the Day One segment of the trip. Total mileage is 80 to 160 miles for the day. Seton begins at 6:30 am for those arriving that day with an 8:00 am departure

*Day Three* - We will set on at Milbank, SD at the wye on West Milbank Ave beginning at 6:30am and departing for Sisseton, SD at 8:00am and return. Total Mileage is approximately 75 miles. We would like to be back to Milbank shortly after 1 pm so you can get on the road heading home early in the afternoon. Total cost for this 3-day event is \$90. For further details and to reserve your place, contact David Voeltz, Excursion Coordinator for this ride, at (605-224-2964) after 6 pm weekdays or email: [Dvoeltz@pie.midco.net](mailto:Dvoeltz@pie.midco.net) or go to [www.firstiowadivision.com](http://www.firstiowadivision.com). Pre registration is requested but same day registrants are welcomed. These rides are NARCOA-insured and all NARCOA rules apply.

## Sept 06, 2009 - OH: Wheeling and Lake Erie Full - Waiting List

The Wheeling and Lake Erie Ry. will permit OVR to operate an excursion from Plymouth, Ohio to Carey, Ohio and return a distance of 74 miles. If time permits we will also travel to Greenwich, Ohio and return another 17 miles for a total of 91 miles. Excursion Requirements: Safety glasses with side shields, Work type steel toed boots, long pants. NARCOA and OVR rules in effect. NARCOA insurance required. 35 car limit. No children under 14. No large gang cars, A cars or trailer cars. No Dogs or Pets! No mentoring. Cost: \$110.00 Make check payable to Ohio Valley Railcars. Ohio Valley Railcars c/o Jeff Levensgood, 2189 Oak Tree Dr, Dover,

Oh 44622\_330.343.3407 [jlevengood@roadrunner.com](mailto:jlevengood@roadrunner.com) [www.ohio-valleyrailcars.com](http://www.ohio-valleyrailcars.com)

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

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

### **September 11-23, 2009 - CO, NM, AZ: Southwest Tour **CANCELLED****

### **September 12, 2009 – IA: Appanoose County Railroad**

Centerville, Iowa The First Iowa Division is pleased to announce a ride on the Appanoose County Railroad between Centerville and Albia, Iowa. Set on will be at 6:30am at the APNC shop building just south of the water tower in the southeast part of town with an 8:00am departure. Mileage for the day is about 64 miles. Cost of the ride is \$35. Dave Pratt (515-674-3803) is the Excursion Coordinator for this ride. Contact Carl Schneider at 515-967-5181 or e-mail [mo-torcarl@mchsi.com](mailto:mo-torcarl@mchsi.com) or go to [www.firstiowadivision.com](http://www.firstiowadivision.com) for more information. This is a Narcoa-insured ride and all Narcoa rules apply.

### **September 12 - 13, 2009 – GA: Heart of Georgia West**

Between Richland, Ga and Chattahoochee River (Alabama State line) 28 Miles one way working west of Lumpkin, Ga. Set on Richland or Lumpkin. Work days clearing brush and undergrowth. Bring tools, gloves, ankle high safety shoes, lunch and drinks. 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)

### **September 12 - 13, 2009 – NY: New York Susquehanna & Western Railway, Utica and Syracuse Branches**

The Volunteer Railroaders Association is pleased to sponsor a 2-day run over the NYS&W Utica and Syracuse Branches September 12th and 13th, 2009. Saturday we will be running approximately 70 miles round-trip from Cortland, NY to Port Dickinson, NY, lunch will be deli sandwiches for an additional \$9.00 per person. For the die-hard's in the group we are planning an optional late afternoon / night run from Cortland up towards Syracuse. The mileage run will depend on the time and traffic. Those not wishing to make the night run will be able to set off. On Sunday participants will travel approximately 84 round-trip miles between Sherburne, NY and Utica, NY. Lunch will be on your own at a convenient location near Utica. We will be stopping at convenient locations for bathroom breaks. Operators and riders under 18 are not permitted by the railroad. The trip fee is \$120.00 per car which includes the railroad's per car fee. There is a 40 car limit. This is a NARCOA insured excursion, and all NARCOA rules will apply. This is a non-mentoring run. ECs for the trip are KC Smith and Chris Vitz. *The NYS&W requires that ALL operators must pass a Northeast Operating Rules Advisory Committee (NORAC) guidelines training class and test prior to the event. If you have a current NORAC certification please mail us copies that we can forward to the railroad. A class will be offered Friday night prior to the next day's trip. To attend the event operators MUST attend the*

*class and pass the test. If you have attended a previous class and have a current NORAC certification you will not need to attend. We are sorry for the inconvenience but this is a requirement of the railroad. Your NORAC certification will be good for two full years. For trip details contact the VRA at 80 Royal Avenue, Hawthorne, NJ 07506 Tel: (973) 238-0555 or email to: [volunteerra@yahoo.com](mailto:volunteerra@yahoo.com). You can also sign up and pay for the trip with a major credit card via our website at <http://www.vra-trips.org>*

