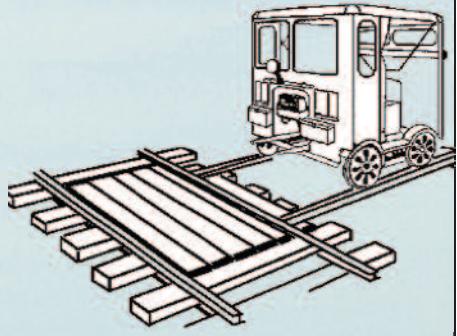


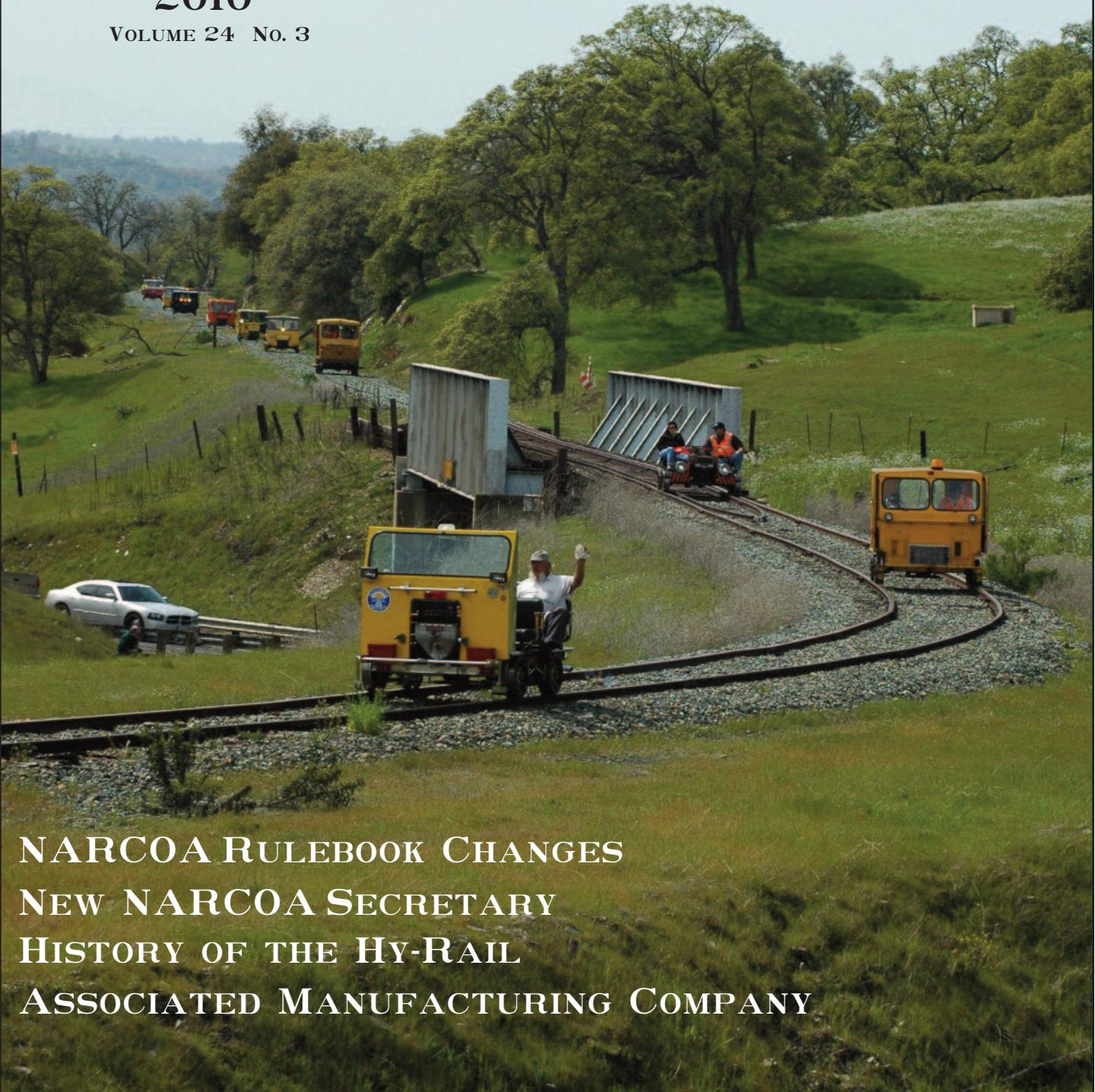
THE SETOFF

THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION



MAY / JUNE
2010

VOLUME 24 No. 3



NARCOA RULEBOOK CHANGES
NEW NARCOA SECRETARY
HISTORY OF THE HY-RAIL
ASSOCIATED MANUFACTURING COMPANY

THE SETOFF

VOLUME 24 - NO 3

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

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The SETOFF is printed by
Greg Kightlinger, GEK Printing

All subscriptions and address changes must go to the Secretary. All materials for publication must go to the Editor.

Materials received by the 15th of even numbered months will appear on the 1st of the next odd numbered month subject to editing and available space. Please include your e-mail address and phone number. Electronic submissions are preferred. Text files must have either .doc or .txt extensions. Photo files must be high resolution with .jpg extensions. All materials are archived and not returned. We cannot reprint copyrighted material without written authorization or proper attribution.

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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:

www.narcoa.org

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On The Cover: Amador Central – March 21, 2010 near Ione, CA. The last eastbound group crosses the Hwy 104 overpass at MP 3.3. Photo by Wayne Parsons

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PRESIDENT'S MESSAGE

WARREN FROESE

The sun is out even in the far north, most of the snow is gone and the lakes are starting to break up after a long frozen winter. Is that the view out your window? Many of you will have participated in one or more excursions by the time you read this edition of the Setoff. Many will be actively preparing their cars for the tracks, and some will still be planning for the great unveiling when the motorcar emerges from the garage (or tarp!).

I want to pass on to you an overall summary of NARCOA activities over the 2009 calendar year. 165 excursions were organized compared to 168 in 2008. There were 1007 insured motorcar operators participating in those 165 excursions, compared to 974 insured operators in 2008. Membership was 1566, down approximately 100 from 2008. The insurance premium was unchanged from 2008, and dropped to \$105 for 2010.

Our summary financial statement is at right. Under Tom Norman's guidance we have successfully completed 2009 with an operating surplus of \$655. Our expenses were down this year as we did not print a paper roster (\$7000), spent \$3000 less on calendar publication, and saved approximately \$2500 on Setoff costs. The two largest expense items are the Setoff and office (which includes annual board meeting costs). Our balance sheet shows equity of \$35,465, up slightly from 2008.

Overall we had a successful year with a full slate of excursions attended by more insured operators than ever. Our membership numbers fell this year, a trend which has gone on for a number of years. Reasons for this are difficult to clarify, and it continues to be a concern, offset by our increasing numbers of actual insured operators. Your thoughts on this change in membership would be welcomed by your board of directors. We are all welcome to invite all interested persons to join NARCOA, whether they have a motorcar or not. Financially we operated within our means and continue to have a significant bank account for unforeseen expenses going forward.

If you have any questions regarding the above, please contact your area director or myself. Full financial statements are available from Tom Norman. On behalf of all NARCOA members I want to publicly thank Tom for his precise work and cheerful assistance. He works tirelessly on our behalf.

Be diligent as you prepare for your next run, and please remember that everything you do and say reflects on NARCOA as a whole. Be thoughtful, consider where you can lend a hand and enjoy each moment on the rails.

If you are in an "ODD" area please take the time to cast your area director vote when it comes in the mail.

- Warren

NARCOA	
Income/Expense Statement	
1/1/09 through 12/31/09	
INCOME	
Dues	42,926
Gr sales	3,095
Meet Setup fees	8,750
Other Inc	1,073
TOTAL INCOME	55,845
EXPENSES	
Ads	239
Bank Charge	187
Calendar	3,357
Calipers& Gauges	1,172
Freight	243
Insurance Exp	1,962
L&P fees	1,625
Lanterns	707
Nameplates	587
Office	20,656
Rule Book	2,204
Setoff	22,221
Tax	25
TOTAL EXPENSES	55,189
OVERALL TOTAL	655
(All numbers listed to the dollar only)	

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

Greetings from (partly) sunny southwest Pennsylvania. This year I am trying a new approach to hopefully gaining some new rail for us in the region to run on. Teaming up with some coordinators from another regional affiliate, we spent the day touring and mapping a potential new rail line. As we all know, these new trips have to be mapped for logistics and operational obstacles as well as time frame, potty stops, scenery, crossings, set-on location, turn around points, RR pilots, parking for our vehicles, community involvement, medical emergencies, and oh my! the most important thing on a speeder trip.....FOOD availability! Now that we have done that, on to preparing a written proposal for the railroad and associated properties that will require several meetings, lots of travel back and forth, countless emails, and phone calls, and WOW ! way too many hours of preparation just to make this trip attractive to the railroad as well as you folks. We had a good start yesterday. Now we wait and see what comes back from the railroad. I just wanted you all to know some of what goes on behind the scenes of getting your railcar season underway. All this is just for one excursion. there is lots more that has to be done. Your area coordinators are the life line of our hobby. There are many trips, both repeat and new this year all over the country. All have been the result of thousands of man hours in preparation by folks that ask nothing in return other than that you come and enjoy yourselves and be SAFE!

It seems that a lot of you have questions about the wording or lack of wording and clarifications in our rule book. As these questions have come up, I have been trying to get your questions addressed and answered. It is my belief that we don't need more rules added to the book, just perhaps some better explanation or definitions for what we currently have. this is being ad-dessed. If you have questions, please ask. Your board has been experimenting with the new computer data base that will make things easier for our new secretary Mark Hudson and his committee to keep all our records together and accessible and safe from hackers.

Let's have a great season. Help each other to enjoy the hobby , and yes... Keep it SAFE out there!

John Gondor

AREA THREE IN, LOWER MI, OH DAVE VERZI

The past couple of months have seen a notable transition for NARCOA in the retirement of Joel Williams as NARCOA secretary. The transition seems to have gone smoothly and we appreciate Mark Hudson stepping up as NARCOA's secretary with assistance from Bob Hastings and Dan Page. Also of note is concurrent progress with NARCOA's communication team and electronic data base led by Pat Coleman. Details of these accomplishments are better detailed elsewhere but my emphasis to thank these dedicated members for their efforts to step up and progress the organization. Thanks also to Joel for his several decades of service to NARCOA as officer, director and founding member.

There is room for you as a member to step up and assist too. Our Region has seen a maintained interest in our activities by the general public at railroad oriented events. Several organizations have been in contact for us to display and interact with the public. While I am generally reserved with broad promotion activities I feel that the effort is well spent to inform railroad interested potential members about NARCOA. More importantly is interaction with those that could potentially open up additional rail access for our travels.

Several museum events have been posted on the NARCOA web site and regionally updated is www.ohiovalleyrailcars.com. Requests to post events in addition to OVR's NARCOA insured excursions are frequently listed there. While too late for this Setoff issue to publicize, there was a request to display in the Train Day Toledo May 1st where we anticipated interacting with several thousand rail interested people as well as industry and government folks. Upcoming on June 26th is a request for motorcar operators to assist with a National Railroad Historical Society event at the Southern Michigan Railroad in Tecumseh, Michigan. The NRHS folks are very interested in learning about our hobby and traveling on a motorcar. Please contact Region 3 NARCOA member Pat Robertson at acrmc@comcast.net and he'll reply with the details. The SMRS is a cornerstone supporter of the hobby and if you can make this event your efforts will be greatly appreciated.

Later this summer is the Orrville Railroad Days celebration and motorcars are traditionally a part of that event so watch for details on this event. There are also several re-

gional museum's with motorcar related activities and/or NARCOA members active within their membership. Some of these groups presently support our travels via NARCOA Affiliate excursions and others have in the past. Any efforts we make to assist their effort certainly help our motorcar excursion efforts as well as preserve some rail history for future generations. If you are in Indiana, Michigan or Ohio there are museums close enough to satisfy your rail related desires for an occasional weekend between our motorcar travels.

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

Hi Area Four members!

Just a short note to remind you that now that we are in the peak of excursion season we all must take extra care and stay focused. You all can help prevent rear-enders by maintaining the proper following distance, by operating your vehicle at the proper speed for track conditions, by slowing down if your line-of-sight distance is short and by being aware of adverse track conditions and altering your operation accordingly. Also, remember that poor quality rail, a tight curve and a bit too much speed are all that is necessary for a quick derailment. Last but not least, please strive to stay extra alert during those "sleepy hours" right after your lunch break.

During these crazy times we all need more joy in our lives and a NARCOA excursion is the best way to laugh more and live more, so get out there and enjoy a run next weekend!

AREA FIVE **MS, AL, GA, FL** **BOBBY MOREMAN**

By the time you read this, we will have had several successful motorcar excursions in the Southeast. While NARCOA runs on very much appreciated volunteers, it is the Excursion Coordinators that go out and get permission from railroads for us to ride on. Some of us are getting older and feeling the 'aches and pains' of senior years. It is important for new folks to 'step up to the plate', and learn from their elders the 'ins and outs' of being successful excursion coordinators. I urge each of you to look into becoming excursions coordinators. Contact your Area Narcoa Directors and work with Bill Taylor your NARCOA Operations Chairperson. To me, it has been a lot of satisfaction to promote, organize, and run successful and safe motorcar excursions. I'm slowing down now to let the younger folks do the work and Brenda and I will start riding other excursions. Brenda and I figure we have been the EC for almost 100 excursions in the past 20 plus years and have ridden that many other excursions.

Larry Crowe is Area 5's newest excursion coordinator and is already got plans for his first excursion in the works. He will be followed by Will Thompson to become Area 5's next excursion coordinator. There are others out there throughout NARCOA land and we need your help and input.