### **Sept 12 - 13, 2009 – MA: Cape Cod Central RR Full - Wait List**

Leaving from Buzzards Bay, MA both days, Buzzards Bay will also allow us to leave our cars on the track overnight. Many great eateries, motels or bed & breakfasts are in this area. We will be crossing the Cape Cod Canal Bridge twice on both Saturday and Sunday. As of now our schedule times have not been nailed down. This is an active railroad with both freight and passenger trains conversing the line. We will advise exact Seton, departure and scheduled arrival times as the date approaches. There is the likelihood that both days may be rotated. Saturday: Buzzards Bay - Middletown – most is welded rail 28 RT Miles, Buzzards Bay – Otis Air Force Base and return 15 RT Miles We will be stopping at the old RR stations of Cataumet and Monument Beach. We will turn in the US Coast Guard Base at Otis. Sunday: Buzzards Bay - Middletown – most is welded rail 28 RT Miles. Buzzards Bay – Hyannis 50 RT Miles. Our lunch stop will be for 2 hours in Hyannis. More details to follow. Excursion fees \$135 All NARCOA rules in effect Highrails by permission only. All cars must be able to operate forward-reverse. We have a few areas that cars will have to reverse with no turning allowed. The US Naval Base is a high security area. No stopping or debarking from cars will be allowed. No foreign nations allowed. High visibility safety vests are required by all operators and passengers/crew. No mentoring on the Cape Cod Central. Application will be e-mailed to all within the next few days. For more information, contact Warren Riccitelli (401) 232-0992 [warren-riccitelli@verizon.net](mailto:warren-riccitelli@verizon.net) Al Elliott (732) 536-7460 [trackcar2365@optonline.net](mailto:trackcar2365@optonline.net)

**Sept 14, 2009 – MA: Newport Secondary Full - Wait List** This state owner track is the maintained and operated by the Newport Dinner Train and is also home to the Old Colony and Newport scenic rail ride. It's southern end passes thru the Newport Naval Base and the mothball home of the aircraft carriers USS Saratoga and USS Forrestal. The base is also home to the Naval Officers Candidate School, the Chaplain School and the Naval Underwater Weapons Station, Naval War College along with dozens of other naval commands.

Our excursion will start at Weavers Cove, a ½ mile south of Melville. Melville is the base of operations for the Newport Dinner train. Traveling south along the beautiful Narragansett Bay, we will stop at the Carrier Piers, proceed "ESCORTED" thru the Naval Base to the Newport Train Station in downtown Newport. After lunch, we will reverse direction going north to Melville and continue along Narragansett Bay to the end of track at the Tiverton Swing Bridge. (It's called that, bridge has been removed.) Total mileage is 18 RT Miles. This excursion is not about mileage as it is about scenery. Even so, there has been no sightings of swans. This will be about a 6 hr run covering about 18 miles. Seton time will be 8:00AM at Weaver's Cove Boat Launch. More details to follow. Excursion fee \$50. All NARCOA rules in effect. Newport Secondary limited to two person per car. Please notify us ahead of time to see if we can find room if you have an additional passenger. Highrails by permission only. All cars must be able to operate forward-reverse. We have a few areas that cars will have to reverse with no turning allowed. The US Naval Base is a high security area. No stopping or debarking from cars will be allowed. No foreign nations allowed. High visibility safety vests are required by all operators and passengers/crew. Application will be e-mailed to all within the next few days. For more information,

contact Warren Riccitelli (401) 232-0992 [warren.riccitelli@verizon.net](mailto:warren.riccitelli@verizon.net) Al Elliott (732) 536-7460 [trackcar2365@optonline.net](mailto:trackcar2365@optonline.net)

### **September 18 - 20 2009 – GA: Heart of Georgia West**

Between Richland, Ga and Chattahoochee River (Alabama State line) 28 Miles one way working west of Lumpkin, Ga. Set on Richland or Lumpkin. Work days clearing brush and undergrowth. Bring tools, gloves, ankle high safety shoes, lunch and drinks. 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)

### **Sept 18-19, 2009 – CA: California Western RR CANCELLED**

### **September 18 - 20, 2009 – NC: Great Smoky Mountains RR**

GSMR is looking for a few good A-cars with seats to give short rides and display your car at their annual Railfest weekend. When you're not giving rides we are asking for your help with flagging, ticketing and loading and unloading passengers. Contact EC: Tom Falicon 1227 Sawmill Creek Rd, Bryson City, NC 28713, [rail-dawg@gte.net](mailto:rail-dawg@gte.net), 828-488-8063