It's not too late to plan to attend the annual NARCOA directors meeting in Chicago the first weekend of October. We have a really good room rate and hope that many of you will plan to attend the meeting and meet

all the hard working NARCOA volunteers and you read about in the 'SETOFF'. Our hotel is just minutes from O'Hare Airport and a free shuttle will get you there quickly. We will have elected three new directors and I'm sure we will have a very interesting meeting. There are committees that need volunteers and much work for all of us. Come to Chicago and support your NARCOA motorcar organization.

Most of you know of the passing of Dr. Jack Whitt this past winter. Jack was one of the founders of NARCOA and Area 5's first director. He and Susie put on the first excursions in the southeast before there was a NARCOA or a MCCA. Jack and Susie also went all over the US, Canada, and Mexico in their standard and narrow gauge cars. Jack was an inspiration to me to become an excursion coordinator and I was very proud to take over the directorship of Area 5 when he retired. I and many others will miss Jack for a very long time.

Be safe out there.

Bobby Moreman

FROM THE **EDITOR** **BRIAN DAVIS**

Hello Fellow Members!

Spring has come to Ohio, the snow is off the rails, and the excursions have begun. It is time to get out and see how the landscape has changed over the winter.

The SETOFF has had some changes over the winter as well. This will be the first issue which does not have any of the familiar For Sale or Wanted Ads. These are best left on the website. In their place I have been able to add an

Continued on Page 7

From the Editor, continued.

other excursion report and a how to article by Wayne Parsons. I hope you like the changes!

I would also like to take a moment to welcome Mark Hudson to the post of Secretary, and hope you all will join me in giving Mark our support. I also want to thank Joel for his long service, and bid him a warm farewell.

I also want to thank Leon Sapp for his continuing support and consistent level of quality. Make sure you thank him as well, because the SETOFF wouldn't exist without submissions from the membership!

See you on the rails!

Brian Davis

EMAIL ADDRESSES

Your membership team would greatly appreciate your attention to this detail. As we work to trial a web based data base we need accurate email addresses from each member.

Please forward your primary email address to Dan Page at:

dan.h.page@gmail.com

This list will not be passed on to any third party at any time. If you do not have email access please disregard this message. We will continue to provide for paper /mail communication for you.

We would also encourage each member to join the NARCOA Forum (details at the bottom of the "Members Only" page at www.narcoa.org) This will ensure that each member receives the regular username and password updates for the members only page.

ALL ODD NUMBER AREAS NOW IS THE TIME TO VOTE!

Depending how you receive your copy of The SETOFF. Your ballot will be provided as follows: If you receive a hard copy of the SETOFF, your ballot will with your SETOFF. If you receive your copy of the SETOFF electronically, your ballots will be sent in a separate mailing.

AREA 11 has three members running for the Board seat and AREA 3 has two. All other ODD number AREAS have only one person running for each Board seat. Write in votes are welcome.

Voting is very important for at least two reasons. 1- To select an Area member for the NARCOA Board to guide our Organization into the future. 2- To show support for the Board members. They all are interested in the percentage of members in their Area voting.

I am trying something new, adding a picture of the candidates running in each Area. So you can connect a name to a face. I would like to know your thoughts on this, a note added (no names) or just write a yes or no on the ballot envelope. Thanks!

It is important that each of us take a few minutes and 44 cents to vote. You never know, yours may be the vote to make the difference.

I look forward to your Ballots coming in. My letter carrier (a new one) has no idea how many letters will be coming in.

- Carl Anderson



Dear Editor,

Allow me to introduce myself...my name is Harry Fischer, and I am a new member of motorcar-ring since August 2009. I live in Saugus, California (Southern California), and a member of PRO.

I have been a participant of other associations during my 62 years. But nothing has come close to the friendship, camaraderie, willingness to help others and just plain fun as this hobby.

EVERYONE is willing to help you! Whether it is over a friendly phone, before, during and after an excursion. Although, I've been riding the rails a short time in California, I look forward to meeting new member in other States as well. I'll be heading east to Arizona in April for the Grand Canyon Run and will continue to meet new members from other regions and share helpful hints, information and stories.

I especially learn from the articles I read in the Setoff as well as our regional publication of Motorcar West. There is SOOOoooo much to learn and share. I am thankful to all of you who write these articles and share your knowledge and experience.

Sincerely Yours

Harry Fischer
MT14L, # 250629



NEW NARCOA SECRETARY WORKING TO IMPROVE MEMBER SERVICE

Our new NARCOA secretary, Mark Hudson, is working with NARCOA officers and the Board of Directors to modernize how services are delivered to NARCOA members. Mark has created a membership committee to assist him in this task. NARCOA members Bob Hastings and Dan Page are members of the committee. Vice-President Mark Springer and Area 11 Director Pat Coleman are mentoring the effort.

Mark has completed the hand off of responsibilities from our former secretary, Joel Williams. The new 'official' organizational address for NARCOA is P.O. Box 321, Dry Ridge, KY 41035.

Mark handles all the 'snail mail' that NARCOA receives at this address. Applications for membership and changes to your current member data should be sent to Mark at this address. Please note that addresses for insurance and operator testing have not been changed.

Initially, the membership committee is working to consolidate several different sets of membership data that exist within NARCOA into a single integrated data set. This effort will ensure integrity

and protection of valuable and sensitive NARCOA data. Bob Hastings is working this effort guided by Pat Coleman. You can reach Bob at bobhastings3@gmail.com.

Mark, Pat and the committee are also working on a plan to bring NARCOA member services into

ing to a web based approach to serve their members. Dan Page is handling the technical issues and web design tasks. Dan can be contacted at dan.h.page@gmail.com.

Mark and his team will keep the membership updated with frequent communications as the project pro-

Welcome to My NARCOA

NARCOA

North American Railcar Operators Association (NARCOA)

For information about NARCOA go to: www.narcoa.org

Join NARCOA by choosing 'Membership Application'

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Membership Application

E-mail

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[Forgot password](#)

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NARCOA members can:

- View the member directory
- Update your information and preferences

Other features will be added soon.

Please email questions to your [membership committee](#).



the 21st century. They are considering a web site based system for membership sign up. This would be an option in addition to using the current paper application but would be faster and more accurate. No decisions about adopting this system have been made by the NARCOA Board of Directors, but many non-profit organizations are now mov-

ceeds. Questions and suggestions should be sent to Mark, Bob, and Dan.

– Dan Page

NARCOA RULEBOOK CHANGES

JIM MCKEEL

The following rules in the NARCOA rulebook have been modified to wording as shown in this article as approved by a recent confirmation vote by the board of directors. A preliminary vote on the changes was taken at the last board meeting. Time was then allowed for member comment before the confirmation vote was taken giving final approval of the changes. The following wording for these rules is now in effect with publication in this issue of the newsletter.

Section I, rule #9

9. TOW HITCHES. All motorcars must be equipped with securely attached horizontal tow hitches, with a 3/4 inch to 1 inch hole, mounted on the front and rear of the car 6 inches to 16 inches above the railhead. The hitch must be constructed of material at least as thick as the member that it is attached to. Eye bolts used as tow hitches must be of 1/2 inch stock or larger, and must be welded closed or cast. Hitches must be mounted on the center-line of the car.

Section I, rule #10

10. TOW BARS & PINS. A metal tow bar strong enough for pushing or towing must be carried on the car. It must be at least 20 inches long. The ends of the tow bar shall overlap the top and bottom of the hitch. Tow pins must be between 3/4 inch and one inch and must have a retainer clip to prevent them from falling out. Bolts and nuts are not acceptable unless drilled for and used with a retainer clip. Hitch pins with swivel latches are prohibited in any application. It is the respon-

sibility of each operator to make certain that the length of the tow bar is sufficient to clear any structural overhang or attachments on the end of the car that might otherwise prevent safe coupling to another car.

Section I, rule #18

18. ADDITIONAL SAFETY EQUIPMENT. A first aid kit, a fully charged 1A:10B:C fire extinguisher (or larger, but must be rated for class A, B & C fires), and an operable flashlight or lantern, are required to be carried on each motorcar. Properly installed seat belts are recommended.

Section II, MOTORCAR OPERATING RULES, INTRODUCTION.

Motorcar safety hazards commonly include the following:

- a. Operator inattention.
- b. Operator fatigue.
- c. Following too closely.
- d. Insufficient signaling.
- e. Excessive speed for conditions.
- f. Improper yielding to automobile traffic.
- g. Collisions with animals.
- h. Improper seating of passengers.

Section II, rule #1:

1. HOST RAILROAD. The operation of a railroad motorcar upon a cooperating railroad's right-of-way requires obedience to special instructions by the railroad and to NARCOA rules.

Section II, rule #22

22. TOWING OF MOTORCARS, TRAILERS, OR OTHER EQUIPMENT. Whenever practicable, other motorcars, trailers, or other

on-track equipment that needs to be towed, must be pulled and not pushed. This would apply to movements either forward or backward. If it is necessary to push another motorcar, trailer, or other on-track equipment; it shall be done at a speed no faster than 10 mph and for the shortest distance possible to a point where the towing vehicle can be placed in front of the other equipment. Equipment being pulled or pushed must be coupled to the assisting motorcar with an approved tow bar, tow hitches, and pins. The operator of a motorcar being towed should be prepared to assist with braking as necessary.

Section III, rule #11

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

Section IV, rule #11

11. SAFETY MEETING. A safety meeting will be conducted prior to departure each day of every excursion. The safety meeting will serve as an opportunity for the Excursion Coordinator to remind operators of important safety items, to inform operators of unusual circumstances that might be encountered on the excursion, to inform operators of the schedule for the day, and to pass along any other information from the Excursion Coordinator or from railroad officials.

FARMRAIL TRIPS IN WESTERN OKLAHOMA

BY DRAKE RICE

On Saturday, April 10 and Sunday April 11, fifteen units operated on the Farmrail system in Western Oklahoma. The weather was pleasant in the 70's, but a 25mph breeze from the south made the morning travel a little slower than anticipated.



Units lined up on the main at Farmrail Shops prior to departure to Elk City. -photo by Leon Sapp

pated. The arrival at Rocky, Oklahoma was about 45 minutes behind schedule due to the headwind. The units were comprised of thirteen motor cars and two Hy-rails. The NARCOA members were from British Columbia, Canada, Minnesota, Iowa, Colorado, Texas and Oklahoma. The units all arrived in Snyder, OK 63.5 miles from Clinton for the turn-around point. After turning around everyone loaded in the Hy-rail vehicles for a short 3 block trip to a local café. After lunch the group began the trip north back to Clinton, only this time with the 25 mph breeze behind, good time was made on the return with two stops, one unscheduled one in Hobart where the Railroad Superintendent met the railroad pilot and was pleased to see all units had amber safety beacons that were operating. This was a requirement the

railroad placed on future rides last November. The second was the planned break in Cordell, Oklahoma. The local Dollar General Store accommodated the group, except for one who made his way to the city police department to check

on the facilities. A good laugh was enjoyed by all on his story of why he chose the PD to use the facilities. Back in Clinton, the railroad allowed the units to remain on the track at the railroad shops under a blue flag protection overnight. That evening several of members gathered for dinner at a local restaurant to share stories and become better acquainted.

The next morning with only one additional unit setting on that replaced a unit that had mechanical problems, the fifteen units proceeded north onto the old Rock Island main for the 30.3 mile run

west to Elk City. The damp morning required additional separation. No mechanical problems were encountered and the group arrived in Elk City at the old Rock Island Depot. The units had been turned prior to arriving at the depot so participants again loaded in the Hy-rail trucks for the mile ride to the restaurant area adjacent to I-40. After an hour and half lunch break it was the return trip to Clinton. Again we had great weather, and the winds had died down some compared to the Saturday trip.

The Oklahoma Railway Museum, a NARCOA affiliate sponsored the trip and as always appreciates the staff at Farmrail, Rodney Roof, Business Manager for allowing us to enjoy their railroad in Western Oklahoma and special thanks to G.W. Householder for being our pilot for the two days. Members enjoyed over 187 miles of travel on Western Oklahoma's Railroad.

I also want to thank participant Leon Sapp for the two pictures used in this report.



Units lined up in Elk City for the return trip to Clinton in front of the old Elk City Rock Island Depot. -photo by Leon Sapp

RRC SUFFERS SETBACK AMADOR CENTRAL RR LEASE NOT RENEWED

BY WAYNE PARSONS



Above: Motoring through California gold country on Saturday March 20. Below Left: Approaching a HWY 104 crossing on the last Sunday run. Below Right: The Martel, CA depot that the Amador County Historical Society wants to save.

Ione, CA – March 20, 2010. Motorcar Operators West hosted what may be the last Amador Central RR run following notice by Sierra Pacific Industries that the Recreational Railroad Coalition (RRC) lease of the line will not be renewed.

RRC has leased the Amador Central RR for the last five years and made improvements to the line to facilitate motorcar events. The first upgrade was the construction of a concrete turn-around pad at Ridge Road. Next RRC began a 2+ year project to reconstruct the south leg of the turning wye removed in the 1940's. Using rail from old industrial sidings, volunteers spent thousand of hours on the project fulfilling the educational goals of the RRC as they rediscovered traditional "gandy dancer" skills. (See July/August 2008 SETOFF article.)

Lead by Excursion Coordinator Dave Balestreri, 37 speeders participated in one or more of the five trips run during the weekend. Starting in Ione, CA and running to the turn-around near Martell, the twenty mile roundtrip travels through the heart of California gold country. There are long sweeping curves through green hill-sides dotted with oak trees and grazing cattle. In several places the rail follows the high ridge line of the hill country offering spectacular spring-time views of the highways and farms below. Following this years' heavy winter rains, the vistas were especially beautiful making the loss of this railroad particularly painful.

The relationship between RRC and the owner Sierra Pacific Industries has been a good one. Unfortunately the local historical society has made strident demands of

SPI regarding the preservation of various properties. In particular, the society wanted a gift of the old depot at Martel, and a land donation, and moving expenses, and restoration money on top of everything. As one wag put it, "They don't know how to ask for nothin'." Following the recent removal of track in Martel, the local press vilified SPI. The result was a decision by SPI to end all activity on the Amador Central.

Larry Bowler, President of RRC, has asked the speeder community to write thank you letters to Sierra Pacific Industries for the access granted over the last five years. Bowler has a meeting scheduled for April 13th with management to discuss ideas for the future and see if a way forward can be found for future speeder activity.



Photos by Wayne Parsons

10TH EXCURSION ON THE EVERETT RAILROAD DAN PAGE

On Saturday April 10, 2010, thirty-eight cars and their crews enjoyed the tenth run in eleven years on the Everett Railroad in central Pennsylvania. Northern Central Railcar Association EC Gary Shrey and his wife Eileen have led this interesting run

Roaring Spring, Martinsburg, Sproul, and Claysburg. These roads serve customers in the food, warehousing, printing, milling, and feed industries.

We set off under a little cool but otherwise beautiful morning sky at the Claysburg, PA



Al Tyson (L) / Jack Bubernack (R) set their speeders on -photo by Gary Shrey

each time. Dean Grote served as assistant EC. For many NARCOA members in the area, this is the traditional first run of the season. To celebrate, Gary arranged for railroad logo hats for each operator and tee shirts for all who attended the run.

The Everett Railroad Company is a class-III common carrier railroad offering carload freight service in Blair County, Pennsylvania. The interchange carrier is Norfolk Southern at Hollidaysburg, PA. The Everett Railroad Company and its affiliate, the Hollidaysburg & Roaring Spring Railroad Company, are both handling line carriers for Norfolk Southern. Together, they operate 25 miles of track serving the communities of

yard which is just off I-99 south of Altoona. After our safety meeting, we left the yard and traveled north to Hollidaysburg where we turned the cars. We then traveled south to Roaring Spring station, where we made our lunch and restroom stop. Lunch and ice cream were once again served at the by the local Roaring Springs Historical Society at the restored station. After lunch we continued south to Martinsburg and turned our cars on the wye. On the way back we could not resist another stop at Roaring Spring for more ice cream! After that, we returned to Claysburg for setoff.

Prior to the run, Gary had been interviewed by a reporter for the Altoona Mir-

ror about the run. The article was published about ten days before the run. In his interview, Gary did a great job explaining the history of the run and promoting NARCOA and the hobby. The article also quoted Everett Railroad General Manager Al Novotny.

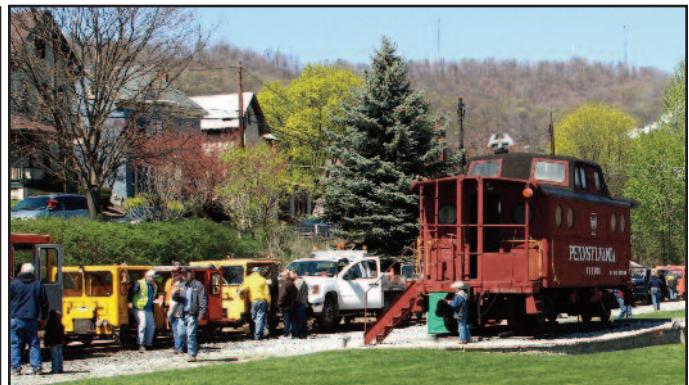
"They are a very safety-conscious group," Novotny said of the association. "They don't want to do anything to jeopardize that relationship with the railroad. They run a tight group, and we make sure they do and that everybody's happy. It is a pretty cool thing."

Day two of this excursion was a ride on the Western Maryland Scenic Railroad on Sunday April 11. Dale Steiner assisted Gary as EC on this run. Thirty-one cars came to run on this scenic mountain railroad. Fortunately, the trains were not running on Sunday and we had good flexibility in our schedule. From our set-on at the engine house in Ridgeley, WV, we ran past the former Western Maryland railroad station, through the narrows, and up the mountain to Frostburg. As we travelled on a spring weekend, the leaves were not out yet, allowing us to see into the valleys for some beautiful views. We turned the speeders on the turntable. After a lunch break, we returned for set off, for a total of about 34 miles. We were off the rails by 3 PM allowing everyone an early start on the trip home.

Gary, Eileen, Dean and Dale have a strong history of running interesting and safe excursions and maintain excellent relationships with the railroads and local communities. We look forward to running with them many times in the future.



All turned and are preparing for the trip south - photo by James Matalik



Speeders at Roaring Spring station for lunch -photo by Gary Shrey

A BRIEF HISTORY OF THE HY-RAIL

LEON SAPP

When we think of the Hy-Rail we usually look back only about 60 years to Fairmont's innovative design of

Passable roads across the Sonora Desert were nearly non-existent but there were several very good railroads.

The answer for General Pershing had been a two piece flanged steel shell which bolted around the solid rubber tires of his trucks. It took two men only 15 minutes per wheel to install or remove the shells but the Army found that once in place the truck could be

driven over dirt roads without removing them and they were simply left in place. So, tongue-in-cheek, they might

tionally well. However, following the punitive expedition they seem to have been forgotten in the American Military Arsenal. Both the British and the French were only too glad to borrow the idea during the latter days of WWI but with war's end they too dropped the idea.

In 1918 a California inventor tried bolting slightly smaller rail wheels inboard of the solid rubber tires of an automobile enabling it to run on either rails or the highway using small wedges to mount and dismount the rails. The dual wheels were fitted to a small bus which was tried out for a short time on the Southern Pacific Branch Line between Holtville and El Centro, California. Although considered a success the idea did not catch on elsewhere.

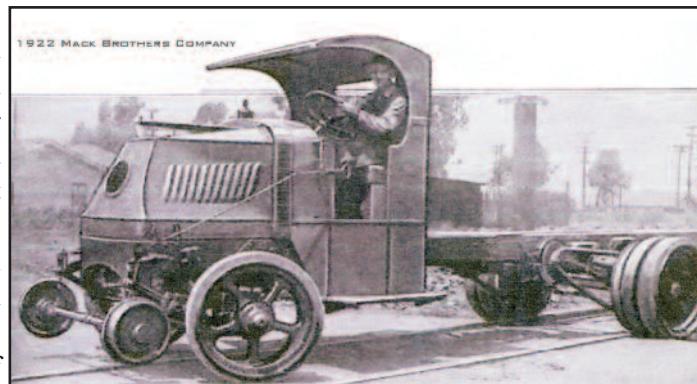


1948. After all, isn't the very name their trademark? However the idea for an all purpose vehicle that could ride the rails as easily as the highway and quickly change from one mode to the other has been around for a lot longer, in fact nearly 100 years. Entrepreneurs had been bolting flanged wheels on automobiles since the turn of the century. Ransom

Olds had marketed his famous little runabout with rail wheels straight from the factory in 1903. Some of the very first Fords were already on the rails and several companies including Kalamazoo and Buda were stamping out steel wheels for automobile conversions. However once converted those vehicles usually remained on the track for the rest of their useful life and rarely if ever went back to the asphalt so they don't really qualify as a Hy-Rail.

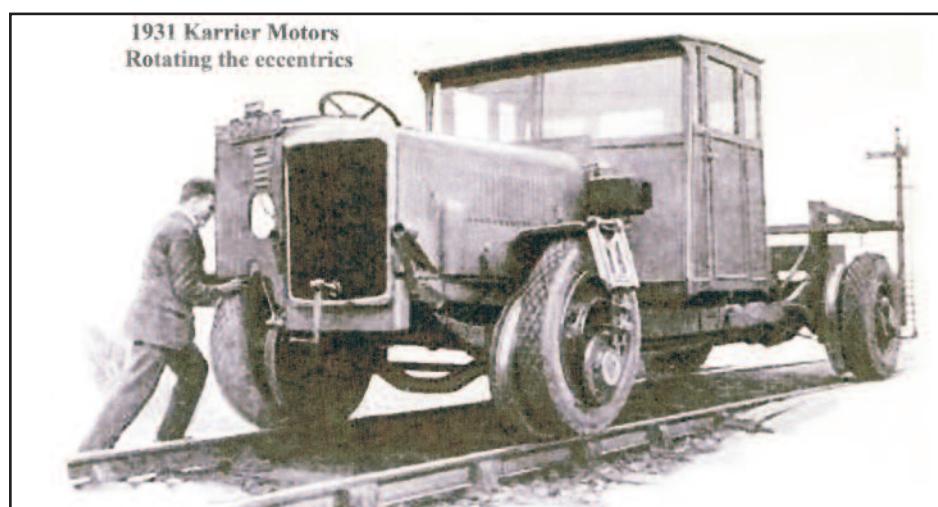
For the first true hybrid we need to go back to 1916 and thank the military. When General Pershing was chasing Poncho Villa across Mexico he asked for a vehicle that could do both duties.

driven over dirt roads without removing them and they were simply left in place. So, tongue-in-cheek, they might



qualify as dual mode 'hy-rails.' In all thirty Army Trucks were fitted with the bolt-on flanges and performed except-

Following up on the California idea Mack Truck Company had built a true hybrid truck in 1922 that also used the same double wheel arrangement on a truck with a separate single axle pilot set of rail wheels up front. The Mack system also had the rail wheels slightly smaller than the solid rubber tire and mounted inside solid rubber wheels so the vehicle could be safely driven over the highway. When the pilot wheel set was lowered the steering gear was disabled. Mack had some success with the idea and in 1922 an article in 'The In-

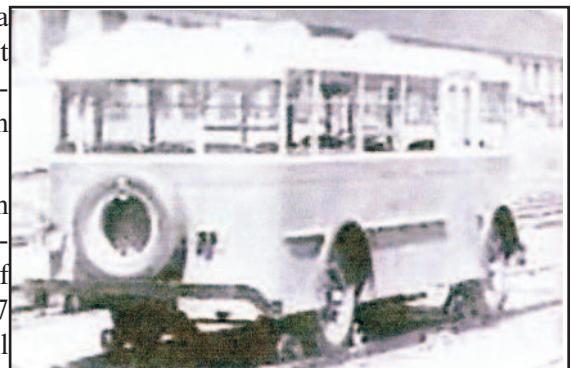


ternational Yearbook' stated that "12 (U.S.) steam railroads employed motor trucks with flanged wheels on regular tracks." But, as freight carriers they were just one small unit trying to compete with mile long freight trains for track time. Although workable and relatively inexpensive it now appears the Mack design was a victim of the post-war slump, a troubled economy and the rapid transition to pneumatic tires.

Simply carrying bolt on rail wheels in an automobile for a quick change of modes was not uncommon. On September 8, 1925, Ford's chief photographer left Halifax Nova Scotia in a brand new Ford with the intention of driving 4,794 miles across Canada to Vancouver

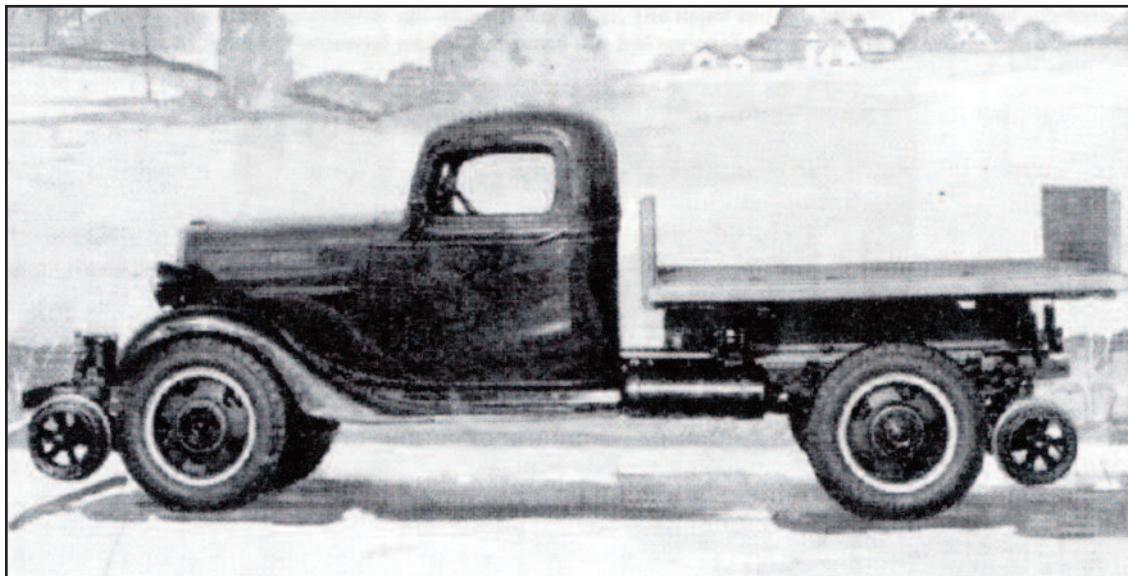
guide wheel arrangement for a bus but did not attract a buyer. It would be another five years before a truly successful American system would come along.

All the builders of our modern Hy-Rail vehicles owe a historical debt to Evans Products of Detroit, Michigan. In 1937 Evans would take the best of all the previous ideas and produce the first truly workable hybrid. Although Evans never realized a profit they did manage to sell a few and pave the way for the future revolution in rail maintenance vehicles. Evans called their machines 'Auto-Railer' and they offered several very innovative designs.



cle to move from rail to asphalt without stopping. That time saving feature was one of their strongest selling points for the passenger carrying bus and several transit companies would try out the idea including The Old Dominion Railroad in our Nation's Capital and at least one Alaskan railroad where they operated as school busses well into the WW War II years. Evans designed different rail buses to be capable of carrying from 12 to 27 passengers.