### **September 18 - 20, 2009 – SD: Black Hills Central RR**

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

### **September 19, 2009 – PA: Allegheny Valley Railroad**

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

### **September 20, 2009 – PA: Southwest Pennsylvania RR**

We would like to invite you to ride the 12th annual running of the SWP. This one day event will cover aprox. 52 miles of the former Pennsylvania RR Southwest Division as well as a B&O secondary. Our day begins at the Safe Handling Intermodal yard in Mt Pleasant PA. We will travel through Mt Pleasant, Broadford, Scottdale, Tarrs, New Stanton, Youngwood, Greensburg, and Radibaugh, then return to Mt Pleasant for set-off. Our "Potty Cart" will be along for this trip. We will turn three times, so make sure you can turn your quickly and safely. All NARCOA rules apply. You must wear over the ankle hard soled shoes at all times. This will be a great companion ride for the AVRR the previous day. For more info contact John Gonder at : [up3706@msn.com](mailto:up3706@msn.com) or 724-696-4544 6-8 pm. Fee is \$55. Appalachian Rail Excursions LLC 415 Levine Lane Ruffs Dale PA 15679

### **September 19 - 20, 2009 – ID: Idaho Northern & Pacific Railroad, Wallowa Union Railroad CANCELLED**

### **September 25 - 26, 2009 – IL: 2009 NARCOA Annual Meeting** Sheraton Gateway Suites, 6501 North Mannheim Road, Rosemont, IL 60018 This meeting is open to all paid NARCOA members.

### **September 25 - 27, 2009 – UT: Heber Valley RR**

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

### **October 03, 2009 – CA: Sierra Railroad**

PRO is pleased to announce a run on the Sierra Railroad from Oakdale to Jamestown on Saturday, October 3. The cost of the run is \$140. Please make your checks payable to PRO and mail them to Steve Paluso, 2878 Rosario Court, San Jose, CA 95132. Please include a self-addressed stamped envelope with 2 stamps. If you have any questions, you can email me at [sbpaluso@aol.com](mailto:sbpaluso@aol.com) or call between 1:30 and 7:30 pm at (408) 956-8070 (please no calls after 7:30).

### **October 03, 2009 – MN: St. Croix Valley RR CANCELLED**

### **October 04, 2009 – PA: The Stourbridge Railroad**

The Volunteer Railroaders Association is pleased to sponsor a 1-day run over the Stourbridge Railroad October 4th, 2009. Participants will travel approximately 50 round-trip miles along the scenic Lackawaxen River on Sunday between Honesdale, PA and Lackawaxen, PA. Lunch will be at Lackawaxen, PA. We will be stopping at convenient locations for bathroom breaks. The trip fee is \$55.00 per car. To break even on this trip we need 22 cars to attend. If we do not have that many signed up 30 days in advance of the trip it will be cancelled and any collected fees will be returned. There is a 40 car limit. This is a NARCOA insured excursion, and all NARCOA rules will apply. ECs for the trip are KC Smith and Chris Vitz.

### **October 04 - 11, 2009 - ON, MI: Algoma Central Railway, Great Lakes Central Railway Full - Wait List**

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

**Sun, Oct 4** Cars will be inspected and set on the ACR in Sault Ste. Marie, Ontario

**Mon, Oct 5** We will depart the Soo for our 3 days of scenic travel over towering trestles, alongside pristine lakes and rivers while taking in the colorful forests of the Canadian Shield. At Hawk Jct. we will board our bus for overnight in Wawa, Ont.

**Tues, Oct 6** Travel from Hawk Jct. north, crossing the CPR at . Following a wilderness lunch, return to Hawk Jct.

**Wed, Oct 7** Return to Sault Ste. Marie and set-off.

**Thurs, Oct 8** Travel to Cadillac, Michigan and set on late

**Fri, Oct 9** Travel from Cadillac, MI to Petoskey, MI on the GLC.

**Sat, Oct 10** Travel from Petoskey to Traverse City.

**Sun, Oct 11** Return from Traverse City to Cadillac and set-off The excursion fee of US\$1250.00 (per car with 2 persons/double occupancy) includes all railroad fees, motorcar fuel on ACR, nice hotel

accommodations for 4 nights in Wawa, Ont., Traverse City and Petoskey, MI; box lunches on Tuesday & Wednesday, deluxe continental breakfast on Saturday & Sunday (Traverse City & Petoskey) morning, transportation to/from the hotels in Wawa, Traverse City & Petoskey, and other related excursion costs. Complete details will be sent upon receipt of the excursion fee. There is a 30 car limit. This is a NARCOA-insured excursion and all NARCOA and Railroad rules will apply. To register, send a check for \$1250.00 (payable to Great Lakes Rail Cars) to: Fred Lonnes, Excursion Coordinator, P. O. Box 92, Western Springs, IL 60558-0092. For questions or further information email Fred Lonnes at [fallcolortour@flash.net](mailto:fallcolortour@flash.net) or Mike Ford at [mford@indy.rr.com](mailto:mford@indy.rr.com) UPDATE: Limited space is available, on a first come, first served basis, for individual trips. Algoma Central Ry \$825 and Great Lakes Central RR \$475. To register send check (payable to Great Lakes Rail Cars) to: Fred Lonnes, Excursion Coordinator, P. O. Box 92, Western Springs, IL 60558-0092.