A small pick-up truck was marketed for light freight or company supplies and sedans were equipped for VIP inspections. Several were sold to the Chicago, Burlington and Quincy Railroad. The railroad had once claimed to have purchased the very first railroad motor car and could now claim to have the first American Hy-Rails in maintenance service with some 1940 and 41 station wagons and pick-ups. A larger flatbed truck was also design for track maintenance and an even larger version could even be had with a dump bed and a coupler at the rear to serve as a small

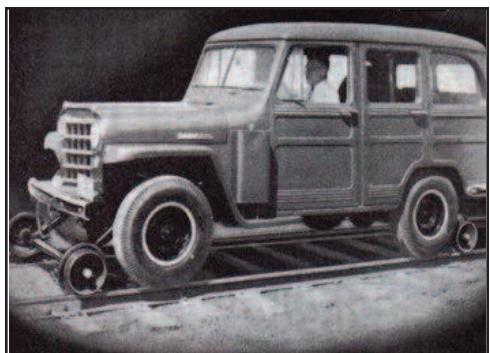


ver but for 500 miles of the trip he had to fit the Model T with railroad wheels because there were no roads. Supposedly the conversion from highway to trail or back again took less than 20 minutes so, arguably, it could be called a hy-rail.

In 1932 and at about the same time two companies would try different approaches to the concept. Karrier Motors of Great Britain developed an elaborate dual wheel system on rotating eccentrics and sold at least three different units, two to British Rail and one to Holland. They called their system the "Ro-Railer" but it was complicated and prone to breakdowns. The Twin Coach Corporation in the U.S. came up with a simpler, drop-down

An ad from 1937 shows a bus, pick-up truck and a small automobile style locomotive running side by side down the rails. Like Mack the weight of the vehicle was carried on its rubber tires, but this time all four wheels were involved. Unlike Mack, they were pneumatic tires and the front wheels remained on the rail with the steering locked. Just enough of the vehicles weight was transferred to spring loaded steel pilot wheels both front and rear to capture the rail.

Using pneumatic cylinders the driver could both raise and lower rail wheels from inside any of the three vehicles. The remotely operated lifting system was truly cutting edge technology for the day and actually allowed the vehi-



locomotive but there is no record that either model generated a sale. Evans continued to advertise their concepts throughout World War II. They ran a full page spread in the November 1943 Life Magazine about their machines contributing to the

War effort. They included a "Bomb Train" which consisted of a step van type of tractor with two trailers riding on a total of 42 rubber-tired wheels which carried 80% of the gross capacity of 90,000 pounds. The U.S. Ordnance Plant in Detroit used the 'train' to move ammunition from a plant to its Depot.

Several of the automobile bodied light industrial switching locomotives did sell and were capable of moving up to two loaded freight cars. As a testament to the success of the design, one was still at work in Minneapolis as late as 1955 working for a municipal water treatment plant. At least two of the busses would be converted to overhead line maintenance vehicles and also soldier on well into the 1950's on two different electric railroads. But as reliable as the system was, for some reason Evans was never able to capture a large market.

In 1939 the Pennsylvania Railroad had applied for a patent for its own design for a hy-rail freight delivery truck which lowered rail wheels behind both the front and rear axles lifting the entire vehicle off its rubber tires and powering the vehicle through the steel rail wheels. The system was mechanically sound but competing

with mainline trains for track time doomed the experiment.

All of which brings us to the real win-

FAIRMONT MODEL A30



ner in the battle to put rubber tires to work on the railroad. Following World War II railroad workers demanded a 40 hour work week and Fairmont saw an opportunity. They quickly moved to meet the changing market and the need for a road-rail vehicle. They improved on the Evans system by eliminating the

pneumatic lifts and instead used a simple manual drop-and-lock design. It was cheaper and required less maintenance. They sold their first production unit to the Louisville & Nashville Railroad in 1949. Fairmont, like Evans had small rail guide wheels in both the front and rear of the vehicle with nearly all the weight of the vehicle carried on the rubber tires both on and off the rail. In partnership with Willys (Jeep) they dominated the new and growing market. In a very short time virtually every railroad in the country had at least one in operation. Their trade name 'Hy-Rail' would soon become synonymous for all such hybrids regardless of the manufacturer.

At first railroads who had a large fleet of traditional motorcars in service were reluctant to make big purchases of the machines. But with sections getting longer; the gangs getting smaller; the work week getting shorter; and wages

"Bomb" Train Operates on Rails or Highways

m-s-a

Two sets of wheels—rubber-tired and steel-flanged—enable a train built by the Evans Products Company of Detroit to operate with equal facility on rails or highways. The auto-train, which will be used in a U. S. ordnance plant to move bombs and other explosives, has retractable steel wheels. When operated on rails the



Small retractable steel wheels are lifted for travel on paving



Leaving the rails, this train will roll along on 42 rubber-tired wheels

wheels are let down to act as pilot wheels while 42 rubber-tired wheels carry 80 percent of the load. The train consists of a locomotive and two double-end express cars having a gross capacity of 90,000 pounds. The pilot wheels are raised and lowered by compressed air and the train can be converted from rail to highway use quickly.

climbing, time was becoming the primary factor in the decision making process. The Hy-Rail just made monetary sense and a fairly rapid transition began. Several firms would license the Fairmont patents and build kits for virtually every make and model of truck or car on the market. At first they were purchased for officers and senior maintenance officials such as Division Engineers and Roadmasters. But gang size trucks soon followed and slowly the new vehicles worked their way down the list. It would take over forty years for the motorcar to be completely moved aside but the end finally came in the early 1990's when the last of the great manufacturers shut down the assembly lines for good. The Hy-Rail was then and now King-of-the-Road... both kinds of road.



EMAIL ADDRESSES

Your membership team would greatly appreciate your attention to this detail. As we work to trial a web based data base we need accurate email addresses from each member.

Please forward your primary email address to Dan Page at:

dan.h.page@gmail.com

This list will not be passed on to any third party at any time. If you do not have email access please disregard this message. We will continue to provide for paper /mail communication for you.

We would also encourage each member to join the NARCOA Forum (details at the bottom of the "Members Only" page at www.narcoa.org) This will ensure that each member receives the regular user-name and password updates for the members only page.

Thank you for your timely help.

RIDING WITH JOE

BY JIM MCKEEL

Ahhh, the smell of spring . . . and creosote! These are invigorating smells for a speeder enthusiast. Joe Speeder is excited because it is time for the first ride of the season. The cars are on the rail and he's off. It's a great day! Riding the rails with friends and making new friends. How can it get any better? This rail line has some very scenic locations and Joe has his camera at the ready. Joe is cruising along nicely at about 23 miles per hour about ten miles into the excursion. He spots a beautiful view of the ocean as he passes an opening in the trees. It's a short opportunity for a great photograph. He pushes the brake lever forward, latching it into the first notch. The car comes quickly to a halt as Joe reaches for his camera. BAMMMMM!!! What the . . . ??? Joe is slightly stunned as he jumps from his car to see what happened. He quickly surveys the scene, realizing at the same time that he doesn't seem to have any injuries. He sees that his car has been struck from behind by the following car. He checks with the folks in that car to find out if they have been hurt or not. Both cars have derailed and are locked together with significant damage to both cars but, fortunately, no one is hurt. The EC comes running up from the rear of the group to see what happened and if everyone is okay. The EC's investigation into what happened begins as the two operators start to work on the incident report form and photographs of the scene are taken. Both cars are disabled and

must be set off at the nearby road crossing to be picked up later by the operators so they can take them home, fully assess the damage, and begin repairs. What had started out as a beautiful spring day is ruined, and their speeders didn't fare too well either. It's a sullen drive home after what could have been an exceptional day on the rails.

Joe Speeder learned something here today, but did he also violate any NARCOA rules? Yep, unfortunately he sure did. Rule #11 under Section II in the NARCOA rule-book states as follows: "Sudden application of the brake shall not be made except in an emergency. Warning of such application shall be given to riders and following cars as soon as possible." Joe stopped his speeder very quickly and did so without giving adequate warning to the operator of the following car. The operator of the car following Joe may also share in some point loss as she may have been following a little too closely. That will be determined by the EC's investigation and the judgment of the Judicial Committee as they review the reports and photographs of the incident. Joe should have made sure that he gave adequate warning to the following car any time that he decided to slow down or stop and he should not have made the sudden stop unless it was absolutely necessary.



IMPROVED DESIGN IGNITION COILS FOR 2-CYCLE CARS

BY RANDY RUNDLE

Those of us who enjoy running the 2-cycle cars because of the nostalgia often have to experience a little dose of reality now and then... as a result of 1930's technology. One of the most common defects is the 2-cycle ignition coil. Fairmont motorcars used wooden cased Pontiac coils and wooden cased Model T car coils along with various combinations of homemade railroad shop inventions to power the 2-cycle cars.

As many of us 2-cycle car owners have experienced first hand... without a good hot spark from the coil you are not going very far. Wooden cased coils of both the Pontiac design and Henry's design had a few inherit design flaws. The one that affects us the most is vibration. 2-cycle cars have their fair share of engine vibration and traveling down the rails will shake things up a little more. Many of the ignition coils rode in motorcars in the front toolbox and were seldom tied in, so they just bounced around inside the took box while going down the track.

Moisture is another thing that causes 2-cycle ignition coil problems. Setting out in the weather as many early motorcars often did, the wooden cased coils drew moisture from the damp air causing them to fail internally. Finally... loose wiring connections would cause the spark to arc to ground on the body of the motorcar (often going unnoticed until a missed developed) causing the coil to eventually fail. Without a spark it is a long walk back to the motorcar shed.

I make my living designing electrical cooling and fuels system up-

grades for antique and classic cars. About 20 years ago one of the major grain dryer manufacturers came calling wanting to know if I had a better design Model T ignition coil.

They were using wooden case original design Model T Ignition coils to ignite the burners on the grain dryers and having lots of trouble with the wooden cased coils drawing moisture while exposed to the elements. Wooden cased coils



were also getting expensive, and with a number of overseas customers the failures were becoming costly with the added shipping charges.

So I sent them information on the

new design I use on the antique cars. They are the same physical size as a Model T coil; they are sealed in a tough plastic case using a hi-temp epoxy, making the coils waterproof and vibration proof. The outside terminals are the clip type just like the motorcar timers use so vibration does not jiggle the wiring nut loose.

These coils have heavy gauge copper windings inside for a hot spark. They will jump a bright blue spark 3/8 of an inch or more. They will work on either 6 or 12 volts. They DO NOT need a ballast resistor. They come with the points preset and all of the connections are brass for good conductivity. And they are proudly made in the USA!

The grain dryer company initially bought three and tried them out. They have been buying them every since.

If you have heard the rumor about the heavy-duty ignition coils that you can buy from the grain dryer company to use on your motorcar...these are the ones.

I have used one of these coils on my M-19 motorcar for six years with good success. I have sold quite a few for motorcar applications they have proven to be very reliable in motorcar use.

The cost for the coils is \$80.00 each plus \$10.00 shipping via priority mail. Sent to Fifth Avenue Antique Auto Parts 415 Court Street Clay Center Kansas 67432 or ph. 785-632-3450.

BORDER PACIFIC RAILROAD

LELAND STEWART

On Saturday, Feb. 13, 2010, Railroad Partners, Inc. and the Border Pacific Railroad hosted a NAR-



Set on in Penitas, TX

COA motorcar excursion on this unique and scenic line. This line runs approximately. 35 miles between Mission, and Rio Grande City, TX where the railroad is headquartered. The Border Pacific hauls aggregates and agricultural products connecting with the Rio Grande Switching RR in Mission. Most of its ROW runs parallel to the Rio Grande river which is also the US/Mexico border.

We started the day with the set on in Penitas, TX. Penitas is the oldest settlement on the Rio Grande and was founded in the 1790's. We had 8 motorcars from Ft. Worth, Houston, Austin, San Antonio, and New Orleans. Riding with the lead car was BoP's head locomotive engineer, Jesse Longoria, who was our host and escort. Another key player in the event was Frank Jacobson of Rio Grande Valley Rails, who was my prime contact for setting this run up.

After inspection of the cars and the safety meeting, we departed

Penitas and headed west for Rio Grande City. The area through which the railroad travels is very rural interlaced with small colonias. The close proximity to the border gave us a chance to see the new border fence under construction as well as the first hand workings of the US Border Patrol. At one point we encountered a fully armed agent patrolling the tracks. The railroad runs through a segment

of a US Wildlife Preserve so many migrating birds were in abundance. One motorcar had a close encounter with a wild hog.



Border Pacific Locomotive at Rio Grande City yard

Upon arrival in Rio Grande City, the motorcars were secured in front of BoP's motive power at the office and yard. The group then walked across the highway to board Bessie 3, a motorized trolley, for a 1 hour tour of historical Rio Grande City. The tour included Ft Ringgold which served as a supply point for all of the forts along the Rio Grande dating back to the middle 1800's. The tour concluded at the historic LaBorde House where we enjoyed a

leisurely and tasty meal.

After dining, we boarded Bessie again and returned to the rail yard to prepare for the return trip. On the way back to Rio Grande City our entourage attracted the attention of a couple of Border Patrol trucks who paced us for a couple of miles and then accommodated us by using their vehicles to flag a highway crossing for us. We were much obliged. A few more leisurely miles and we were back in Penitas. A flawless trip with no operator issues, no breakdowns, and no seton or setoff problems.

My thanks to a great bunch of operators who made this excursion a pleasure to coordinate. I want to thank Joe Escamilla and Jesse Longoria of the Border Pacific for their hospitality and Frank Jacobson for his extensive work to help make this run happen. The attached pictures were provided by Leon Sapp.

We (RPI) hope to make this a regular winter run so keep this in mind for a good opportunity to shorten the time away from the rails during the cold months. For more information on Railroad Partners check out our web site at www.railroadpartners.com.

Hope to see you soon on the rails.

Leland Stewart



Along the ROW east of Rio Grande City

ASSOCIATED MANUFACTURING COMPANY

LEON SAPP

The Associated Manufacturing Company of Waterloo, Iowa was founded in 1896 primarily to manufacture cream separators. However, two of the firms that joined the new company were the Sherman & Smith Manufacturing Co. and the Theodore C. Menges Engine Works, both builders of small gasoline engines. Menges

would later be one of the founders of the National Gas Engine Association. As General Superintendent of the combined company Menges began a line of gasoline engines for farm applications under the trade mark name of Chore Boy. In a time before being 'politically correct' was a concern any hired hand was derisively referred to as a "boy." The engines were marketed as tireless non-human workers and therefore the choice of the name. Their line of little engines for farmers were used for everything from pumping water to grinding grain and corn and according to size went under such names as Johnny Boy, Busy Boy, and Chore Boy.

Three years later Associated would market a railroad motorcar

and an engine kit to convert hand cars. The complete car was given the unusual brand name 'Husky

Jerry Boy Motor Car.' Their official entry into the railroad market came on September 12, 1912 when they exhibited both their car and conversion

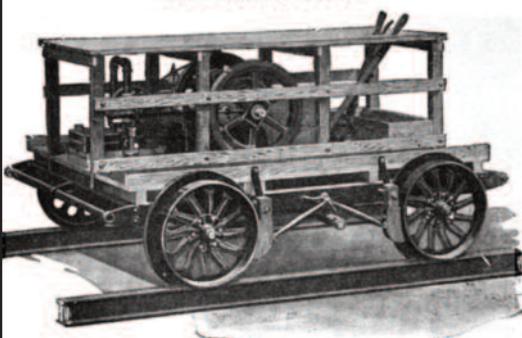
engine came equipped with dual ignition. Reversing was simply accomplished by cranking the engine in the opposite direction. Teeth on the starting crank were angled to allow quick release in either direction. Using a belt tightener pulley the car could be started and idled in place. The idler pulley was heavy enough that its weight alone was sufficient to run the car without a ratchet, spring or other fastening. Four-inch leather belts with alligator lacing were supplied along with directions on how to shorten a stretched belt. The upper works were of oak and the protective housing was

kits at the Track Supply Association in connection with the Road Master's Convention. They were again listed as an exhibitor at the 1913 convention. The Jerry Boy and the Chore Boy were essentially the same engine, the only difference was in the manner of cooling. The Chore Boy was hopper cooled, the Jerry Boy was air cooled. Later on most Associated engines would be offered in either configuration. Associated engines had a one-piece casting of cylinder and hollow base which on some models served as the fuel tank.

The Husky Jerry Boy Car was a cut above the competition. While most were still using wooden frames

the Jerry Boy was constructed of a riveted pressed steel channel. The air-cooled, four-cycle 2-1/4 h.p.

HUSKY JERRY BOY MOTOR CARS 2 1-4 and 4 H.P.



"Associated" Engines

are famous for giving reliable service. They are designed by practical and efficient engineers. Constant inspection and accuracy in manufacturing, together with high quality of material and workmanship, have built up the demand for Associated Engines. Over 200,000 Associated Engines in daily use, shows the popularity of these Quality Engines.

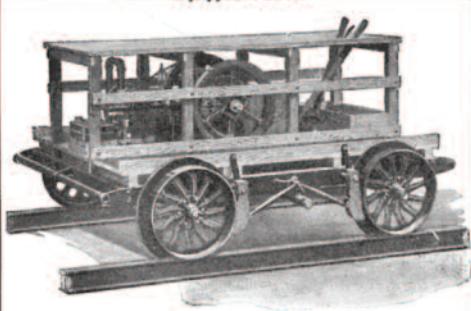
"ASSOCIATED" ENGINES	
Gasoline or Kerosene	
Johnny Boy	...1-1/2 H.P.
Chore Boy	...2-1/4 H.P.
Hired Man	...2-1/2 H.P.
Three Mule Team	3 1/4 H.P.
Four Mule Team	4 H.P.
Six Mule Team	5 H.P.
Eight Mule Team	8 H.P.
Twelve Mule Team	12 H.P.
Eighteen Mule Team	18 H.P.

Stationary or Portable
Air or Water Cooled

Associated Manufacturers Co.
WATERLOO, IOWA

JERRY BOY SERVICE CAR

Equipped with an

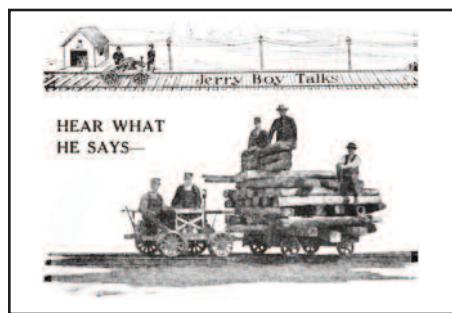


IOWA OverSize
Guaranteed Power Engine
The Chore Boy—Associated Line

equipped with a full length hinged top that served as a seat for up to eight men. Associated manufactured their own magnetos. Belt pulleys were deliberately sized for a top speed of only 15 to 20 mph. With the typical railroad section only 5 to 7 miles speed was not that important but pulling power was. The wheels were 17 inch pressed steel on 1-1/2 inch axles

Although Associated pushed their product to railroad management it appears that most of their advertisements targeted the working man, not the railroad he

worked for. Knowing that Railroad Management might be reluctant to make the investment the employee was encouraged buy one himself. Advertisements began extolling the labor saving engines that were claimed to make life easier and going to work a pleasure. However buying a brand new factory made motor car seemed an ex-



pense few could afford. As late as 1914 the wage of a common track laborer was still just .25 cents an hour. An experienced skilled track inspector could expect a bit more but even a Track Foreman averaged only \$65 a month. All the manufacturers struggled to keep the prices low and both cars and kits could be purchased on a payment plan, some as little as \$5 down and \$5 a month. Unfortunately this led to some unscrupulous practices. There were stories of Foremen being disciplined for charging their laborers a few cents for the ride each day to make the payments.

The Jerry Boy motor car prompted some rave reviews. Early advertisements stressed the time and money saving advantages of repowering old hand cars and prospective buyers were supplied with numerous testimonials. One report from a very satisfied Section Foreman told of pulling six 33 ft., 83-pound rails and 12 men, a total weight he estimated at 5,280 pounds. Another told how his car had logged 6,322 miles in one year with a total repair cost of only 45-cents. Still another told of having to push his Road Master up a hill when his own motorcar (a com-

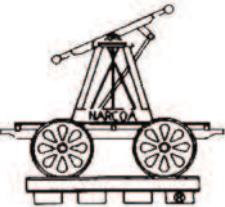
petitor's brand) repeatedly failed. And others claimed savings in time of up to an hour each day. Ads claimed that a car in daily use on a typical section should not consume more than ten to twelve gallons of gasoline and a half pint of lubricating oil per month. Several testimonials told of an entire year of service with no repair costs at all. In 1913 Associated published a small 49 page booklet entitled *Associated Manufacturers Company: Worlds Largest Gasoline Engine Builders*. However in those days 'Truth-in-Advertising' was a vague notion at best and several firms were making the same claim. They also claimed that Jerry Boy Service Cars were working "on a hundred railroads in forty-two states and Canada" which was certainly possible. Kit sales had been especially strong during the early years of production.

A complete Jerry Boy kit for a hand car cost as little as \$66 plus freight and gave the buyer the engine and all the parts, chain and sprockets to convert any make or model of hand car. For a few dollars more a larger 4 hp engine was available. Near the end of production the engines would be adver-

tised as "Iowa Over Size." The kit was shipped completely assembled in a sturdy Oak frame that bolted directly onto the deck of a hand car. Installation was said to be quick and easy and like the factory made car the hinged top deck served as a bench seat for the gang.

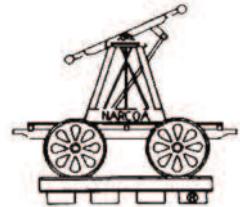
Full page ads began appearing in railroad trade publications and Union Newsletters in 1913 and were frequent until about 1920. Both the complete Jerry Boy Car and conversion kits were advertised until the very end. Their last advertisement would appear in 1920 in the American Railway Bridge and Building Association Convention minutes when the production line was closed. After only seven years of production the Associated Company fell back on their stationery farm engine and cream separator market and quietly disappeared from the railroad world. They survived the Great Depression and the Second World War but in 1946 after exactly 50 years in business the company was sold to Hamilton Engineering Company and the Associated brand name was retired.





NARCOA EXCURSIONS

AS OF APRIL 16TH, 2010



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

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

May 01, 2010 - OH - National Train Day - Toledo, Ohio:

Non OVR / NARCOA event. We are invited to display our motorcars at the Northwest Ohio/Southeast Michigan observance of Amtrak's National Train Day. Last year, some 3500 people visited the station area throughout the day. There will be a static display of Amtrak equipment on the station tracks. This event is being held one week earlier in Ohio to assure a good representation of equipment from Amtrak and possibly other railroads. Several tourist railroads will also have displays set up. For more info contact Bill Gill, Chair National Train Day - Toledo Toledo Metropolitan Area Council of Governments at TraindayToldeo@aol.com or Dave Verzi at WM340@aol.com

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

Ride the approximately 70 miles RT of the Nittany & Bald Eagle Railroad from Bellefonte to either Tyrone or Mill Hall and return if track is available. If not, we will ride the Bellefonte Secondary. The exact itinerary will be set by the railroad that day due to train traffic. Former Pennsylvania Railroad, lots of welded rail. Proof of NARCOA insurance required, all NARCOA rules will be enforced. Registration fee - \$55.00. Note: All CPE rides are rain or shine. No cancellations due to weather or schedule changes. Hard soled shoes required - NO sneakers or sandals. Children must be closely supervised at all times. Send check to: Central PA Excursions, PO Box 145, White Deer, PA 17887. Questions: (570) 538-9050 or email firefighter5@jlink.net.

May 02, 2010 - PA - Lycoming Valley Railroad

Ride the 80 miles RT of the Lycoming Valley Railroad from Williamsport to Muncy and Avis. Former Reading and New York Central Railroads. Proof of NARCOA insurance required, all NARCOA rules will be enforced. Registration fee - \$55.00. Note: All CPE rides are rain or shine. No cancellations due to weather. Hard soled shoes required - NO sneakers or sandals. Children must be closely supervised at all times. Send check to: Central PA Excursions, PO Box 145, White Deer, PA 17887. Questions: (570) 538-9050 or email firefighter5@jlink.net

May 08, 2010 - NJ - Cape May Seashore Line :

The Volunteer Railroaders Association is pleased to sponsor a 1-day run over the Cape May Seashore Line on May 8, 2010. Participants will travel approximately 54 round-trip miles between Tuckahoe, NJ and Cape May, NJ. We will be stopping at convenient locations for bathroom breaks. Set on will be at Tuckahoe and run all the way into Cape May where we will have some time to shop and get some lunch before we head back to Tuckahoe. Being that the next day is Mother's Day some people may choose to spend the weekend in the area so that the Mom's in the group can ride the rails one day and enjoy a day doing "Mom" type stuff the next day. The trip fee is \$50.00 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 mentoring run. EC for the trip is KC Smith. For trip details contact the VRA at 80 Royal Avenue, Hawthorne, NJ 07506 Tel: (973) 238-0555 or email to: vratrips@yahoo.com. You can also sign up and pay for the trip with a major credit card via our website at <http://www.vratrips.org>

May 08, 2010 - TX -Capitol Metro Transportation:

Llano, TX to Scobee Spur, TX – Apprx. 54 miles RT. NARCOA insurance and rules apply. This will be a cleanup ride to clear flangeways and brush to prepare the line for the 3/27 and 7/4 excursions. Bring weed trimmers, loppers, and grubbing hoes. Fee: \$25 membership to Railroad

Partners, Inc. Additional RPI safety rules will apply. Do not set on until permission given by EC. Set on at 8:00 am at Llano wye. Safety meeting at 8:45 am. Please pre-register so we may plan accordingly and know who to notify in case of cancellation. Excursion Coordinator: Leland Stewart 10057 Palomino Canyon converse, TX 78109 210-945-9268 home 210-863-5397 cell email: poppermaker@gmail.com . RPI website: www.railroadpartners.com

May 14 - 16, 2010 - PA - Oil Creek & Titusville - Titusville, PA:

Non OVR / NARCOA event. Friday, May 14 -We will set-on at the Perry Street Station for a very scenic ride down thru the valley where oil was first discovered. Saturday, May 15 -We will have a work detail before and after lunch thru the same valley. Sunday, May 16 – We will have a morning run thru the valley and an early setoff. Approximate round trip mileage each day will be 26. There is no fee for this event. We just ask that you help out as much as you can with the work. Our railcars will be used when we do the MOW. You may have a chance to stay in one of the Cabooses that are very close to our seton. For more information and to re-reserve your spot for the weekend, mail or e-mail Alan Wilber, PO Box 368, Hartville, OH 44632 AWRAILCAR@AOL.com

May 15, 2010 - GA - Blue Ridge Scenic RR:

Blue Ridge, GA to Talking Rock, GA – Approx 60 miles round trip. PICNIC – BRING YOUR PICNIC LUNCH AND DRINKS. Set-on at Davenport Wood Yard at 8 AM, Safety Briefing at 8:45 AM. Do not set on until permission is given by EC. Price: \$5.00 per active Blue Ridge Scenic Railroad Volunteers. All others \$10.00 per car. Coordinators: Carl Hymen (706-455-0492), Scottie Wershing (828-644-5204), Ron Long (706-632-9736). Email: carlsmotorcars@yahoo.com Directions to Set-On – South Bound on Hwy 515 – from traffic light at Arby's go 1.4 miles and turn Left on Boardtown Road. Go to RR crossing. North Bound on Hwy 515 – from traffic light at June Walker Chevrolet go ½ mile and turn Right on Boardtown Road. Go to RR crossing. Call if you get lost.