#### **October 09 - 11, 2009 – GA:Heart of Georgia West**

Between Richland, Ga and Chattahoochee River (Alabama State line) 28 Miles one way working west of Lumpkin, Ga. Set on Richland or Lumpkin. Work days clearing brush and undergrowth. Bring tools, gloves, ankle high safety shoes, lunch and drinks. 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)

#### **October 10, 2009 – TX: Blacklands Railroad**

Railroad Partners, Inc. is pleased to announce a 1 day run on the Blacklands Railroad (former Cotton Belt) on Saturday October 10, 2009. Participants will travel approx. 110 RT miles between Greenville, TX and Mt. Vernon, TX. Sturdy shoes and long pants required. No shorts or tennis shoes. All cars must be pre-registered prior to arrival. Experienced operators only. Mentoring by permission only. Hyrails welcome. No homebuilt motorcars. Trip fee of \$80.00 includes railroad fees. This is a NARCOA insured excursion and all NARCOA rules will apply. Trip information available at [www.railroadpartners.com](http://www.railroadpartners.com) and for registration contact the excursion coordinator, Leland Stewart 10057 Palomino Canyon Converse, TX 78109 210-945-9268 or [poppermaker@gmail.com](mailto:poppermaker@gmail.com)

#### **October 10, 2009 – IA: Iowa River Railroad**

Eldora, Iowa - The First Iowa Division will host a ride on this ex-M&StL line which runs from Marshalltown to Steamboat Rock, Iowa and north past the ethanol plant towards Ackley. Mileage is 78 miles round trip and we plan on riding the line twice if time permits. Cost of this ride is \$45 per car. The set on time will be at 7:00am with an 8:00am departure. The set on location is about 2 blocks north of the Hwy 175 crossing. Motels in Eldora are the Village Motel (641-939-3441) and the Eldora Motel (641-939-2232). Both of these motels are small and family-owned but there is a limited number of rooms at each so make your reservations early. Contact Carl Schneider at 515-967-5181 or e-mail [motorcarl@mchsi.com](mailto:motorcarl@mchsi.com) for more information. This is a NARCOA-insured ride and all NARCOA rules apply.

#### **October 10, 2009 - PA, NY: Wellsboro and Corning RR**

Ride the 70 miles RT of the Wellsboro & Corning Railroad from Wellsboro, PA to Gang Mills, NY and back. Former New York Central. Proof of NARCOA insurance required, all NARCOA rules will be enforced. Registration fee - \$55.00. Note: All CPE rides are rain or shine. No cancellations due to weather. Hard soled shoes required, no sneakers or sandals. Children must be closely supervised at all times. Send check to: Central PA Excursions, PO Box 145, White Deer, PA 17887. Questions: (570) 538-9050 or email [fire-fighter5@jlink.net](mailto:fire-fighter5@jlink.net). NOTE: See NERCA Excursions list for October 11 & 12 events.

#### **October 10 - 11, 2009 – WV:West Virginia Central RR**

ARE (Appalachian Rail Excursions) is pleased to announce another run on the scenic West Virginia Central Railroad from Elkins WV to

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

#### **October 10 - 12, 2009 - PA, NY: Lehigh RWy / Owego & Harford Rwy Full - Wait List**

Join us for the first motorcar excursion every on the Lehigh Railway. This track is a former mainline of the Lehigh Valley RR from Scranton on it journey to the Chicago and the west. Now newly acquired by the new Lehigh Railway, it follows the Susquehanna River thru a undisturbed valleys where the railroad has said we will see Bald Eagles. If none are found, the offer a great and scenic weekend awaits us. This is day two of Columbus Day weekend with Saturday being arranged by Larry Maynard on the Wellsboro and Corning railroad. We will set on in Athens, just south of Sayre at 7 AM. Departure is scheduled for 8 AM. Approximate round trip mileage for this excursion is 190 miles. This ride is limited to 30 cars. Price includes Sunday excursion on the Lehigh Railway and Monday in the Owego & Harford Railway, and does not include Saturday excursion on the Wellsboro & Corning Railroad. The event is sponsored by NERCA. NARCOA insurance and rules apply. All payments / cancellations are required 30 before the excursion. The price of the trip is \$155. Equipment Restrictions/Requirements: HY-Rails by permission only. NARCOA insurance and rules apply. Reflective vests are required. No cars will be able to operate with sanders and use of manually applied sand will not be tolerated. allowed on this excursion. The event is sponsored by NERCA. Event Coordinator: Warren Riccitelli / Al Elliott. For more information please contact Warren Riccitelli, 39 Jacksonia Drive, North Providence, RI 02911 (401) 232-0992 or e-mail at [warren.riccitelli@verizon.net](mailto:warren.riccitelli@verizon.net)