May 15, 2010 - MA - Pioneer Valley Railroad:

Please see our additional trip on Sunday - only a few miles away on the Mass Central Railroad. Join us on the Pioneer Valley Railroad for a tour with this "can do" railroad. Trip will start in Westfield and to Holyoke and all railroad trackage. We will set on at Westfield, MA at 8:00 AM. Departure is scheduled for 9:00 AM. Approximate round trip mileage for this excursion is 35 miles. The event is sponsored by NERCA. Excursion limited to 25 cars. NARCOA insurance and rules apply. Please bring a box lunch. No food is available on this excursion. Trip is contingent on minimum 20 car sign up. All payments / cancellations are required 30 before the excursion. The price of the trip is \$55. Equipment Restrictions/Requirements: No HY-Rails or A-cars. All NARCOA rules apply. 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. Additional information: NARCOA mentoring allowed on this excursion. The event is sponsored by NERCA; The price of the excursion trip is \$50. Event Coordinator: Warren Riccitelli / Al Elliott. For more information please contact Warren Riccitelli, 39 Jackson Drive, North Providence, RI 02911 (401) 232-0992

May 15, 2010 - MA - Mass Central Railroad:

Please see our additional trip on Sunday - only a few miles away on the Pioneer Valley Railroad. This is a beautiful trip thru many small undisturbed New England towns, this excursion is set in the rural hills and val-

leys of central MA. Please bring a box lunch. No food is available on this excursion. Trip is contingent on minimum 20 car sign up. All payments / cancellations are required 30 before the excursion. We will set on at Palmer, MA at 7:00 AM. Departure is scheduled for 8:00 AM. Approximate round trip mileage for this excursion is 50 miles. This ride is limited to 25 cars. Equipment Restrictions/Requirements: No HY-Rails or A-cars. All NARCOA rules apply. The event is sponsored by NERCA. NARCOA insurance and rules apply. Reflective vests are required. No cars will be able to operate with sanders and no use of manually applied sand will not be tolerated. Additional information: NARCOA mentoring allowed on this excursion. The price of the excursion trip is \$55. Event Coordinator: Warren Riccitelli / Al Elliott. For more information please contact Warren Riccitelli, 39 Jacksonia Drive, North Providence, RI 02911 (401) 232-0992

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

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

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

Boone, Iowa - The First Iowa Division is hosting a ride on the Boone & Scenic Valley Railroad as a season opener. Notice that this is a Sunday ride and not Saturday as in the past. There will hopefully be four trips during the day and a night ride. Enjoy the 156 ft. high bridge and Des Moines River bridge by the Y-Camp. The track damage from flooding last year and the year before has been repaired and the line is open all the way to the end at Wolf. Round trip mileage is 22 miles. Set on at the depot will start at 7:00am with a 9:00am departure. Cost of the ride is \$20. Current membership in the Iowa Railroad Historical Society (\$25) is a railroad requirement. Please make checks for the ride payable to FID and membership payable to IRHS. Motels at Boone are the Super 8 (800-800-8000) and the Amerihost (515-432-8168). Dave Pratt (515-674-3803) is the Excursion Coordinator for this ride. Contact Carl Schneider at 515-967-5181 or e-mail motorcarl@mchsi.com for more information. This is a Narcoa-insured ride and all Narcoa rules apply.

May 22 - 23, 2010 - CA - Skunk Train - Mendocino Railway:

MOW is pleased to sponsor an overnight B&B run on the Skunk Train RR May 22-23, 2010. Participants will travel 40 miles from Willits to Fort Bragg, CA Saturday May 22, stay overnight in Fort Bragg , return to Willits on Sunday, May 23. Required: Pre-registration, current NARCOA liability insurance and Rule Book Certification, spark arrestor. MOW membership is not required. You must receive confirmation from me (by mail, email or phone) before coming to this excursion. For trip details check www.mowonline.org. To register, mail a check for \$160 payable to MOW to Bill Owen - 24601 Voorhees Drive, Los Altos Hills, CA 94022. Tel (650) 949-4564 or email wowen@hotmail.com.

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

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

A block of rooms have been reserved to participants at Hotel Bernières. You must make your own booking before April 20th 2010. Call Sébastien Rousseau at 1-800-749-3119 SETON: Friday evening after dinner and/or Saturday morning at 6:00 AM. Departure shall be at 8:00 AM. SETON is just beside the Ste. Foy VIA Rail Station located near the SMFQ which is at 3350 chemin de la Gare - postal code G1V 4N6. Please, keep your vehicle lock correctly when not in use. Safety boots, safety hats and safety vests are obligatory. Saturday May 22nd, departure from Ste. Foy at 8 AM for Hervey Junction via Charny (approx. 149 miles). Bring your food or a lunch box to be furnished. Sunday May 23rd, departure from Ste. Foy to Limoilou East and than to Clermont (approx. 110 miles). Room in Motel is paid by the CRQ and probably a few meals such as dinner and breakfast. Meals must be taken at CHEZ PIERRE Restaurant in front of Motel CHEZ PIERRE. Monday May 24th, departure from Clermont at 8 AM direction Ste. Foy (approx. 110 miles) - Arrival at Ste. Foy (SMFQ Gare de Sainte-Foy) around 4:00 PM for the SETOFF. NOTE: On arrival, Miniatures trains inside the SMFQ Hall will run at your convenience. E-mail: crg@bell.net – Louis-François Garceau, Certified Excursion Coordinator.

May 26 - 31, 2010 - WA - Eastern Washington Gateway, Great Northwest and BG&CM Railroads

Full - wait list started:

Pacific Railcar Operators is pleased to announce the third annual Eastern Washington Gateway Railroad excursion on May 26 and 27 combined with the fifth annual Memorial Day Weekend motorcar excursion on three branches of the former Camas Prairie Railroad (CSP) on May 29, 30 and 31, 2010. Initial set on will be at Wilbur, WA on Tuesday, May 25. We run Wilbur to Medical Lake on Wednesday, the 26th, 127 miles, and Wilbur to Coulee City on Thursday, May 27th, 67 miles. Friday, May 28th is a travel day and set on at the Great Northwest yard in Lewiston. The Great Northwest management has graciously allowed us to use the Lewiston yard as our base of operations and Saturday, the 29th we will run the Riparia branch, 144 miles, Sunday to Kamiah, 124 miles, and Monday to Craigmont, approximately 86 miles. Storage cars have been removed off the hill between Spalding and Culdesac which provides us the opportunity of running out of Lewiston to Craigmont for the first time in several years. **We require that hyrail vehicles comply with rule 12.1 (E) of the NARCOA operations handbook and carry enough blocking and other materials needed to re-rail the vehicle in case of derailment. We strongly urge all A series cars to do the same.**

There is a limit of 30 cars for this excursion with preference given to those who sign up for the entire package. A waiting list will be maintained on a first come – first served basis and late entries will be notified of their status on the waiting list. Run fees for the package are \$525 and no refunds will be issued after May 1, 2010 unless the vacancy can be filled from the waiting list. Make checks payable to Pacific Railcar Operators and mail them to Meet Coordinator Steve Taulbee, 2206 Burrell Avenue, Lewiston, ID 83501. For more information contact Meet Coordinators Steve Taulbee, (208) 746-5430, Taulbee1@cableone.net , or Jim Morefield, (208) 743-0802, jmorefield@cableone.net. NARCOA insurance, NARCOA Rules Certification, PRO membership, spark arrestors and mechanically sound motorcars with all the specified NARCOA equipment are required. Packets with itinerary, motels, restaurants, camping spots and maps will be mailed after payment is received. As before, Lewis Clark State College is hosting the NAIA college baseball world series the same weekend. Once the field is set, the teams and fans will start to reserve rooms in Lewiston. Usually by the first of May, all available rooms are booked for this weekend.

May 29, 2010 - CO - San Luis Central RR:

Monte Vista, CO - The Rocky Mountain Division (www.rockymountaindiv.com) invites you to this railroad set in the famous San Luis Valley of Colorado. Set-on will at the SLCRR offices at 2899 Sherman Ave., Monte Vista, CO followed by safety inspections, signing of liability waivers and a safety meeting. We will travel north 12 miles to Center,

CO for a lunch break. Departure for the return will be after lunch with arrival back at Monte Vista early afternoon for a 24 mile round trip. This railroad aka The Pea Vine moves over 3000 carloads in and out during the year. It serves an agricultural area involved in the production of potatoes and potato products. This is a NARCOA insured event and all NARCOA rules will apply. No Hi-Rails. Operators needing mentoring are welcome, just please let the EC know when you sign up that you will need mentoring. The fee for the day will be \$50 per car. Fee must be received by EC two weeks prior to the event. 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

May 29 - 30, 2010 - OH - City of Greenfield RR, US Rail:

Saturday May 29th, 2010. Greenfield (Ohio). City of Greenfield Railroad. Ohio Valley Railcars sponsored excursions. Former B&O St. Louis Main Line with some travel over the former Detroit Toledo & Ironton. Set on begins at 8 a.m. 60 mile round trip. Travel west from Greenfield to Midland, Ohio where we will turn our cars. This is part of the same former main line as the US Rail line in Jackson, Ohio. There are several large bridges and vintage depots along the route. We have a brunch stop planned at a local restaurant and your meal is included (2 per car). Dave Verzi is coordinator for Saturday and can be contacted at WM340@aol.com or 216.941.5273. Sunday May 30th, 2010. Jackson (Ohio). US Rail Jackson Division 110+ round trip mile. This line is comprised of the former B&O, C&O and DT&I lines. Features much welded rail along varied scenic locations with 2 tunnels. Our set on is to be announced in your confirmation letter planned to be in Jackson. There will be a stop planned to eat Wellston, Ohio. Jaime Samuell is coordinator for Sunday - contact info below. NARCOA Insurance and compliance with the Rule Book is required along with the OVR policy book. All operators must be NARCOA certified. HyRail operators required to contact coordinators prior to registering. With the return of your registration you will be sent a map and required NARCOA paperwork. NOTE: Run(s) subject to change destination, tours and there may be additional rules by the railroad including no pets. NARCOA Rules & Insurance/OVR policy in effect - 35 car limit each trip. Confirmation and releases will be pre-sent via email and will be returned the morning of the excursion. The railroad and OVR is not responsible for unannounced change in plans or schedules. Fee will be based on registration of 20 cars minimum, and the railroad is paid per car. RETURN COMBINED REGISTRATION FORM TO: Ohio Valley Railcars c/o Jaime Samuell 3624 Watt Road Columbus, Oh 43230 Jaime@gambierandwestern.com Phone 740-427-4444 www.ohiovalleyrailcars.com Saturday (only) Fee: \$80 per car includes two meal selections Sunday (only) Fee: \$110 per car Saturday & Sunday combined fee both trips is \$185 Checks payable to Ohio Valley Railcars

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

Osmond, Nebraska - The First Iowa Division is pleased to announce a 2-day ride on the Nebraska Northeastern Railroad. The Osmond to O'Neill segment will be ridden on Saturday and the Osmond to Jackson part will be ridden on Sunday. Mileage for this 2-day event is approximately 230 miles. Set on will be at the NENE offices in Osmond beginning at 6:30am and departure for both days will be at 8:00am. Cost of this 2-day event is \$60. The Cedar Motel (402-337-0500) is in Randolph about 14 miles east. Dave Pratt (515-674-3803) is the Excursion Coordinator for this ride. Contact Carl Schneider at 515-967-5181 or e-mail motorcarl@mchsi.com for more information. This is a Narcoa-insured ride and all Narcoa rules apply.

May 30, 2010 - TX - Blacklands Railroad

Railroad Partners, Inc. (a NARCOA affiliate) is pleased to announce a 1 day run on the Blacklands Railroad (former Cotton Belt) on Sunday May 30, 2010. Participants will travel approx. 110 RT miles between Greenville, TX and Mt. Vernon, TX. Sturdy shoes and long pants required. No shorts or tennis shoes. All cars must be pre-registered prior

to arrival. Experienced operators only. Mentoring by permission only. Hyrails welcome. No homebuilt motorcars. Trip fee of \$80.00 includes railroad fees. This is a NARCOA insured excursion and all NARCOA rules will apply. Trip information available at www.railroadpartners.com and for registration contact the excursion coordinator, Leland Stewart 10057 Palomino Canyon Converse, TX 78109 210-945-9268 or poppermaker@gmail.com

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

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

June 12, 2010 - IA - Iowa River Railroad

Eldora, Iowa - The First Iowa Division will host a ride on this ex-M&StL line which runs from Marshalltown to Steamboat Rock, Iowa and north past the ethanol plant towards Ackley. Due to track repairs from the 2008 flooding, mileage could be up to 70 miles round trip depending on how far we can ride. We plan on possibly riding the line twice if time permits. Cost of this ride is \$45 per car. The set on time will be at 7:00am with an 8:00am departure. The set on location is about 2 blocks north of the Hwy 175 crossing. Motels in Eldora are the Village Motel (641-939-3441) and the Eldora Motel (641-939-2232). Both of these motels are small and family-owned so there is a limited number of rooms at each so make your reservations early. Dave Pratt (515-674-3803) is the Excursion Coordinator for this ride. Contact Carl Schneider at 515-967-5181 or e-mail motorcarl@mchsi.com for more information. This is a Narcoa-insured ride and all Narcoa rules apply.