#### **Oct 11, 2009 – CA: Niles Canyon Railway public rides**

Pacific Railcar Operators are pleased to announce that speeders under the NARCOA insurance and association policy will offer public rides as a fundraiser for this non profit railroad museum. The date is Sunday October 11 with the first ride will be at 9:00 AM and the last public ride at 3:00 PM. Special ride for operators will begin at 4:00 PM. There is no charge for running your speeder and lunch will be provided. Please contact Al McCracken at 408-249-2953 or email at [alnethie@alnethid.com](mailto:alnethie@alnethid.com)

#### **Oct 11 - 12, 2009 – WA: Chelatchie Prairie RR, Mt Hood RR**

PRO announces two days in fall colors, October 11, Sunday at Chelatchie Prairie, Yacolt Wa, \$48.00; multiple runs total about 40 miles. October 12, Monday, Mt Hood Railroad. Hood River Or, \$87.00, 42 miles round trip, with a switch back involved . Please see [PRO website](http://PRO website) for complete details. EC Terry Wade [rail-sntails@yahoo.com](mailto:rail-sntails@yahoo.com) or 360-893-2290

#### **Oct 16 - 17, 2009 – OH: US RAIL: Jackson Division**

Jackson, Ohio, Ohio Valley Railcars invites you to participate in "Friday Night at the Depot". This is a PR event for US Rail and Ohio Valley Railcars. On Friday from 5pm to 8pm will be the event at the historic depot in Jackson Ohio with a Motorcar Display followed by a Night Run. Saturday will include riding the 110 + round trip mile US Rail. NARCOA Insurance and compliance with the Rule Book is required along with the OVR policy book. All operators must be NARCOA certified. With the return of your registration you will be sent a map and required NARCOA paperwork, which you should complete and return mail to the coordinator prior to the run. This will facilitate a timely departure on the excursion

day. NOTE: Run subject to change destination, tours and there may be additional rules by the railroad including no pets. Also anyone that does both days will get a DISCOUNT as thanks from the Railroad. FEE: Friday and Saturday \$70 per car, Saturday ONLY \$90 per car Checks payable to Ohio Valley Railcars, c/o Jaime Samuella, 3624 Watt Road, Columbus, Oh 43230 [Jaime@gambierandwest-ern.com](mailto:Jaime@gambierandwest-ern.com) Phone 740-427-4444 [www.ohiovalleyrailcars.com](http://www.ohiovalleyrailcars.com)

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

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

**October 18, 2009 – OH: Hocking Valley Scenic Railway**

Ohio Valley Railcars invites you to participate in riding the 23 + round trip mile Hocking Valley Scenic Railway, Sunday, October 18, 2009. We will ride the railroad once in the morning, and then we will have lunch on a special OVR caboose train. Our set on is to be announced in your confirmation letter to be sent this summer. NARCOA Insurance and compliance with the Rule Book is required along with the OVR policy book. All operators must be NARCOA certified. With the return of your registration you will be sent a map and required NARCOA paperwork, which you should complete and return mail to the coordinator prior to the run. This will facilitate a timely departure on the excursion day. The run fee includes lunch and caboose train for 2 adults. If you have extra passengers, there is an extra fee. Limit of 25 cars. No pets. FEES:\$69 per car (includes 2 adults and lunch): Extra Passenger: \$30. Checks payable to Ohio Valley Railcars, c/o Jaime Samuella, 3624 Watt Road, Columbus, Oh 43230 [Jaime@gambierandwest-ern.com](mailto:Jaime@gambierandwest-ern.com) Phone 740-427-4444 [www.ohiovalleyrailcars.com](http://www.ohiovalleyrailcars.com)

**October 23 -25, 2009 – GA: Heart of Georgia West**

Between Richland, Ga and Chattahoochee River (Alabama State line) 28 Miles one way working west of Lumpkin, Ga. Set on Richland or Lumpkin. Work days clearing brush and undergrowth. Bring tools, gloves, ankle high safety shoes, lunch and drinks. 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)

**October 24, 2009 – CA: Big Trees and Pacific Railroad**

PRO is pleased to announce the second annual Surf and Turf Run. We start off Saturday, October 24 on the Big Trees and Pacific Railroad. We will run from Roaring Camp up to Olympia where we will turn our cars and then run down to Santa Cruz. We will return to

Roaring Camp for lunch. As time permits we will make another run as far as we can. The cost of this run is \$85. On Sunday, October 25 we will run on the Niles Canyon Railway. We will go from the town of Niles to the end of the line which is Hearst and return to Niles. We plan to do 3 runs. The cost of this run is \$45. Please send your checks payable to PRO to Steve Paluso, 2878 Rosario Court, San Jose, CA 95132. You can sign up for either one or both of the runs. One check is fine for both runs. Please include a self-addressed, stamped envelope, with 2 stamps postage. If you have any questions, you can email me at [sbpaluso@aol.com](mailto:sbpaluso@aol.com) Or you can call between 1:30 pm to 7:30 pm, please no phone calls after 7:30, (408) 956-8070.