June 19 - 20, 2010 - WV West Virginia Central RR, Cass Scenic RR:

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

July 4, 2010 - TX - Capitol Metro Transportation:

Railroad Partners, Inc. is pleased to sponsor a motorcar excursion over the ex SP Llano branch. This is a scenic stretch of track which parallels the Llano River and crosses the Colorado River on Lake LBJ. There will be abundant wildlife and open range vistas. Participants will travel from Llano, TX, through Kingsland, TX to Scobey Spur, a round trip distance of approx 54 mi. Trip fee is \$40.00 per car payable as a donation to Railroad Partners, Inc. (a nonprofit 501c3). This is a NARCOA insured excursion and all NARCOA rules apply. Hy-rails welcome. For trip details or lodging information, contact: Excursion Coordinator Leland Stewart 10057 Palomino Canyon Converse, TX 78109 (210) 863-5397. Information about RPI may be found at www.railroadpartners.com

July 10 - 11, 2010 - SD - Prairie Village, Herman & Milwaukee Railroad

Historic Prairie Village is Featuring Motorcars this year for Railroad Days. July 10 & 11 motorcars will be giving rides both days. This is a NON-NARCOA event NARCOA rules do apply. Prairie Village is located two miles west of Madison, South Dakota on Hwy 34 & 81 website www.prairievillage.org. We are also checking for the interest in having a Motorcar swapmeet the same weekend. Please contact me if you would be interested in attending the swapmeet or Railroad Days. LeRay Swedeon e-mail lerailine@yahoo.com 605-532-3470

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

North Central Railcars, Ltd. is pleased to announce two, round-trip excursions over the North Shore Scenic Railroad along the Lake Superior shore, between Two Harbors, MN and Duluth, MN; one on Saturday afternoon/evening, July 10, 2010, and a second trip on Sunday morning, July 11, 2010. You have the option to travel Saturday, Sunday, or both days. We will set-on at the historic D.M. & I.R. station (adjacent to the ore docks) in Two Harbors Saturday morning, display our cars for 2 hours as part of the Two Harbors Heritage Festival, then depart at noon and travel approximately 52 miles round-trip between Two Harbors & Duluth. Upon arrival in Duluth, we will have refreshment and free time to tour the museum, shop area, and gift shop. Later, we will proceed to the Canal Park area for dinner (on your own). We plan to return at dusk, with night operation a possibility. Our Sunday trip will cover the same route, with coffee & rolls at the midpoint in Duluth, returning to Two Harbors around 1:00 pm. The excursion fee is \$70.00 per car for 1 day, or \$100.00 per car if you sign up for both days. Your payment includes the railroad fee, refreshments, museum & shop admission, gratuities and other related excursion expenses. There is a 25 car limit. Complete details will be sent upon receipt of the excursion fee. This is a NARCOA-insured excursion and all NARCOA rules will apply. To register for the excursion or obtain more information, contact Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035. Tel: (317) 839-9320 or email: mford@indy.rr.com

July 13, 2010 - ND - Northern Plains Railroad

North Central Railcars, Ltd. is pleased to announce a one-day motor car excursion over a portion of the Northern Plains Railroad Company between Fordville, ND and Devils Lakes, ND on Tuesday, July 10, 2010. The trip will cover approximately 110 round trip miles. This is a first time excursion on this railroad. Excursion fee of \$85 per car covers the railroad fee, insurance, gratuities, and other excursion related expenses. There is a 25 car limit. Complete details will be sent upon receipt of the excursion fee. This is a NARCOA insured excursion and all NARCOA rules will apply. To register for the excursion, send a check for \$85.00 (payable to North Central Railcars, Ltd.) to Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035. For questions or more information, contact Mike at: (317) 839-9320 or email: mford@indy.rr.com

July 15 - 16, 2010 - ND, MT - Dakota, Missouri Valley, & Western Railroad

North Central Railcars, Ltd. is pleased to announce a two-day motor car excursion over a portion of the Dakota, Missouri Valley and Western Railroad (DMVR). On Thursday (7/15), we will run approximately 130 round trip miles between Raymond, MT and Crosby, ND. On Friday (7/16) we will run approximately 60 round-trip miles between Raymond, MT and Whitetail, MT. This will allow an early set-off for those who will be heading on to Regina, SK. If you plan on attending, make your hotel reservations at the Sherwood Inn, Plentywood, MT (406-765-2810) as this is only 8 miles south of Raymond, MT. Excursion fee of \$125.00 per car covers the railroad fee, insurance, gratuity, and other excursion related expenses. There is a 25 car limit. Complete details will be sent upon receipt of the excursion fee. This is a NARCOA insured excursion and all NARCOA rules will apply. To register for the excursion, send a check for \$125 (payable to North Central Railcars, Ltd.) to

Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035. For questions or more information, contact Mike at: (317) 839-9320 or email: mford@indy.rr.com

July 17, 2010 - SK - Last Mountain Railway

North Central Railcars, Ltd. is pleased to announce a one-day motor car excursion over a portion of the Last Mountain Railway, Ltd (ex-CN Craik Subdivision) between Condie, SK and Aylesbury, SK on Saturday, July 17, 2010. The trip will cover approximately 120 round trip miles through the beautiful Qu'appelle Valley area northwest of Regina, SK. This is a first time excursion on this railroad. Excursion fee of \$85.00 (USD or CDN) per car covers the railroad fee, insurance, and other excursion related expenses. Canadian participants are welcome to pay cash for the excursion in local currency at the beginning of the trip, but need to register in advance. There is a 25 car limit. Complete details will be sent upon receipt of the excursion fee. This is a NARCOA-insured excursion and all NARCOA rules will apply. To register for the excursion, send a check for \$85 (payable to North Central Railcars, Ltd.) to, or request registration materials from, Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035. For questions or more information, contact Mike at: (317) 839-9320 or email: mford@indy.rr.com

July 17 & 18, 2010 - PA - North Shore and Shamokin Valley Railroads:

Ride the 86 RT miles of the North Shore Railroad from Northumberland to Berwick and back. Former Erie Lackawanna Railroad. Sunday, ride the 50 miles RT of the Shamokin Valley Railroad from Sunbury to Mt. Carmel Junction and back. Former Reading and Pennsylvania Railroads. Saturday night dinner and tour at the Central PA Chapter NRHS White Deer Train Station. \$10 of the registration fee donated to the chapter. Sunday tour of the Lower Anthracite model railroad while in Shamokin. Proof of NARCOA insurance required, all NARCOA rules will be enforced. Registration fee - \$75.00. Note: All CPE rides are rain or shine. No cancellations due to weather. Hard soled shoes required - NO sneakers or sandals. Children must be closely supervised at all times. Send check to: Central PA Excursions, PO Box 145, White Deer, PA 17887. Questions: (570) 538-9050 or email firefighter5@jlink.net

July 19 - 20, 2010 - SK - Great Sandhills Railway

North Central Railcars, Ltd. is pleased to announce a 2-day motor car excursion on the Great Sandhills Railway in the rolling hills of southern Saskatchewan near Swift Current. The trip will cover approximately 260 rail miles of the ex-CP Empress and Burstall subdivisions between Mayne, SK (just west of Swift Current) and Burstall, SK. This is a new railroad for NARCOA. The excursion fee of \$225 (USD or CDN) covers the railroad fee, bus transportation between Burstall and Leader, Sandhills tour, evening barbecue, and other related excursion costs. Overnight accommodations in Leader, SK (night of July 19), which are being arranged by the railroad, will be an additional cost to be paid by each participant, estimated to be approximately \$80.00. Canadian participants are welcome to pay cash for the excursion in local currency at the beginning of the trip, but need to register in advance. Registration materials and complete trip details, itinerary, and maps will be sent upon receipt of the excursion fee. This is a NARCOA insured excursion and NARCOA rules apply. There is a 25 car limit. To register, send a check for \$225 (USD) (payable to North Central Railcars) to, or request registration materials from, Michael P. Ford, 7712 Carpenter Court, Plainfield, IN 46168-8035. For questions or further information, contact Mike at (317) 839-9320 or via e-mail mford@indy.rr.com

July 21 - 23, 2010 - SK - Great Western Railway

North Central Railcars, Ltd. is pleased to announce a 3-day motor car excursion on the Great Western Railway in the rolling hills of southern Saskatchewan. The trip will run between Assiniboia and Consul, SK, covering approximately 360 rail miles. The excursion fee of \$300 (USD or CDN) covers the railroad fee, insurance, gratuities, and miscellaneous excursion costs. Canadian participants may pay in local currency at the be-

ginning of the excursion, but do need to register for the trips in advance. Participants will need to make their own lodging arrangements in Shawnavon, SK (nights of July 21 & 22, 2010). For those interested in making the trip, please contact the excursion coordinator for a list of potential hotels. Lodging is limited, so please reserve rooms early if you plan to attend. Registration materials, complete trip details, itinerary, and maps will be sent upon receipt of the excursion fee. This is a NARCOA insured excursion and NARCOA rules apply. There is a 25 car limit. To register, send a check for \$300 (USD) (payable to North Central Railcars) to, or request registration materials from, Michael P. Ford, 7712 Carpenter Court, Plainfield, IN 46168-8035. For questions or further information, contact Mike at (317) 839-9320 or via e-mail mford@indy.rr.com

July 24 - 25, 2010 - NJ - New York Susquehanna & Western Railway, Syracuse Branch

The Volunteer Railroaders Association is pleased to sponsor a 2-day run over the NYS&W Syracuse Branch July 24th and 25th, 2010. Participants will travel approximately 160 round-trip miles between Chenango Bridge, NY and Syracuse, NY over the two days. Saturday we will be running roundtrip from Cortland, NY to Syracuse, NY where lunch will be on your own at Syracuse's famed Carousel Mall next to the CSX Chicago mainline which hosts many trains per day. Sunday we will run roundtrip from Cortland, NY to Chenango Bridge, NY, lunch will be deli sandwiches for an additional \$9.00 per person. We will be stopping at convenient locations for bathroom breaks. Operators and riders under 18 are not permitted by the railroad. The trip fee is \$120.00 per car which includes the railroad's per car fee. There is a 40 car limit. This is a NARCOA insured excursion, and all NARCOA rules will apply. This is a non-mentoring run. ECs for the trip are KC Smith and Chris Vitz. The NYS&W requires that ALL operators must pass a Northeast Operating Rules Advisory Committee (NORAC) guidelines training class and test prior to the event. If you have a current NORAC certification please mail us copies that we can forward to the railroad. A class will be offered Friday night prior to the next day's trip. To attend the event operators MUST attend the class and pass the test. If you have attended a previous class and have a current NORAC certification you will not need to attend. We are sorry for the inconvenience but this is a requirement of the railroad. Your NORAC certification will be good for three full years. For trip details contact the VRA at 80 Royal Avenue, Hawthorne, NJ 07506 Tel: (973) 238-0555 or email to: voluteerra@yahoo.com. You can also sign up and pay for the trip with a major credit card via our [website](#).

August 20-22, 2010 - IN/MI - Indiana Northeastern Railroad

Great Lakes Railcars, Inc., is pleased to announce a 2-day motor car excursion on the Indiana Northeastern Railroad in northeast Indiana and southeast Michigan on Saturday & Sunday, August 21 & 22, 2010. The trip will start in Ashley, IN (set-on Friday evening) and run east/west, then north to Coldwater, MI for an overnight stay, with return to Ashley early afternoon on Sunday. The entire trip will cover approximately 150 miles. The excursion fee of \$250.00 includes the railroad fee, overnight accommodations in Coldwater, MI (Sat., August 21, 2010), gratuities, and other miscellaneous excursion costs. Registration materials, complete details, itinerary, and maps will be sent upon receipt of the excursion fee. This is a NARCOA insured excursion and NARCOA rules apply. There is a 35 car limit. To register, send a check for \$250.00 (Payable to Great Lakes Railcars) to Michael P. Ford, 7712 Carpenter Court, Plainfield, IN 46168-8035. For questions or further information, contact Mike at (317) 839-9320 or via e-mail (mford@indy.rr.com).

August 26-29, 2010 - MI - Great Lakes Central Railway (FULL - WAIT LIST ONLY)

Great Lakes Rail Cars, Inc. is pleased to sponsor a 3-day motor car excursion over a portion of the Great Lakes Central Railway (ex- Tuscola & Saginaw Bay Railway), beginning with set-on Thursday evening, August 26, 2010 followed by the excursion on Friday/Saturday/Sunday, August 27-29, 2010. All NARCOA members are welcome to participate. Participants will travel approximately 238 miles in the beautiful northwestern portion of Michigan's Lower Peninsula. The trip will start in

Cadillac, MI with set-on Thursday evening. We will run the line to Petoskey, Michigan on Friday, Petoskey to Traverse City on Saturday, and Traverse City to Cadillac on Sunday. The excursion fee of \$450.00 (USD) includes all railroad fees, very nice overnight hotel accommodations in both Traverse City and Petoskey, MI; deluxe continental breakfast on Saturday & Sunday morning, transportation to/from the hotel in both Traverse City & Petoskey, and other related excursion costs. Complete details will be sent upon receipt of the excursion fee. There is a 30 car limit. This is a NARCOA-insured excursion and all NARCOA rules will apply. To register, send a check for \$450.00 (payable to Great Lakes Rail Cars) to: Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035. For questions or further information contact Mike at (317) 839-9320 or email: mford@indy.rr.com.

September 04, 2010 - MO - Ft. Leonard Wood Army Base

Ft. Leonard Wood, Missouri The First Iowa Division has set up a ride on the Army base at Ft. Leonard Wood, Missouri. Set on will be at 8:30am with a 10:00am departure. As you enter the fort from I-44, be in the left lane and pull into the inspection area by the security check point. You will have to go in the visitor center before proceeding through the vehicle check point. Have an early lunch or bring snacks along as there won't be a stop for lunch. We will make two trips on this 20-mile scenic line through the Ozarks to the connection with the BNSF at Bundy Junction. Due to security issues, everyone will need a picture ID, vehicle registration, proof of insurance, and be prepared for a vehicle inspection. Cost of this ride is \$35. Motels are the Red Roof Inn (573-336-2510) and the Budget Inn (573-336-5212), all in the St. Robert - Waynesville area. Dave Pratt (515-674-3803) is the Excursion Coordinator for this ride. Contact Carl Schneider at 515-967-5181 or e-mail motorcarl@mchsi.com for more information. This is a Narcoa-insured ride and all Narcoa rules apply.

September 05, 2010 - MO - Colt Railway

Columbia, Missouri Come join us on this First Iowa Division ride which runs northeast from Columbia to Centralia on an ex-Wabash track. We will set on beginning at 6:30am and have a scheduled 8:00am departure for the first run. Our set on location is at Boone County Mill Works which is located in downtown Columbia. Take the Rangeline Rd. exit from I-70 and drive south until the T intersection with Rogers St. Turn left and the set on is about a half block in the Boone Co. Millworks facility. We will run this line two times during the day. Each run is approximately 44 miles round trip so we will have a total for the day of about 88 miles. There is a Lee's Chicken across the street from the tracks for our lunch break. Cost of this ride is \$45 per car. There are several motels in Columbia with many at the junction of I-70 and Hwy 63. There is a Super 8 (800-800-8000 or 573-474-8488), Ramada Inn (537-449-0051), and Econo Lodge (573-442-1191) just to name a few. Dave Pratt (515-674-3803) is the Excursion Coordinator for this ride. Contact Carl Schneider at 515-967-5181 or e-mail motorcarl@mchsi.com for more information. This is a Narcoa-insured ride and all Narcoa rules apply.

September 18, 2010 - IA - Appanoose County Railroad

Centerville, Iowa The First Iowa Division is pleased to announce a ride on the Appanoose County Railroad between Centerville and Albia, Iowa. Set on will be at 6:30am at the APNC shop building just south of the water tower in the southeast part of town with an 8:00am departure. We will travel 32 miles north to Albia on a well-maintained combination of welded and jointed track. This line also crosses the IC&E Kansas City - Quad Cities mainline and we might see a train there. There will be a barbecue lunch available at the Moravia depot for \$7. Cost of the ride is \$35. Motels are the Super 8 (800-800-8000) and Motel 60 (800-437-7271). Dave Pratt (515-674-3803) is the Excursion Coordinator for this ride. Contact Carl Schneider at 515-967-5181 or e-mail motorcarl@mchsi.com for more information. This is a Narcoa-insured ride and all Narcoa rules apply.

September 25 - 26, 2010 - WV - West Virginia Central RR, Cass Scenic Railroad

nic RR

Come ride the most scenic railroad south of the Canadian border. Travel West Virginia's ex CSX, B&O and Western Maryland Railroad through mountains and along streams on a railroad flanked by some of the best scenery in the east. On Saturday we will start at the former Western Maryland Depot in Elkins West Virginia and travel south to Spruce. At Spruce we will switch to the Cass Scenic Railroad's Spruce connector. We will travel the 1.5 mile track to Old Spruce where we will meet Cass Scenic Railroad's Bald Knob train coming off the mountain. On Sunday we will travel north to Tygart Junction where the WVC interchanges with the P&LRR (formerly CSX's Cowin sub). Early set-on Friday. Round trip miles is 180. Fee is \$150.00. 40 cars. Box lunch and Saturday buffet dinner available at extra fee. No High-Rails. EXPERIENCED OPERATORS ONLY. THIS IS A NON-MENTORED RUN. 2 WAY RADIOS REQUIRED. Contact: Paul S. Rujak, 786 Hudson Hill Road, Weirton WV 26062-5584 Email: psrujak@yahoo.com Phone: 304-670-4099

October 01 - 02, 2010 - IL - 2010 NARCOA Annual Meeting:

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

October 01 - 03, 2010 - SD - Black Hills Central RR:

The Rocky Mountain Division and the Black Hills Central have teamed up again for a 3 day excursion. October 1-3, 2010. The Black Hills Central, a tiny remnant of the extensive railroading that went on there in South Dakota during some booming days. 4-4-0's paced themselves up the 4-6% grade of Tin Mill Hill out of Hill City on the way to Oblivion. So operators, beware. How often can we do a 4-6% grade on most motorcar excursions? This is the best little railroad for a evening trip too. Curves, hardwood and pine forests and a twisty rural country road that we must cross several times. This railroad demands safety at all crossing! The railroad in Oct will be running just one train per day. Scheduling of runs will be done as soon as we hit a minimum of 15 motorcars. Cost of excursion will be \$60.00. With an addition of \$8.00 for the Saturday night BBQ. Which has always been fun item on this excursion too. Another change this year will be a BHCR sponsored raffle for all ride participants on Saturday AM. Prizes will include a pair of train tickets and other memorabilia from the 1880 TRAIN. Meals and lodging are on your own other than the BBQ on Saturday. Holiday Inn Express is right next to the railroad within walking distance. And many restaurants as well. And there are many campsites around Hill City. Set-on would be at the Hill City BHCR yards near the engine shops, Oct 1, 2010. So come join us and enjoy the Black Hills in October! EC for this event is Gus Mocilac, 5155 Bluestem Drive, Colorado Springs, CO 80917 E-mail: gus_mary@comcast.net Phone: 719-304-1646

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

The Volunteer Railroaders Association is pleased to sponsor a 2-day run over the NYS&W Southern Division October 2nd and 3rd, 2010. On Saturday the participants will travel approximately 100 round-trip miles between Riverdale, NJ and Warwick, NY. On Sunday we will run approximately 60 round-trip miles between Riverdale, NJ and North Bergen, NJ. Operators and riders under 18 are not permitted by the railroad. Trip fee of \$120.00 per car includes railroad costs. Lunch will be on your own at a sit down restaurant or deli on Saturday. On Sunday we are planning on a deli sandwich lunch for an additional \$9.00 per person. ECs for the trip are KC Smith and Chris Vitz. There is a 40 car limit. This is a NARCOA insured excursion, and all NARCOA rules will apply. This is a non-mentoring run. The NYS&W requires that ALL operators must pass a Northeast Operating Rules Advisory Committee (NORAC) guidelines training class and test prior to the event. If you have a current NORAC certification please mail us copies that we can forward to the railroad. A class will be offered Friday night prior to the next day's trip. To attend the event operators MUST attend the class and pass the test. If you have attended a previous class and have a current NORAC certification you will not need to attend. We are sorry for the inconvenience but this is a re-

quirement of the railroad. Your NORAC certification will be good for three full years. For trip details contact the VRA at 80 Royal Avenue, Hawthorne, NJ 07506 Tel: (973) 238-0555 or email to: volunteerra@yahoo.com. You can also sign up and pay for the trip with a major credit card via our [website](#).

October 08, 2010 - IA - Iowa River Railroad

Eldora, Iowa - The First Iowa Division will ride this ex-M&StL line which runs from Marshalltown to Steamboat Rock, Iowa and north past the ethanol plant to Ackley. Mileage is about 70 miles round trip. We plan on possibly riding the line twice if time permits. Cost of this ride is \$45 per car. The set on time will be at 7:00am with an 8:00am departure. The set on location is about 2 blocks north of the Hwy 175 crossing. Motels in Eldora are the Village Motel (641-939-3441) and the Eldora Motel (641-939-2232). Both of these motels are small and family-owned so there is a limited number of rooms at each so make your reservations early. Dave Pratt (515-674-3803) is the Excursion Coordinator for this ride. Contact Carl Schneider at 515-967-5181 or e-mail motorcarl@mchsi.com for more information. This is a Narcoa-insured ride and all Narcoa rules apply.

October 09, 2010 - PA, NY Wellsboro and Corning Railroad:

Ride the 70 miles RT of the Wellsboro & Corning Railroad from Wellsboro, PA to Gang Mills, NY and back. Former New York Central. Proof of NARCOA insurance required, all NARCOA rules will be enforced. Registration fee - \$55.00. Note: All CPE rides are rain or shine. No cancellations due to weather. Hard soled shoes required, no sneakers or sandals. Children must be closely supervised at all times. Send check to: Central PA Excursions, PO Box 145, White Deer, PA 17887. Questions: (570) 538-9050 or email firefighter5@jlink.net.

October 30, 2010 - TX - Capitol Metro Transportation – ex SP Llano branch Bluebonnet Run:

Railroad Partners, Inc. is pleased to sponsor a motorcar excursion over the ex SP Llano branch. This is a scenic stretch of track which parallels the Llano River and crosses the Colorado River on Lake LBJ. There will be abundant wildlife and open range vistas. Participants will travel from Llano, TX, through Kingsland, TX to Scobey Spur, a round trip distance of approx 54 mi. Trip fee is \$40.00 per car payable as a donation to Railroad Partners, Inc. (a nonprofit 501c3). This is a NARCOA insured excursion and all NARCOA rules apply. Hy-rails welcome. For trip details or lodging information, contact: Excursion Coordinator Leland Stewart 10057 Palomino Canyon Converse, TX 78109 (210) 863-5397. Information about RPI may be found at www.railroadpartners.com

December 04, 2010 - PA North Shore Railroad:

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

Excursions Held On A Monthly or Bi-Monthly Basis

Monthly Excursions thru October 2009 - MI - Sweet Line Railroad, Carson City, Michigan:

This is a non-NARCOA excursion on the Sweet Line Railroad that occurs every month through October 2009. Dates are June 12 - 14, July 10

- 12, August 7 - 9, September 11 - 13 and October 9 - 11. Round trip mileage is 14 miles and as many trips will be held as people want. Motels and campgrounds are within 1/2 mile. Set on will start on Friday night. More details are on the Sweet Line website at www.sweetlinerr.org. This is a Non-Narcoa ride and all railroad rules apply.

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

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

2010 Season – PA Stewartstown Railroad:

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

2010 Season - PA - Northern Central Railroad:

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

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



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

SUPPLIERS

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

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

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

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

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

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

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

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

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

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

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

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

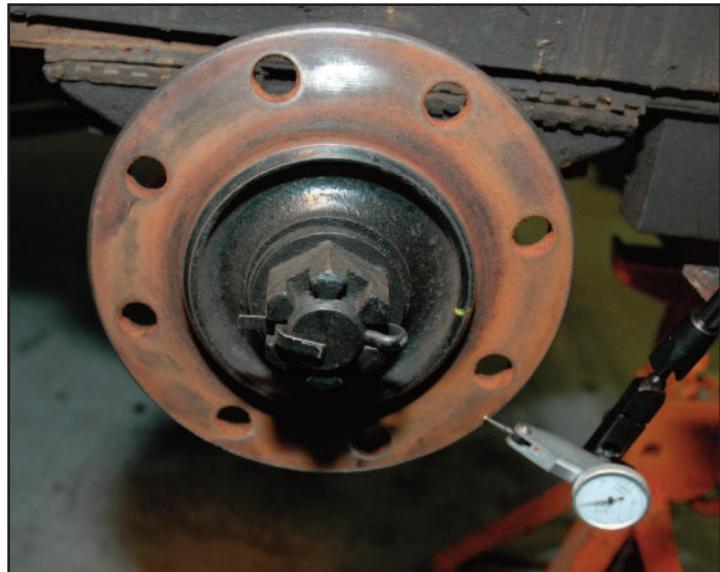
Complete line of the David Clark Company Intercom systems and railroad type Motorola Radios; new double chain sprocket kits, large inventory of NOS Fairmont parts. Some motorcars for sale.

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

CHECKING FOR A BENT AXLE

- By WAYNE PARSONS

The next time you change a wheel, check that the axle is straight. The way to do this is sand the rust off the hub surface and use a feeler gauge. Turning the hub will reveal if the axle has a bend. Do this on each hub because bends often happen at the ends of the axle when the car gets dropped. After mounting the wheel and tightening down all the bolts, do the same test again to determine the wheel's "true" and how well it is mounted. Of course, good record keeping for each hub and wheel surface will give you the data for deciding what is a normal variance and what might indicate trouble.



MISSING YOUR COPY OF THE SETOFF?

Please do not contact the SETOFF Editor about distribution problems.

If you did not receive your SETOFF please contact Mark Hudson, Membership Secretary. Only Mark Hudson has replacement copies, which are sent to him at the same time the mailing goes out. For each edition Mark creates the mailing address list and sends it to Greg Kightlinger, the printer who mails the hard copies. At the same time, Mark creates the e-mail address list and sends it to Jim Hughes, the e-mail distribution volunteer who sends out the emails.

Remember, if you have asked to receive The SETOFF electronically you must have a working e-mail address in order to receive it. You can not have e-mail 'attachment blocking' enabled. Check your SPAM folder. If you need to change either your snail mail or your e-mail address, you must notify:

**Mark Hudson, NARCOA Secretary &
Membership Chairman
P.O. Box 321,
Dry Ridge, KY 41035.
mark-hudson@insightbb.com**

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

NARCOA COMPANY STORE



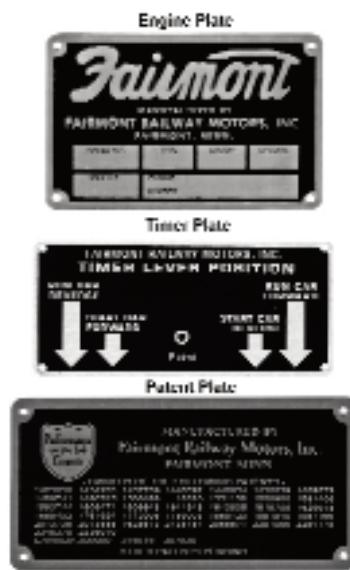
Wheel Inspection Tools -The clear plastic wheel profile is necessary to determine if the wheel is flat, thin in the flange area, or has wear between the flange and the flat section of the tread. Use the wheel profile as your first step in diagnosing "hunting" on the rails. Use two of the clear plastic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



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

Want the Spotlight on
your Affiliate Club?
The SETOFF Editor
wants to hear from you! I
would like to have your
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Reproduction Fairmont Data Plates - These plates fit on the engine cover. They are correct for late 1930's to late 1960's cars. M9 M14 M19 S2 ST2 A3 A5 59C - maybe others. \$6.00 per plate except Membership plate which is \$3.00. Include SSAE with one stamp for each plate (Three Plates per envelope maximum) to: Richard C. Ray, 5 Hemlock Place, Randolph, NJ 07869 All Profits go to NARCOA - Make checks out to NARCOA. ray_r@rock-email.com