**October 31, 2009 – TX: Llano Branch of the former SP RR**

Gulf Motor Cars will sponsor an excursion from Llano, Texas to Fairland, Texas. Set-on will be at the wye in Llano, run 31 miles to Fairland, and return that evening. This is a NARCOA insured event; all rules apply. Homemade motorcars or cars with altered wheelbase will not be allowed. Re-engined MT19/MT14 cars are acceptable. Hy-Rail vehicle with experienced operators are welcome. No mentoring at this excursion. Inspection of cars prior to set-on starts at 8:00 am, safety meeting will be held before departure at 10:00am. There will be a rest stop at Kingsland and lunch at Fairland. Bring your lunch as it is a long walk to anything near Fairland. Our excursion will follow the Llano River to Kingsland then cross the Colorado River and Lake LBJ. This excursion passes through beautiful land with plenty of steel span bridges, flowing rivers, great carpets of Indian Paint Brush & Blue Bonnets in full bloom this time of year. This area of Texas is known as the "Texas Hill Country". The fee for the excursion is \$80 payable to: Gulf Motor Cars. If there are any questions call John von Briesen 713-689-4184 or Kelly Rick at 713-665-0032. A packet of information will be provided to registered participants. Send your check, 2009 insurance number, and your Certificate of Examination Card number to: Gulf Motor Cars 6211 Royalton, #A Houston, Texas 77081-2934

**Oct 31 - Nov01, 2009 – GA: Chattooga & Chickamauga Rwy**

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

**November 14 - 15, 2009 - TN, AL: Tennessee Southern RR**

"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 railyard 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 hyrails by permission only. Safety vests/shirts, long pants and over-the-ankle work boots are mandatory. A mobile VHF radio capable of receiving railroad frequencies is strongly encouraged. There is an 18 car limit. 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 28, 2009 – CA: California Western RR**

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

#### **December 11, 2009 – PA: North Shore Railroad**

ANNUAL TOYS FOR TOTS RIDE – Ride the 86 miles RT of the North Shore Railroad from Northumberland to Berwick and return. This is former Erie Lackawanna track. As part of the fee for this ride, please bring a new, unwrapped toy with you for either a boy or a girl. The Toys for Tots folks will be on hand to collect the toys. We hope to have good press coverage for this event. The public will be invited to bring a toy also and to see your motorcars. There will also be prizes for the best Christmas theme decorated motorcars. Proof of NARCOA insurance required, all NARCOA rules will be enforced. Registration fee - \$55.00. Note: All CPE rides are rain or shine. No cancellations due to weather. Hard soled shoes required, no sneakers or sandals. Children must be closely supervised at all times. Send check to: Central PA Excursions, PO Box 145, White Deer, PA 17887. Questions: (570) 538-9050 or email [fire-fighter5@jlink.net](mailto:fire-fighter5@jlink.net)

#### **Dec 31, 2009 - January 01, 2010 – NC: Great Smoky Mountains RR**

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

**January 30 - 31, 2010 – GA: Canton, 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.csppry.com](http://www.csppry.com). Your dona-

tions 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.

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

#### **Monthly Excursions thru October 2009 – MI: Sweet Line Railroad**

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

#### **1st & 3rd weekends of each month – NC: Red Springs and Northern Railroad**

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

#### **Feb 1, 2009 - January 31, 2010 – PA: Stewartstown RR**

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

#### **Feb 1, 2009 - January 31, 2010 – PA: Northern Central RR**

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

# WANTED

**WANTED - 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 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 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 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 - Northwestern back radiator cowl for Model 561.** Restoring a 561 with the 4 cylinder Ford Engine with the Model A radiator and grill shell. Looking for the cast back radiator cowl to complete the car. Would like to buy an original but would settle for making a Rubber or Paper Mache mold of yours so I could have a new one cast. If you can help me on this one contact Jeff Cooney, P. O. Box 208, Lindsay, TX, 77625. [jeff.cooney@lstinc.com](mailto:jeff.cooney@lstinc.com) Cell: 817-480-3332

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

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

**WANTED TX - Any historical information and especially any old photographs or advertisements** Leon Sapp, 2405 East Renfro, Burleson, TX 76028 [jakemt19a@yahoo.com](mailto:jakemt19a@yahoo.com)

**HELP - Transport needed for MT-19 size speeder and some parts from Leslie, MI to Kinnelon, NJ.** Are you coming this way with an empty trailer? Make it worth your while and help me get my car out here. Please Contact: Craig W. Hartman 34 North Road, Kinnelon, NJ 07405 973-838-4456 973-838-3628 or [hartindinc@aol.com](mailto:hartindinc@aol.com)

# FOR SALE

**FOR SALE FL - MT-19A and custom trailer.** Rebuilt in 2006 with 2200 miles since restoration. Mileage includes 940 miles on 2008 Alaska Excursion. Frame was stripped and powder coated, rebuilt Onan CCKB, transmission bearings, new double chain, Les King dual idler sprockets, new wheels and brakes. Rebuilt carburetor, fuel pump, new

wiring, lights, Les King seats, fiberglass cab repaired and painted in CP yellow, sliding windows in doors and rear of cab. Since restoration the following has been added: Dean Mark improved turntable, 1 1/2" exhaust system, 6 gal stainless fuel tank and guard, Motorola Spectra Radio with all freqs, keyless axle, U.S. Tsubaki sprocket, electric fuel pump, new carburetor, coil and strobe. Trailer has new tires (less than 200 miles) and hand wench. Asking \$9,000 complete including reflective vest, first aid kit, ABC fire extinguisher flashlight, new-in-box spare chain, carburetor and coil. Contact David Jenkins at [davidjenkins@embarqmail.com](mailto:davidjenkins@embarqmail.com) or 352-751-4100.

**FOR SALE 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 FL - Manual** - A-4 series D and A-5 series E Service and parts manual, (no engine manual) original, fair condition, \$10 plus shipping. Jay Boggs [boggsrr@bellsouth.net](mailto:boggsrr@bellsouth.net)

**FOR SALE 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 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 transmit ion 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 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 OH - S-2 Fiberglass Cab.** The cab is off the car and could be unbolted to fit in a truck. The driver's side door is missing. I would prefer pick up only. I will not ship overseas. I am only offering the fiberglass. Please email me at [fox0385@yahoo.com](mailto:fox0385@yahoo.com) or call 419-989-8389 with questions between 10am-6pm EST.

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

**FOR SALE GA - MT-14** with a 2 cylinder Kubota Diesel. Runs Great with all new metal skin. Hydraulic turntable with motor driven pump. \$ 7,500 (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 NJ - Fairmount M-9** CN 13844, former Trainmasters car from Calgary, Alberta, Canada. The car starts quick and runs great. It's

very happy when pressed into service to tow a dead car. I have used it on many excursions over the past eight years throughout Maine, New Hampshire, Massachusetts, Connecticut, NY and NJ. I bought it for the long pulls as it's easy to forget there is even a motor car on the trailer when pulled by my Jeep Grand Cherokee. Car has been kept in my "Car Barn" or garage to normal people. Car has been fully restored, repainted, re-lettered to original, two new OEM seats and fully NARCOA Compliant. All set and ready to go on the next excursion. A new OEM drive belt and buzz box was installed recently with less than ten running hours on them. Two original battery boxes on front and custom made B&M RR style tool box on rear for extra storage. If you want a great car, this is one of the best ROC's. Railcar only, no trailer, \$3,500, plus shipping and crating if needed. Willing to cut a package deal on this car and the ex B&M 652 M-19 shown in this listing. Desperately need garage space. After inspection I can deliver within 100 Miles of Mahwah, NJ. Carl Ceragno Office 201 252-2481 E-Mail [callcri@ix.netcom.com](mailto:callcri@ix.netcom.com) CASH AND CARRY ONLY.

**FOR SALE 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 IL - Price reduced to \$9,995** as I am in a must sell situation. Extra nice Frisco MT-14 - This car is a 1975 Fairmont MT-14 shipped to the Frisco at Springfield, MO. I have the shipping papers, parts manual, and Onan engine manual. This car was professionally reconditioned which included completely disassembling, sandblasting and reassembling with plated or stainless hardware. This car has always performed well and is reliable. It is NARCOA-ready with flags, Frisco first aid kit, fire extinguisher, and tow bar. The restoration was performed in 2005 and to date has less than 300 miles. There is more but this is too long now. For more pictures please go to [Flickr](https://www.flickr.com/photos/lee-harris/) Lee Harris, Crystal Lake, IL. 815-455-9064 [w9vtc@aol.com](mailto:w9vtc@aol.com)

**FOR SALE 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 CA -Getting out of Motor Cars** and I am selling the following: MT-14 Chassis, Onan Motor Turns and has Compression, Wheels are good, Missing Fuel Tank and one Transmissions lever, Side and Door Panels no Frames, Brand new Pair of Lift Handles, Two Heaters, one Complete and one missing Side Cover, Red Tool Box, Set Air Horns, chrome is pitted, Exhaust Manifold, Two Mufflers, Control Panel with all Switches, Gauges and Wiring, Control and Trans Shifter Cover, Set of Wheel Sanders and Mounting Bar, Complete Set of NARCOA "SetOffs" Asking \$1600 for all, Sold as is Where is. Located in Southern California between Los Angeles and San Diego. M. S. Matthew [ms-matthewinc@yahoo.com](mailto:ms-matthewinc@yahoo.com)

**FOR SALE GA - MT19** - Canadian "Pumpkin" Car. Double chain, rebuilt carburetor, starter, alternator, rewired. Railroad installed turntable. NARCOA ready. Complete with tilt trailer. \$6,500. Will sell w/o trailer. Call Carl Hymen at 706-455-0492 or email at [carlsmotorcars@yahoo.com](mailto:carlsmotorcars@yahoo.com).

**FOR SALE 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. NOTE CAR IS ALOT FURTHER ALONG THAN IN THE PICS. 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 NJ - Ex-B&M 652 M19** Have to 'thin the herd'. Car has been garage kept and not run in 10 years. Overall in great condition, must be seen to be appreciated. Totally stock with no generator, 6 Volt system, 4.5 gal stock grey fuel tank, not NARCOA ready. Needs carb rebuild, new battery, have new one new OEM folding seat needs tube base that goes with car. Car also has two fixed heavy padded seat cushions for passenger comfort. \$2,000 plus shipping and crating if needed. I can deliver within 100 Miles of Mahwah, NJ. Carl Ceragno Office 201 252-2481 E-Mail [callcri@ix.netcom.com](mailto:callcri@ix.netcom.com)

**FOR SALE WI - Fairmont MT14 aluminum windshield,** in good shape. Asking \$275. Call or email Carl Schmidt at 715-216-3064, or [carl4734@hughes.net](mailto:carl4734@hughes.net)

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

**FOR SALE 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 dog-house 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 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. Lo-

cated 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 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 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@nbt.com](mailto:stretch@nbt.com)

**FOR SALE AZ - A-4D Narrow Gauge Five passenger gang car.** Here is 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 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 Falicon, 1227 Sawmill Creek, Bryson City, NC 28713 828-488-8063, [raildawg@gte.net](mailto:raildawg@gte.net)

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

**WANTED 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)

**FOR SALE IA - MT14L**, 3 seats, good brakes, new battery last year, seat belts, double chain, one new curtain, CCKB engine has over 30lbs of oil pressure, NARCOA ready, was on 14 rides in 2008 and ran perfect. doors included, just not installed. \$4,900 Curt Gard 515-674-3060, 515-674-4285 located in Colfax IA

**FOR SALE 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 KS - Fairmont 1952 M9-G.** This spring suspension speeder has a 1 cylinder, 2 cycle engine. Restored with windshield 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 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

**FOR SALE** Well maintained EX-CN MT19. Car has been garage kept and is NARCOA ready. Both brakes and wheels are excellent. Never had any problems on an insured run. Car originated from Charny Quebec. Car comes with a complete spare transmission, an original tow bar. misc. parts like a put-put starter crank, original motorcar aluminium radio box that was removed from the car, a disassembled push car (axles and wheels have to be reattached), work stand that the car sits on and of course the motorcar NARCOA ready. the car has sound proofing insulation, cabin fan, flags safety vest, fall engine intake cover and has the upgraded onan engine which has an oil filter. everything goes for 5000 cdn. Car is located in Ontario, Canada My PH No. 705-538-1196 Pictures on request [jaybee@csolve.net](mailto:jaybee@csolve.net)

## SUPPLIERS

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

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

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

**Brown Railroad Equipment** / Dan Brown, [www.brownrr.com](http://www.brownrr.com). 4 Amer-sham Court, Glen Carbon, IL 62034. (618) 797-5484. The entire remaining Fairmont factory inventory of motorcar parts was bought by

**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.**

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. Complete engine & 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 railspeeders.com, but otherwise he's out of business. Please, only call him in response to one of those ads.

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

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

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

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



**GULF MOTOR  
CARS  
A CLUB AFFILIATE  
IN TEXAS**

One of two affiliates now organized in the Great State of Texas, Gulf Motor Cars operates out of Houston. A relatively new group, it was organized in October of 2004 and has been arranging runs since 2005.

With two Event Coordinators on board the group has been successful in opening the doors to motorcars on several railroads. These have included Capital Metro on former Southern Pacific Trackage out of Llano in the famous 'Hill Country.' Runs have also been held on the Texas State Railroad in the East Texas piney woods. Also; the Texas, Gonzales and Northern, a former San Antonio and Aransas Pass line out of Gonzales, TX now owned by Metro Transit Authority of Houston.

There is not an organized membership at present but ten to fifteen motorcar owners and usually several Hy-Rails show up for each event which are organized by Kelly Rick (713) 665-0032 or John von Briesen (713) 689-4184. Gulf Motor Cars 6211 Royalton, #A Houston, Texas 77081-2934

**Right: The group is meeting the regular Steam Passenger Train at Palestine, TX on the Texas State Railroad.**



**Above: Rest Stop in the Piney Woods of East Texas. Below: Arriving at Rusk, TX. Just two examples of the excellent trips Gulf Motor Cars has put on.**



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

